

The Roundway – Transport Assessment



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1 Introduction

Background

- 1.1 This Transport Assessment (TA) has been prepared by Steer on behalf of Hillview Developments LLP (hereafter referred to as '*the Applicant*') to support the development proposals to deliver a residential led, mixed use development at 313 - 315 The Roundway and 8 - 12 Church Lane, in the London Borough of Haringey (LBH), N17.
- 1.2 This document has been produced in accordance with National Planning Policy Guidance and in line with relevant LBH and Transport for London (TfL) guidance.
- 1.3 The description of the Proposed Development is as follows:
"Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works."
- 1.4 This TA sets out the means of access to the Proposed Development for vehicles, public transport passengers, pedestrians and cyclists, including access by those with mobility impairments, as well as the requirements of delivery/servicing vehicles.
- 1.5 The document assesses the change in travel behaviour associated with the development and assesses the impact of this change on the local highway network (vehicles, pedestrians and cyclists) and public transport services within the vicinity of the Site.

Scheme Overview

Existing Site

- 1.6 The brownfield former employment site is located between Church Lane, Lordship Lane and The Roundway. The application site is approximately 0.41ha in area. The site is predominantly vacant and contains various buildings and yards, the most recent use being car related industry.

Development Proposals

- 1.7 The proposals comprise the demolition of the existing uses and the erection of four new residential blocks to include 76 dwellings of c 6,995m² GEA, c 608 m² GEA of Flexible Class E use, with associated public realm improvements. A full overview of the Proposed Development is provided in **Chapter 3**.

Pre-Application Engagement

- 1.8 Several pre-application meetings have been held with LBH and TfL officers to discuss principles relating to the proposed design, parking provision, connectivity improvements and assessment methodology.
- 1.9 The following transport-specific pre-application meetings have taken place to inform this TA;
 - LBH Transport Meeting – 9 November 2021
 - TfL Pre-application Meeting – 3 December 2021

- 1.10 A TA Scoping Note was circulated to LBH and TfL Officers on 30 November 2021 and subsequent discussions have been ongoing with the LBH Transport and Planning Officers.

Policy Context

- 1.11 The following policy documents have been considered as part of the development proposals and informing this TA:
- National Planning Policy Framework (NPPF) – Ministry of Housing, Communities & Local Government, 2021;
 - The London Plan – GLA, 2021;
 - Mayor's Transport Strategy (MTS) – TfL, 2018;
 - London Cycle Design Standards (LCDS) – TfL, 2016;
 - Haringey Strategic Policies 2013-2026 – LBH, 2017;
 - Haringey Development Management DPD – LBH, 2017; and
 - Haringey Sustainable Design and Construction - SPD, 2013.
- 1.12 Haringey's Development Plan is currently made up of the Strategic Policies, Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan.
- 1.13 The council has started work on a new Local Plan, which is intended to run from 2022 to 2037. Consultation on a first steps document ran until February 2021.
- 1.14 Where relevant, other guidance documents are referenced throughout this TA to support key principles and design elements.

Associated Documents

- 1.15 This TA is supported by a number of other documents as follows:
- Residential Travel Plan (RTP) – will encourage public transport use, walking and cycling amongst residents of the Proposed Development with the aim of reducing private car use. See **Appendix A**.
 - Workplace Travel Plan Statement (WTPS) - will encourage public transport use, walking and cycling amongst employees within the Proposed Development with the aim of reducing private car use. See **Appendix B**.
 - Delivery and Servicing Plan (DSP) – will manage all delivery and servicing vehicles (residential and non-residential) and their activities when on-site. This includes the Site Waste Management Plan. See **Appendix C**.
- 1.16 A detailed Construction Logistics Plan (CLP) will be secured through a pre-commencement planning condition and will be submitted prior to commencement of construction works.

Report Structure

- 1.17 This report is divided into seven chapters, of which this forms the introduction. The structure of the remaining report is as follows:
- **Chapter 2:** Existing Site and Surroundings;
 - **Chapter 3:** Proposed Development;
 - **Chapter 4:** Active Travel Zone Assessment;
 - **Chapter 5:** London Wide Network Impact;
 - **Chapter 6:** Borough Impact Assessment & Mitigation; and
 - **Chapter 7:** Summary and Conclusions.

2 Existing Site and Surroundings

Background

2.1 This chapter examines existing uses and baseline transport conditions within the vicinity of the Application Site. This includes a review of the following:

- Site location and existing uses;
- Existing pedestrian network;
- Existing cycling network and facilities;
- Existing public transport network;
- Local highway context and existing vehicular access;
- Existing on-site car parking;
- Existing car clubs; and
- Heritage Considerations.

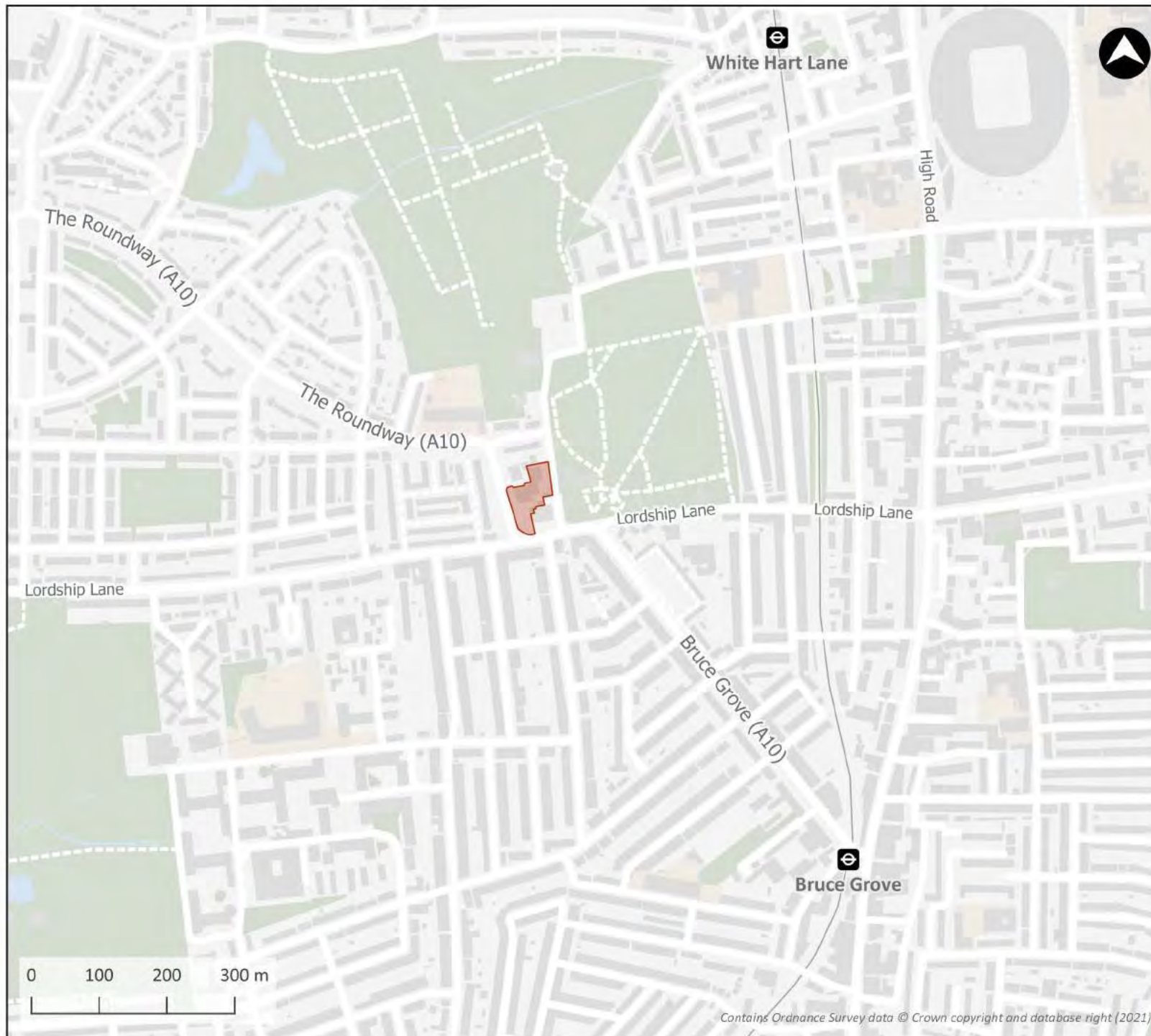
Site Location and Existing Use

2.2 The Site is located at the northern end of Bruce Grove and is bound by A10 The Roundway which forms part of the Transport for London Road Network (TLRN) to the west, Lordship Lane (TLRN), a vehicle repair garage (Spurz Autos) and a substation to the south, Church Lane to the east, and a Shell petrol garage and Number 14 Church Lane (Rising Stars Nursery) to the north.

2.3 The Site's location is detailed overleaf in **Figure 2.1**.

2.4 The existing Site falls within Site Allocation 63 (SA63) and covers an area of c 32 ha. The Client has sought to assemble the whole Site, but there are areas outside the red line that it has not been possible to secure.

2.5 The proposed detailed planning application will cover the areas highlighted in green, red, blue, pink and grey, that fall with the red line boundary as illustrated in **Figure 2.2**.



-  Site Boundary
-  London Overground Station

The Roundway
Figure 2-1: Site Location

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Figure 2-2: Existing Site

- 2.6 The existing Site contains a number of B2 general industrial units which have historically served as car repair units and workshops. The wider Site Allocation (SA63) also includes the beige area (a vehicle repair garage – Spurz Autos) and the yellow area (a Shell petrol garage). Although these uses fall outside the red line, the development proposals need to ensure that the Proposed Development Site does not prejudice the future development of these wider uses. A substation is also located to the southeast of the Site.
- 2.7 A breakdown of the existing Site buildings and associated Gross External Areas (GEAs) are provided in **Appendix D** and in **Table 2.1** below. **Table 2.1** also provides an indication of the current occupation status of the existing uses.

Table 2-1: Existing Site Uses

Building	GEA M2	Use	Current Status
12 Church Lane	367.00	Vehicle servicing	Occupied
313 Roundway	497.00	Tyre repair shop Car sales on current lease	Up to 2018 Post May 2018
315 Roundway	282.00	Car radiator servicing	Unoccupied since 2008.
Southern workshops	179.00	Workshops	Unoccupied/ burnt down

Total	1,325	-	-
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- 2.8 The Site, whilst occupied, is very run down and unwelcoming and has several derelict/ hoarded buildings. The existing Site does not, therefore, provide an attractive highway frontage or a pedestrian route into / through the Site to connect with Bruce Castle Park.

Local Highway Context and Existing Vehicular Access

- 2.9 The local highway network is illustrated overleaf in **Figure 2.3**.
- 2.1 The A10 Roundway and Lordship Lane are two-way routes, connected via a mini-roundabout to the southwest of the Site. The A10 The Roundway forms part of the TfL Road Network (TLRN) red route and is an important arterial running into central London from Cambridge via Royston. It provides access to the north-circular road and the M25.
- 2.2 Church Lane to the east of the Site is one-way southbound and is c 4.6m wide, with on-street parking bays along its western side (comprising eight marked parking spaces and three doctor spaces at the southern end). These spaces reduce the effective carriageway width to c 2.6m.
- 2.3 A drawing illustrating the existing highway layout is included in **Appendix E**. **Appendix E** also includes the existing highway ownership plan.
- 2.4 There are two vehicular crossovers on the eastern side of the A10 The Roundway, shown in **Appendix E**. The northern crossover was formerly used by customers of Unit 313 Roundway the former tyre repair shop. The southern crossover served Unit 315 Roundway a former car radiator servicing garage, and also a former workshop unit. There are also three vehicle crossovers on the western side of Church Lane. The southern crossover served the workshop which has burnt down, the middle crossover served Unit 313 Roundway and the northern crossover is still used for vehicles accessing the 12 Church Lane a vehicle repair garage.

Existing On-Site Car Parking

- 2.5 **Table 2.2** provides a summary of the approximate number of car parking spaces that are present on-site. These are not formally marked spaces and are associated with the repair uses.

Table 2-2: Existing Car Parking

Building	Use	Current Status	Approximate Car Parking Spaces
12 Church Lane	Vehicle servicing	Occupied	10
313 Roundway	Tyre repair shop Car sales on current lease	Up to 2018 Post May 2018	15
315 Roundway	Car radiator servicing	Unoccupied since 2008.	6
Workshop accessed from The Roundway	Workshop	Unoccupied	4
Workshop accessed from Church Lane	Workshop	Unoccupied/ burnt down	1
Total			36

Controlled Parking Zones

- 2.33 The Site falls within the Tottenham Event Day Controlled Parking Zone (CPZ) which is operational on event days:
- Monday to Friday 5pm to 8.30pm; and,
 - Saturday, Sunday and Public Holidays 12 noon to 8pm.
- 2.34 The streets to the west of the Roundway fall within the Tower Gardens Event Day CPZ, which are subject to the same time restrictions.
- 2.35 Lordship Lane and the areas to the south fall within the Bruce Grove North CPZ which is operational Monday to Saturday: 8am - 6.30pm, or on event days: Monday to Friday: 8am - 8.30pm, Saturday and Sunday: 8am - 8pm, Public Holidays: 12 noon - 8pm.



 Site Boundary

The Roundway
Figure 2-3: Local Highways

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Existing Car Clubs

- 2.36 Car clubs provide the convenience of using a vehicle without having to pay for upkeep, licensing, insurance or residents' parking charges. Not only do car clubs help to offer flexibility and cost savings for many, but they also ease parking problems and help reduce CO2 emissions.
- 2.37 LBH is served by ZipCar and Enterprise Car Clubs. The nearest Car Club vehicles are provided by ZipCar and are located near The Avenue and Mount Pleasant Road, roughly 650m to the south of the Site.

Existing Pedestrian Network

- 2.38 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-overlooked part of all longer journeys by public transport.
- 2.39 A pedestrian desire lines map is shown in **Figure 2.4**.
- 2.40 The pedestrian facilities around the Site's perimeter footways are unattractive. On the Roundway there are footways along both sides of the road and an unsignalised pedestrian crossing with a central refuge. The crossing is offset to the north of the Roundway/ Lordship Lane junction and is a key crossing point for pedestrians to cross the Roundway, for pedestrians travelling east-west along Lordship Lane and for pedestrians accessing the two bus stops on the Roundway.
- 2.41 The Roundway frontage of the existing Site has damaged buildings and poor-quality hoardings. The footways and crossovers are poorly maintained, with contrasting materials. Tactile paving is absent at the crossovers and the grass verges are in a very poor condition. Bollards also obstruct the footway either side of the southern crossover.
- 2.42 **Figure 2.5** illustrates the existing footway conditions along The Roundway directly adjacent to the Site.

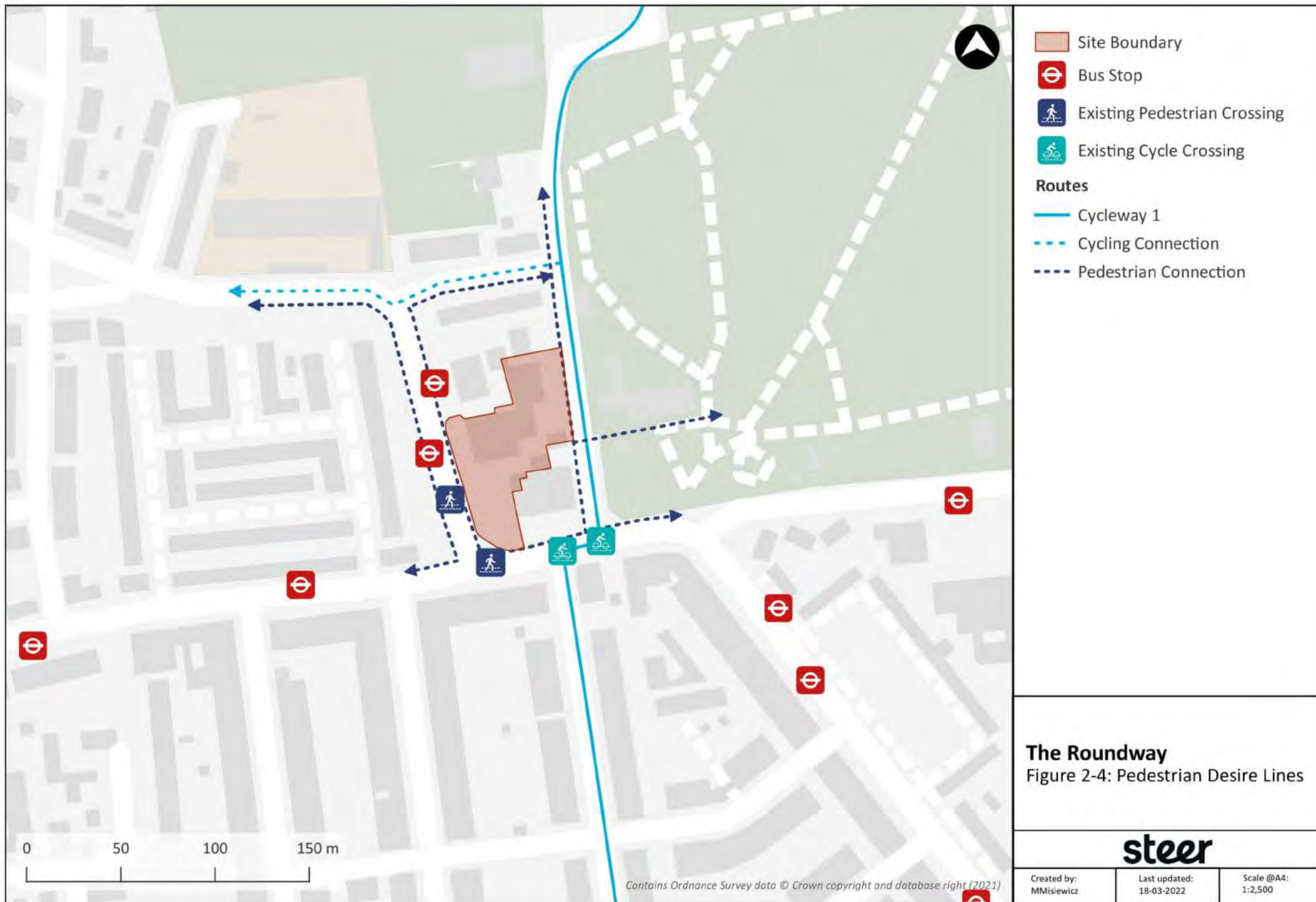


Figure 2-5: Existing Footway Conditions along The Roundway





- 2.43 On Lordship Lane the footway condition adjacent to the Site is poor with uneven pavement, including in the vicinity of the pedestrian crossing directly to the east of the mini-roundabout.

The pedestrian crossing itself has dropped kerbs with tactile paving and a central pedestrian refuse island. The northern Lordship Lane footway to the east of the Site boundary has two vehicle crossovers for Spurz Autos and the Electricity Substation, which do not include tactile paving.

- 2.44 The Drawing in **Appendix E** includes the existing highway and footway layout and dimensions on Church Lane.
- 2.45 The existing footway widths directly adjacent to the Site on Church Lane are:
- 2.6m – 2.8m at the northern end
 - 2 – 2.1m in the central section
 - 1.8m from the mid-section to the southern end.
- 2.46 The pedestrian environment is also currently unattractive on Church Lane. It is very poorly maintained with patched surfacing repairs and has three crossovers associated with the existing Site where there are level changes for pedestrians. The crossovers do not have dropped kerbs or tactile paving (a very poor environment for people with mobility/ visual impairments) and are heavily cracked. The Site in this location is also bordered by fencing which is impermeable.
- 2.47 **Figure 2.6** illustrates the existing footway conditions along Church Lane directly adjacent to the Site.

Figure 2-6: Existing Footway Conditions along Church Lane



2.48 A 15-minute walking catchment around the Site is included in **Figure 2.7** overleaf.

- 2.49 Bruce Grove Overground station is the closest rail station, located roughly 800 metres from the Site.
- 2.50 The distances to other nearby rail and Underground stations are summarised in **Table 2.3**.

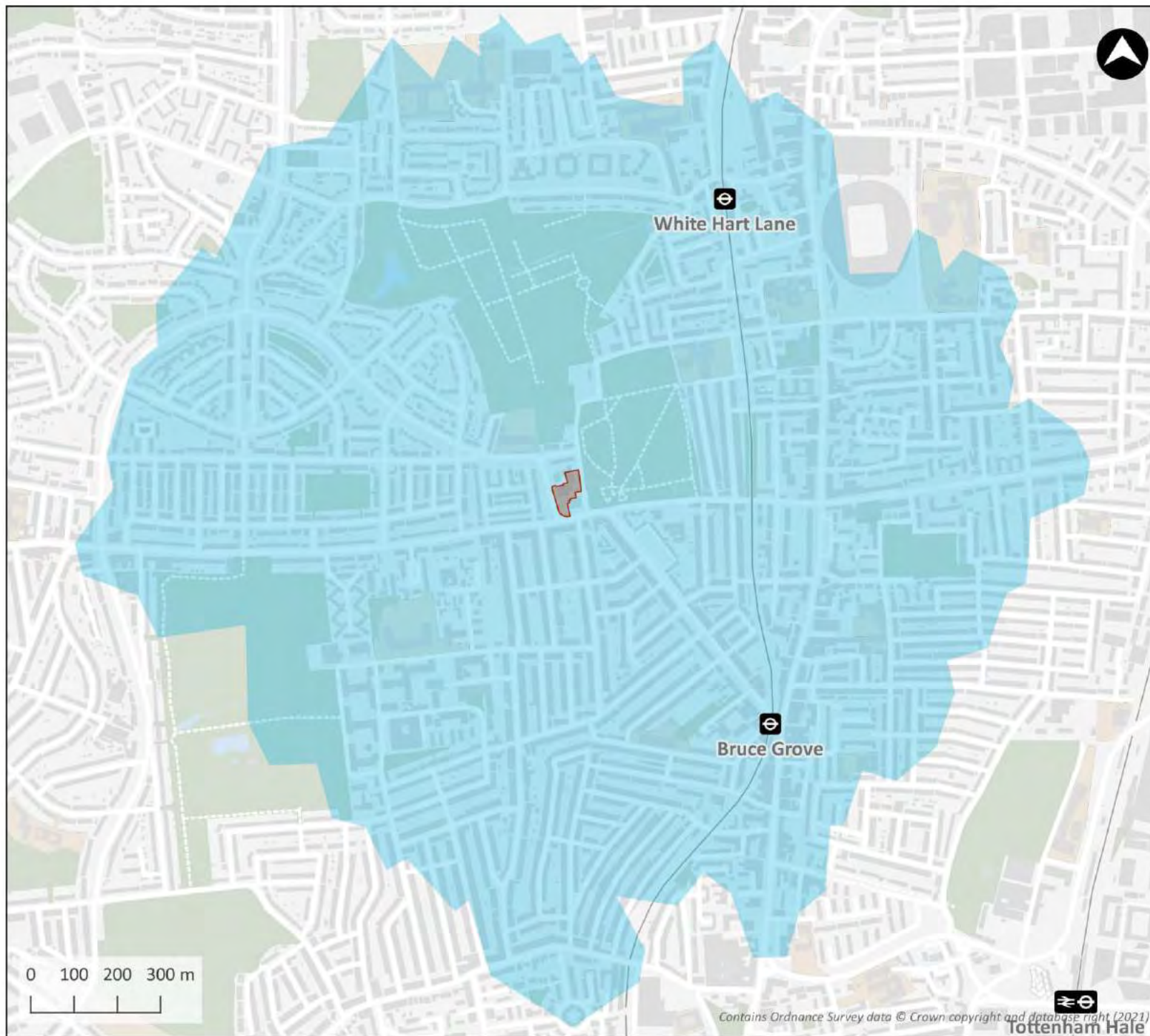
Table 2-3: Distance of Application Site from Nearby Stations

Station	Walk Distance (m)
Bruce Grove Overground station	800
White Hart Lane Overground station	950
Northumberland Park train station	1,800

- 2.51 A more detailed review of the walking network and key routes is provided as part of the Active Travel Zone assessment in **Chapter 4**.

Existing Cycling Network and Facilities

- 2.52 Cycling is an important part of both national and local transport policy. An improved perception of cycling as a good alternative mode of transport to the car, combined with the growth in cycling as a leisure activity, has significantly increased the demand for cycling in recent years. Cycling has the potential to be a substitute for short car trips, particularly those less than 5km.
- 2.53 **Figure 2.8** illustrates the routing of Cycleway 1 in the vicinity of the Site and cycle crossings on Lordship Lane. The routing of Cycleway 1 in the wider area context is shown overleaf in **Figure 2.9**, as well as a 30-minute cycle catchment area in **Figure 2.9**.
- 2.54 Cycleway 1 runs along Church Lane in both directions including contraflow in the northbound direction. Cycle Superhighway 1 connects the City of London with Tottenham. There is no dedicated segregated cycle lane along Church Lane and the road is quite narrow, especially due to on street parking.
- 2.55 On Lordship Lane to the south of the Site there are two cycle crossing points for Cycleway 1 users, including central cyclist refuge islands at the Church Lane and Broadwater Road junctions.
- 2.56 There is a segregated cycling infrastructure present at the All Hallows Road junction with The Roundway, for cyclists heading westbound out of the junction. This facilitates a connection with the segregated off-road cycle lane that runs along the western side of The Roundway from opposite the All Hallows Road junction until Great Cambridge Road.
- 2.57 There is currently no cycle parking within the Site and there are no Santander Cycle Hire docking stations within the local area.
- 2.58 A detailed review of the cycle network and key routes is provided as part of the Active Travel Zone assessment in **Chapter 4**.



- Site Boundary
- 15 Minutes' Walking Catchment

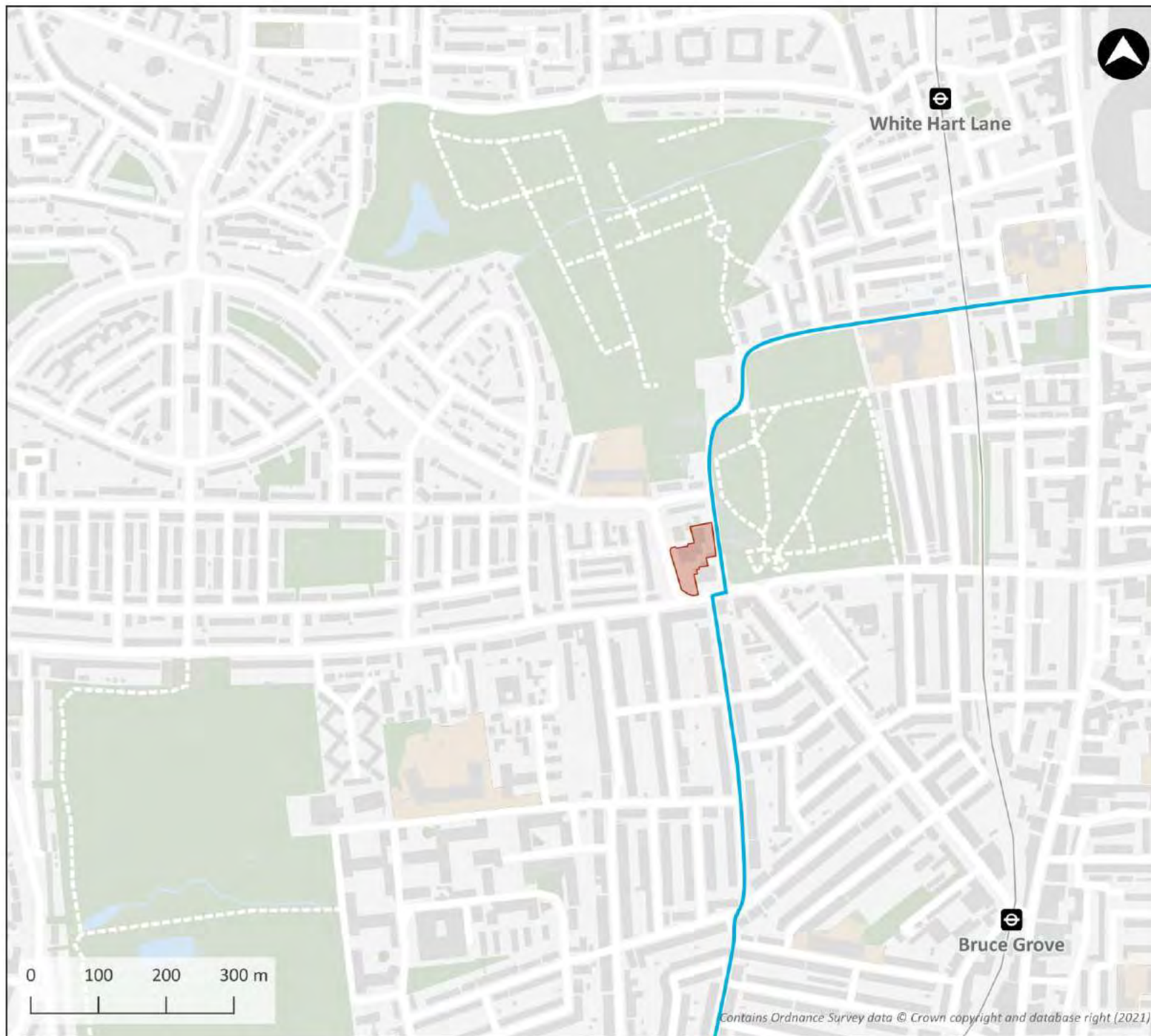
The Roundway
Figure 2-7: 15-Minute Walking
Catchment

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Tottenham Hale



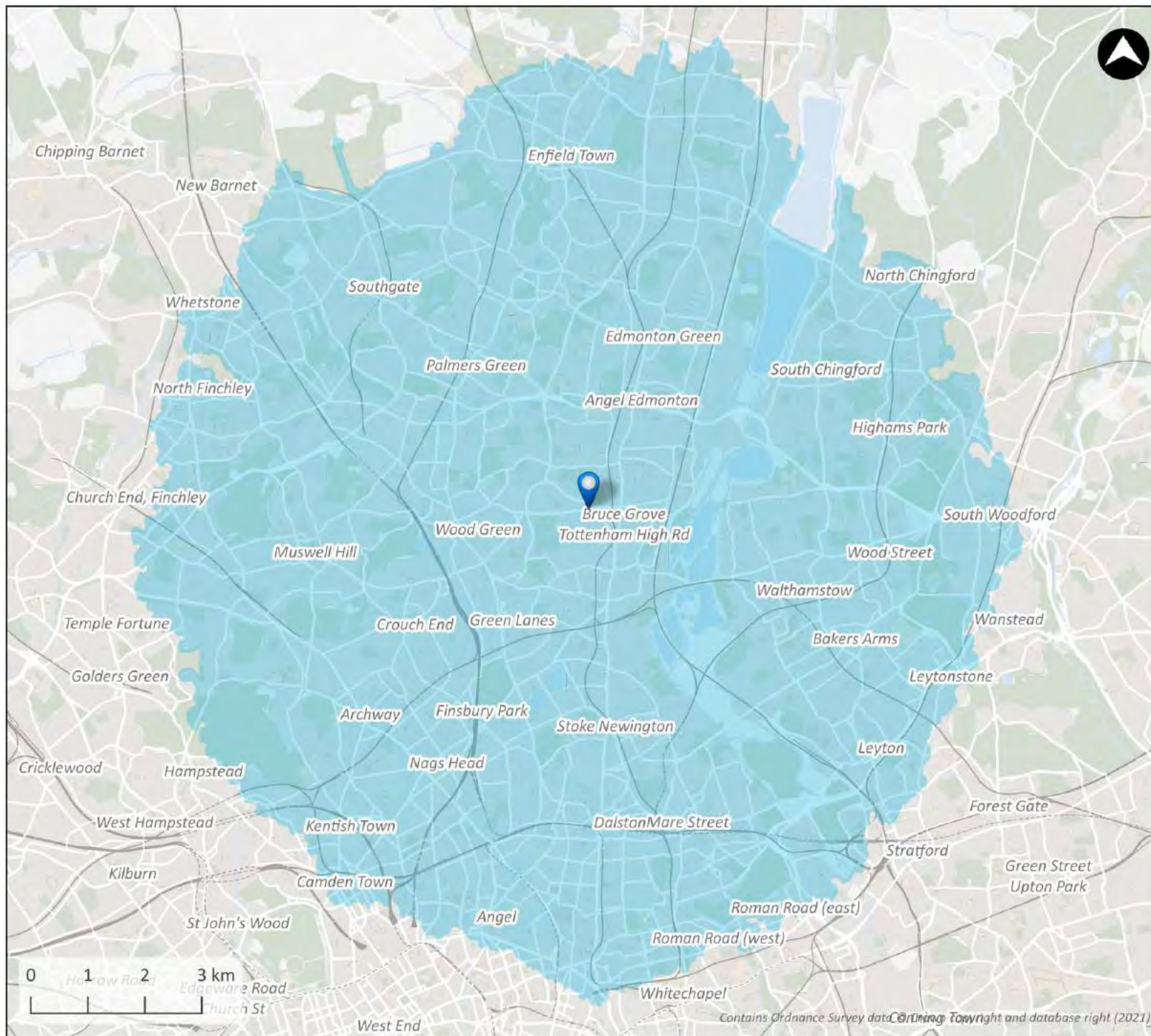
- Site Boundary
- Cycleway (CS1)

The Roundway
Figure 2-8: Local Cycle Routes

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- Site Location
- 30 Minutes' Cycling Catchment

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Figure 2-9: 30-Minute Cycle Catchment

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Existing Public Transport Network

Public Transport Accessibility

2.59 A Public Transport Accessibility Level (PTAL) assessment has been undertaken for the Site. PTAL is a measure of the accessibility of a location to the public transport network, considering walk access time and service availability. PTAL is categorised in 6 levels, 1-6, where 6b represents the highest level of accessibility and 1a the lowest level of accessibility. The vast majority of the Site has a PTAL level of 5, as shown in **Figure 2.10**, however, the western edge has a PTAL rating of 3.

2.60 The public transport routes surrounding the Site are shown in **Figure 2.11**.

Rail Services

2.61 The Site is located within an 800m walk of Bruce Grove Overground Station and is within a c 1km walk of White Hart Lane Overground Station which falls within Travelcard Zone 3 with services to Liverpool Street, Seven Sisters, Cheshunt and Enfield Town. Rail frequencies in trains per hour (tph) during the peak periods are shown in **Table 2.4**.

Table 2-4: Existing Peak National Rail Frequencies (tph)

Station	Service	Destination	Weekday AM Peak Frequency (08:00-09:00)	Weekday PM Peak Frequency (17:00-18:00)
Bruce Grove	London Overground	London Liverpool Street / Cheshunt / Enfield Town	7	6
White Hart Lane	London Overground	London Liverpool Street / Cheshunt / Enfield Town	7	6

2.62 There is step free access available at White Hart Lane to all platforms via lifts, but not at Bruce Grove.

Bus Services

2.63 The closest bus stops to the Site are Bus Stop RT All Hallows Road on the western side of A10 The Roundway directly opposite the Site and Bus Stop RS All Hallows Road on the eastern side of A10 The Roundway. The bus stops comprise on carriageway bus cages with adjacent bus shelters.

2.64 Both stops are served by bus route 318 which runs between Rookwood Road and North Middlesex Hospital with buses every 11-13 minutes from 08:00 – 20:00.

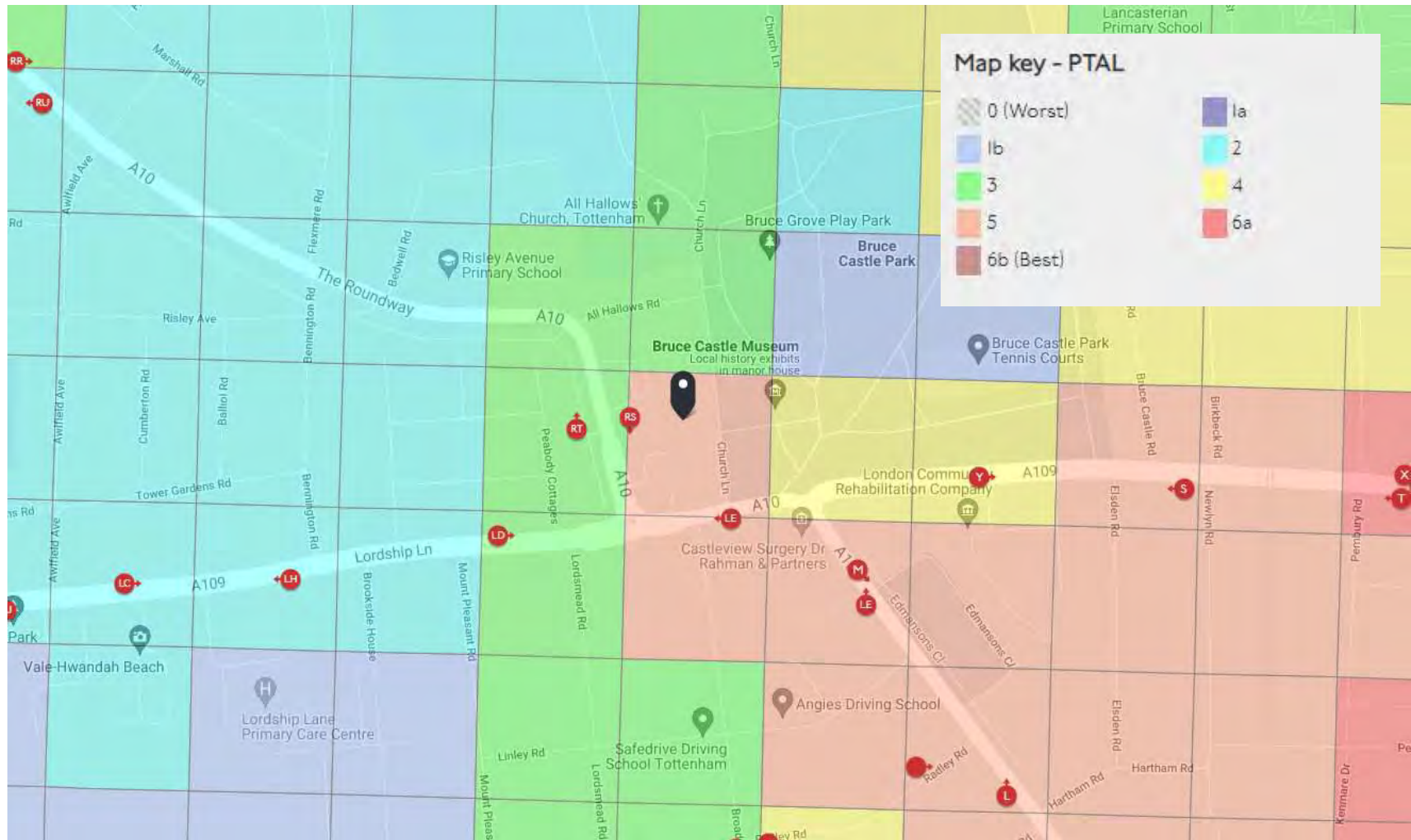
2.65 Bus Stop LD Mount Pleasant Road to the west on Lordship Lane and Bus Stop M Bruce Castle Park & Museum to the southeast are also within a short walking distance of the Site and are served by the following bus routes:

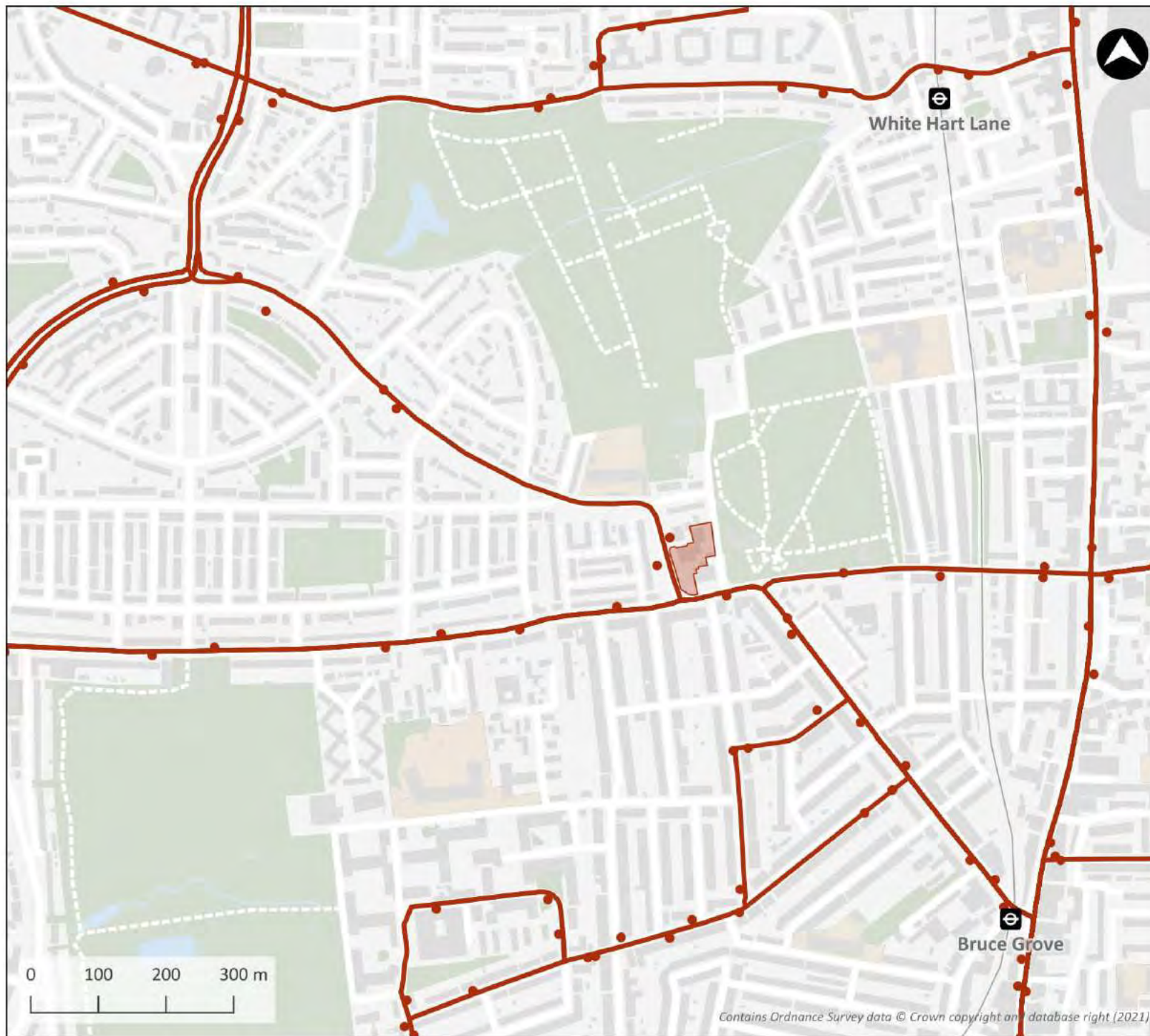
- Bus route 123 - every 7 – 11 minutes from 06:00 -20:00 between The Roundway – Bruce Grove Station – Tottenham Hale Bus Station - Ilford Station and Hainault Street.
- Bus Route 243 – every 5-8 minutes from 06:00 – 19:00 between The Roundway – Bruce Grove Station – Seven Sisters Station – South Tottenham Station – Dalston Junction Station – Waterloo Station.

2.66 The bus routing is indicated in **Figure 2.11**.

- 2.67 The above bus routes provide good connections with the surrounding area. The frequency of the weekday buses would provide a realistic alternative to the private car for employees at the Site.
- 2.68 Other bus services including the 149, 259, 349, (N)279, 341 and 476 are accessible from bus stops along High Road. It is approximately a 650m walk east from the Site to the closest bus stops along High Road; either Lordship Lane Stop A or Lordship Lane Stop R.

Figure 2-10: Public Transport Accessibility Level





- Site Boundary
- London Overground Station
- Bus Stop
- Bus Route

The Roundway
Figure 2-11: Local Public Transport

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Heritage Considerations

- 2.69 The Site is in a highly sensitive heritage location due to its siting adjacent to Grade 1 listed Bruce Castle and lying between several conservation areas. The scale and location of the proposed buildings and landscaping areas have therefore been a significant consideration for the Proposed Development.

3 Proposed Development

Introduction

3.1 This chapter summarises the transport aspects of the development proposals, which includes information on the following:

- Development Proposals;
- Proposed Vehicle Access and Accessible Car Parking;
- Pedestrian Access;
- Proposed Cycle Parking;
- Existing On-street Parking Stress Surveys;
- Proposed Delivery and Servicing Arrangements;
- Proposed Waste Storage; and
- Healthy Streets Approach to Vision Zero.

Development Proposals

3.2 The proposed development includes:

- A total Gross External Area (GEA) of 7,960 sqm.
- 76 residential dwellings across the following blocks:
 - Block A – 20 units
 - Block B – 20 units
 - Block C – 21 units
 - Block D – 15 units

Blocks A and B will front The Roundway and Blocks C and D will be accessed via Church Lane.
- C 608 sqm GEA of Flexible Class E, most likely to include:
 - A 330 sqm GEA convenience food store in Block A accessed from The Roundway (although this could also potentially be another use).
 - 278 sqm GEA of workspace in Block B accessed from The Roundway.

3.3 The residential accommodation schedule is presented in Table 3-1 below.

Table 3-1: Indicative Accommodation Schedule

Unit Size	Block A	Block B	Block C	Block D	Total
1B2P	17	9	11	9	46
2B3P	0	1	6	0	7
2B4P	0	4	4	6	14
3B5P	3	6	0	0	9
Total Units	20	20	21	15	76

- 3.4 The proposed site layout plan is provided in **Appendix F**. The details shown within the Flexible Class E units are illustrative at this stage as the exact future nature of the tenants are still to be determined.

Proposed Vehicle Access and Accessible Car Parking

Delivery and Servicing Access

- 3.5 The proposed delivery and servicing vehicle access strategy for the development comprises:
- A 12m inset loading bay on The Roundway capable of accommodating one vehicle at a time including a Haringey c 9.7m long refuse vehicle and a 10m long rigid vehicle. This bay will be 3.7m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks and commercial uses fronting A10 The Roundway. The proposed loading bay on The Roundway will require the relocation/ removal of the existing VMS sign in this location. The proposed relocation of this is shown in **Appendix G**.
 - A 12m partially inset loading bay on Church Lane capable of accommodating one vehicle including a Haringey c 9.7m refuse vehicle and a 10m rigid vehicle. This bay will be 3m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks fronting Church Lane. A potential alternative to a formally marked loading bay in this location could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated. This could potentially be from 7.30 – 9.30am and 4.00 – 6.30pm, Mondays to Fridays, or similar.
- 3.6 The locations of these bays and associated swept path analysis for the vehicles accessing them is included in **Appendix G**.

Proposed Accessible Car Parking

- 3.7 In line with the London Plan 2021 and due to the PTAL 5 rating of the site, the development is proposed to be car free except for the provision of four accessible spaces on the western side of Church Lane, directly adjacent to the Site. All four accessible spaces are proposed for the residential use.
- 3.8 The location of these spaces is illustrated in **Appendix G**. Four residential accessible spaces will ensure that 5% of the total residential units will have an accessible car parking space from the outset. This exceeds the London Plan 2021 requirement to provide 3% of total residential units with an accessible car parking space from the outset.
- 3.9 The proposed accessible car parking spaces will be partially inset along the western side of Church Lane in order to achieve the standard on-street accessible parking bay dimensions of 2.7m wide x 6.6m long.
- 3.10 The proposed loading bay and accessible spaces to be provided on Church Lane will be partially inset to ensure the bay dimensions meet the minimum standards and to enable a minimum 2.6m wide effective carriageway width to be retained on Church Lane (the same width as the existing situation) for other vehicles/ cyclists to pass the bays.
- 3.11 In order to inset the bays and to maintain a 2m footway width behind the bays, part of the footway will need to be set back into the site and adopted by S38 agreement.
- 3.12 In order to accommodate the loading bay and four accessible car parking spaces on Church Lane, three existing on-street parking bays will require removal as shown in **Appendix G**. These

include the two on-street spaces directly adjacent to the site and one further space outside the children's nursery.

- 3.13 In line with the London Plan (2021), 20% of the residential parking spaces will be equipped with active charging infrastructure whilst the remaining spaces will be equipped with passive charging infrastructure.
- 3.14 It is proposed to remove all of the former vehicle access crossovers as shown in **Appendix G**. This will be secured through a S278 agreement.

Church Lane Cyclist Circulation

- 3.15 LBH Highways have made initial comments regarding the impact that the proposed on-street loading bay and accessible parking spaces will have on potential cyclist passing spaces on Church Lane. It should be noted that there is an existing precedent of on-street parking bays on Church Lane.
- 3.16 As shown on the drawing in **Appendix E**, there are four existing bays (24.6m long) at the bottom of Church Lane (3 x Doctor, plus one standard space), two bays to the east of the site (12m long) and three bays outside the Nursery (19.6m long). The existing carriageway width is 2.6m adjacent to these bays and this width is retained in the proposals.
- 3.17 It should be noted that the proposed loading bay is forecast to generate only five delivery vehicle trips per day associated with the residential blocks fronting Church Lane and it is proposed to be restricted to avoid use at peak pedestrian and cyclist periods. Due to the low number of vehicles forecast, the loading bay would be unoccupied for the majority of the day, which would mean it could serve as a passing point for cyclists.
- 3.18 Although the loading bay has been designed for a max 10 m sized vehicle (refuse vehicle/removal lorry), it is likely that this size of vehicle may only need to stop in the bay infrequently (potentially 2-3 times per week), and it would mainly be used by smaller vans/ cars, which would take up less space and allow further passing cyclist space to the north and south of where they would stop.
- 3.19 The design includes 3m gaps to the north and south of the 12m loading bay, so even if a 10m vehicle were parked in the bay the 3m spaces either side could be used as a passing location for cyclists. These gaps will be longer when smaller vehicles occupy the bay. When the loading bay is not in use (the majority of the time) the length of the cycle passing space would be 18m.
- 3.20 A 3.8m gap has also been included between the proposed northern on-street accessible space and the spaces outside the children's nursery.
- 3.21 As discussed previously, an alternative to a formally marked loading bay could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated.

Accessible Parking Justification and Precedents

- 3.22 It has been requested by LBH Highways that eight residential accessible spaces and one commercial space are provided on-site, and that the eight accessible residential spaces are required to include parking for the family 3+ bed dwellings.
- 3.23 However, the Applicant considers the proposed number of residential accessible parking spaces to be acceptable for the following reasons:

- Steer has reviewed DfT Table DIS0109 to establish the number of blue badges held within LBH. This shows that, at the end of March 2020, 2.9% of LBH’s population held a blue badge. It is unlikely that demand from new residents for a further 7% accessible parking spaces would ever be realised, and the four accessible spaces proposed from the outset (5% of total units), is therefore considered acceptable as it significantly exceeds the current LBH level of 2.9%.
- The site has a high PTAL 5 level and it benefits from good step-free public transport access by means of all bus services in the vicinity and there is also step free access to White Hart Lane overground station. These factors mean that residents with mobility impairments would not necessarily need to rely on a private car.

3.24 LBH have also recently consented similar accessible parking levels for a number of other schemes, where no additional accessible spaces have been requested for family 3 bedroom units. These precedents are included in **Appendix H**.

Accessible Parking Allocation

3.25 LB Highways have also commented that with the proposed on-street accessible parking approach it would not be possible to allocate the spaces to residential units within the development, and that they could therefore, be used by other blue badge holders within the area.

3.26 This eventuality is considered to be unlikely for the following reasons:

- The absence of any existing blue badge spaces along Church Lane suggests that there is not a high demand for accessible spaces in this area and the Bruce Castle Museum has its own off-street dedicated car park, which would be used by disabled motorists.
- The shops are further afield, so any disabled users would want to park closer to them - some have their own dedicated parking outside and others have adjacent parking spaces.
- Blue badge users within the Roundway development and other land uses within the area would be able to apply for on-street permits and they could also park on single yellow lines in the area.

3.27 A similar discussion was held with LBH highways on the Bernard Works residential scheme, Bernard Road, N15 4NX in LBH (HGY/2017/3584) where 10 on-street parking bays for Blue badge users were provided along Ashby Road. The scheme was consented and the committee report stated:

“All residential parking spaces created on this proposal will be part of the CPZ and could be utilized by other Blue Badge holders residing or visiting this area.....The proposal is judged to be “car free” because all residents (other than Blue Badge holders), are not entitled to purchase on-street parking permits within the CPZ. The applicant has agreed to this approach and car free development will be secured by S106 obligation. The car parking arrangements proposed are acceptable and are not anticipated to give rise to overspill parking impacts.”

Benefits of Proposed On-street Accessible Spaces

3.28 The provision of the four inset accessible spaces and loading bay on Church Lane (on-street) are critical to the viability of the proposed development and provide the following important benefits to the proposals and the Church Lane public realm and pedestrian environments:

- It is proposed to remove all of the three crossovers on Church Lane, which would allow the whole length of footway adjacent to the site to be upgraded with consistent high-quality

materials. It would also mean a continuous level footway would be provided and pedestrians/ wheelchair users would no longer need to negotiate crossovers and associated level changes.

- At the northern end of the footway adjacent to the site the footway width would be increased to 3m wide, and the majority of the footway to the south of this would then be 2m wide, including in the middle/ southern sections which are currently narrower at 1.8m wide.
- Ensuring the proposed development can meet the building design and landscaping requirement specified explicitly by the LHG Heritage officers during extensive pre-application consultation:
 - The proposed building form of the residential block along Church Lane responds to the context of 14 Church Lane (Nursery) as a building set back from the road with a green space in front of the property and the current proposal also seeks to repair the edges and current inactive frontage of the existing site by introducing landscape improvements. These provide important amenity, doorstep play space and visual screening of the proposed building.
 - The on-street parking/ loading bay provision are essential to ensuring the proposed development is in-keeping with the local heritage context of the site (due to the proximity to the Grade 1 listed Bruce Castle and Tower and the adjacent 14 Church Lane building) by allowing the Church Lane facing residential blocks to be set back, with sensitive massing and landscaping along Church Lane. The landscaping acts as a visual buffer but also enhances the aesthetic environment for pedestrians walking along Church Lane.

Alternative On-Site Parking Options

3.29 Two alternative accessible parking options have been considered at the request of LBH Highways to review the feasibility of providing accessible parking spaces on-site.

3.30 The first of these is illustrated in **Appendix I** and involves a new crossover being provided to the north of the site, with nine accessible on-site spaces adjacent to the Church Lane footway and a vehicle access aisle to the west of the spaces (between the spaces and the building). This option is not considered to be feasible for the following reasons:

- A new vehicle crossover would be required to access the on-site accessible spaces which would require the removal of all three existing on-street parking spaces adjacent to, and to the north of the crossover as these would fall within the visibility splay (see pink line on drawing). The removal of these spaces would have significant adverse impacts on the nursery and parents dropping off their children, who would not want to park further afield and then have to walk an increased distance to the nursery with young children. The two existing parking bays to the south of the crossover would also require removal to accommodate the loading bay and visibility splay.
- The new crossover would interfere with pedestrian movement on the western footway on Church Lane.
- To accommodate the accessible bays and 6m access aisle **all the landscaping, doorstep play space and visual screening** proposed on the western side of the site **would require removal** and would be replaced by hard standing and car parking spaces with no landscaping or play space. Significant revisions would also need to be made to the building, to set it back further. This would require the residential units to the south to be removed, adversely impacting upon scheme viability.

- The above changes would require complete redesign of the eastern side of the site and would have severe adverse impacts on the sensitive heritage considerations mentioned previously. **It would, therefore, be at odds with the building design and landscaping requirements specified by the LB Haringey Heritage officers.**
- **The Haringey Quality Review Panel supports the proposed site design fronting Church Lane and the proposed on-street parking strategy** and has stated the following in their pre-application report dated Wednesday 2 March 2022. The panel:
 - “welcomes the design development of the east façade facing Bruce Castle...”
 - “applauds the retention of mature trees on The Roundway, with enhanced planting, and similar attention to the landscape setting of the scheme on Church Lane. Because of this, **it strongly supports the proposed location of the blue badge car parking on Church Lane.** This allows space for trees and planting which will both enhance the streetscape, and quality of life for residents.”

3.31 The second potential option explored is also illustrated in **Appendix I**. This would require a new vehicle crossover being provided on Church Lane and includes the provision of four accessible spaces. This option is also not considered to be feasible for the following reasons:

- As above, all three existing on-street parking spaces to the north of the crossover would fall within the northern visibility splay (see pink line on drawing) and require removal, with significant adverse impacts for parents dropping off/ picking up young children from the nursery. The northern visibility splay is important for seeing cyclists and vehicles approaching from the north.
- The southern visibility would require the relocation/ removal of the proposed on-street loading bay/ location, to ensure vehicles exiting the car parking have an unrestricted view of cyclists approaching from the south.
- The proposed on-street loading bay on Church Lane is critical to the servicing strategy for the site, to serve the residential blocks fronting Church Lane and its current position will enable LBH waste contractors to wheel bins from the Block C/ D residents refuse store to the loading bay over a distance of 14m. The LBH Waste officers have confirmed this would be acceptable in principle as an absolute maximum, as it exceeds the LBH Waste Guidance maximum bin wheeling requirement of 10m. Relocating the loading bay further south would significantly extend this distance beyond acceptable levels. The alternative would be to relocate the refuse store but this would require extensive redesign of the eastern facing residential units and cores.
- As above **all the landscaping, doorstep play space and visual screening** proposed on the western side of the site adjacent to Block D **would require removal** and would be replaced by hard standing and car parking spaces with no landscaping or play space in this location.

Pedestrian Access

3.32 As shown in **Appendix F**, an east-west running pedestrian connection will be provided through the Site which will run from The Roundway between Blocks A and B, through an internal courtyard, and then between Block C and the substation to the south to connect with Church Lane. This will provide a new pedestrian link through the Site, which will be a significant benefit to the scheme and the local area as the Site is currently impermeable.

3.33 Pedestrian access to the proposed convenience store in Block A and workspace in Block B will be from The Roundway to the west. The residential Block A and B cores will be accessed from the east-west pedestrian through route, closest to The Roundway.

- 3.34 Block C and D will be accessed from the western side of the building via an additional pedestrian route which runs to the north of the Site around Block D. While this route will connect Church Lane with The Roundway, it will be gated and not an accessible through route.

Wider Public Realm Improvements

- 3.35 The proposals will significantly enhance the pedestrian environment on The Roundway and Church Lane by removing all of the vehicle crossovers used to access the existing site, which is strongly supported by TfL. The proposals also involve upgrading both The Roundway and Church Lane footways, directly adjacent to the site up to the kerb edge, using high quality footway materials. The grass verges on The Roundway will also be refurbished and enhanced through low level planting.

Proposed Cycle Parking

Proposed Cycle Parking

- 3.36 The London Plan (2021) minimum cycle parking standards are shown in **Table 3.2**. The Site is situated within an area where higher minimum cycle parking standards do not apply.

Table 3-2: Cycle Parking Minimum Standards

Use Class	London Plan (2021) Minimum Standards	
	Long-Stay	Short-Stay
Residential	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
Offices	Rest of London (outside central areas with higher standards) 1 space per 150 m² GEA	First 5,000 m²: 1 space per 500 m², thereafter: 1 space per 5,000 m² (GEA)
A2-A5 cafes & restaurants	1 space per 175 m²	Rest of London: 1 space per 40m²

- 3.37 The minimum London Plan cycle parking space requirements based on the proposed unit mix and the above cycle parking standards are set out in **Table 3.3**. As the final Flexible Class E use type is still to be determined cycle parking provision for the Flexible Class E use has been based on the worse case standards assuming:
- The office standard for the long stay cycle parking.
 - The A2-A5 standard for short stay cycle parking.
- 3.38 The proposed actual cycle parking provision by location is outlined in **Table 3.4**. The location of these spaces are illustrated in **Appendices F and J**.

Table 3-3: Minimum Cycle Space Requirements (London Plan 2021)

Use Class	Land Use	Block	London Plan (2021) Minimum Standards		
			Long Stay Spaces	Short Stay Spaces	Total
C3-C4	Dwellings	A	32	2	34
		B	36	2	38
		C	37	2	39
		D	26	2	28
		Sub Total	131	8	139
E	Foodstore	A	3	9	12
E	Business Office	B	2	7	9
		Sub Total	5	16	21
Total (all uses)			136	24	160

Table 3-4: Proposed Cycle Parking Provision by Location

Use Class	Cycle Space Type	Location	Cycle Spaces	Total Cycle Spaces
C3-C4 Dwellings	Long Stay	Block A and B long stay cycle provision in Bike Store 01	60 spaces in double stackers + 8 spaces in Sheffield Stands.	68
		Block C long stay provision in Bike Store 02	30 spaces in double stackers + 7 spaces in Sheffield stands	37
		Block D long stay cycle provision in Bike Store 03	26 spaces in Sheffield Stands	26
	Total Residential Long Stay		90 in double stackers + 41 in Sheffield stands	131
	Short Stay	The Roundway	4 cycle spaces in 2 Sheffield Stands	4
		Church Lane	4 cycle spaces in 2 Sheffield stands	4
	Total Residential Short Stay		8 Sheffield Stands	8
	TOTAL RESIDENTIAL SPACES			139
Flexible Class E	Long Stay	Block A Convenience Store Unit	4 cycle spaces in 2 Sheffield Stands	4
		Block B Workspace Unit	4 cycle spaces in 2 Sheffield Stands	4
	Total Flexible Class E Long Stay		8 Sheffield Stands	8
	Short Stay	The Roundway	18 spaces in 9 Sheffield stands	18
	TOTAL FLEXIBLE CLASS E SPACES			26

- 3.39 The residential long stay cycle parking provision for Blocks A and B will be provided in Bike Store 01 between Block B and C. This will have entrances from both the courtyard and the northern external access route.
- 3.40 Long stay cycle parking provision for Block C will be provided in Bike Store 02, situated between Block C and D. This will be accessible from the courtyard and Church Lane. Long stay cycle parking provision for Block D will be located within a secure cycle shed (Bike Store 03) along the

Site's northern boundary. This will be accessible from Church Lane and the pedestrian route around Block D.

- 3.41 The proposed commercial/ retail long stay cycle parking spaces will be provided as Sheffield stands within the units with short stay spaces provided adjacent to The Roundway.

Existing On-street Parking Stress Surveys

- 3.42 Following initial scoping discussions and due to the proposed residential and commercial uses proposed, residential and commercial parking stress surveys were undertaken for the streets surrounding the site. These were undertaken as per the LB Lambeth parking survey methodology and scoped with the LBH Transport officer.

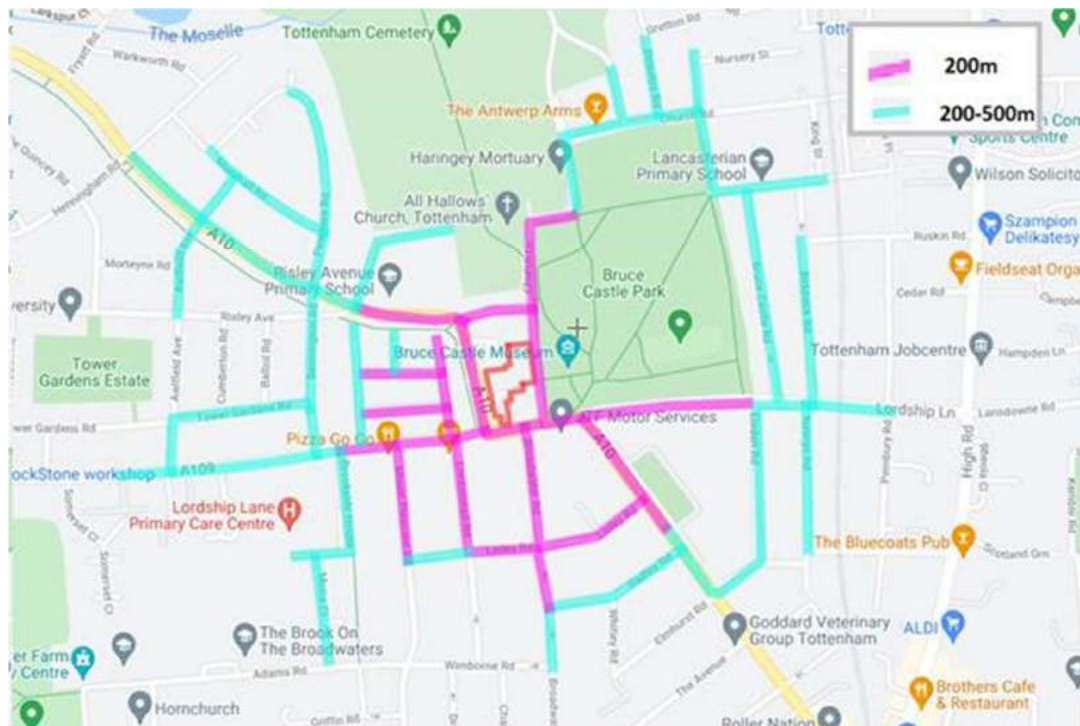
- 3.43 In summary the surveys comprised:

- Two separate weekday night (0030 – 0530) (Tuesday 7 December and Wednesday 8 December 2021) parking surveys covering an area of 200m (or a 2 minute walk) around the site.
- One daytime weekday parking survey on Wednesday 8 December 2021, covering an area within a 500m walking distance (or a 5 minute walk) over an 18 hour period (0600 – 2300) (the operational period of the proposed convenience store).

- 3.44 The parking surveys were undertaken outside of event days.

- 3.45 The extent of the surveys is outlined in **Figure 3.1** below.

Figure 3-1: Proposed Parking Stress Survey Extents



- 3.46 The surveys recorded all formal parking bay facilities and any other potential legal on-street parking opportunities outside dedicated bays, which were recorded accordingly in the inventory of kerbside parking bays and restrictions (e.g. resident permit holder bays, Pay & Display, single

yellow lines etc). The surveys also captured any neighbouring CPZs falling within the 200m and 500m radii. Private parking areas were excluded from the survey.

- 3.47 In addition to the 5m bay length advocated by the Lambeth methodology, it was requested that, as a sensitivity test, a 6m bay length should be considered as well. The more generous bay length reflects driver parking behaviour in the borough and recognises that vehicles are not always parked efficiently on street.
- 3.48 The parking stress survey results are included in **Appendix K**. These include the overall results summary and the full results and detailed inventory by road can be provided upon request.
- 3.49 The parking stress survey results demonstrate that there is sufficient capacity on Church Lane to remove the three existing car parking spaces in order to provide the four accessible spaces and loading bay on-street:
 - The overnight parking stress surveys (assuming 5m spaces) undertaken on 7-8 December 2021 within 200m of the site identify parking stress levels of 17% and 26% respectively on Church Lane relative to the capacity (available marked parking bays and single yellow lines). With the sensitivity test assuming 6m bay lengths the stress levels on Church Lane increase to 20% and 30% on 7 December and 8 December respectively.
 - The overnight parking stress on all surrounding streets combined is below the 85% threshold assuming 5m bay lengths and available capacity (parking bays and single yellow lines) with 61% stress on 7 December and 63% stress on 8 December. For the 6m bay sensitivity test this increases to 74% on 7 December and 77% on 8 December.
 - The daytime parking stress surveys (assuming 5m spaces) undertaken on 8 December 2021 within 500m of the site identify that parking stress levels on Church Lane are significantly below 80% for the majority of the day. The highest parking stress relative to the bay capacity being 73% observed at 09:00. For all the streets combined parking stress does not exceed 66%. The daytime parking stress total on all surrounding streets assuming 6m spaces does not exceed 78%. The daytime capacities are based on the marked parking bay capacities only.

Proposed Waste Strategy

- 3.50 The Outline DSP including the Waste Strategy can be found at **Appendix C**, however the key elements of the delivery and servicing arrangement across the Proposed Development are summarised below.
- 3.51 The principles of this strategy have been discussed and agreed with LBH at the pre-application stage.

Refuse Collection

- 3.52 The Proposed Development waste stores and waste storage strategy are illustrated in the drawings in **Appendix L**.
- 3.53 On refuse collection days it is proposed that the residential refuse bins for Blocks A and B will be wheeled to/from a temporary bin holding location on The Roundway by the on-site Facilities Management Team. LBH waste operatives will then wheel the bins to the refuse vehicles and return the empty bins to the temporary holding area. Facilities Management will then return the empty bins to the bin stores. This strategy ensures that LBH waste operatives will not have to wheel the bins further than 10m.

- 3.54 The residential refuse from the Block C and D bin store will be collected from the loading bay on Church Lane. The wheeling distance in this location is 14m due to the need to set the building back to address LBH heritage comments. LBH Waste Officers have confirmed that this distance is acceptable during pre-application scoping discussions.
- 3.55 For commercial waste the private company waste operatives will collect the bins directly from the store in Block B and then return these once they have been emptied.
- 3.56 **Appendix G** details the swept path analysis and loading bay locations. The drawings in **Appendix L** illustrate the waste stores and drag distances for refuse collection.

Proposed Waste Storage

- 3.57 The waste storage provision for the proposed land uses is set out below.

Residential

- 3.58 The LBH residential waste provision requirements are set out in the Haringey Local Plan Sustainable Design and Construction SPD Appendices document (2013) and are included in **Table 3.5** below.

Table 3-5: LB Haringey Residential Waste Storage Requirements

Waste Stream	Bin Type	Dimensions	Standard
Refuse	1100 litre Eurobin	985mm D x 1260mm W x 1370mm H	One per 6 dwellings. Collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.
Dry recycling	1100 litre Eurobin		One per 10 dwellings. Preferred collection frequency, once per week. Very large developments can be cleared at a maximum frequency of twice per week.
Food waste	360 litre Eurobin	885mm D x 620mm W x 1100mm H	One per 40 dwellings. Collection frequency, once per week.

- 3.59 The proposed waste storage provision by block based on the above standards is set out in **Table 3.6** below.

Table 3-6: Residential Waste and Recycling Storage Requirements

Block	Number of units	Waste Stream		
		General Refuse	Dry Recycling	Organic Waste
		1,100L Eurobin per 6 dwellings	1,100L Eurobin per 10 dwellings	360L bin per 40 dwellings
A	20	4	2	1
B	20	4	2	1
C and D	36	6	4	1
Total	76	14	8	3

- 3.60 Blocks A and B will have their own dedicated ground floor bin stores accessed from the east-west pedestrian through route, located towards the western end of the route near The

Roundway. Blocks C and D will have a consolidated ground floor bin store, situated within the northern section of the Site, between the two Blocks.

- 3.61 As per the standards, it is proposed for general refuse and mixed recyclables to be collected at a maximum frequency of twice per week, with food waste collected once per week. There will be separate collections for the three waste streams.

Commercial

- 3.62 As LBH has no dedicated commercial waste standards guidance it is proposed to base the commercial waste provision on the following Westminster City Council (WCC) Recycling and Waste Storage Requirements (2021):

- Office Standard (4 days storage):
 - 2,000 litres waste storage for every 1,000m² gross floorspace
 - 70% of storage for recyclables (50% paper/ cardboard, 10% other dry mixed recyclables, 10% food waste)
- Retail Standard (4 days storage):
 - 4,000 litres waste storage for every 1,000m² gross floorspace
 - 70% of storage for recyclables (50% paper/ cardboard, 10% other dry mixed recyclables, 10% food waste)

- 3.63 These standards have been applied to the proposed Net Internal Areas for the proposed convenience store (283 m²) and workspace (248 m²). This results in the waste provision requirements set out in **Table 3.7**, which assume no compaction and two days storage.

Table 3-7: Flexible Commercial/ Retail Waste Requirements (Two day's storage)

Block	Required Storage Volume m ³				Required Storage Bins			
	General Waste	Dry Recyclables	Organic	Paper/ Card	General Waste (1,100L bin)	Recyclables (1,100L bin)	Organic (240L bin)	Paper/ Card (360L Bin)
Consolidated waste store (for both blocks A and B)	0.244	0.081	0.081	0.41	1	1	1	2

- 3.64 The commercial/ retail bins will be provided in a consolidated waste store at ground floor level to the south of Block B. It is initially proposed that a private waste contractor will collect the waste every two days.

Healthy Streets Approach and Vision Zero

- 3.65 The Healthy Streets Approach seeks to “*put people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.*”
- 3.66 This puts emphasis on promoting sustainable modes of transport, such as walking, cycling and the use of public transport. It simultaneously encourages the departure from car travel.
- 3.67 The Proposed Development has been developed in accordance with the guidance suite and aims to contribute to the Healthy Streets indicators and Vision Zero aspirations of the Mayor.

3.68 **Table 3-8** summarises how the Proposed Development supports the Healthy Streets Approach and Vision Zero targets for LBH and TfL.

Table 3-8: Summary of Healthy Streets Benefits

Walking	Cycling	Public Transport	Highways
• A new east-west pedestrian link is provided through the site to connect The Roundway with Church Lane. • Active frontages and improved public realm with better landscaping and planting on The Roundway and Church Lane. • Natural surveillance introduced. • Improved footways including the removal of redundant crossovers and landscaping will promote walking and enhance the environment for new and existing residents and passers-by. • Residential and Workplace Travel Plans to promote sustainable transport modes and active travel.	• High-quality, accessible, short- and long-stay cycle parking in accordance with London Plan standards. • Residential and Workplace Travel Plans to promote sustainable transport modes and active travel.	• Excellent access to the rail and bus networks will support high levels of public transport use. • Residential and Workplace Travel Plans to promote sustainable transport modes.	• Car free development will limit car ownership and vehicle trips.

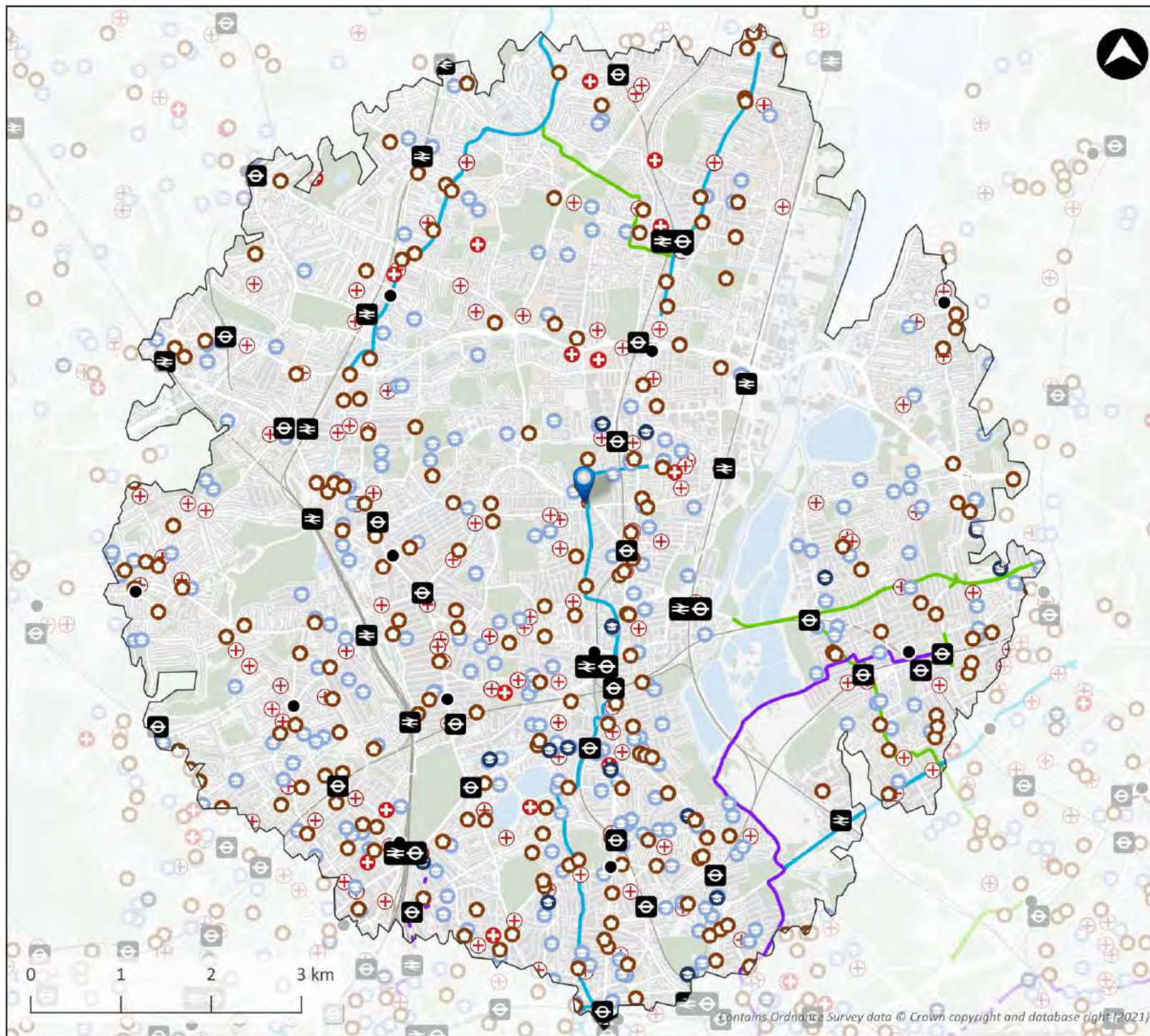
4 Active Travel Zone Assessment

Introduction

- 4.1 During pre-application scoping discussions with the LBH Highways Officer, a high-level Active Travel Zone (ATZ) Assessment was requested.
- 4.2 This chapter presents an assessment of the routes for people walking and cycling to/from the Proposed Development to key destinations in the ATZ. The ATZ plan, provided at **Figure 4-1**, identifies the 20-minute cycle catchment for the Site.
- 4.3 This assessment is based on an analysis of catchment data and a site visit during which photos were taken at 150m intervals along key routes. The assessment was undertaken between 13:00 and 16:00 on Friday 17th December 2021.
- 4.4 It has been agreed with LBH that only a high level ATZ assessment was required, as opposed to assessing each route against all 10 Healthy Street indicators.

Key Destinations and Routes

- 4.5 **Figure 4-2**, the ATZ Neighbourhood Plan, includes the key destinations which are relevant to the Proposed Development and **Table 4-1** indicates which of the key destination criteria have been excluded and the priority of those which remain.
- 4.6 These destinations and routes have been agreed with both LBH and TfL officers as part of pre-application discussions.
- 4.7 Although a number of recommendations are made within this chapter to improve the Healthy Streets indicators on the assessed routes, it is important to note that, as set out at paragraph 57 of the National Planning Policy Framework (2021), planning obligations must only be sought where they meet all of the following tests:
 - *“necessary to make the development acceptable in planning terms.*
 - *directly related to the development.*
 - *fairly and reasonably related in scale and kind.”*
- 4.8 It is considered that further discussions with LBH and TfL are required to agree whether any of the recommendations set out in this chapter meet all three tests.



- Site Location
- 20 Minutes' Cycle Catchment
- Points of Interest**
 - London Underground or London Overground Station
 - Railway Station
 - Town Centres
 - School
 - Higher or University Education
 - Place Of Worship
 - Hospital
 - GP
- Cycle Routes**
 - Cycleway
 - Cycleway: Planned or Under Construction
 - Quietway
 - Mini-Hollands

The Roundway
Figure 4-1: ATZ Area

steer

Created by:
MMisiewicz

Last updated:
18-03-2022

Scale @ A4:
1:60,000

Contains Ordnance Survey data © Crown copyright and database right (2021)

- 4.9 Key routes are also presented in **Table 4-1**, this indicates which of the key destination criteria have been excluded.
- 4.10 LBH have approved these routes and have suggested the inclusion of Lordship Recreation Ground and White Hart Lane Station. Although the London Overground station is beyond the 960m cut-off distance it may still attract a number of users.

Table 4-1: Key Destinations

Destination		Excluded?
Public transport stops	Bus stops along The Roundway and Lordship Lane	Yes – Site is situated directly adjacent to these stops.
Public transport stations	Bruce Grove London Overground Station	Yes – en-route to Assunnah Islamic Centre
	White Hart Lane London Overground Station	Incorporated within route to Haringey Sixth Form College
Current and future strategic cycle network	Cycleway 1	Yes – Site is situated directly adjacent to the Cycleway.
Town centres	Bruce Grove	Yes – en-route to Assunnah Islamic Centre
Parks	Bruce Castle Park	Yes – Site is situated directly adjacent to the Park
	Lordship Recreation Ground	No
Schools/colleges	Rising Stars Nursery & Day Care	Yes – Site is situated directly adjacent to the Nursery
	Risley Avenue Primary School	No
	Haringey Sixth Form College	No
Hospitals/GPs	Lordship Lane Primary Care Centre	Yes – en-route to Lordship Recreation Ground
	Charlton House Medical Centre	Yes – en-route to Assunnah Islamic Centre
Places of worship	Kingdom of Life Ministries	Yes – en-route to Assunnah Islamic Centre
	Hope in Jesus Church	Yes – en-route to Assunnah Islamic Centre
	All Hallows' Church	Yes – en-route to Haringey Sixth Form College
	Assunnah Islamic Centre	No

Route Analysis

- 4.11 As per TfL's ATZ assessment guidance, the routes were walked, and point of view photos were taken every 150m. Not all photos are shown below, only those for the most notable parts of each route.
- 4.12 The assessment of the key routes was undertaken between 13:00 and 16:00 on Friday 17 December 2021. The weather during the Site visit was misty and cloudy.
- 4.13 The routes are shown in **Figure 4-2**. A detailed audit of the active travel facilities immediately surrounding the Site was undertaken in **Chapter 2**.

Route 1 – Route to Lordship Recreation Ground

- 4.14 The first route is approximately an 800m walk west along Lordship Lane to Lordship Recreation Ground.
- 4.15 The worst part of this route is the pedestrian crossing and cycle facilities at the junction with Bennington Road. It is cluttered with on footway cycle lanes, bollards present and guard rails to the east of the junction. This layout is confusing to pedestrians and cyclists and could lead to potential conflicts. Commentary for this is provided in **Table 4-2**.

Route 2 – Route to Assunnah Islamic Centre

- 4.16 The second route is approximately a 1km walk south-east of the Site along the A10 (Bruce Grove) and north up High Road from Bruce Grove Station.
- 4.17 The footways, particularly at the Bruce Grove junction are narrow and cluttered in places. Commentary for this is provided in **Table 4-3**.

Route 3 – Route to Haringey Sixth Form College / White Hart Lane Station

- 4.18 The third route is approximately a 1.1km walk north of the Site between Tottenham Cemetery and Bruce Castle Park to White Hart Lane.
- 4.19 There are no significant issues along this route. Commentary for this is provided in **Table 4-4**.

Route 4 – Route to Risley Avenue Primary School

- 4.20 The fourth route is approximately a 100m walk north along the Roundway.
- 4.21 There are no significant issues along this route. Commentary for this is provided in **Table 4-5**.

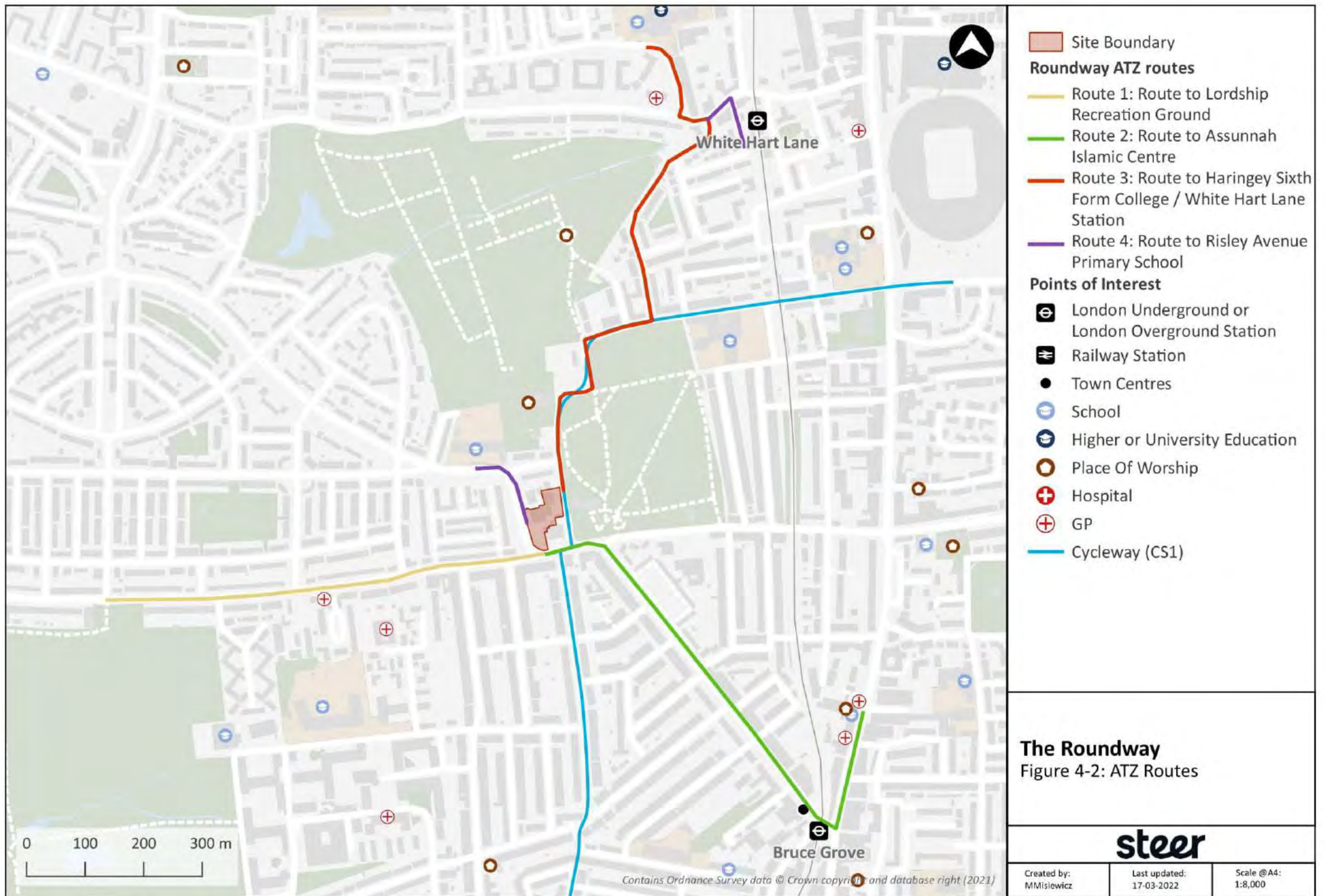


Table 4-2: Route 1 – Route to Lordship Recreation Ground

Photos	Commentary
	The footways along this route are generally an acceptable width, on both sides of the road. They are level, well-lit and well maintained. In the most part, they are a sufficient width, but this is reduced at some bus stops (picture 4) and where street furniture is present (picture 5). Generally, the pedestrian crossings along this route are good, with adequate pedestrian facilities, including dropped kerbs and tactical paving (picture 2). There are a number of central refuge pedestrian crossings along the route, as well as signalled pedestrian crossings and a zebra crossing outside of the Recreation Ground’s main entrance (picture 8). The medical centre is set back from the main road and would otherwise be quite difficult to locate, were it not signposted via a temporary sign (picture 3). There are opportunities for shelter under a number of covered bus stops (picture 4). The bus stops are both the only opportunity for pedestrians to seek shelter or public seating along this entire route (with the exception of some public benches directly opposite the Site). The example in picture 4 demonstrates that bus stops could at times lead to congestion along the footways due to conflicts between circulating pedestrians and bus passengers. The worst part of the route is the crossing at Bennington Road where there is a particularly confusing cycle crossing on the footway, which makes the footway cluttered and increases the chance of pedestrian and cyclist conflict. Additional street posts, street furniture, uncollected refuse and other furniture/ goods at shop facades further congest this section of footway (picture 5 and 6). Although this is mostly a residential route, there is still a good amount of active frontage along this route, including a cycle repair shop next to the recreation ground (picture 7).

Table 4-3: Route 2 – Route to Assunnah Islamic Centre

Photos	Commentary
	The pedestrian footways along this route are generally adequate, sufficiently wide, well surfaced, level and in good condition (picture 1). They feel a little narrow and congested at points along High Road due to street furniture which reduces the available width (picture 2 and 3). This is particularly true at the Bruce Grove junction. Whilst the pedestrian facilities are good here, featuring dropped kerbs, tactile paving and a pedestrian signalled countdown, there are a number of obstructing posts on what is already a very restricted and narrow footway corner (picture 4 and 5). There are currently a couple of locations along the route in need of repair (picture 6 for example) which is hazardous for pedestrians. However, it is presumed that these will only be temporary. There are considerable things to do and see along this route, including a significant amount of active frontage along the entire route (picture 1), as well as at Bruce Castle Park. The route is well lit and busy with high pedestrian footfall around Bruce Grove and along High Road. There is an on-street marked cycle lane along both sides of the road on Bruce Grove, as seen in picture 7, as well as Sheffield Cycle Stands (picture 8). While there are a couple of covered bus stops along this route, they provide the only opportunity for shelter or public seating along the entire route. The mini roundabout adjacent to the park, to the east of the Site, is relatively difficult for pedestrians to navigate, particularly when crossing over Lordship Lane (picture 9). At peak times, there is a considerable amount of traffic and the pedestrian central refuge crossing is unsignalised. This can however be avoided by using the zebra crossing on the other side of the road, across the A10 The Roundway.

Table 4-4: Route 3 – Route to Haringey Sixth Form College / White Hart Lane Station

Photos	Commentary
	This route is particularly pleasant for pedestrians. The section alongside the park has footways of a particularly good quality as well as a variety of alternative routes through and alongside the park (picture 2). There is a zebra crossing near to the church to allow pedestrians to easily cross from the northbound side of Church Lane and use the footway on the southbound side (as there is not a footway on the church's side of the road). The park and surrounding footways also provide ample opportunity for formal and informal public seating. The pedestrian facilities around White Hart Lane and Haringey Sixth Form College are also particularly good and recently renovated. There are wide and well surface footways, good pedestrian crossings as well as some public seating, cycle parking and street planting. The footways through the residential section of the walk are also very good in the most part. There are occasional examples where they are more narrow or obstructed (picture 4 and 5). However, the obstructive tree can be avoided by using the footway on the other side of the road. The route forms part of the cycle route, however this is not particularly obvious past the initial signs on Church Lane. There is no dedicated cycle lane or advisory cycle markings. The closure along Beaufoy Road however (picture 7), does result in the route being very quiet and free from through traffic. This could result in the route feeling intimidating at night-time. There is a large variety of things to see and do along this route including the park which contains children's playground equipment, heritage buildings (such as the church) and active frontage along White Hart Lane. Overall, this is a very pleasant route.

Table 4-5: Route to Risley Avenue Primary School

Photos	Commentary
 The first photograph on the left shows a wide, paved pedestrian crossing area with three wooden bollards in the foreground. A red brick building is on the left, and a road with a green street sign is in the background. The second photograph on the right shows a road junction with a central pedestrian refuge marked with white arrows and the text 'LOOK LEFT'. A segregated cycle lane is visible in the middle of the road, also marked with white arrows and 'LOOK LEFT'. A yellow diamond-shaped road sign is on the left side of the road.	This is a very short route and there is generally little to comment on. Overall, the pedestrian facilities are good, the footways are wide and well surfaced (picture 1). The pedestrian crossing over All Hallows Road is on a bend and not signalised. However, it does have a central pedestrian refuge (picture 2). There is dedicated cyclist infrastructure at this junction, which comprises a segregated cycle lane in the middle of the road for cyclists exiting the junction. This connects with the segregated off-road cycle lane that runs alongside the footway westwards along The Roundway (picture 2).

5 London Wide Network Impact

Preamble

- 5.1 This chapter sets out the approach to determining the forecast trip generation associated with the Proposed Development. It then identifies the impact of these trips on the local transport networks. The proposed trip generation approach has been agreed through pre-application discussions with LBH and TfL including Scoping Notes.

Person Trip Generation

Overview

- 5.2 Trip generation exercises have been undertaken to determine the multi modal trip generation of the existing Site and development proposals. The following methodology has been used to calculate the net impact.
- 5.3 The trip generation is largely based on TRICS database v7.8.3 data. The exercise assesses the following peak periods:
- AM Peak – 08:00 – 09:00
 - PM Peak – 17:00 – 18:00 for all uses except the residential use.
- 5.4 The PM peak hour of 18:00 – 19:00 has been selected for the residential use as this generates the highest number of trips during this period. It is only proposed to assess the weekday period and not to undertake a weekend assessment.

Existing Site Trip Generation

- 5.5 The existing trip generation for the Site has been based on a GEA of 864 m² and includes the 12 Church Lane vehicle servicing unit and the 313 The Roundway tyre repair unit, which also serviced brakes and exhausts.
- 5.6 The 315 The Roundway unit has not been assessed as it appears that this unit has not been occupied since 2008. The two workshops have also not been occupied for some period of time and are very small in terms of floor area.
- 5.7 As the car repair units will be dominated by vehicle trips, with customers driving to the Site for repairs vehicle trip rates have been obtained from TRICS database v7.8.3 for the '15 – Vehicle Services, A – Vehicle Repair Garage' category.
- 5.8 There are limited sites for this category within the TRICS database, therefore the following sites are considered to be *most* applicable and have been carefully selected based on similar site areas and car parking levels.
- 5.9 Two London sites have been selected together with a site in Plymouth to ensure the calculations are based on the weighted averages of three sites in line with the TRICS Best Practice Guidance. The use of the Plymouth site is considered to be acceptable since only vehicle trip rates are being taken from the data.

- 5.10 Although the sites were surveyed in 2004 and 2005, these are still considered to be the most representative sites of those included within the TRICS database.

Table 5-1: Proposed Car Servicing TRICS Sites

TRICS Site Ref.	Location	Floor Area	Parking Spaces	Survey Date
DV-15-A-01	Exeter Street, Plymouth	385	160	07/07/2005
EG-15-A-01	Bilton road, Perivale, Ealing	450	472	29/04/2004
KN-15-A-01	Jews Row, Chelsea	2,475	255	07/05/2004

- 5.11 Full details of these sites and associated TRICS rates are included in **Appendix M**.

- 5.12 The associated vehicle trip rates are presented in **Table 5.2** below.

Table 5-2: TRICS Car Servicing Vehicle Trip Rates (per 100m²)

Time	In	Out	Total
AM Peak: 08:00-09:00	0.816	0.211	1.027
PM Peak: 18:00-19:00	0.574	0.997	1.571
Daily	8.623	7.955	16.578

- 5.13 The forecast vehicle trip generation for the existing car servicing uses is presented in **Table 5.3**.

Table 5-3: Forecast Vehicle Trip Generation – Existing Car Servicing Use (864 m² GEA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trips	7	2	9	5	9	14	75	69	143

Residential – Proposed

- 5.14 Total Person trip rates have been obtained from TRICS database v7.8.3 for the proposed residential use. A total of five sites were chosen based on the following criteria:

- Surveys completed in the most recent five-year period (2016 – 2019 surveys)
- Unit type – Residential: C – Flats Privately Owned
- London boroughs only
- Surveys with developments under 20 units were excluded.

- 5.15 The sites used are presented in **Table 5.4** and the TRICS outputs are included in **Appendix M**.

Table 5-4: Proposed Residential TRICS Sites

TRICS Site Ref.	Location	Units	PTAL	Survey Date
BM-03-C-01	Ringer's Road, Bromley	160	6a	12/11/2018
BT-03-C-02	Engineer's Way, Wembley	472	5	30/11/2016
HG-03-C-01	Bream Close, Tottenham Hale	255	5	18/06/2019
HM-03-C-02	Glenthorne Road, Hammersmith	194	6a	30/04/2019
IS-03-C-07	City Road, Islington	185	5	06/06/2019

- 5.16 **Table 5.5** presents the resultant average AM and PM peak hour and daily total person trip rates which will be applied to the proposed residential use.

Table 5-5: Residential Person Trip Rates (per dwelling)

Time	In	Out	Total
AM Peak: 08:00-09:00	0.064	0.429	0.493
PM Peak: 18:00-19:00	0.329	0.120	0.449
Daily	2.034	2.303	4.337

- 5.17 The proposed modal split information has been obtained from 2011 Method of travel to work (WU03EW) data with the place of origin set as the Middle Super Output Area (MSOA) within which the Site is located, Haringey 006.
- 5.18 The 2011 Census mode shares have been used as an initial starting point, with these then adjusted to reflect the car free nature of the Proposed Development (except accessible parking) and to reflect the PTAL 5 rating.
- 5.19 The unadjusted 2011 Census and adjusted residential mode shares are presented in **Table 5.6**.

Table 5-6: Proposed Development Residential Mode Share

Mode	2011 Census	Adjusted
Car Driver	27.5%	1.5%
Car Passenger	1.8%	1.5%
Bus/Coach	28.4%	39.0%
Overground/Underground	23.1%	32.0%
National Rail	8.5%	12.0%
Taxi	0.1%	0.0%
Motorcycle	0.9%	0.0%
Pedal Cycle	2.4%	4.0%
Walk	6.7%	9.0%
Other	0.6%	1.0%
Total	100.0%	100.0%

- 5.20 The adjusted census mode split presented in **Table 5.6** have been applied to the total person trip rates shown in **Table 5.5** to calculate the forecast residential multi-modal trip generation associated with the Proposed Development. This exercise shows the expected impact of the development, given the car-free nature (except for blue badge provision) and proximity to transport options. The result of this exercise is provided in **Table 5.7**.

Table 5-7: Adjusted Census Mode Share - Proposed Residential Trip Generation (76 dwellings)

Mode	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	0	0	1	0	0	1	2	3	5
Car Passenger	0	0	1	0	0	1	2	3	5
Bus/Coach	2	13	15	10	4	13	60	68	129
Overground/Underground	2	10	12	8	3	11	49	56	105
National Rail	1	4	4	3	1	4	19	21	40
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Pedal Cycle	0	1	1	1	0	1	6	7	13
Walk	0	3	3	2	1	3	14	16	30
Other	0	0	0	0	0	0	2	2	3
Total	5	33	37	25	9	34	155	175	330

Flexible Commercial and Retail uses - Proposed

- 5.21 Given the changes to Land Use Classes from 1 September 2020, it is prudent and robust to undertake a trip generation exercise in order to understand the worst-case trip generating scenario for this use. As the majority of retail trips would be either pass-by or be diverted trips, the trip generation assessment for the flexible commercial and retail uses have been calculated assuming that this will all be office use with no pass-by or linked trips. In reality, trips are likely to be much lower.
- 5.22 Total person trip rates have been obtained from TRICS database v7.8.3 for the proposed commercial use. A total of six sites were chosen based on the following criteria:
- Survey completed in the most recent five-year period (2017 – 2019 surveys)
 - Land Use – 02 Employment: A – Office
 - London boroughs only
- 5.23 The sites used are presented in **Table 5.8** and the TRICS outputs are included in **Appendix M**.

Table 5-8: Proposed Office TRICS Sites

TRICS Site Ref.	Location	PTAL	Survey Date
CN-02-A-03	Fitzroy Street, Camden	6a	06/12/2017
HM-02-A-01	Queen Caroline Street, Hammersmith & Fulham	6b	13/11/2017
KN-02-A-01	Ladbroke Grove, Kensington & Chelsea	5	17/06/2019
LB-02-A-01	Durham Street, Lambeth	6b	19/11/2018
LB-02-A-02	Streatham High Road, Lambeth	6a	05/11/2019
TH-02-A-01	Cambridge Heath Road, Tower Hamlets	6b	06/03/2019

- 5.24 **Table 5.9** presents the resultant average AM and PM peak hour and daily total person trip rates which will be applied to the proposed commercial use.

Table 5-9: Office Person Trip Rates (per 100m²)

Time	In	Out	Total
AM Peak: 08:00-09:00	2.666	0.258	2.924
PM Peak: 17:00 – 18:00	0.183	2.524	2.707
Daily	11.149	11.149	22.298

- 5.25 The proposed modal split information has been obtained from 2011 method of travel to work (WU03EW) data with the destination set as the Middle Super Output Area (MSOA) within which the Site is located, Haringey 006.
- 5.26 The raw 2011 Census mode share has been adjusted to reflect the proposed car free nature of the Site (except accessible parking). The raw 2011 Census and adjusted mode shares are presented in **Table 5.10**.

Table 5-10: Proposed Commercial Mode Share

Mode	2011 Census	Adjusted
Car Driver	40.7%	1.0%
Car Passenger	2.5%	1.0%
Bus/Coach	23.2%	40.0%
Underground/ Overground	8.0%	14.0%
National Rail	7.3%	13.0%
Taxi	0.0%	0.0%
Motorcycle	0.3%	0.0%
Pedal Cycle	2.3%	4.0%
Walk	15.4%	27.0%
Other	0.0%	0.0%
Total	100.0%	100.0%

- 5.27 The adjusted 2011 Census mode split presented in **Table 5.10** have been applied to the total person trip rates shown in **Table 5.9** to calculate the forecast multi-modal trip generation associated with the flexible commercial/ retail use for the Proposed Development. The result of this exercise is provided in **Table 5.11**.

Table 5-11: Adjusted Census Mode Share - Proposed Commercial Trip Generation (608m² GEA)

Mode	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	0	0	0	0	0	0	1	1	1
Car Passenger	0	0	0	0	0	0	1	1	1
Bus/Coach	6	1	7	0	6	7	27	27	54
Underground/ Overground	2	0	2	0	2	2	9	9	19
National Rail	2	0	2	0	2	2	9	9	18
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Pedal Cycle	1	0	1	0	1	1	3	3	5
Walk	4	0	5	0	4	4	18	18	37
Other	0	0	0	0	0	0	0	0	0
Total Trips	16	2	18	1	15	16	68	68	136

- 5.28 The above assessment assumes a worse-case scenario as not all of the proposed flexible/ commercial space will be an office. It is likely that a proportion will be a convenience store for the local community and site users. This use is likely to generate a significant proportion of linked and pass-by trips, most likely to be made on foot or by cycle, with very limited new primary trips generated on the local transport network.

Total Proposed Trip Generation

- 5.29 The total proposed multi-modal trip generation for the Proposed Development is outlined in **Table 5.12** which totals the proposed residential and commercial trip generation of the development.

Table 5-12: Total Proposed Development Multi-modal Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	0	1	1	0	0	1	3	3	6
Car Passenger	0	1	1	0	0	1	3	3	6
Bus/Coach	8	13	22	10	10	20	87	95	183
London Overground/ Underground	4	11	14	8	5	13	59	65	124
Train	3	4	7	3	3	6	27	30	57
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Pedal Cycle	1	1	2	1	1	2	9	10	19
Walk	5	3	8	3	5	8	32	34	66
Other	0	0	0	0	0	0	2	2	3
Total Trips	21	34	55	26	24	51	222	243	465

- 5.30 The multi-modal trip generation identifies that the highest trips generated will be on the bus and London Overground.

Net Change in Trips

- 5.31 The net change in the proposed person trip generation of the Site compared to the existing uses is presented in **Table 5.13**.

Table 5-13: Forecast Net Change in Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	-7	-1	-8	-5	-8	-13	-72	-65	-137
Car Passenger	0	1	1	0	0	1	3	3	6
Bus/Coach	8	13	22	10	10	20	87	95	183
London Overground/ Underground	4	11	14	8	5	13	59	65	124
Train	3	4	7	3	3	6	27	30	57
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Pedal Cycle	1	1	2	1	1	2	9	10	19
Walk	5	3	8	3	5	8	32	34	66
Other	0	0	0	0	0	0	2	2	3
Total Trips	14	32	46	21	16	37	148	174	322

- 5.32 The above demonstrates that there will be an increase of 46 two-way person trips in the AM peak and 37 two-way person trips in the PM peak, with the highest mode shares of these trips

being train and buses. There is proposed to be a reduction of c 8 two-way car trips in the AM peak, 13 two-way car trips during the PM peak and 137 two-way car trips daily.

Delivery and Servicing Trip Generation

- 5.33 Steer holds a substantial database of delivery and servicing information from a range of developments across London. The number of delivery and service vehicle trips associated with the floor areas for the Proposed Development have been forecast using this database, which combines survey information from developments within Canary Wharf, Westminster and the City of London.
- 5.34 Trip rates provided by this database, as well as preliminary delivery and servicing trip forecasts based on the Proposed Development area schedule, are outlined in **Table 5.14**.
- 5.35 It is therefore, assumed that the Proposed Development will generate approximately 17 delivery and servicing trips (one-way) per day on average.

Table 5-14: Expected Daily Delivery / Servicing Trip Generation

Use Class	Daily Trip Rate per 100 m2 NIA	NIA (m2)	Vehicle Composition		Total Daily Vehicle Trips (One-way)
			MGVs / HGVs	Cars / Vans	
Food retail	2.00	283	25%	75%	6
Office	0.21	248	25%	75%	1
Residential	0.20	4,729	10%	90%	10
Total		5,260	-	-	17

**Number of servicing trips has been rounded up for robustness*

- 5.36 Assuming dwell times of 15 mins for cars vans <7.5T and 25 minutes for MGVs/ HGVs two loading bays for the Proposed Development would be required as shown in **Table 5.15**. This assumes the breakdown in floor areas shown in **Table 5.14**.

Table 5-15: Proposed Development Loading Bay Requirements (Likely Uses)

Type of Vehicle	Peak Demand (vehicles/hour)	Minimum Bays Required
Cars / Vans < 7.5T van	1.14	1
MGV / HGV (7.5T vans and larger)	0.21	1
Total	1.35	2

- 5.37 As a sensitivity test the proposed number of loading bays have been assessed for a scenario with all the commercial space being delivered as food retail, as this is the highest servicing trip rate. The associated loading bay requirement based on this assessment is shown in **Table 5.16**.

Table 5-16: Proposed Development Loading Bay Sensitivity Test (Assuming all commercial space is food retail)

Type of Vehicle	Peak Demand (vehicles/hour)	Minimum Bays Required
Cars / Vans < 7.5T van	1.40	1
MGV / HGV (7.5T vans and larger)	0.30	1
Total	1.70	2

- 5.38 The above demonstrates that the two bays proposed for the development (one on The Roundway and one on Church Lane) will be sufficient to meet the forecast vehicle demands. The proposed split loading bay approach is considered sensible given that Blocks A and B front The Roundway and Blocks C and D front Church Lane.

Highway Network Impact Assessment

Total Proposed Development Vehicle Trips and Net Change in vehicle Trips

- 5.39 The total Proposed Development vehicle trips based on the car driver, taxi and delivery and servicing forecasts are shown in **Table 5.17**.

Table 5-17: Total Proposed Development Vehicle Trips

Mode	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Cars, Taxis, LGV	2	3	5	2	2	5	17	17	34
MGV HGV	0	0	0	0	0	0	3	3	6
Total Vehicles	2	3	5	2	2	5	20	20	40

- 5.40 The forecast net change in vehicle trips associated with the Proposed Development compared to the existing uses is outlined in **Table 5.18** below.

Table 5-18: Forecast Net Change in vehicle Trips

Mode	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	2-way	In	Out	2-way	In	Out	2-way
Cars, Taxis, LGV	-5	1	-4	-3	-6	-9	-58	-51	-109
MGV HGV	0	0	0	0	0	0	3	3	6
Total Vehicles	-5	1	-4	-3	-6	-9	-55	-48	-103

- 5.41 The above demonstrates that the Proposed Development will result in a reduction of four two-way vehicle trips in the AM peak, nine two-way vehicle trips in the PM peak and 103 two-way vehicle trips daily.

Impact on Highway Operation

- 5.42 No highway modelling of local junctions has been undertaken since the Proposed Development will be car free, except for disabled parking. As noted in **Table 5.18**, there is estimated to be a significant reduction in car trips compared to the existing development in full lawful use, which will benefit the operation of the local highway network.

Impact on Public Transport Networks

- 5.43 Other than the multi-modal trip generation exercise above, no further assessment or capacity assessments/ modelling of the transport impacts on the local transport network have been undertaken since the impacts are considered to be relatively small.

6 Borough Impact Assessment & Mitigation

Introduction

- 6.1 This chapter considers the impact of the Proposed Development on local highways.

The Roundway Loading Bay

- 6.2 As detailed in Chapter 4 it is proposed to provide a new inset loading bay on The Roundway. The provision of the loading bay will be secured in the S278 agreement and a Stage 1/2 Road Safety Audit will be undertaken as part of this process.

Church lane Loss of Existing Car Parking

- 6.3 In order to accommodate the loading bay and four accessible car parking spaces on Church Lane, three existing on-street parking bays will require removal as shown in **Appendix G**. The parking stress assessment undertaken in Chapter 4 identifies that there is sufficient parking capacity within the local area to remove these spaces.

Sustainable Transport Mitigation Measures

Overview

- 6.4 The Applicant proposes the following sustainable transport mitigation measures to promote access by sustainable travel modes to the Site as opposed to vehicular access, and to avoid any potential overspill car parking around the Site.

East – West Pedestrian Route

- 6.5 The Proposed Development includes a new east-west pedestrian link that will provide a new connection through the site between The Roundway and Church Lane.

Surrounding Footways and Public Realm Improvements

- 6.6 As detailed in Chapter 4 all of the existing site crossovers on The Roundway and Church Lane will be removed, with the adjacent footways resurfaced with highway quality materials. These changes will significantly enhance the pedestrian environment surrounding the site by providing level, high quality footways.
- 6.7 The grass verges on The Roundway will also be refurbished with new low-level landscaping provided.

Robust Residential Travel Plan

- 6.8 A robust Residential Travel Plan is being submitted to support the application, this will assist with the long-term management strategy for the sustainable movement of both people and goods. A focus of this will be to encourage walking and cycling as an alternative to car and public transport use.

- 6.9 The Travel Plan is included within **Appendix A**.
- 6.10 The Travel Plan will equally benefit the developer, site occupiers and all other site users (employees, tenants, visitors, delivery/service providers) by promoting more sustainable travel patterns associated with the Site. It is hoped that the successful delivery of the Travel Plan will:
- Improve accessibility of the Site for all potential users.
 - Increase travel options to and from the Site and encourage the use of more sustainable modes of travel such as walking, cycling and public transport.
 - Improve the health and well-being of the Site's users through encouraging active travel (walking and cycling) and reducing air and noise pollution.
 - Reduce the demand for parking; and
 - Help in meeting local and regional policy sustainable transport targets and objectives.
- 6.11 **Table 6-1** sets out the various measures that are proposed in the Travel Plan and the timescales and responsibilities for implementation.

Table 6-1: Travel Plan Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Managing the on-going development and delivery of the RTP with residents			
Appoint Travel Plan Coordinator (TPC)	The Applicant to identify a TPC to liaise with the management company, applicant and residents	Prior to occupation	The Applicant
Increasing Awareness of the RTP			
Feedback to residents	Regular feedback to residents when requested through meetings/ quarterly newsletters on progress of travel plan measures and site-wide transport issues.	Within first year of occupation then annually or as requested	TPC
Site information/Resident Information and Welcome Packs	The Applicant to provide information to residents such as access arrangements, walking, cycling, public transport including maps and real-time journey information through a website. Residents to be advised when purchasing or leasing dwellings that the development will be car free.	Upon occupation and ongoing	The Applicant
RTP information for prospective buyers	TPC to provide information on the details of the RTP and a summary of the benefits, targets and measures to prospective buyers through a sales website or other material.	Prior to occupation and ongoing	TPC
Personalised Travel Planning	TPC to offer personalised Travel Planning advice to residents on sustainable transport modes.	Upon occupation and ongoing	TPC
Encouraging Walking and Cycling			
Cycle parking and facilities	To provide cycle parking provision in accordance with the London Plan and LBH standards.	Prior to occupation of each building	The Applicant
Cycle training	Consider offering training to residents less confident in cycling to promote its take-up	Upon occupation and ongoing	TPC
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site.	Prior to practical completion	The Applicant

Measure	Initiative	Timescale for Implementation	Responsibility
Bicycle User Group	Consider the establishment of regular meetings to discuss cycling issues (initially facilitated by the TPC) and encourage the use of local services and facilities.	Upon occupation and ongoing	TPC
Walking and Cycling	Information to be provided on the healthy benefits or walking and cycling.	Upon occupation and ongoing	TPC
Encouraging the best use of motorised vehicles and encouraging mode shift			
Accessible Car Parking	Creation of a car free development except for four accessible spaces. Regular monitoring of demand for accessible parking to identify if additional spaces are required.	Upon occupation and ongoing	The Applicant
Parking Management Plan	Strict control and management of parking for both affordable workspace and residential uses	Upon occupation and on-going	The Applicant
Launch Event	TPC to hold a launch event to advertise the RTP, to promote sustainable travel and encourage efficient delivery and servicing activity.	Three months after first occupation	TPC
Promoting Smarter Working and Living Practices			
Development Location	Highlight the close proximity of the Site to a range of public transport links which can reduce the number of trips and the distance of those that are made.	Upon occupation and ongoing	The Applicant
Internet Connectivity	To allow for internet connections to be made available in each residential unit and promote the merits of remote working to reduce travel demand.	Upon occupation and ongoing	The Applicant
Six monthly newsletters	Providing a brief update for residents to maintain awareness of the RTP and promote initiatives and events – to be delivered via email.	Upon occupation and on-going	The Applicant

- 6.12 The Applicant will ensure reasonable funding for the travel plans are provided for monitoring and review. These funds will be secured in the S106 agreement associated with this detailed planning application, to be agreed with LBH.
- 6.13 This sum of money will cover the costs for the monitoring and review of the travel plans in conjunction with LBH. The Applicant will seek agreement with LBH regarding how this sum of money can be best utilised to ensure the travel plan is most effective.
- 6.14 It is envisaged that a travel survey will be undertaken once the Site is 75% occupied/ or after 6 months whichever comes sooner, to establish a baseline. Six monthly audits of the cycle parking, car parking and electric vehicle charging will also take place, with further travel surveys undertaken after the 3rd and 5th year, to review and update the targets where necessary.

Robust Workplace Travel Plan

- 6.15 A Workplace Travel Plan Statement is being submitted to support the application, to promote the sustainable movement of both people and goods associated with the commercial element of the Proposed Development. A focus of this will be to encourage walking and cycling as an alternative to car and public transport use.

- 6.16 The Workplace Travel Plan Statement is included within **Appendix B**.
- 6.17 The Workplace Travel Plan Statement will equally benefit the developer, site occupiers and all other site users (employees, tenants, visitors, delivery/service providers) by promoting more sustainable travel patterns associated with the Site.

Delivery and Servicing Plan (including Site Waste Management Plan)

- 6.18 A DSP (including Site Waste Management Plan) is included in **Appendix C** which sets out the proposed servicing strategy and management measures to ensure its efficient operation, to minimise impacts on the local highway network and encourage sustainable access. This includes promoting the use of local sources and suppliers, encouraging deliveries to take place outside of peak times and encouraging the use of FORS-accredited suppliers.

Detailed Construction Logistics Plan

- 6.19 It is proposed to produce a Detailed Construction Logistics Plan for approval by LBH and TfL prior to the commencement of construction works on-site to manage and mitigate construction impacts.

Summary

- 6.20 This chapter has summarised the extent of the sustainable transport provisions proposed at the Site.
- 6.21 The proposed level of car parking to be provided from the outset is considered to be compliant with the London Plan requirement for dwellings to be provided with 5% accessible parking spaces from the outset.

7 Summary and Conclusions

Summary

- 7.1 This TA has assessed the impact of the Proposed Development on all transport modes.
- 7.2 **Table 7-1** summarises the key aspects of the scheme and the proposed design solutions, mitigation and current agreed positions with LBH and TfL.
- 7.3 The Proposed Development puts people first and achieves strategic and local transport objectives through:
- Providing safe, direct and coherent walking and cycling routes within the Site and connecting to the local area and amenities for all users.
 - High-quality short- and long-stay cycle parking in accordance with London Plan and London Cycling Design Standards.
 - Car free development with the exception of the 5% accessible car parking provision which exceeds the minimum London Plan 2021 requirements.
 - Implementing a comprehensive package of sustainable transport measures.
 - Implementing a Residential Travel Plan and Workplace Travel Plan Statement, as well as a DSP to monitor and encourage active travel and use of public transport to and from the Site.

Table 7-1: Transport Assessment Summary

Criteria	Key Transport Impacts and Issues	Design Solutions and Mitigation
Site & Surroundings	• Borough air quality and health initiatives amongst the local population	• Good PTAL and policy-compliant car free development (5% accessible car parking provision from the outset which exceeds the 3% London Plan minimum standard) and cycle parking provision to encourage active travel. • Good connectivity to local area through provision of direct, safe routes in accordance with the Healthy Streets Approach.
Active Travel Zone	• Several noteworthy issues highlighted along key routes between the Site and key destinations to improve the pedestrian and cycle environment.	• Issues to be acknowledged by LBH and TfL when determining changes to the local pedestrian and cycle networks in the future.
London-Wide Network	• Reduced car driver and vehicle trips generated by site. Small net increase in trips on public transport, walking and cycling networks.	• Reduction in car driver trips to and from the Site with sustainable access encouraged, through a comprehensive package of sustainable transport measures and a Residential Travel Plan.

Criteria	Key Transport Impacts and Issues	Design Solutions and Mitigation
		- Enhanced footpaths and improved public realm surrounding site and a new east-west link through the site. - Suitable delivery and servicing facilities provided with access managed by a Delivery and Servicing Plan.
Borough	- Proposed new loading bay on The Roundway. - Proposed new loading bay/ loading area and new accessible car parking spaces on Church Lane. - Reduction of three existing on-street accessible spaces to accommodate the Church Lane loading bay and accessible car parking spaces.	- Roundway loading bay to be inset to minimise impact on The Roundway. - Church Lane loading bay/ accessible spaces to be inset to enable a 2.6m remaining highway width to be maintained (the same as existing). Passing spaces to be incorporated within the design. - Church Lane footway adjacent to loading location and accessible spaces to be inset into site and adopted by S38 Agreement. Enhanced footway width in this location. - Enhanced footpaths and improved public realm surrounding site and a new east-west link through the site. - High quality accessible cycle parking facilities for residents and commercial users.
Construction	Vehicle routing and Construction Logistics Plan to be agreed with LBH and TfL so that impacts on local highways, residents, schools and sensitive receptors are minimised.	To be discussed and set out within the Detailed CLP submitted prior to commencement of construction.

Conclusions

- 7.4 Overall, it can be concluded that the Proposed Development is a sustainable scheme which supports both the Mayor's Healthy Streets initiative in accordance with the Mayor's Transport Strategy and London Plan. Furthermore, it will not have significant adverse impacts on the capacities or safe operation of the surrounding transport networks.

Appendices

A Residential Travel Plan

The Roundway – Residential Travel Plan

The Roundway – Residential Travel Plan

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- A** Proposed Site Layout
- B** Proposed Cycle Parking
- C** Proposed On-street Loading Bays and Accessible Parking Spaces
- D** Proposed Waste Storage and Waste Strategy

1 Introduction

Background

- 1.1 This Residential Travel Plan (RTP) has been prepared by Steer on behalf of Hillview Developments LLP (hereafter referred to as '*the Applicant*') to support the development proposals to deliver a residential led, mixed use development at 313 - 315 The Roundway and 8 - 12 Church Lane, in the London Borough of Haringey (LBH), N17.
- 1.2 The proposals comprise the demolition of the existing uses and the erection of four new residential blocks to include 76 dwellings of c 6,995m² GEA, c 608 m² GEA of Flexible Class E use, with associated public realm improvements.
- 1.3 This RTP has been prepared in accordance with the latest best practice guidance produced by Transport for London (TfL), Travel Planning Guidance (November 2013) and national guidance which is provided in Section 3.

Travel Plan Context and Scope

- 1.4 The RTP covers the entire residential element of the Proposed Development which is above the strategic-level threshold. It considers all aspects of travel behaviour to/ from the Site, including:
 - travel to/from residential uses;
 - visitor travel; and
 - servicing and deliveries.
- 1.5 This RTP is a 'living document' where as such, it will be actively promoted with occupiers, reviewed and updated over time. The RTP provides the basis for sustainable travel prior to and following occupation of the Site.
- 1.6 A Residential Management Company (RMC) is likely to be appointed prior to occupation of the residential units, they will ultimately be responsible for managing this RTP. The Applicant (or successor in title) and the RMC will appoint a Travel Plan Coordinator (TPC) prior to occupation who will co-ordinate the Travel Plan and liaise directly with residents. The appointed TPC will work with the Applicant and RMC to update the interim travel plan targets within 7 months of occupation, following the completion of baseline surveys (within 6 months of occupation or 75% occupation, whichever occurs first).
- 1.7 This RTP has been produced in conjunction with the following documents:
 - **Transport Assessment (TA)** – Sets out the means of access to the Proposed Development and assesses the impact of change on the local highway network and public transport services.
 - **Delivery and Servicing Plan (DSP)** – which outlines the delivery and servicing strategy for the site and ways of encouraging the sustainable movement of delivery and servicing vehicles to the site. The DSP also includes the Site Waste Management Strategy.

- **Workplace Travel Plan Statement (WTPS)** – which promotes sustainable access to the site for future commercial users.

Benefits of a Travel Plan

- 1.8 A successfully implemented RTP can offer substantial gains towards the sustainable transport objectives of Central and Local Government and improve the ambiance and functioning of a development.
- 1.9 The document will assist with the long-term management strategy for the sustainable movement of both people and goods. A key focus of this will be to encourage walking and cycling as an alternative to car and public transport use.
- 1.10 The RTP will equally benefit the developer, residents and all other Site users. It is hoped that the successful delivery of the RTP will:
- Improve the accessibility of the Proposed Development for all potential users;
 - increase travel options to and from the Proposed Development and encourage the use of more sustainable modes of travel such as walking, cycling and public transport;
 - improve the health and well-being of the Site users through encouraging active travel (walking and cycling) and reducing air and noise pollution;
 - reduce the demand for parking; and
 - help in meeting local and regional policy sustainable transport targets and objectives.
- 1.11 The Applicant recognises the value of sustainable travel, including deliveries and servicing and the importance of producing Travel Plans.

Travel Plan Structure

- 1.12 This RTP is divided into eight chapters, of which this forms the introduction. The structure of the remaining report is as follows;
- **Chapter 2:** Site Assessment;
 - **Chapter 3:** Policy and Best Practice;
 - **Chapter 4:** Travel Patterns;
 - **Chapter 5:** Objectives and Targets;
 - **Chapter 6:** Travel Plan Management;
 - **Chapter 7:** Measures and Action Plan; and
 - **Chapter 8:** Monitoring and Review.

2 Site Assessment

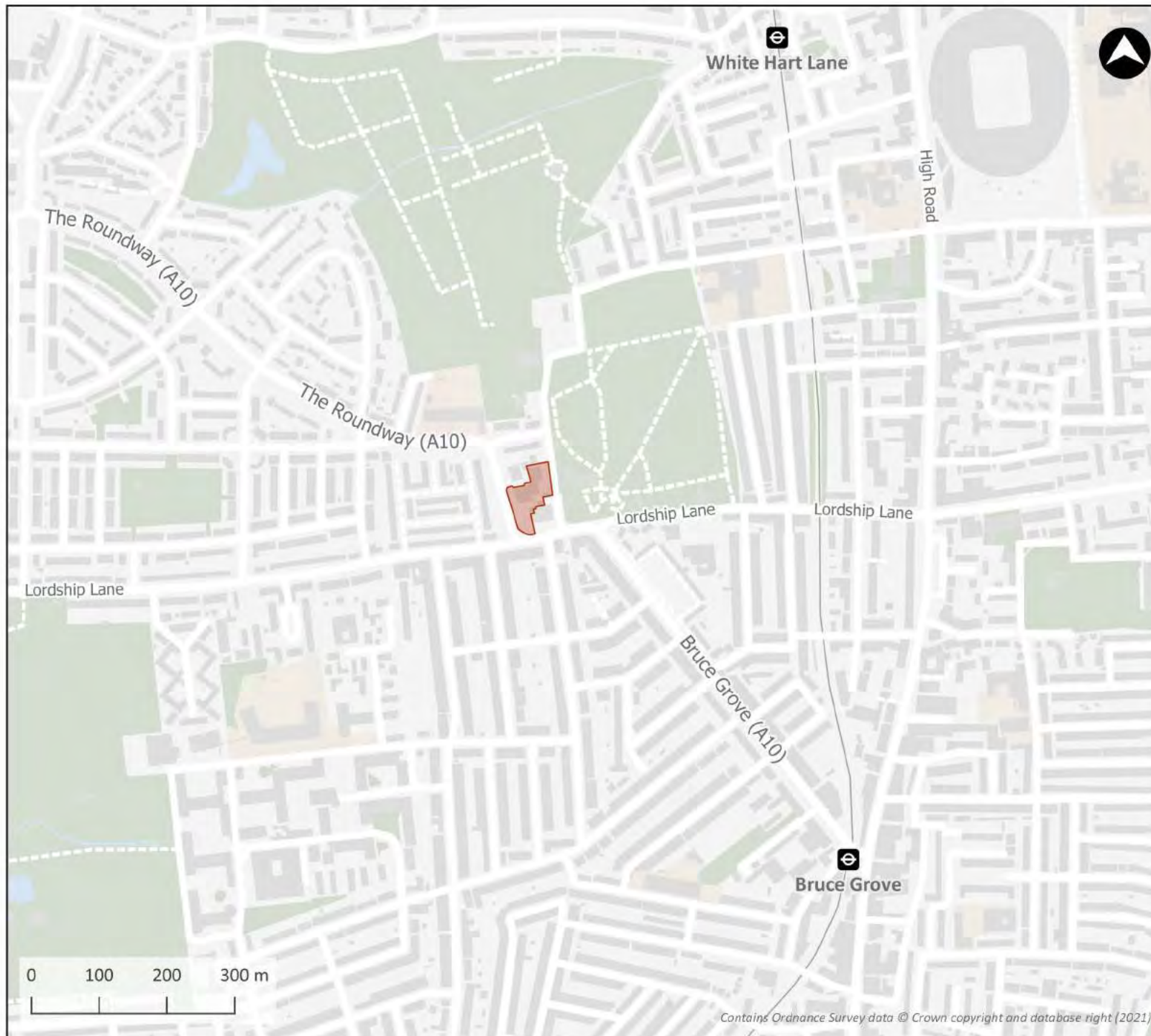
Site Location and Existing Use

- 2.1 The Site is located at the northern end of Bruce Grove and is bound by A10 The Roundway which forms part of the Transport for London Road Network (TLRN) to the west, Lordship Lane (TLRN), a vehicle repair garage (Spurz Autos) and a substation to the south, Church Lane to the east, and a Shell petrol garage and Number 14 Church Lane (Rising Stars Nursery) to the north.
- 2.2 The Site's location is detailed overleaf in **Figure 2.1**.
- 2.3 The existing Site contains a number of B2 general industrial units which have historically served as car repair units and workshops. The wider Site Allocation (SA63) also includes a vehicle repair garage – Spurz Autos and a Shell petrol garage. Although these uses fall outside the red line, the development proposals need to ensure that the Proposed Development Site does not prejudice the future development of these wider uses. A substation is also located to the southeast of the Site.
- 2.4 A breakdown of the existing Site buildings and associated Gross External Areas (GEAs) are provided in **Appendix A** and **Table 2.1**, as well as an indication of the current occupation status of the existing uses.

Table 2-1: Existing Site Uses

Building	GEA Sqm	Use	Current Status
12 Church Lane	367.00	Vehicle servicing	Occupied
313 Roundway	497.00	Tyre repair shop Car sales on current lease	Up to 2018 Post May 2018
315 Roundway	282.00	Car radiator servicing	Unoccupied since 2008.
Southern workshops	179.00	Workshops	Unoccupied/ burnt down
Total	1,325	-	-

- 2.5 The Site, whilst occupied, is very run-down unwelcoming and has several derelict / hoarded buildings. The existing Site does not, therefore, provide an attractive highway frontage or a pedestrian route into / through the Site to connect with Bruce Castle Park.



-  Site Boundary
-  London Overground Station

The Roundway
Figure 2-1: Site Location



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Existing Walking Network

- 2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Walking also forms an often-overlooked part of all longer journeys by public transport.
- 2.2 The pedestrian facilities around the Site's perimeter footways are unattractive. On the Roundway there are footways along both sides of the road and an unsignalised pedestrian crossing with a central refuge. The crossing is offset to the north of the Roundway/ Lordship Lane junction and is a key crossing point for pedestrians to cross the Roundway, for pedestrians travelling east-west along Lordship Lane and for pedestrians accessing the two bus stops on the Roundway.
- 2.3 The Roundway frontage of the existing Site has damaged buildings and poor-quality hoardings. The footways and crossovers are poorly maintained, with contrasting materials. Tactile paving is absent at the crossovers and the grass verges are in a very poor condition. Bollards also obstruct the footway either side of the southern crossover.
- 2.4 On Lordship Lane the footway condition adjacent to the Site is very poor with uneven pavement, including in the vicinity of the pedestrian crossing directly to the east of the mini-roundabout. The pedestrian crossing itself has dropped kerbs with tactile paving and a central pedestrian refuse island. The northern Lordship Lane footway to the east of the Site boundary has two vehicle crossovers for Spurz Autos and the Electricity Substation, which do not include tactile paving.
- 2.5 The pedestrian environment is also currently very unattractive on Church Lane. It is very poorly maintained with patched surfacing repairs and has three crossovers associated with the existing Site where there are level changes for pedestrians. The crossovers do not have dropped kerbs or tactile paving (a very poor environment for people with mobility/ visual impairments) and are heavily cracked. The Site in this location is also bordered by fencing which is impermeable.
- 2.6 Bruce Grove Overground station is the closest rail service, located roughly 800 metres from the Site. A 15-minute walking catchment is included in **Figure 2.2** overleaf.
- 2.7 The distances to other nearby rail and underground stations are summarised in **Table 2.2**.

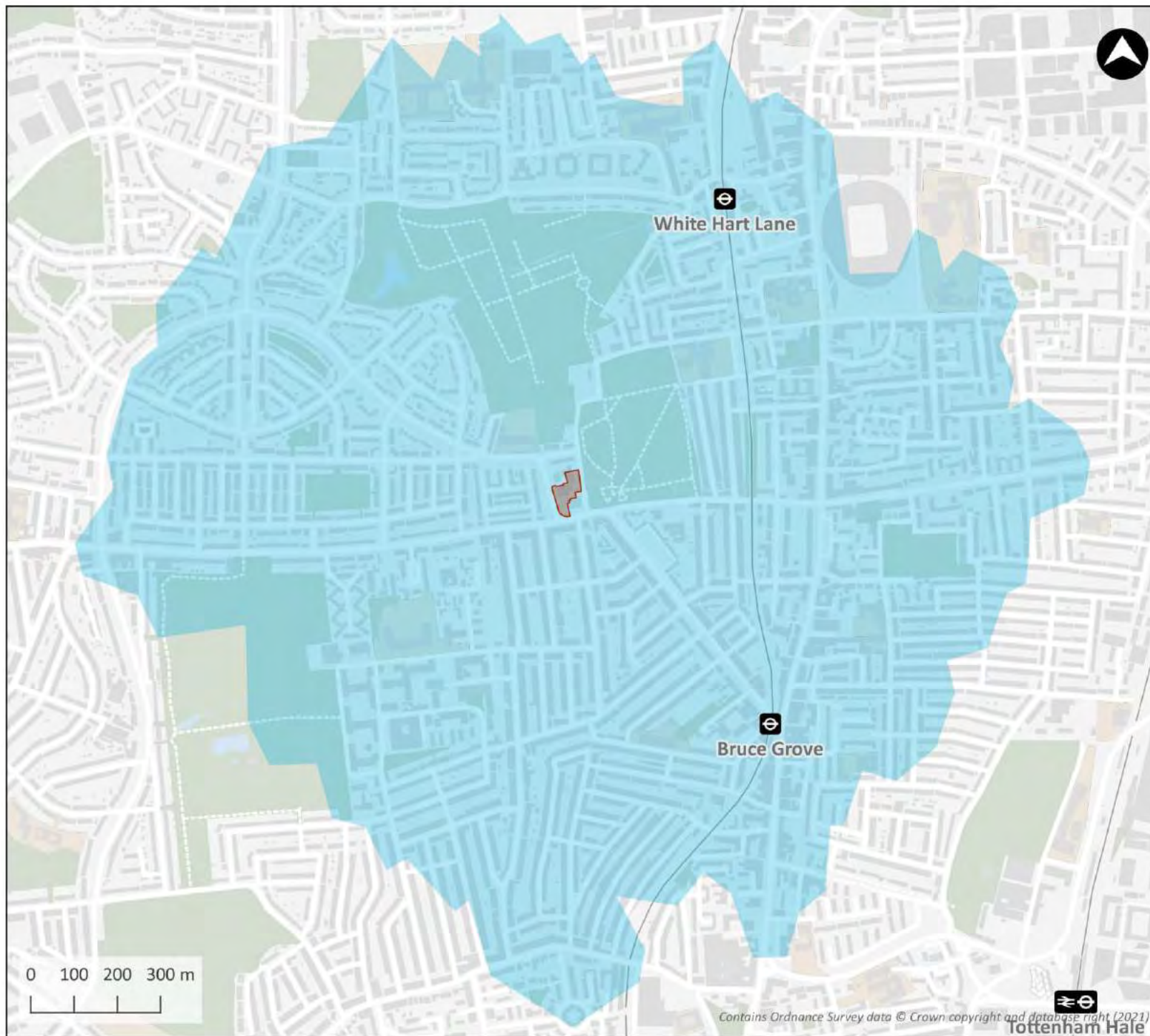
Table 2-2: Distance of Application Site from Nearby Stations

Station	Walk Distance (m)
Bruce Grove Overground station	800
White Hart Lane Overground station	950
Northumberland Park train station	1,800

Existing Cycling Network and Facilities

- 2.8 Cycling is an important part of both national and local transport policy. An improved perception of cycling as a good alternative mode of transport to the car, combined with the growth in cycling as a leisure activity, has significantly increased the demand for cycling in recent years. Cycling has the potential to be a substitute for short car trips, particularly those less than 5km.
- 2.9 A map of local cycle routes is shown overleaf in **Figure 2.3**, including illustration of the routing of Cycleway 1 in the vicinity of the Site and cycle crossings on Lordship Lane. A 30-minute cycle catchment area is illustrated in **Figure 2.4**.

- 2.10 Cycleway 1 runs along Church Lane in both directions including contraflow in the northbound direction. Cycle Superhighway 1 connects the City of London with Tottenham. There is no dedicated segregated cycle lane along Church Lane
- 2.11 On Lordship Lane to the south of the Site there are two cycle crossing points for Cycleway 1 users, including central cyclist refuge islands at the Church Lane and Broadwater Road junctions.
- 2.12 There is a segregated cycling infrastructure present at the All Hallows Road junction with The Roundway, for cyclists heading westbound out of the junction. This facilitates a connection with the segregated off-road cycle lane that runs along the western side of The Roundway from opposite the All Hallows Road junction until Great Cambridge Road.
- 2.13 There is currently no cycle parking within the Site and there are no Santander Cycle Hire docking stations within the local area.



- Site Boundary
- 15 Minutes' Walking Catchment

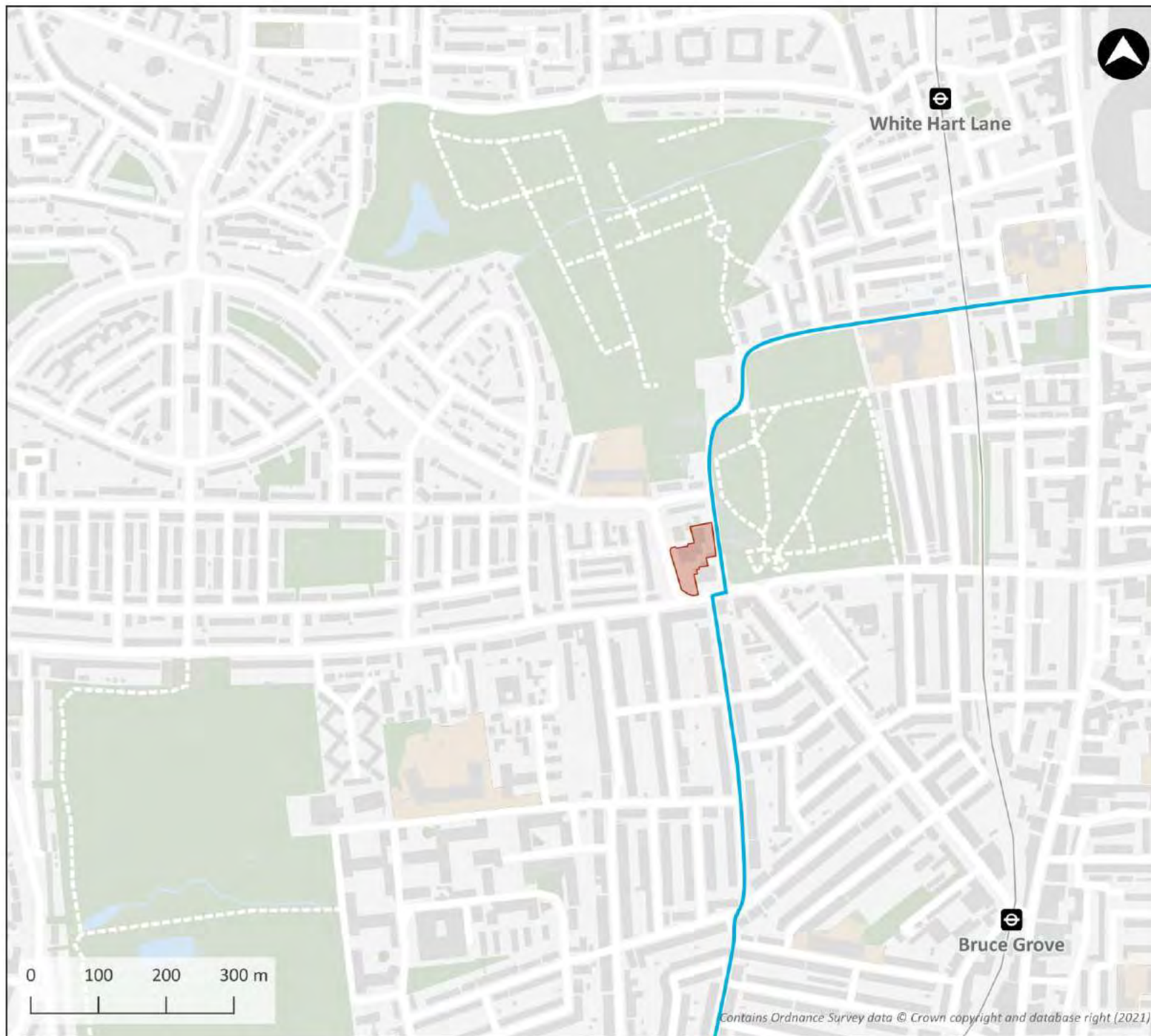
The Roundway
Figure 2-2: 15-Minute Walking Catchment

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Tottenham Hale



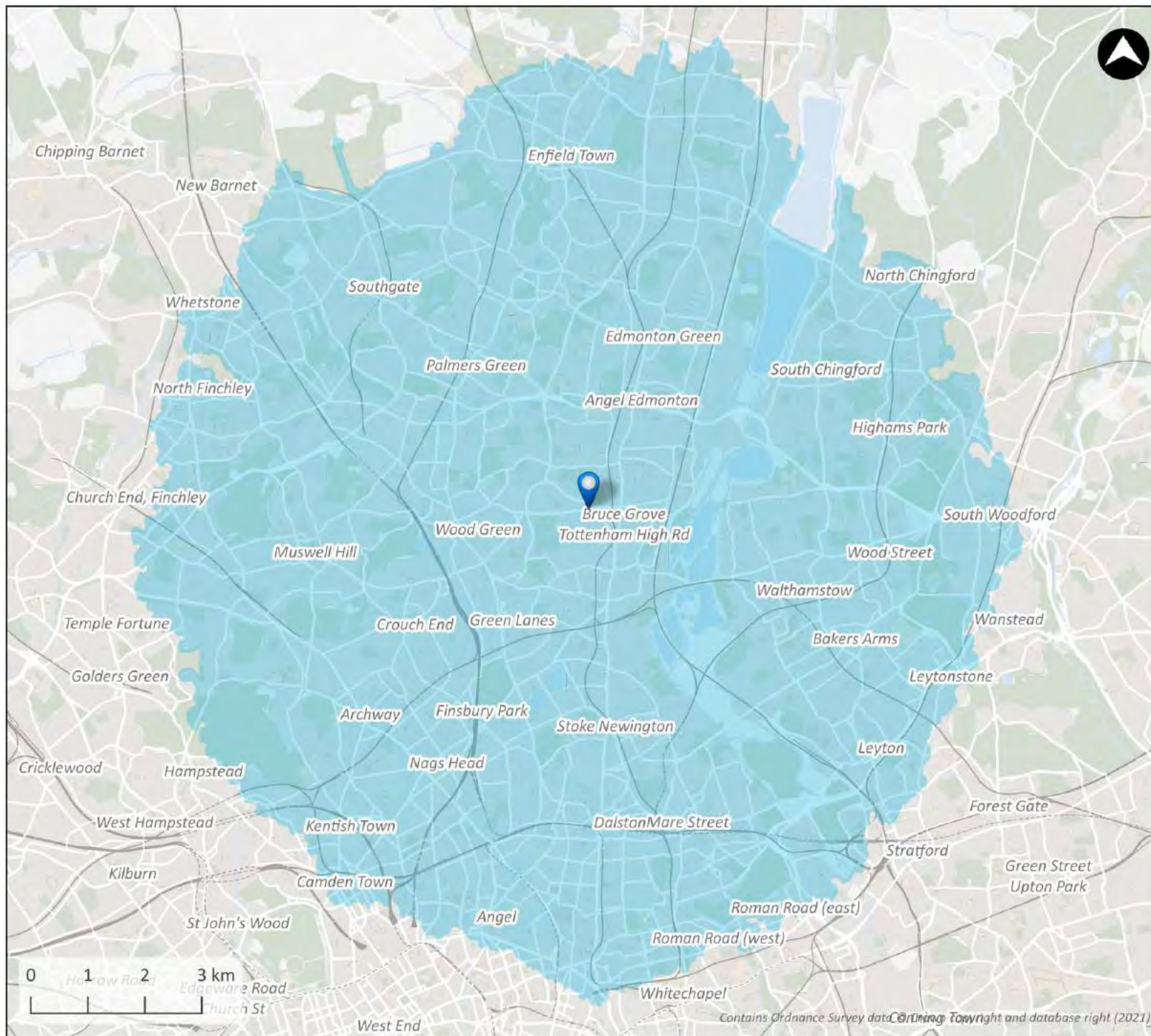
- Site Boundary
- Cycleway (CS1)

The Roundway
Figure 2-3: Local Cycle Routes

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-  Site Location
-  30 Minutes' Cycling Catchment

The Roundway
Figure 2-4: 30-Minute Cycle Catchment

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Existing Public Transport Network

Public Transport Accessibility

- 2.14 A Public Transport Accessibility Level (PTAL) assessment has been undertaken for the Site. PTAL is a measure of the accessibility of a location to the public transport network, considering walk access time and service availability. PTAL is categorised in 6 levels, 1-6, where 6b represents the highest level of accessibility and 1a the lowest level of accessibility. The vast majority of the Site has a PTAL level of 5, as shown in **Figure 2.5**, however, the western edge has a PTAL rating of 3.
- 2.15 The public transport routes surrounding the Site are shown in **Figure 2.6**.

Rail Services

- 2.16 The Site is located within an 800m walk of Bruce Grove Overground Station and is within a c1km walk of White Hart Lane Overground Station which falls within Travelcard Zone 3 with services to Liverpool Street, Seven Sisters, Cheshunt and Enfield Town. Rail frequencies in trains per hour (tph) during the peak periods are shown in **Table 2.3**.

Table 2-3: Existing Peak National Rail Frequencies (tph)

Station	Service	Destination	Weekday AM Peak Frequency (08:00-09:00)	Weekday PM Peak Frequency (17:00-18:00)
Bruce Grove	London Overground	London Liverpool Street / Cheshunt / Enfield Town	7	6
White Hart Lane	London Overground	London Liverpool Street / Cheshunt / Enfield Town	7	6

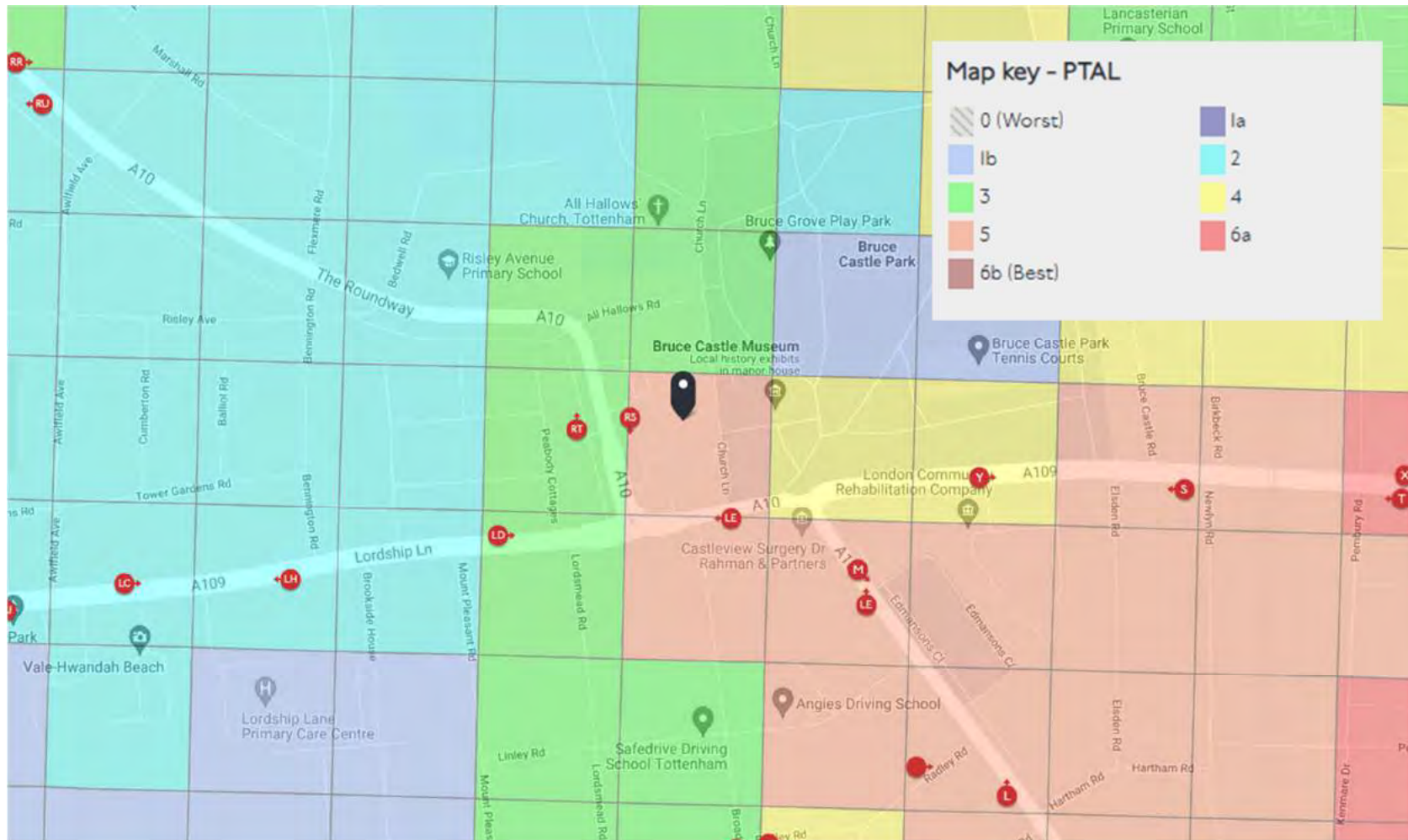
- 2.17 There is step free access available at White Hart Lane to platforms via lifts but not at Bruce Grove.

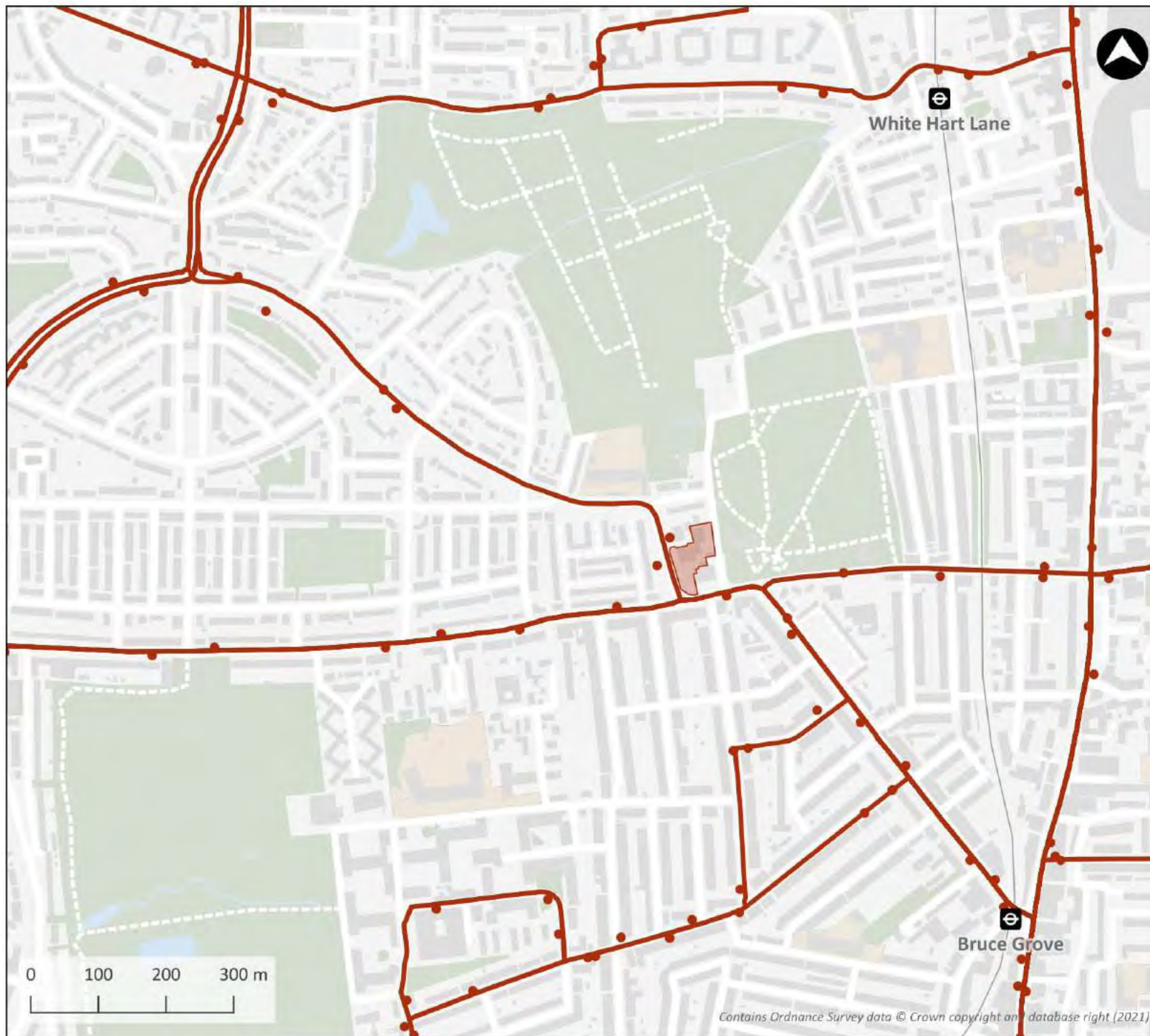
Bus Services

- 2.18 The closest bus stops to the Site are Bus Stop RT All Hallows Road on the western side of A10 The Roundway directly opposite the Site and Bus Stop RS All Hallows Road on the eastern side of A10 The Roundway. The bus stops comprise on carriageway bus cages with adjacent bus shelters.
- 2.19 Both stops are served by bus route 318 which runs between Rookwood Road and North Middlesex Hospital with buses every 11-13 minutes from 08:00 – 20:00. Bus Stop LD Mount Pleasant Road to the west on Lordship Lane and Bus Stop M Bruce Castle Park & Museum to the southeast are also within a short walking distance of the Site and are served by the following bus routes:
- Bus route 123 - every 7 – 11 minutes from 06:00 -20:00 between The Roundway – Bruce Grove Station – Tottenham Hale Bus Station - Ilford Station and Hainault Street.
 - Bus Route 243 – every 5-8 minutes from 06:00 – 19:00 between The Roundway – Bruce Grove Station – Seven Sisters Station – South Tottenham Station – Dalston Junction Station – Waterloo Station.
- 2.20 The bus routing is indicated overleaf in **Figure 2.7**.

- 2.21 The above bus routes provide good connections with the surrounding area. The frequency of the weekday buses would provide a realistic alternative to the private car for employees at the Site.
- 2.22 Other services including the 149, 259, 349, (N)279, 341 and 476 are accessible from bus stops along High Road. It is approximately a 650m walk east from the Site to the closest bus stops along High Road; either Lordship Lane Stop A or Lordship Lane Stop R.

Figure 2.5: Public Transport Accessibility Level





- Site Boundary
- e London Overground Station
- Bus Stop
- Bus Route

The Roundway
Figure 2-6: Local Public Transport

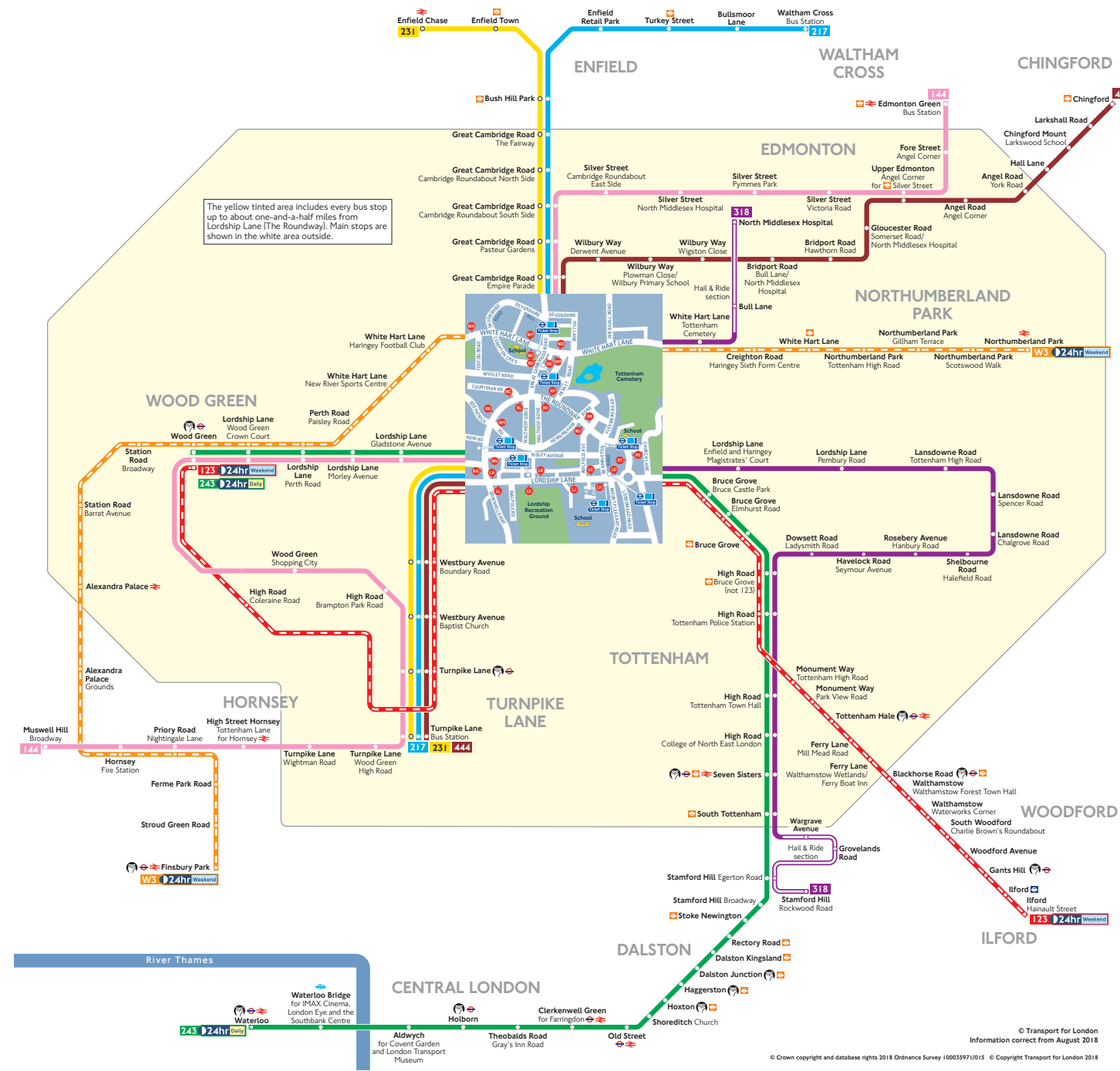
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Buses from Lordship Lane (The Roundway)



Route finder

Bus route	Towards	Bus stops
123 24hr Weekend	Ilford	LA LB LC LD
144	Wood Green	UH UJ UK UL
217	Edmonton Green	RA RB RC RD
231	Muswell Hill	KA KB KC KN
243 24hr Daily	Turnpike Lane	KA KB KC KN
243 24hr Daily	Waltham Cross	RA RB RC RD
243 24hr Daily	Enfield Chase	KA KB KC KN
243 24hr Daily	Turnpike Lane	KA KB KC KN
243 24hr Daily	Waterloo	LA LB LC LD
243 24hr Daily	Wood Green	UH UJ UK UL
318	North Middlesex Hospital	RT RU RV WZ
444	Stamford Hill	KA KB KC KN
444	Chingford	RA RB RC RD
W3 24hr Daily	Turnpike Lane	KA KB KC KN
W3 24hr Daily	Finsbury Park	WH WZ
W3 24hr Daily	Northumberland Park	WA WB WC WD

Other buses

Bus route	Towards	Bus stops
617 Sch	Turkey Street	KA KB KC KN
617 Sch	Turnpike Lane	KA KB KC KN

Key

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

Ways to pay

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

Existing Vehicular Network and Site Access

- 2.23 The local highway network is illustrated overleaf in **Figure 2.8**.
- 2.24 The A10 Roundway and Lordship Lane are two-way routes, connected via a mini-roundabout to the southwest of the Site. The A10 The Roundway forms part of the TfL Road Network (TLRN) red route and is an important arterial running into central London from Cambridge via Royston. It provides access to the north-circular road and the M25.
- 2.25 Church Lane to the east of the Site is one-way southbound and is circa 4.6m wide, with on-street parking bays along its western side (comprising eight marked parking spaces and three doctor spaces at the southern end). These spaces reduce the effective carriageway width to c2.6m.
- 2.26 There are two vehicular crossovers on the eastern side of the A10 The Roundway. The northern crossover was formerly used by customers of Unit 313 Roundway the former tyre repair shop. The southern crossover served Unit 315 Roundway a former car radiator servicing garage, and also a former workshop unit. There are also three vehicle crossovers on the western side of Church Lane. The southern crossover served the workshop which has burnt down, the middle crossover served Unit 313 Roundway and the northern crossover is still used for vehicles accessing the 12 Church Lane a vehicle repair garage.

Existing Car Parking

- 2.27 **Table 2.4** provides a summary of the approximate number of car parking spaces that are present on Site. These are not formally marked spaces and are associated with the repair uses.

Table 2-4: Existing Car Parking

Building	Use	Current Status	Approximate Car Parking Spaces
12 Church Lane	Vehicle servicing	Occupied	10
313 Roundway	Tyre repair shop Car sales on current lease	Up to 2018 Post May 2018	15
315 Roundway	Car radiator servicing	Unoccupied since 2008.	6
Workshop accessed from The Roundway	Workshop	Unoccupied	4
Workshop accessed from Church Lane	Workshop	Unoccupied/ burnt down	1
Total			36

Controlled Parking Zone Extent

- 2.28 The Site falls within the Tottenham Event Day Controlled Parking Zone (CPZ) which is operational on event days:
- Monday to Friday 5pm to 8.30pm; and,
 - Saturday, Sunday and Public Holidays 12 noon to 8pm.
- 2.29 The streets to the west of the Roundway fall within the Tower Gardens Event Day CPZ, which are subject to the same time restrictions.



 Site Boundary

The Roundway
Figure 2-8: Local Highways

steer

Created by: MMisiewicz	Last updated: 17-03-2022	Scale @ A4: 1:2,500
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- 2.30 Lordship Lane and the areas to the south fall within the Bruce Grove North CPZ which is operational Monday to Saturday: 8am - 6.30pm, or on event days: Monday to Friday: 8am - 8.30pm, Saturday and Sunday: 8am - 8pm, Public Holidays: 12 noon - 8pm.

Existing Car Clubs

- 2.31 Car clubs provide the convenience of using a vehicle without having to pay for upkeep, licensing, insurance or residents' parking charges. Not only do car clubs help to offer flexibility and cost savings for many, but they also ease parking problems and help reduce CO2 emissions.
- 2.32 LBH is served by ZipCar and Enterprise Car Clubs. The nearest Car Club vehicles are provided by ZipCar and are located near The Avenue and Mount Pleasant Road, roughly 650m to the south of the Site.

Development Proposals

- 2.33 The Proposed Development ground floor layout plan is included in **Appendix B**.
- 2.34 The current proposals that will be included in the forthcoming planning application comprise:
- A total Gross External Area of 7,960 sqm GEA.
 - 76 residential dwellings across the following blocks:
 - Block A – 20 units
 - Block B – 20 units
 - Block C – 21 units
 - Block D – 15 units

Blocks A and B will front The Roundway and Blocks C and D will be accessed via Church Lane.
 - C 608 sqm GEA of Flexible Class E, most likely to include:
 - A 330 sqm GEA convenience food store in Block A accessed from The Roundway (although this could also potentially be another use).
 - 278 sqm GEA of workspace in Block B accessed from The Roundway.
- 2.35 The residential accommodation schedule is presented in **Table 2-5**.

Table 2-5: Proposed Accommodation Schedule

Unit Size	Block A	Block B	Block C	Block D	Total
1B2P	17	9	11	9	46
2B3P	0	1	6	0	7
2B4P	0	4	4	6	14
3B5P	3	6	0	0	9
Total Units	20	20	21	15	76

Proposed Pedestrian Network

- 2.36 Policy T2 'Healthy Streets' of the London Plan states that development proposals / plans should "deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling" and demonstrate the application of the Healthy Streets Approach to:
- improve health and reduce health inequalities;
 - reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise;
 - increase walking, cycling and public transport use;

- improve street safety, comfort, convenience and amenity; and
 - support these outcomes through sensitively designed freight facilities.
- 2.37 As shown in **Appendix B**, an east-west pedestrian connection will be provided through the Site which will run from The Roundway between Blocks A and B, through an internal courtyard, and then between Block C and the substation to the south to connect with Church Lane. This will provide a new pedestrian link through the Site, which will be a significant benefit to the scheme and the local area as the Site is currently impermeable.
- 2.38 Pedestrian access to the proposed convenience store in Block A and workspace in Block B will be from The Roundway to the west. The residential Block A and B cores will be accessed from the east-west pedestrian through route, closest to The Roundway.
- 2.39 Block C and D will be accessed from the western side of the building via an additional pedestrian route which runs to the north of the Site around Block D. While this route will connect Church Lane with The Roundway, it will be gated and not an accessible through route.
- 2.40 The Proposed Development seeks to provide spaces where people want to dwell, walk, and cycle in a greener and more pleasant environment than the existing conditions.
- 2.41 The proposals will significantly enhance the pedestrian environment on The Roundway and Church Lane by removing all of the vehicle crossovers used to access the existing site, which is strongly supported by TfL. The proposals also involve upgrading both The Roundway and Church Lane footways, directly adjacent to the site up to the kerb edge, using high quality footway materials. The grass verges on The Roundway will also be refurbished and enhanced through low level planting.
- 2.42 The improved pedestrian environment will create better natural surveillance to enhance the perception of safety and security.

Proposed Cycle Parking

- 2.43 As with the pedestrian network described above, the cycle network and consideration for cycle access considers the Healthy Streets Approach from the outset.
- 2.44 London Cycling Design Standards (LCDS) have also been reviewed through the design process, with all cycle parking designed in accordance with these.
- 2.45 The development looks to create a healthy environment in which people choose to cycle by providing appropriate levels of cycle parking which will be fit for purpose, secure and well-located.
- 2.46 The London Plan (2021) minimum cycle parking standards are shown in **Table 2.6**. The Site is situated within an area where higher minimum cycle parking standards do not apply.

Table 2-6: Cycle Parking Minimum Standards

Use Class	London Plan (2021) Minimum Standards	
	Long-Stay	Short-Stay
Residential	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
Offices	Rest of London (outside central areas with higher standards) 1 space per 150 sqm GEA	First 5,000 sqm: 1 space per 500 sqm, thereafter: 1 space per 5,000 sqm (GEA)
A2-A5 cafes & restaurants	1 space per 175 m²	Rest of London: 1 space per 40m²

2.47 The minimum London Plan cycle parking space requirements based on the proposed unit mix and the above cycle parking standards are set out in **Table 2.7**. As the final Flexible Class E use type is still to be determined cycle parking provision for the Flexible Class E use has been based on the worse case standards assuming:

- The office standard for the long stay cycle parking.
- The A2-A5 standard for short stay cycle parking.

2.48 The proposed actual cycle parking provision by location is outlined in **Table 2.8**. The location of these spaces are illustrated in **Appendices A and B**.

Table 2-7: Minimum Cycle Space Provision

Use Class	Land Use	Block	London Plan (2021) Minimum Standards		
			Long Stay Spaces	Short Stay Spaces	Total
C3-C4	Dwellings	A	32	2	34
		B	36	2	38
		C	37	2	39
		D	26	2	28
		Sub Total	131	8	139
E	Foodstore	A	3	9	12
E	Business Office	B	2	7	9
		Sub Total	5	16	21
Total (all uses)			136	24	160

Table 2-8: Proposed Cycle Parking Provision by Location

Use Class	Cycle Space Type	Location	Cycle Spaces	Total Cycle Spaces
C3-C4 Dwellings	Long Stay	Block A and B long stay cycle provision in Bike Store 01	60 spaces in double stackers + 8 spaces in Sheffield Stands.	68
		Block C long stay provision in Bike Store 02	30 spaces in double stackers + 7 spaces in Sheffield stands	37
		Block D long stay cycle provision in Bike Store 03	26 spaces in Sheffield Stands	26
	Total Residential Long Stay		90 in double stackers + 41 in sheffield stands	131
	Short Stay	The Roundway	4 cycle spaces in 2 Sheffield Stands	4
		Church Lane	4 cycle spaces in 2 sheffield stands	4
	Total Residential Short Stay		8 Sheffield Stands	8
	TOTAL RESIDENTIAL SPACES			139
Flexible Class E	Long Stay	Block A Convenience Store Unit	4 cycle spaces in 2 Sheffield Stands	4
		Block B Workspace Unit	4 cycle spaces in 2 Sheffield Stands	4
	Total Flexible Class E Long Stay		8 Sheffield Stands	8
	Short Stay	The Roundway	18 spaces in 9 sheffield stands	18
	TOTAL FLEXIBLE CLASS E SPACES			26

- 2.1 The residential long stay cycle parking provision for Blocks A and B will be provided in Bike Store 01 between Block B and C. This will have entrances from both the courtyard and the northern east-west pedestrian connection.
- 2.2 Long stay cycle parking provision for Block C will be provided in Bike Store 02, situated between Block C and D. This will be accessible from the courtyard and Church Lane. Long stay cycle parking provision for Block D will be located within a secure cycle shed (Bike Store 03) along the Site's northern boundary. This will be accessible from Church Lane and the pedestrian route around Block D.
- 2.3 The proposed commercial/ retail long stay cycle parking spaces will be provided as Sheffield stands within the units with short stay spaces provided adjacent to The Roundway.

Proposed Vehicular Access

- 2.4 The proposed delivery and servicing vehicle access strategy for the development comprises:
- A 12m inset loading bay on The Roundway capable of accommodating one vehicle at a time including a Haringey c 9.7m long refuse vehicle and a 10m long rigid vehicle. This bay will be 3.7m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks and commercial uses fronting A10 The Roundway. The proposed loading bay on The Roundway will require the relocation/ removal of the existing VMS sign in this location. The proposed relocation of this is shown in **Appendix C**.
 - A 12m partially inset loading bay on Church Lane capable of accommodating one vehicle including a Haringey c 9.7m refuse vehicle and a 10m rigid vehicle. This bay will be 3m wide x 12m long and will accommodate delivery and waste collection vehicles associated with

the residential blocks fronting Church Lane. A potential alternative to a formally marked loading bay in this location could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated. This could potentially be from 7.30 – 9.30am and 4.00 – 6.30pm, Mondays to Fridays, or similar.

- 2.5 The locations of these bays and associated swept path analysis for the vehicles accessing them is included in **Appendix C**.

Proposed Car Parking

- 2.6 In line with the London Plan 2021 and due to the PTAL 5 rating of the Site, the development is proposed to be car free except for the provision of four accessible residential spaces on the western side of Church Lane, directly adjacent to the Site.
- 2.7 The location of these spaces is illustrated in **Appendix C**. Four residential accessible spaces will ensure that 5% of the total residential units will have an accessible car parking space from the outset. This exceeds the London Plan 2021 requirement to provide 3% of total residential units with an accessible car parking space from the outset.
- 2.8 The proposed accessible car parking spaces will be partially inset along the western side of Church Lane in order to achieve the standard on-street accessible parking bay dimensions of 2.7m wide x 6.6m long.
- 2.9 The proposed loading bay and accessible spaces to be provided on Church Lane will be partially inset to ensure the bay dimensions meet the minimum standards and to enable a minimum 2.6m wide effective carriageway width to be retained on Church Lane (the same width as the existing situation) for other vehicles/ cyclists to pass the bays.
- 2.10 In order to inset the bays and to maintain a 2m footway width behind the bays, part of the footway will need to be set back into the Site and adopted by S38 agreement.
- 2.11 In order to accommodate the loading bay and three accessible car parking spaces on Church Lane, three existing on-street parking bays will require removal as shown in **Appendix C**. These include the two on-street spaces directly adjacent to the site and one further space outside the children's nursery.
- 2.12 In line with the London Plan (2021), 20% of the residential parking spaces will be equipped with active charging infrastructure whilst the remaining spaces will be equipped with passive charging infrastructure.

Refuse Collection

- 2.13 The Proposed Development waste stores and waste storage strategy are illustrated in the drawings in **Appendix D**.
- 2.14 On refuse collection days it is proposed that the residential refuse bins for Blocks A and B will be wheeled to/from a temporary bin holding location on The Roundway by the on-site Facilities Management Team. LBH waste operatives will then wheel the bins to the refuse vehicles and return the empty bins to the temporary holding area. Facilities Management will then return the empty bins to the bin stores. This strategy ensures that LBH waste operatives will not have to wheel the bins further than 10m.
- 2.15 The residential refuse from the Block C and D bin store will be collected from the loading bay on Church Lane. The wheeling distance in this location is 14m due to the need to set the building

back to address LBH heritage comments. LBH Waste Officers have confirmed that this distance is acceptable during pre-application scoping discussions.

- 2.16 For commercial waste the private company waste operatives will collect the bins directly from the store in Block B and then return these once they have been emptied.
- 2.17 **Appendix C** details the swept path analysis and loading bay locations. The drawings in **Appendix D** illustrate the waste stores and drag distances for refuse collection.

3 Policy and Best Practice

Introduction

- 3.1 This RTP has been prepared in accordance with national, regional and local policy, together with relevant Travel Plan guidance, is listed below:

National Policy and Guidance

- National Planning Policy Framework (NPPF) – Ministry of Housing, Communities & Local Government, 2021;
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Department for Transport (DfT), 2009;
- The Essential Guide to Travel Planning – DfT, 2008; and
- Smarter Choices - Changing the Way We Travel – DfT, 2004.

Regional Policy and Guidance

- The London Plan – GLA, 2021;
- Mayor's Transport Strategy (MTS) – TfL, 2018;
- Travel Planning Guidance – TfL, 2013; and
- London Freight Plan, sustainable freight distribution: a plan for London – TfL, October 2007.

Local Policy

- Haringey's Local Plan Strategic Policies 2013-2026 (2013).

4 Travel Patterns

Baseline Travel Data

- 4.1 As the Proposed Development has still to be granted consent and built, no baseline travel surveys have been undertaken. However, a robust trip generation exercise for the residential land use has been completed in the Transport Assessment and will form the basis for the interim targets. A full travel survey will be undertaken within six months of occupation or at 75% occupancy, whichever comes first. These baseline surveys will include multi-modal counts including delivery and servicing data together with resident and visitor questionnaires.

Trip Generation

- 4.2 The TRICS database has been interrogated to obtain peak hour and daily person trip rates for each land use, including the residential element of the development. These have been applied to the number of residential units to forecast the residential trip generation of the development. The assumptions regarding mode split have been derived from Census (2011) 'Journey to Work' data, with adjustments made to reflect the car free nature of the Proposed Development (except accessible parking) and to reflect the PTAL 5 rating. The full trip generation methodology is detailed within the Transport Assessment.
- 4.3 The unadjusted 2011 Census and adjusted residential mode shares are presented in **Table 4.1**.

Table 4-1: Proposed Development Residential Mode Share

Mode	2011 Census	Adjusted
Car Driver	27.5%	1.5%
Car Passenger	1.8%	1.5%
Bus/Coach	28.4%	39.0%
Overground/Underground	23.1%	32.0%
National Rail	8.5%	12.0%
Taxi	0.1%	0.0%
Motorcycle	0.9%	0.0%
Pedal Cycle	2.4%	4.0%
Walk	6.7%	9.0%
Other	0.6%	1.0%
Total	100.0%	100.0%

- 4.4 **Table 4.2** sets out the forecast residential multi-modal trip generation associated with the Proposed Development as calculated in the Transport Assessment, based on the adjusted mode shares set out in Table 4.1 above.

Table 4-2: Adjusted Census Mode Share - Proposed Residential Trip Generation (76 dwellings)

Mode	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	0	0	1	0	0	1	2	3	5
Car Passenger	0	0	1	0	0	1	2	3	5
Bus/Coach	2	13	15	10	4	13	60	68	129
Overground/Underground	2	10	12	8	3	11	49	56	105
National Rail	1	4	4	3	1	4	19	21	40
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	0
Pedal Cycle	0	1	1	1	0	1	6	7	13
Walk	0	3	3	2	1	3	14	16	30
Other	0	0	0	0	0	0	2	2	3
Total	5	33	37	25	9	34	155	175	330

Delivery and Servicing Trips

- 4.5 Steer holds a substantial database of delivery and servicing information from a range of developments across London. The number of delivery and service vehicle trips associated with the floor areas for the Proposed Development have been forecast using this database, which combines survey information from developments within Canary Wharf, Westminster and the City of London.
- 4.6 Trip rates provided by this database, as well as preliminary delivery and servicing trip forecasts based on the indicative Proposed Development schedule, are outlined in **Table 4.3**.
- 4.7 It is therefore, assumed that the Proposed Development will generate approximately 10 residential delivery and servicing trips (one-way) per day on average.

Table 4-3: Expected Residential Daily Delivery / Servicing Trip Generation

Use Class	Daily Trip Rate per 100 sqm NIA	NIA (sqm)	Vehicle Composition		Total Daily Vehicle Trips (One-way)
			MGVs / HGVs	Cars / Vans	
Residential	0.20	4,729	10%	90%	10

**Number of servicing trips has been rounded up for robustness*

Next Steps

- 4.8 Within 6 months of occupation, baseline travel surveys will be undertaken by the TPC and will include multi-modal counts together with residents questionnaires. This comprehensive baseline survey will inform the development of this RTP and assist in determining any beneficial site-specific measures to encourage sustainable travel.
- 4.9 The survey will be undertaken on a single day during school term time. The survey will include a questionnaire, capturing the main mode of travel to and from the development to inform the RTP and set appropriate targets. Multi-modal counts will also be undertaken of the Site access points.

- 4.10 The results of the on-Site survey will help to determine why people travel a certain way and will identify potential additional measures that will encourage use of sustainable modes such as walking and cycling.
- 4.11 To gain an insight into travel characteristics and attitudes, the on-Site residents travel survey will identify the following key topics:
- mode of travel, reasons why and emissions data analysis;
 - where residents travel to;
 - business travel requirements;
 - flexible working arrangements;
 - what improvements can be made to the current main mode of travel;
 - what would encourage people to walk/cycle to work;
 - what prevents people walking/cycling to work;
 - usage levels of the on-Site cycle parking facilities;
 - usage levels of the accessible car parking spaces;
 - usage levels of the car club spaces; and
 - what facilities/initiatives are people aware of.
- 4.12 The results of the travel survey will be collated and analysed to identify relevant FTP measures for the development. Modal share figures derived from the surveys will be used to review and set targets for the future, contributing to the overall success of the FTP.

Summary

- 4.13 The survey proposed in this chapter will allow a better understanding to be developed of the specific travel characteristics for residents of the Proposed Development. Upon completion of this survey, a baseline of existing travel behaviour will be established to better represent the forecast information. The data will inform the development and refinement of further Site-specific measures to ensure the sustainability of movements are maximised. Servicing surveys will also be carried out simultaneously to provide a basis to promote sustainable methods of delivering and servicing to and from the development.

5 Objectives and Targets

- 5.1 This section outlines the over-arching Objectives and Targets of the RTP for the Site.
- 5.2 The Objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) Targets so that progress towards achieving them can be measured.

Objectives

- 5.3 The objective of this RTP is;
- "To facilitate the sustainable movement of residents, visitors and goods to and from the Proposed Development."*
- 5.4 To support the realisation of this overarching objective, the following sub-objectives have been set:
- Ensure the Site is accessible to all and that the needs of vulnerable groups e.g. those with mobility problems are respected;
 - Promote walking and cycling as an alternative to public transport use;
 - Increase awareness of the RTP and its constituent measures;
 - Encourage the most efficient use of cars and servicing vehicles;
 - Promote smarter working and living practices that reduce the need to travel overall or in the peak periods;
 - Encourage visitors to use sustainable transport modes to access the Site, particularly walking and cycling;
 - Improve the safety of people travelling to and from the development on-foot or by bicycle; and
 - Improve the health of residents and minimise the development's impacts on the environment.
- 5.5 These objectives support the principles of the London Plan and Mayor's Transport Strategy to reduce vehicle emissions and increase walking and cycling which aligns with the Mayor's Healthy Streets initiative.

Targets

- 5.6 Comprehensive travel surveys will be conducted 6 months post occupation or at 75% occupation, whichever occurs sooner. These surveys will allow a better understanding to be developed of the specific travel characteristics for residents and visitors at the Proposed Development, together with servicing movements.
- 5.7 Interim mode share targets (based on the mode share data in **Table 4.1**) have been identified for the 3rd and 5th year below in **Table 5.1**.

Table 5-1: Residential Mode Share Targets

Mode	Forecast Mode Share (%)	3 rd Year Target (%)	5 th Year Target (%)
Car Driver	1.5%	1.5%	1.0%
Car Passenger	1.5%	1.5%	1.0%
Bus/Coach	39.0%	38.0%	37.0%
Overground/Underground	32.0%	31.0%	30.0%
National Rail	12.0%	11.5%	11.0%
Taxi	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.0%
Pedal Cycle	4.0%	5.5%	7.0%
Walk	9.0%	10.0%	12.0%
Other	1.0%	1.0%	1.0%
Total	100.0%	100%	100%

6 Travel Plan Management

Travel Plan Delivery

- 6.1 Effective management of the RTP, combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching and resident specific objectives.
- 6.2 It is anticipated that a Residential Management Company (RMC) will be appointed by the Applicant, who in turn will appoint a Residential Travel Plan Coordinator (RTPC). Contact details for the RTPC will be provided to LBH's Travel Plan Coordinator (TPC) who will also be updated with any personnel or responsibility changes.
- 6.3 It is likely the RTPC roles will be undertaken by an existing member of staff from the RMC on a part time basis (one day per month) with assistance from colleagues and an external consultancy. The RTPC's responsibilities will include:
- Obtaining and maintaining commitment and support from residents;
 - Implementing an effective marketing campaign of the RTP and its specific measures;
 - Liaising with other occupiers on-Site and outside (e.g. stakeholders, boroughs, TfL, public transport operators);
 - Liaison with LBH's Travel Plan Coordinator;
 - Giving advice and information on transport-related subjects to residents and their visitors; and,
 - Co-ordinating the necessary data collection exercises and monitoring the programme of the RTP.

Securing and Funding the RTP

- 6.4 It is envisaged that this RTP will be secured through a section 106 agreement.
- 6.5 A series of sustainable transport measures will be implemented as part of the development proposals, demonstrating the commitment to this RTP by the Applicant. These measures include:
- Cycle parking provision in line with the London Plan (2021) minimum standards;
 - Only accessible residential parking provision to minimise car trips to and from the Site and to encourage non-car modes.
 - Electric Vehicle (EV) Charging Infrastructure in line with the London Plan (2021) minimum standards;
 - A new east-west pedestrian route through the Site connecting The A10 Roundway with Church Lane which will enhance the permeability of the Site; and
 - Enhanced pedestrian footways surrounding the Site and re-landscaping the grass verges on The A10 Roundway.
- 6.6 These design measures will improve connectivity and encourage walking and cycling, whilst minimising car trips to and from the Site.

- 6.7 The Applicant will ensure that suitable funding for the RTP is provided. This will ensure future commitment and on-going monitoring and review.

Partnership and Collaborative Working

- 6.8 The RTPC will take the lead in the delivery of the RTP and liaising with internal Site and external Site stakeholders.

Travel Plan Awareness and Marketing

- 6.9 The success of the RTP is dependent on the development and implementation of an effective marketing strategy which will be developed by the Applicant. The TPC, once identified, will continue to manage this on behalf of the RMC and the Applicant.
- 6.10 To increase awareness of the RTP, residents and their visitors will be given information on the sustainable ways to travel to and from the Site within the local area.
- 6.11 It is essential that residents living at the Site are involved in the implementation and evolution of the RTP. The travel surveys and pre-survey marketing will contribute to raising awareness at the outset.
- 6.12 The Applicant and the RTPC will work together to develop a marketing strategy. This will include:
- The provision of local transport information on a website or intranet;
 - The provision of RTP information on a development website/intranet with links to relevant external websites e.g. Real Time Travel Information; and
 - An annual review of all marketing information will be undertaken, and material updated as appropriate.

Incentives to Encourage Sustainable Travel

- 6.13 The Action Plan in **Chapter 7** details the specific measures that are to be pursued in relation to encouraging more sustainable travel patterns such as greater use of cycling, walking, public transport, and the use of other non-single occupant car modes of travel. The development has excellent accessibility to public transport.

Efficient Use of Private Vehicles

- 6.14 This RTP recognises that whilst the use of private cars can be reduced (through encouraging other modes) this cannot be totally eradicated, for various (sometimes personal) reasons such as shift patterns, mobility issues, children etc.
- 6.15 The RTP will encourage residents and their visitors to make informed decisions about how they travel and will encourage the rational use of private cars.
- 6.16 In addition, this RTP advocates good access for servicing, deliveries and emergency services, to avoid congestion in and around the development. The Applicant/ on-Site management and TPC will strictly manage resident's parking and servicing.

Reducing the Need to Travel

- 6.17 The proximity of the Site to local facilities and the links to public transport services should inherently provide opportunities for people to live, work and play in the surrounding area, thereby reducing the need to travel great distances by car.
- 6.18 To encourage localised patterns of sustainable travel, residents will be made aware of the full range of goods and services available and how to access them on Site and within the wider area

within their Welcome Packs. The TPC will also promote local employment opportunities among residents to encourage living and working in the local area. These combined initiatives will help to minimise motorised trip generation to and from the development.

- 6.19 The provision of internet connectivity in each residential unit and promotion of the merits of online grocery shopping will also reduce the need for residents to travel by car to their local supermarket.

Visitor Travel

- 6.20 The RTP aims to encourage visitor journeys to residents at the development to be made by sustainable modes of transport. Visitors to the Site will be able to access guidance on how to reach the Site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes.

7 Measures and Action Plan

- 7.1 An action plan is provided in **Table 7.1** overleaf, which lists all the measures to be implemented, including a timescale and responsibility.

Table 7-1: Residential Travel Plan Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Managing the on-going development and delivery of the RTP with residents			
Appoint Travel Plan Coordinator	The Applicant to liaise with RMC to identify a RTPC	Prior to occupation	The Applicant and RMC
Increasing awareness of the RTP			
Feedback to residents	Regular feedback to residents through a six monthly newsletter/ email on the progress of travel plan measures and Site wide transport issues	Within first year of occupation then annually or as requested	RTPC
Site information/Resident Information and Welcome Packs	The Applicant to provide information to residents such as access arrangements, walking, cycling, PT including maps, website links real-time journey information. Residents to be advised when purchasing or leasing dwellings that the development will be car free.	Upon occupation and on-going	The Applicant
RTP information for prospective buyers	RTPC to provide information on the details of the RTP and a summary of the benefits, targets and measures to prospective buyers through a sales website or other material.	Prior to occupation and on-going	RTPC
Health and financial benefits	Inform residents and their visitors of the health and financial benefits of walking and cycling, through development website/intranet or with promotional material. Information will include the location of safe walking and cycling routes, walk and cycle distances and times and possibly discounts for local cycle shops	Upon occupation and on-going	RTPC
Personalised Travel Planning	RTPC to offer personalised Travel Planning advice to residents on sustainable transport modes.	Upon occupation and ongoing	RTPC
Encouraging walking and cycling			
Cycle parking and facilities	To provide secure cycle parking spaces for residents and visitors in line with the London Plan and LBH Standards.	This will be implemented when the development is built	The Applicant

Measure	Initiative	Timescale for Implementation	Responsibility
Cycle training	Encouraging residents less confident in cycling to sign up to cycle training initiatives.	Upon occupation and on-going	RTPC
Residents Bicycle User Group	Consider the establishment of regular meetings to discuss cycling issues (initially facilitated by the TPC) and encourage the use of local services and facilities.	Upon occupation and on-going	RTPC
Pedestrian facilities, including improved urban realm	To develop a high-quality pedestrian environment within the Site, create a new east-west link through the Site between The A10 Roundway and Church Lane and enhance, footways around the Site and verges on The A10 Roundway.	This will be implemented when the development is built	The Applicant
Walking and Cycling	Provide information on the health benefits of walking and cycling.	Upon occupation and ongoing	RTPC
Encouraging the best use of cars and servicing vehicles			
Accessible Parking	Creation of a car free development with the exception of four accessible parking spaces. Regular monitoring of demand for accessible parking to identify if additional spaces are required.	This will be implemented when the development is built	The Applicant
Parking Management Plan	Strict control and management of accessible residential parking.	Upon occupation and on-going	The Applicant
Launch Event	RTPC to hold a launch event to advertise the TP and promote sustainable travel.	After three months of occupation	RTPC
Promoting smarter working and living practices			
Development location	Highlight the close proximity of the Site to a range of local public transport links can reduce the number of trips and the distance of those that are made.	Upon occupation and on-going	The Applicant
Internet Connectivity	To allow for internet connections to be made available in each residential unit and promote the merits of online grocery shopping.	Upon occupation and on-going	The Applicant
Six monthly newsletter	Providing a brief update for residents to maintain awareness of the RTP and promote initiatives and events – to be delivered via email.	Upon occupation and on-going	The Applicant

8 Monitoring and Review

- 8.1 The Applicant will oversee the monitoring and review of the RTP to ensure that the targets remain challenging.

Monitoring Programme

- 8.2 The Applicant will ensure suitable funding for the RTP is provided for future commitment and the on-going monitoring and review.
- 8.3 **Table 8.1** below gives the plans and timescales for the monitoring and review of the RTP.

Table 8-1: Plans and Timescales for Travel Plan Monitoring

Action	Timescale
Baseline residential travel surveys	Within 6 months of occupation or at 75% occupation
Undertake annual audits of cycle parking, accessible car parking usage levels and demand.	6 months then annually
Future resident travel surveys	3rd and 5th Year
Feedback to residents at the development	6 monthly
Undertake comprehensive strategic review of all aspects of the RTP (including the objectives, targets, the action plan and the monitoring programme)	8 months, 3rd and 5th Year (following surveys)

Travel Surveys

- 8.4 The travel surveys will be undertaken within 6 months of initial occupation or when the development becomes 75% occupied, whichever occurs earliest.
- 8.5 The surveys will be undertaken during the main operation hours of the Site on a single typical day during school term time.

Review Process

- 8.6 The RTP will be reviewed regularly. The data gathered by the surveys will also be analysed by the RTPC and shared with LBH.
- 8.7 Following the baseline travel survey, the targets outlined in **Table 5.1** will be reviewed and updated to reflect the actual modal splits observed. In the 3rd and 5th year of the development these targets will then be reviewed against new travel surveys.
- 8.8 If the results of these surveys were to identify that any targets were not being met a review of the outcomes will be discussed with the RTPC and LBH. Following this process mitigation measures may be identified that will be implemented by the RTPC.

Appendices

A Proposed Site Layout



N

NOTES:

DIMENSIONS NOT TO BE SCALED FROM THIS DRAWING. RESPONSIBILITY IS NOT ACCEPTED FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. CONTRACTORS TO NOTIFY ARCHITECTS OF SITE VARIATIONS AFFECTING INFORMATION ON THIS DRAWING. THIS DRAWING IS COPYRIGHT OF GLENN HOWELLS ARCHITECTS.

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KEY

Application Boundary

051015

M

Date	Rev	By	Details
16.03.22	-	IS	Design Freeze Issue

LOCATION KEY

D

C

B

A

N

For Coordination

Glenn Howells Architects

Middlesex House, 34-42 Cleveland Street, London, W1T 4JE

glennhowells.co.uk

Project

The Roundway

Haringey

Client

Hillview Limited

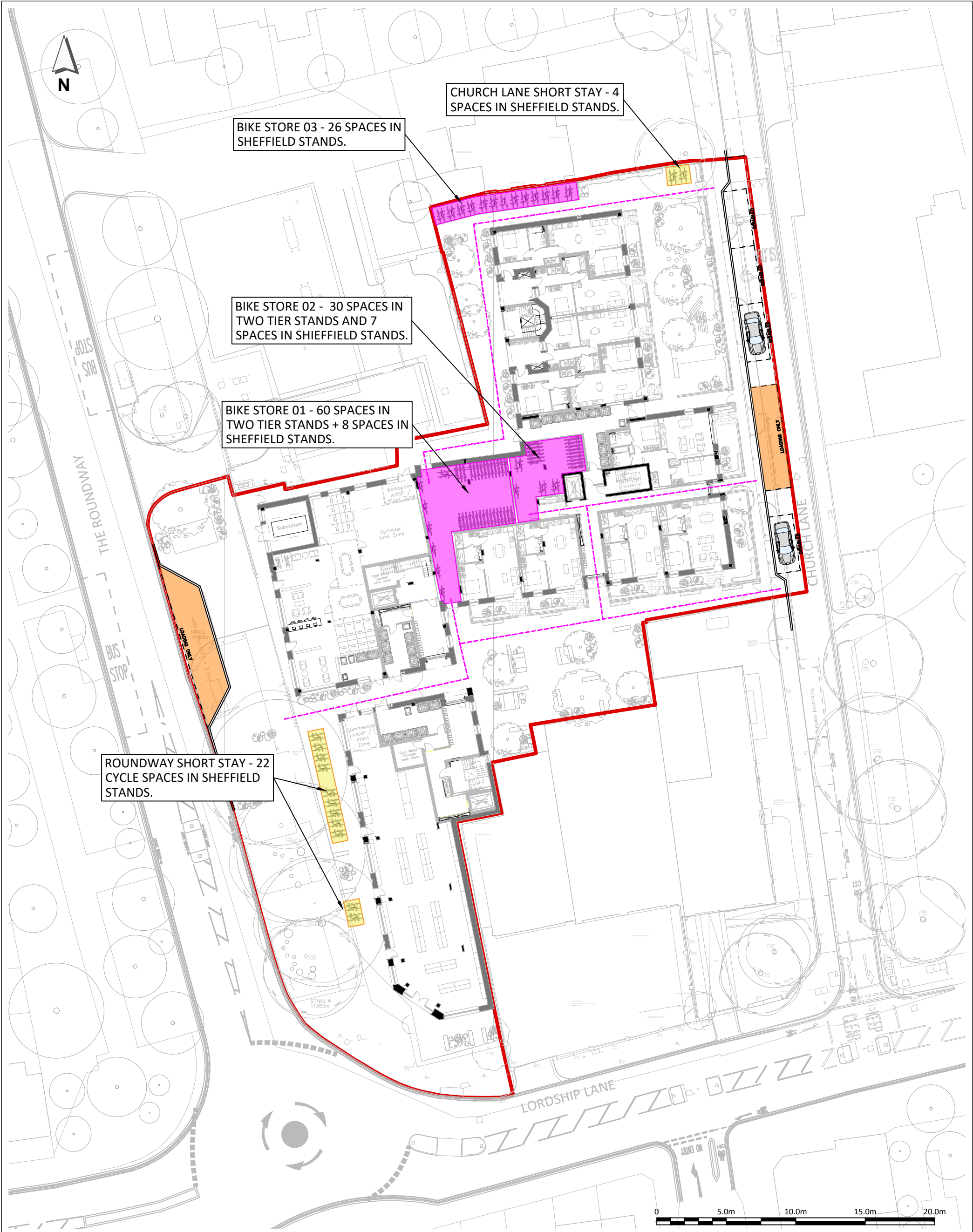
Drawing Title

Illustrative Plans

Proposed Ground Floor Plan

Date	Scale	Drawn by	Checked
16.03.22	1:200@A1 1:400@A3	IS	DH
Project Ref.	Drawing No.	Revision	
2242	2242-GHA-ZZ-00-DR-A -(20)100	-	

B Proposed Cycle Parking



NOTES:

1. THIS DRAWING IS BASED ON PLANS (MAR 2022) AND TOPOGRAPHICAL SURVEY (04 NOV 2021) PROVIDED BY GLENN HOWELLS ARCHITECTS.

2. ALL DIMENSIONS SHOWN IN METRES UNLESS OTHERWISE SPECIFIED.

3. DO NOT SCALE FROM THIS DRAWINGS.

KEY:

SHEFFIELD STAND

TWO-TIER STAND

CYCLE ROUTE TO/FROM LONG-STAY CYCLE STORE

LONG-STAY CYCLE STORE

SHORT-STAY CYCLE STANDS

P1	17MAR22	UPDATED BACKGROUND	CGF	JZC	MHU
P0	16FEB22	ORIGINAL ISSUE	CGF	MHU	
REV	DATE	DESCRIPTION	DES	CHK	APP

Drawing Title:

PROPOSED CYCLE PARKING STRATEGY

Status:

FIT FOR INFORMATION

Size:

A3

Scale:

1:250

Suitability

S2

Rev.

P1

Drawing No.

24063401-STR-HGN-100-DR-D-00801

www.steergroup.com

Client:

HILLVIEW DEVELOPMENTS LLP

Project Title:

THE ROUNDWAY

C Proposed On-street Loading Bays and Accessible Spaces