

467 CAXTON ROAD, WOOD GREEN

TRANSPORT STATEMENT

REPORT REF NO. 194760-03

PROJECT NO. 194760

MARCH 2020

467 CAXTON ROAD, WOOD GREEN

TRANSPORT STATEMENT

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DOCUMENT CONTROL SHEET

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1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Caxton Road LLP to advise on the transport aspects of the proposed residential led development of 467 Caxton Road, Wood Green, located within London Borough of Haringey (LBH).
- 1.2 This Transport Statement (TS) has been prepared to support a planning application to the local planning and highway authority, LBH.
- 1.3 The planning application is for the redevelopment of the site to provide a single building of between 4 and 9 storeys in height comprising 75 residential units and 952 sqm of non-residential floorspace (Use Classes A1, A2, A3, A4, A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, resident amenity areas and associated development. The proposed site layout plan is included at **Appendix A**.
- 1.4 This TS has been prepared in accordance with TfL's guidance on Transport Statements, as well as the Department for Communities and Local Government (DCLG) guidance on Transport Assessments, published in March 2014, and whilst this document has now been withdrawn, we consider it applicable for use until replaced.
- 1.5 The proposals were presented to LBH during pre-application consultation, including with LBH Highways in order to agree the scope of the assessment in transport terms.

1.6 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides a description of the existing site conditions in relation to location, the surrounding highway, access, parking, servicing and refuse collection arrangements;
- **Section 3.0** examines the accessibility of the site by all available transport modes and considers the proximity of the site to local facilities;
- **Section 4.0** provides a description of the proposed development including site access, blue badge parking and servicing;
- **Section 5.0** provides an assessment of potential on street car parking impact with reference to car ownership census data and the results of a recent on street car parking survey;
- **Section 6.0** considers relevant policy guidance relating to the relationship between the development and transport, and land use planning and demonstrates the site's compliance;
- **Section 7.0** derives the weekday peak hour trip attraction/generation for the proposed development;
- **Section 8.0** provides a servicing strategy for the site including the proposed delivery arrangements, servicing / delivery vehicle trip attraction and details of how these activities will be managed, forming the basis of a Servicing Management Plan for the scheme;
- **Section 9.0** provides a framework for promoting sustainable travel associated with the proposed development, forming a Framework Travel Plan Statement;
- **Section 10.0** reviews anticipated construction traffic activity management measures in association with the proposed development and forms the basis of a Construction Traffic Management Plan; and
- **Section 11.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITUATION

Site Location

- 2.1 The application site is bound by the B151 Mayes Road and Caxton Road to the south and west respectively and is located close to Wood Green Town Centre.
- 2.2 There are a number of residential properties on the opposite side of the roads which surround the site, however there is also significant commercial developments nearby owing to the edge of Town Centre location, as shown in **Plate 2.1** below.



Plate 2.1: Site Location (Source: Open Street Map)

Existing Site Use

- 2.3 The site, which is currently hoarded, comprises undeveloped / vacant land, although its most recent lawful use was as a petrol filling station. A ramp to The Mall West Car Park runs adjacent to the site's northern / eastern boundary.

Surrounding Area

- 2.4 The surrounding area incorporates a mix of land uses, including employment, leisure, retail and residential, whilst in the wider area there are also education facilities.
- 2.5 Mayes Road itself includes a mixture of two-storey Victorian semi-detached houses, small retail shops and larger commercial units.

Site Access

- 2.6 The site currently takes access from Mayes Road by way of two vehicular crossovers, as shown in **Plate 2.2**. A vehicular crossover is also provided on Caxton Road as shown in **Plate 2.3**.



Plate 2.2: Current Site Accesses from Mayes Road



**Plate 2.3: Current Site Access on Caxton Road
(looking towards junction with Mayes Road)**

Local Road Network

- 2.7 The B151 Mayes Road forms the southern site boundary and runs on a northwest-south east alignment past the site. Along the site frontage it comprises an approximate 10m wide carriageway, incorporating a single lane in both directions plus a marked cycle lane in the southeast bound direction on the site side. In the vicinity of the site the surrounding roads are subject to a 20mph speed limit.
- 2.8 Caxton Road runs along the western boundary of the site and forms the minor arm of a priority junction. It is subject to a 20mph speed limit, is lit and incorporates on-street parking on its eastern side, opposite the site. A southbound cycle lane is provided approximately halfway along the site's Caxton Road boundary on the approach to the junction with Mayes Road.

Parking

- 2.9 The site is within a Controlled Parking Zone (CPZ), with surrounding residential streets subject to a combination of resident permit holder only restrictions, pay and display bays, single / double yellow line restrictions and marked on-street disabled parking bays.
- 2.10 Vehicles cannot park on the double yellow lines surrounding the site on Mayes Road / Caxton Road with an existing cycle lane also bounding the site. There are no loading restrictions on the site frontage however, with no loading kerb blips visible nor restrictions mentioned in any on-street sign plates in the vicinity of the site.

On Street Car Parking Survey

- 2.11 An on-street car parking survey was undertaken on Wednesday 17th and Thursday 18th July with 2 overnight parking beats. The scope of the survey was agreed with highway officers and covered an area 200m from the site is detailed below:



Plate 2.4: On Street Car Park Survey (Study Area)

2.12 The results of the on street car park survey are included in **Appendix B** and summarised in terms of the standardised 'Lambeth methodology'. This was assessed using both 5 and 6 metre spacing for the parking car length, as sensitivity test which was requested during pre-application discussions with highway officers. These results are summarised below:

Table 2.1: 5 metres per parked car - car park survey results

Beat Date / Time	Total CPZ Spaces	Total CPZ Parked	Total CPZ Stress %	Total CPZ & PAY Spaces	Total CPZ & PAY Parked	Total CPZ & PAY Stress %	Total Single Yellow Spaces	Total Single Yellow Parked	Total Single Yellow Stress %
Tuesday 21 st January 2020 / 02:15	58	35	60%	7	6	86%	17	1	6%
Tuesday 21 st January 2020 / 11:00	58	48	83%	7	7	100%	17	6	35%
Tuesday 21 st January 2020 / 16:00	58	45	78%	7	5	71%	17	2	12%
Wednesday 22 nd January 2020 / 02:30	58	34	59%	7	7	100%	17	0	0%
Wednesday 22 nd January 2020 / 11:00	58	39	67%	7	5	71%	17	3	18%
Wednesday 22 nd January 2020 / 16:00	58	45	78%	7	5	71%	17	3	18%

Table 2.2: 6 metres per parked car - car park survey results

Beat Date / Time	Total CPZ Spaces	Total CPZ Parked	Total CPZ Stress %	Total CPZ & PAY Spaces	Total CPZ & PAY Parked	Total CPZ & PAY Stress %	Total Single Yellow Spaces	Total Single Yellow Parked	Total Single Yellow Stress %
Tuesday 21 st January 2020 / 02:15	45	35	78%	5	6	120%	15	1	7%
Tuesday 21 st January 2020 / 11:00	45	48	107%	5	7	140%	15	6	40%
Tuesday 21 st January 2020 / 16:00	45	45	100%	5	5	100%	15	2	13%
Wednesday 22 nd January 2020 / 02:30	45	34	76%	5	7	140%	15	0	0%
Wednesday 22 nd January 2020 / 11:00	45	39	87%	5	5	100%	15	3	20%
Wednesday 22 nd January 2020 / 16:00	45	45	100%	5	5	100%	15	3	20%

- 2.13 Overnight there is capacity for up to 82 / 65 cars to park within the study area. The highest number of recorded parked cars overnight was 42, i.e. 40 / 23 spaces free spaces.
- 2.14 During the day there is capacity for up to 65 /50 cars to park within the study area (excluding the 17 / 15 single yellow line spaces which should prevent parking between the hours of 8am – 6.30pm). The highest number of recorded parked cars during the day on the CPZ spaces and CPZ / P&D spaces was 55, i.e. 10 / 5 free spaces.

3.0 ACCESSIBILITY APPRAISAL

Background

- 3.1 The accessibility of the site has been assessed in detail with respect to public transport, pedestrian and cycle access. The purpose of the assessment is to illustrate the connectivity of the site with the surrounding area and demonstrate that the site is located in an accessible location.

Walking

- 3.2 All surrounding roads include footways, street lighting and appropriate crossing facilities, including pedestrian crossing facilities.
- 3.3 The site is in close proximity to the surrounding facilities and the public transport infrastructure, including the High Street via a shared pedestrian / cycle route connection at the northern end of Caxton Road.
- 3.4 Dropped kerbs and tactile paving is available at junctions in the vicinity to assist pedestrian movements along key desire lines, whilst there is a pedestrian refuge island crossing facility on Mayes Road adjacent to the southern boundary and a signal crossing is located approximately 80 metres to the north west, also on Mayes Road.
- 3.5 It is considered that the existing pedestrian routes/facilities in the area encourage walking as a main mode of travel for those who work and live in the area.
- 3.6 There are a range of local everyday facilities to the north east of the site within the centre of Wood Green.

Cycling

- 3.7 There are good opportunities to cycle to/from the site as highlighted by the extract from opencyclemap.org in **Plate 3.1**.

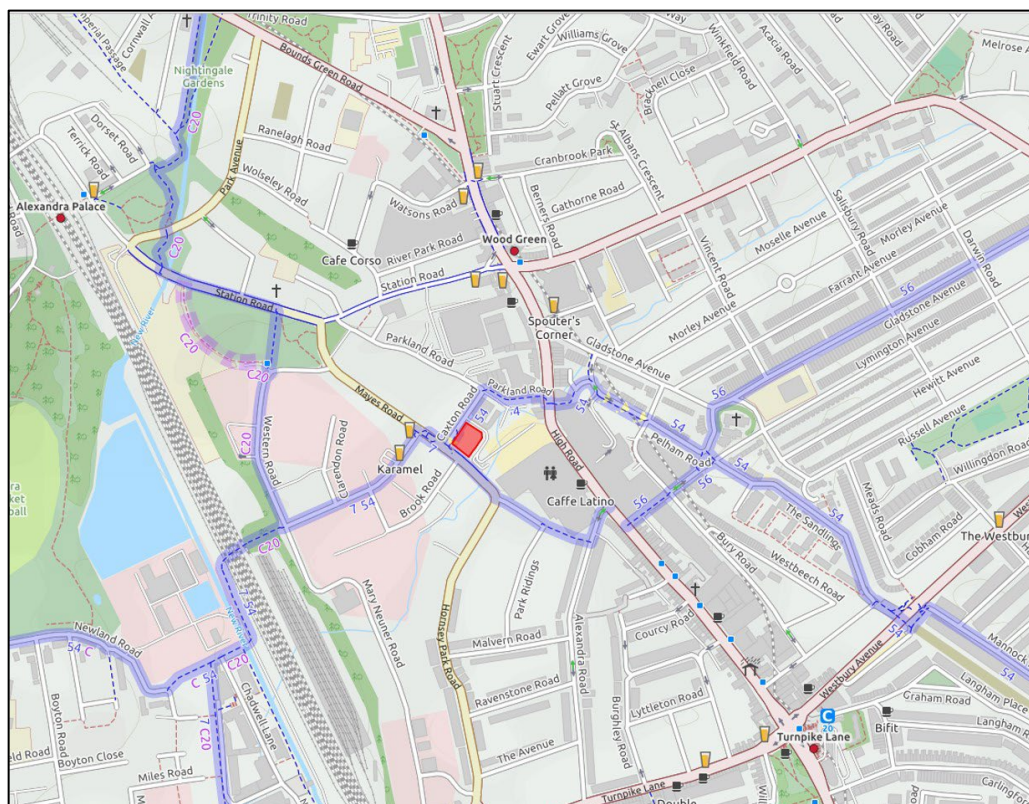
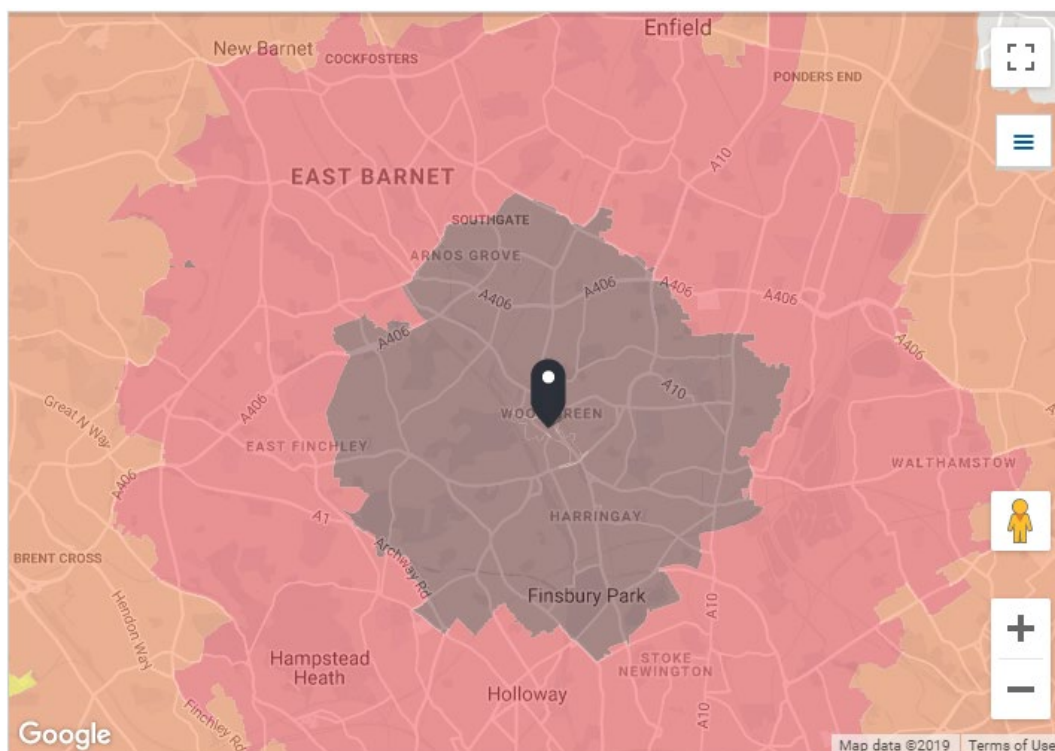


Plate 3.1: Local Cycle Routes (Source: Opencyclemap.org)

- 3.8 As previously mentioned, the site is bound by a southbound / eastbound cycle lane on Caxton Road / Mayes Road respectively, including a shared pedestrian / cycleway connection between the Caxton Road and Wood Green High Street. The adjacent cycle lanes form part of formal cycle route no.54 which connects to cycle routes further afield as set out in Plate 3.1, thereby ensuring a good connection to the London cycle network.
- 3.9 The TfL Web-based Connectivity Assessment Toolkit (WebCAT), system incorporates a Time Mapping (TIM) function to demonstrate the accessibility of a site to the wider area by outlining travel contours for travel by sustainable modes including by cycle or public transport.

- 3.10 The TIM output for cycle journeys has been considered showing 10-minute journey contours for journeys to the site during the AM peak and this confirms that the site is within a short cycle of a significant area, as shown in **Plate 3.2**.



■ < 15 mins ■ 15 - 30 mins ■ 30 - 45 mins

Plate 3.2: TIM Data – Cycling Contours

Public Transport

Bus

- 3.11 There are bus stops located at Station Road / Mayes Road, High Road and Wood Green Station / Bus Garage to the north of the site that are within TfL's recommended walking distance of 640m (eight-minute average walk time). This is the maximum distance included within TfL's Public Transport Accessibility Level (PTAL) methodology for bus stops.

- 3.12 The nearest bus stop to the site contain a bus shelter with seating & timetable information plus associated bus cage road markings. A detailed breakdown of local routes is shown within the PTAL assessment data included in **Appendix C**. A summary is provided in **Table 3.1** below.

Table 3.1: Nearby Bus Services (One-Way)

Service and Route	Approximate Frequency (Services each way per hour)
67 Wood Green Station - Dalston Junction	6
221 Edgware – Wood Green	5
W4 Oakthorpe Park – Jarrow Road	6
232 Neasden – Wood Green	4
141 Palmers Green – London Bridge (via Wood Green)	10
184 Chipping Barnet – Wood Green	7
W3 White Hart Lane – Finsbury Park (via Wood Green)	12

- 3.13 **Table 3.1** demonstrates that bus stops within a convenient walk of the site are served by a total of seven regular bus routes that provide a combined total of up to 50 services per hour in each direction during operational hours (Monday – Sunday, early morning – late evening).

Underground/Rail

- 3.14 There are excellent opportunities to access the site by underground services on the Piccadilly line via the nearby Wood Green Station. National rail services are also available via Alexandra Palace, located to the north west of the site within TfL's recommended 960m walk distance to railway stations (as measured in line with their PTAL methodology).

- 3.15 Alexandra Station is located on the Great Northern and Thameslink lines with services to/from Moorgate, Hertford North, Walton-at-Stone and Welwyn Garden City.
- 3.16 The TIM output for public transport journeys has also been considered showing 10-minute journey contours for journeys to the site during the AM peak using bus, underground & rail services available locally (**Plate 3.3**).

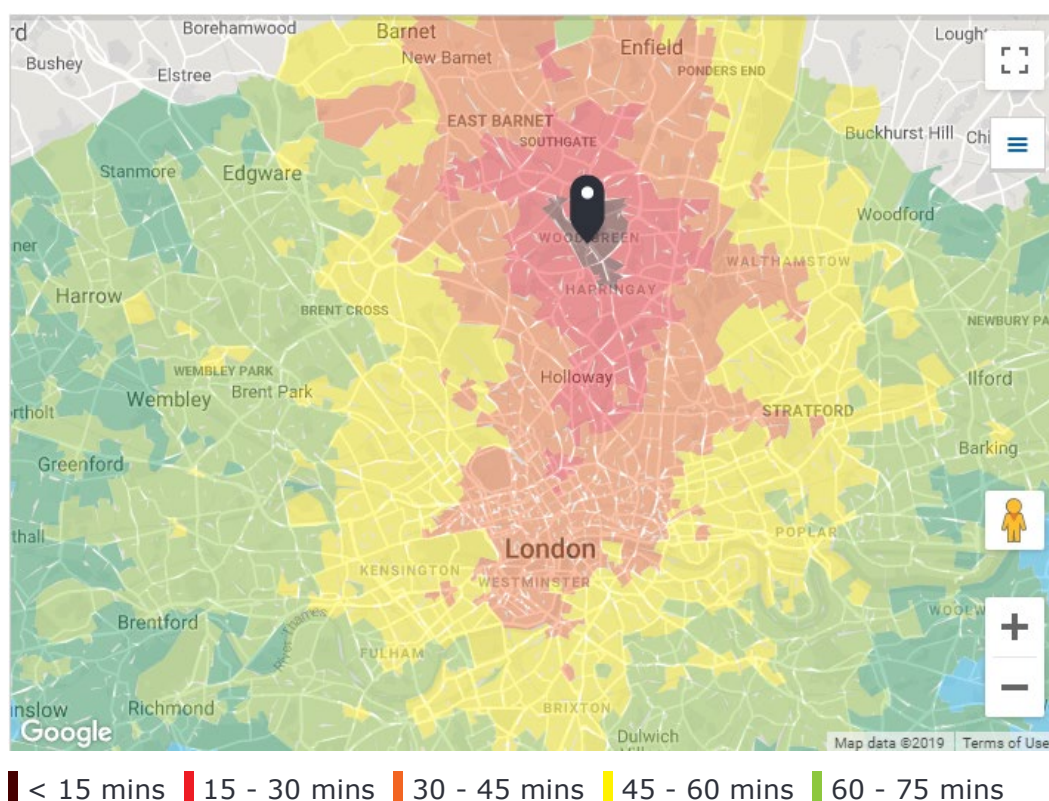


Plate 3.3: TIM Output – Public Transport Contours

PTAL

- 3.17 The PTAL rating of the site has been derived using TfL's WebCAT data. The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as underground & rail services accessible from stations within a 960m walk distance.

- 3.18 The PTAL is measured on a scale of 1a to 6b where 1a is the worst and 6b is the best. The site has a PTAL of 5, which is classified as 'Very Good'.

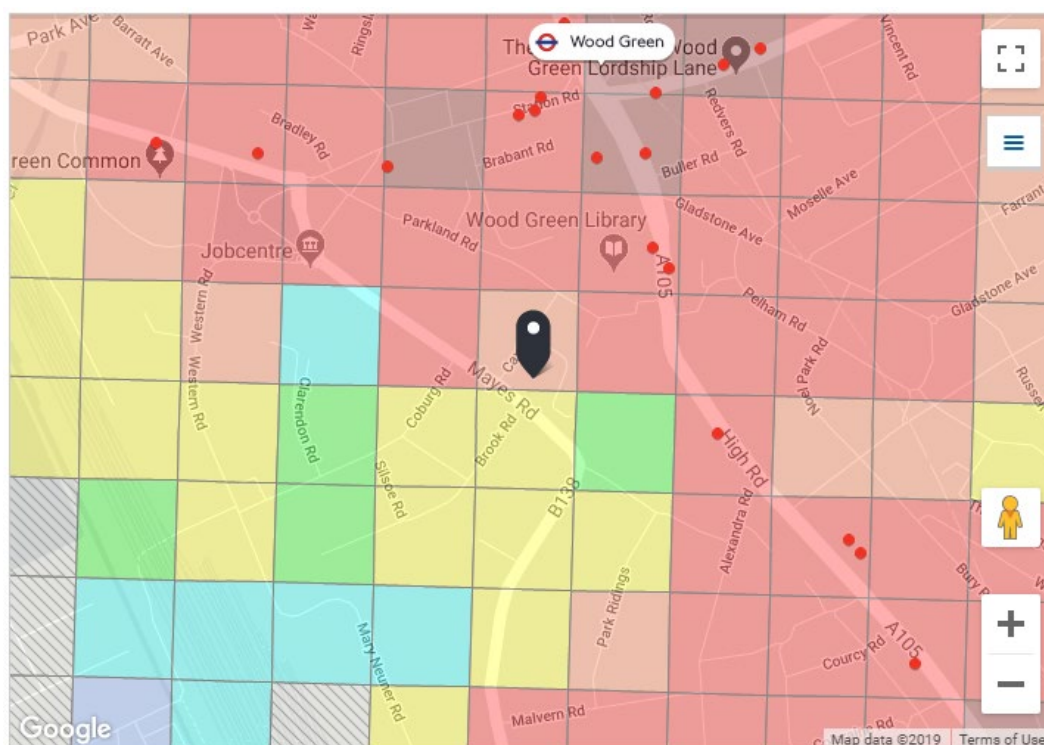


Plate 3.4: WebCAT PTAL Analysis Mapping

- 3.19 The full WebCAT output has been presented in **Appendix C**.

Summary

- 3.20 The site is well located for quick and convenient access by various modes of transport including on-foot, by bicycle and public transport.
- 3.21 The local highway network provides footways and crossing facilities to allow permeation through the local area and connects the site to local facilities by sustainable modes of travel. There are a range of facilities in the local area, including local shops, restaurants, and leisure and retail opportunities all located within 5-10 mins walk.

4.0 PROPOSED DEVELOPMENT

4.1 A full description of the proposed redevelopment of the site is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.

4.2 The proposed redevelopment of the site seeks to provide a single building of between 4 and 9 storeys in height comprising 75 residential units and 952 sqm of non-residential floorspace (Use Classes A1, A2, A3, A4, A5, B1 and B8), with associated cycle parking, plant, refuse and recycling provision, resident amenity areas and associated development.

- 1 bedroom 2 person properties – 23 units
- 2 bedroom 3 person properties – 2 units
- 2 bedroom 4 person properties – 39 units
- 3 bedroom 5 person properties – 11 units

4.3 25 of the proposed residential dwellings will be affordable (33%).

4.4 Considering the site benefits from a PTAL 5 and that there is available on-street car parking on the adopted highway in the vicinity (see **Section 2.0**), the proposed development scheme will be car free, with the requirement for any disabled parking to be provided on-street if required (with this provision secured through the S106 agreement). This approach has been agreed in principle with highway officers. The car parking survey results show that spare capacity is available, although considering comparable schemes that have been built-out, the uptake in disabled parking is very low and typically not required.

- 4.5 **ACE Drawing No. 194760-006C** attached to the rear of this report assesses transit type vans servicing the proposed development on site (via the crossover on Mayes Road). The assessment also indicates the location where larger type vehicles could service the site on street along Caxton Road whilst allowing enough carriageway width for other vehicles to pass. This could be undertaken within the context of the existing loading restrictions on double yellow lines or the timings could be amended to restrict any servicing from taking place during certain hours (i.e. peak hours), which could be funded through a S106 agreement. However, given the low number of servicing vehicle trips predicted for the proposed development (see **Section 7.0**), it may not be necessary to amend the existing on-street loading restrictions on Caxton Road.
- 4.6 As shown on **ACE Drawing No. 194760-006C**, the existing cycle provision on both Caxton Road and Mayes Road will be retained, with this design agreed in principle with highway officers. Further assessment of the number of delivery/servicing movements forecast is provided in **Section 7.0 / Section 8.0** of this report.
- 4.7 With regard to the S106 as well as an obligation to provide Blue badge parking if/when a need for this occurs, it is also proposed to include a commitment to car club provision, and a travel plan (see **Section 9.0** for Travel Plan Statement). Furthermore, contributions by way of the S106 agreement could be provided towards improving the pedestrian connectivity / crossing of Mayes Road adjacent to the site, to promote the route between Brook Road and Caxton Road, as well as amending waiting/loading restrictions.

Access/Car Parking

- 4.8 As shown on **ACE Drawing No. 194760-006C** the three existing accesses to the site will be reinstated with footway, with the eastern access on Mayes Road provided with a vehicle crossover, to provide servicing vehicle access to the non-residential uses on site.

Pedestrian access to the site will be possible via both the Mayes Road Caxton Road frontages.

Waste Management

- 4.9 As shown on the application drawings, suitably sized bin stores are provided for the residential and non-residential elements of the scheme. These stores are located within suitable distances of the adopted highway where a refuse vehicle can wait.
- 4.10 Bin stores are afforded suitably wide doorways/corridors, with level access to allow convenient movement on bins between vehicles and stores.
- 4.11 As shown on the application drawings, stores are also located within a suitable carry distance of the residential and commercial elements of the scheme.

Cycle Parking

- 4.12 With regard to cycle parking, we propose that this is provided in accordance with the Intend to publish London Plan and London Cycle Design Standards (LCDS) guidance:

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
A1	food retail above 100 sqm	1 space per 175 sqm gross external area (GEA)	• areas with higher cycle parking standards (see Figure 10.2): ○ first 750 sqm: 1 space per 20 sqm; ○ thereafter: 1 space per 150 sqm (GEA) • rest of London: ○ first 750 sqm: 1 space per 40 sqm; ○ thereafter: 1 space per 300 sqm (GEA)
	non-food retail above 100 sqm	• first 1000 sqm: 1 space per 250 sqm • thereafter: 1 space per 1000 sqm (GEA)	• areas with higher cycle parking standards (see Figure 10.2): ○ first 1000 sqm: 1 space per 60 sqm; ○ thereafter: 1 space per 500 sqm (GEA) • rest of London: ○ first 1000 sqm: 1 space per 125 sqm; ○ thereafter: 1 space per 1000 sqm (GEA)

4.13 Of these cycle parking spaces, it is proposed that 5% are provided as Sheffield type stands, with the remainder as tiered stands, (gas assisted, or similar) with suitable aisle widths etc. in-line with the guidance set out within London Cycle Design Standards.

4.14 Long stay cycle parking has been incorporated into the scheme with a secured covered cycle store located at ground floor level. These are accessible through double doors or doors that incorporate push pad entry to ease access and are supplemented by visitor provision outside of the building. Visitor cycle parking provision (Sheffield stands) will be provided along the site frontage for the benefit of both the commercial and residential uses.

4.15 Cycle parking will be provided in-line with the standards set out in the Intend to Publish London Plan, as set out in **Table 4.1** and **Table 4.2**.

Table 4.1: Cycle Parking Calculation Information

Use Class	Land use	Units	GEA
C3	1 Bed (2 Person)	23	N/A
	2+ Bed	52	N/A
A1	Food Retail	N/A	952sqm

Table 4.2: Cycle Parking Minimum Requirement

Use Class	Land Use	Long Stay	Short Stay
		Spaces	Spaces
C3	75 Residential Flats	138	10
A1	952sqm Food Retail	2	7

4.16 Residential provision will include 138 long stay cycle parking spaces and 10 short stay for visitors. Commercial provision will include 9 cycle parking spaces in total.

4.17 Electric sockets will be provided for e-bike charging and space for a small number of inclusive bikes such as tricycles, handcycles and cargo bikes (i.e. at least 5 per cent of all spaces will be capable of accommodating a larger cycle).

Servicing

4.18 Service/delivery vehicle movements will be accommodated via a combination of on-site servicing (for transit van type vehicles) and on street servicing on Caxton Road (for larger vehicles). The swept path of service / delivery vehicles is outlined on **ACE Drawing 194760-006C**.

4.19 Further details of servicing including the anticipated servicing trip attraction and how deliveries will be managed are contained within **Section 7.0 / 8.0**.

Travel Plan

- 4.20 A framework Travel Plan Statement (TPS) has been prepared and is contained within **Section 9.0** to identify initiatives to encourage sustainable and healthy ways of travel in association with the site.

Construction Traffic

- 4.21 The preliminary details of management measures for construction traffic activity and arrangements in association with the proposals are contained within **Section 10.0**. It is anticipated that a Construction Traffic Management Plan (CTMP) will be secured by condition and will be prepared by a contractor when appointed in order to expand upon / finalise the details provided within this document.

5.0 CAR PARKING

Preface

- 3.22 The proposed development would be car free as agreed with highway officers during pre-application discussions, with any future blue badge parking able to be provided on-street which can be secured as part of the S106 Agreement.
- 3.23 The site is located within a CPZ and an on-street car parking survey has been undertaken as detailed within **Section 2** of this report.
- 3.24 The proposed 952sqm of commercial land use is unlikely to have any discernible impact on on-street car parking due to both the existing parking restrictions locally as well as the abundance of existing public car parking in the area during the daytime and almost all trips associated with this proposed land use would be pass by / diverted trips, i.e. trips that would be on the highway network in any event.
- 3.25 The car park survey results show that there is ample on street car parking capacity to cater for any demand associated with these proposals, with existing CPZ spaces. However, it is proposed that both residential and commercial users of the site would be ineligible to apply for parking permits to park within the CPZ, which would be secured within the S106 Agreement.

Mitigation Measures

- 3.26 The provision of a car club bay will be considered in order to mitigate the impacts of parking overspill from the development by reducing the need for occupants to own a car.
- 3.27 A 'Healthy Streets' Assessment has not been undertaken due to the scale of the development, below the threshold for a full 'Transport Assessment' and the application is not referable to the GLA.

Furthermore, this was not requested during pre-app discussions with highway officers. Notwithstanding, the proposed development would improve the public realm / the footway along the site's frontage which forms part of the Mayes Road corridor.

6.0 POLICY CONTEXT

Framework

6.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- *National Planning Policy Framework* (updated February 2019);
- *The London Plan* (March 2016);
- The emerging Draft London Plan (July 2019);
- Mayor of London's Supplementary Planning Guidance (SPG): *Accessible London: Achieving an Inclusive Environment* (October 2014);
- *London Freight Plan*; and

National Planning Policy Framework (updated February 2019)

6.2 The NPPF states at Paragraph 10: "*so that sustainable development is pursued in a positive way, at the heart of the framework is a **presumption in favour of sustainable development.***"

6.3 At Paragraph 103 it states: "*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.*"

6.4 Paragraph 105 states: "*If setting local parking standards for residential and non-residential development, policies should take into account: -*

- *The accessibility of the development;*
- *The type, mix and use of development;*

- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

6.5 *Paragraph 109 states: "Development should only be prevented or refuse on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

6.6 It continues in Paragraph 110 *"within this context, applications for development should: Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use".*

The London Plan (March 2016)

6.7 The *London Plan* forms the spatial development strategy for London and has been consolidated with alterations since the version adopted in 2011. The Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

6.8 **Policy 6.1 Strategic Approach** states that *"The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by: -*

- *Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand; and*

-
- *Supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity."*

6.9 **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that: -

- *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
- *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account..."*

6.10 **Policy 6.13 Parking** states that: *"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments must:*

- *Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- *Provide parking for disabled people in line with Table 6.2;*
- *Meet the minimum cycle parking standards set out in Table 6.3;*
and
- *Provide for the needs of businesses for delivery and servicing."*

6.11 **Policy 6.13** also recommends the promotion of car-free developments in locations with high public transport accessibility.

6.12 Paragraph 6.42 states that: *"Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have*

significant effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres."

- 6.13 Paragraph 6.43 states that: *"PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate and will consult on any proposed changes to the methodology."*

The 'Intend to Publish' London Plan

- 6.14 The 'Intend to Publish' version of the new London Plan was released on 17th December 2019.

- 6.15 Chapter 10 of the documents considers Transport with **Policy T1 Strategic approach to transport**, stating: -

A. "Development Plans should support, and development proposals should facilitate:

1) The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) The proposed transport schemes set out in Table 10.1.

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any

impacts on London's transport networks and supporting infrastructure are mitigated."

6.16 **Policy T2 Healthy Streets** promotes development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Policy T2 states "*Development proposals should:*

6.17 *1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

6.18 **Policy T4 Assessing and mitigating transport impacts** outlines the requirement for development proposals to be accompanied by a Transport Assessment/Statement to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.

6.19 **Policy T5 Cycle Parking** promotes the creation of a healthy environment through increased cycle use and outlines minimum cycle parking standards within Table 10.2, which should be designed in accordance with the *London Cycling Design Standards* document.

6.20 Table 10.2 outlines the following minimum cycle parking standards: -

- C3 Dwellings: 1 space per studio, 1.5 spaces per 1-bed unit, 2 spaces per all other dwellings (long-stay), plus 1 space per 40 units (short-stay); and

- A1 Commercial: 1 space per 175sqm (GEA) long-stay, plus 1 space per 40sqm short-stay.

6.21 **Policy T6 Car Parking** notes that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with **Policy T6.1 Residential parking** setting out that all areas of PTAL 5 – 6 should provide car-free developments.

Mayor of London's SPG: Accessible London: Achieving an Inclusive Environment (October 2014)

6.22 This SPG provides guidance on the policies contained within the *London Plan* regarding the creation and promotion of an accessible and inclusive environment. This includes reference to the requirement for providing blue badge parking bays as detailed within Paragraph 6.44 of the *London Plan*.

London Freight Plan

6.23 The London Freight Plan (LFP), produced by TfL, is a document that aims to co-ordinate the role of freight in London. It sets out the requirements for new development to produce Delivery and Servicing Plans. These should aim to reduce delivery trips (particularly during peak periods), increase loading bay availability and the use of safe and legal loading facilities.

6.24 Within Part D of the document ('Project 2 – The Delivery Plan'), paragraph D.27 sets out the main elements of any management plan. These are as follows:-

- A plan to reduce the number of trips, particularly in the peak period, justified by a TA that considers the benefits of using consolidation;
- A plan showing when and where deliveries and servicing can take place safely and legally; and

- Details of contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities. The selection process for supply and servicing contracts will specify Freight Operator Recognition Scheme membership.

7.0 TRIP GENERATION/ATTRACTION

Methodology

- 7.1 This section examines the potential person trip movements associated with the proposed development, and the overall impact on the surrounding highway and public transport networks.
- 7.2 As part of this assessment "all person" trip rates have been derived from the TRICS trip rate database to determine the likely travel patterns of those travelling to/from the site.
- 7.3 The typical weekday network peak hour periods of 08:00-09:00 and 17:00-18:00 have been considered in this assessment since this period represents when new development could potentially impact on the operation of the local road network.

Proposed Residential Trip Generation

- 7.4 The potential trip generation of the proposed residential use has been estimated by examining sites within the C3 "Flats Privately Owned" category of the TRICS database. A summary of the adopted 'total person' trip rates and the resulting predicted all person trip generation has been provided in **Table 7.1** below. The full TRICS data is included in **Appendix D**.

Table 7.1: Proposed Residential Weekday Person Trip Rates and Trip Generation

Site	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday 12-hour (07:00-19:00)	
	<i>Arr</i>	<i>Dep</i>	<i>Arr</i>	<i>Dep</i>	<i>Arr</i>	<i>Dep</i>
Person Trip Rates – Private Flats (per dwelling)	0.107	0.523	0.321	0.161	2.838	2.923
Person Trip Generation (75 flats)	8	39	24	12	213	219

- 7.5 The mode of travel for the site has been determined from the "Travel to Work – Resident Population" dataset provided within the 2011 Census database. The data included at **Appendix E** has been applied to the predicted residential total person trip levels identified in **Table 7.1** and the resulting multi modal trips are outlined in **Table 7.2**.

Table 7.2: Predicted Weekday Residential Trip Generation

Mode	Share	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday 12-hour (07:00-19:00)	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	3%	0	1	1	0	6	7
Car Passenger	0%	0	0	0	0	0	0
Underground	51%	4	20	12	6	109	113
Rail	6%	1	2	2	1	13	14
Bus	23%	2	9	6	3	49	50
Motorcycle	1%	0	0	0	0	3	3
Bicycle	4%	0	1	1	0	8	8
Walk	10%	1	4	2	1	22	23
Other	1%	0	0	0	0	2	2
Total	100%	8	39	24	12	213	219

Note: any discrepancies in totals are as a result of rounding.

Proposed Commercial Trip Attraction

- 7.6 The potential trip attraction of the proposed commercial use has been estimated by examining sites within the "A1 food retail / convenience store" category of the TRICS database in order to be robust since this specific commercial land use typically attracts the highest number of trips of the type of occupiers being considered for the commercial use element of the scheme. Furthermore, within the TRICS database there are a limited number of D1 land use sites available which could be considered comparable with regards to location/floor area/parking provision etc and the potential occupiers vary greatly within the D1 use class making it difficult to assess the likely number of trips.

7.7 Notwithstanding the above, the end users would occupy the site with an understanding of the limited parking provision/availability. Any end user of the commercial element would be car free therefore vehicle trips would be limited if the end user was a B1(b) / B1(c) or D1 Use Class.

7.8 Sites have been selected based on the following criteria:

- Surveys of sites within Greater London but not central London;
- survey undertaken during a weekday and no earlier than 2011;
- developments of up to 795sqm;
- Low or preferably no on-site parking.

7.9 A summary of the adopted trip rates and the resulting predicted all person trip attraction has been provided in **Table 7.3** below. The full TRICS data is included in **Appendix D**.

Table 7.3: Proposed Commercial Weekday Person Trip Rates

Site	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday 12-hour (07:00-19:00)	
	<i>Arr</i>	<i>Dep</i>	<i>Arr</i>	<i>Dep</i>	<i>Arr</i>	<i>Dep</i>
Person Trip Rates – A1 Retail (per 100sqm)	13.245	12.754	11.212	11.633	155.57	153.12
Person Trip Generation (952sqm GFA)	126	121	107	111	1481	1458

7.10 The derived multi-modal trip rates for a proposed convenience store has been established by breaking down the TRICS total person trip rates by mode of travel based on the TRICS mode split which have also been adjusted based on no general on site car parking provided for those visiting the proposed commercial land use.

7.11 The adjusted mode share table at **Appendix E** has been applied to the predicted commercial use person trip levels identified in **Table 7.3** and the resulting person trip breakdown is outlined at **Table 7.4**.

Table 7.4: Predicted Weekday Commercial Trip Attraction

Mode	Share	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday 12-hour (07:00-19:00)	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	2%	3	2	2	2	30	29
Car Passenger	1%	1	1	1	1	15	15
Underground	4%	5	4	4	4	55	54
Rail	5%	6	6	5	5	73	72
Bus	15%	19	18	16	16	218	215
Motorcycle	0%	0	0	0	0	0	0
Bicycle	2%	3	3	3	3	36	36
Walk	71%	90	86	76	79	1055	1038
Other	0%	0	0	0	0	0	0
Total	100%	126	121	107	111	1481	1458

Note: any discrepancies in totals are as a result of rounding.

Total Development Trip Generation / Attraction

7.12 The total multi-modal trip attraction/generation of the proposals has been calculated by combining the multi-modal trip attraction/generation of the residential and commercial elements of the scheme. The scheme total multi-modal trip attraction/generation is set out within **Table 7.5**.

Table 7.5: Predicted Weekday Trip Attraction/Generation by Mode – Scheme Total

Mode	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Daily (07:00 – 22:00)	
	Arrival	Depart'	Arrival	Depart'	Arrival	Depart'
Car Driver	3	4	3	3	36	36
Car Passenger	1	1	1	1	15	15
Underground	9	25	16	10	164	166
Rail	7	8	7	6	86	85
Bus	20	27	21	19	267	265
Motorcycle	0	0	0	0	3	3
Bicycle	3	4	4	3	44	44
Pedestrian	91	91	78	80	1077	1061
Other	0	0	0	0	2	2
Total	134	161	131	123	1694	1677

7.13 As shown above there are minimal vehicle trips during the peak hours for each of the modes set out above. As such it is anticipated that the development would have an immaterial impact on the operation, capacity or safety of the local highway network.

Servicing Vehicle Trips

7.14 TRICS has been used to separately estimate the servicing vehicle trips per weekday for the proposed development land uses, as a sensitivity test to the above. TRICS outputs are provided within **Appendix D**. A separate 'servicing vehicle trips' TRICS assessment was undertaken for the residential land use by selecting sites that have been surveyed in the most recent year on record only. This is to account for the recent emergence of the gig economy, and rise in internet shopping etc which isn't accounted for in older data, and provides a robust servicing trip assessment. The number of servicing trips per land use is summarised in **Table 7.6**.

Table 7.6: Total Daily Servicing Trips (by land use)

Land Use	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)		Daily (07:00 – 21:00)	
	Arrival	Depart'	Arrival	Depart'	Arrival	Depart'
Residential	1	1	1	1	11	11
Food Retail	1	1	1	1	5	5
Total	2	2	2	2	16	16

* Assessment for retail land use adjusted slightly to assume that the 1 service vehicle trip in the peak hour(s) will arrive and depart within the hour.

7.15 The above servicing trip assessment calculates that there would be a total of 2 service vehicle movements in the peak hour(s), and 16 service vehicle trips daily over both all land uses.

7.16 On site servicing will be provided using the proposed vehicle access from Mayes Road with vehicles reversing into the service yard. The above assessment calculates that this movement would be undertaken by a low number of transit type vehicles - approximately 5 per day for the commercial element. Larger vehicles could easily serve the site from the on-street areas in the vicinity, with loading potentially restricted to occur outside of peak hours of operation on the highway network, if deemed necessary by the local highway authority.

7.17 For the residential element, the above assessment has forecast 11 daily delivery/servicing movements which could easily be accommodated on-street if required.

8.0 SERVICING STRATEGY

Background

- 6.1 This section provides details of the proposed servicing and delivery arrangements for the site, as well as the refuse storage and collection arrangements. It is anticipated that these details will form the basis of a detailed Servicing Management Plan (SMP).

Proposed Servicing and Delivery Arrangements

- 6.2 It is proposed that the development will be served by a combination of on-site servicing (using the proposed access on Mayes Road) and on-street servicing along Caxton Road.
- 6.3 **ACE Drawing 194760-006C** demonstrates that proposed servicing and delivery vehicles can stop on street on Caxton Road (with enough room for other vehicles to pass), within close proximity to all residential and commercial cores/entrances. This drawing also assesses the on-site servicing arrangement using a vehicle access from Mayes Road.

Proposed Refuse Collection Arrangements

- 6.4 In terms of refuse collections, as above and as shown in **ACE Drawing 194760-006C**, Caxton Road can be utilised by a refuse vehicle servicing the site, which can wait within close proximity to the refuse stores which are accessed internally through the building, which benefits from suitably sized corridors, doorways, and level access. Other vehicles will have enough room to pass a refuse vehicle temporarily waiting on Caxton Road when servicing the site.

Management Measures

- 6.5 To reduce the impact of delivery trips and improve the efficiency of freight movement, delivery companies that are committed to following best practice such as the Freight Operator Recognition Scheme (FORS) should be selected where possible.
- 6.6 Suppliers will be encouraged to use low or no emission vehicles/modes where possible such as when making smaller deliveries e.g. by motorcycle, bicycle or on-foot. It is envisaged that goods and services will be locally sourced where possible to help maintain the sustainable nature of the development and reduce the distances of deliveries.
- 6.7 Drivers of delivery vehicles should be made aware of the appropriate routing which they should use when travelling to and from the site to allow the most direct and efficient routes to be used and to therefore save time and reduce vehicle emissions. Details of any routing restrictions will be incorporated into the route management of deliveries as necessary.
- 6.8 The majority of deliveries should be arranged to occur outside of peak times (07:30 to 09:30, and 16:30 to 18:30) to minimise the impact on the surrounding area, and drivers will be made aware of local loading restrictions in advance if feasible.
- 6.9 The above measures will help improve operations at the site by managing and reducing deliveries and servicing trips and by minimising the impact of the proposed scheme on the surrounding highway network.

9.0 TRAVEL PLAN STATEMENT

Introduction

- 9.1 This section forms the basis of a Framework Travel Plan Statement (TPS) and describes the means by which prospective residents and staff of the development shall be encouraged to travel to the site by sustainable modes of travel.
- 9.2 The TPS has been prepared with reference to the Transport for London (TfL) 'Travel Planning for New Development in London' document published in November 2013 as well as guidance on Travel Plans (TP) provided by LBH.
- 9.3 TfL's *Travel Planning Guidance* (November 2013) supersedes previous TfL guidance and sets out thresholds required for the provision of a full TP, or a TPS, as summarised in **Table 9.1**.

Table 9.1: TfL Travel Plan Thresholds

	Travel Plan Statement	Full Travel Plan
C3 (Residential)	Between 50 and 80 units	Equal or more than 80 units
A1 Food/Non-Food Retail	More than 20 staff but less than 1,000sqm	Equal or more than 1,000sqm

- 9.4 As illustrated above, provision of a TPS is appropriate for the development proposals, with a framework document to cover both land uses at the site most suitable in order to form the basis of separate documents to be prepared at a later date, if required.

Aims and Objectives

9.5 The overall aims of this TPS are to: -

- Minimise the carbon emissions and environment impact of all aspects of the development's travel activity;
- Minimise the development's impact on the congestion, noise and emissions generated on surrounding roads;
- Raise awareness of the sustainable, attractive and safe travel options available to residents, staff and visitors; and
- Promote and encourage the use of sustainable transport modes by highlighting the benefits including improved physical fitness and reduced environmental impacts.

9.6 In order to achieve the above aims, the following objectives have been set: -

- To ensure that residents, staff and visitors are not reliant on the private car;
- To promote and encourage the use of modes of transport that would improve the physical fitness of residents and visitors;
- To make residents, staff and visitors aware of the various benefits of using more sustainable modes of transport; and
- To limit the overall level of impact of the site on the surrounding area, with respect to movements to and from the site.

Measures

9.7 Travel Packs will be prepared and issued to each residential property upon their first occupation, similarly a pack could also be provided to the commercial unit occupiers. This will provide details of local cycle and public transport routes/services; and facilities within a reasonable walk/cycle distance of the site.

-
- 9.8 Cycle parking is provided in accordance with standards and will act to promote cycle use associated with the site.
- 9.9 The primary issue with achieving successful TP initiatives is raising the awareness of people to sustainable travel modes, including realising the potential personal benefits that can accrue from those initiatives.
- 9.10 Given the scale of development proposed it is anticipated that much of the promotional aspects of the TP will be related to ensuring site occupiers are aware of the latest travel information available from the travel pages of the LBH website and the TfL website.
- 9.11 If necessary, an Action Plan could be developed to help promote sustainable travel choices associated with the site. An example Action Plan commensurate with the level of development proposed has been provided within **Table 8.2**.

Table 8.2: Action Plan

Action	Responsibility	Target Date
Production of FTP Statement	Developer/ACE	To accompany planning submission
Implementation of physical measures (i.e. cycle parking)	Developer	During construction
Timeline for implementation of soft measures (promotion of TfL website etc)	TPC	From first occupation
Implementation of TP measures	TPC	Upon occupation

10.0 CONSTRUCTION TRAFFIC MANAGEMENT

Background

- 10.1 This section forms a preliminary Construction Traffic Management Plan (CTMP). It is anticipated that a separate Construction Management Plan (CMP) will be prepared prior to commencing on-site by a contractor to deal with the onsite specific construction activity and that document will outline site specific measures that will be adopted during the build and will utilise the information contained within this CTPM as appropriate.

Program and Restrictions

- 10.2 For the purposes of this report, the works associated with the development are envisaged to commence in mid-2020. The proposed programme is estimated to have a duration of up to around 18 months, which will be divided into the following two main phases:-

- Phase 1: site demolition/setup – 2 months' duration; and
- Phase 2: construction – 16 months' duration.

- 10.3 It is anticipated that restrictions to working hours will be enforced at the site in order to limit disruption to adjacent properties and the existing building occupiers. The anticipated general site working hours are envisaged to be as follows:-

- Monday to Friday – 08:00 to 18:00 hours
- Saturday – 08:00 to 13:00 hours
- Sundays and Bank Holidays - No noisy working audible at the site boundary

- 10.4 The working hours will be written into all supply chain sub-contractor orders along with the constraints noted above and confirmed by the appointed contractor prior to commencement on site as part of the preparation of a full CMP, with the CTMP updated to reflect any specific requirements set out in the CMP if necessary.

Site Contact Details

- 10.5 At the time of writing, no appointed site contractor is in place, however, it is anticipated that details of the appointed contractor will be placed on the hoardings surrounding the areas of construction activity to identify the site manager when known.
- 10.6 Subsequent iterations of the CTMP will also include these details for quick reference for the benefit of LBH officers.

Procedures

- 10.7 During both phases, delivery vehicles travelling to the site will be booked in advance to limit any congestion within the site or in the vicinity on Mayes Road or Caxton Road. The drivers of these vehicles will be required to call the Site Manager prior to arrival to allow them to be accommodated.
- 10.8 A Banksman will oversee the manoeuvres of construction vehicles to ensure that these are carried out safely as appropriate.

Disruption to the Public Highway

- 10.9 Before commencing work on site, LBH will be consulted on the proposed commencement date of the works and to demonstrate safe vehicle routing to/from the site.
- 10.10 Whilst it is anticipated that construction activity will be retained within the site, at some stages of development there may be a requirement

for loading to take place in the vicinity, particularly for larger vehicles. Disruption to the surrounding road and footway networks is anticipated to be low since the loading arrangements for the site will largely be retained within the site but if loading is required adjacent to the site from Mayes Road or Caxton Road, this will need to be carefully managed.

- 10.11 Should larger specialist vehicles need to be brought to the site discussions would be undertaken with LBH to minimise disruption to the existing highway network and the necessary licenses would be obtained. During this process, consideration will also be given to whether footways will need to be temporarily closed and whether traffic management would need to be sought with the details agreed with LBH.

Measures to Reduce the Need to Travel by Construction Staff

- 10.12 It is anticipated that construction workers will utilise public transport to access the site, although during initial stages there may be the potential to accommodate vehicles within the site if essential.
- 10.13 Construction workers will however be encouraged to travel to the site by sustainable means in the first instance. The local area has very good public transport opportunities to accommodate any demands for non-car travel. Car sharing will be encouraged for staff members that have no other realistic alternative for travelling to/from the site other than by car or van.
- 10.14 Delivery vehicle drivers will be informed of the appropriate routing arrangements that should be used when travelling to/from the site, with initial details outlined below. This will allow the most direct and efficient routes to be taken, reducing vehicle emissions and congestion.

10.15 Construction materials could be sourced locally wherever possible to reduce journey distances between suppliers and the site.

10.16 The contractors will aim to maximise the recycling of materials within the development to minimise waste and the therefore the number of collections which need to be made.

Environmental Controls

10.17 The developer/contractor will work in accordance with the requirements of LBH in relation to dust, emissions and noise monitoring during the works.

10.18 During construction, suitable on-site measures will be put in place to maximise recycling potential. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Mud and Debris

10.19 The highway will be kept clear of mud and debris through the utilisation of a mechanical road sweeper that will clean the site and/or the highway in the vicinity to remove any mud or debris deposited by site vehicles. Further details will be provided during the development of the full CTMP and will include measures will be taken to prevent mud/debris from being swept into gullies, for example.

Dust Monitoring

10.20 Demolition of the existing buildings and any earthworks are likely to be dust generating activities, whilst the construction of the new building frame may also generate dust, which may become problematic during prolonged spells of dry weather. A strict regime of dust control measures will therefore be implemented by the developer/contractor including:-

- Dust monitoring at the site boundary;
- Encapsulating the building with light scaffold sheeting during demolition and new build activities; and
- Damping down with water and vapour sprays during dust generating activities if necessary.

10.21 In the event of variable weather patterns, the on-site management will monitor conditions to ensure the correct measures are implemented and emissions are controlled.

10.22 Dust monitoring will fall under the responsibility and management of the contractors' general CMP and will not form part of the responsibilities of the CTMP.

Noise and Vibration Monitoring/Control

10.23 Construction works have the potential to generate noise/disturbances which can become a nuisance. The location of the site, being within proximity to residential buildings will demand that careful controls are put in place to minimise noise impact. The developer will work closely with existing occupiers and the Council where appropriate to agree systems of work that minimise the impact to the surroundings.

10.24 Dust monitoring will fall under the responsibility and management of the contractors' general CMP and will not form part of the responsibilities of the CTMP.

10.25 As outlined above, construction activities should not normally take place between the hours of 7pm and 7am, after 1pm on Saturdays and the remaining hours of the weekend without additional consideration to controlling noise and with the prior approval of LBH.

10.26 During construction, the contractor will employ best practicable means to control noise from construction operations. This includes

the selection of relatively quiet, modern and well-maintained construction plant.

10.27 Delivery of materials and removal of waste from the site will be planned to minimise disturbance to neighbouring properties. Idling of plant, machinery and delivery vehicles should be prohibited when not in use.

Vehicle Types and Movements

Phase 1: Site Set-up/Demolition

10.28 It is envisaged that the following activities would occur as part of the first phase, along with anticipated timescales:-

- Initially site set-up deliveries will occur to bring items such as hoarding, scaffolding, constructions cabins and initial plant. This is likely to comprise deliveries using a small tipper/7.5 tonne lorry type vehicles;
- Demolition plant will be delivered to the site within the first week. This is likely to comprise deliveries using a small tipper/7.5 tonne lorry type vehicle;
- It is estimated that delivery vehicles will be required to bring materials and equipment to the site with the timing of vehicle arrivals pre-planned in order to ensure no conflict in vehicle movements;
- It is estimated that vehicles will be required to remove materials from site during the demolition phase. This is likely to be undertaken using skip lorry/small tipper/small rigid vehicles;

- On completion of Phase 1, the demolition plant will be picked up from the site, which is likely comprise collections using a small tipper/7.5 tonne lorry type vehicle.

10.29 Full details of the number and type of vehicles utilised within Phase 1 will be confirmed once a detailed CMP has been completed.

Phase 2: Construction

10.30 It is envisaged that the following activities would occur as part of the second phase, along with anticipated timescales:-

- The delivery of contractor equipment (generators, storage facilities) will occur within the first two weeks of the phase being collected again at the end of the project. It is likely that these would comprise deliveries using a small tipper/7.5 tonne lorry type vehicle;
- The delivery of aggregates/cement would occur early on in the phase and is estimated that this would comprise deliveries using a 7.5 tonne lorry/rigid truck type vehicle;
- The delivery of steel products (sheet piles/rods etc.) would arrive throughout the contract. It is estimated that this would consist of deliveries using a rigid truck;
- The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise deliveries using a small tipper/7.5 tonne lorry type;
- Delivery of a crane would be required to arrive during the initial phase and then depart when nearing completion under Phase 2;

- Small routine deliveries (general construction ancillaries/PPE/signs equipment etc.) would occur throughout the contract. It is estimated that this would involve a transit van (or similar) with approximately 2-3 vehicles per day.

10.31 It is anticipated that these details will be confirmed by the contractor when appointed as part of a general CMP and in a subsequent iteration of a full CTMP document additional details will be provided in respect to potential vehicle numbers once the detailed construction program has been decided.

Access

10.32 Construction vehicle access to the site will be from Mayes Road and/or Caxton Road. Given the significant area of hardstanding available within the site, it is anticipated that vehicles will enter the site to load as appropriate in connection with construction activity.

10.33 This approach will ensure vehicles are as close as possible to minimise any carry distances when moving materials to storage areas within the site and will not require any closure of streets in the vicinity.

10.34 During the initial site setup works, it is anticipated that the likely vehicles types to visit the site will include skip lorries and transit vans, whilst there may also likely be a requirement for a mobile crane and tipper vehicles, or a 10m rigid vehicle, during setup of the scaffolding and site cabins as appropriate. A large tipper and large mobile crane are anticipated to be the largest vehicles that might be required to serve the site during construction.

10.35 In the latter stages of construction there will however be a reduced requirement for larger vehicles to access the site, with the majority of movements undertaken by vans for example. There will be the opportunity for these vehicles to stop within the on-site parking areas

proposed, there-by minimising impact on the local road network during construction.

10.36 Whilst full details will be provided as part of the final CMP there is also the potential for vehicles to stop adjacent to the site should they not be able to turn within the site. This may require temporary Traffic Regulation Order (TRO) changes but it would only be necessary for the very largest vehicles and at this stage it is anticipated that all construction vehicle activity can be accommodated within the site.

Routing

10.37 The following provides details of the planned routes which should be used by construction vehicles travelling to/from the site, subject to the agreement of LBH/TfL where appropriate.

10.38 It is anticipated the in the initial stages of construction, it will be possible for construction vehicles to serve from within the site utilising the existing points of access. There is comprehensive hardstanding available to serve as storage for plant and materials to support the demolition and construction of the site, which will help ensure impact on the adjacent networks will be minimised.

10.39 Although dependent upon original point of origin, it is anticipated that vehicles will likely utilise the A105 from the wider area to then approach the site using Station Road / Mayes Road from the north or via Turnpike Lane / Mayes Road from the south.

10.40 All the main roads are suitable for construction vehicles, with no height or weight restrictions. As part of the Safer Lorry Scheme, all the vehicles over 3.5 tonnes that aren't currently exempt will be required to:

- Be fitted with Class V and Class VI mirrors giving the driver a better view of cyclists and pedestrians around their vehicles;

- Be fitted with side guards to protect cyclists from being dragged under the wheels in the event of a collision.

10.41 The Safer Lorry scheme operates across London, 24 hours a day, seven days a week, and it covers the same area as the Low Emission Zone (LEZ).

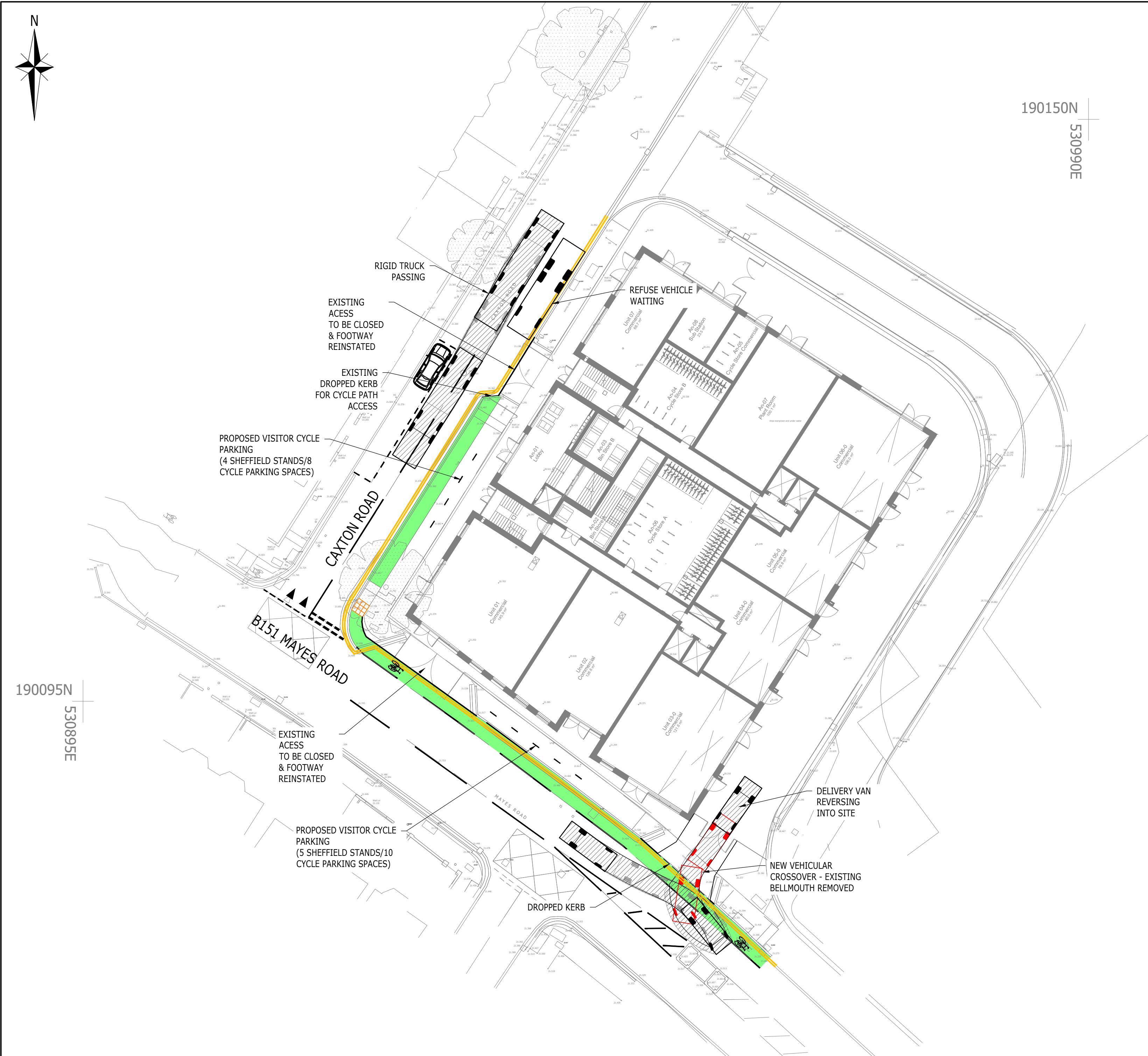
10.42 It is considered that the local road network (i.e. the B151 Mayes Road) will be able to accommodate the movements of construction vehicles associated with the site.

11.0 CONCLUSIONS

- 11.1 This Transport Statement has been prepared to support a planning application for the proposed residential led development of the site at 467 Caxton Road, Wood Green.
- 11.2 The proposed development will comprise residential use (Use Class C3) amounting to 75 flats plus 952sqm of flexible commercial space (A1 / B1(b) / B1(c) and D1).
- 11.3 The site is car-free, as agreed during pre-application discussions with local officers, with disabled parking able to be provided on-street at a later date if needed, which can be secured through the S106 Agreement.
- 11.4 Cycle use will be promoted amongst prospective residents and staff through incorporation of cycle parking on-site in line with the requirements of the draft *London Plan*. A secured covered cycle store will be located at ground floor level for residents, supplemented by visitor parking along the site's frontages alongside Caxton Road / Mayes Road. The cycle store will be accessible through double doors or doors that incorporate push pad entry to ease access.
- 11.5 The existing walking, cycling and public transport opportunities have been examined and it is concluded that the proposals would be very well accommodated by the existing footway links, cycle routes and facilities, as well as bus, underground & rail services. The site has a PTAL rating of 5 ("Very Good").
- 11.6 Owing to the low car parking nature of the proposals, the majority of trips will be made by public transport and on foot, with the low number of trips not anticipated to result in a detrimental impact to the operation, safety or capacity of the local transport networks.

- 11.7 Based on the trip generation analysis, it is considered that the proposed development would not have an adverse impact on the existing highway network from a capacity or highway safety perspective, whilst the surrounding public transport facilities will also be able to suitably accommodate the likely level of increased demand for bus, underground & rail travel.
- 11.8 The servicing strategy demonstrates that servicing/deliveries and refuse collections will be satisfactorily achieved without adversely affecting the existing highway network. It is proposed that this activity takes place from the public highway in line with the arrangement for existing neighbouring properties.
- 11.9 A Travel Plan Statement has been provided at Section 9.0 which seeks to encourage sustainable travel amongst residents and visitors. A number of measures/ initiatives have been set out to maximise the potential for walking and cycling. An aim of the document is primarily to encourage sustainable travel on foot and by cycle in lieu of public transport use where possible, particularly at peak times.
- 11.10 A draft CTMP has been prepared at Section 10.0 to demonstrate that construction of the proposed development can take place without significant impact on the highway network. It highlights site specific requirements in order to put in place a level of control that minimises, where practical, the impact of the works on the surrounding area, neighbouring properties and the general public. It is anticipated that a full CTMP will be prepared in advance of commencement of works at the site.
- 11.11 Overall, it is demonstrated that the development proposals would not adversely affect the performance of the local highway and public transport networks, accords with local, regional and national planning policies, and should therefore be considered acceptable on highways grounds.

Drawings



530990E

Technical drawing of a truck chassis showing dimensions. The total length is 9.86. The wheelbase is 3.9. The front overhang is 1.795 and the rear overhang is 1.4.

A side-view diagram of a van. Above the van, a dimension line indicates a total length of 5.35. Below the van, two dimension lines are shown: one from the front of the van to the center of the front wheel, labeled 0.88, and another between the centers of the front and rear wheels, labeled 3.02.

A diagram showing a car on a platform. The total length of the car is 4.572. The distance from the left end of the car to the left end of the platform is 0.951. The distance from the left end of the platform to the right end of the platform is 2.578.

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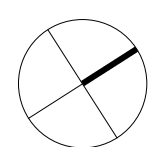


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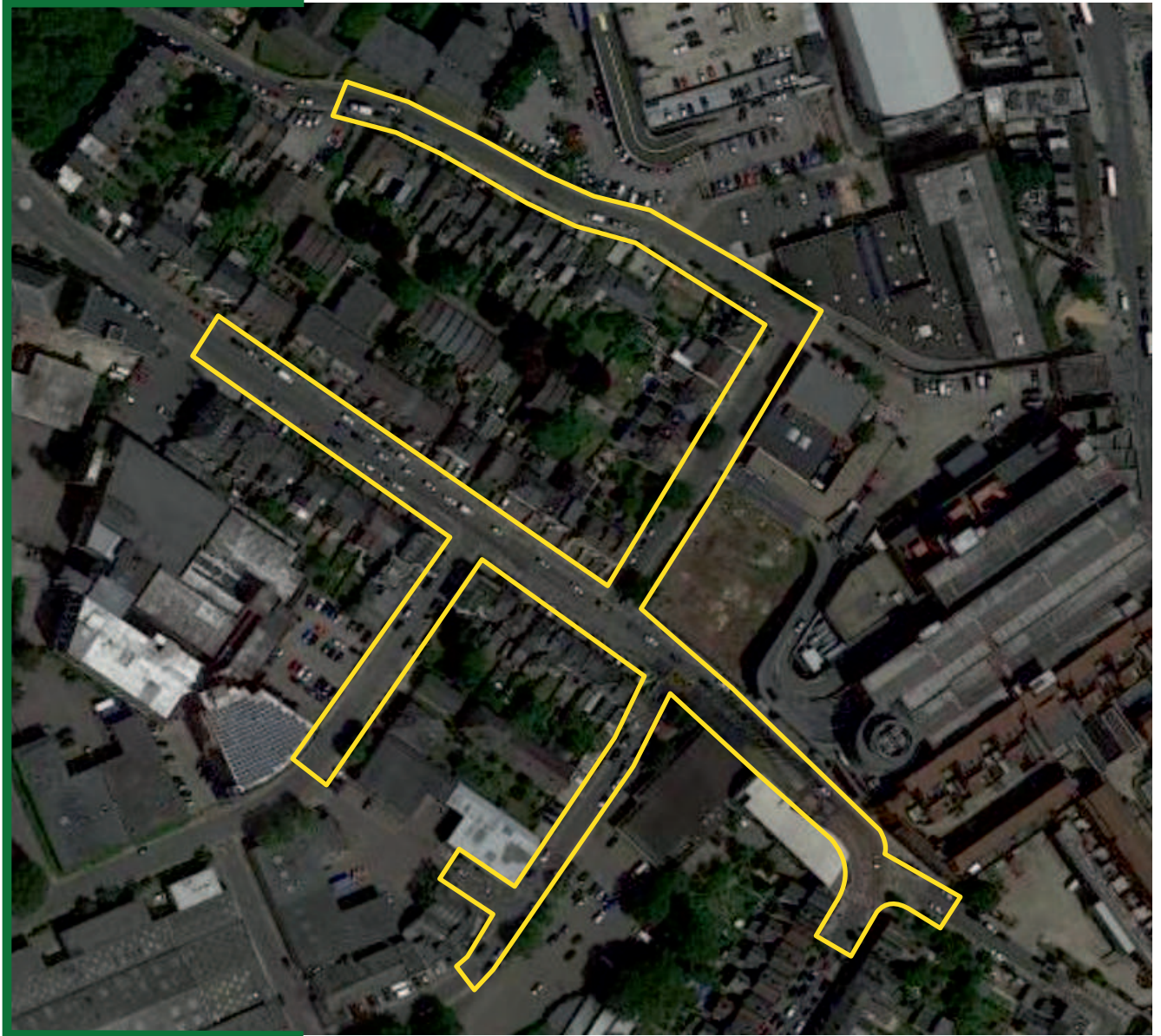
A2 Scale 1:250	Date 26.02.2020	Designed by SMR
Drawn by TA	Checked by DH	Approved by KM
Drawing Number 194760-006		Rev C

Appendix A



PRP

Appendix B



Parking Surveys at

Caxton Road, Wood Green

Tuesday 21st & Wednesday 22nd January 2019

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