



Sir Frederick Messer Estate

Delivery and Servicing Plan

March 2026 Rev.A

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Document Control Sheet	
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1 Executive Summary

NRG Consulting have been commissioned to undertake a Delivery and Servicing Plan (DSP) for the proposed **Sir Frederick Messer Estate** development at **Land adjacent to Seven Sisters Road and St Ann's Road, London, N15**.

The scheme benefits from Planning Permission; Haringey ref: HGY/2024/3315 and the description of development is:

Construction of 66 new affordable homes across two new buildings of six storeys each. These include 13 x 1 bed 2 person flats, 1 x 2 bed 3 person maisonette, 27 x 2 bed 4 person flats, 1 x 3 bed 5 person maisonette and 24 x 3 bed 5 person flats.

This report has been written to discharge **Planning Condition 10** which states:

10) Prior to use/occupation a Delivery and Servicing Plan (DSP) shall be submitted to, and approved in writing, by the Local Planning Authority. The DSP must be agreed and in place on occupation/use of the development. The service and delivery plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan shall be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distance of a refuse truck on a waste collection day. It shall demonstrate how the development will include the consolidation of deliveries and enable last mile delivery using cargo bikes.

Details shall be provided on how deliveries can take place without impacting on the public highway, the document shall be produced in line with TfL guidance.

The DSP must be reviewed annually in line with the travel plan for a period of 3 years unless otherwise agreed in writing with the Local Planning Authority. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020.



Figure 1.1: Site Location Plan

2 Planning Policy

Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the Development Proposals.

The London Plan (2021)



The London Plan, updated in March 2021, forms part of the statutory development plan. It aims to ensure that transport in London is easy, safe, and convenient for everyone, and it actively encourages walking and cycling.

The London Plan outlines the need to provide Delivery and Servicing Plans (DSPs) as per Policy D4 (Assessing and mitigating transport impacts) and Policy T7 (Deliveries, servicing and construction).

Policy T7 (Freight and servicing) stipulates that development proposals should facilitate sustainable

freight and servicing, including providing adequate space for servicing and deliveries off-street. Delivery and servicing plans are required and should be developed in accordance with Transport for London guidance, reflecting the scale and complexities of developments.

Part D of Policy T7 emphasises that consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

Part G of Policy T7 highlights that developments should be designed and managed to receive deliveries outside of peak hours and in the evening or night-time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing. Part H of Policy T7 highlights that facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans for large developments.

Section 10 of the London Plan states:

"10.7.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Transport for London's freight tools should be used when developing the Site's freight strategy where rail and water freight facilities are available."

10.7.5 Delivery and Servicing Plans should demonstrate how the requirements of the Site are met, including addressing missed deliveries. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider the facilitation of home deliveries in a way that does not compromise the benefits of creating low-car or car-free environments."

10.7.6 Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make plans effective, they should be monitored and managed throughout the construction and operational phases of the Proposed Development."

TfL Delivery and Servicing Plans Guidance (2020)



TfL's Delivery and Servicing Plan Guidance, issued in December 2020, assists with planning for safe, clear, and efficient freight in London. The guidance states that a DSP is typically secured by means of a section 106 obligation or a similar planning condition once planning permission is granted to a developer by the local authority. The DSP should cover deliveries and servicing made to the businesses at the site, as well as the personal deliveries made to its employees or tenants/occupiers. The DSP should be a live document that is updated over time to reflect changes.

There are benefits in terms of cost savings to the business, improved neighbour relations, and reduced environmental impact of site occupiers where a DSP is effectively implemented. For example, a delivery booking system can free up space and employees' time, contributing to Corporate Social Responsibility. Out-of-peak delivery hours can reduce local congestion, and cleaner and more efficient deliveries help to achieve carbon reduction targets. Furthermore, providing adequate off-street loading bays can improve everyone's safety.

Haringey's Local Plan: Strategic Policies 2013–2026



Haringey's Local Plan: Strategic Policies 2013–2026 was adopted by the Council in March 2013, replacing the Unitary Development Plan (UDP), with subsequent alterations adopted on 24 July 2017. The document sets out the long-term vision for how the borough should develop by 2026 and outlines the Council's strategy for achieving that vision, including high-level strategic policies used in determining planning applications.

Of particular relevance to this Delivery and Servicing Plan is **Strategic Policy SP7: Transport**, which seeks to promote sustainable travel and ensure that all development is fully integrated with all forms of transport. The policy aligns with the Government's transport objectives in Section 4 of the National Planning Policy Framework (NPPF) and the Mayor of London's strategic transport approach in the London Plan.

SP7 emphasises:

- Reducing the need to travel by private car and encouraging walking, cycling, and public transport use.
- Ensuring development is designed to enable safe, efficient, and sustainable servicing and delivery arrangements.
- Minimising the impact of freight and servicing on the local highway network and surrounding communities.
- Supporting the transition to low-emission and zero-emission vehicles for servicing and deliveries.

This DSP responds directly to these objectives by setting out measures to manage and minimise delivery and servicing vehicle movements, reduce associated environmental impacts, and integrate servicing activity into the site's design and operation in a safe and sustainable manner.

3 Site Context

3.1 Site Location and Background

The site is located adjacent to the junction of Seven Sisters Road and St Ann's Road within the Seven Sisters Ward of the London Borough of Haringey. The land currently comprises an undesignated area of open green space characterised by mounded grassland, mature and semi-mature trees, and informal pedestrian desire lines. This space presently functions as a landscape buffer between Seven Sisters Road and St Ann's Road and provides a permeable pedestrian route into the Sir Frederick Messer Estate.

The surrounding area is predominantly residential in character and includes a varied mix of housing typologies and building heights. This includes late nineteenth-century and early twentieth-century terraced development along Seven Sisters Road, mid-rise and high-rise residential blocks within the existing estate, and more recent residential developments in the surrounding area. The site benefits of a PTAL Rating of 4 which indicates a good level of accessibility.

3.2 Proposed Development

The proposed development comprises the construction of two freestanding residential buildings, each rising to six storeys in height. For the purposes of this Delivery and Servicing Plan, these buildings are referred to as Block 1 and Block 2. The development will deliver a total of 66 new affordable homes for social rent within Use Class C3.

The approved residential accommodation comprises a mix of flats and maisonettes, providing a range of unit sizes to meet local housing needs. The overall residential mix is summarised in Table 3.1 below.

Unit Type	No. of Units	Occupancy
1-bed flats	13	2 persons
2-bed flats	1	3 persons
3-bed flats	27	4 persons
3-bed flats	25	5 persons
Residential Total	66	-

Table 3.1: Proposed Development



Figure 3.1: CGI view of the proposed development



Figure 3.2: Site Plan also included as Appendix 1

4 Servicing and Delivery Arrangements

This section sets out the proposed servicing arrangements for the development, including the management of deliveries and other servicing activities. It also identifies measures to minimise the impact of such activities on the local highway network and surrounding public realm.

4.1 Access and Servicing

All servicing and delivery activity associated with the development will be undertaken from the surrounding public highway. No dedicated on-site servicing bays are proposed, which reflects both the approved Transport Assessment and the constrained urban context of the site.

Delivery and servicing vehicles will primarily utilise Bushey Road for short-duration loading and unloading, making use of existing highway controls, including double yellow lines, in accordance with traffic regulations. Refuse collection vehicles will collect bins from agreed collection points adjacent to the site on Bushey Road and St Ann's Road, consistent with established collection arrangements in the area.

The servicing strategy has been developed with specific regard to the constraints identified through the planning process, including limited carriageway width at the northern end of Bushey Road, proximity to pedestrian routes, and the need to avoid conflict between delivery vehicles and refuse collection operations. Table 4.1 summarises the key servicing considerations identified, and the measures embedded within the DSP to address them.

These measures ensure that servicing and delivery activity can be accommodated without adverse impact on highway safety, pedestrian movement, or the operation of the local road network.

Key consideration	Identified issue	DSP response and mitigation
Limited highway space on Bushey Road	Constrained carriageway width, particularly at the northern end	Short-duration deliveries only, with servicing activity spread throughout the day
Potential conflict with refuse collection	Risk of obstruction if deliveries coincide with refuse vehicles	Refuse collection periods prioritised through delivery management and resident guidance
Pedestrian safety	Refuse vehicles may overhang the footway during manoeuvres	Agreed collection points and avoidance of concurrent servicing activity
High frequency of small parcel deliveries	Increased courier activity	Promotion of consolidation, redirection, and alternative collection options
No on-site servicing bays	Reliance on public highway for loading	Clear operational procedures and guidance to limit dwell times

Table 4.1: Key Considerations

4.2 Management Procedures and Resident Guidance

To support the servicing strategy, clear management procedures and resident guidance will be implemented as part of the ongoing operation of the development.

A Home User Guide will be provided to all residents upon first occupation. This will include guidance on deliveries and servicing, advising residents on how to arrange deliveries in a manner that minimises vehicle dwell times and avoids conflict with refuse collection periods and peak pedestrian activity. Where available, residents will be encouraged to specify delivery by small vans or Light Goods Vehicles.

Secure post boxes will be provided within the ground floor entrance lobbies of each residential block to accommodate routine parcel deliveries. Where a delivery cannot be completed, couriers will follow their standard redelivery or collection procedures, with residents responsible for arranging redelivery or collection directly. The Home User Guide will also include information on nearby off-site parcel lockers and click-and-collect facilities to reduce repeat delivery attempts.



Figure 4.1: Typical off-site parcel locker and click-and-collect facilities

Non-standard deliveries, including home removals and large furniture or appliance deliveries, will be required to be pre-arranged with the building management team. Such deliveries will be coordinated to avoid refuse collection periods and, where practicable, peak times.

The management company will retain overall responsibility for overseeing delivery and servicing activity and will review procedures where operational issues are identified. Any necessary updates will be incorporated into the DSP through the monitoring and review process.

4.3 Delivery Consolidation and Last-Mile Delivery

Given the scale and wholly residential nature of the development, delivery consolidation will be supported through management measures rather than the provision of on-site consolidation infrastructure.

Most residential deliveries are expected to be undertaken by small vans, reflecting current delivery practices in London. Consolidation will primarily occur within courier and retailer logistics networks, where multiple deliveries are combined into single vehicle routes. The DSP supports this by discouraging larger vehicles and promoting short-duration servicing only.

The development has been designed to enable last-mile delivery by cargo bike where such services are offered by delivery operators. Step-free access and direct frontage to the public highway ensure that cargo bikes can serve the site without physical constraint.

To support this approach, two designated courier stopping locations will be provided adjacent to the site frontage. These locations will be identified through on-site signage indicating appropriate areas for short-duration courier parking and delivery activity. These areas will accommodate deliveries by small vans, bicycles, and cargo bikes and will provide a safe and convenient location for couriers to stop without obstructing the public highway.

The locations of the courier stopping areas are shown on the site plan below.



Figure 4.2: Courier stopping locations for delivery vehicles and cargo bikes

Signage will be installed to clearly identify these locations and to guide couriers to appropriate delivery points serving the development.



Figure 4.3: Example courier stopping signage

Residents will be made aware, through the Home User Guide, of low-emission delivery options where available and of alternative off-site collection options that may reduce repeat deliveries. Residents will not be required to use specific delivery methods.

This approach provides a proportionate and realistic response to Transport for London Delivery and Servicing Plan guidance for a residential development of this type.

4.4 Proposed Servicing and Vehicle Generation

The Planning Stage Transport Assessment (included as Appendix 2) forecasts approximately 17 delivery and servicing vehicle trips per day associated with the residential use of the development. This estimate was accepted by the Local Planning Authority during determination of the planning application and reflects typical servicing demand for a residential development of this size. The estimate includes routine parcel deliveries, servicing visits, and occasional larger deliveries such as furniture or home appliance deliveries.

However, it is recognised that residential delivery patterns can fluctuate depending on occupier behaviour and seasonal demand. In practice, the total number of delivery and servicing trips may therefore vary slightly above the forecast level on certain days.

Table 42 below provides an indicative breakdown of anticipated servicing activity associated with the development.

Servicing Activity	Daily Trips
Parcel and courier deliveries	12 – 20
General servicing visits (maintenance, utilities, cleaning etc.)	3 – 4
Occasional larger deliveries (furniture, appliances etc.)	2 – 3
Total Estimated Daily Servicing Trips	Approximately 17 – 27 trips per day
Table 4.2: Estimated servicing and delivery vehicle trips	

The majority of servicing and delivery activity is expected to be undertaken by small vans and cars, with all vehicles anticipated to be smaller than a standard refuse collection vehicle. Delivery durations are typically short, generally less than five minutes.

Even allowing for a higher realistic range of servicing activity, vehicle arrivals are expected to be spread across a typical 12-hour daytime period (07:00–19:00). This equates to approximately one to two servicing vehicles per hour, which can be readily accommodated on the surrounding highway network without adverse impact.

Courier operators also routinely consolidate multiple deliveries within a single vehicle route. As a result, several deliveries can often be undertaken during a single visit to the area, reducing the number of vehicle trips required.

The management measures set out within this DSP, including coordination of larger deliveries and encouragement of consolidated delivery options, will further ensure that servicing activity operates safely and efficiently.

4.5 Delivery and Servicing Plan Measures

The DSP establishes a series of proportionate measures to reduce the frequency and impact of delivery and servicing vehicle movements, while promoting efficient and sustainable servicing practices in line with Transport for London guidance.

Stage	Target	Actions	Timescale	Responsibility
1	Adoption of the DSP	Ensure the DSP is approved, implemented, and maintained as a live document	Prior to occupation	Management Company
2	DSP responsibility	Appoint a named individual or team responsible for DSP oversight	Prior to occupation	Management Company
3	Resident engagement	Issue Home User Guide with delivery and servicing guidance	Prior to occupation	Management Company
4	Delivery consolidation	Promote parcel redirection, local collection points, and consolidation	Ongoing	Management Company
5	Sustainable deliveries	Encourage use of LGVs and cargo bike deliveries where available	Ongoing	Residents and Management Company
Table 4.2: DSP Measures				

These measures are considered appropriate for the scale and nature of the development and reflect the relatively low level of anticipated servicing demand.

4.6 DSP Monitoring and Review

The DSP will be maintained as a live document and will be subject to ongoing monitoring and review to ensure its continued effectiveness and relevance throughout the early occupation of the development.

An initial review of delivery and servicing activity will be undertaken within six months of first occupation, or once the development has reached approximately 75 per cent occupation, whichever occurs first. This review will consider delivery frequency, vehicle types, and any operational issues that may arise.

Further reviews will be undertaken annually for the first three years of occupation, in accordance with the requirements of the planning condition and in line with the approved Travel Plan. Where necessary, the DSP will be updated and agreed in writing with the Local Planning Authority.

Target	Timescale
DSP agreed and implemented	Prior to occupation
Initial delivery and servicing review	Within 6 months of occupation or at 75% occupation
Annual DSP review	Years 1, 2, and 3 post-occupation
Table 4.3: DSP monitoring programme	

5 Refuse and Storage Collection

5.1 Refuse and Recycling Collection

This section sets out the proposed refuse and recycling storage and collection arrangements for the residential development. All arrangements have been designed in accordance with the London Borough of Haringey's *Waste Management Guidance for Residential Developments*.

Communal refuse and recycling storage will be provided within ground floor bin stores serving each residential block. The stores have been located to ensure efficient access for residents and collection crews, while minimising impacts on the public realm and neighbouring dwellings. Locations of the bin stores serving Block 1 and Block 2 are shown on Figure 5.1.

All refuse and recycling arrangements will comply with the Local Planning Authority's operational requirements, as summarised in Table 5.1.

LPA Requirements	
Provision of wheelie bins or bulk containers for household waste	✓
Maximum carrying distance of 10 metres from bin store to collection point	✓
Provision for bulky waste storage	✓
Level, unobstructed route with gradients no steeper than 1:12	✓
Adequate lighting to bin stores	✓
Secure access arrangements provided to collection crews	✓
Clear signage for waste segregation and use	✓
Table 5.1: LPA Requirements	

Residents will be encouraged to segregate waste at source using internal kitchen bins, including food waste caddies. Waste and recycling will then be deposited into the appropriate communal containers located within the bin stores.

5.2 Block 1 Refuse and Recycling Collection (St Ann's Road)

Refuse and recycling serving Block 1 will be stored within a dedicated ground floor bin store and presented for collection from St Ann's Road, as illustrated in Figure 5.1.

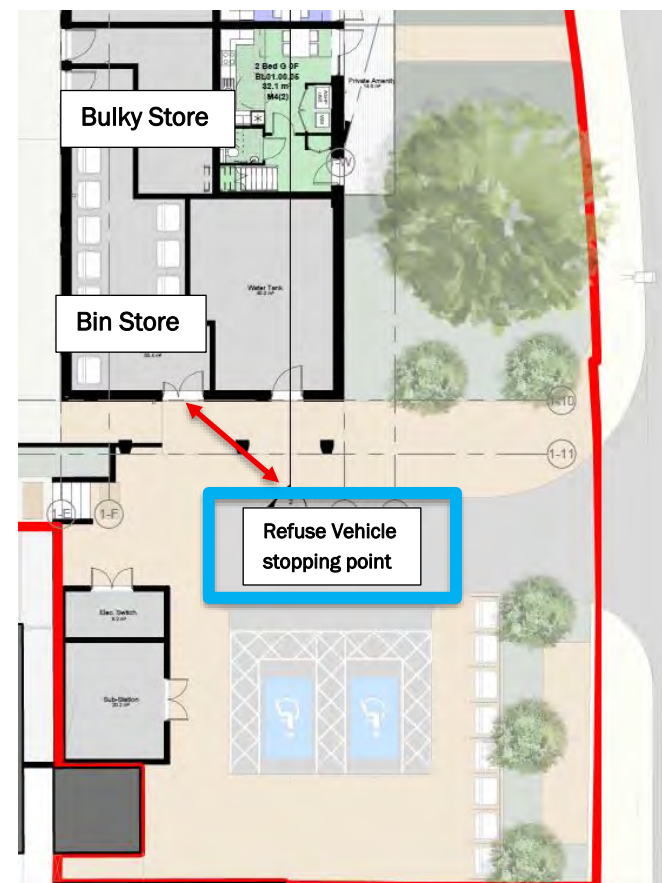


Figure 5.1: Block 1 bin store location

Collection will be undertaken by London Borough of Haringey refuse vehicles utilising an established refuse collection arrangement already in operation along St Ann's Road, including existing collections serving Henrietta House. This approach has been reviewed as part of the planning process and aligns with existing operational practice on St Ann's Road.

The carrying distance from the bin store to the collection point will be within the maximum 10 metre requirement set out by the London Borough of Haringey's Waste Management Service. The route between the bin store and the collection point will be level, unobstructed, and suitable for safe manual handling by collection operatives.

5.3 Block 2 Refuse and Recycling Collection (Bushey Road)

Refuse and recycling serving Block 2 will be stored within a dedicated ground floor bin store and presented for collection from Bushey Road, as illustrated in Figure 5.2.



Figure 5.2: Block 2 bin store location

Collection will be undertaken by London Borough of Haringey refuse vehicles stopping adjacent to the bin store on Bushey Road, consistent with existing refuse and servicing activity along this estate access road.

As illustrated in Figure 5.3 (overleaf) a Swept path analysis for refuse vehicles operating on Bushey Road demonstrates that collection can be undertaken safely within the

available highway space. While manoeuvring space is constrained, collection activity will be managed to avoid concurrent delivery or servicing activity, in accordance with the Delivery and Servicing Plan.

The carrying distance from the bin store to the collection point will be within the maximum 10 metre requirement set out by the London Borough of Haringey's Waste Management Service. The route between the bin store and the collection point will be level, unobstructed, and suitable for safe manual handling by collection operatives.

5.4 Waste Storage Capacity

The total waste storage capacity for the development is summarised in Table 5.2:

Waste Stream	Provision	Provision
Residual waste	1,100 litre bins	11 bins
Dry mixed recycling	1,100 litre bins	7 bins
Food waste	140 litre bins	5 bins
Table 5.2: Size and Number of Bins Provided.		

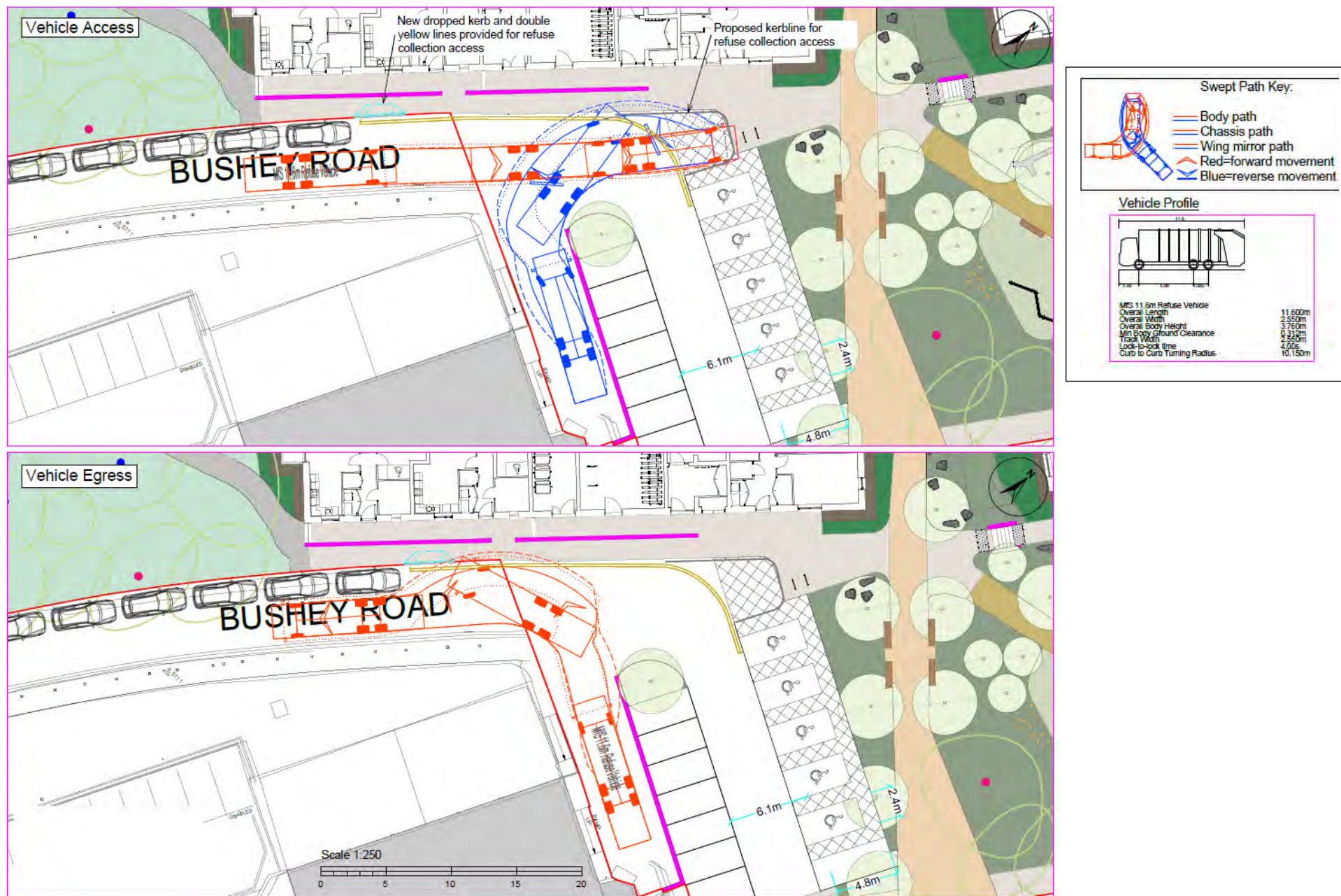


Figure 5.3: Block 2 Refuse Collection Swept Path

6 Conclusion

This DSP sets out a clear and robust strategy for managing delivery, servicing, and refuse collection activities associated with the approved **Sir Frederick Messer Estate development at Land adjacent to Seven Sisters Road and St Ann's Road, London, N15**.

The measures outlined are proportionate to the scale and nature of the development and have been designed to minimise impact on the local highway network, safeguard pedestrian movement, and promote operational efficiency.

In summary, the following key arrangements have been established:

- (i) Delivery and servicing activity will be accommodated on the surrounding public highway, primarily from Bushey Road, utilising short-duration loading in accordance with existing highway controls;
- (ii) The development is anticipated to generate approximately 17-27 delivery and servicing vehicle movements per day, predominantly by small vans, with arrivals spread throughout the day;
- (iii) Communal refuse and recycling bin stores will be provided at ground floor level within each residential block, with refuse collection for Block 1 undertaken from St Ann's Road using an established collection arrangement, and refuse collection for Block 2 undertaken from Bushey Road, with all carrying distances limited to a maximum of 10 metres;
- (iv) Clear management procedures and resident guidance will be implemented through the Home User Guide, supported by ongoing management oversight, to promote delivery consolidation, encourage sustainable last-mile delivery including the use of cargo bikes, and avoid conflicts between deliveries and refuse collection activity.

The proposed arrangements ensure that delivery, servicing, and refuse collection activity can be accommodated safely and efficiently. On this basis, it is considered that the contents of this Delivery and Servicing Plan, including the refuse and recycling strategy and the proposed monitoring and review arrangements, are sufficient to discharge Planning Condition 10 of planning permission reference HGY/2024/3315.

Appendix 1



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Notes:

Unit Type Key

- 1B2P
- 2B3P
- 2B4P
- 3B5P
- Circulation
- Support/Plant

Key Plan



For Landscape information and finishes, please refer to Landscape Architect's information.

004	17/12/24	TI	AM	Stage 3+ Pack (FIRST ISSUE)
003	04/09/24	TI	TI	Amendments to doors & window openings. Landscape layout revised.
002	23/08/24	TI	TI	Revised GA Set
001	01/08/24	TI	TI	FIRST ISSUE - GA Set
Revised	Date	Drawn By	Checked By	Description

Scale As indicated Size A1 Date First Issue 01/08/2024

Drawn By Checked By TI

Project Name Sir Frederick Messer Estate

Drawing Name General Arrangement Plan - Level 00 - Ground Floor

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AVANTI ARCHITECTS

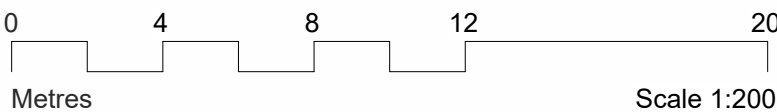
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Unit Schedule (Areas)						
Number	Type	Category	AVA_UnitA spect	Size	Area	Typology
BL01.00.01	2 Bed B	M4(3)	S/E/W	2B4P	91 m ²	Apartment
BL01.00.02	1 Bed C	M4(3)	E/W	1B2P	72 m ²	Apartment
BL01.00.03	1 Bed C	M4(3)	E/W	1B2P	72 m ²	Apartment
BL01.00.04	3 Bed F 0F	M4(2)	S/E	3B5P	31 m ²	Maisonette
BL01.00.05	2 Bed G 0F	M4(2)	S/E	2B3P	32 m ²	Maisonette
BL02.00.01	1 Bed A	M4(3)	S/E/W	1B2P	67 m ²	Apartment
BL02.00.02	1 Bed B	M4(3)	E/W	1B2P	66 m ²	Apartment
BL02.00.03	2 Bed A	M4(3)	E/W/N	2B4P	92 m ²	Apartment
Grand total: 8						

1: General Arrangement Plan - Level 00 - Ground Floor

1 : 200



Appendix 2



Sir Fredrick Messer Estate

Seven Sisters Rd/St Ann's Rd

Transport Statement

Prepared for
Haringey London Council

11th October 2024_Rev 01

Project no 2021008-CRE-XX-XX-RP-D-000001

CRE8 Structures

Suite 21, Paddington Works

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Rev	Date	Author by	Reviewed by
DRAFT	23 rd September 2024	RPS Consulting Services Ltd	CC
01	11 th October 2024	RPS Consulting Services Ltd	CC

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1. Introduction

London Borough of Haringey propose to develop an area of land adjacent to Seven Sisters Road, St Ann's Road and Bushey Road within the London Borough of Haringey.

The Client proposes to construct 3 x 6 story residential apartment blocks with associated off-road parking alongside hard and soft landscape improvements.

The following attached document (Appendix A) provides an assessment of transport and highways services in relation to the redevelopment of the site located within the Fredrick Messer Estate located along the A503 Seven Sisters Road.

The Transport Statement has been prepared in line with the latest relevant transport policy and best practice guidance published at national, regional and local level. A full review of the transport policies and guidance outline above has been undertaken and included in a Transport Policy and Guidance Technical Note which follows the TfL TA Best Practice guidance.

Appendix A

SIR FREDRICK MESSER ESTATE

Transport Statement

JNY11174-01
Transport Assessment
Version 01
11 October 2024

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
1	Planning Application	Kasper Spragg	Jamie Connors	Jamie Connors	20/09/2024

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APPENDIX 5 – CAR PARKING BEAT SURVEY RESULTS

APPENDIX 6 – REFUSE VEHICLE TRACKING

Policy Context

- 1.5 This Transport Statement has been prepared in line with the latest relevant transport policy and best practice guidance published at national, regional and local level.
- 1.6 A full review of the transport policies and guidance outline above has been undertaken and included in a Transport Policy and Guidance Technical Note which follows the TfL TA Best Practice guidance.
- 1.7 The policy and guidance documents include:

National Policy and Guidance

- National Planning Policy Framework (July 2021);
- Planning Practice Guidance (NPPG) 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014); and
- Manual for Streets (2007).

Regional Policy and Guidance

- London Plan (2021);
- TfL Healthy Streets – Transport Assessments (2019);
- Travel Planning Guidance, Transport for London (November 2013);
- Mayor's Transport Strategy (2018);
- London Cycle Design Standards (2016).

Local Policy and Guidance

- London Borough of Haringey Local Plan (2017)
- Haringey Development Management DPD (2017)

Report Structure

- 1.8 This TS is structured as follows:
- **Section 2:** Transport Planning for People;
 - **Section 3:** Site and Surroundings;
 - **Section 4:** Active Travel Zone;
 - **Section 5:** London-Wide Network;
 - **Section 6:** Construction; and
 - **Section 7:** Conclusion.

2 SITE AND SURROUNDINGS

2.1 This section of the TA sets out the proposed development in the context of the surrounding area.

Overview

2.2 The proposals would transform the site itself, as well as the immediate surrounding public realm of the site. This section of the TS will show how the proposed development would support the following transport objectives set out in the LB Haringey Local Plan.

Walking

2.3 The CIHT's guidance, *Guidelines for Providing for Journeys on Foot* (2000) states in paragraph 3.32 and Table 3.2 that the preferred maximum walking distance to facilities and local services is 2000 metres. The distances for various land uses, are set out in **Table 3.1** below.

Table 2.1: Acceptable Walking Distances (Metres)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

2.4 The local area surrounding the site is characteristic of a typical urban area in London, with footway provision on along both sides of all of the roads surrounding the site. Footways are provided at varying widths surrounding the site, with the footways on the western side of Seven Sisters Road measuring approximately 4.8m.

2.5 Controlled crossing points are located at the Seven Sisters / St Ann's Road junction with tactile paving and dropped curbs. A controlled crossing point is also provided along Seven Sisters Road immediately south of the site, a zebra crossing is also provided along St Ann's Road immediately to the east of the site. These controlled crossings provide accessible access to Seven Sisters Underground Station along with a number of local bus stops and services.

2.6 The site is located within close walking distance to a number of local services and shopping facilities located along Seven Sisters Road alongside Seven Sisters Underground, Overground and National Rail Stations.

Cycling

2.7 LB Haringey Local Plan Cycling is an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). Topography is not an impediment to cycling within the vicinity of the site.

2.8 Cycle routes around the site are illustrated within Local Cycling Guide 4 (2017) produced by TfL (Mill Hill, Hendon, Hampstead, Finchley, Wood Green, Tottenham, Chingford, Woodford, Walthamstow, Leyton, Hackney). The TfL cycle guides assigns a coloured code to different types of cycle lane infrastructure, these are:

- **Dark Blue:** Cycle Superhighways;
- **Light Blue:** Route signed for cyclists that may be on a mixture of quiet and busier roads;
- **Purple:** Quietways;
- **Yellow:** Other roads that have been recommended by cyclists;
- **Orange:** Pedestrian-only route which connects cycling sections where cyclists must dismount; and
- **Green:** Routes through parks, along canal towpaths or off-carriageway for walking and cycling.

- 2.9 Cycleway 1 is located approximately 300m to the east of the site entrance on St Anns Road and Frinton Road. Cycleway 1 routes from Tottenham to the north of the site in a southerly direction towards Finsbury and Central London. The Cycleway routes along quieter roads to give cyclists an easy and safe route along less busy roads.
- 2.10 Cycleway 1 helps to connect the site local facilities in South Tottenham and Tottenham including Seven Sisters Underground Station and employment areas located within central business areas within central London.
- 2.11 There are a number of yellow routes surrounding the site, which are routes that have been recommended by cyclists, these routes include Hermitage Road and Roslyn Road.
- 2.12 Green routes are present within Finsbury Park located approximately 1.3km to the east of the site and Walthamstow Marshes located to the east of the site, these green routes will provide future residents with safe and uninterrupted cycle routes through parks and along canals that can be used for leisure.
- 2.13 Bicycle box is located approximately 1.3km (approximately 16 minute walk / 7 minute cycle) from the site with Halford's located approximately 1.6km (approximately 20 minute walk / 8 minute cycle) from the site, both of which will provide future residents with cycle repair and cycle purchase opportunities.
- 2.14 **Appendix 2** includes a map that shows the local TfL cycle routes within the vicinity of the site.

On-Site / Nearby Public Realm

- 2.15 With regard to the public realm along Seven Sister Road, there are a number of active frontages with different uses facing onto Seven Sisters Road. The eastern side of Seven Sisters Road is a red route meaning no stopping is allowed, the western side allows loading on the highway outside of the specified time (7am – 7pm Monday - Saturday). Trees line both sides of Seven Sisters Road to the south of the site.
- 2.16 St Ann's Road is characterised by a number of residential flats and The Community Church of God fronting the road within the vicinity of the site. Alongside this, the site is lined with a number of trees along both sides of the road.

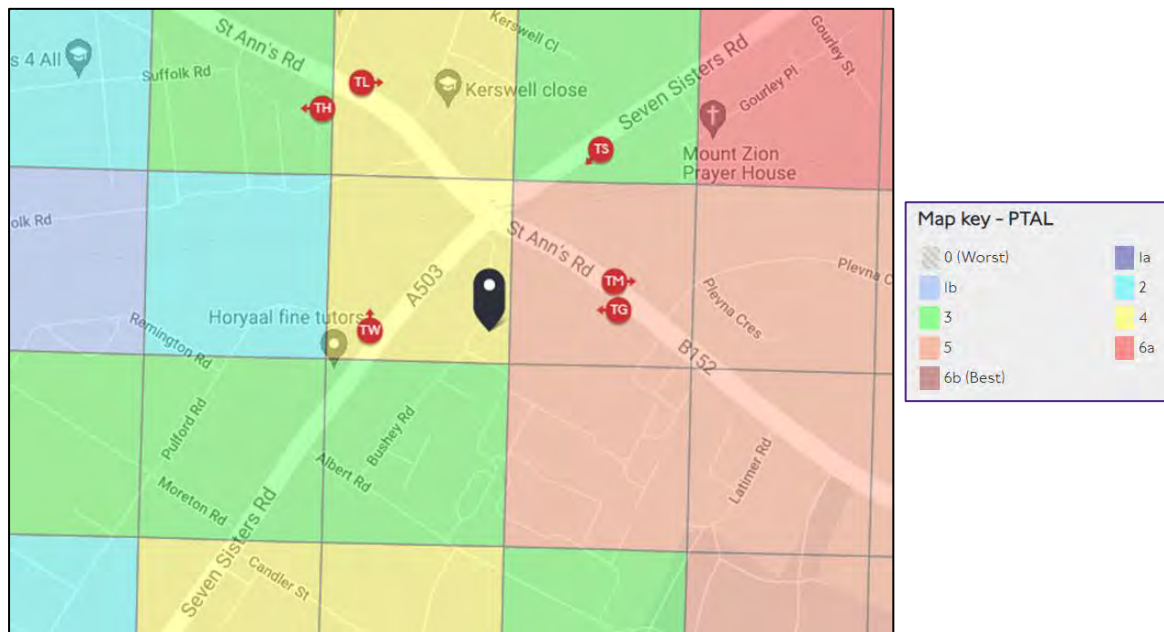
Public Transport

- 2.17 The site is in an excellent location with respect to access to public transport.

Public Transport Accessibility Level (PTAL)

- 2.18 In accordance with the TfL PTAL guidance (April 2010), a PTAL assessment has been undertaken as a measure of the sustainability of the site. This takes into account the walking distance to public transport facilities from the site and the operation of these services. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest.
- 2.19 **Figure 2.2** below shows the site PTAL rating for the 2021 forecast year.

Figure 2.2: Site PTAL Rating (2021 Forecast)



Source: TfL WebCAT

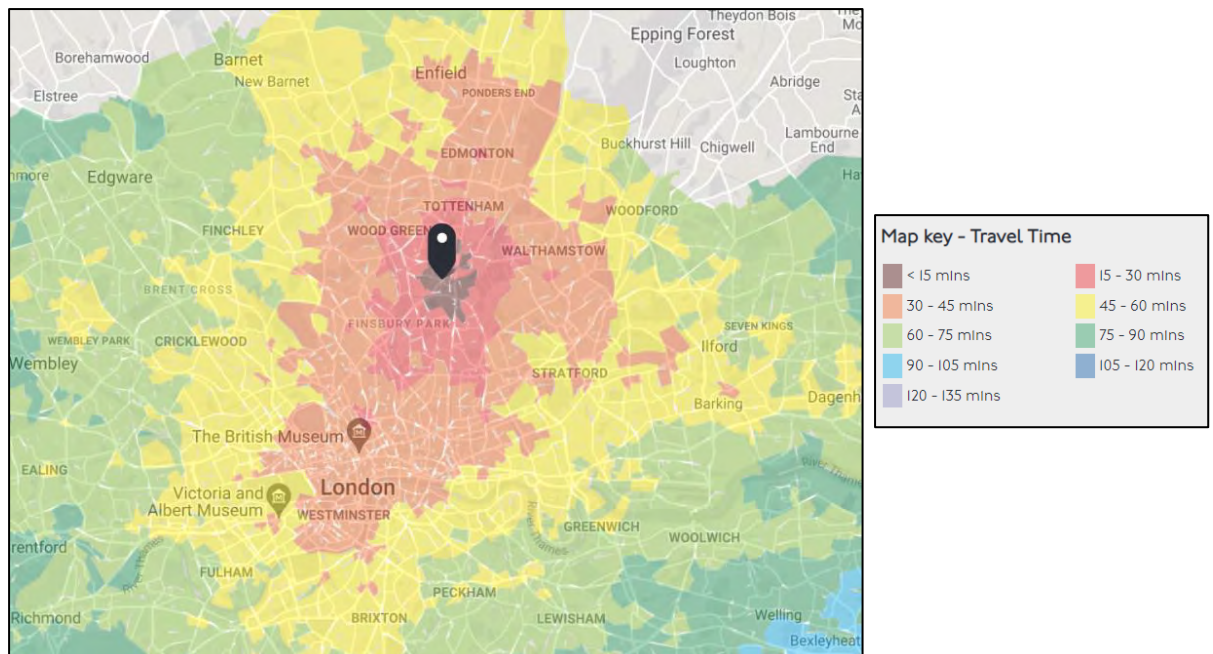
- 2.20 The PTAL rating has been calculated for the centre of the site and found to be 4 which is rated as having a good level of accessibility by public transport.

- 2.21 The PTAL score awarded for the site has been given due to the close proximity of the site to Seven Sisters Underground, Overground and National Rail Station including the local bus services available within the vicinity of the site such as 67, 259 and 279.
- 2.22 It is important to note that the wider Fredrick Messer Estate has areas with a PTAL score of 5 with an area scoring a PTAL rating of 6a approximately 150m to the north of the site.

TIM Mapping and Wider Connectivity

- 2.23 PTAL is a good starting point for an assessment of public transport, however it is now recognised that this is only one of the methods to assess a site's accessibility to public transport. PTAL does not account for pedestrian and cycle facilities within the vicinity of the application sites nor does it assess the connectivity to other transport modes through multiple journeys. Therefore, a better representation of the level of wider public transport connectivity nearby the development sites can be provided by TIM Mapping.
- 2.24 TIM Mapping is a tool available on TfL's WebCAT connectivity toolkit website, which measures how far a person can travel in any given journey time using various modes including walk time.
- 2.25 The TIM mapping output shows that areas such as Tottenham, Dalston, Hackney and Kings Cross & St Pancras International Railway Station are accessible from the site within 15-30 minutes. Major employment areas within Central London including the City of London and Westminster are accessible within 30-45 minutes alongside other central London locations including Soho, Southwark, Vauxhall, Paddington.
- 2.26 **Figure 2.3** shows the TIM mapping output for the 2021 forecast year for the site.

Figure 2.3: Site TIM Mapping Output



Source: TfL WebCAT

London Underground

- 2.27 Seven Sisters Underground Station is located approximately 770m (10-minute walk) walking distance to the north east of the development site on the A10 High Road.
- 2.28 Seven Sisters Underground Station provides Victoria Line services towards Brixton and Walthamstow Central connecting the site to key destinations and interchanges such as Kings Cross & St Pancras International Euston, Oxford Circus and Victoria.
- 2.29 A summary of the Victoria line services from the station are outlined in **Table 3.2** below.

Table 2.2: Summary of Victoria line services from Seven Sisters Underground Station

Line	Route	First Train	Last Train	Average Peak Frequency (per hour)
Victoria	Walthamstow Central - Brixton	05:21	00:16	36
	Brixton – Walthamstow Central	05:26	00:55	36

Source: TfL

- 2.30 A TfL map outlining the Underground network is included in **Appendix 3**.
- 2.31 TfL is regularly improving the London Underground network to ensure that the lines meet the needs of the users of the network.

London Overground Services

- 2.32 Seven Sisters Railway Station is located approximately 600m (approximately an 8-minute walk) to the north east of the site entrance at the St Ann's Road / Seven Sisters Road junction.
- 2.33 The station is served by London Overground and operates services towards London Liverpool Street, Enfield Town and Cheshunt Rail Station, as outlined below in **Table 2.3**.

Table 2.3: Summary of National Rail Services from Seven Sisters Railway Station

Service	Route	First Train (Mon-Fri)	Last Train (Mon-Fri)	Average Peak Frequency (per hour)
London Overground	Chestnut – London Liverpool Street	05:17	23:59	3
	Enfield Town – London Liverpool Street	05:53	23:23	4
	London Liverpool Street - Chestnut	05:45	23:45	3
	London Liverpool Street – Enfield Town	06:00	00:01	3

Source: TfL

- 2.34 A number of key locations within London can be accessed from Seven Sisters Railway Station including Liverpool Street and Hackney Downs which connect to the wider London Overground Network.

- 2.35 TfL are regularly improving the London Overground network to ensure that the lines meet the needs of the users of the network. These improvements include providing step-free access to as many stations as possible whilst also improving the ticket halls, ticket gates, installing lifts, widened entrances, improved shelters and increased cycle parking at stations along the network.

Bus Services

- 2.36 PTAL guidance considers that people are willing to walk up to eight minutes in order to access bus stop infrastructure. Thus, TfL consider that bus stops within 640 metres of a development (80 metres x 8 minutes) to be accessible. The site is accessible by London bus services, with various routes available within a short walking distance.
- 2.37 The following bus stops are located within 640m of the application site:
- Plevna Crescent (Stop TM and TM) – 70m walking distance
 - St Ann's Road (Stop TW and TS) - 80m walking distance
 - Seven Sisters Road / Kerswell Close (Stop TL and TH) – 110m walking distance
 - Heysham Road (Stop TV and TT) – 300m and 370m walking distance respectively
 - Howard Road (Stop TN and TF) - 320m and 380m walking distance respectively
 - Seven Sisters Station (Stop B and A) – 480m and 640m walking distance respectively
 - St Ann's Road / St Ann's Road High Road (Stop TE and TA) – 640m walking distance
- 2.38 The routes that serve these local bus stops and the frequency of these services are outlined in **Table 3.4** below.

Table 2.4: Summary of Local Bus Services

Service	Route	Frequency (Buses per Hour)			
		AM Peak	PM Peak	Sat	Sun
Plevna Crescent (Stop TM and TG)					
67	Dalston Junction Station - Wood Green Station	6	6	5	5
St Ann's Road (Stop TW and TS)					
259	Edmonton Green Bus Station - King's Cross Road / Pentonville Road	7	7	6	6
279	Manor House Station - Waltham Cross Bus Station	8	8	7	5
N79	Manor House Station - Waltham Cross Bus Station	Night Bus (3 busses per hour from 01:02 – 05:55 every day)			
St Ann's Road / St Ann's Road High Road (Stop TE and TA)					
76	Tottenham Hale Bus Station - Lower Marsh	6	6	6	5
149	Edmonton Green Bus Station - London Bridge Bus Station	7	7	7	6
243	Redvers Road - Waterloo Station / Mepham Street	5	5	7	6
318	North Middlesex Hospital - Rookwood Road	5	5	5	4
349	Glyn Road - Rookwood Road	5	5	6	5
476	Northumberland Park - King's Cross Station / York Way	6	6	6	5
N73	Holles Street - Walthamstow Bus Station	Night bus (2 busses per hour from 00:15 – 04:49 every day)			

Source: TfL (July 2021)

- 2.39 A TfL network map illustrating the routes and destinations from bus stops within close proximity to the site is attached at **Appendix 4**.
- 2.40 Future residents of the proposed development will be able to access a wide variety of areas using the local bus services, some of these include:
- Tottenham Hale;
 - Wood Green;
 - Stoke Newington;
 - Finsbury Park;
 - Kings Cross Station;
 - Waterloo;
 - Dalston; and
 - Moorgate.
- 2.41 TfL are regularly looking to improve the bus services that they provide through implementing more environmentally friendly bus services and live information on bus times at bus stops and on buses.

- 2.42 The proposed development will improve the public realm within the vicinity of the above bus stops to allow for pedestrians to feel safer as the active frontage of the proposed development will deter crime.

Local Highway Network and Vehicular Access

Seven Sisters Road (A503)

- 2.43 Seven Sisters Road is a two-way single carriageway road with a speed restriction of 30mph enforced within the vicinity of the site, this is signalised by a speed restriction sign. A bus lane is provided along the western side of the carriageway. Footways and street lighting are present along both sides of the road within the vicinity of the site.
- 2.44 The eastern side of Seven Sisters Road is a red route meaning no stopping is allowed, the western side allows loading on the highway outside of the specified time (7am – 7pm Monday - Saturday).

St Ann's Road (B152)

- 2.45 St Ann's Road is a two-way single carriageway road with a speed restriction of 20mph enforced within the vicinity of the site, this is signalised by a speed restriction sign. Footways and street lighting are present along both sides of the road within the vicinity of the site.
- 2.46 Parking bays are evident on both sides of the road at different points along the road's length, these parking bays are permit holder only or pay by phone (max stay 2 hours) between the hours on 8am – 6:30pm on Monday – Friday.

Parking and Waiting Restrictions

- 2.47 Seven Sisters Road within the vicinity of the site is subject to double red lines on both sides of the road restricting vehicles from stopping at any time of the day. Seven Sisters Road also has red marked bays which do not allow stopping during 7am – 7pm from Monday to Saturday.
- 2.48 St Ann's Road is also subject to double red line restrictions, along with permit holder / 2 hour max stay pay by phone parking bays operating between 8am – 6:30pm from Monday to Friday on the northern side of the road. Yellow lines are also evident on both sides of the St Ann's Road restricting stopping at any time except for busses.
- 2.49 The Parking bays located within the Fredrick Messer Estate restrict parking to permit holders only between the times of 8am – 6:30pm from Monday to Friday, 8 Blue Badge holder bays are also provided.

Servicing and Deliveries

- 2.50 Refuse vehicles at the existing Fredrick Messer Estate use the specified parking bay located along St Ann's Road to access the refuse bins for the development near this part of the site.

Parking

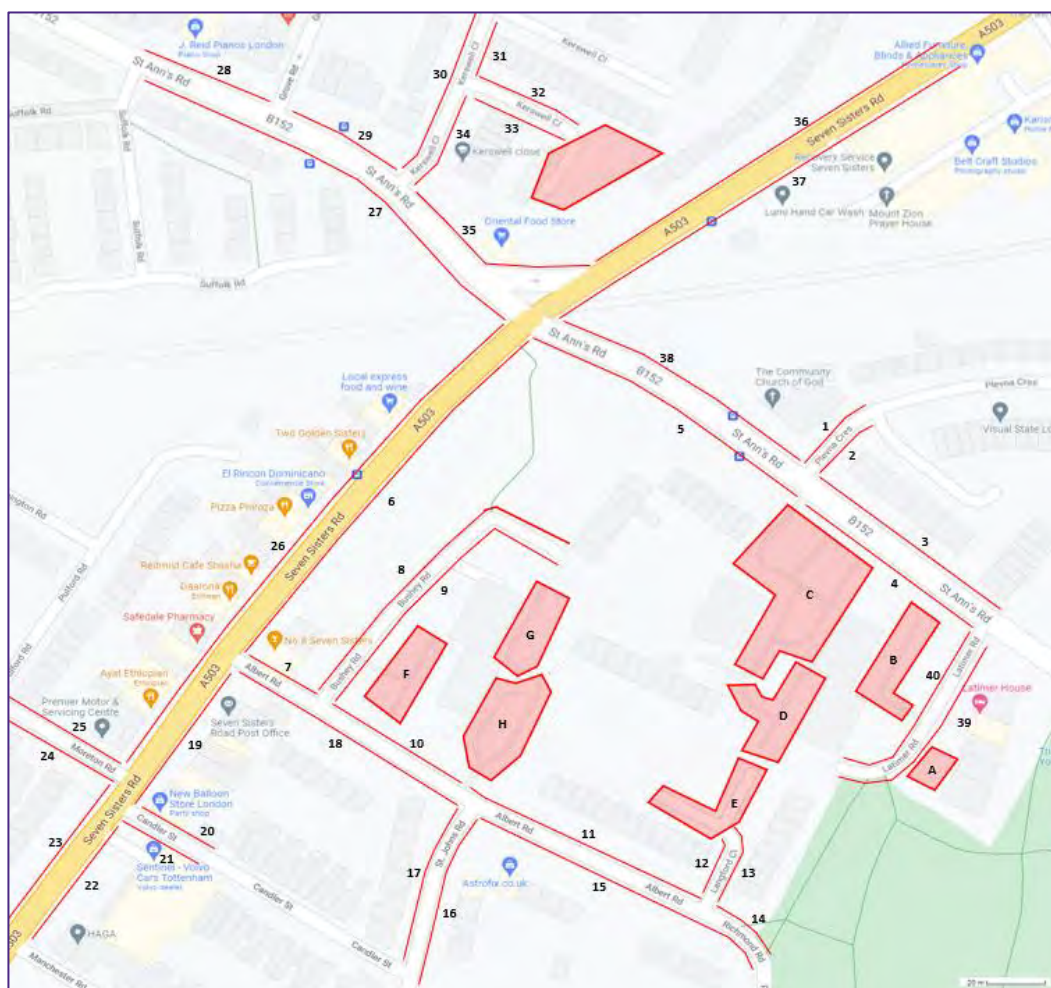
Car Parking

- 2.51 A total of 140 residential permit holder parking spaces are provided at the site restricting parking to permit holders only between the times of 8am – 6:30pm from Monday to Friday, 8 Blue Badge holder bays are also provided.
- 2.52 12 parking spaces for permit holders / 2 hour max stay pay by phone parking bays operating between 8am – 6:30pm from Monday to Friday are provided on the northern side of St Ann's Road. 49 parking spaces for permit holders only between the times of 8am – 6:30pm from Monday to Friday are provided along Albert Road and St Johns Road.
- 2.53 Within the red line boundary there are currently 10 car parking spaces along Bushey Road towards the eastern area of the road. It should be noted that these existing car parking spaces are not to current standards with regards to dimensions and to not provide a clear 6 metre distance for cars to safely and adequately manoeuvre in and out of spaces.

Parking Beat Survey Study

- 2.54 In accordance with the industry standard Lambeth parking Methodology a parking demand survey was undertaken to assess the parking stress on the local highway network within the vicinity of the site. The survey was undertaken on two weeknights (Tuesday 16th and Wednesday 17th November 2021) at 03:00 and assessed the parking stress within 200m walking distance of the application site. The study area is illustrated in **Figure 2.4**.

Figure 2.4: Parking Beat Study Area



Sir Fredrick Messer Estate Parking Results

- 2.55 The Fredrick Messer Estate parking areas are shown in **Figure 2.4** as the parking zones labelled A-F. In total there were 140 permit holder parking bays observed with a total of 135 cars parked on Tuesday and 137 cars parked on Wednesday, providing a parking stress of 96% and 98% respectively.
- 2.56 Alongside this, there were a total of 15 car parking spaces observed along Bushey Road (Zones 8 and 9), these parking zones provided a parking stress of 100% with all spaces being occupied.

Public Highway Parking Results

- 2.57 With regard to Albert Road and St John Road, directly to the south of the Fredrick Messer Estate, a total of 37 parking spaces were observed with a total of 29 cars were parked and with 37 spaces available on the Tuesday and 29 cars parked with 38 spaces available on Wednesday, giving a low parking stress at these locations of 44% and 43% respectively.
- 2.58 St Ann's Road and Kerswell Close have an average parking stress over the survey period of 86% and 38% respectively.

- 2.59 Overall, the parking stress for the surveyed area on the public highway has a parking stress of 74.6% on the Tuesday and 79.8% on the Wednesday with an average of 77.2%. The industry standard parking stress threshold is at 80%, meaning that the parking stress for the surveyed area falls just within the overall parking stress threshold of 80%.
- 2.60 The Parking Beat survey data is attached at **Appendix 5**.

Public Highway Boundary

- 2.61 **Figure 2.5** below shows the extent of the publicly maintained highway boundary within the vicinity of the site. The below plan shows that Bushey Road and St Ann's Road (Yellow) is part of the public highway maintained by London Borough of Haringey and Seven Sisters Road (Red). The highway boundary shows the existing parking within the proposed red line boundary is all parking within the public highway and is not wider estate parking.

Figure 2.5: Public Highway Boundary Record (Source: LB Haringey)



3 NEARBY LOCAL FACILITIES

- 3.1 This section of the TA details the nearby local facilities that are within a walking/cycling distance of the site.
- 3.2 The assessment undertaken that is pertinent to this TA has been based on TfL Transport Assessment guidance where a full Transport Assessment is required where residential development is above 80 units. As this development is providing 66 units a full active travel assessment has not been provided. Instead, a review of nearby local facilities, their routes and walk/cycle times has been provided to demonstrate the site's sustainability.
- 3.3 An assessment has been produced and comprises a list of all the key potential destinations that future residents may travel to and the journey times by walking and cycling.
- 3.4 **Table 4.1** is a list of all of the key potential destinations that future residents may travel to and the journey times by walking and cycling. This table is not meant to provide an exhaustive list but rather the most likely facilities and amenities that future residents of the proposed development are likely to use.
- 3.5 The table shows that there are numerous facilities and amenities within reasonable walking and cycling distances of the site ensuring that the site is in a sustainable location with excellent access to a range of facilities near to the site. These include:
- Public Transport stations and stops;
 - Local Strategic London-Wide Cycle infrastructure;
 - Town Centres;
 - Schools / Colleges;
 - Parks; and
 - Medical Facilities.

Table 4.1: List of Key Destinations

Facility	Distance from the centre of the development site	Appropriate Journey Time (minutes)	
		Walking	Cycling
Public Transport Stops / Stations			
Plevna Crescent (Stop TM and TM)	70m	1	1
St Ann's Road (Stop TW and TS)	80m	1	1
Seven Sisters Road / Kerswell Close (Stop TL and TH)	110m	1	2
Heysham Road (Stop TV)	300m	4	2
Howard Road (Stop TN)	320m	4	2
Heysham Road (Stop TT)	370m	5	2
Howard Road (Stop TF)	380m	5	2
Seven Sisters Station (Stop B)	480m	6	2
Seven Sister Railway Station	620m	8	3
Seven Sisters Station (Stop A)	640m	8	3
St Ann's Road / St Ann's Road High Road (Stop TE and TA)	640m	8	3
Seven Sister Underground Station	760m	10	4
Places of Worship			
The Community Church of God	80m	7	3
St Ann's Church, South Tottenham	330m	4	2
Sheikh Nazim Sufi Centre	340m	4	2
Woodbury Down Baptist Church	380m	5	2
Kingdom Hall of Jehovah's Witnesses	540m	7	3
London Tottenham Seventh-day Adventist Church	1.1km	14	6
Town Centres			
West Green Road/ Seven Sisters	700m	9	4
Green Lanes	2.3km	29	12
Wood Green	3.2km	40	16
Parks			
Paignton Road open Space	170m	2	1
Manchester Gardens	170m	2	1
Woodberry Wetlands	560m	7	3
Chestnuts Park	730m	9	4
Finsbury park	1.4km	18	7
Markfield Park	1.4km	18	7
Schools			
Stamford hill Primary School	340m	4	2

Facility	Distance from the centre of the development site	Appropriate Journey Time (minutes)	
		Walking	Cycling
St Ann's Church of England Primary School	370m	5	2
Tiverton Primary School	400m	5	2
Seven Sisters Primary School	550m	7	3
Saint Mary's Infant & Juniors School	570m	7	3
Bnois Jerusalem Girls School	780m	10	4
Our Lady's Catholic High School	860m	11	5
Beis Rochel D'Satmar School	920m	13	5
Yesodeh Hatorah Boys School	960m	13	5
Medical Centres / Hospitals			
Safedale Pharmacy	40m	1	1
Grove Road Surgery	150m	2	1
St Ann's Road Surgery	510m	6	3
Fernlea Surgery	760m	10	4
Goodhelath Pharmacy	1.2km	15	6
Food Retail Stores			
Oriental Food Stores	40m	1	1
Gurbert Supermarket	70m	1	1
Sun Supermarket	230m	3	1
Best Supermarket	300m	4	2
Sainsbury's Local	850m	11	5
Tesco Superstore	930m	12	5
Miscellaneous Facilities			
No.8 Seven Sisters	25m	1	1
Seven Sisters Road Post Office	40m	1	1
Daarona Restaurant	50m	1	1
Redmist Cafe Shiisha	60m	1	1
Ducaale & Co	60m	1	1
Ayat Ethiopian Restaurant	60m	1	1
Zipcar Car Club	430m	5	2
Fitness First Harringay	1.5km	19	8

- 3.6 It is evident from **Table 4.1** that walking, and cycling offers a great potential to replace short car trips, particularly for shorter trips and shows that a large number of local facilities including key transport nodes are located within short walking and cycling distances from both sites.
- 3.7 A good number of restaurants, cafes and pubs are located within 100m walking distance of the site along Seven Sisters Road alongside supermarkets and other essentials such as pharmacies.

4 PROPOSED DEVELOPMENT

4.1 Overall, the development proposal is for the provision of 66 new residential homes and associated landscaping at the site. The proposed ground floor development plans are included at **Appendix 1**.

4.2 The proposed units are broken down as:

- 1B 2P – 13 units
- 2B 3P – 1 unit
- 2B 4P – 27 units
- 3B 5P – 25 units

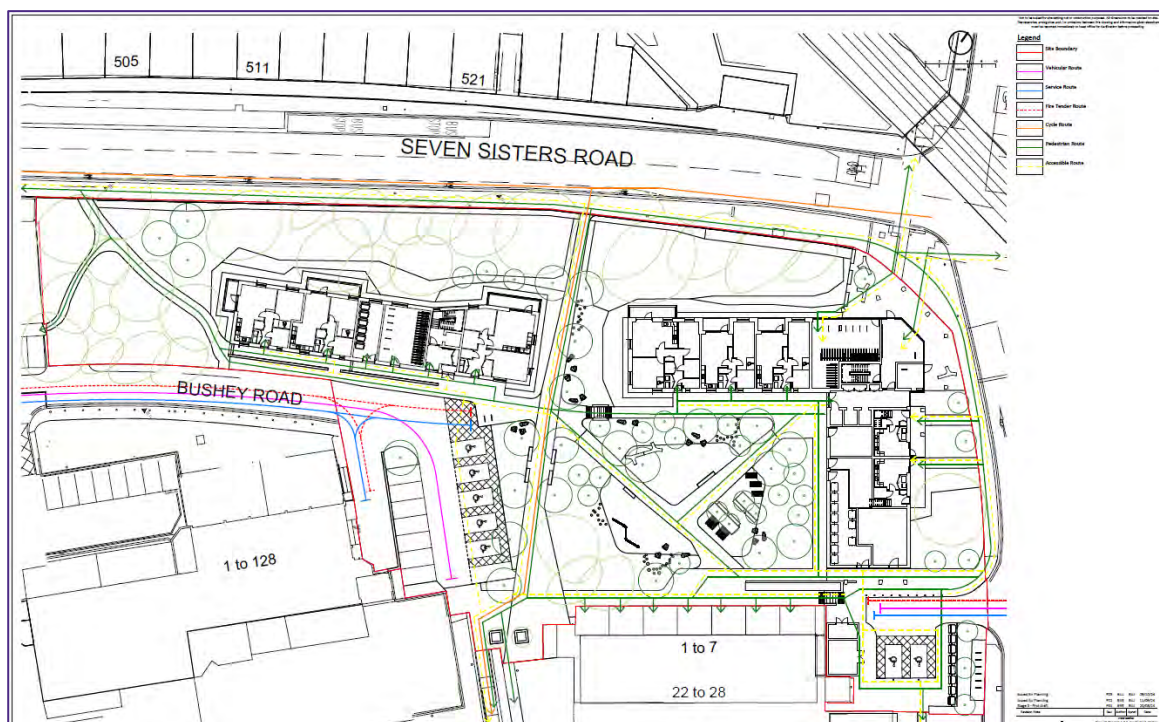
Access, Circulation and Proposed Public Realm Enhancements

4.3 **Figure 4.1** shows the proposed Access & Circulation strategy prepared by oobe Landscape Architects. The access and circulation strategy should be read in conjunction with the proposed development and landscaping plan with both plans provided at **Appendix 1**.

4.4 Overall, the development is providing enhanced public realm, landscaping and new planting areas within the site, a clear improvement on what is provided at the existing site. The Access and Circulation plan below shows the clear pedestrian routes across the centre of the site with a clear connection running north / south connecting Seven Sisters Road to the north with the wider estate to the south.

4.5 The priority across the site is for pedestrians and cyclists with cars and delivery vehicles kept to the outside parts of the site minimising conflict with pedestrians and cyclists.

Table 4.1: Access & Circulation Strategy (oobe Landscape Architects)



Cycle Parking

- 4.6 Cycle parking for the proposed development will be provided in accordance with the minimum standards outlined in the London Plan (2021).
- 4.7 A total of 126 secure, covered and accessible cycle parking spaces will be provided within the ground floor of the development and will be accessible by the development residents. In addition a small number of short stay Sheffield cycle parking spaces (minimum of 3 spaces to meet London Plan standards) will be provided within the new landscaped areas within the site.
- 4.8 The provision of cycle parking spaces accords with the minimum standards set out in the London Plan (2021), in addition the design requirements set out in the London Cycle Design Standards (LCDS).

Car Parking

- 4.9 As set out in Section 2 within the red line boundary there are currently 10 car parking spaces along Bushey Road towards the eastern area of the road. It should be noted that these existing car parking spaces are all standard bays (no blue badge parking) are not to current standards with regards to dimensions and to not provide a clear 6 metre distance for cars to safely and adequately manoeuvre in and out of spaces. **Appendix 1** shows the proposed highway layout at this location. In addition, there is also parking along Bushey Road
- 4.10 The proposed layout seeks to increase the quantum of car parking including providing blue badge parking. Overall, the reconfigured parking will provide 14 car parking spaces with 7 of these as blue badge parking bays. All of the car parking spaces are to current dimension standards are all accessible. 12 car parking bays are located at the end of Bushey Road and two parking bays are proposed from St Ann's Road.
- 4.11 Overall, the 7 proposed blue badge bays equate to 10.6% of the overall residential units which is above the London Plan requirement (10%). Therefore, the proposed development meets the policy position with regards to blue badge parking.

Refuse Collection

- 4.12 Rufus Stores are located within the ground floor of each of the proposed blocks. Refuse will be collected by local authority refuse vehicles stopping adjacent the store on Bushey Road and by reversing into the existing access from St Ann's Road. Please note that the local authority refuse collection vehicle already undertakes the reversing manoeuvre from St Ann's Road as there are existing external refuse bins to collect at this location also. It is anticipated that the same vehicle already collecting bins at this location would also collect the bins from the proposed block adjacent this location. The refuse bin locations are shown on the ground floor plan at **Appendix 1** and the refuse vehicle tracking is shown at **Appendix 6**.

Servicing & Deliveries

- 4.13 All deliveries are expected to be made using small vans and cars with the majority of deliveries having a duration of stay of less than 5 minutes. Space for deliveries, managed and controlled by double yellow lines, is provided on Bushey Road. Please note all delivery vehicles are expected to be smaller than the refuse vehicle whose tracking is shown at **Appendix 6**. Based on the refuse vehicle tracking small cars and vans can comfortably make the manoeuvre within Bushey Road.

5 TRIP GENERATION & IMPACT ASSESSMENT

5.1 This Section of the TS considers the trip generation of the proposed residential development to assess the potential impact from the proposed development on the local transport network.

Existing Trip Generation

5.2 The existing site is green space and therefore is not a trip generator. Therefore, no trip generation calculations for the existing site have been undertaken.

Proposed Trip Generation

5.3 The proposed development will comprise a total of 66 residential units. To establish the trip rates for the 66 residential units, the TRICS database (version 7.10.3) has been interrogated.

5.4 The following criteria has been selected on TRICS to identify existing sites with comparable characteristics to the proposed development:

- Residential – Flats Privately Owned
- Multi-Modal Surveys;
- Sites located in Greater London only;
- Sites with between 50 and 500 dwellings;
- Sites undertaken since 2015;
- Sites located with a PTAL Rating of 5-6b; and
- Weekday surveys only.

5.5 Despite the mix of private, shared ownership and affordable rent residential units, this assessment solely uses private residential units, as private residential units generate a greater number of trips than affordable residential units. This will therefore result in a more robust trip generation assessment.

5.6 A review of the TRICS database has found six comparable sites, which met the above criteria within Greater London, which are summarised in **Table 5.1** below.

Table 5.1: Comparable Residential TRICS Sites (Flats Privately Owned)

TRICS Site Reference	Location	Number of Dwellings	PTAL Rating	Survey Date
BM-03-C-01	Ringers Road, Bromley	160	6a	05/04/19
HG-03-C-01	Bream Close, Tottenham Hale	255	5	23/07/19
HM-03-C-02	Glenthorne Road, Hammersmith	194	6b	05/06/19
IS-03-C-08	City Road, Islington	190	5	09/12/22
SK-03-C-03	Maritime Street, Surrey Quays	233	6a	11/12/19
WF-03-C-01	Erskine Road, Walthamstow	97	5	12/02/20

Source: TRICS Version 7.10.3

- 5.7 Using the above selected sites from TRICS, weekday total person trips per privately owned flats as well as total person arrivals and departures across the morning and evening peak hour have been derived and set out in **Table 5.2**, with the full TRICS outputs included in **Appendix 10**.

Table 5.2: Proposed Private Residential Use Multi-Modal Trip Rates (Per Unit)

Trip Rate Per Dwelling	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			Daily		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Total Person Trip Rates	0.08	0.504	0.584	0.282	0.141	0.423	2.538	2.64	5.178
Total Person Trips (66 units)	5	33	38	19	9	28	168	174	342

Source: TRICS Version 7.10.3

- 5.8 **Table 5.2** demonstrates that the proposed development is expected to generate 38 total person trips in the morning peak (08:00-09:00) and 28 total person trips in the evening peak (17:00-18:00), with a total of 342 total person trips across the day.
- 5.9 **Table 5.3** compares the mode share extracted from the TRICS database and the above applications and sets out the proposed mode share for this development. The TRICS modal split from the sites selected have been adjusted to reflect a low proportion of car driver trips.
- 5.10 For assessment purposes, this has been assumed to be 1%, which reflects the low parking available that is directly associated with the site.

Table 5.3: Mode Share Reapportionment - Flats Privately Owned

Mode	TRICS Mode Share (%)	Proposed Reapportioned Mode Share (%)
Vehicles	21.3%	5.0%
Cyclists	2.9%	10.0%
Pedestrians	31.7%	35.0%
Rail	25.8%	28.0%
Bus	18.0%	22.0%
Total	100.0%	100.0%

Source: TRICS Version 7.10.3

- 5.11 The revised overall mode share from **Table 5.3** has then been applied to the overall total daily person trips outlined in **Table 5.2** in order to reflect the arrivals and departures, by mode, for the morning peak, evening peak and daily movements. This is summarised below in **Table 5.4**.

Table 5.4: Multi-Modal Trip Generation - 66 Dwellings

Mode	Mode Share (%)	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
		Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicles	5.0%	0	2	2	1	0	1	8	9	17
Cyclists	10.0%	1	3	4	2	1	3	17	17	34
Pedestrians	35.0%	2	12	13	7	3	10	59	61	120
Rail / Underground	28.0%	1	9	11	5	3	8	47	49	96
Bus	22.0%	1	7	8	4	2	6	37	38	75
Total	100	5	33	38	19	9	28	168	174	342

Source: TRICS Version 7.10.3

- 5.12 **Table 5.4**, outlines that almost all trips generated by the residential use will be predominantly made by sustainable modes of travel, with 34 total daily cycle trips, 120 total daily walking trips, 96 total daily National Rail / London Underground trips and 75 total daily bus trips.
- 5.13 This is expected given the site's excellent accessibility to public transport modes and the proximity of the site to recently upgraded walking and cycling links.
- 5.14 It is anticipated there will likely be a worst-case total of 17 two-way vehicle driver trips..

Servicing and Delivery Trip Generation

- 5.15 Following a review of comparable y sites located within the TRICS database, it is anticipated that the residential units of the site will receive 7 proposed deliveries per day.
- 5.16 Following the Covid-19 Pandemic, it is recognised that there has been a shift to shopping habits, which has resulted in a greater number of smaller deliveries such as Amazon deliveries, supermarket deliveries etc, which is likely to be not factored in the TRICS database.
- 5.17 Albeit as we move away from habits and change of lifestyle from the Covid pandemic (Getting back to the office etc more regularly) it is also likely that the increase in deliveries seen during Covid is now reducing as we move forward. Notwithstanding the above we estimate that a further 10 deliveries per day, which are likely to comprise small cars with a very short duration of stay should be added onto the TRICS calculated figure above.
- 5.18 As is typical for comparable residential developments in Greater London, it is likely that arrivals and departures will be spread across a 12-hour period (typically between 7am-7pm). This will result in a maximum of 1-2 deliveries per hour, which would primarily comprise deliveries with a short duration of stay (under five minutes). These can be readily managed on-site with minimal conflict..

Impact Assessment and Mitigation

- 5.19 This section considers the potential impact of the proposed development on the local highway network, public transport and walking and cycling networks. The Multi-Modal trip generation outlined in **Table 5.4** has been used to inform the impact assessment section.

Walking and Cycling Impacts

- 5.20 The forecast number of walk and cycle trips associated with the proposed development are shown in Table 5.5.

Table 5.5: Walking and Cycling Impacts

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Walk	2	12	13	7	59	61
Cycle	1	3	2	1	17	17
Total	3	15	15	8	76	78

- 5.21 **Table 5.5** shows that the proposed development is expected to generate an additional 18 walking and cycling trips in the morning peak hour, 23 walking and cycling trips in the evening peak hour, and 154 walking and cycling trips across the daily period.
- 5.22 The pedestrian and cycling infrastructure currently in place and proposed as part of the development proposals is considered appropriate to accommodate the forecast number of movements by walking and cycling.

Public Transport Impacts

- 5.23 **Table 5.6** presents the forecast increase in public transport trips associated with the proposed development for the morning and evening peak hours.

Table 5.6: Public Transport Impacts

Mode	AM Peak Hour		PM Peak Hour		Daily	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Underground / Rail	1	9	5	3	47	49
Bus	1	7	4	2	37	38
Total	2	16	9	5	84	87

- 5.24 **Table 5.6** shows that the proposed development is expected to generate an additional 18 bus and rail trips in the morning peak hour, 14 bus and rail trips in the evening peak hour, and 171 bus and rail trips across the daily period.
- 5.25 The trip generation analysis shows that overall, there would be a decrease of vehicle trips over the whole day (-161 trips). This would comprise 38 fewer vehicle trips during the morning peak hour and 7 fewer vehicle trips during the evening peak hour.
- 5.26 It is anticipated that all the above vehicle trips will use the single blue badge parking bays located adjacent to the site and would result in a negligible impact to the local highway network.

Local Highway Network

- 5.27 The trip generation analysis shows that overall, there would be an increase of vehicle trips over the whole day of 17 two way vehicle movements

- 5.28 It is anticipated that all the above vehicle trips will use parking bays located adjacent to the site and would result in a negligible impact to the local highway network.

Parking Impacts

- 5.29 The location of the development site offers great opportunities to maximise travel by sustainable modes, minimise private car travel and minimise the parking impacts based on the following evidence:
- The location of the site near to local London Underground Station and local bus stops, and within proximity of local community, education, health, retail, employment and entertainment facilities and services as shown in local facilities assessment;
 - The site is also highly accessible on foot and by cycle to several facilities located within proximity; and
 - The proposed cycle parking provision achieves the most onerous targets as set out in the London Plan (2021) for commercial and residential accommodation use.

Mitigation

- 5.30 The below will provide the required level of mitigation to support the transport objectives of the development.

Travel Plan

- 5.31 A separate Travel Plan (TP) will be conditioned and submitted and agreed with LB Haringey prior to the first occupation of the development.
- 5.32 The TfL planning requirements for Travel Plans indicate that a Full Travel Plan is required for C3 residential developments with 80 units or more. Therefore the scope of the future Travel Plan will need to be agreed with L B Haringey.
- 5.33 The TP will contain a package of measures tailored to the needs of the development and it's aimed at promoting the opportunities for travel by alternative, more sustainable travel choices. It sets objectives and tangible targets so that a 'real' change in transport behaviour can be achieved.
- 5.34 The TP will be coordinated by a Travel Plan Co-ordinator (TPC). The TPC would operate the TP for the monitoring period. The TPC is likely to be part of the management team that manages the site.
- 5.35 A number of measures will be proposed, commensurate with the scale of the development, for implementation as part of the TP. These measures are intended to raise awareness and encourage travel by the available sustainable travel modes. These suggested measures include:
- Communal notice boards will publicise travel information which will include walking, cycling and public transport routes and maps including timetables. These will be located on prominent communal areas such as the reception;
 - Provide a Residential Welcome Pack to all new residents which will contain information and advice concerning safe pedestrian routes to and from the site with indicative travelling times;
 - Personalised Travel Planning, such as TfL's Journey Planner will be promoted to all residents;
 - Provision of walking and cycling maps and where possible journey times / distance to key destinations would be included;

- Information on the health benefits of walking and cycling;
- Provision of details regarding local cycle training and cycle maintenance training courses;
- Promotion of 'National Bike Week' and 'Bike2Work' among residents; and
- Provision of public transport information including local bus and rail maps and timetables being available on public notice boards.

5.36 The progress of the Travel Plan towards achieving the modal shift targets will be monitored in consultation with LBH as the highway authority. A subsequent review will follow each monitoring period to ensure that the Travel Plan remains effective over its lifetime. The Travel Plan will provide the basis from which to review and update sustainable transport solutions for the development site.

Cycle Provision

- 5.37 The development will be provided with long stay and short stay cycle parking spaces for residents at the development site. The cycle spaces will be provided in secure, accessible and covered located on the ground floor of the development.
- 5.38 The level of long-stay / short-stay cycle parking proposed is in accordance with the minimum requirements of the recently adopted London Plan (March 2021).
- 5.39 As part of the Travel Plan, annual cycle parking audits will be undertaken and if 90% occupancy is reached, the provision of additional secure cycle parking will be considered.

Public Transport

- 5.40 Public transport will be promoted by the TPC as a means travel for all site users. In order to encourage the use of public transport, the TPC will:
- Seek information from all residents using public transport on ways in which services may be improved and feed this back to the service provider and the local authority through the regular liaisons which form part of the TPC's role;
 - Encourage LBH and TfL to display and maintain current timetable information at the existing bus stops; and
 - Encourage LBH to ensure that pedestrian routes between the existing bus stops/rail stations and the site are suitably surfaced, lit and clear of any obstructions for safe and convenient use by all pedestrians including people with impaired mobility.

CMP / CLP

- 5.41 An Outline Construction Management & Construction Logistics Plan will also be provided as part of this planning application. These documents will provide details with regards to construction vehicles and management and operational deliveries and management and mechanisms whereby the applicant can agree how construction activity and deliveries activity should be managed.

Overview

- 5.42 The mitigation detailed above will reduce any transport impacts from the proposed development. It should be noted that the proposed Travel Plan measures listed above are an indication of potential future measures and are by no means considered exhaustive or prescriptive of what would be implemented. For instance, it is difficult to identify the precise form and scale of the mitigation

measures as the appropriate interventions will be determined following a review of the performance against the baseline surveys carried out as part of the travel plan.

6 CONSTRUCTION TRAFFIC

- 6.1 A Construction Logistics Plan (CLP) and a Construction management Plan (CMP) are likely to be conditioned as part of any planning approval for the development
- 6.2 A principal contractor has not yet been appointed, therefore the construction methodology has not been developed. The principal contractor, once appointed, will confirm and detail the construction methodology for the proposed development in a detailed CMP/CLP that will be submitted to LB Haringey for approval prior to any construction starting .

Access

- 6.3 Access arrangements for the development site will likely be from Bushey Road and St Ann's Road

On-Site Arrangements

- 6.4 Construction vehicles will route into the site to undertake loading and unloading activities. Further details on the access and parking arrangements will be contained within a future CLP. All vehicles will be directed to specific routes to/from the site to ensure that large HGV's do not travel on roads that are unsuitable.

Construction Traffic Flows

- 6.5 Construction vehicle movements will be provided within the CLP.

Construction Logistics Management Measures

- 6.6 **Table 6.1** sets out the construction mitigation measures that are committed to, proposed for further study/detail in the Detailed CLP, and those which are considered.

Table 6.1: Proposed Measures Checklist

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call-off areas		X	
Use of logistics and consolidation centres			X
Vehicle choice			X
Measures to Encourage Sustainable Freight			
Freight by water			X
Freight by rail			X
Material Procurement Measures			
DfMA and off-site manufacture		X	
Re-use of material on-site		X	
Smart procurement		X	
Other Measures			
Collaboration with other sites in the area		X	
Implement a Staff Travel Plan	X		
Preventing HGV Movements During School Drop Off and Pickup	X		

7 SUMMARY & CONCLUSION

- 7.1 RPS Consulting Services Ltd have been instructed by London Borough of Haringey to provide transport and highways services in relation to the redevelopment of the site located within the Fredrick Messer Estate located along the A503 Seven Sisters Road.
- 7.2 Overall, the development proposal is for the provision of 66 new residential homes and associated landscaping at the site. The proposed ground floor development plans are included at **Appendix 1**.

Pedestrian / Cycle Access and Movement

- 7.3 Several well-established footways are in proximity to the site including on Seven Sisters Road, St Ann's Road, Bushey Road and throughout the adjacent estate.

Cycle Parking

- 7.4 The number of proposed cycle parking spaces provided for the site will be compliant with the London Plan (2021) cycle parking standards. Long-stay cycle parking will be covered, secure and accessible.
- 7.5 Access to the cycle storage will be taken at ground floor and will be accessed from the central public realm area.
- 7.6 Short stay cycle parking will also be provided throughout the site landscaping.

Accessibility

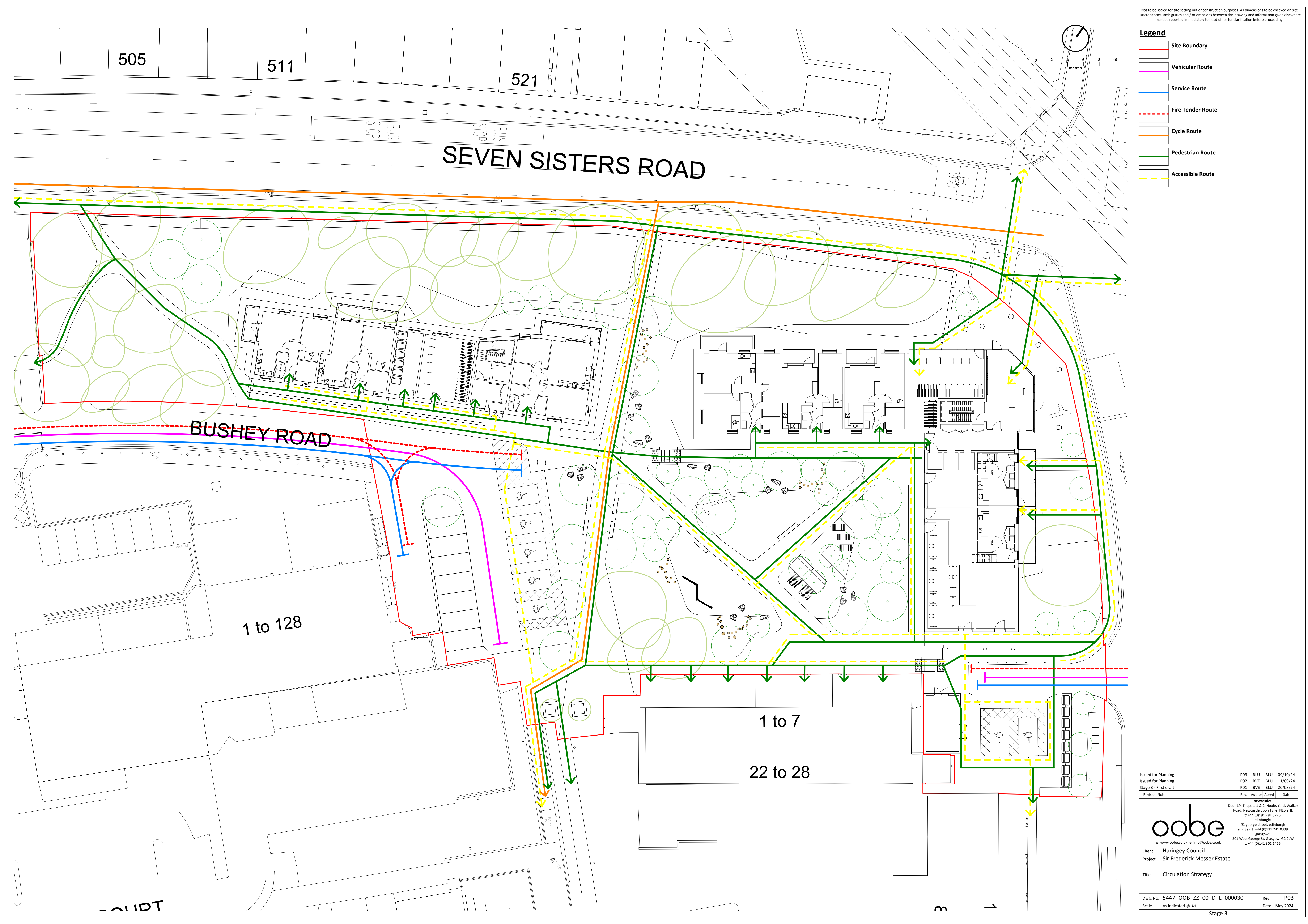
- 7.7 The site is easily accessible and has Seven Sisters London Underground Station and various bus stops all within a close distance, and short walk time.
- 7.8 The site is also within very close proximity to a number of local facilities ensuring the sustainable location of the site.
- 7.9 On this basis, there will be minimal vehicular trips associated with the proposed development and it would not have a 'severe' residual impact on the operation of the local transport or highway networks in accordance with NPPF terms.

Conclusion

- 7.10 This TS demonstrates that the proposed development has placed future site users at the heart of the design, endeavouring to ensure that people choose to walk and cycle and use public transport.
- 7.11 It also demonstrates that the proposed development of the site in its current form is acceptable and would not have a severe residual impact on the operation of the local transport or highway networks or highway safety in NPPF terms.
- 7.12 Furthermore, the TS demonstrates that safe and suitable access can be provided, which is in accordance with the requirements of the NPPF.

Appendices

Appendix 1 – Proposed Ground Floor Development Plans



Not to be scaled for site setting out or construction purposes. All dimensions to be checked on site. Discrepancies, ambiguities and / or omissions between this drawing and information given elsewhere must be reported immediately to head office for clarification before proceeding.

Legend

- Site Boundary
- Vehicular Route
- Service Route
- Fire Tender Route
- Cycle Route
- Pedestrian Route
- Accessible Route

Issued for Planning
Stage 3 - First draft

Rev.	Author	Aprd	Date
P03	BLU	BLU	09/10/24
P02	BVE	BLU	11/09/24
P01	BVE	BLU	20/08/24

Revision Note

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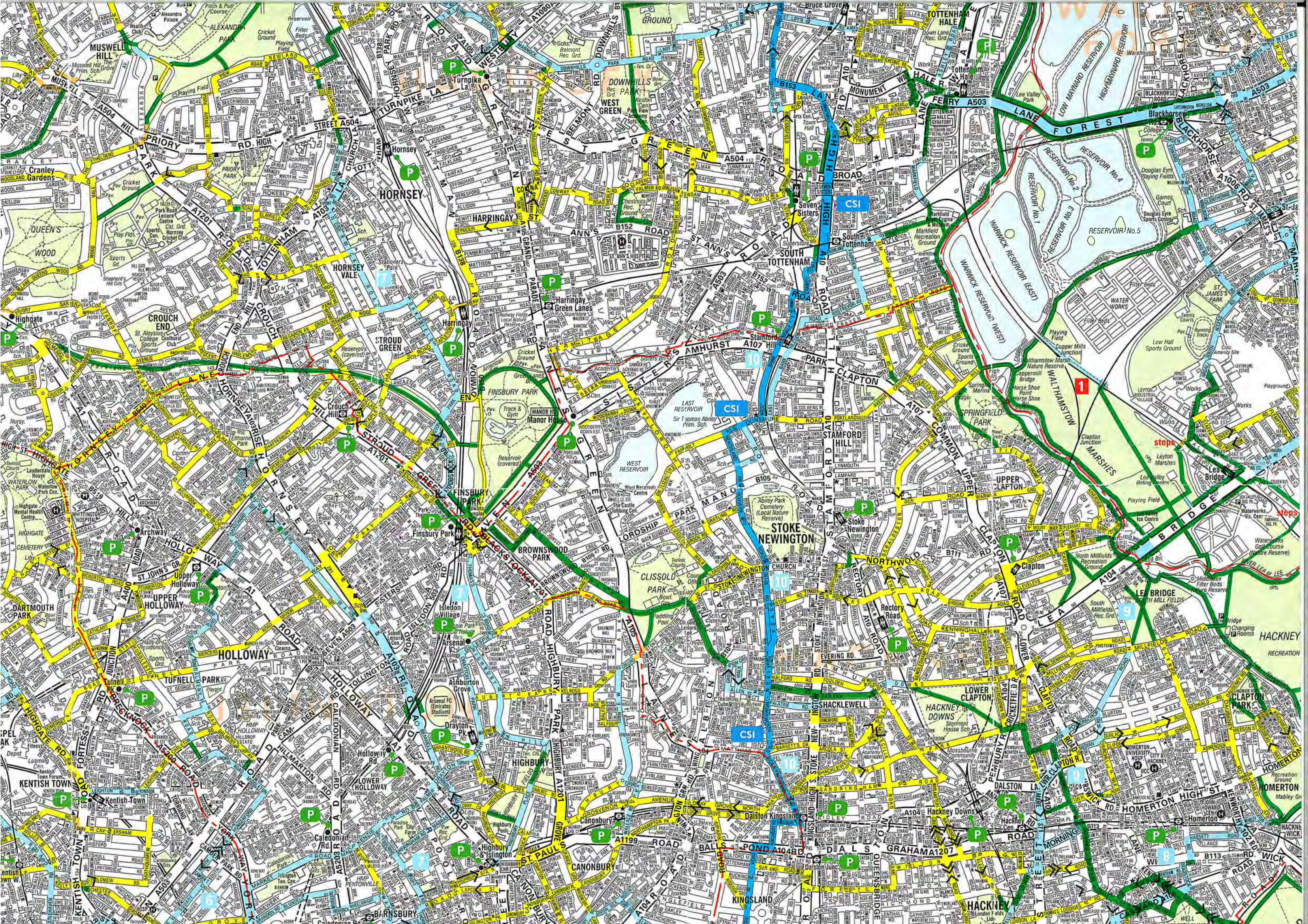
Client: Haringey Council
Project: Sir Frederick Messer Estate
Title: Circulation Strategy

Dwg. No. 5447- OOB- ZZ- 00- D- L- 000030
Scale: As indicated @ A1

Rev. P03
Date: May 2024

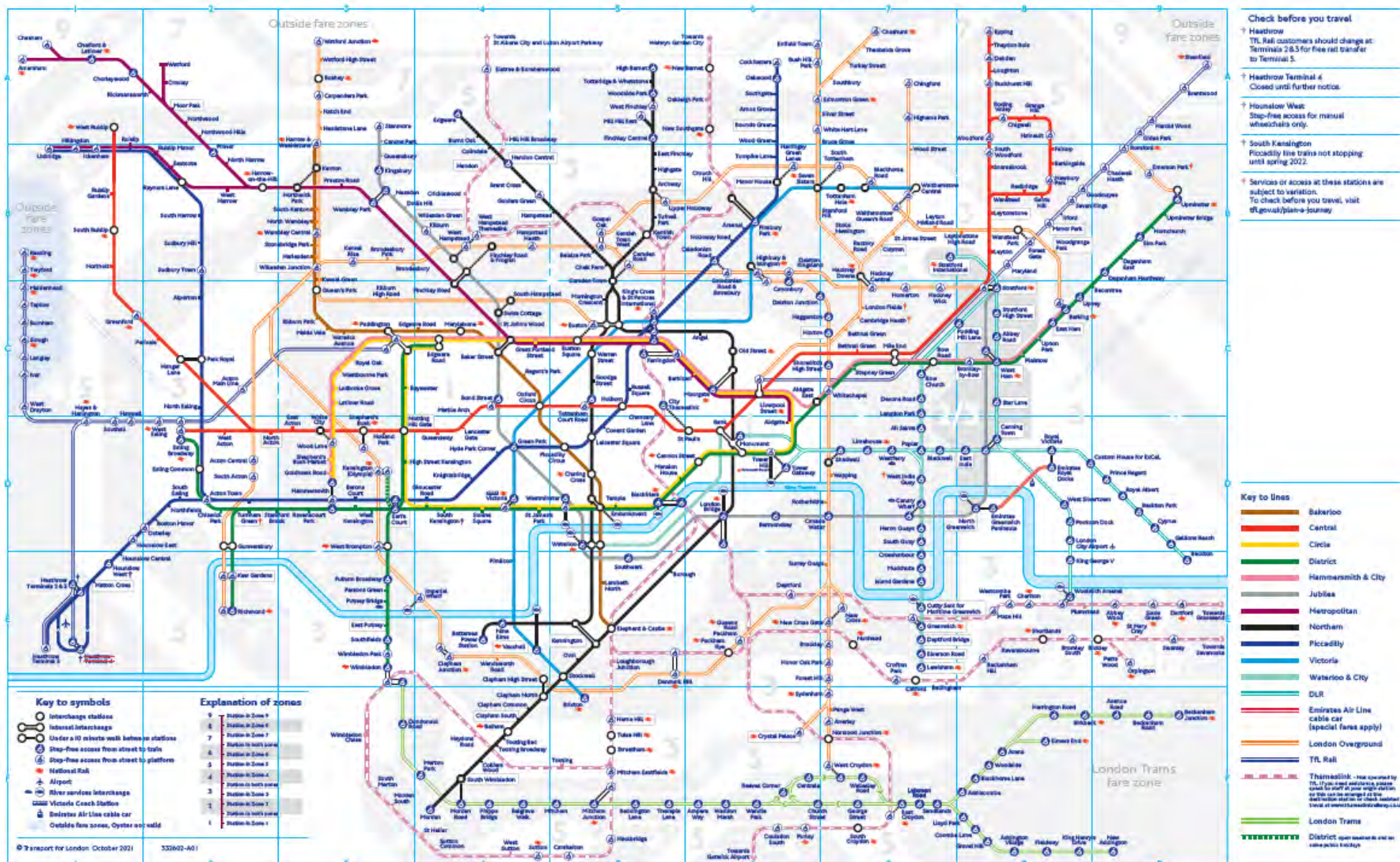
Stage 3

Appendix 2 – Cycle Map



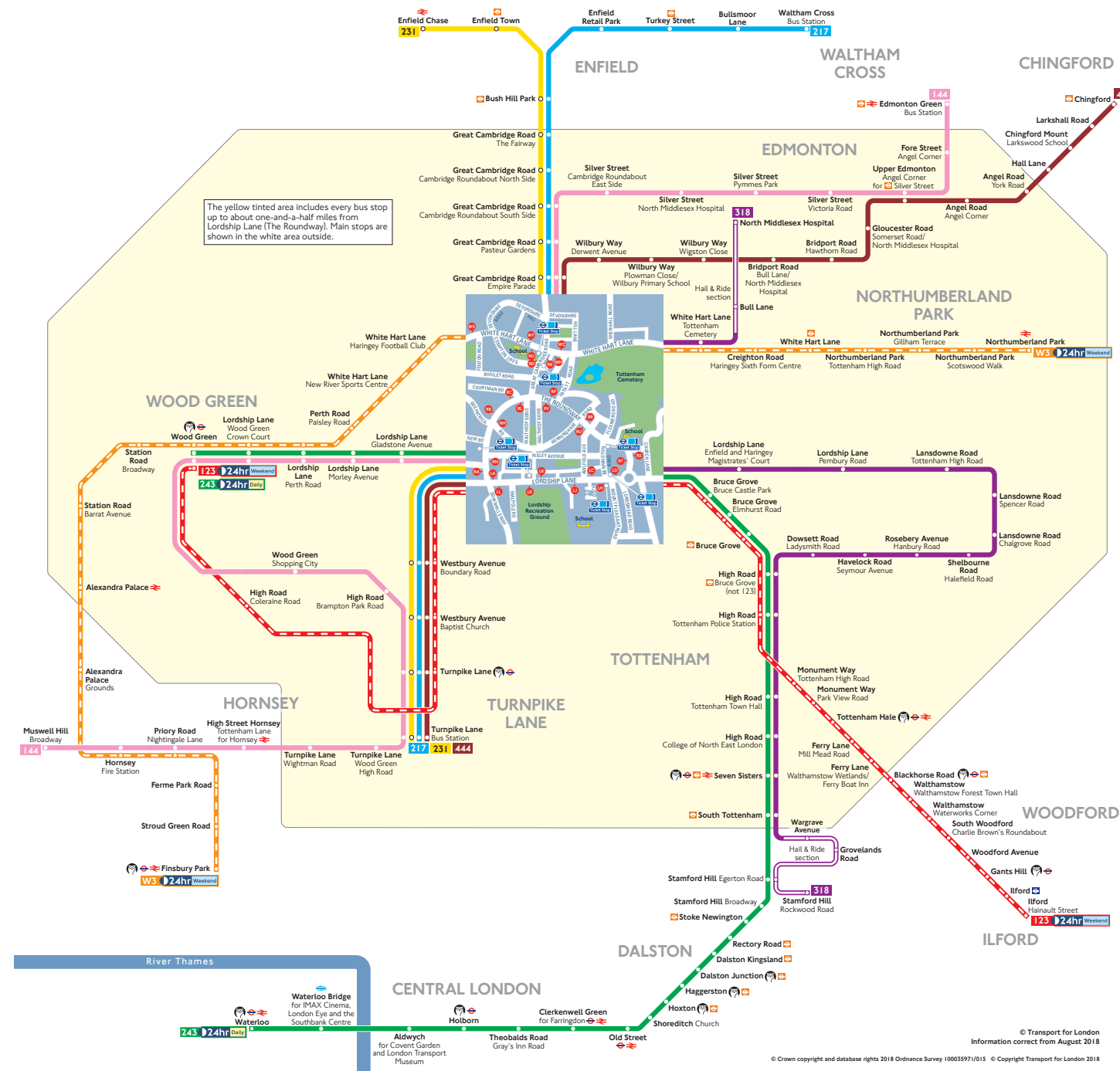
Appendix 3 – TfL Underground map

Tube map



Appendix 4 – TfL Bus Map

Buses from Lordship Lane (The Roundway)



Route finder

Bus route	Towards	Bus stops
123 	Ilford	LA LB LC LD
144	Wood Green	UH UJ UK UL
217	Edmonton Green	RA RB RC RD
231	Muswell Hill	RA RB RC RD
243 	Turnpike Lane	RA RB RC RD
243 	Waltham Cross	RA RB RC RD
243 	Enfield Chase	RA RB RC RD
243 	Turnpike Lane	RA RB RC RD
243 	Waterloo	LA LB LC LD
243 	Wood Green	UH UJ UK UL
318	North Middlesex Hospital	RT RU RV WZ
444	Stamford Hill	RA RB RC RD
444	Chingford	RA RB RC RD
444	Turnpike Lane	RA RB RC RD
W3 	Finsbury Park	WH WZ
W3 	Northumberland Park	WZ WY WZ

Other buses

Bus route	Towards	Bus stops
617 Sch	Turkey Street	RA RB RC RD
617 Sch	Turnpike Lane	RA RB RC RD

Key

-  Connections with London Underground
-  Connections with London Overground
-  Connections with TfL Rail
-  Connections with National Rail
-  Connections with river boats
-  Operates daily with 24-hour service Friday and Saturday nights
-  Tube station with 24-hour service Friday and Saturday nights
-  Sch School journeys

Ways to pay

-  Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
-  Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

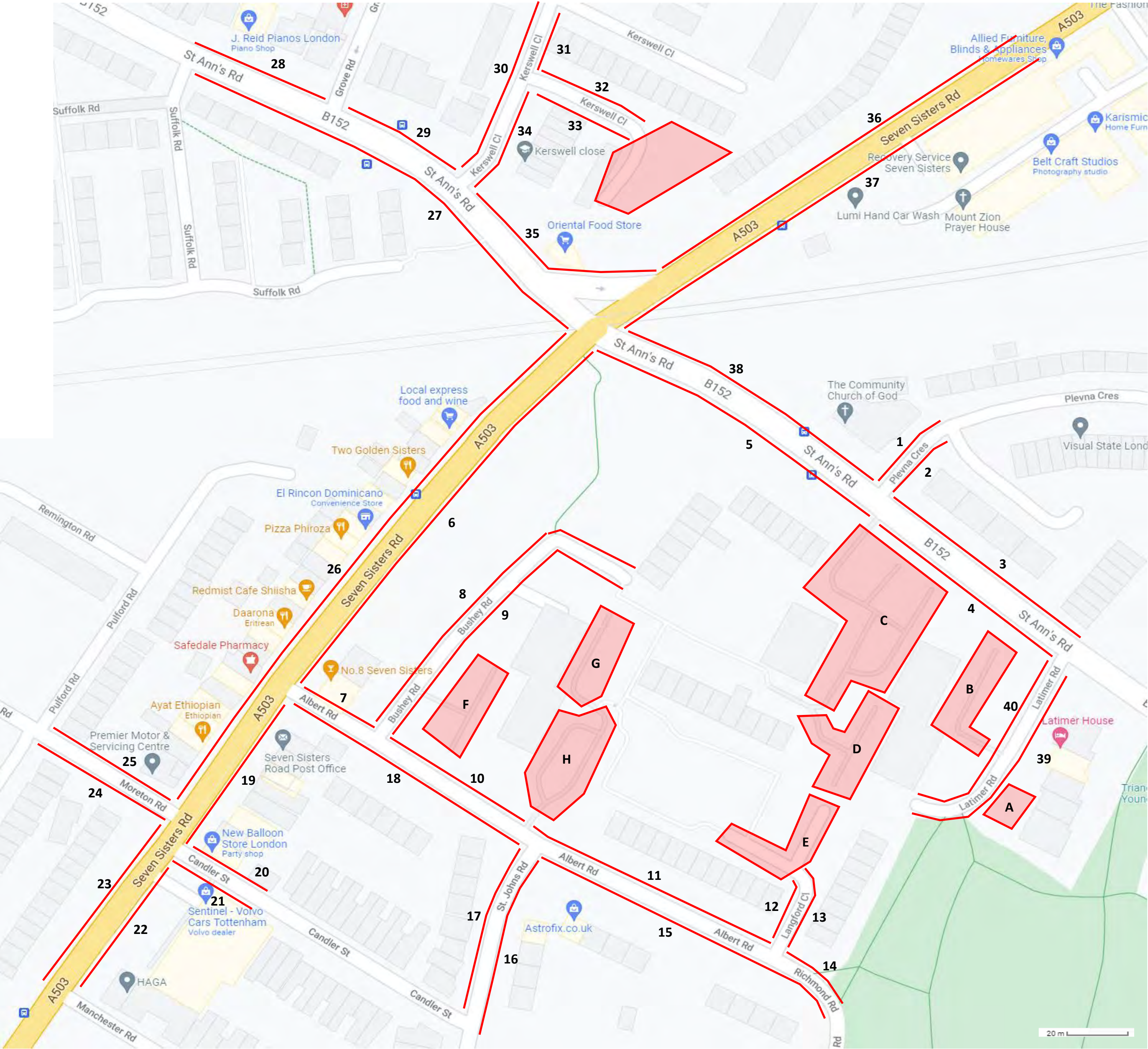
Appendix 5 – Car Parking Beat Survey Results

K&M TRAFFIC SURVEYS

DATE : 16th & 17th NOVEMBER 2021

DAY : TUESDAY & WEDNESDAY

LOCATION : SIR FREDERICK MESSER ESTATE, HARINGAY.



K&M TRAFFIC SURVEYS

DATE : 16th & 17th NOVEMBER 2021

DAY : TUESDAY & WEDNESDAY

LOCATION : SIR FREDERICK MESSER ESTATE, HARINGAY.

LOCATION : SIR FREDERICK MESSER ESTATE, HARINGAY.					TUESDAY 16th NOVEMBER 2021 TIME : 0300			WEDNESDAY 17th NOVEMBER 2021 TIME : 0300								
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS						
PLEVNA CL	1	DOUBLE YELLOW LINE	10.7		1			1								
		SINGLE YELLOW LINE	21.3													
	2	SINGLE YELLOW LINE	16.9													
DOUBLE YELLOW LINE		10														
ST ANNS RD	3	DOUBLE YELLOW LINE	7.1		7	3	70.0%	9	0	100.0%						
		A) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 1 HOUR	63.9	12												
		SINGLE YELLOW LINE	10													
	4	DOUBLE YELLOW LINE	67.5													
		BUS STOP	30.9													
	5	DOUBLE YELLOW LINE	12.8													
		ACCESS	12.6													
		DOUBLE RED LINE	48.2													
	SEVEN SISTERS RD	6	DOUBLE RED LINE	153.5												
ALBERT RD	7	DOUBLE RED LINE	10.3		1	1	50.0%	1	1	50.0%						
		B) RED ROUTE NO STOP MON-SAT 0700-1900 EXCEPT LOADING 20 MINS DISABLED 3 HOURS	13	2												
		DOUBLE YELLOW LINE	3.2													
BUSHEY RD	8	DOUBLE YELLOW LINE	25		7	0	100.0%	7	0	100.0%						
		NOSE IN PARKING C) PERMIT HOLDER MON-FRI 0800-1830	17.8	7												
		C) PERMIT HOLDER MON-FRI 0800-1830	78.4	15							13			14	0	100.0%
		KEEP CLEAR	2.9													
	9	NOSE IN PARKING C) PERMIT HOLDER MON-FRI 0800-1830	21	8	8	0	100.0%	8	0	100.0%						
		DOUBLE YELLOW LINE	80.2													
		ACCESS	15.3													
ALBERT RD	10	DOUBLE YELLOW LINE	7.8		4	2	66.7%	4	2	66.7%						
		D) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 5 HOURS NO RETURN WITHIN 1 HOUR	37.2	7												
	DOUBLE YELLOW LINE	8.3					6	4	60.0%							
	11	C) PERMIT HOLDER MON-FRI 0800-1830	66.2	12	7	4	63.6%	0	1	0.0%						
DISABLED BAY		6.7	1	0	1	0.0%										
LANGFORD CL	12	DOUBLE YELLOW LINE	29.6													
RICHMOND RD	14	DOUBLE YELLOW LINE	34.4													
		DOUBLE YELLOW LINE	20													
		C) PERMIT HOLDER MON-FRI 0800-1830	60	12	6	3	66.7%	4	6	40.0%						
		DOUBLE YELLOW LINE	10.6													
ST JOHNS RD	15	NOSE IN PARKING C) PERMIT HOLDER MON-FRI 0800-1830	30.2	12	2	10	16.7%	3	9	25.0%						
		DOUBLE YELLOW LINE	16													
		C) PERMIT HOLDER MON-FRI 0800-1830	53.7	10	3	5	37.5%	3	6	33.3%						
		DOUBLE YELLOW LINE	24.9													
ALBERT RD	17	C) PERMIT HOLDER MON-FRI 0800-1830	40	8	4	2	66.7%	5	1	83.3%						
		DOUBLE YELLOW LINE	16.5													
		C) PERMIT HOLDER MON-FRI 0800-1830	19.2	3	1	2	33.3%	2	1	66.7%						
		NOSE IN PARKING C) PERMIT HOLDER MON-FRI 0800-1830	20.5	8	1	7	12.5%	1	7	12.5%						
ALBERT RD	18	KERB BUILD OUT	1.7													
		D) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 5 HOURS NO RETURN WITHIN 1 HOUR	7	1	0	1	0.0%	0	1	0.0%						
		DOUBLE RED LINE	23.2													
		PEDESTRIAN CROSSING	44.3													
SEVEN SISTERS RD	19	DOUBLE RED LINE	14.7													
CANDLER ST	20	DOUBLE RED LINE	9.5					1								
		B) RED ROUTE NO STOP MON-SAT 0700-1900 EXCEPT LOADING 20 MINS DISABLED 3 HOURS	17.6	3	0	3	0.0%	1	2	33.3%						
		SINGLE YELLOW LINE	5.8													
	21	D) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 5 HOURS NO RETURN WITHIN 1 HOUR	10.2	2	0	2	0.0%	2	0	100.0%						
		DOUBLE YELLOW LINE	6.1					1								
		DOUBLE RED LINE	14.1													
SEVEN SISTERS RD	22	DOUBLE RED LINE	54.2													
MORETON RD	23	DOUBLE RED LINE	69.7													
		DOUBLE RED LINE	9.5													
		SINGLE YELLOW LINE	23.1		1			1								
		E) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 2 HOUR	14.4	2	2	0	100.0%	3	0	100.0%						
	25	DROPPED KERB	1.5													
		DROPPED KERB	4.9													
		SINGLE YELLOW LINE	6.4													
		E) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 2 HOUR	27.8	5	3	0	100.0%	4	0	100.0%						
SEVEN SISTERS RD	24	DOUBLE RED LINE	11.1													
ST ANNS RD	26	DOUBLE RED LINE	68.1													
		PEDESTRIAN CROSSING	43.9													
		NO STOPPING MON-SAT 0700-1900	69.9	13	2	10	16.7%	7	4	63.6%						
		BUS STOP	29.9													
ST ANNS RD	27	DOUBLE RED LINE	60.5													
		DOUBLE YELLOW LINE	39													
		BUS STOP	19.3													
	28	F) MON-SAT 0800-1830 PERMIT HOLDER	35.5	7	7	0	100.0%	7	0	100.0%						
		DOUBLE YELLOW LINE	32.3													
		F) MON-SAT 0800-1830 PERMIT HOLDER	14.3	2	2	0	100.0%	2	0	100.0%						
		DOUBLE YELLOW LINE	21.6													
KERSWELL CL	29	BUS STOP	19.7													
		DOUBLE YELLOW LINE	19.8													
		F) MON-SAT 0800-1830 PERMIT HOLDER	43.9	8	3	4	42.9%	2	5	28.6%						
		DROPPED KERB	5.5													
		DOUBLE YELLOW LINE	9.4													
ST ANNS RD	30	F) MON-SAT 0800-1830 PERMIT HOLDER	11.2	2	0	2	0.0%	0	2	0.0%						
		DOUBLE YELLOW LINE	32.7													
		DOUBLE YELLOW LINE	32.3													
		DOUBLE YELLOW LINE	2.4													
		F) MON-SAT 0800-1830 PERMIT HOLDER	23.6	4	2	2	50.0%	2	1	66.7%						
SEVEN SISTERS RD	31	DOUBLE RED LINE	9.7													
SEVEN SISTERS RD	35	DOUBLE RED LINE	74.5													
SEVEN SISTERS RD	36	DOUBLE RED LINE	150													
	37	DOUBLE RED LINE	150.1													
ST ANNS RD	38	BUS STOP	18.7													
		DOUBLE RED LINE	43.8													
		DOUBLE YELLOW LINE	21													
		BUS STOP	11.3													
LATIMER RD	39	A) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 1 HOUR	23	4	1	2	33.3%	2	1	66.7%						
		DOUBLE YELLOW LINE	41.2													
		C) PERMIT HOLDER MON-FRI 0800-1830	29.4	5	4	1	80.0%	4	0	100.0%						
		ACCESS	5.8													
		DOUBLE YELLOW LINE	33													
SIR FREDERICK MESSER ESTATE	40	ACCESS	6.6													
		TOO NARROW C) PERMIT HOLDER MON-FRI 0800-1830	32.6													
		C) PERMIT HOLDER MON-FRI 0800-1830		4	1	3	25.0%	2	2	50.0%						
	A	C) PERMIT HOLDER MON-FRI 0800-1830		16	16	0	100.0%	16	0	100.0%						
		DISABLED BAY		1	1	0	100.0%	1	0	100.0%						
	B	C) PERMIT HOLDER MON-FRI 0800-1830		33	32	1	97.0%	33	0	100.0%						
		OUT OF BAYS			4			3								
	C	C) PERMIT HOLDER MON-FRI 0800-1830		15	15	0	100.0%	14	1	93.3%						
		DISABLED BAY		2	2	0	100.0%	2	0	100.0%						
	D	OUT OF BAYS			3			3								
C) PERMIT HOLDER MON-FRI 0800-1830			21	21	0	100.0%	21	0	100.0%							
E	DISABLED BAY		1	0	1	0.0%	1	0	100.0%							
	OUT OF BAYS			1												
F	C) PERMIT HOLDER MON-FRI 0800-1830		15	14	1	93.3%	15	0	100.0%							
	DISABLED BAY		2	2	0	100.0%	2	0	100.0%							
G	C) PERMIT HOLDER MON-FRI 0800-1830		16	16	0	100.0%	16	0	100.0%							
	DISABLED BAY		2	2	0	100.0%	2	0	100.0%							
H	C) PERMIT HOLDER MON-FRI 0800-1830		20	20	0	100.0%	20	0	100.0%							
	OUT OF BAYS			1			2									
KERSWELL CLOSE	I	PRIVATE BAYS		19	7	12	36.8%	8	11	42.1%						

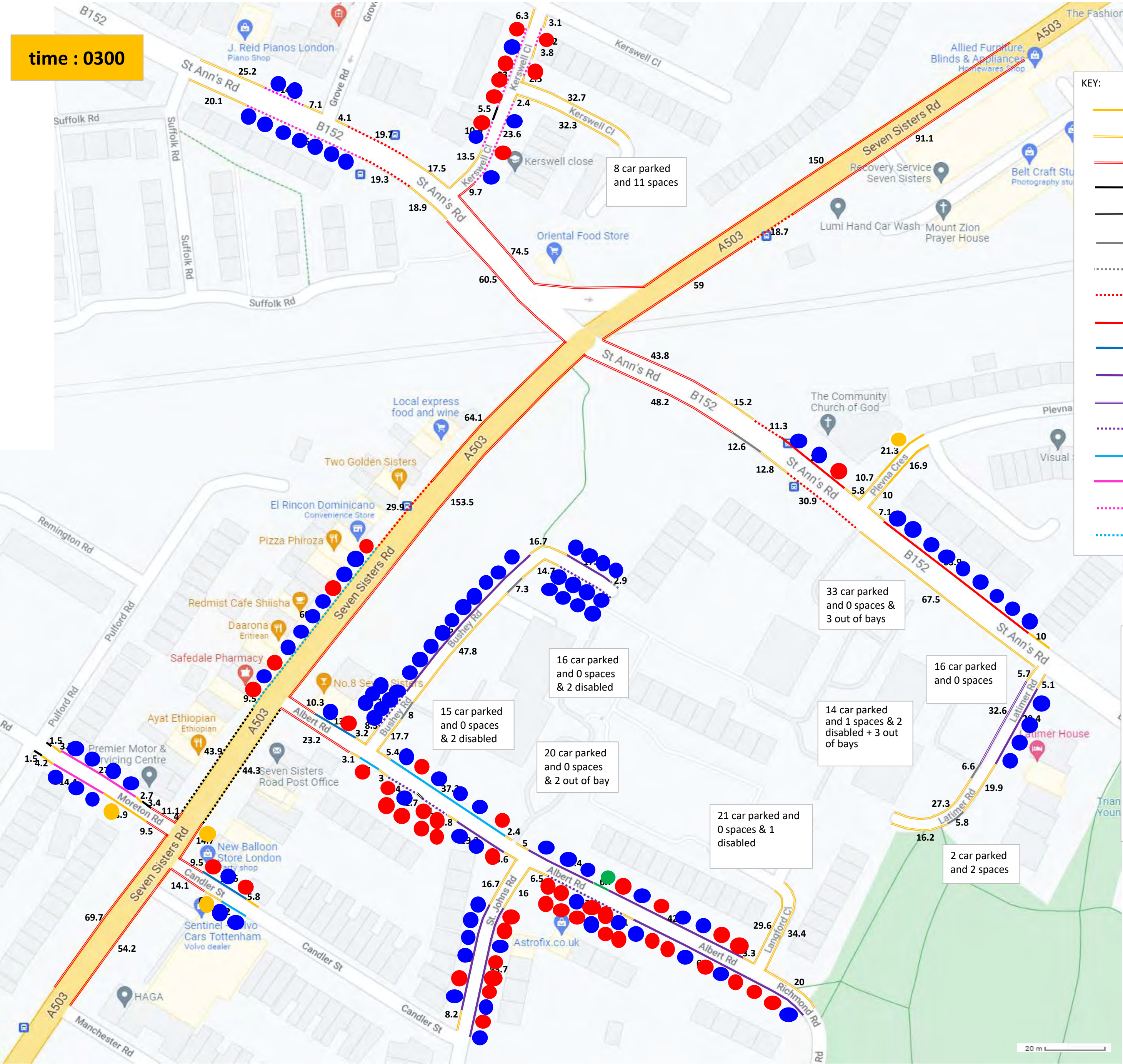
K&M TRAFFIC SURVEYS

DATE : 17th NOVEMBER 2021

DAY : WEDNESDAY

LOCATION : SIR FREDERICK MESSER ESTATE, HARINGAY.

time : 0300



KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = ACCESS
- = KEEP CLEAR
- = BUS STOP
- = A) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 1 HOUR
- = B) RED ROUTE NO STOP MON-SAT 0700-1900 EXCEPT LOADING 20 MINS DISABLED 3 HOURS
- = C) PERMIT HOLDER MON-FRI 0800-1830
- = TOO NARROW C) PERMIT HOLDER MON-FRI 0800-1830
- = NOSE IN PARKING C) PERMIT HOLDER MON-FRI 0800-1830
- = D) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 5 HOURS NO RETURN WITHIN 1 HOUR
- = E) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 2 HOUR
- = F) MON-SAT 0800-1830 PERMIT HOLDER
- = NO STOPPING MON-SAT 0700-1900

KEY

- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

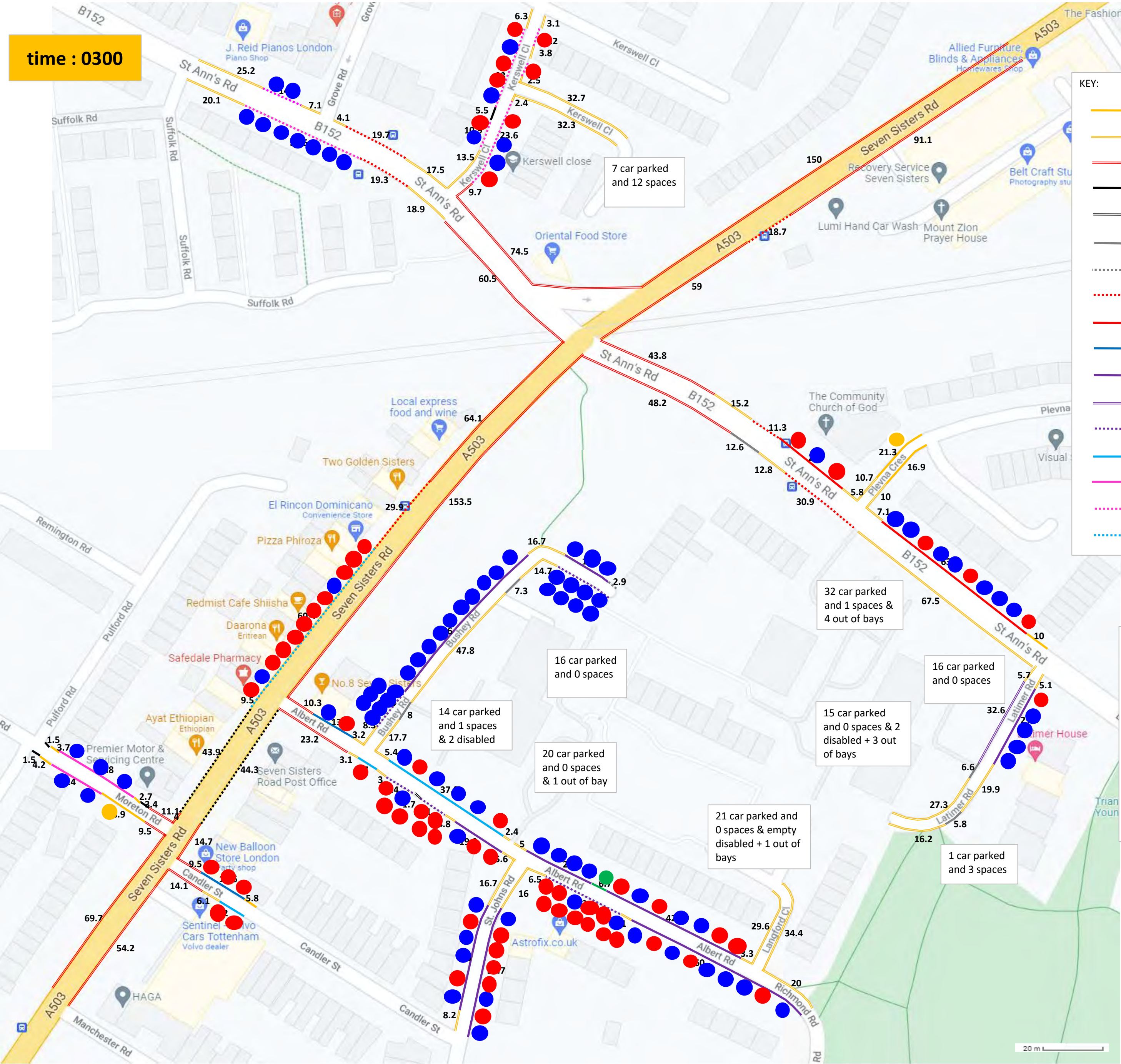
K&M TRAFFIC SURVEYS

DATE : 16th NOVEMBER 2021

DAY : TUESDAY

LOCATION : SIR FREDERICK MESSER ESTATE, HARINGAY.

time : 0300



KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DOUBLE RED LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = ACCESS
- = KEEP CLEAR
- = BUS STOP
- = A) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 1 HOUR
- = B) RED ROUTE NO STOP MON-SAT 0700-1900 EXCEPT LOADING 20 MINS DISABLED 3 HOURS
- = C) PERMIT HOLDER MON-FRI 0800-1830
- = TOO NARROW C) PERMIT HOLDER MON-FRI 0800-1830
- = NOSE IN PARKING C) PERMIT HOLDER MON-FRI 0800-1830
- = D) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 5 HOURS NO RETURN WITHIN 1 HOUR
- = E) MON-FRI 0800-1830 PERMIT HOLDER / PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 2 HOUR
- = F) MON-SAT 0800-1830 PERMIT HOLDER
- = NO STOPPING MON-SAT 0700-1900

KEY

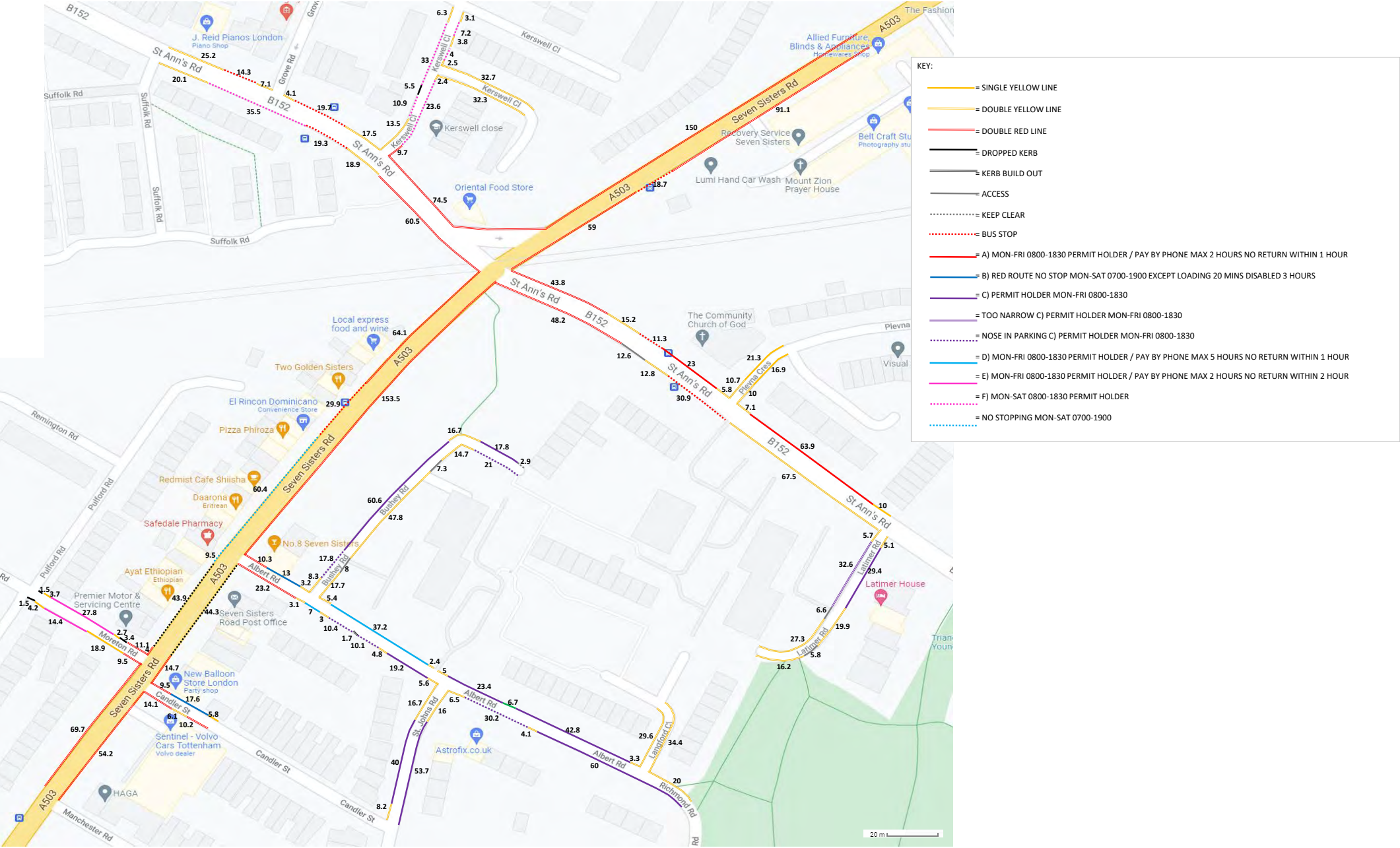
- = CAR PARKED
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

K&M TRAFFIC SURVEYS

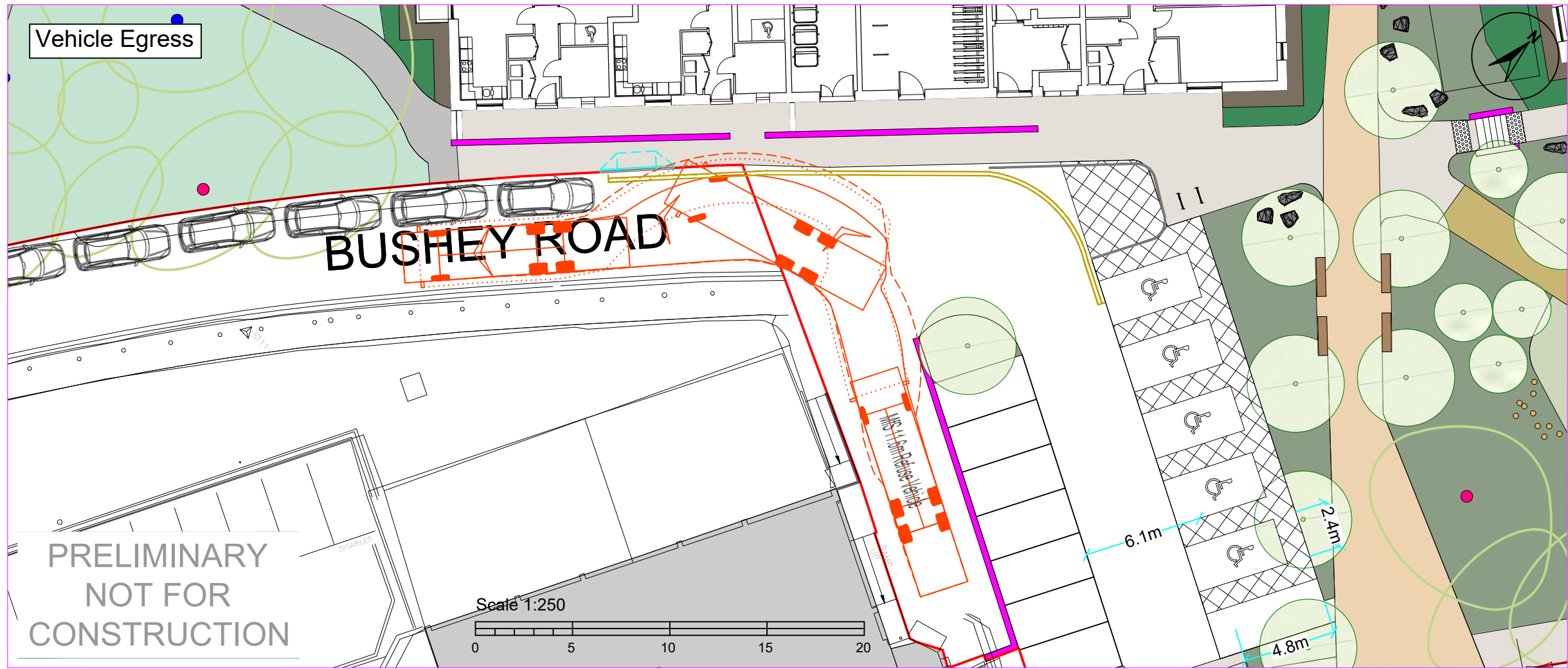
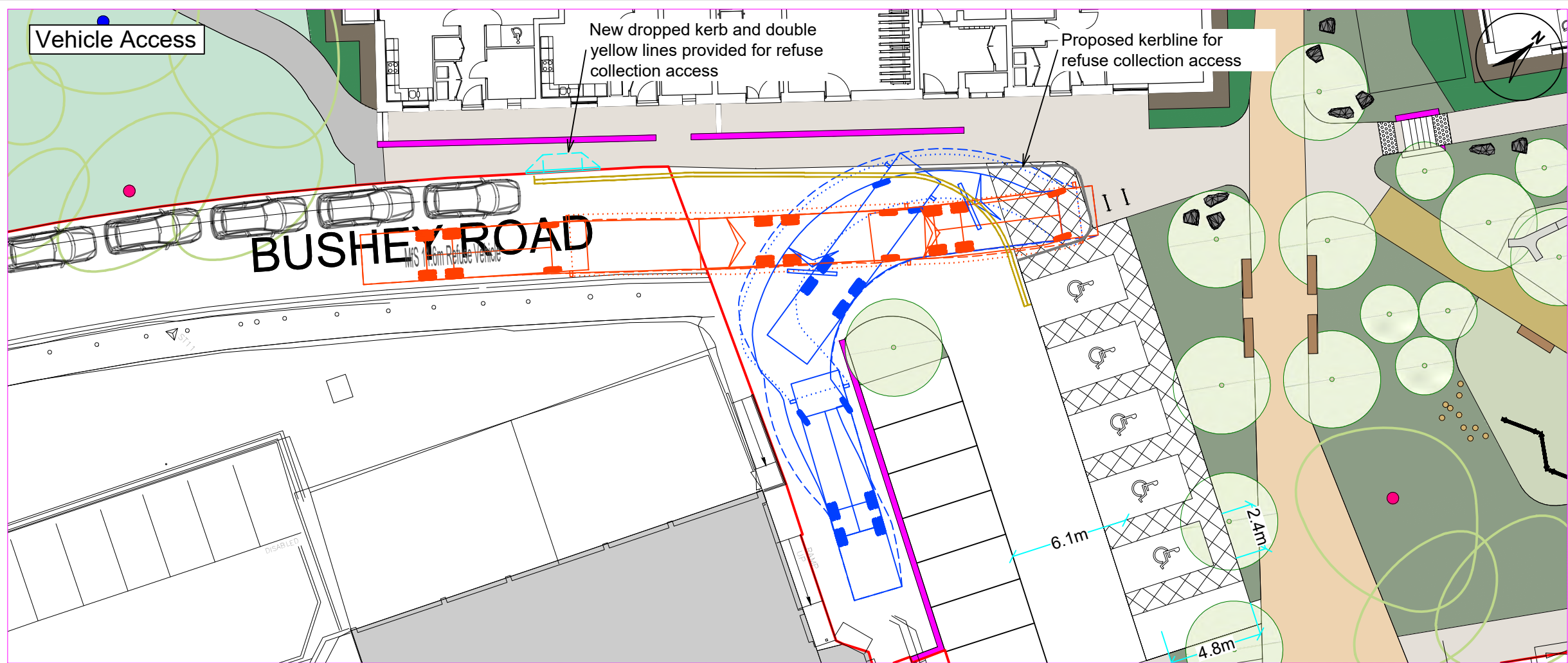
DATE : 16th & 17th NOVEMBER 2021

DAY : TUESDAY & WEDNESDAY

LOCATION : SIR FREDERICK MESSER ESTATE, HARINGAY.



Appendix 6 – Refuse Vehicle Tracking



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NOTES

- This drawing has been prepared in accordance with the scope of RPS's appointment with its client and is subject to the terms and conditions of that appointment. RPS accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided.
- If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used.
- This drawing is to be read in conjunction with all relevant scheme drawings.

Swept Path Key:

- Body path
- Chassis path
- Wing mirror path
- Red=forward movement
- Blue=reverse movement

Vehicle Profile

MFS 11.6m Refuse Vehicle
Overall Length 11.600m
Overall Width 2.550m
Overall Body Height 3.760m
Min Body Ground Clearance 0.312m
Track Width 2.550m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10.150m

D	Latest layout added (5447-OOB-ZZ-00-D-L-000001)	MOK	JC	10/10/24
C	Adjusted kerbline	MOK	JC	09/10/24
B	Latest layout added (5447-OOB-ZZ-00-D-L-000010)	AJ	JC	20/09/24
A	Latest layout added (5447-OOB-XX-XX-DR-L-0004_WIP_220225)	AJ	JC	03.03.22
Rev	Description	By	CB	Date

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Client CRE8 Structures

Project Sir Frederick Messer Estate

Title Proposed Blue Badge Parking and Refuse Collection from Bushey Road

Status Drawn By PM/Checked by
PRELIMINARY AJ JC

Project Number Scale @ A3 Date Created
JNY11174 1:250 17/01/22

RPS Drawing/Figure Number Rev
JNY11174-RPS-0100-003 D

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