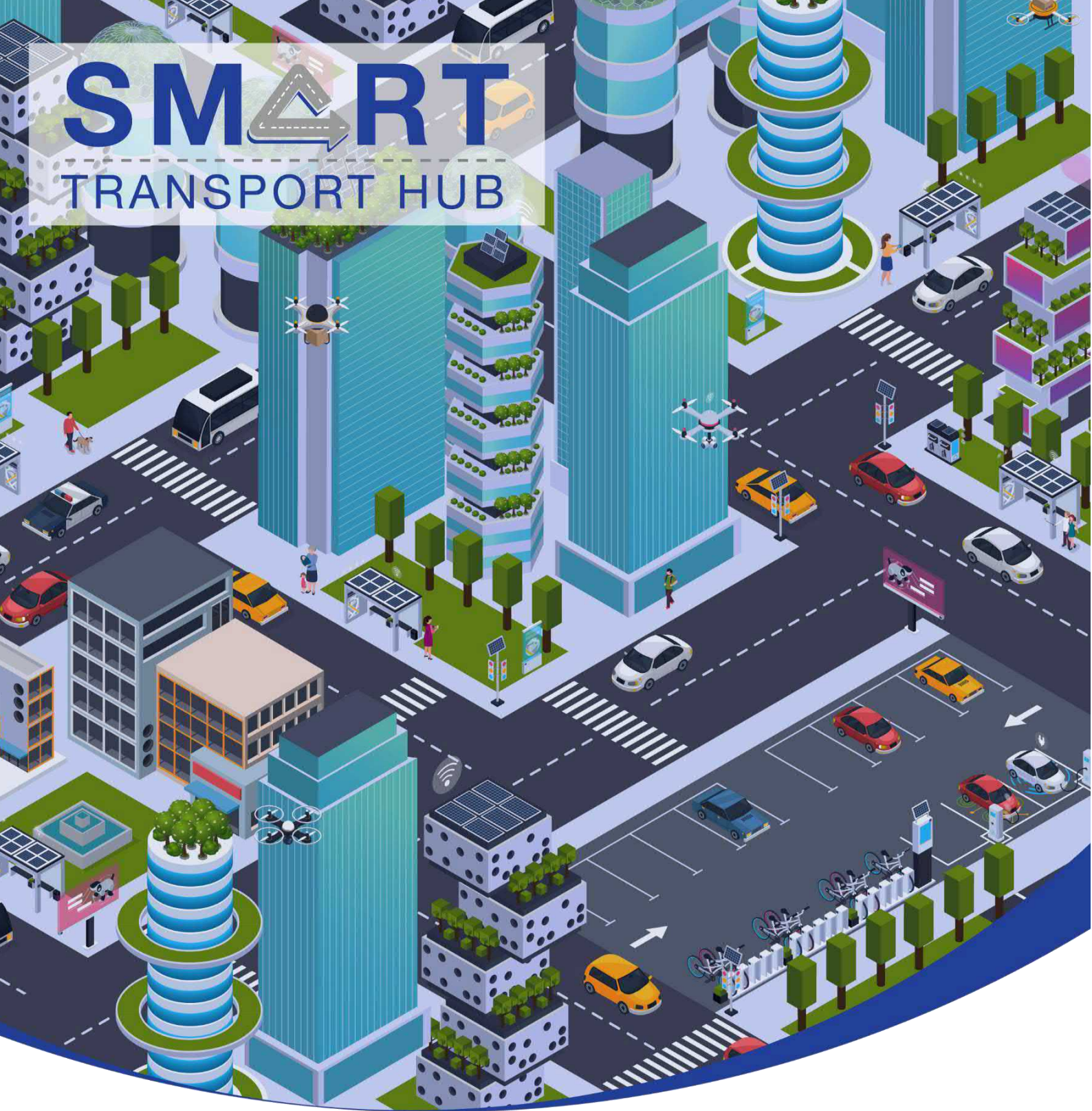




Transport Statement

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Comments

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1. INTRODUCTION

General

- 1.1. Smart Transport Hub ('STH') has prepared this Transport Statement ('TS') in support of the proposals to redevelop the site at 13 Bedford Road, London, N22 7AU ('the site').
- 1.2. The site falls within the administrative boundary of the London Borough of Haringey (LBH) who form the local planning authority and the local highway authority.

Proposal Context

- 1.3. The site is located to the north of the Bedford Road / Alexandra Park Road priority junction. The site is bound to the north by residential properties, to the east by Bedford Road, to the south by Alexandra Park Road and to the west by an area of hardstanding accessed from Alexandra Park Road.
- 1.4. The existing site is in use as an MOT Garage, with proposals seeking to comprehensively redevelop the site to provide a residential led mixed use scheme, comprising 12 residential flats (Use Class C3) and ground floor commercial uses (Use Class E).
- 1.5. The site has no recent planning history relevant to the proposed development.

Policy Context

- 1.6. The development plan that the proposals will be reviewed against comprises the following:
 - National Planning Policy Framework ('NPPF', 2023);
 - Mayor's Transport Strategy (2018) and London Plan (2021); and
 - Haringey Local Plan (2017) and Haringey Development Management Development Plan Document ('DPD', 2017).
- 1.7. It is noted that LBH are in the process of preparing an emerging Local Plan, with a draft document expected to be submitted in the Summer of 2023. Until that point, the adopted 2017 Local Plan and DPD form the adopted development plan.
- 1.8. Where relevant within this TS, the key policy aspects will be referred to, to demonstrate how the proposals address and are ultimately in accordance with these policy requirements.

Report Structure

- 1.9. This TS has been produced to support the proposed development as part of the forthcoming planning application. The TS is supported by an Outline Travel Plan and an Outline Construction Logistics Plan, as requested by LBH.
- 1.10. The scope of the TS has been prepared with reference to the pre-application discussions with LBH prior to the submission of the application.
- 1.11. The TS will review the proposals in terms of accessibility, parking, servicing and deliveries, traffic impact, and movement by sustainable modes of transport. The TS will then determine whether the proposals are suitable with respect to highways and transport.
- 1.12. Following this introduction, this report will be structured as follows:
 - Section 2: Existing Conditions and Accessibility;
 - Section 3: Proposed Development;

- Section 4: Trip Generation; and
- Section 5: Conclusions.

2. EXISTING CONDITIONS AND ACCESSIBILITY

Site Location

- 2.1. The site is located to the north of the Bedford Road / Alexandra Park Road priority junction, to the west of Alexandra Palace Station by approximately 110m.
- 2.2. The site is bound to the north by residential properties, to the east by Bedford Road, to the south by Alexandra Park Road and to the west by an area of hardstanding accessed from Alexandra Park Road.
- 2.3. For context, the location of the site is presented in [Figure 1](#).

Figure 1: Site Location Plan



Highway Context

- 2.4. The existing access to the site is from Bedford Road. Bedford Road fronting the site runs from Alexandra Palace in the south west through to the Buckingham Road / Palace Gates Road mini

roundabout junction in the north. In the vicinity of the site, there is on-street parking intermittently on both sides of Bedford Road, as well as two bus stops and three disabled car parking spaces.

- 2.5. Alexandra Park Road runs east to west, connecting Bedford Road in the east through to Palace Gates Road in the west, with on-street car parking on both sides of the road.
- 2.6. The surrounding area is subject to car parking controls and falls within the Alexandra Palace Controlled Parking Zone (CPZ) which is in operation Monday to Friday 12pm to 2pm.
- 2.7. For completeness, the extent of the surrounding CPZ is shown in [Figure 2](#).

Figure 2: Alexandra Palace CPZ



- 2.8. The review of the local highway network shows that the local road network is subject to car parking controls, with either the CPZ in place or other measures such as double yellow lines preventing any unlawful parking from taking place.
- 2.9. Following pre-application comments received from LBN prior to the submission of the application, an on-street car parking survey was undertaken for the local area in accordance with the Lambeth parking survey methodology. The results of this survey alongside the implications for the proposed development are discussed within Section 3.

Walking

- 2.10. It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 2.11. Following this guidance, further recommendations by CIHT were made within the document, 'Planning for Walking' (2015), which set out the considered desirable thresholds for a pedestrian walking environment. The document defines a 'walkable neighbourhood' as an area with the majority

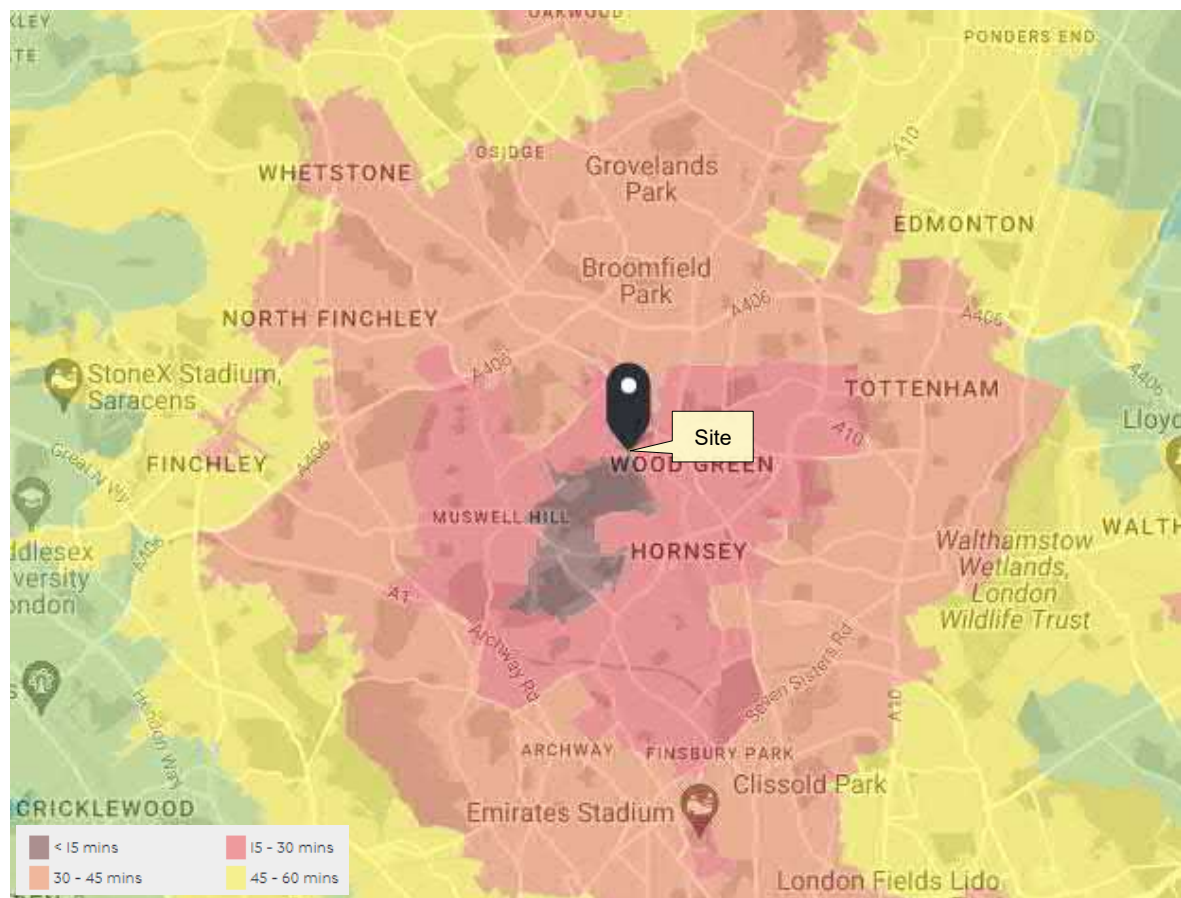
of amenities within 800m walking distance. The document also sets out a desired maximum threshold of 1.6km for walking journeys.

- 2.12. The site is located within walking distance of a number of essential residential amenities, owing to the close proximity to the local centre of Alexandra Palace, with the associated amenities and facilities that it provides.
- 2.13. Wide footways are provided on both sides of all the roads in the immediate vicinity of the site, with a controlled pedestrian crossings to the south assisting pedestrians with getting across Bedford Road.
- 2.14. To encourage multi modal travel, the site is within a short walk (less than 200m - or up to four minutes) of Alexandra Palace Station, as well as being within 50m of the bus stops on Bedford Road.
- 2.15. Based on the surrounding network and proximity to local amenities, the site can therefore be considered as a 'walkable neighbourhood.'

Cycling

- 2.16. The local area can generally be considered to cycling, with the local roads wide and subject to 20mph speeds.
- 2.17. [Figure 3](#) below presents an extract from the TfL Time Mapping (TIM) tool, highlighting the locations that can be reached within 30 minutes of cycling, including Wood Green, Edmonton, Tottenham and Finsbury Park.

Figure 3: TfL TIM Cycling Extract



Public Transport Accessibility

- 2.18. The Public Transport Accessibility Level (PTAL) measure is widely used within Greater London, with TfL producing a guidance document on the methodology to be adopted when undertaking a PTAL assessment. The PTAL scoring system ranges from 0 (worst) to 6b (best).
- 2.19. The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e., average waiting time.
- 2.20. As indicated on [Figure 4](#), the site has a PTAL score of 5, which is classified as a good level of accessibility.

Figure 4: PTAL Summary



- 2.21. In line with the BREEAM guidance, the site scores a Building Accessibility Index of **22.84**.

Bus Services

- 2.22. As indicated within the PTAL assessment, the site is well served by local bus services within the local area, with the site benefiting from access to the W3 service which provides approximately nine to 10 services per hour between Northumberland Park and Finsbury Park. The site also benefits from the services available from Alexandra Palace Station, which acts as a significant local transport hub within the area.

Underground / Rail

- 2.23. Alexandra Palace Station is situated within a 200m walk from the site (a four minute walk) which provides access to Great Northern services running towards Central London, with approximately six to seven services per hour. This provides access to Central London, as well as the London Underground network.

Existing Travel Patterns

- 2.24. In order to determine how prospective residents will travel to and from the site, based on the surrounding transport connections, a review of the 2011 census 'method of travel to work' dataset has been undertaken. The 2011 census data has been reviewed for the output area the site falls within - identified as middle super output area (MSOA) 'Haringey 009B'.
- 2.25. The 2011 census data is used as for this dataset, the 2021 results were significantly influenced by Covid-19 and the local lockdowns which influenced travel to work patterns, to the point where the results are not deemed representative of typical travel patterns.
- 2.26. For completeness, an overview of the output area is presented below in Figure 5.

Figure 5: Method of Travel to Work Area – Haringey 009B



- 2.27. The resultant review for the method of travel to work is set out in Table 1.

Table 1: Haringey 009B - Method of Travel to Work Results

Mode	Modal Share
Work from home	8%
Underground	30%
Train	20%
Bus, minibus or coach	7%
Taxi	0%
Motorcycle, scooter or moped	1%
Driving a car or van	22%
Passenger in a car or van	2%
Bicycle	4%
On foot	4%
Total	100%

Car Ownership

- 2.28. In order to determine existing levels of car ownership within the area for flats, the 2021 Census data has been reviewed for the area the site falls within. This data set provides an indication of the likely car parking demand for the proposed residential flats using the latest data available.
- 2.29. The results of the car ownership review for flats are presented in Table 2 below, as well as demonstrating the expected parking demand the site would generate (assuming 12 units).

Table 2: Car Ownership Review for Flats

Cars per Household	Total Households	Percentage %	Expected Demand (Cars)
No Cars	180	45%	0
One Car	191	48%	6.2
Two or more Cars	28	7%	1.8
Total	1,919	100%	8

- 2.30. As shown above, 45% of flats within the area do not own a car. The table also shows that the proposed development (12 flats), would generate the demand for a minimum of 8 cars, based on the existing car ownership trends within the area.

3. PROPOSED DEVELOPMENT

Overview

- 3.1. The proposals seek to comprehensively redevelop the site to provide a residential led mixed use scheme, comprising 12 residential flats (Use Class C3) and ground floor commercial uses (Use Class E).
- 3.2. The area schedule for the proposed commercial units (which are assumed to operate as local retail shops) is as follows:
 - Unit 1 - 143 sqm; and
 - Unit 2 - 100 sqm.
- 3.3. The accommodation schedule for the proposed residential flats comprises the following:
 - 3 x 1-bedroom flats;
 - 6 x 2-bedroom flats; and
 - 3 x 3-bedroom flats.

Access

- 3.4. The primary pedestrian and cyclist access to the site will be as per the existing situation, with access taking place from the footways on Bedford Road and Alexandra Park Road. The site is to be car-free and therefore no vehicular access is required.
- 3.5. With respect to the existing vehicle access to the site, this will be closed and reinstated as footway. The works to reinstate the footway and close the existing access point will be undertaken by way of Section 278 agreement.
- 3.6. As part of these works, the existing on-street car parking CPZ bay in between the existing access points could be extended to reach a total of 27m, providing additional on-street car parking (equivalent to two spaces) on the western side of Bedford Road between the limited waiting and disabled car parking space, subject to whether additional parking is considered to be required by LBH.
- 3.7. A contribution could be secured by way of Section 106 agreement towards an amendment to the traffic regulation order for extending the CPZ bay on the western side of Bedford Road. However, the parking assessment later in this section has demonstrated that these works are not required to make the proposal acceptable in planning terms. If not deemed to be required, double yellow lines could be implemented instead.
- 3.8. Given the high PTAL of the site and access to the surrounding public transport links, it is not considered that any off-site improvements are required given the negligible uplift in trips on the surrounding network.

Servicing

- 3.9. Servicing will take place on-street from Bedford Road. As per the trip generation section, there could be a total of six daily servicing vehicles arriving at the site, which is not considered to be significant.

- 3.10. Shorter deliveries could load/unload on the limited waiting or double yellow lines as there are not any loading restrictions in place.
- 3.11. Should the existing CPZ bays on the western side of Bedford Road be extended, then these would not be marked individually and could be used by servicing vehicles.
- 3.12. Separate waste and recycling facilities are provided for the respective residential and commercial units at the ground floor. The waste storage provision is in accordance with the LBH Sustainable Construction and Design document (2013).
- 3.13. With respect to emergency access, the flats will be fitted with domestic sprinklers and supported by a fire strategy to ensure appropriate access for emergency vehicles.

Cycle Parking

- 3.14. LBH defer to the London Plan (2021) to determine the relevant cycle parking standards for new developments.
- 3.15. It is proposed to assess the proposed commercial unit as Use Class A1 (non-food retail) within the London Plan.
- 3.16. The cycle parking requirements for the proposed development are shown below for areas identified within the 'rest of London', outside of where the higher cycle parking requirements are needed.

Commercial

- 3.17. Based on the London Plan requirements, the 251 sqm of ground floor commercial space (assuming former A1 use) is required to provide two long stay spaces and three short stay spaces. This is calculated based on one long stay space per 250 sqm and one short stay space per 125 sqm.
- 3.18. A cycle store of approximately four sqm will be designated for the commercial units which will be accessed from Bedford Road.
- 3.19. This would provide sufficient capacity for both the long stay and short stay requirements for the commercial units, as there is not scope to implement any short stay on the footway without compromising pedestrian comfort, and any space designated within the curtilage would compromise the viability of the site by reducing the commercial space at the ground floor.
- 3.20. Any occupants of these commercial units will be advised of this requirement and how the cycle spaces would be used.

Residential

- 3.21. The London Plan sets out a requirement for residential developments to provide 1 long stay cycle parking space for each studio/1 bedroom 1 person dwelling, 1.5 spaces per 1 bedroom 2 person dwelling and with 2 long stay cycle parking spaces per 2-bedroom unit proposed.
- 3.22. For short stay cycle parking, schemes between five to 40 units are required to provide a minimum of two spaces.
- 3.23. The residential component of the proposed development is required to provide 23 long stay spaces and two short stay spaces.

- 3.24. A dedicated residential store will be provided containing two-tier racks with capacity for 26 spaces which will meet both the visitor and residential provision.

Car Parking

- 3.25. Policy DM32 of the LBH Development Management DPD notes that the Council will support car-free proposals where there is a CPZ in place and the PTAL score is 4+.
- 3.26. The proposed development falls within the Alexandra Palace CPZ and is within an area of PTAL 5, as well as in close proximity to an area of PTAL 6. On that basis, the proposal to provide a car-free development for both land uses is in accordance with policy.
- 3.27. It is proposed to enter into a legal agreement to restrict the eligibility of future residents for a CPZ permit for the Alexandra Palace CPZ (excluding blue badge holders).
- 3.28. As no dedicated accessible units are provided from the outset, it is not proposed to provide an additional disabled person's car parking space.
- 3.29. Instead, it is considered that any users of the building who require an accessible space could use the existing three bays on Bedford Road immediately north of the site, or other Blue Badge holders could also utilise the double yellow lines or parking bays fronting the site at any time. Through the Travel Plan monitoring, the need for an accessible space could be reviewed in the future.

Displacement

- 3.30. Whilst the site is within a CPZ, it is noted that the controls are only in operation for two hours each day between 12pm to 2pm, Monday to Friday. As a result, there could be the potential for displacement car parking outside of these hours when the CPZ is not in operation.
- 3.31. To understand the implications on this and as requested by LBH, an on-street car parking survey was undertaken on Tuesday 4th July 2023 and Wednesday 5th July 2023 in accordance with the Lambeth Methodology.
- 3.32. The survey captured two overnight beats (00:30 to 03:00) and a daytime beat (07:00-19:00) on the Tuesday across an area 200m from the site. As per the LBH pre-application response, for the purposes of the parking assessment it is assumed that a car parking space is 6m, rather than the typical 5m used in the Lambeth methodology.
- 3.33. A copy of the survey is included at [Appendix A](#), with a summary provided in [Table 3](#).
- 3.34. The assessment utilises the car parking spaces that would be available within 200m to users of the proposed development, including the pay and display, permit holder bays and shared use bays. The survey identified that there are a total of 142 spaces (excluding disabled spaces) within 200m of the site.

Table 3: Car Parking Survey Summary

Time	Parking Survey Results Total Capacity - 142 Spaces		
	Vehicles Parked	Spaces Available	Parking Stress
07:00 - 08:00	96	46	67%
08:00 - 09:00	93	49	65%
09:00 - 10:00	94	48	66%
10:00 - 11:00	95	47	67%
11:00 - 12:00	87	55	61%
12:00 - 13:00	87	55	61%
13:00 - 14:00	86	56	60%
14:00 - 15:00	85	57	60%
15:00 - 16:00	78	64	55%
16:00 - 17:00	89	53	63%
17:00 - 18:00	90	52	64%
18:00 - 19:00	87	55	62%
Overnight (Tuesday)	103	39	72%
Overnight (Wednesday)	102	40	72%

- 3.35. The survey shows that the peak occupancy during the day takes place at 10am, with a parking stress of 67%. Overnight the results are generally consistent, with an occupancy of 72% recorded during both surveys. However, the results suggest that there is capacity within the area, with no less than 39 spaces available during the survey which falls below the 85% threshold suggested by the Lambeth methodology.

Development Impact

- 3.36. The car ownership assessment within Section 2 identified that the proposed development would generate the car parking demand for eight on-street spaces.
- 3.37. It is noted that with the reinstatement of the footway from the existing vehicle access to the site, there is scope to provide an additional two on-street car parking spaces to the existing supply on Bedford Road. Whilst these additional bays are not considered to be required as mitigation, it is considered that these could be implemented if deemed to be appropriate by LBH, which could be secured by way of Section 106 contribution.
- 3.38. An assessment of the impact of the proposed development is provided in [Table 4](#).

Table 4: Car Parking Impact Assessment

Time	Parking Survey Results Total Capacity - 142 Spaces		
	Vehicles Parked	Spaces Available	Parking Stress
Scenario 1: 2023 Observed Peak (Overnight)	103	39	72%
Scenario 2: 2023 Observed + Proposed Development	111	31	78%
Scenario 3: 2023 Observed + Proposed Development (with additional spaces provided on Bedford Road)	111	33	77%

- 3.39. The assessment undertaken shows that in both Scenario 2 and Scenario 3, there is sufficient on-street capacity to accommodate the likely demand from the proposed development with no severe highway impacts and less than the 85% occupancy recommended within the Lambeth methodology.
- 3.40. On that basis, it is considered that it has been demonstrated that the proposed development is acceptable in terms of car parking provision.

Car Club

- 3.41. To further support the sustainable credentials of the site and the car-free scheme, the Applicant has engaged with a car club operator who has confirmed they would be able to provide free membership to residents of the local Zipcar car clubs in the area.
- 3.42. A contribution to secure the car club would be secured by way of Section 106 contribution, with residents given vouchers towards this as part of the Travel Plan package.
- 3.43. The car club would initially be funded by the Applicant's contribution for an initial period of three years. Further details on this provision would be secured through the detailed Travel Plan.
- 3.44. A copy of the car club proposal is included at [Appendix B](#).
- 3.45. It is considered that this provision helps secure the car-free nature of the site and would help alleviate parking pressure within the local area.

Travel Plan

- 3.46. To further encourage sustainable travel to and from the site, an Outline Travel Plan is submitted alongside the TS. It is anticipated that the requirement for a detailed Travel Plan would be secured by way of condition.
- 3.47. Through the Travel Plan, residents and staff will be encouraged to walk, cycle or travel via public transport to the site, where possible.

4. TRIP GENERATION

Overview

- 4.1. As a means of assessing the impact of the proposed development, a review of the trip generation has been undertaken using the industry standard software, the TRICS database.
- 4.2. The TRICS database has been reviewed to provide trip rates from the typical network peaks, identified as the morning peak (08:00-09:00), evening peak (17:00-18:00) and daily total.
- 4.3. For the purposes of this trip generation assessment, the following assessment quantum will be used:

Existing:

- 400 sqm of MOT Garage / Car Servicing

Proposed:

- 243 sqm of commercial floor space; and
- 12 x residential flats.

Existing Trip Generation

- 4.4. As an MOT Garage / Car Servicing workshop, it is considered that there would be a significant volume of vehicle trips generated by the existing site.
- 4.5. Whilst there are limited sites of this land use within the TRICS database and no multi modal surveys available, an initial review the TRICS data for a vehicle repair garage suggests that the existing site could generate over 10 two-way vehicle trips in an hour and 76 two-way vehicle trips in the day.
- 4.6. These vehicle trips would be removed by the proposed development, providing a significant betterment in terms of highway safety, as there is a historic level of vehicular activity at the site that would otherwise be able to occur with no restrictions, that will be removed due to the proposals.

Proposed Trip Generation

Commercial

- 4.7. Due to the small scale of the commercial uses and local nature of the likely future tenants, it is considered that these will not act as wide-ranging trip attractors and instead attract trips that are already on the network.
- 4.8. There is also no parking proposed so the vehicle impact will primarily be associated with servicing. Therefore, it is not proposed to assess the trip impacts of the commercial uses.

Residential

- 4.9. The TRICS database has been reviewed for sites for within TRICS category '03/C - Flats Privately Owned' to form the most robust interpretation of the proposed use. The surveys were filtered to identify those undertaken within Greater London for sites of less than 50 units.
- 4.10. The total person trip generation for the proposed residential use is provided in [Table 5](#).

Table 5: Proposed Residential - Total Person Trip Generation

Period	Total Person Trip Rates (per unit)			Total Person Trips (12 units)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
AM Peak	0.201	0.626	0.201	3	8	11
PM Peak	0.405	0.194	0.405	5	3	8
Daily	3.439	3.395	3.439	45	44	89

- 4.11. The assessment suggests the proposed residential use will generate a total of 11 two-way trips in the AM peak and eight two-way trips in the PM peak. Across the duration of the day, the proposed development will generate a total of 89 two-way total person trips.
- 4.12. It is considered that these trips will be negligible on the local road network given the high PTAL of the site.
- 4.13. It is noted that in discussions with the Council, there was reference to an Active travel zone assessment – although this is considered to only be relevant for a full Healthy Transport Assessment and a scheme of a much more significant scale. Given the trip impact of the site which would be well within daily levels of fluctuation, there is considered to be no need for any mitigation – above what is proposed already in the form of the Travel Plan, car club and parking permit restrictions.
- 4.14. Given the high PTAL of the site and access to the surrounding public transport links, it is not considered that any off-site improvements are required given the negligible uplift in trips on the surrounding network.
- 4.15. Instead, it is considered that the provision of the car club would accommodate this requirement and promote sustainable travel from the site.

Servicing

- 4.16. For the proposed land uses, the TRICS database has been reviewed to identify the potential number of daily servicing trips that could be generated.
- 4.17. For the commercial uses, the TRICS database has been reviewed for the land use 'Convenience Store' within Greater London (excluding Town Centre) locations, assuming all LGV trips are associated with servicing trips.
- 4.18. For the residential use, the same TRICS data referred to in the trip generation assessment above will be used. The daily servicing trips are summarised below in Table 6.

Table 6: Proposed Daily Servicing Trip Generation Summary

Land Use	Daily Servicing Trip Rates (per 100 sqm / unit)			Daily Servicing Trips		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Commercial	1.486	1.485	2.971	4	4	8
Residential	0.169	0.159	0.328	2	2	4

Land Use	Daily Servicing Trip Rates (per 100 sqm / unit)			Daily Servicing Trips		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Total	-	-	-	6	6	12

- 4.19. The assessment shows that over the course of the day, there will be four servicing vehicles arriving for the commercial uses and two servicing vehicles for the residential use.
- 4.20. It is not considered that this level of servicing demand is significant enough to lead to any detrimental highways safety impacts.
- 4.21. The proposed development is consequently considered to be in accordance with the requirements of the NPPF and will not lead to any severe transport impacts.

5. CONCLUSIONS

Overview

- 5.1. Smart Transport Hub has prepared this Transport Statement in support of the proposals to redevelop the site at 13 Bedford Road, London, N22 7AU.
- 5.2. The site falls within the administrative boundary of the London Borough of Haringey (LBH) who form the local planning authority and the local highway authority.

Proposal Context

- 5.3. The site is located to the north of the Bedford Road / Alexandra Park Road priority junction. The site is bound to the north by residential properties, to the east by Bedford Road, to the south by Alexandra Park Road and to the west by an area of hardstanding accessed from Alexandra Park Road.
- 5.4. The existing site is in use as an MOT Garage, with proposals seeking to comprehensively redevelop the site to provide a residential led mixed use scheme, comprising 12 residential flats (Use Class C3) and ground floor commercial uses (Use Class E).
- 5.5. The proposed development will be car-free, with cycle parking and waste storage facilities for both uses provided at the ground floor.

Accessibility

- 5.6. The site is considered to be in a highly accessible location, being in close proximity to a number of public transport links, including Alexandra Palace Station and the high frequency bus links on Bedford Road.
- 5.7. The site is located within an established location for the end use, meaning there is an established network of amenities and facilities that would support the proposed residential use, as well as having a nearby catchment of residential properties to facilitate the commercial uses.

Parking

- 5.8. Cycle parking above the London Plan (2021) minimum requirements will be provided within a dedicated cycle store for both the respective commercial and residential uses.
- 5.9. The site is to be provided as car-free. An on-street car parking assessment has been undertaken using a parking survey undertaken in accordance with the Lambeth methodology. The parking assessment concludes that there is sufficient capacity within the local area to accommodate any displacement parking that could take place from the proposed development.
- 5.10. A potential scheme could be provided which to give an extension to the existing CPZ bays on Bedford Road, which could be implemented in place of the existing vehicle access to the site. A potential contribution towards this scheme could be secured by way of Section 106 contribution.

Car Club

- 5.11. To further support the sustainable credentials of the site and the car-free scheme, the Applicant has engaged with a car club operator who has confirmed they would be able to provide free membership to residents of the local Zipcar car clubs in the area.
- 5.12. A contribution to secure the car club would be secured by way of Section 106 contribution, with residents given vouchers towards this as part of the Travel Plan package.
- 5.13. The car club would initially be funded by the Applicant's contribution for an initial period of three years. Further details on this provision would be secured through the detailed Travel Plan.
- 5.14. A copy of the car club proposal is included at [Appendix B](#).
- 5.15. It is considered that this provision helps secure the car-free nature of the site and would help alleviate parking pressure within the local area.

Trip Generation

- 5.16. The proposed development would redevelop and replace the existing MOT garage, which would lead to a reduction in vehicle trips at the site and an improvement in highway safety, by removing the two points of access and conflict onto Bedford Road.
- 5.17. The trip generation assessment concludes that the trip impacts of the proposed development will not lead to any material impact on the local transport network given the high PTAL score (PTAL 5) and the site is car-free.
- 5.18. On that basis, the proposed development would provide an improvement in highway safety terms over the existing site use.
- 5.19. In summary, it is considered that the proposed development is less severe in transport terms than the previous level of activity that was associated with the site, that was previously existing and accepted on the network.

Conclusions

- 5.20. In conclusion, it is considered there are no highways and transport reasons present that mean the proposed development should not be granted approval.

APPENDIX A – CAR PARKING SURVEY



Bedford Road, London
Parking Survey

Tuesday 4th July 2023
Wednesday 5th July 2023

Index of Worksheets

Details of Site

Methodology

Table 1a: Parking Supply by road

Table 1b: Suspensions

Table 1c: SYLs

Table 1d: Capacity by beat

Table 2: Parking Demand by Road

Table 3: Parking Demand by Restriction

Plan of Parking Supply

Plans of Parking Demand

Plans of Parking Stress

Details of Site	
Location	Bedford Road, London
Dates	Tuesday 4th July 2023
	Wednesday 5th July 2023
Timeperiod	07:00 and 19:00 (12 beats) + 2 * overnight (00:30-03:00)
Weather	Warm and showery
Comments	SYLs are considered not available for parking during the period 18:00-19:00 within CPZ WGO
Criteria	Vehicle length assumed for unmarked bays, single lines and unmarked areas is 6.0m .
	Unacceptable distance for parking from corners is 5.0m .

Details of Methodology

Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Areas excluded from survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity	Distance from corner (for reasons of highway safety - normally between 5m and 10m)
	Crossovers, build outs, traffic islands
	Sections of acceptable parking which are less than 90% of the assumed vehicle length. For a vehicle length of 5m, this is 4.5m
	Single yellow lines may also be excluded for reasons of traffic flow or if the road is a narrow road.
	Where the width of the road is such that parking on both or either side would cause an obstruction. Parking is not permitted on either side when the road is 4.9m or narrower. Parking is only permitted on one side when the road is wider than 4.9m and narrower than 6.7m. An estimation of parking on a narrow road is site specific.
Parking excluded from stress calculation	Where the width of a "main" road is such that parking on both sides would not allow traffic to move freely in both directions. For free movement of traffic, we consider that the road width must be at least 9.4m if parking is to occur on both sides. The use of this criteria is based on our assessment of the road network.
	Bays may be suspended due to temporary roadworks or due to a non-vehicle (eg skip) occupying a parking space. Suspended bays are removed from the parking supply when calculating the parking stress.
Parking excluded from stress calculation	Any illegal parking in non parking areas is recorded in the parking demand, but not included in the parking stress.

Terminology

Parking Supply	Measurement of each section of parking restriction type (legal or illegal) or unmarked section of road. Sections of road length which are permitted or acceptable for parking are converted into theoretical parking supply by dividing the length by an assumed vehicle length. The result is rounded down to the nearest unit, except when the remaining length is 90% or above and then it is rounded up. Sections of road which are not legal or acceptable for parking (termed non-parking areas) have no parking supply.
Parking Demand	The number of vehicles parked is expressed in Passenger Carrying Units (PCUs). The values are Car (PCU=1.0); LGV (PCU=1.0); OGV (PCU=1.5); BUS (PCU=2.0); Motorcycle within a parking bay (PCU=0.4); motorcycle within a motorcycle bay (PCU=1.0); PCL/E-Scooter (PCU=0.1).
Parking Stress	Calculation to express the number of parked vehicles (parking demand) as a percentage of available parking (parking supply) for each parking type. Stress can be over 100% if vehicles are small, parked closely together or if the length of the parking type is longer than the assumed vehicle length multiplied by the number of theoretical spaces.
Section	The data may be presented in sections. This is normally the side of road between junctions.

Bedford Road, London

Site Photos

Alexandra Park Road



Bedford Road



Bridge Road



Buckingham Road



Crescent Road

Palace Gates Road

Bedford Road, London

Site Photos



South Terrace



St Michael's Terrace



Station Road





Bedford Road, London

Table 1a: Details of parking capacity by road (May 2023)

Road Name	CPZ	Business Permit Holder Bays	Disabled Blue Badge	Electric Vehicle Charging Bay	Pay & Display/Pay by Phone Bay	Permit Holder Bay	Resident Permit Holder Bay	Shared Use (Permit Holders)	TOTAL ON-STREET BAYS	No Waiting (Acceptable) (SYL)	TOTAL NON-BAY SPACES	TOTAL CAPACITY
Alexandra Park Road	AP		1			46			47	0	0	47
Bedford Road	AP		3		6	1		11	21		0	21
Bridge Road	WGO					9		5	14	1	1	15
Buckingham Road	WGO			3			13		16	7	7	23
Crescent Road	AP		1			17		2	20	0	0	20
Palace Gates Road	AP				5	19			24	3	3	27
South Terrace						5			5		0	5
St Michael's Terrace	WGO	5							5		0	5
Station Road	WGO				3				3		0	3
TOTAL		5	5	3	14	97	13	18	155	11	11	166

Areas where parking is not permitted or acceptable are not included in the above table (eg bus stops, crossovers, corners, double yellow lines).

The extents of each road are indicated in the Plan of Supply.

Bedford Road, London
Table 1b: Details of parking suspensions/obstructions

Road Name	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Alexandra Park Road	AP	47														
Bedford Road	AP	21														
Bridge Road	WGO	15														
Buckingham Road	WGO	23									2	2	2	2	2	2
Crescent Road	AP	20									1	1	1	1	1	1
Palace Gates Road	AP	27														
South Terrace	O	5														
St Michael's Terrace	WGO	5														
Station Road	WGO	3														
		166														

Restriction Type	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Business Permit Holder Bays	N	5														
Disabled Blue Badge	N	5														
Electric Vehicle Charging Bay	N	3														
Pay & Display/Pay by Phone Bay	N	14														
Permit Holder Bay	N	97									1.0	1.0	1.0	1.0	1.0	1.0
Resident Permit Holder Bay	N	13									2.0	2.0	2.0	2.0	2.0	2.0
Shared Use (Permit Holders)	N	18														
Total Bays		155	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Waiting At Any Time (DYL)	N	0														
No Waiting (Acceptable) (SYL)	N	11														
No Waiting (Unacceptable) (SYL)	N	0														
Total Non-bay areas		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL		166	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Bedford Road, London

Table 1c: Details of available Single Yellow/Red lines/Keep Clear

Road Name	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Alexandra Park Road	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bedford Road	21														
Bridge Road	15	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Buckingham Road	23	7	7	0	0	0	0	0	0	0	0	0	0	0	7
Crescent Road	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Palace Gates Road	27	3	3	3	3	3	3	0	0	3	3	3	3	3	3
South Terrace	5														
St Michael's Terrace	5														
Station Road	3														
	166	11	11	3	3	3	3	0	0	3	3	3	3	3	11

Bedford Road, London
Table 1d: Capacity at time of beat

Road Name	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Alexandra Park Road	AP	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
Bedford Road	AP	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21
Bridge Road	WGO	15	15	15	14	14	14	14	14	14	14	14	14	14	14	15
Buckingham Road	WGO	23	23	23	16	16	16	16	16	16	14	14	14	14	14	21
Crescent Road	AP	20	20	20	20	20	20	20	20	20	19	19	19	19	19	19
Palace Gates Road	AP	27	27	27	27	27	27	27	24	24	27	27	27	27	27	27
South Terrace	O	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
St Michael's Terrace	WGO	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Station Road	WGO	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		166	166	166	158	158	158	158	155	155	155	155	155	155	155	163

Restriction Type	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Business Permit Holder Bays	N	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Disabled Blue Badge	N	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Electric Vehicle Charging Bay	N	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Pay & Display/Pay by Phone Bay	N	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14
Permit Holder Bay	N	97	97	97	97	97	97	97	97	97	96	96	96	96	96	96
Resident Permit Holder Bay	N	13	13	13	13	13	13	13	13	13	11	11	11	11	11	11
Shared Use (Permit Holders)	N	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Total Bays		155	155	155	155	155	155	155	155	155	152	152	152	152	152	152
No Waiting At Any Time (DYL)	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Waiting (Acceptable) (SYL)	N	11	11	11	3	3	3	3	0	0	3	3	3	3	3	11
No Waiting (Unacceptable) (SYL)	N	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Non-bay areas		11	11	11	3	3	3	3	0	0	3	3	3	3	3	11
GRAND TOTAL		166	166	166	158	158	158	158	155	155	155	155	155	155	155	163

Bedford Road, London
Table 2: Details of parking demand and stress by road

VEHICLES (in PCUs)																
Road Name	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Alexandra Park Road	AP	47	36.0	30.0	29.0	27.0	28.0	29.0	25.0	23.0	30.0	28.0	31.0	27.0	30.0	33.0
Bedford Road	AP	21	10.0	11.0	12.0	14.0	16.0	10.0	9.0	10.0	5.0	6.0	7.0	11.0	7.0	9.0
Bridge Road	WGO	15	8.0	7.0	6.0	7.0	7.0	8.0	8.0	7.0	6.0	6.0	6.0	7.0	7.0	9.0
Buckingham Road	WGO	23	9.0	11.0	10.0	11.0	13.0	11.0	17.0	13.0	12.0	12.0	10.0	9.0	9.0	9.0
Crescent Road	AP	20	17.8	15.6	16.6	15.6	11.6	13.6	13.6	16.4	13.4	13.4	15.4	12.4	12.4	16.8
Palace Gates Road	AP	27	21.0	22.0	20.0	21.0	22.0	19.0	17.0	18.2	21.0	18.0	20.0	22.0	24.0	28.0
South Terrace		5	4.0	2.0	2.0	1.0	2.0	2.0	2.0	0.0	0.0	4.0	2.0	1.0	1.0	1.0
St Michael's Terrace	WGO	5	1.0	2.0	1.0	1.0	1.0	4.5	1.0	2.0	1.0	2.0	2.0	2.0	2.0	3.0
Station Road	WGO	3	0.0	0.0	0.0	1.0	0.0	0.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
166			106.8	100.6	96.6	98.6	100.6	97.1	94.6	90.8	91.4	85.4	93.4	95.4	92.4	108.8

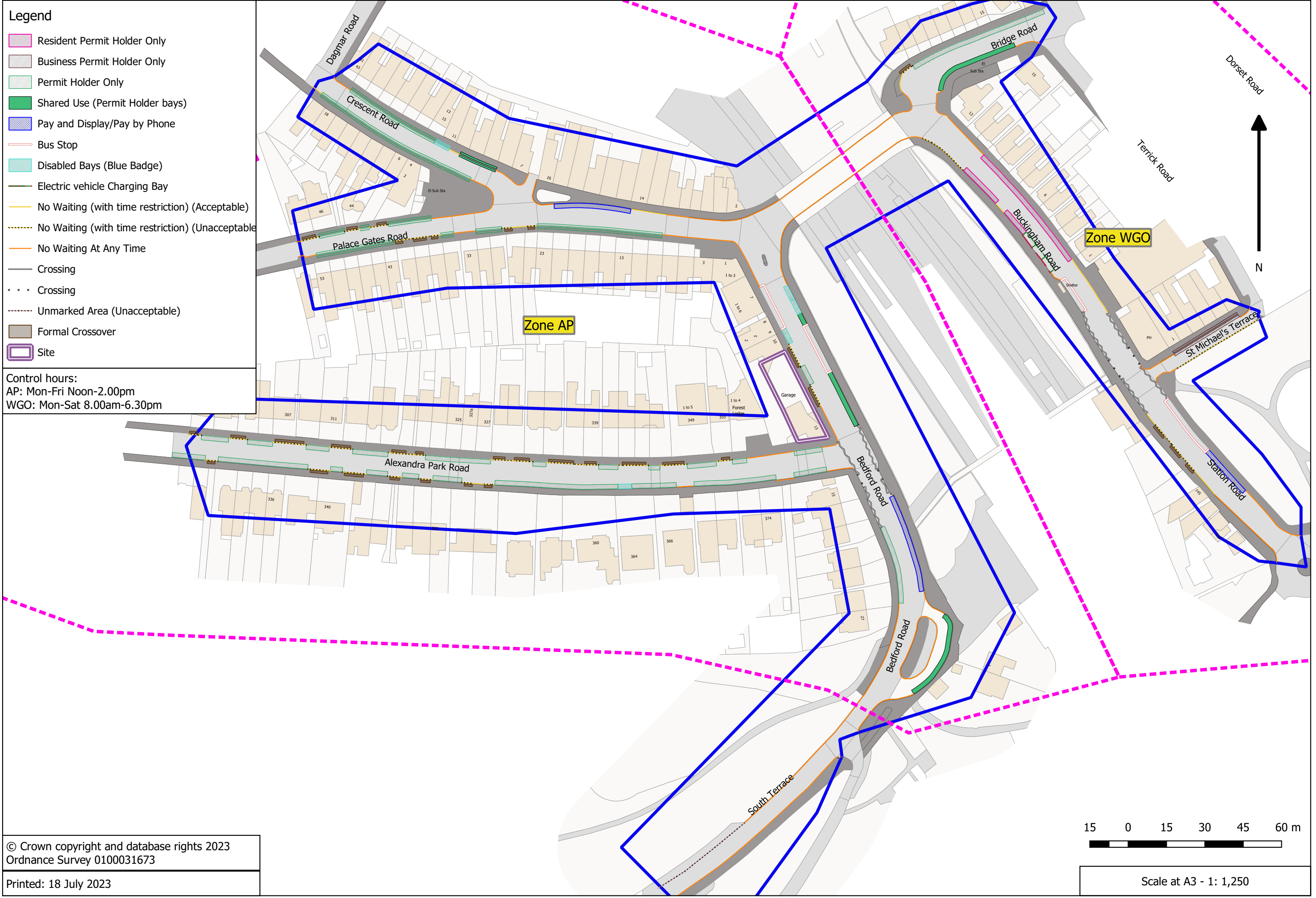
STRESS for VEHICLES																
Road Name	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Alexandra Park Road	AP	47	77%	64%	62%	57%	60%	62%	53%	49%	64%	60%	66%	57%	64%	70%
Bedford Road	AP	21	48%	52%	57%	67%	76%	48%	43%	48%	24%	29%	33%	52%	33%	43%
Bridge Road	WGO	15	53%	47%	43%	50%	50%	57%	57%	50%	43%	43%	43%	50%	50%	60%
Buckingham Road	WGO	23	39%	48%	63%	69%	81%	69%	106%	81%	86%	86%	71%	64%	64%	43%
Crescent Road	AP	20	89%	78%	83%	78%	58%	68%	68%	68%	86%	71%	71%	81%	65%	88%
Palace Gates Road	AP	27	78%	81%	74%	78%	81%	70%	71%	76%	78%	67%	74%	81%	89%	104%
South Terrace		5	80%	40%	40%	20%	40%	40%	40%	40%	0%	0%	80%	40%	20%	20%
St Michael's Terrace	WGO	5	20%	40%	20%	20%	20%	90%	20%	20%	20%	40%	40%	40%	40%	60%
Station Road	WGO	3	0%	0%	0%	33%	0%	0%	67%	67%	0%	0%	0%	0%	0%	0%
166			64.3%	60.6%	61.1%	62.4%	63.7%	61.5%	61.0%	58.6%	59.0%	55.1%	60.3%	61.5%	59.6%	66.7%

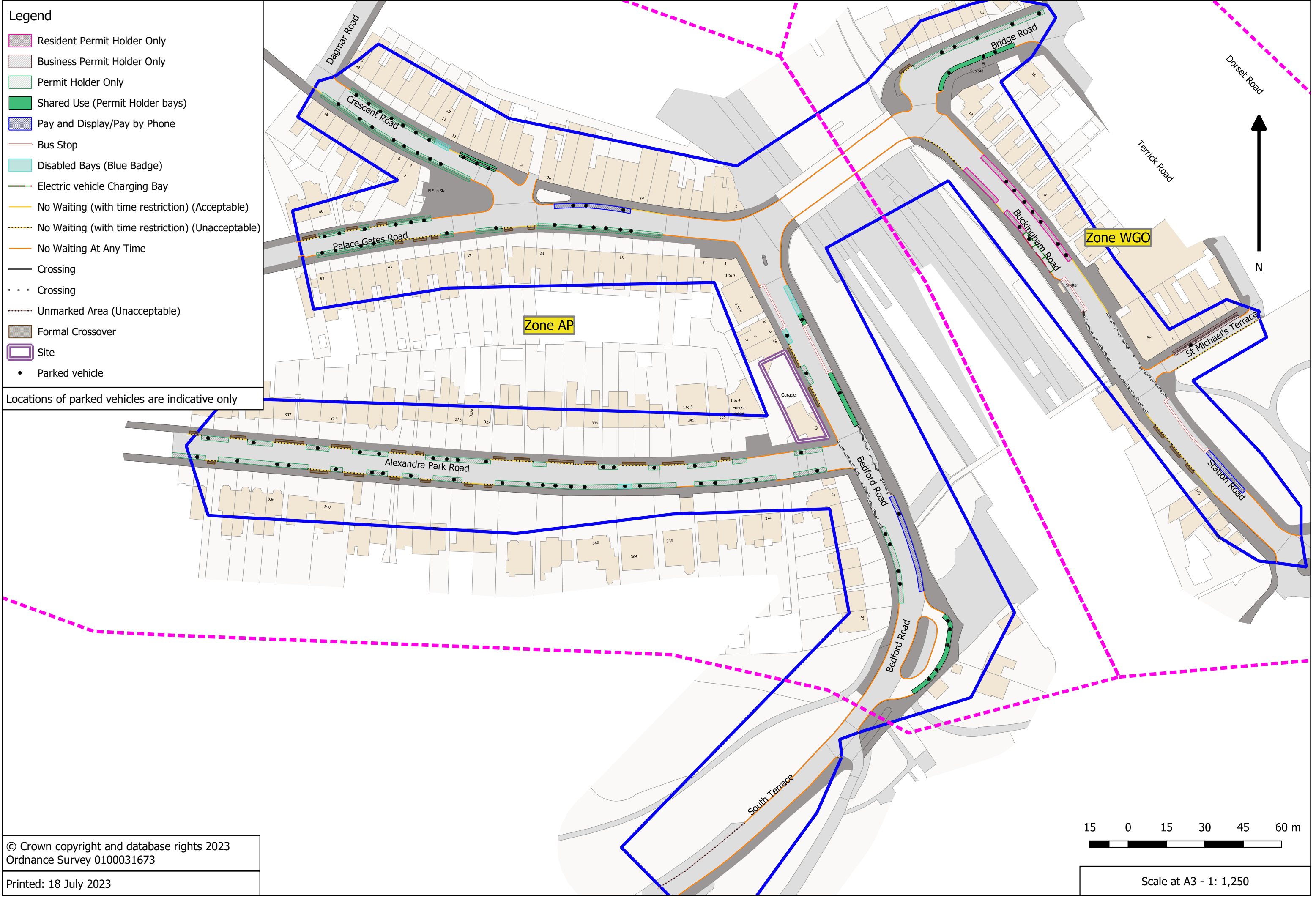
Bedford Road, London

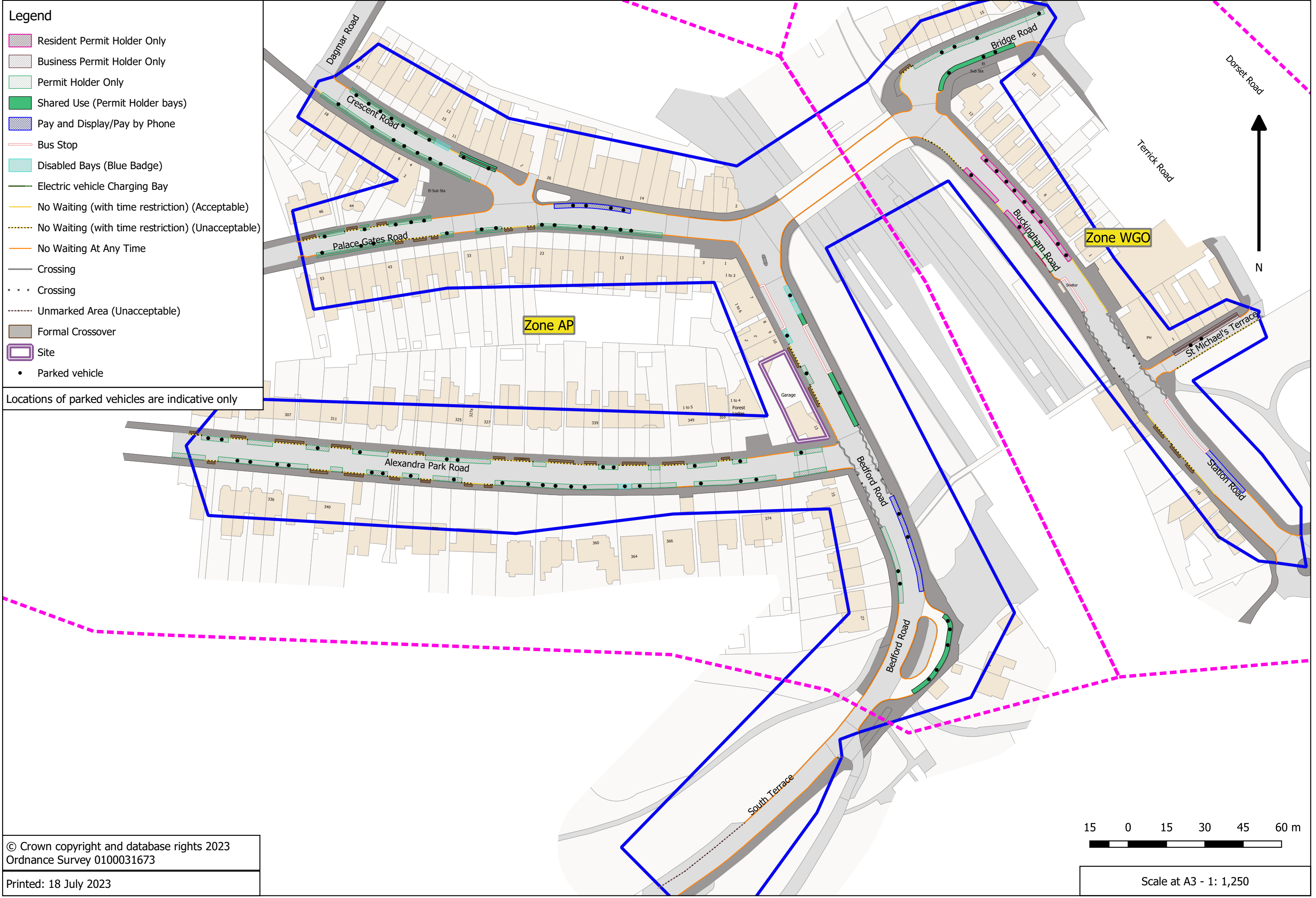
Table 3: Details of parking demand and stress by restrictron type

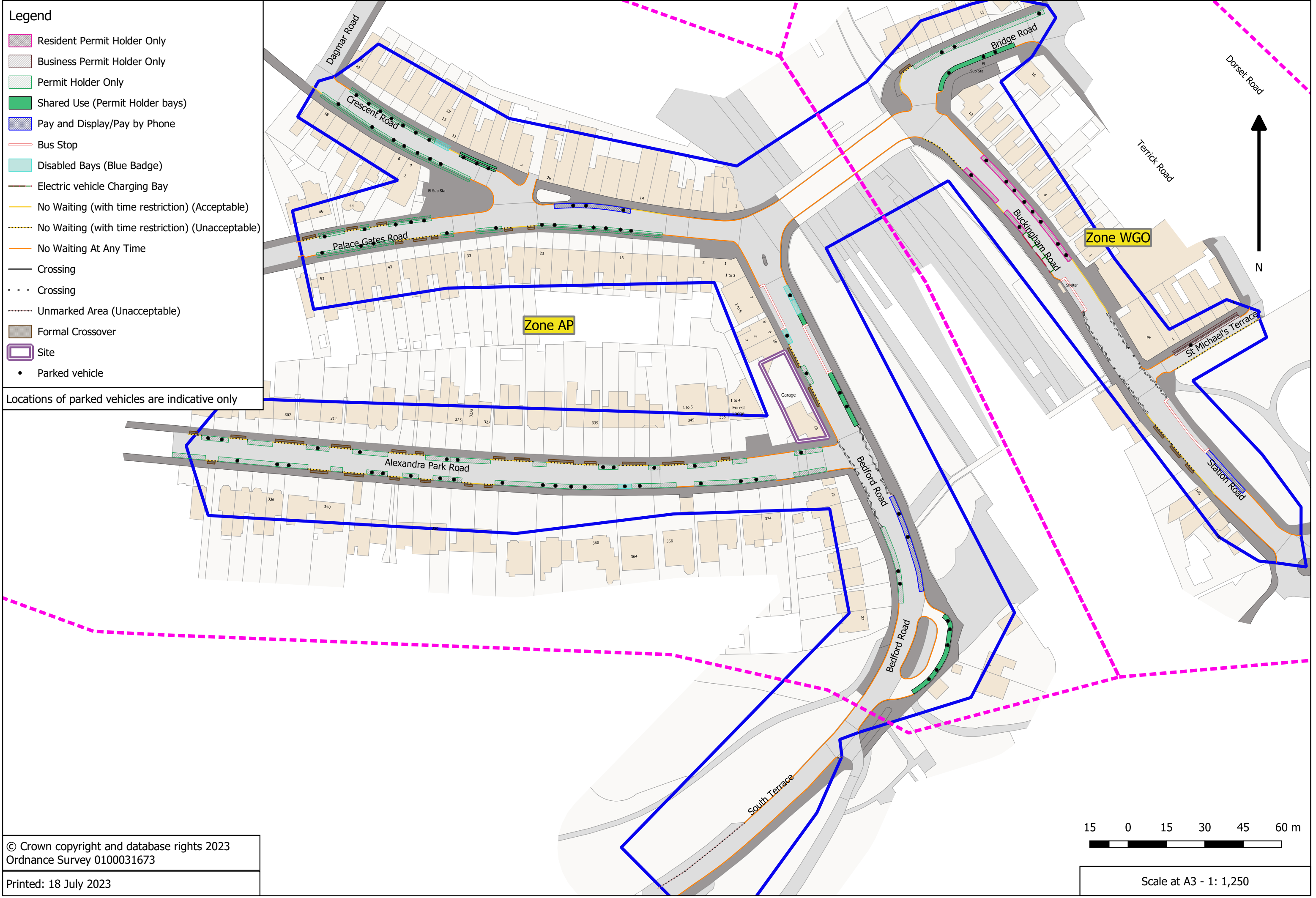
			VEHICLES (in PCUs)													
Restriction Type	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Business Permit Holder Bays	N	5	1.0	2.0	1.0	1.0	1.0	4.5	1.0	2.0	1.0	2.0	2.0	2.0	2.0	3.0
Disabled Blue Badge	N	5	2.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Electric Vehicle Charging Bay	N	3	1.0	0.0	0.0	1.0	1.0	2.0	2.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0
Pay & Display/Pay by Phone Bay	N	14	4.0	6.0	5.0	7.0	8.0	6.0	8.0	8.2	5.0	2.0	3.0	5.0	4.0	7.0
Permit Holder Bay	N	97	77.8	67.6	64.6	64.6	63.6	62.6	56.6	55.6	64.4	58.4	69.4	67.4	67.4	74.8
Resident Permit Holder Bay	N	13	8.0	11.0	10.0	10.0	11.0	9.0	12.0	12.0	9.0	10.0	10.0	9.0	9.0	9.0
Shared Use (Permit Holders)	N	18	13.0	11.0	13.0	12.0	12.0	9.0	10.0	10.0	7.0	8.0	7.0	9.0	7.0	11.0
Total Bays		155	106.8	100.6	96.6	98.6	99.6	96.1	91.6	90.8	89.4	83.4	93.4	94.4	91.4	106.8
No Waiting At Any Time (DYL)	N	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
No Waiting (Acceptable) (SYL)	N	11	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	1.0	1.0	0.0	1.0	1.0	2.0
No Waiting (Unacceptable) (SYL)	N	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0
Total Non-bay areas		11	0.0	0.0	0.0	0.0	1.0	1.0	3.0	0.0	2.0	2.0	0.0	1.0	1.0	2.0
GRAND TOTAL		166	106.8	100.6	96.6	98.6	100.6	97.1	94.6	90.8	91.4	85.4	93.4	95.4	92.4	108.8

			STRESS for VEHICLES													
Restriction Type	CPZ	Available spaces	Beat 101 Tue 0030-0300	Beat 102 Tue 0700-0800	Beat 103 Tue 0800-0900	Beat 104 Tue 0900-1000	Beat 105 Tue 1000-1100	Beat 106 Tue 1100-1200	Beat 107 Tue 1200-1300	Beat 108 Tue 1300-1400	Beat 109 Tue 1400-1500	Beat 110 Tue 1500-1600	Beat 111 Tue 1600-1700	Beat 112 Tue 1700-1800	Beat 113 Tue 1800-1900	Beat 201 Wed 0030-0300
Business Permit Holder Bays	N	5	20%	40%	20%	20%	20%	90%	20%	40%	20%	40%	40%	40%	40%	60%
Disabled Blue Badge	N	5	40%	60%	60%	60%	60%	60%	40%	40%	40%	40%	40%	40%	40%	40%
Electric Vehicle Charging Bay	N	3	33%	0%	0%	33%	33%	67%	67%	33%	33%	33%	0%	0%	0%	0%
Pay & Display/Pay by Phone Bay	N	14	29%	43%	36%	50%	57%	43%	57%	59%	36%	14%	21%	36%	29%	50%
Permit Holder Bay	N	97	80%	70%	67%	67%	66%	65%	58%	57%	67%	61%	72%	70%	70%	78%
Resident Permit Holder Bay	N	13	62%	85%	77%	77%	85%	69%	92%	92%	82%	91%	91%	82%	82%	82%
Shared Use (Permit Holders)	N	18	72%	61%	72%	67%	67%	50%	56%	56%	39%	44%	39%	50%	39%	61%
Total Bays		155	69%	65%	62%	64%	64%	62%	59%	59%	59%	55%	61%	62%	60%	70%
No Waiting At Any Time (DYL)	N	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
No Waiting (Acceptable) (SYL)	N	11	0%	0%	0%	0%	33%	33%	100%	0%	33%	33%	0%	33%	33%	18%
No Waiting (Unacceptable) (SYL)	N	0	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%	0%	0%
Total Non-bay areas		11	0%	0%	0%	0%	33%	33%	100%	0%	67%	67%	0%	33%	33%	18%
GRAND TOTAL		166	64%	61%	61%	62%	64%	61%	61%	59%	59%	55%	60%	62%	60%	67%

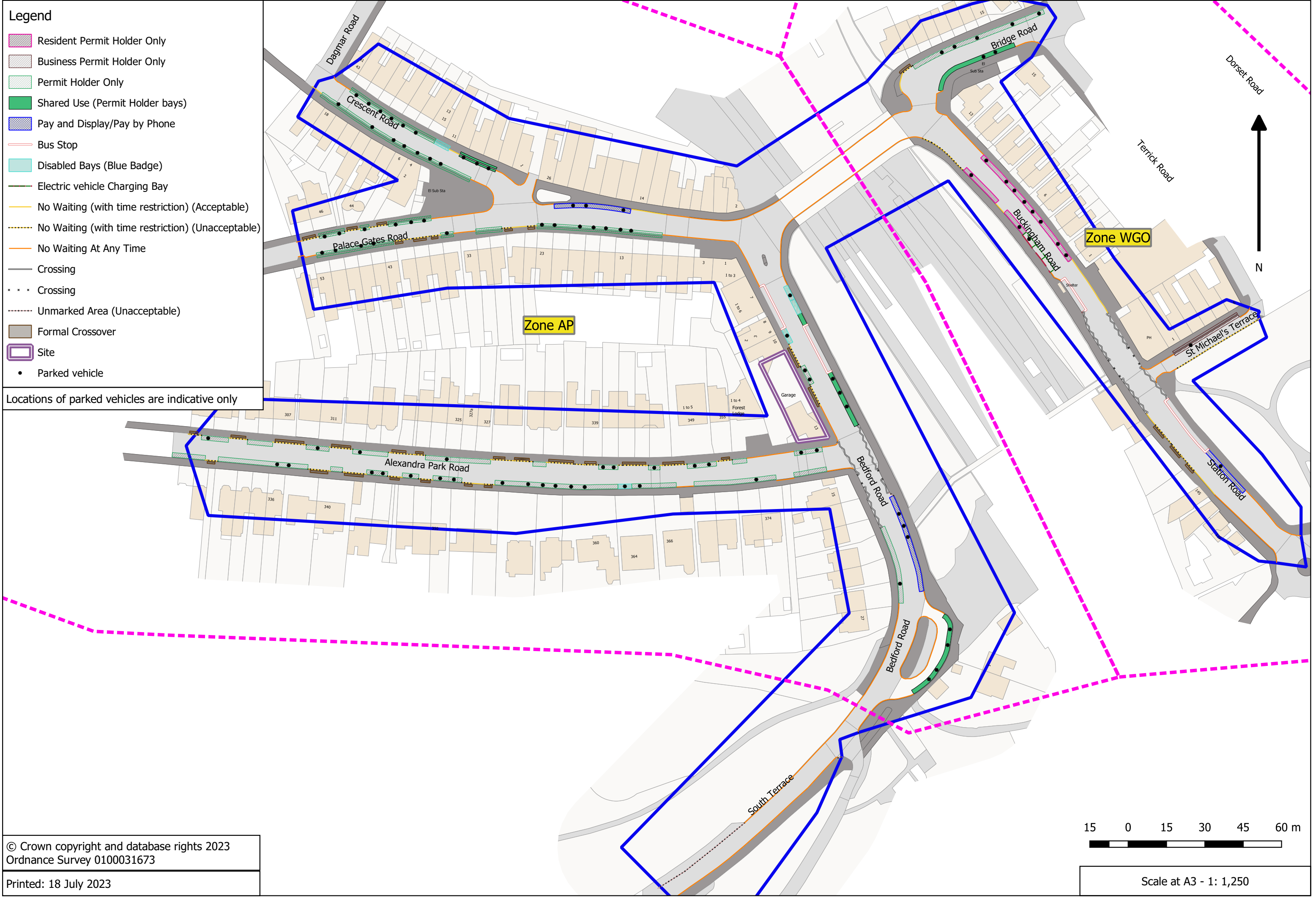




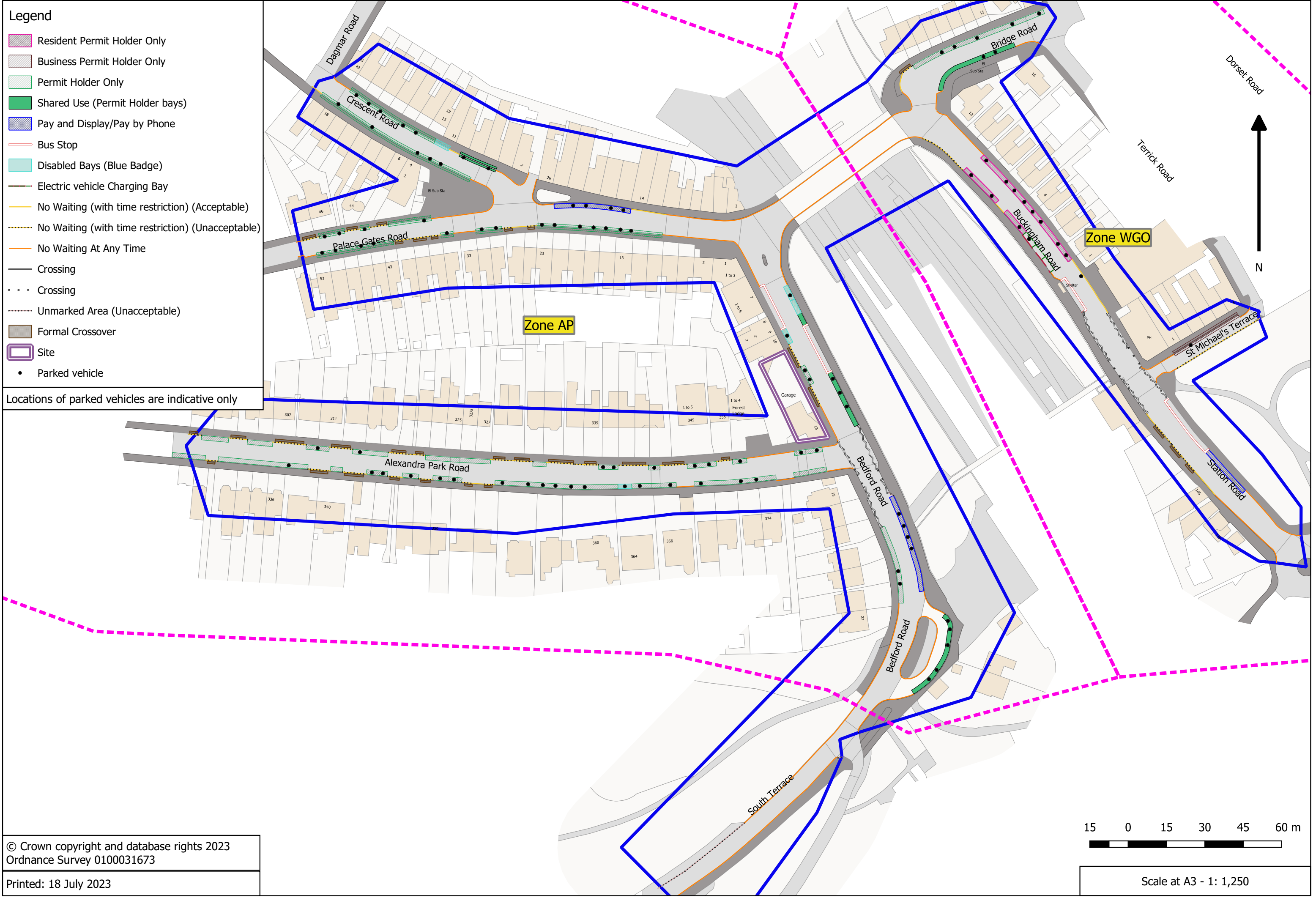




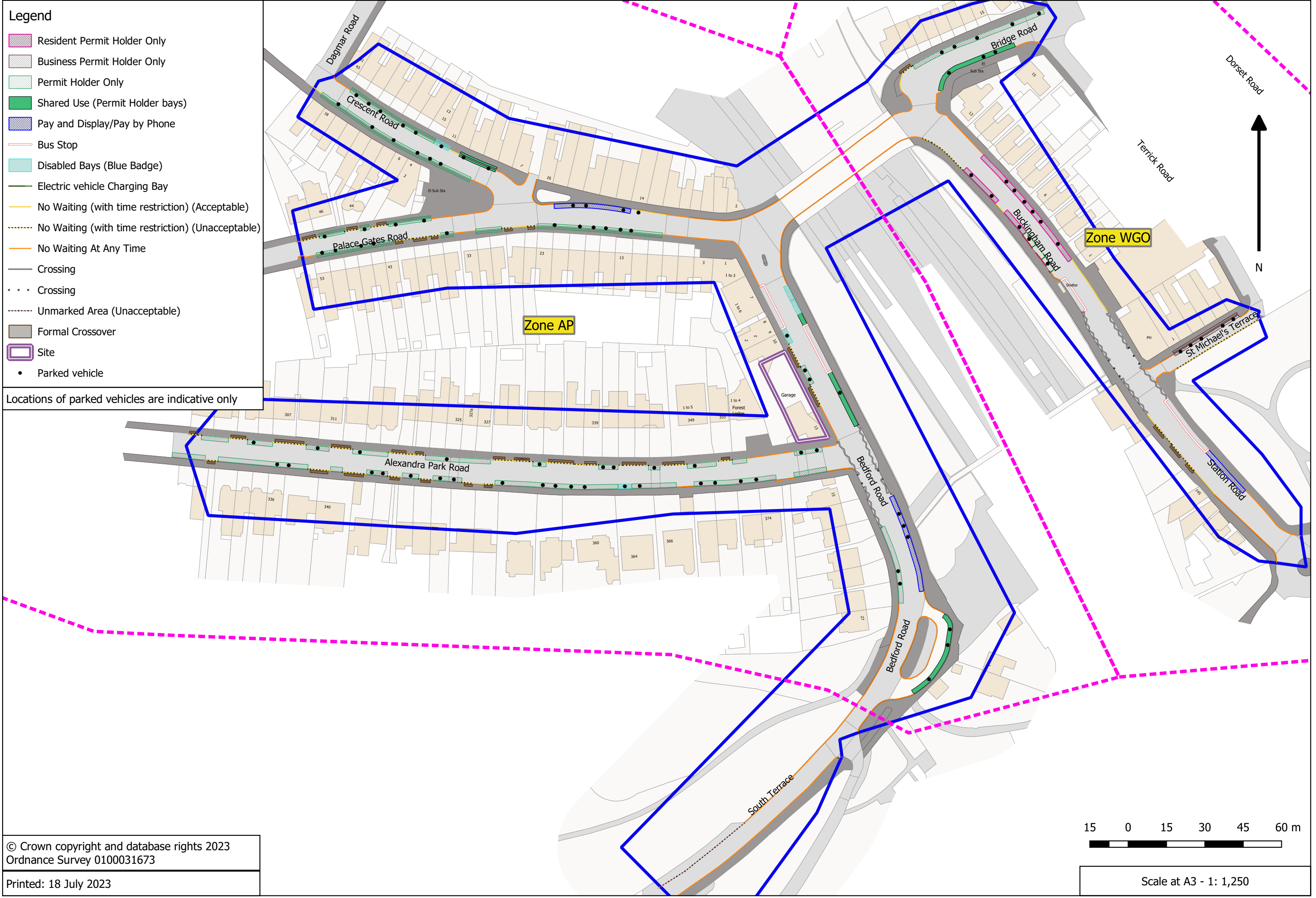
Bedford Road, London - Parking Locations - Tuesday (0900 - 1000)



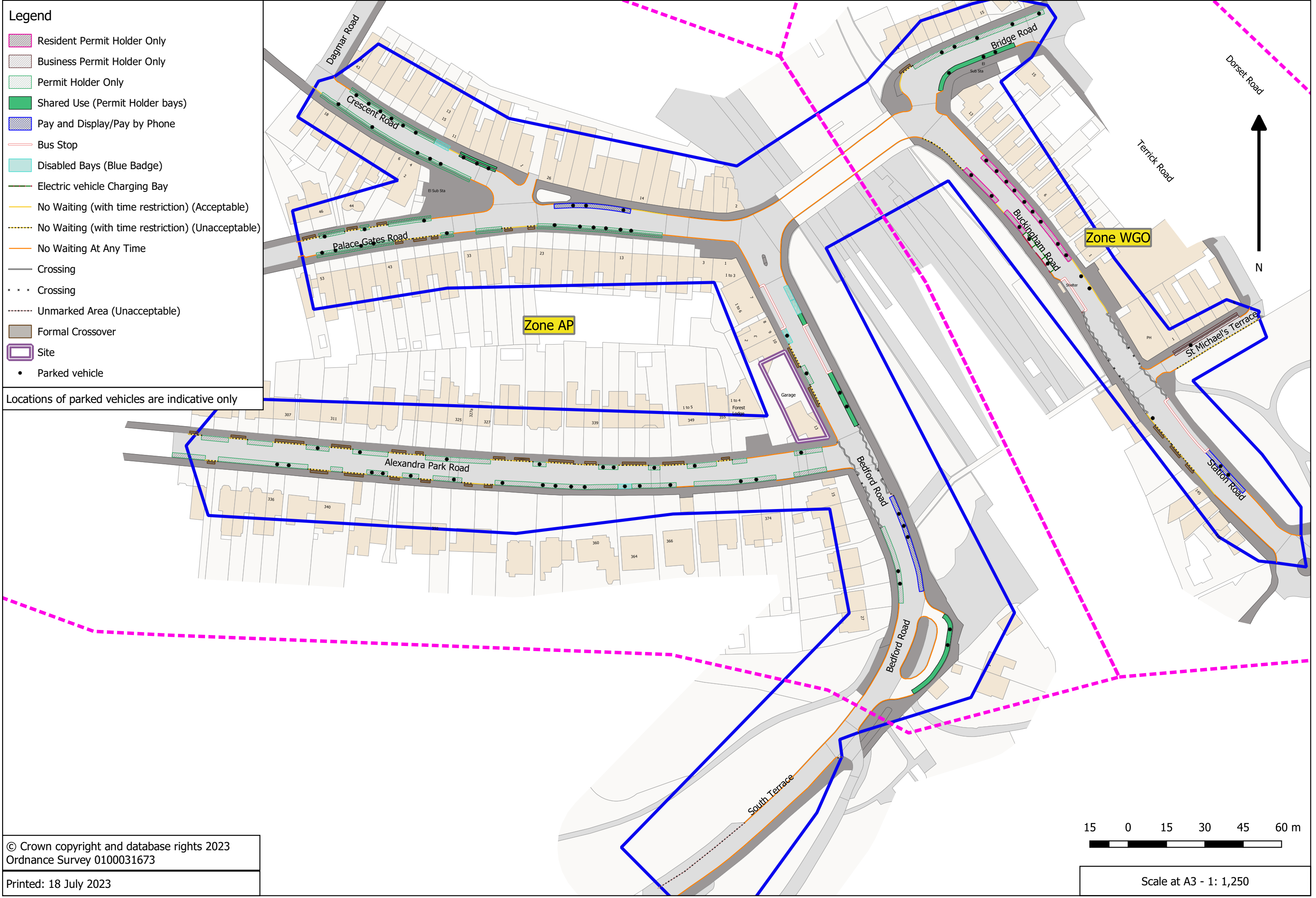
Bedford Road, London - Parking Locations - Tuesday (1000 - 1100)



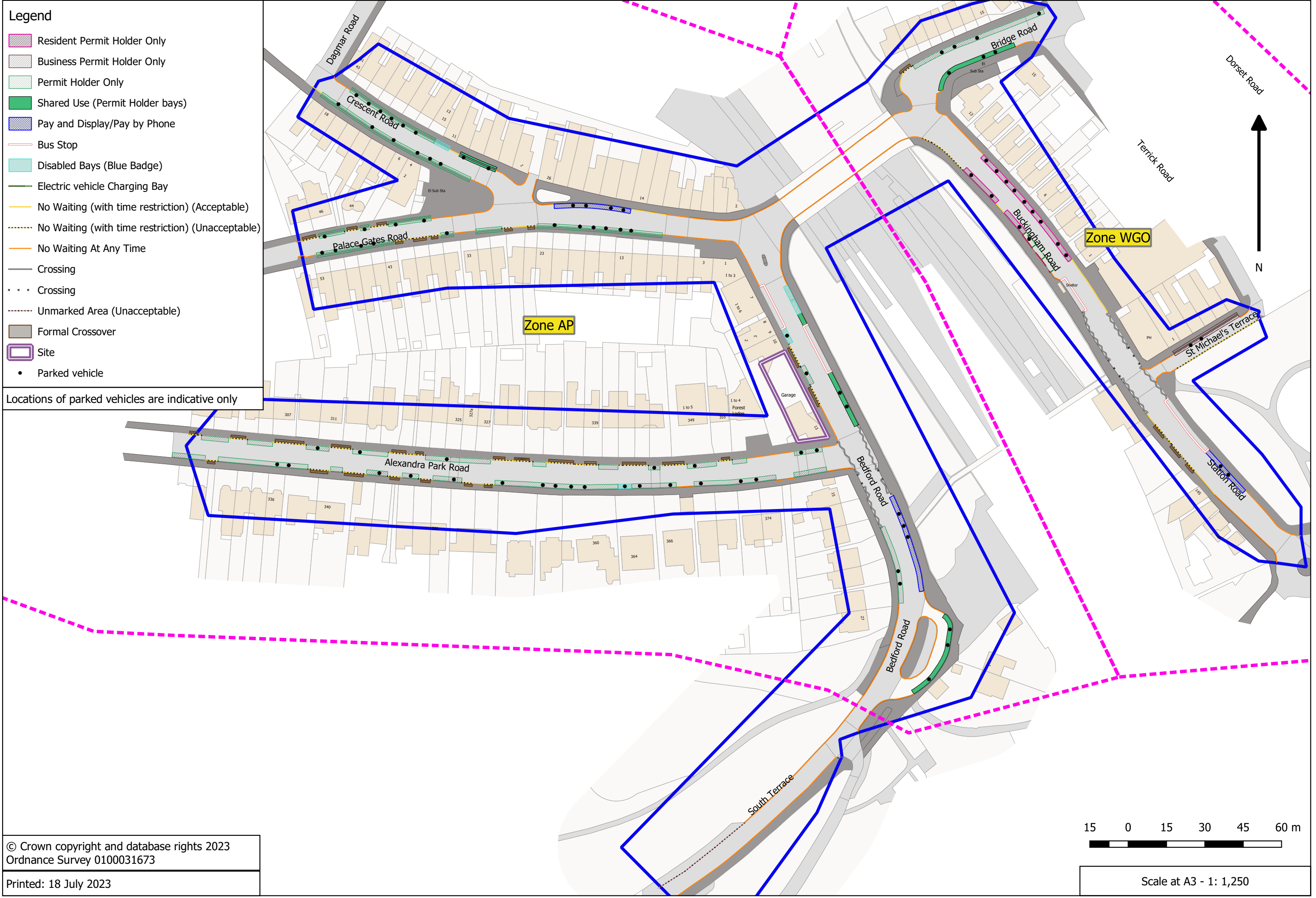
Bedford Road, London - Parking Locations - Tuesday (1100 - 1200)



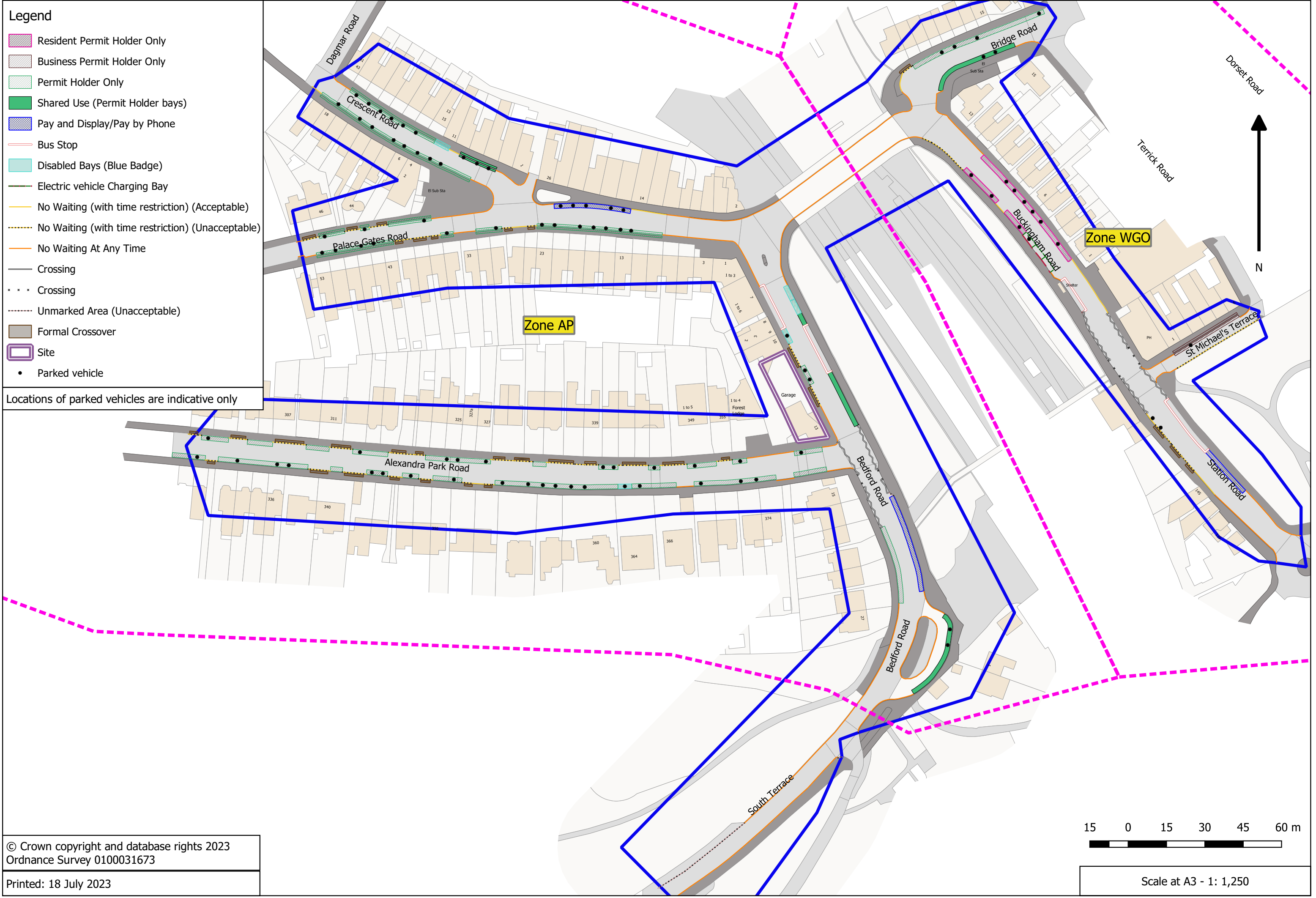
Bedford Road, London - Parking Locations - Tuesday (1200 - 1300)



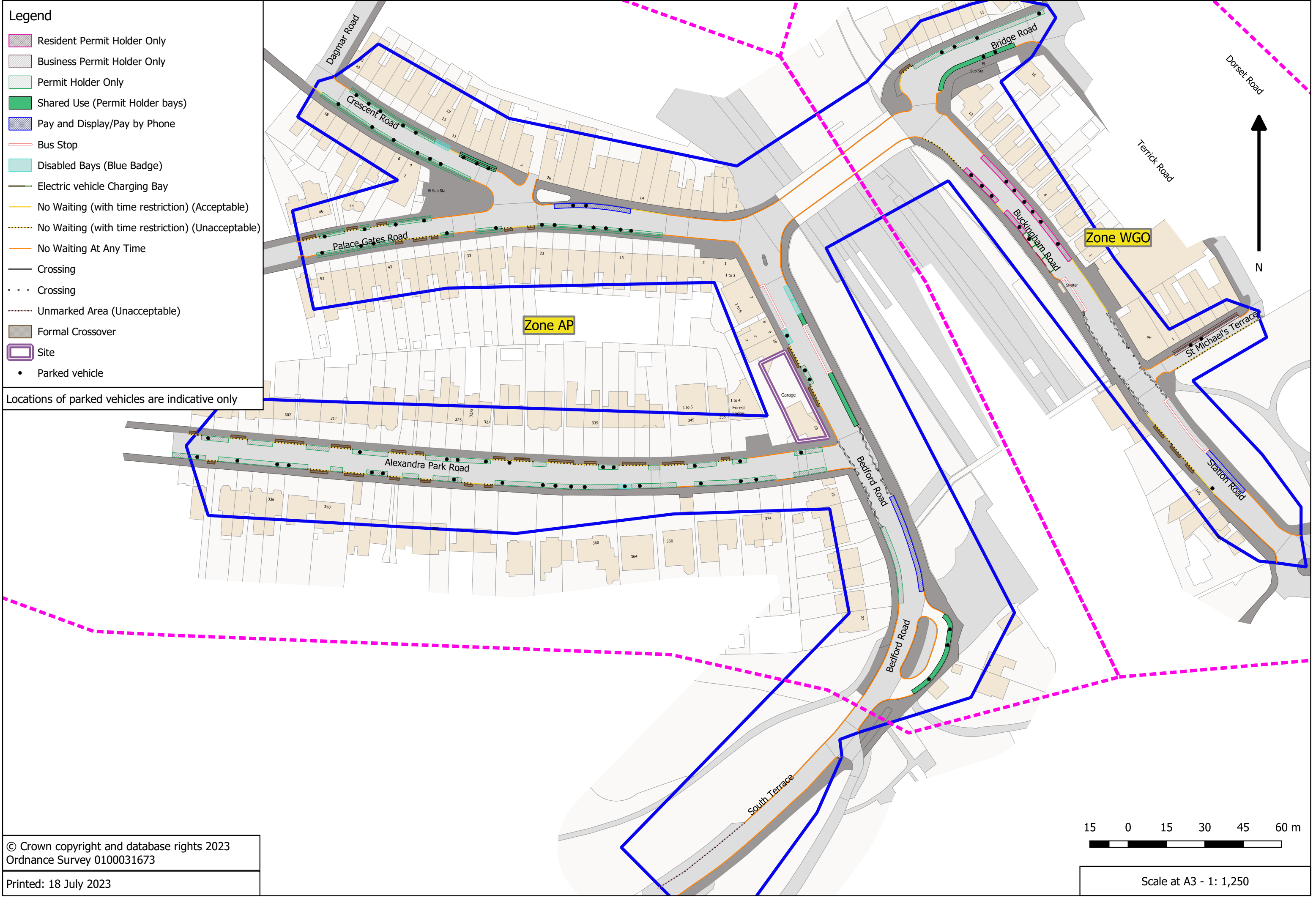
Bedford Road, London - Parking Locations - Tuesday (1300 - 1400)



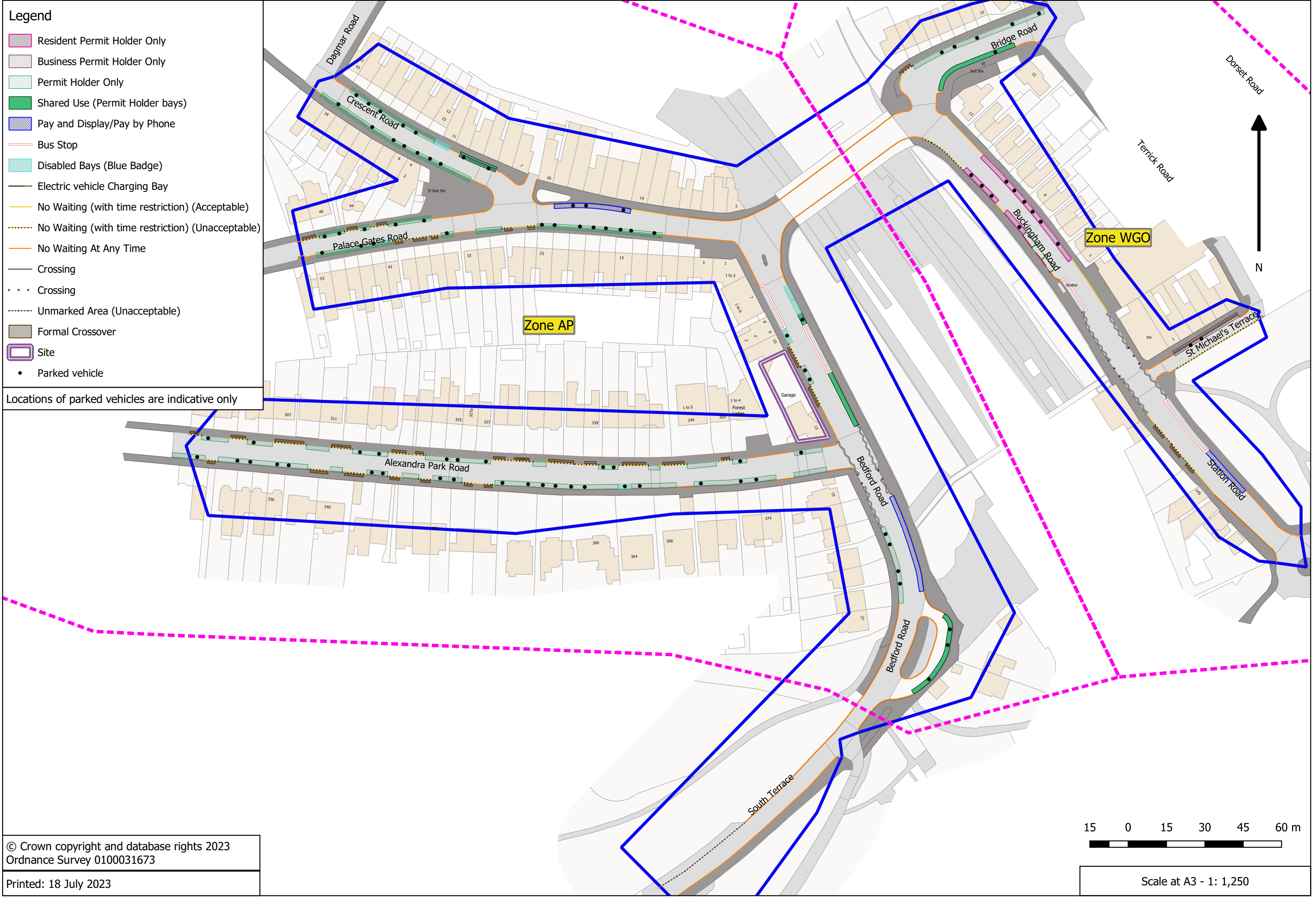
Bedford Road, London - Parking Locations - Tuesday (1400 - 1500)



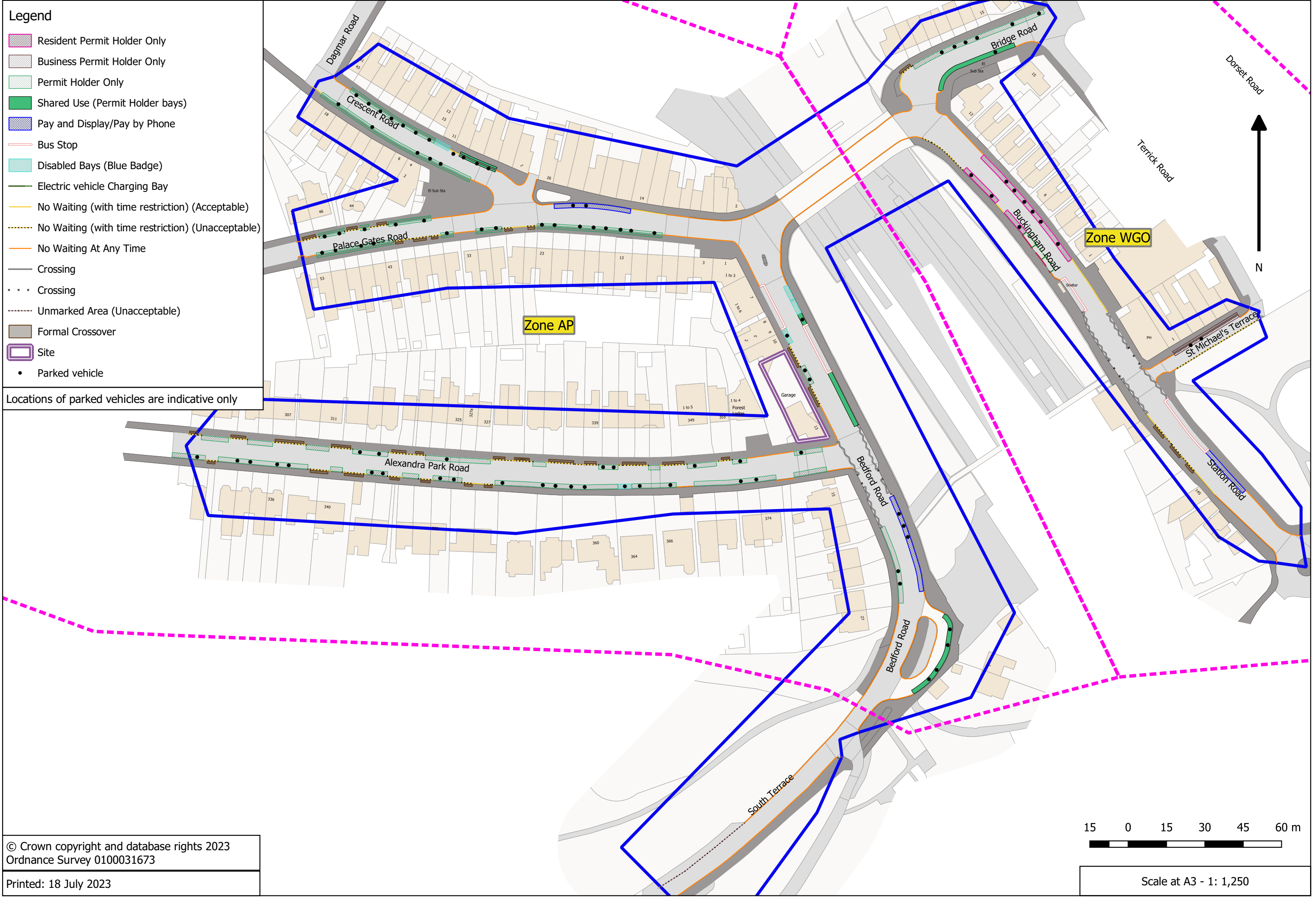
Bedford Road, London - Parking Locations - Tuesday (1500 - 1600)



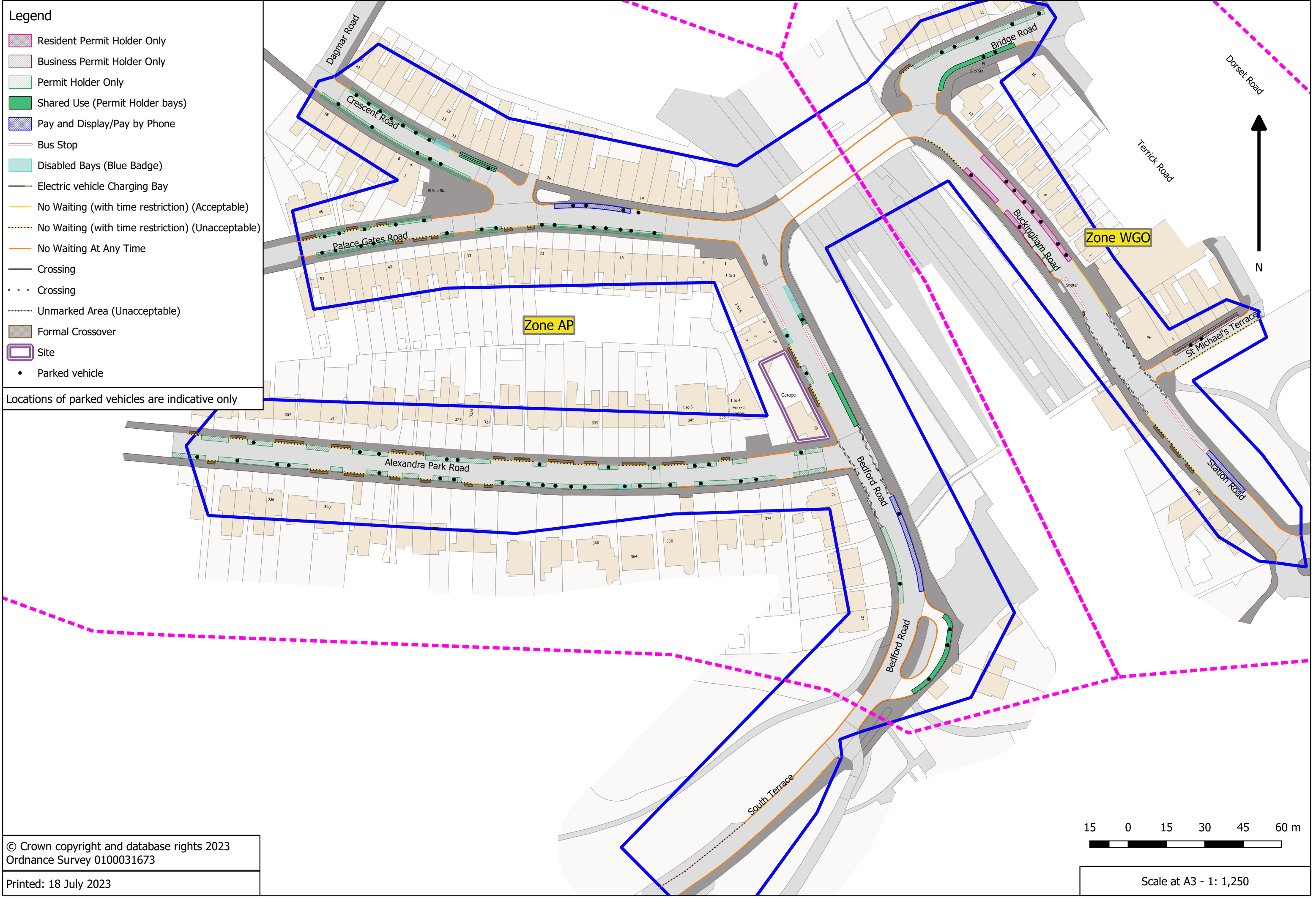
Bedford Road, London - Parking Locations - Tuesday (1600 - 1700)



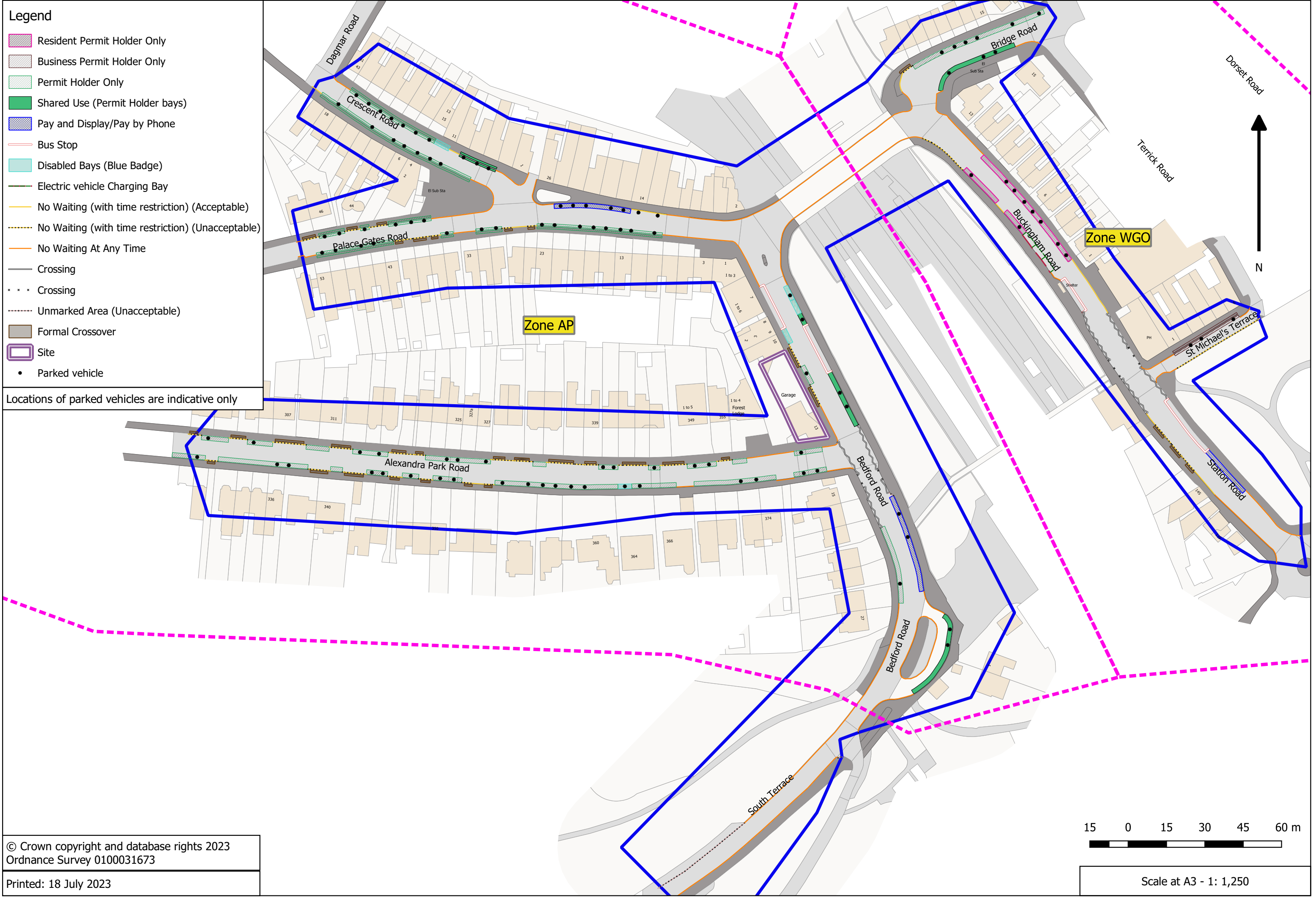
Bedford Road, London - Parking Locations - Tuesday (1700 - 1800)



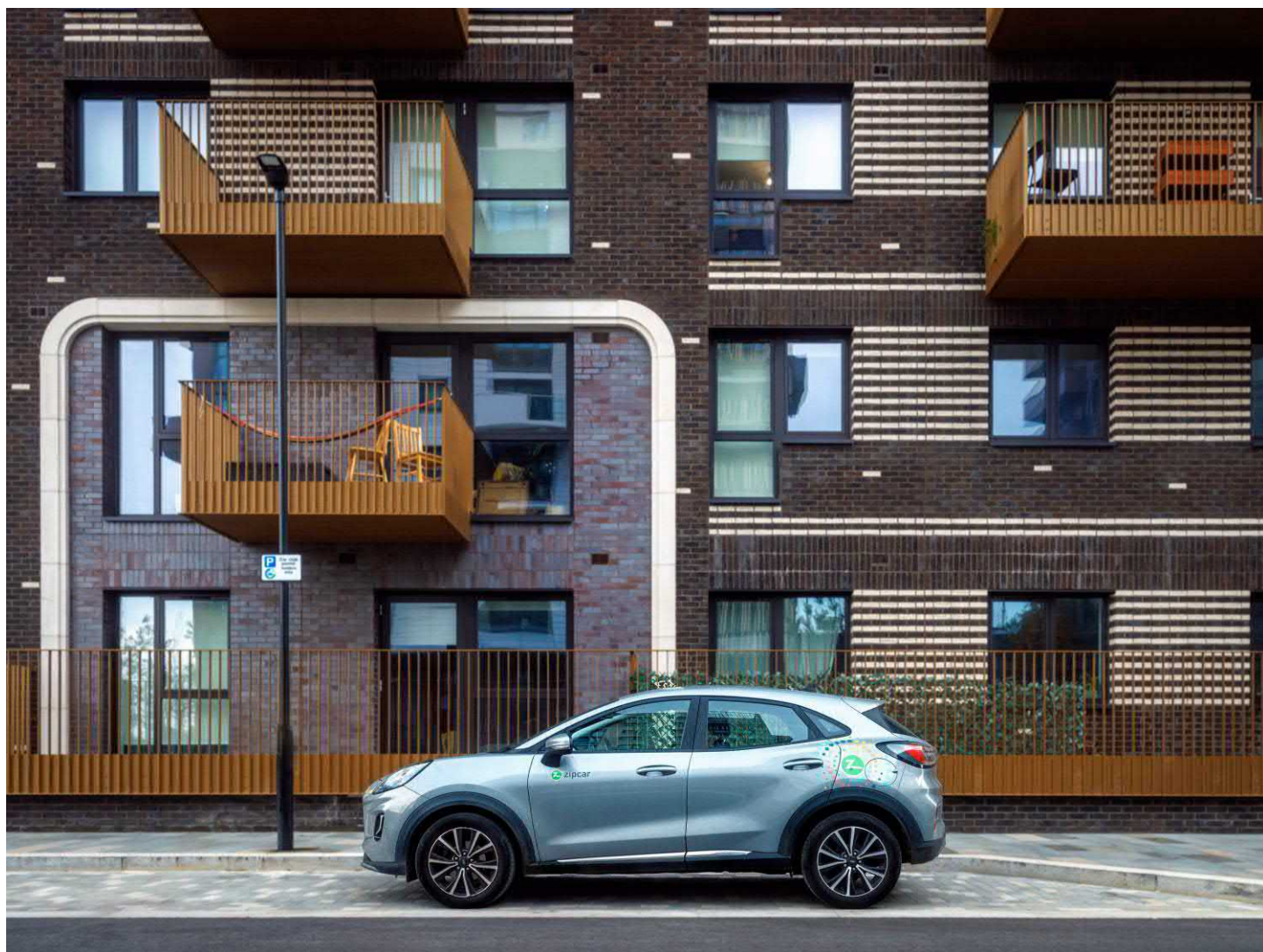
Bedford Road, London - Parking Locations - Tuesday (1800 - 1900)



Bedford Road, London - Parking Locations - Wednesday (0030 - 0300)



APPENDIX B – CAR CLUB PROPOSAL



Bedford Road London Borough of Haringey

Proposal: December 23

David Lang

UK Property Developments

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dlang@zipcar.co.uk

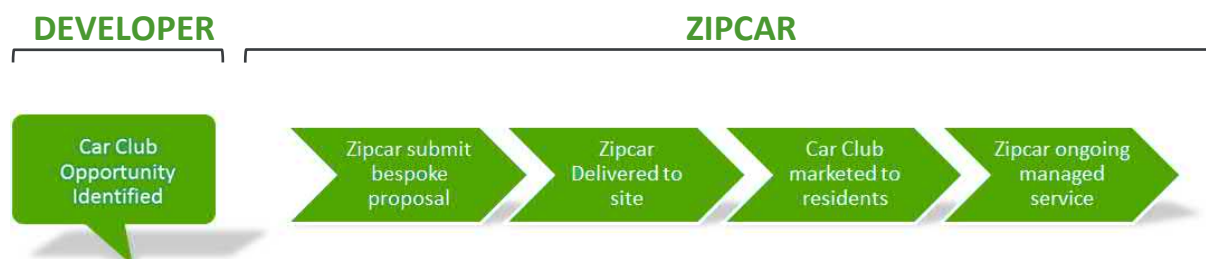


Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

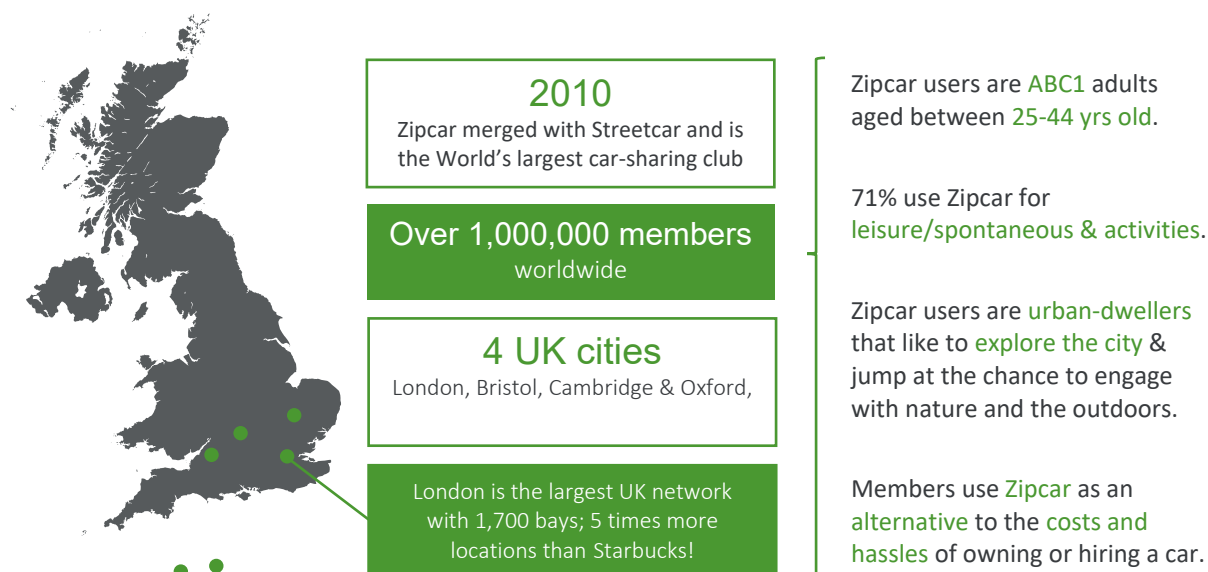
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

Working with Zipcar – 5 Simple Steps



What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



Best of both worlds

Zipcar is the only operator that give residents access to both a flexible per minute hire and long term hourly and daily model. Residents can just pick and choose whichever suits their trip. The Flex model has launched in 13 boroughs and we are looking to roll this across the city over the next 18 months.

Roundtrip

Perfect for longer trips that go full circle. Need to lug some flat-pack back from Ikea? Or escaping to the country for a weekend? A Roundtrip is the easy way to do it. Book a vehicle, drive and return to the bay you picked it up from.

Flex

Ideal for spontaneous one-way journeys. Pick up a Flex vehicle from the home zone and your friends enroute. Dashing to a meeting across town? Flex it in no time.

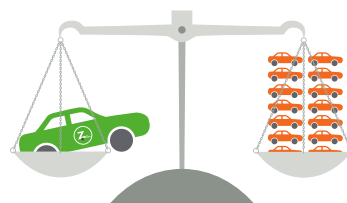
Current Flex Home Zone



A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world's largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-14 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.

Development Viability



join



reserve



unlock



drive

Zipcar has been operating in the borough of Haringey since 2007 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 67 locations in the borough and over 17,600 members. The cars are performing well, being used approximately 8-10 hours a day.

In our opinion a car club could work well at this location given support from the developer in the early phases of the development. The current proximity to local transport links is very good (approximately PTAL 4) which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of this development will not need a car for work – essential to the success of the scheme.

The low parking on site should ultimately ensure good uptake of the car club. We normally rely on a parking ratio of less than 0.7 to guarantee car club success.

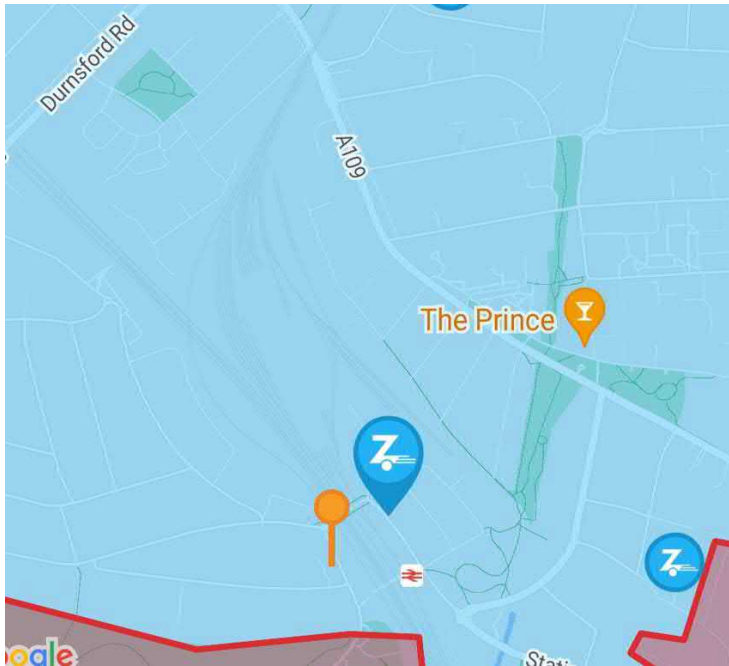
A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently use other green mobility options. As the map below indicates, there is a very strong network of Zipcar vehicles in the vicinity of the development and as a result, Zipcar would not seek to immediately add further vehicles on site, the existing network is more than sufficient to meet the car club needs of residents. However, as demand grows, we would evaluate the necessity to install a vehicle near the development when required.

Existing Network



Flex vehicles – one-way

These will move fluidly across the home zone, but a snapshot today shows vehicles in the area (blue pins):



Bedford Road Proposal

Zipcar recommends that residents use the existing network. Zipcar will provide a fully managed service, which includes the following:

- Procuring and maintaining the vehicle for the duration of the contract
- Offering three years' membership to all 12 homes
- Designing all marketing collateral for the development communications team
- Managing the sign-up process (including licence and insurance eligibility processes)
- Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch

This comes to a total contribution of **£900 +VAT**. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the three years will receive three years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer. A contribution of **£600 +VAT from Zipcar**.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

The Zipcar development product

Zipcar have over 18 years of experience working with developers, travel planners and local authorities and have met the car club commitment on over 1,200 sites, ranging from ten to thousands of new homes. You will have dedicated support from our London based development

specialists and we will support you from planning stage, through to installation and activation at the development.

Zipcar will create bespoke marketing collateral for the development managers and residents and work with our marketing partners to deliver a package that will create awareness of the car club on-site. Where required, Zipcar's operation team will install signage and branding for the Zipcar bays at no further cost to the developer.

Post launch, Zipcar will ensure that there are vehicles in the area to support development trip requests, not a feature of the standard product. We will also provide any necessary reporting data that is required to discharge any reporting clauses of the S106.

Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

Bespoke marketing material: This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Hyundai i20 / Ford Fiesta	£7 / £64	£8.50 / £74
VW Golf / Ford Focus	£8 / £74	£9.50 /£84
VW GTE (PHEV)	£8 / £74	£9.50 /£84
VW Transporter	£11 / £104	£12.50 / £114

Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).