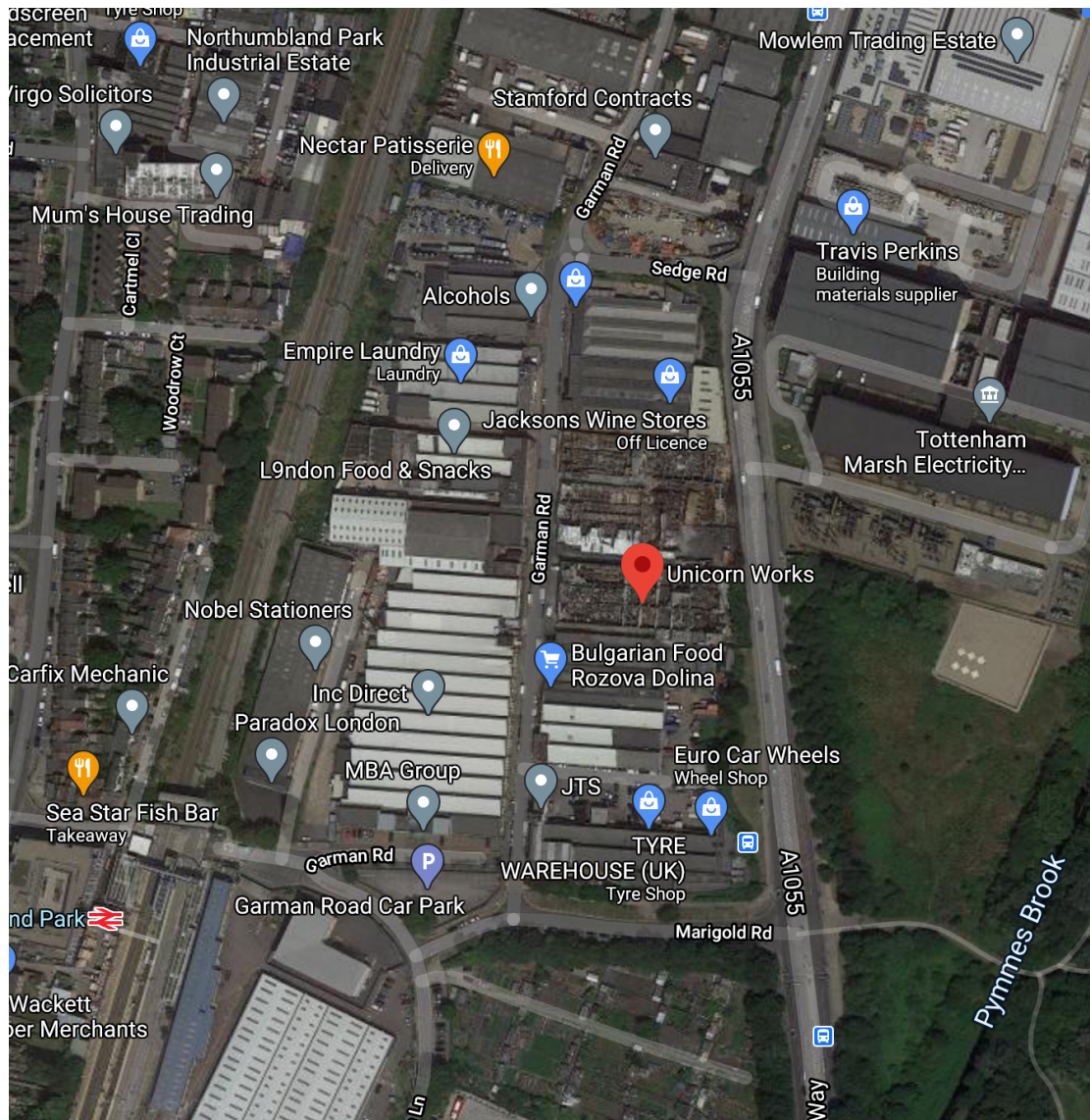


Transport Statement

Units 1-6 21-25 Garman Rd N17

Planning Ref. VOID/2020/2824

1-Introduction



Aerial Site Map – Source Google Sky

Description of Work: Reconstruction of the industrial unit (to replace that of a previously destroyed in the fire)

This report comprises a Transport Statement to accompany a planning application for the reconstruction of the industrial unit to replace that of a previously destroyed in the fire in 2019.

The following transport strategies have been adapted by the Haringey Transport Strategy 2018:-

- Reducing traffic, encouraging walking and cycling in “Healthy Streets” and by introducing more superhighways.
- Using transport infrastructure as a catalyst for growth such as allowing higher density development near stations and in town centres.
- Better bus services to town centres are planned with more low emission buses running.
- Further devolution of rail services including the Great Northern services through Alexandra Palace.
- With greater pressure on road space from population and employment growth, innovative ways of managing this by time and purpose at different times of the day are proposed.
- Improvements to the reliability of the existing road capacity

When any development is likely to have significant transport implications, a Transport Assessment should be submitted with the planning application. This is used to determine the impact of the development on transport. The proposed erection of industrial unit will not have significant transport implications as the proposed works do not alter the surrounding highways or transport infrastructure. Transport Assessment is therefore not necessary for this development. The Department for Transport document Guidance is intended to assist stakeholders in determining the level and scope of the Transport Assessment required. It also provides guidance on the content and preparation of Transport Assessments and Transport Statements. The

Guidance for Transport Assessment contains indicative thresholds for transport assessment requirements based on the size and land use of the proposed development. Therefore a Transport Statement is an appropriate level of assessment for this development as follows.

2- Existing Site and Proposed Development

The site is located close to a principal highway route Watermead Way. It is easily accessible which reduces the level of traffic in neighbouring residential roads. The existing site consists of industrial units including factory businesses, which creates employment opportunities. A fire started in one of the industrial units in 27-31 Garman Road in 2019 and spread onto neighbouring units 21-25. The land is currently empty and is located at the front of the block. Garman Road industrial estate benefits from a vehicular access roadway from Marigold Rd to the south and Sedge Road from the north, which leads directly onto Watermead Way.

3- Existing Highway Network

Garman Road is a C class adopted highway with a carriageway of 7.6 metres wide generally. The carriageway width reduces to 7.3 in the vicinity of the Sedge Road in some locations. There are footways on both sides of the road approximately 2.1 metres width. The buildings also have small forecourts of 2.1m wide at front for deliveries. Please refer to location plan in appendix a.

4-Proposed Access to the Highway Network

The access to the proposed replacement industrial units will remain the same as before which makes use of the existing highway access from Garman Road. The existing access roads to the side of the industrial units will be retained to provide access to each of the units within the block. The existing access road to the side of the industrial units into the site is approximately 4.5 metres wide. It may be used by HGV vehicles to deliver goods although most deliveries into the units are made by vans.

5-Accident Statistics

Accident statistics near the site obtained from TfL website London Collision Map are as follows.

Year	Number of Accident incidents
2006	8
2011	3
2014	4
2016	4
2017	2

The website only provides records up to the year 2018. No accident records were found in the years that are not listed.

6-Site Generated Traffic

Only workers and delivery vehicles will access into the units. Traffic levels during night will therefore be very low. Garman Road is not used as a thoroughfare to avoid traffic on the principal road, Watermead Way.

Some of the workers may travel to the site by public transport and may not use their own vehicles or may now own one. There is an overground train station (Northumberland Park) approximately 660m away from the site. There is also a bus stop in Marigold Road approximately 224m from the site. The PTAL classification for the site is 2, please refer to ptal calculation in the appendix. The site is easily accessible by public transport.

The proposed units are replacing the existing one that was demolished in the fire. Considering the capacity of the adjacent highway network it is clear that there will be not be significant change in the volume of traffic as a result of the proposed development.

7-Parking Provision and Pedestrian Access

The units have 8 car parking spaces to the front of the units, which are allocated to units 1-6, providing more than one space per each unit. The units are also accessible with the delivery vans that will enter into units; therefore no additional parking will be required for deliveries. Also cycling storages (36 in total, 6 for each unit) are provided within each unit as shown on drawings. In total there are 12 people working for these units and provided cycling and parking facilities would be more than sufficient for the units. Cyclist can also access the site using the roads surrounding the site just as vehicles can.

The industrial units are accessible by pedestrians using the footways on surrounding roads that lead into Garman Road. There will be no changes to the existing footways or roads to construct this building.

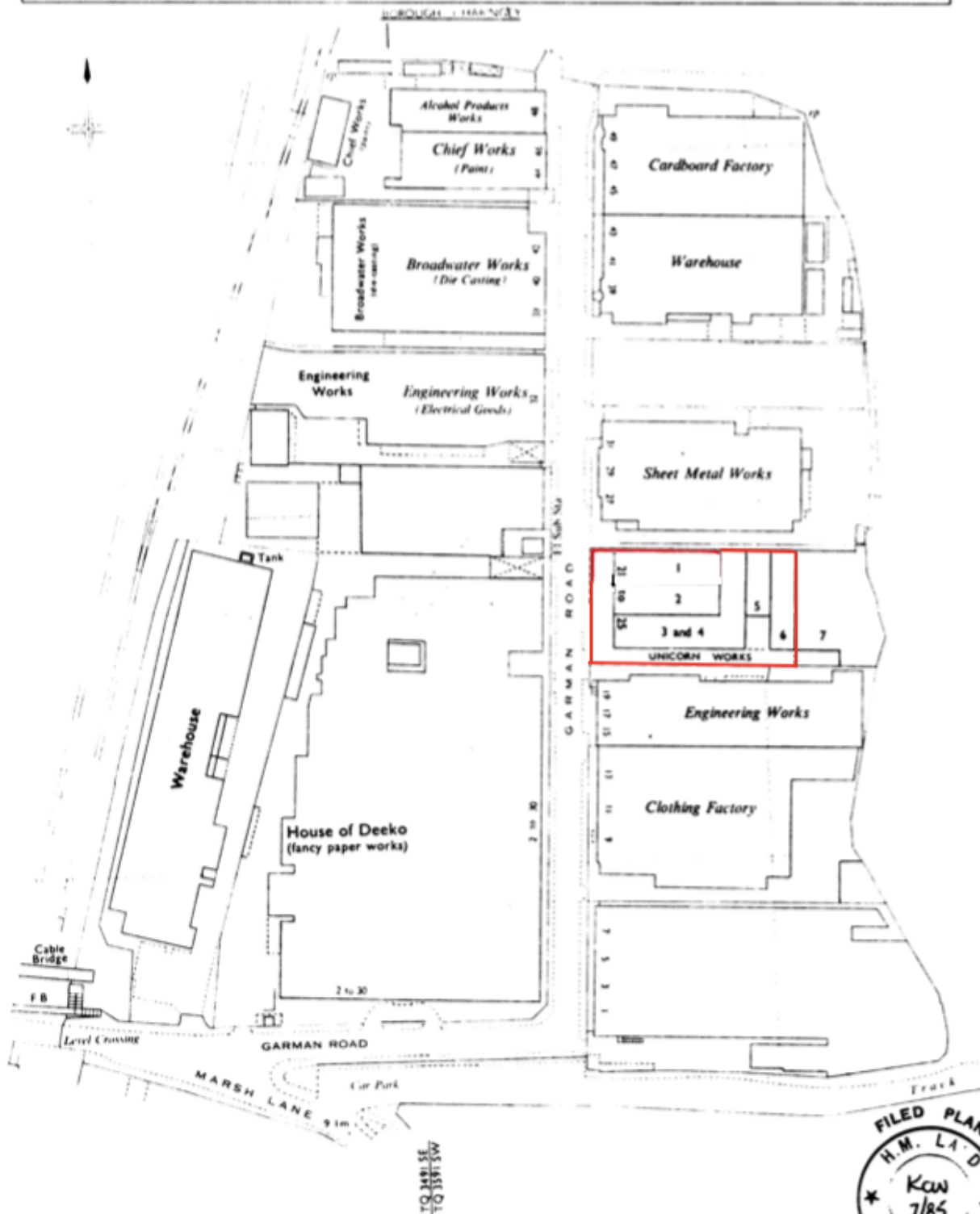
8-Conclusion

The rebuilt units will provide better parking facilities than existing units, which were demolished due to fire. Once rebuilt in they will regenerate the local economy by way of creating employment within the local community. The workers will be chosen from the local community who will not travel to the work places by car. They will use public transport or cycling to travel to work. The proposed development will not have any additional impact on the local transport and traffic since the units are being rebuilt.

Appendix A

Location Map – Source HM Land Registry

H.M. LAND REGISTRY		TITLE NUMBER	
		EGL 157724	
ORDNANCE SURVEY PLAN REFERENCE	COUNTY	SHEET	NATIONAL GRID
	GREATER LONDON		TQ 3591
Scale: 1/1250		© Crown copyright 1985	



Appendix B

PTAL REPORT

WebCAT PTAL Report

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Site Details

Grid Cell: 137096

Easting: 535045

Northing: 191052

Report Date: 19/11/2020

Scenario: Base Year

Calculation Parameters

Day of Week: M-F

Time Period: AM Peak

Walk Speed: 4.8 kph

Bus Node Max Walk Access Time (mins): 8

Bus Reliability Factor: 2.0

LU Station Max Walk Access Time (mins): 12

LU Reliability Factor: 0.75

National Rail Station Max Walk Access Time (mins): 12

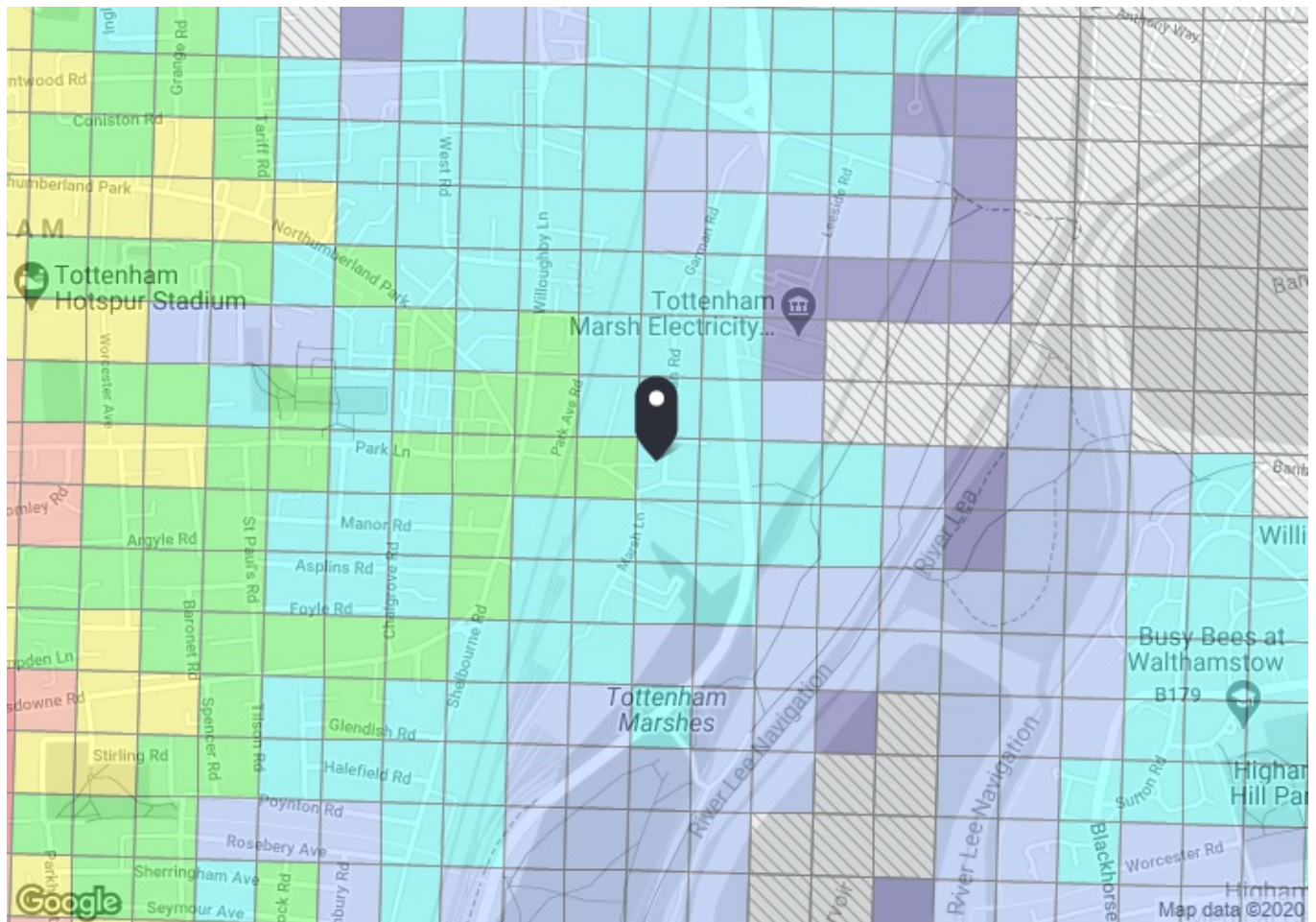
National Rail Reliability Factor: 0.75

Mode	Stop SWT (mins)	Route	Distance (metres) TAT (mins)	EDF	Frequency (vph) Weight	Walk AI	Time (mins)
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Bus	NORTUMBERLAND PARK STAND W3 1	334.79	11.5	4.18	4.61	8.79	3.41
	3.41						
Bus	NORTUMBERLAND PARK STAND 476 0.5	334.79	7.5	4.18	6	10.18	2.95
	1.47						
Bus	NORTUMBERLAND PARK STAND 341 0.5	334.79	6	4.18	7	11.18	2.68
	1.34						
Bus	WATERMEAD WAY MARIGOLD ROAD 3.31	192	165.23	6	2.07	7	9.07
	0.5		1.65				
Rail	Northumberland Park 96.02	'HERTFDE-STFD 2061	' 349.13	0.33	4.36	91.66	
	0.31	0.5	0.16				
Rail	Northumberland Park 49.89	'STFD-BROXBRN 2062	' 349.13	0.67	4.36	45.53	
	0.6	0.5	0.3				
Rail	Northumberland Park 49.89	'BROXBRN-STFD 2063	' 349.13	0.67	4.36	45.53	
	0.6	0.5	0.3				
Rail	Northumberland Park 35.11	'STFD-BSHPSFD 2S02	' 349.13	1	4.36	30.75	
	0.85	1	0.85				
Rail	Northumberland Park 49.89	'BSHPSFD-STFD 2S05	' 349.13	0.67	4.36	45.53	
	0.6	0.5	0.3				
Rail	Northumberland Park 96.02	'BSHPSFD-STFD 2S09	' 349.13	0.33	4.36	91.66	
	0.31	0.5	0.16				

Total Grid Cell AI: 9.95

PTAL: 2



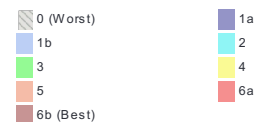
PTAL output for Base Year 2

Garman Road
Garman Rd, Tottenham, London N17 0YU, UK
Easting: 535030, Northing: 191052

Grid Cell: 137096

Report generated: 19/11/2020

Map key - PTAL



Map layers

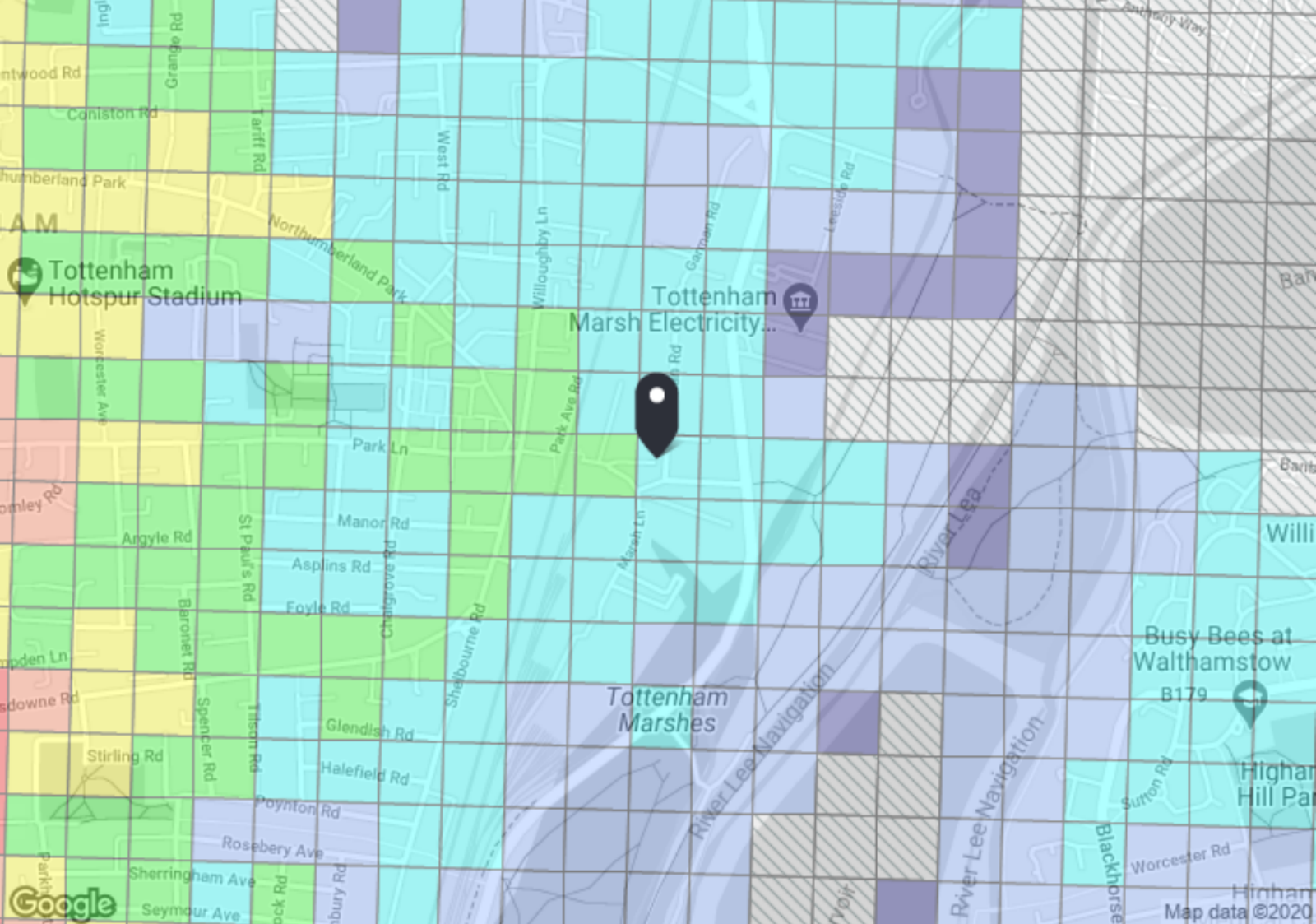
 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	NORTUMBERLAND PARK STAND	W3	334.79	11.5	4.18	4.61	8.79	3.41	1	3.41
Bus	NORTUMBERLAND PARK STAND	476	334.79	7.5	4.18	6	10.18	2.95	0.5	1.47
Bus	NORTUMBERLAND PARK STAND	341	334.79	6	4.18	7	11.18	2.68	0.5	1.34
Bus	WATERMEAD WAY MARIGOLD ROAD	192	165.23	6	2.07	7	9.07	3.31	0.5	1.65
Rail	Northumberland Park	'HERTFDE-STFD 2061 '	349.13	0.33	4.36	91.66	96.02	0.31	0.5	0.16
Rail	Northumberland Park	'STFD-BROXB RN 2062 '	349.13	0.67	4.36	45.53	49.89	0.6	0.5	0.3
Rail	Northumberland Park	'BROXB RN-STFD 2063 '	349.13	0.67	4.36	45.53	49.89	0.6	0.5	0.3
Rail	Northumberland Park	'STFD-BSHPSFD 2S02 '	349.13	1	4.36	30.75	35.11	0.85	1	0.85
Rail	Northumberland Park	'BSHPSFD-STFD 2S05 '	349.13	0.67	4.36	45.53	49.89	0.6	0.5	0.3
Rail	Northumberland Park	'BSHPSFD-STFD 2S09 '	349.13	0.33	4.36	91.66	96.02	0.31	0.5	0.16
Total Grid Cell AI: 9.95										



PTAL output for Base Year

2

Easting: 535030, Northing: 191052

Map key - PTAL



Map layers

 PTAL (cell size: 100m)