

# 157-159 HORNSEY PARK ROAD

## TRANSPORT STATEMENT

PROJECT NO. 23/048    DOC NO. D002

DATE: FEBRUARY 2023

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CLIENT: TRINITY INTERNATIONAL PROPERTIES

Velocity Transport Planning Ltd

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**VELOCITY**  
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# DOCUMENT CONTROL SHEET

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## Notes

|                                                                                              |
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# 1 INTRODUCTION

## 1.1 APPOINTMENT

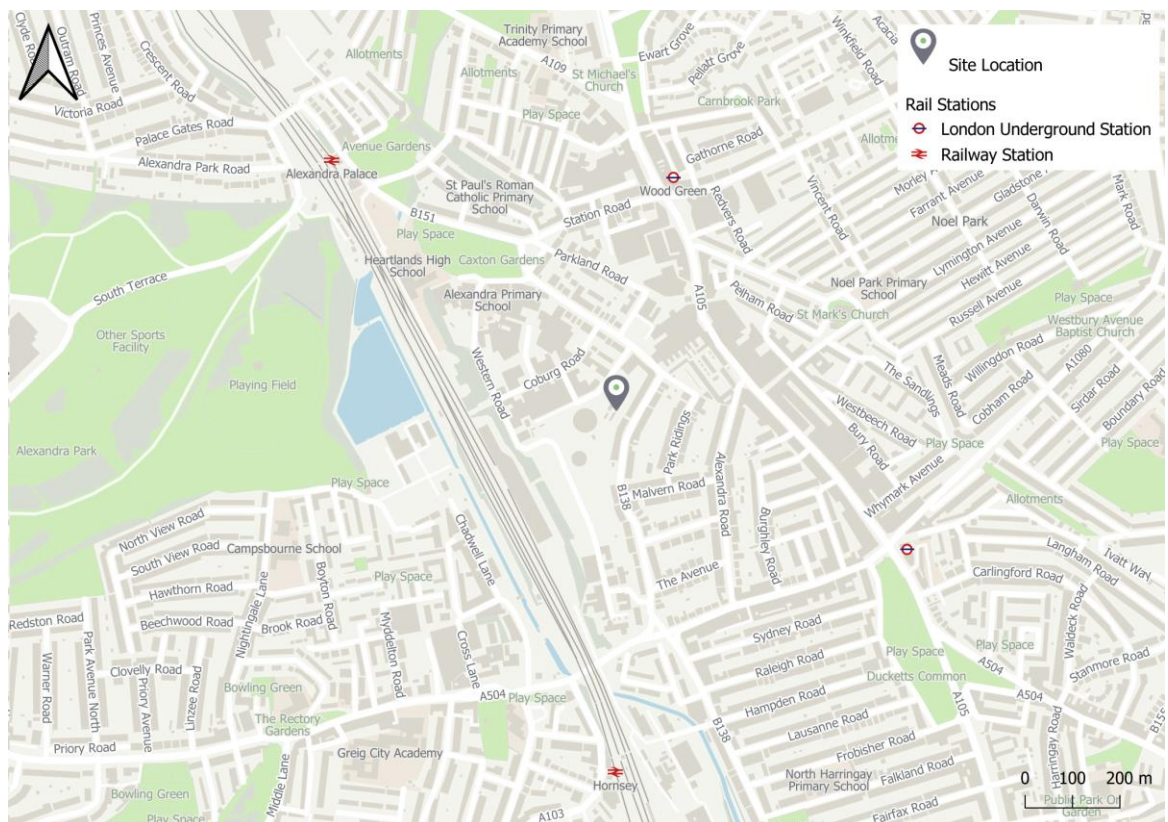
- 1.1.1 Velocity Transport Planning (VTP) has been appointed by Trinity International Properties ('the Applicant') to prepare a Transport Statement (TS) to support development proposals at 157-159 Hornsey Park Road, located within the London Borough of Haringey (LBH).

## 1.2 SITE LOCATION

- 1.2.1 The site is bound by the rear gardens of two-storey terraced housing to the north and south, Hornsey Park Road to the east and a development site to the west.

- 1.2.2 **Figure 1-1** shows the location of the site and the surrounding road network.

**Figure 1-1: Site Location and Local Context**



## 1.3 EXISTING SITE USE

- 1.3.1 The site has most recently been used as light industrial (Eg(iii)) and car repairs (B2) space and was occupied under this use until March 2023. Following this, the site has been in use as a range of temporary uses.



- 1.3.2 The site is accessed from Hornsey Park Road using an accessway that passes between residential units. The site is located in a predominantly residential area with terraced houses to the site's southern boundary, and apartment blocks proposed to the north of the site.

## 1.4 PROPOSED DEVELOPMENT

- 1.4.1 Planning permission is sought for the;

*“Demolition of the existing buildings and structures and redevelopment of the site to provide two buildings of up to six storeys in height comprising residential units and Class E floorspace; and provision of associated landscaping, car and cycle parking and refuse storage.”*

- 1.4.2 The proposed ground floor site layout is shown in **Figure 1-2**, also shown in **APPENDIX A**.

**Figure 1-2: Proposed Ground Floor Plan**



1.4.3 The proposed residential and commercial floor space schedule is shown in **Table 1-1**.

**Table 1-1: Proposed Area Schedule**

| BLOCK            | RESIDENTIAL SPACE |       |       |       |       |       | Total |
|------------------|-------------------|-------|-------|-------|-------|-------|-------|
|                  | Studio            | 1B/2P | 2B/3P | 2B/4P | 3B/4P | 3B/5P |       |
| A                | 3                 | 8     | 1     | 8     | 1     | 0     | 21    |
| B                | 0                 | 4     | 0     | 4     | 0     | 3     | 11    |
| TOTAL            | 3                 | 12    | 1     | 12    | 1     | 3     | 32    |
| COMMERCIAL SPACE |                   |       |       |       |       |       |       |
| B                | 97sqm             |       |       |       |       |       |       |

1.4.5 Importantly, the site falls within a wider site allocation referenced ‘SA21: Clarendon Square Gateway’. The Site Allocation requires a redevelopment of the site with a mixed-use employment-led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link.

1.5 PRE-APPLICATION FEEDBACK

1.5.1 Haringey Council provided feedback in January 2024 following a Pre-Application submission. The feedback included comments relating to blue badge parking, cycle parking, access design and pedestrian route, safety at the access, delivery and servicing, and the content of the Transport Statement. The comments have informed the design and assessment of the proposed development as follows:

- ⦿ A demarcated pedestrian access route is provided.
- ⦿ Three on site accessible parking spaces are now provided.
- ⦿ Space for waste collection vehicles to turn and collect waste on site is provided.
- ⦿ A Stage 1 Road Safety Audit has been undertaken.

1.5.2 It is considered that this submission document suitably addresses the points raised by Haringey officers and provides an acceptable level of detail for the scope and scale of the scheme.

1.6 DOCUMENT STRUCTURE

1.6.1 The remainder of this TS is structured as follows:

- ⦿ **Section 2:** reviews relevant national and local transport planning policy;
- ⦿ **Section 3:** summarises the site’s accessibility, including public transport;
- ⦿ **Section 4:** considers the effects of the proposed development; and
- ⦿ **Section 5:** presents a summary and conclusion.

## 2 PLANNING POLICY CONTEXT

### 2.1 INTRODUCTION

- 2.1.1 This section of the report sets out relevant national, regional, and local planning policies to demonstrate how the transport and highways aspects of the development proposals comply with the underlying core aims and principles. All national, regional, and local planning policies place emphasis on encouraging development that maximises the use of sustainable travel modes in areas with good public transport connectivity and which reduced the need to travel by car.

### 2.2 NATIONAL PLANNING POLICY FRAMEWORK (2023)

- 2.2.1 The National Planning Policy Framework (NPPF) was updated in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied.
- 2.2.2 Paragraph 115 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

### 2.3 LONDON PLAN (2021)

- 2.3.1 The London Plan was published in March 2021. The London Plan is part of the statutory development plan and aims to ensure that London's transport is easy, safe, and convenient for everyone and actively encourages more walking and cycling. Greater emphasis is placed on 'Healthy Streets' and the promotion of new and improved walking, cycling, and public transport networks coupled with reducing the demand of vehicles on London's streets.
- 2.3.2 Policy GG2 'Making the best use of land' states that in order *"to create successful sustainable mixed places that make the best use of land, those involved in planning and development must:*
- ⊙ *A) enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.*
  - ⊙ *B) prioritise sites which are well-connected by existing or planned public transport.*
  - ⊙ *C) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.*
  - ⊙ *G) plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth."*
- 2.3.3 Policy T1 notes that development proposals should target 80% of all trips in London are to be made by foot, cycle or public transport by 2041. It states that:
- "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*



- 2.3.4 Policy T2 relates to ‘*Healthy Streets*’ and seeks development that delivers patterns of land use that facilitate making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments permeable and highly connected by foot and cycle, with reduced vehicle dominance.
- 2.3.5 Policy T2 also sets out how development proposals should demonstrate how they will:
- ⦿ Deliver improvements that support the ten Healthy Streets indicators, in line with TfL Guidance.
  - ⦿ Reduce the dominance of vehicles on London’s streets.
  - ⦿ Be permeable by foot and cycle and connect to local walking and cycling networks, as well as public transport.
- 2.3.6 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and in the vicinity of the new development.
- 2.3.7 Policy T5 sets out that development should encourage cycling and provides minimum cycle parking standards. Cycle parking and cycle parking areas should allow easy access and provide facilities for larger and adapted bikes and all cyclists. In places of employment, supporting facilities are recommended, including changing rooms, maintenance facilities, lockers, and shower facilities. The policy also states that all cycle parking should be designed in accordance with the guidance contained within the London Cycle Design Standards (LCDS).
- 2.3.8 Table 10.2 of the London Plan provides the minimum cycle parking standards for land use which are shown in **Table 2-1**.

**Table 2-1: London Plan – Minimum Cycle Parking Standards**

| LAND USE CLASS |                       | LONDON PLAN MINIMUM CYCLE PARKING STANDARDS       |                                                                     |
|----------------|-----------------------|---------------------------------------------------|---------------------------------------------------------------------|
|                |                       | LONG-STAY                                         | SHORT-STAY                                                          |
| C3             | Dwellings (all)       | 1 space per studio or 1 person 1 bedroom dwelling | 5 to 40 dwellings: 2 spaces<br>Thereafter: 1 space per 40 dwellings |
|                |                       | 1.5 spaces per 2 person 1 bedroom dwelling        |                                                                     |
|                |                       | 2 spaces per all other dwelling                   |                                                                     |
| B1             | Commercial Makerspace | 1 space per 175sqm                                | 1 space per 40sqm                                                   |

- 2.3.9 Policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport. Policy T6.2 states that all non-residential elements of development should provide at least one on or off-street disabled persons parking bay. All operational parking must provide infrastructure for electric or other Ultra-Low Emission vehicles, including active charging points for all taxi spaces.
- 2.3.10 Policy T7 ‘Deliveries, Servicing and Construction’, sets out inter alia:



*“G. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.”*

*“H. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or nighttime. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.”*

## 2.4 LOCAL POLICY

### HARINGEY STRATEGIC POLICIES DPD (2017)

- 2.4.1 Haringey's Local Plan: Strategic Policies was adopted by the Council in 2013 to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on 24 July 2017. The purpose of the document is to set out the long-term vision of how Haringey should develop by 2026 and sets out the Council's strategy for achieving that vision, including high-level strategic policies used in determining planning applications.
- 2.4.2 Strategic Policy 7 focuses on promoting sustainable travel and ensuring all development is appropriately integrated with all forms of transport, in line with the Government's transport objectives set out in section 4 of the NPPF and the Mayor of London's strategic transport approach in the London Plan.
- 2.4.3 Strategic Policy 7 aims to tackle climate change, improve local place-shaping and public realm, and environmental and transport quality and safety by:
- ⊙ Minimising congestion and addressing the environmental impacts of travel;
  - ⊙ Promoting public transport, walking and cycling (including minimum cycle parking standards);
  - ⊙ Promoting road safety and pedestrian movement, particularly in town centres and close to local services;
  - ⊙ Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning; and
  - ⊙ Seeking to mitigate the impact of road-based freight and promote alternatives.

### HARINGEY SITE ALLOCATIONS DPD (2017)

- 2.4.4 The Strategic Policies DPD (2013) sets out the long term vision of how Haringey, and the places within it, should develop by 2026 and sets out the Council's spatial strategy for achieving that vision
- 2.4.5 The site forms part of a wider site allocation under the reference SA21: Clarendon Square Gateway. The Site Allocation requires a redevelopment of the site with a mix use employment led scheme that creates a new link between Wood Green and Clarendon Square with a legible streetscape along this link.
- 2.4.6 The transport focused requirements for the site, as set out under SA21 are as follows:
- ⊙ Development proposals will be required to be accompanied by a site wide masterplan;



- ⦿ A new high quality pedestrian /cycle connection linking Wood Green and Clarendon Square should be incorporated along the entire length of the site; and
- ⦿ The frontages to the new east-west route should be active non-residential uses facing onto the street.

## 2.5 HARINGEY DEVELOPMENT MANAGEMENT DPD (2017)

2.5.1 Haringey's Development Management Development Plan Document (DPD) sets out planning policies to determine which developments are granted planning permission in Haringey. It was adopted by the Council on 24 July 2017.

2.5.2 Policy DM31 relates to sustainable transport and states that:

- ⦿ The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate induced car travel.
- ⦿ The Council will support the protection, improvement, and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling as a means of transport and recreational activity. The Council will also promote improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.
- ⦿ The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals following the Transport for London thresholds.



# 3 EXISTING SITUATION

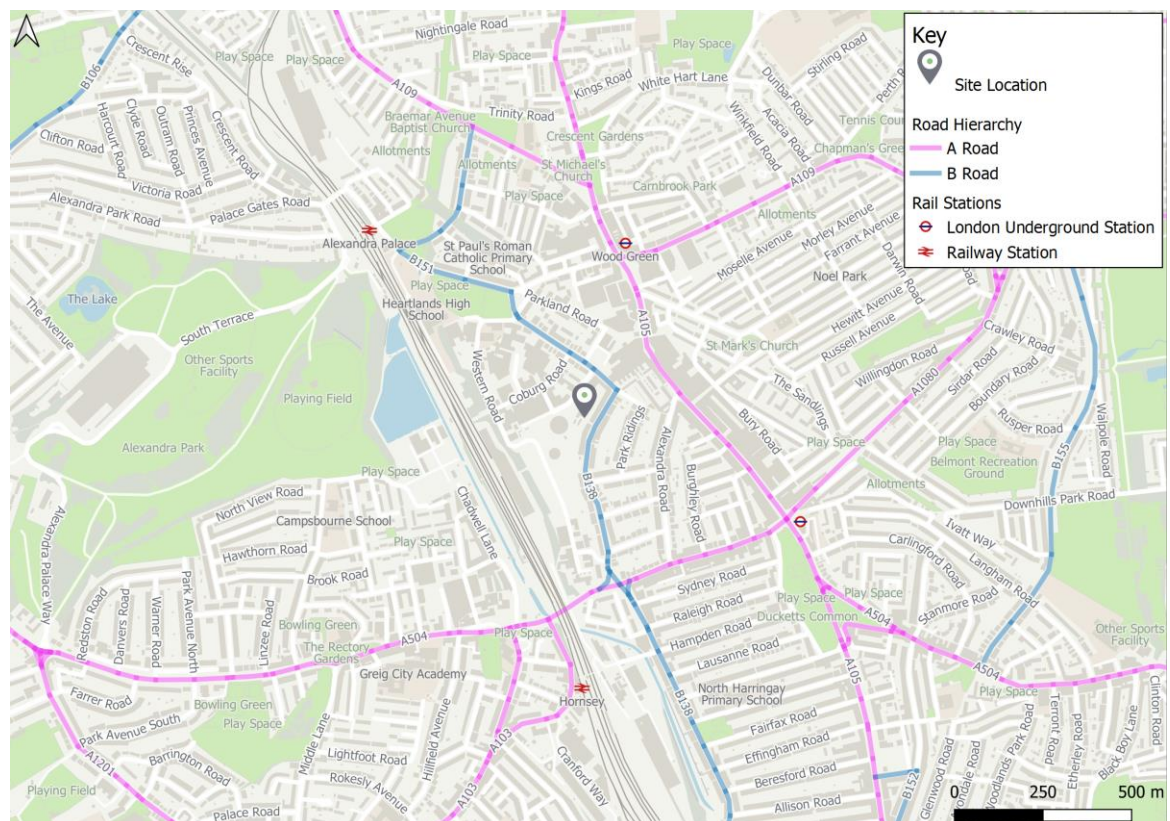
## 3.1 SITE AND SURROUNDING AREA

- 3.1.1 The site is located 350m to the south-west of High Road in Wood Green and within 700m south-east of High Street in Hornsey. There is a range of local amenities and facilities near to the site. The area surrounding the site is primarily residential. There are retail uses such as The Mall Wood Green (shopping centre) located nearby.
- 3.1.2 Wood Green and Turnpike Lane Underground Stations are located 800m to the north-east and south-east of the site respectively. Hornsey Rail Station is located 850m to the south-west.

## 3.2 LOCAL HIGHWAY NETWORK

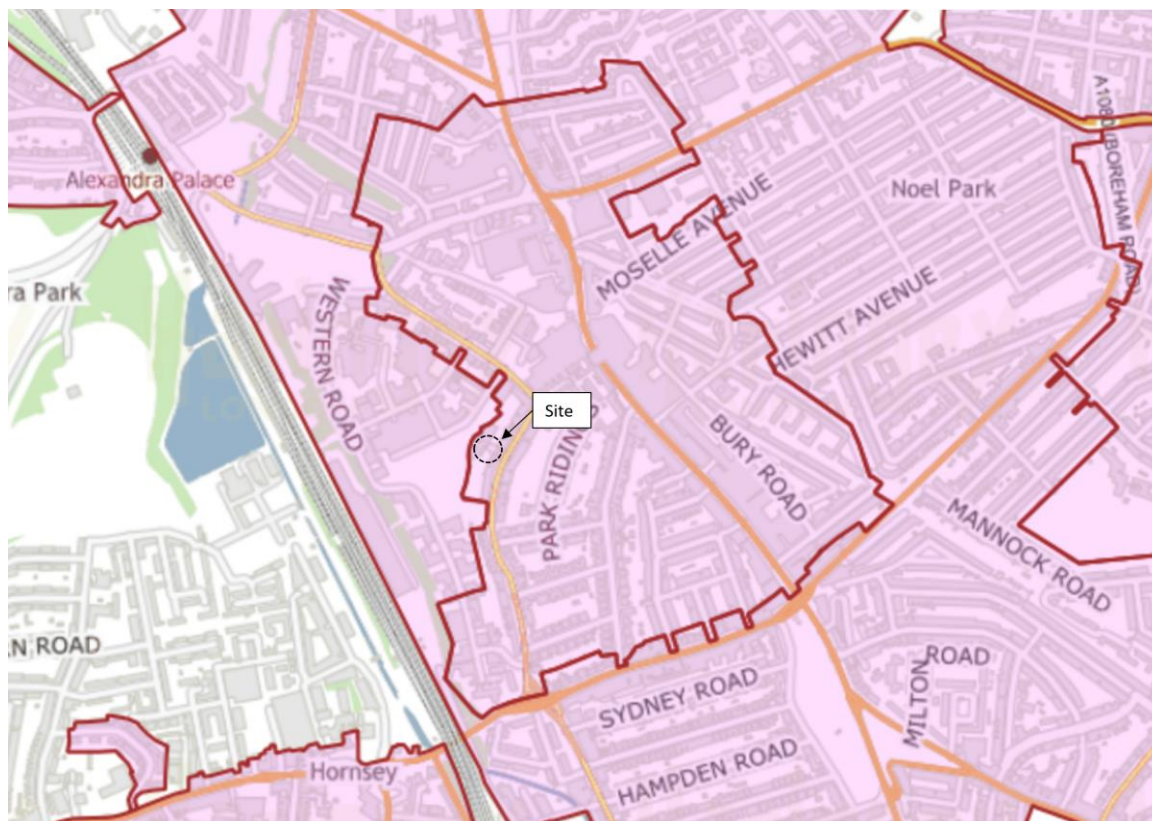
- 3.2.1 Hornsey Park Road is orientated in a broadly northeast/south direction, forming a junction with Mayes Road to the north-east and connecting to the four-armed signalised junction between Turnpike Lane and Wightman Road to the south. The road is two-way with a single lane in either direction and has a speed limit restriction of 20mph. Hornsey Park Road is a key route which provides a connection between Wood Green and Hornsey.
- 3.2.2 The local highway network is displayed within **Figure 3-1**.

**Figure 3-1: Local Highway Network**



- 3.2.3 The site is located within a Controlled Parking Zone (CPZ), namely the 'Wood Green Inner Zone' which operates between Monday to Sunday 08:00am to 22:00pm. The local CPZ coverage is provided in **Figure 3-2**.

Figure 3-2: CPZ – Wood Green Inner Zone

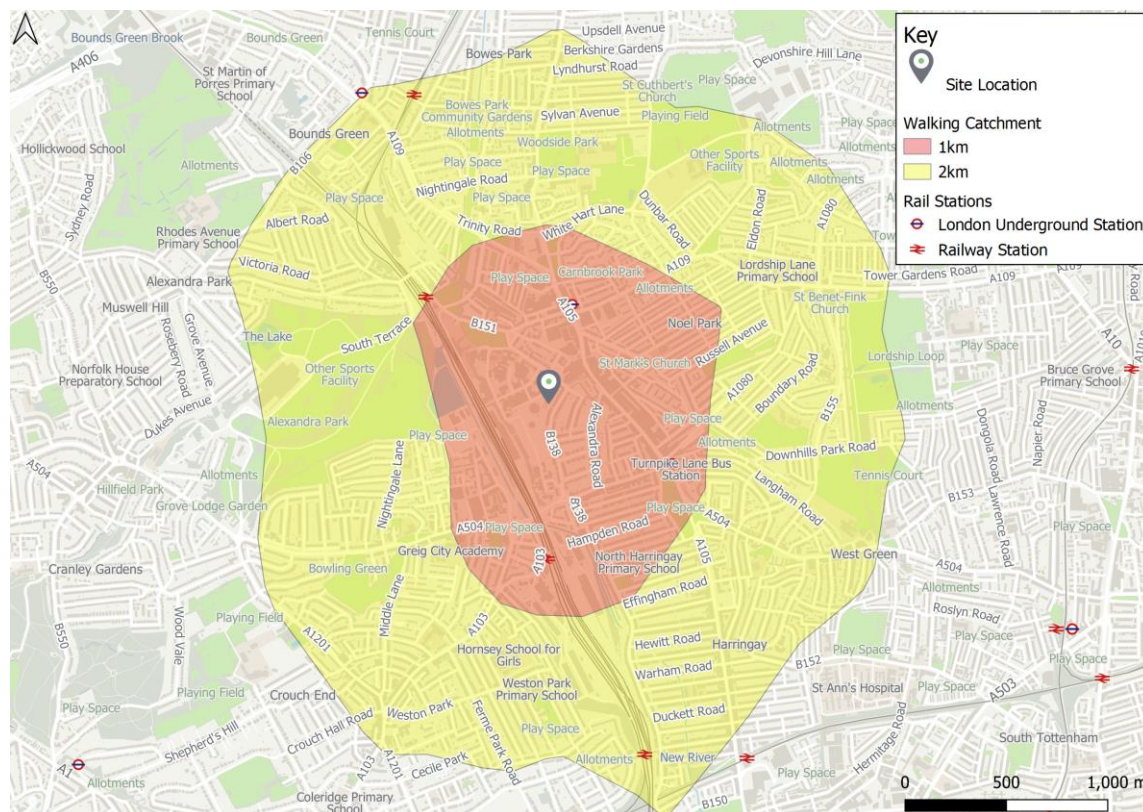


### 3.3 PEDESTRIAN ACCESSIBILITY

- 3.3.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6 km). Infrastructure that supports travel on foot is essential to promote sustainable and active travel as a viable alternative to short car trips.
- 3.3.2 Hornsey Park Road is served by footways on both sides of the carriageway, with a zebra crossing positioned at the junction of Hornsey Park Road and Mayes Road. **Figure 3-3** highlights the 1km and 2km walking catchments associated with the site.



Figure 3-3: 1km and 2km Walking Isochrone Plan

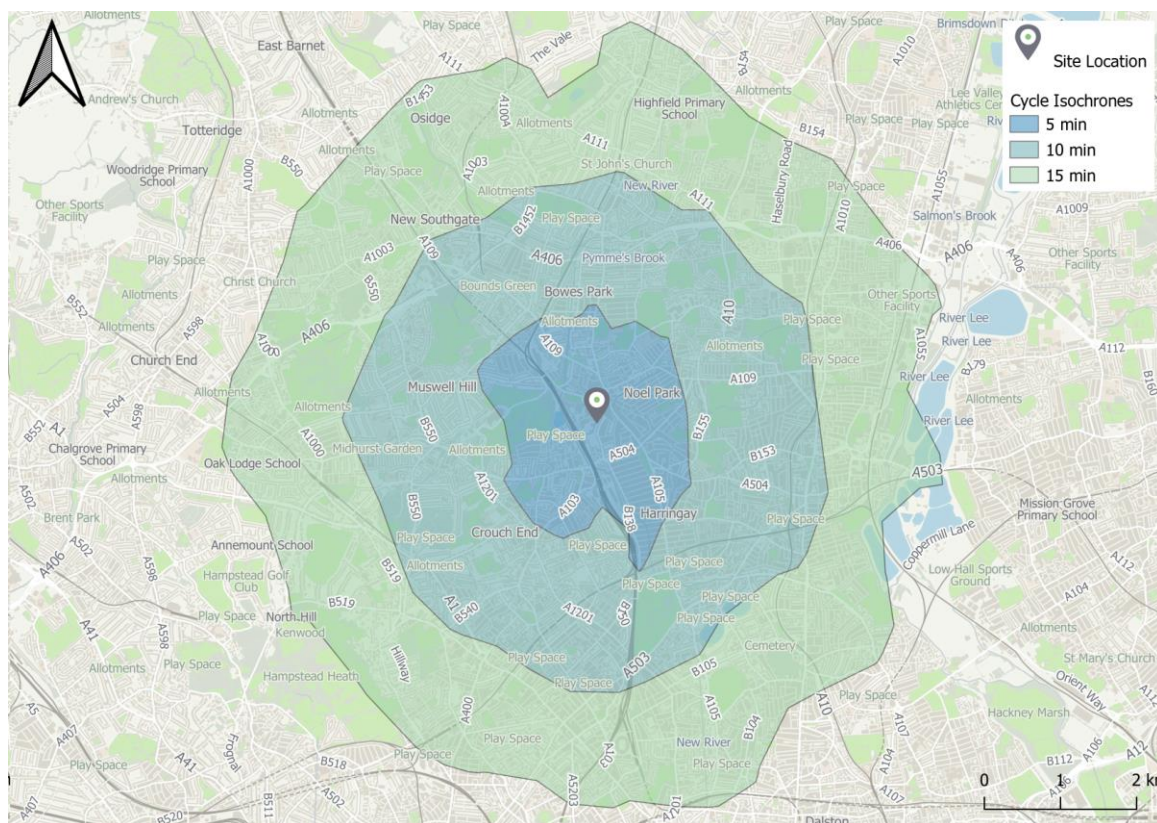


### 3.4 CYCLE ACCESSIBILITY

- 3.4.1 Cycling has the potential to substitute for short car trips, mainly those less than 5km in length; however, many people will cycle longer distances.
- 3.4.2 A number of destinations are located within cycling distance including Crouch End, Dalston, East Barnet, West Finchley, Lea Bridge and Grange Park. **Figure 3-4** highlights those locations within a 5, 10 and 15 minute cycling distance. Cycle parking facilities are provided at Wood Green Underground Station (800m), Turnpike Lane Underground Station (800m) and Hornsey Rail Station (850m) which are a circa 3-6 minute cycle from the site.
- 3.4.3 The central London Central Activities Zone (CAZ) is located a 40minute cycle from the site (10km). Whilst it is recognised that this is beyond the 5km distance, it is considered that this would be an option for some residents.



**Figure 3-4: 5km and 8km Cycling Isochrone Plan**

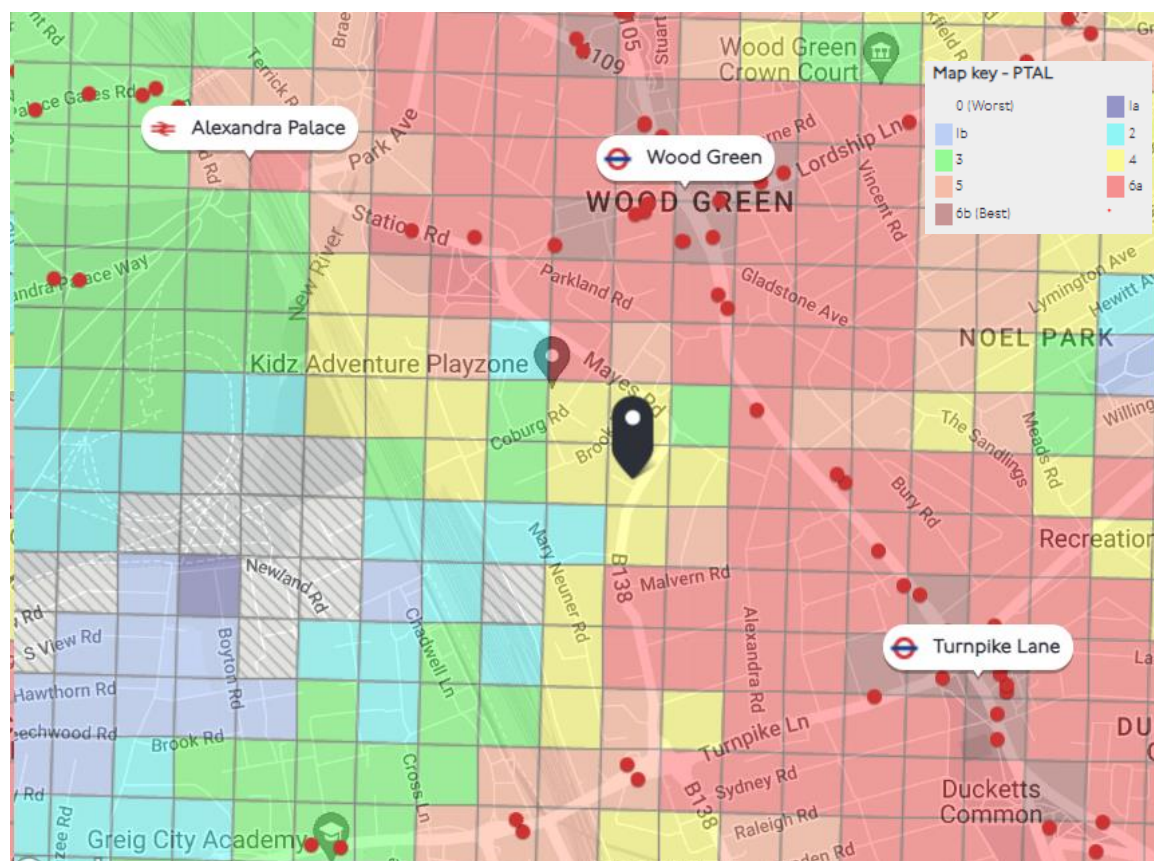


### 3.5 PUBLIC TRANSPORT ACCESS

- 3.5.1 Public Transport Accessibility Level is used to assess a site's connectivity to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.
- 3.5.2 As shown in **Figure 3-5**, TfL's online WebCAT planning tool shows that the site's PTAL score is 4 (good)



Figure 3-5: PTAL Map



## BUS SERVICE

- 3.5.3 There are northbound and southbound bus stops located less than 500m north-east of the site along High Road. The stops are serviced by four bus routes which operate on a regular basis throughout the day serving destinations such as Enfield Town, St Raphael's, Palmers Green, Chipping Barnet and Edgeware.
- 3.5.4 The bus stops along High Road are provided with seating, shelter and a flag and pole showing timetable information.

## UNDERGROUND SERVICES

- 3.5.5 The nearest underground stations to the site are Wood Green and Turnpike Lane, both of which are accessible within a 11-minute walk or 4-minute cycle. Both stations are located in Travelcard Zone 3 and are served by the Piccadilly Line. The service frequency is summarised in **Table 3-1**.



**Table 3-1: Underground Service Frequencies**

| LINE       | STATION                      | DIRECTION  | FREQUENCY (SERVICES PER HOUR) |         |
|------------|------------------------------|------------|-------------------------------|---------|
|            |                              |            | AM PEAK                       | PM PEAK |
| Piccadilly | Wood Green and Turnpike Lane | Northbound | 23                            | 23      |
|            |                              | Southbound | 23                            | 23      |

## 3.6

### RAIL SERVICES

#### 3.6.1

Hornsey Rail Station is located within a 12-minute walk or 4-minute cycle from the site and provides access to Great Northern services providing access to destinations including Stevenage, Moorgate, Welwyn Garden City, and Hertford North. The service frequency is summarised in **Table 3-2**.

**Table 3-2: Hornsey Service Frequencies**

| SERVICE        | DESTINATION                                                                            | FREQUENCY (SERVICES PER HOUR) |         |
|----------------|----------------------------------------------------------------------------------------|-------------------------------|---------|
|                |                                                                                        | AM PEAK                       | PM PEAK |
| Great Northern | Stevenage, Hertford North, Enfield Chase, Welwyn Garden City, Hatfield and Potters Bar | 8                             | 9       |
|                | Old Street, Moorgate, Kings Cross                                                      | 6                             | 10      |



# 4 ASSESSMENT OF PROPOSALS

## 4.1 SUMMARY OF PROPOSALS

4.1.1 The development proposals are summarised below:

- ⦿ Redevelopment of the site to provide 32 residential units and 97sqm of commercial space at ground-floor level;
- ⦿ Car-free development, with a total of three blue badge spaces provided. Electric vehicle charging points are provided for all spaces;
- ⦿ Retained vehicular/pedestrian access from Hornsey Park Road. Provision of a demarcated 1.5m pedestrian footway on the Hornsey Road access to link with the adjacent Iceland and Bittern Place development sites.
- ⦿ Cycle parking in line with London Plan and London Cycle Design Standards (LCDS), with commercial cycle parking provided within the unit.
- ⦿ One shared bin store located externally and on ground-floor level.

## 4.2 ACCESS

### PEDESTRIAN ACCESS

- 4.2.1 Pedestrian access for the development will be provided from the existing access point on Hornsey Park Road.
- 4.2.2 A demarcated 1.5m pedestrian route is proposed through the site adjacent to the accessway and through the central courtyard, separated throughout via a small kerb upstand from the space utilised by vehicles. This route would connect to the neighbouring developments that are proposed in line with the wider site allocation, passing the blue badge bays on the southern boundary.
- 4.2.3 **Figure 4-1** shows the proposed site access, with the demarcated pedestrian route shown in blue and the pedestrian link to the adjacent site in orange. The connection to the west will include a gate that is open during the day and closed after dusk, for security reasons.



Figure 4-1: Proposed Pedestrian Access Strategy



## VEHICULAR ACCESS

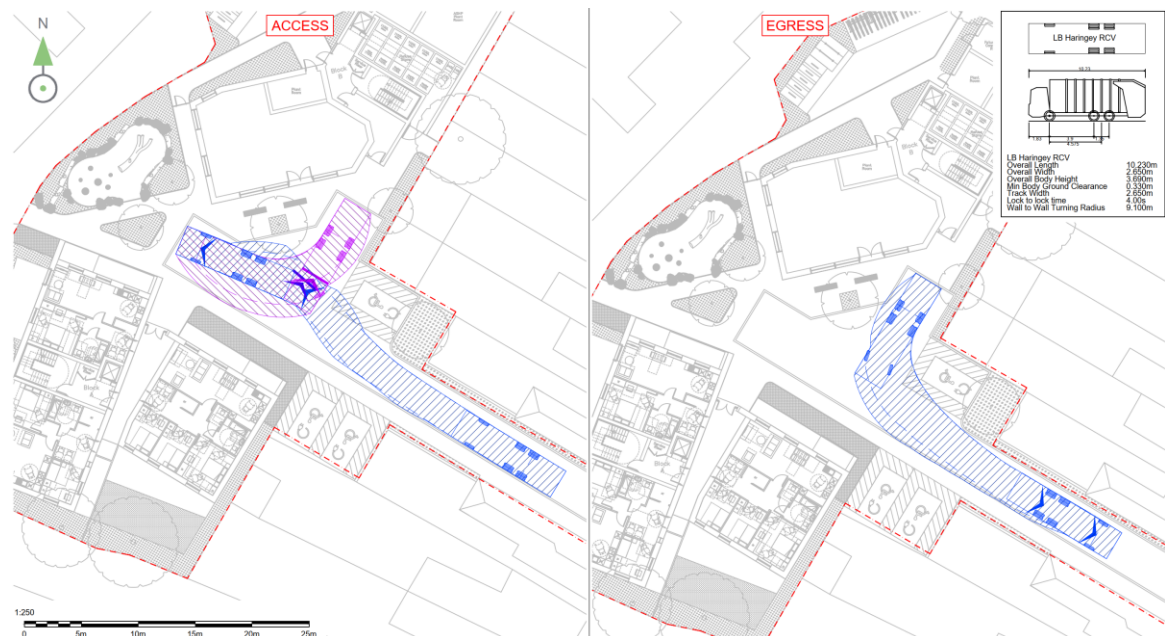
- 4.2.4 Vehicular access for the proposed development will be provided using the existing access. Sufficient space has been provided within the site to enable the largest vehicle expected to access the site (Refuse Collection Vehicle) to enter and exit the site in a forward gear.
- 4.2.5 Swept path analysis has been undertaken to demonstrate that a car can access and egress the parking spaces in a forward gear and that an RCV can access and egress from the site in a forward gear. Tracking is provided in **Figure 4-2 and 4-3**.



Figure 4-2: Large Car Tracking



Figure 4-3: RCV Tracking



## 4.3 ROAD SAFETY AUDIT

- 4.3.1 For the purposes of ensuring a safe access into the scheme/site, a Stage 1 Road Safety Audit has been prepared, by an independent auditor. The Audit is included at **Appendix C**.
- 4.3.2 A Designers Response has also been prepared by Velocity and this is included in **Appendix D**.



## 4.4 CAR PARKING

4.4.1 **Figure 4-4** shows the proposed on-site car parking layout, with three blue badge spaces provided.

**Figure 4-4: Car Parking Layout**



4.4.2 In accordance with Policy T6 of the London Plan the proposed development is car-free. Three accessible parking spaces (equating to 9.3% of dwellings) are provided which aligns with the three wheelchair accessible dwellings that are proposed.

4.4.3 Given the uptake of blue badge spaces in residential accommodation is typically less than 10% and closer to 3% the provision of three blue badge bays from the outset is policy compliant. The commercial unit is less than 100sqm and accessible parking is very unlikely to be required, however the provision for the residential dwellings exceeds the expected demand and could be shared.



## 4.5 CYCLE PARKING

### RESIDENTIAL CYCLE PARKING

- 4.5.1 Cycle parking for the proposed development will be provided in line with London Plan standards and designed in accordance with the London Cycle Design Standards (LCDS). **Table 4-1** shows the proposed residential cycle parking provision.

**Table 4-1: Residential Cycle Parking Provision**

| UNITS PROPOSED         | LONG STAY CYCLE PARKING REQUIREMENT               | SHORT STAY CYCLE REQUIREMENT                                     | LONG-STAY | SHORT-STAY |
|------------------------|---------------------------------------------------|------------------------------------------------------------------|-----------|------------|
| Studio/ 1B1P – 3 units | 1 space per studio or 1 person 1 bedroom dwelling | 5-40 dwellings: 2 spaces<br>Thereafter: 1 space per 40 dwellings | 3         | 2          |
| 1B2P – 12 units        | 1.5 spaces per 2-person 1 bedroom dwelling        |                                                                  | 18        |            |
| 2+ Beds – 17 units     | 2 spaces per dwelling                             |                                                                  | 34        |            |
| <b>Total</b>           |                                                   |                                                                  | <b>55</b> | <b>2</b>   |

- 4.5.2 **Table 4-5** shows the long-stay cycle parking provision associated with the residential units.



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Project No 23/048 Doc No D002



Figure 4-6: Example of Light Weight Bike Shelters



## COMMERCIAL CYCLE PARKING

4.5.5 **Table 4-2** shows the proposed commercial cycle parking provision.

**Table 4-2: Commercial Cycle Parking Provision**

| USE                                        | PROPOSED FLOORSPACE (SQM) | LONG STAY CYCLE PARKING REQUIREMENT | SHORT STAY CYCLE PARKING REQUIREMENT | LONG-STAY | SHORT STAY |
|--------------------------------------------|---------------------------|-------------------------------------|--------------------------------------|-----------|------------|
| E (Studio / Maker space/ Light Industrial) | 97                        | 1 space per 250sqm                  | 1 space per 1000sqm                  | 1         | 1          |
| <b>Total</b>                               | <b>97</b>                 |                                     |                                      | <b>1</b>  | <b>1</b>   |

4.5.6 A single Sheffield stand providing two cycle parking spaces will be provided within the commercial unit.

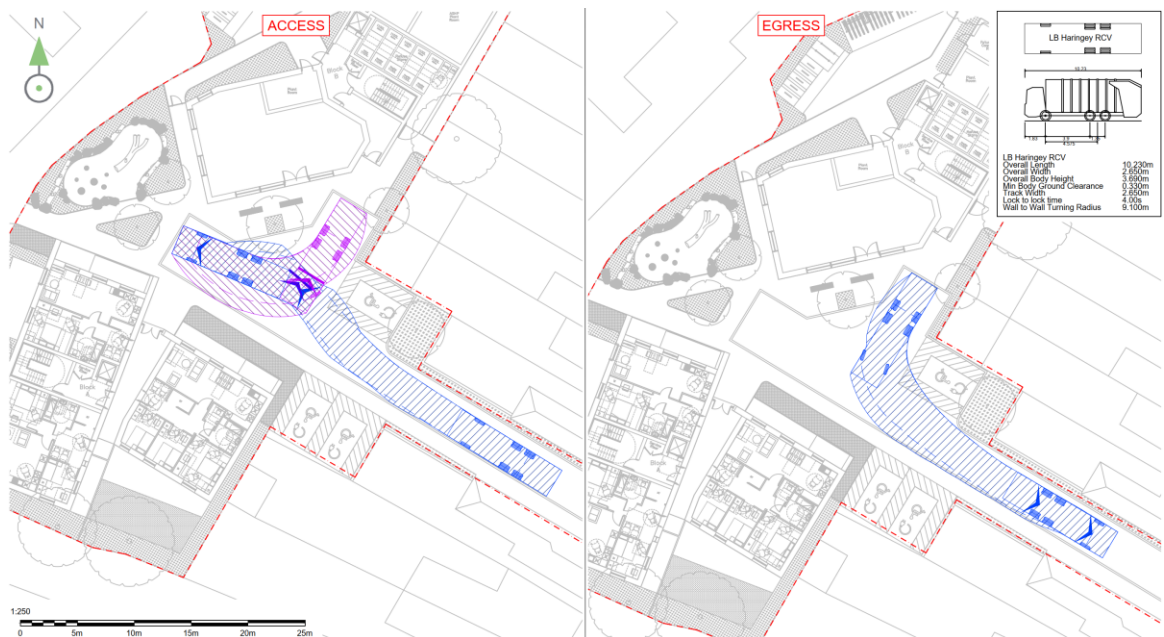
## 4.6 DELIVERIES AND REFUSE COLLECTION

4.6.1 Delivery, servicing and refuse vehicles will be accommodated within the site and operate using the same arrangement. A refuse collection vehicle (RCV) will be able to access the site from Hornsey Park Road and travel through the site before reversing next to the bin store for collection. Vehicles are then able to egress in forward gear. Bin stores are located within the maximum drag distance of the residential waste store (10m as per LB Haringey Guidance).

4.6.2 Swept path analysis has been undertaken to ensure than an RCV can suitably access and manoeuvre within the site and exit in forward gear. This is provided in **Figure 4-7** below and **APPENDIX B**.



Figure 4-7: Swept Path Analysis – 10.2m Refuse Vehicle



## 4.7 TRIP GENERATION

### PERMITTED USE TRIP GENERATION

- 4.7.1 Trip generation for the existing light industrial permitted site use has been calculated based on a first principles approach. The site was used as a joiners yard (light industrial) and car repairs (B2 use) and the employee density guide has been used to calculate the potential travel demand of the existing site.
- 4.7.2 The methodology associated with the employee travel demand is based on the following assumptions:
- Employment density - The Employment Density Guide (3rd edition, 2015) has been used as a guide to estimate the expected employees (full time equivalent). The permitted use could be occupied at a density of 1 employee per 47sqm, equivalent to 21 total employees.
  - Employee daily occupancy - 85% of employees travelling to work on a given day (due to annual leave, sickness and working from home).
  - Travel timings - 50% of employees arrive during the AM peak hour and depart during the PM peak hour. An allowance for 2% of employees to travel outbound in the morning peak and inbound in the afternoon peak.
  - Mode share - based on Travel to Work Census data for the local area (MSOA Haringey 016).



**Table 4-3: Permitted Use Trip Generation**

|                           | MODE SHARE (%) | AM PEAK   |          |           | PM PEAK  |           |           | DAILY     |           |           |
|---------------------------|----------------|-----------|----------|-----------|----------|-----------|-----------|-----------|-----------|-----------|
|                           |                | In        | Out      | Total     | In       | Out       | Total     | In        | Out       | Total     |
| Underground               | 15%            | 2         | 0        | 2         | 0        | 2         | 2         | 3         | 3         | 7         |
| Train                     | 7%             | 1         | 0        | 1         | 0        | 1         | 1         | 2         | 2         | 3         |
| Bus                       | 32%            | 4         | 1        | 5         | 1        | 4         | 5         | 8         | 8         | 15        |
| Taxi                      | 0%             | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0         | 0         |
| Motorcycle                | 0%             | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0         | 0         |
| Driving a car or van      | 27%            | 3         | 1        | 4         | 1        | 3         | 4         | 6         | 6         | 13        |
| Passenger in a car or van | 1%             | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0         | 1         |
| Bicycle                   | 3%             | 0         | 0        | 0         | 0        | 0         | 0         | 1         | 1         | 1         |
| On foot                   | 14%            | 2         | 0        | 2         | 0        | 2         | 2         | 3         | 3         | 7         |
| Other                     | 0%             | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0         | 0         |
| <b>Total</b>              | <b>100%</b>    | <b>12</b> | <b>2</b> | <b>14</b> | <b>2</b> | <b>12</b> | <b>14</b> | <b>24</b> | <b>24</b> | <b>47</b> |

## PROPOSED TRIP GENERATION

4.7.3 The travel demand for the residential units has been calculated using trip rates from the TRICS database, using the following search criteria:

- 03 Residential / M Mixed Private/Affordable Housing
- Greater London
- PTAL: 3-4

4.7.4 In total, 3 sites were considered for comparison, which are listed below;

- BT-03-M-03 Neasden: 74 dwellings
- EG-03-M-05 Acton: 106 dwellings
- HD-03-M-06 Hayes: 107 dwellings

4.7.5 **Table 4-4** provides a summary of the anticipated peak hour total person trips associated with the 32 units.

**Table 4-4: Total Person Trip Rates and Additional Travel Demand**

| TIME                     | TOTAL PERSON TRIP RATES (PER DWELLING) |           |       | TOTAL PERSON TRIPS FORECAST |           |       |
|--------------------------|----------------------------------------|-----------|-------|-----------------------------|-----------|-------|
|                          | Arrival                                | Departure | Total | Arrival                     | Departure | Total |
| AM peak hour (0800-0900) | 0.101                                  | 0.638     | 0.739 | 3                           | 20        | 24    |
| PM peak hour (1700-1800) | 0.408                                  | 0.174     | 0.582 | 13                          | 6         | 19    |

4.7.6 The baseline residential mode share has been calculated based using 2011 Census Origin Destination data for the 'Haringey 016 Area'. The proposed mode share has been adjusted to reduce car driver / passenger trips to 0% as the proposed development is car-free, with the trips distributed onto the other modes proportionally. The existing and proposed mode share comparison is presented within **Table 4-5**.



**Table 4-5: 2011 Census Adjusted Mode Share – Residential**

| METHOD OF TRAVEL TO WORK  | CENSUS (%) | ADJUSTED (%) |
|---------------------------|------------|--------------|
| Underground               | 46%        | 53%          |
| Train                     | 4%         | 5%           |
| Bus                       | 21%        | 24%          |
| Taxi                      | 0%         | 0%           |
| Motorcycle                | 1%         | 1%           |
| Driving a car or van      | 12%        | 0%           |
| Passenger in a car or van | 1%         | 0%           |
| Bicycle                   | 4%         | 5%           |
| On foot                   | 10%        | 12%          |
| Other                     | 0%         | 0%           |
| Total                     | 100%       | 100%         |

4.7.7

The resultant residential travel demand is shown in **Table 4-6**.

**Table 4-6: Forecast Residential Travel Demand**

| MODE                      | AM PEAK  |            |           | PM PEAK   |            |           | DAILY     |            |            |
|---------------------------|----------|------------|-----------|-----------|------------|-----------|-----------|------------|------------|
|                           | Arrivals | Departures | Total     | Arrivals  | Departures | Total     | Arrivals  | Departures | Total      |
| Underground               | 2        | 11         | 13        | 7         | 3          | 10        | 47        | 50         | 98         |
| Train                     | 0        | 1          | 1         | 1         | 0          | 1         | 4         | 4          | 8          |
| Bus                       | 1        | 5          | 6         | 3         | 1          | 5         | 22        | 23         | 45         |
| Taxi                      | 0        | 0          | 0         | 0         | 0          | 0         | 0         | 0          | 0          |
| Motorcycle                | 0        | 0          | 0         | 0         | 0          | 0         | 1         | 1          | 2          |
| Driving a car or van      | 0        | 0          | 0         | 0         | 0          | 0         | 0         | 0          | 0          |
| Passenger in a car or van | 0        | 0          | 0         | 0         | 0          | 0         | 0         | 0          | 0          |
| Bicycle                   | 0        | 1          | 1         | 1         | 0          | 1         | 4         | 4          | 8          |
| On foot                   | 0        | 2          | 3         | 2         | 1          | 2         | 10        | 11         | 21         |
| Other                     | 0        | 0          | 0         | 0         | 0          | 0         | 0         | 0          | 0          |
| <b>Total</b>              | <b>3</b> | <b>20</b>  | <b>24</b> | <b>13</b> | <b>6</b>   | <b>19</b> | <b>89</b> | <b>94</b>  | <b>183</b> |

## COMMERCIAL TRAVEL DEMAND

4.7.8

The proposals seek to provide 97sqm of flexible Use Class E floor space within the commercial unit. The employee trips associated with the commercial use (based on the 'probable' end scenario) comprising makerspace has been calculated using a first principles approach based on the likely employment density.

4.7.9

The methodology associated with the employee travel demand is based on the following assumptions:

- Employment density - The Employment Density Guide (3rd edition, 2015) has been used as a guide to estimate the expected employees (full time equivalent). The commercial space could be occupied at a density of 1 employee per 12sqm, equivalent to 8 total employees.
- Employee daily occupancy - 85% of employees travelling to work on a given day (due to annual leave, sickness and working from home).



- Travel timings - 50% of employees arrive during the AM peak hour and depart during the PM peak hour. An allowance for 2% of employees to travel outbound in the morning peak and inbound in the afternoon peak.
- Mode share - based on Travel to Work Census data for the local area (MSOA Haringey 016), with adjustments to reflect the car-free nature of the scheme with car trips reallocated proportionally to other modes.

4.7.10 The resulting travel demand for future employees by mode is shown in **Table 4-7**.

**Table 4-7: Forecast Employee Travel Demand**

| MODE                      | AM PEAK  |          |          | PM PEAK  |          |          | DAILY     |           |           |
|---------------------------|----------|----------|----------|----------|----------|----------|-----------|-----------|-----------|
|                           | In       | Out      | Total    | In       | Out      | Total    | In        | Out       | Total     |
| Underground               | 3        | 1        | 3        | 1        | 3        | 3        | 5         | 5         | 10        |
| Train                     | 0        | 0        | 0        | 0        | 0        | 0        | 1         | 1         | 1         |
| Bus                       | 1        | 0        | 1        | 0        | 1        | 1        | 2         | 2         | 5         |
| Taxi                      | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0         | 0         |
| Motorcycle                | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0         | 0         |
| Driving a car or van      | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0         | 0         |
| Passenger in a car or van | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0         | 0         |
| Bicycle                   | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0         | 1         |
| On foot                   | 1        | 0        | 1        | 0        | 1        | 1        | 1         | 1         | 2         |
| Other                     | 0        | 0        | 0        | 0        | 0        | 0        | 0         | 0         | 0         |
| <b>Total</b>              | <b>5</b> | <b>1</b> | <b>6</b> | <b>1</b> | <b>5</b> | <b>6</b> | <b>10</b> | <b>10</b> | <b>19</b> |

## 4.8 TOTAL PROPOSED DEVELOPMENT TRIP GENERATION

4.8.1 **Table 4-8** below shows the cumulative trip generation for the proposed development, including both the residential and commercial uses. The cumulative assessment shows that the proposed development will generate a total of 30 two-way trips in the AM peak hour and 25 in the PM peak hour.

**Table 4-8: Cumulative Trip Generation**

| MODE                      | AM PEAK  |           |           | PM PEAK   |           |           | DAILY     |            |            |
|---------------------------|----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|
|                           | In       | Out       | Total     | In        | Out       | Total     | In        | Out        | Total      |
| Underground               | 4        | 12        | 16        | 8         | 5         | 13        | 52        | 55         | 108        |
| Train                     | 0        | 1         | 1         | 1         | 1         | 1         | 5         | 5          | 10         |
| Bus                       | 2        | 5         | 7         | 3         | 3         | 6         | 24        | 25         | 49         |
| Taxi                      | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0          |
| Motorcycle                | 0        | 0         | 0         | 0         | 0         | 0         | 1         | 1          | 2          |
| Driving a car or van      | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0          |
| Passenger in a car or van | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0          |
| Bicycle                   | 0        | 1         | 1         | 1         | 0         | 1         | 5         | 5          | 9          |
| On foot                   | 1        | 3         | 3         | 2         | 1         | 3         | 11        | 12         | 24         |
| Other                     | 0        | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0          |
| <b>Total</b>              | <b>8</b> | <b>22</b> | <b>30</b> | <b>14</b> | <b>10</b> | <b>25</b> | <b>98</b> | <b>103</b> | <b>202</b> |



## 4.9 NET TRIP GENERATION

4.9.1 The net trip generation is shown in **Table 4-7**, which shows that there will be a small increase in trips in the peak hours, with 15 additional trips in the AM Peak and 10 in the PM peak. The development would have a positive impact on the highway network removing car trips from the road network.

**Table 4-9: Net Trip Generation**

| MODE                      | AM PEAK   |           |           | PM PEAK   |           |           | DAILY     |           |            |
|---------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
|                           | In        | Out       | Total     | In        | Out       | Total     | In        | Out       | Total      |
| Underground               | 3         | 11        | 14        | 7         | 4         | 11        | 49        | 52        | 101        |
| Train                     | 0         | 1         | 1         | 1         | 0         | 0         | 3         | 3         | 6          |
| Bus                       | -2        | 4         | 3         | 3         | -1        | 1         | 16        | 18        | 34         |
| Taxi                      | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0          |
| Motorcycle                | 0         | 0         | 0         | 0         | 0         | 0         | 1         | 1         | 2          |
| Driving a car or van      | -3        | -1        | -4        | -1        | -3        | -4        | -6        | -6        | -13        |
| Passenger in a car or van | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | -1         |
| Bicycle                   | 0         | 1         | 1         | 1         | 0         | 1         | 4         | 4         | 8          |
| On foot                   | -1        | 2         | 1         | 1         | 0         | 1         | 8         | 9         | 17         |
| Other                     | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0          |
| <b>Total</b>              | <b>-4</b> | <b>19</b> | <b>15</b> | <b>12</b> | <b>-1</b> | <b>10</b> | <b>75</b> | <b>80</b> | <b>154</b> |

## 4.10 DELIVERY AND SERVICING TRIPS

### RESIDENTIAL SERVICING DEMAND

4.10.1 The residential servicing demand will be forecasted using the same survey data extract from the TRICS database.

4.10.2 **Table 4-10** shows the servicing demand between 0700-1900. It shows the proposals could generate six two-way servicing trips throughout the day. It is expected that due to the residential nature of the area, several of the service trips would already be on the network servicing the surrounding residential properties; therefore, the impact on the road network will be negligible.

**Table 4-10: Servicing Demand**

| Time  | LGV TWO-WAY TRIPS |
|-------|-------------------|
| 07:00 | 0                 |
| 08:00 | 0                 |
| 09:00 | 1                 |
| 10:00 | 1                 |
| 11:00 | 1                 |
| 12:00 | 0                 |
| 13:00 | 1                 |
| 14:00 | 1                 |
| 15:00 | 0                 |
| 16:00 | 1                 |
| 17:00 | 0                 |



|             |   |
|-------------|---|
| 18:00       | 0 |
| 19:00       | 0 |
| 07:00-19:00 | 6 |

- 4.10.3 Occasional HGV servicing is expected on site on a limited ad hoc basis, including move in/ out activity and once per week for refuse collection.

#### COMMERCIAL SERVICING DEMAND

- 4.10.4 Based on the size and use of the commercial unit it is expected to generate 1-2 servicing trips per day which will be accommodated on-site, with a typical dwell time of 15 minutes.

#### SUMMARY

- 4.10.5 The relatively short dwell time of refuse/delivery vehicles, and the expectation of consolidated deliveries (based on usual working practices by delivery companies such as Amazon/Fed-ex etc), mean that the likelihood of a delivery vehicle being onsite at the same time as a refuse vehicle collection is low. The delivery trip assessment above estimates a delivery or serving trip on average once every 1.5 hours. On this basis the onsite arrangement is acceptable.



# 5 SUMMARY AND CONCLUSION

## 5.1 SUMMARY

5.1.1 Velocity Transport Planning (VTP) has been appointed by Trinity International Properties ('the Applicant') to prepare a Transport Statement (TS) to support development proposals at 157-159 Hornsey Park Road, located within the London Borough of Haringey (LBH).

5.1.2 In summary:

- ⦿ The site is located in proximity to a variety of local facilities which surround the Wood Green and Hornsey areas, including a railway/ London Underground Station which is reflected in its good PTAL level of 4. There are frequent bus services to local rail and underground stations as well as other London destinations. There are rail and underground stations within a 1km walking distance. As such, trips to and from the proposed development can be made by sustainable modes of transport;
- ⦿ The proposed development is car-free with the exception of three accessible parking spaces.
- ⦿ Secure cycle parking storage will be provided in accordance with LCDS and London Plan standards and will comprise a mix of two tier and Sheffield stands. They will be provided in sheltered and secure light weight structures above a culvert.
- ⦿ Deliveries to the site are anticipated to be in the region of 7-8 per day. All deliveries and servicing activity would take place on-site with refuse collection vehicles able to reverse next to the refuse store before egressing in forward gear. Bin stores are provided within the maximum drag distance (10m).
- ⦿ The proposed development is expected to generate 30 two-way trips during the AM (08:00-09:00) and 25 in the PM (17:00-18:00) peak. As the proposed development is car free it will have a positive impact on the highway network removing car driver trips.
- ⦿ The impact of the proposed development on the public transport network is negligible, with the increase in public transport trips spread across a broad range of public transport services. Local public transport services provide significant capacity that can accommodate the proposed development public trips, with negligible impacts.

## 5.2 CONCLUSION

5.2.1 In light of the above, we conclude that the proposed development will not result in a material impact in highways and transportation terms. Furthermore, in accordance with NPPF paragraph 115, the residual cumulative impacts of the development are not considered to be severe, and, as such, the development should not be prevented or refused on highways grounds.



# APPENDIX A

## PROPOSED SITE LAYOUT





- NOTES:
1. This drawing is to be read in conjunction with all relevant contract documentation from the design team, with any conflicting information to be brought to the attention of Turkington Martin Landscape Architects in writing before commencing on site.
  2. The contractor is to check and verify all levels and dimensions before construction. Any discrepancies are to be brought to the attention of Turkington Martin Landscape Architects in writing before commencing on site.
  3. All dimensions in mm, unless otherwise stated.
  4. Do not scale from this drawing.
  5. All sub base and concrete design and specification to engineer's details. All diagrams provided here are purely indicative.
  6. Waterproofing of any element to be specified by others.
  7. All proprietary products shall be installed in accordance with manufacturers written instructions.
  8. Plant numbers are an indication only and plants should be ordered to suit site areas in accordance with scheduled plant densities.
  9. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

KEY

Site boundary

PAVING

- Pre-cast concrete block paving (pedestrian areas)
- Pre-cast concrete block paving (vehicle and parking area)
- Private gardens
- Mulch to Play Area
- Maintenance BOH paving TBC

PLANTING

- Perennial Planting
- Defensible Planting
- Lawn
- Proposed Trees (standard)



|          |       |                                                                                                                                                       |                 |            |
|----------|-------|-------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|------------|
| 01/02/24 | EN    | Updated plan. Removed refuse store. New kerb lines.                                                                                                   | P06             | MM         |
| 15/02/24 | EN    | Updated plan as per updated tracking. New ground floor. added parking line.                                                                           | P05             | MM         |
| 24/12/23 | EN    | Updated kerb lines as per tracking. Additional parking key as per Transport officers comment. Revised cycle area as per landscape officer's comments. | P04             | MM         |
| 16/12/23 | EN    | Updated road width, play area, bike store.                                                                                                            | P03             | MM         |
| 08/12/23 | EN    | Updated layout as per comments and revised architectural plans.                                                                                       | P02             | MM         |
| DATE     | DRAWN | DESCRIPTION OF REVISION                                                                                                                               | REVISION LETTER | CHECKED BY |

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CLIENT  
Trinity Group  
PROJECT TITLE  
Hornsey Park Road  
DRAWING TITLE  
Landscape GA - Ground Floor  
DRAWING STATUS  
S2 - Suitable for Information

|                |             |               |
|----------------|-------------|---------------|
| DRAWING SCALE: | DRAWN BY:   | DRAWN DATE:   |
| 1:100          | EN          | 26.10.23      |
| PAPER SIZE:    | CHECKED BY: | CHECKED DATE: |
| A1             | MM          | 26.10.23      |

DRAWING NUMBER: 613-TML-XX-00-DR-L-0200  
REVISION: P06

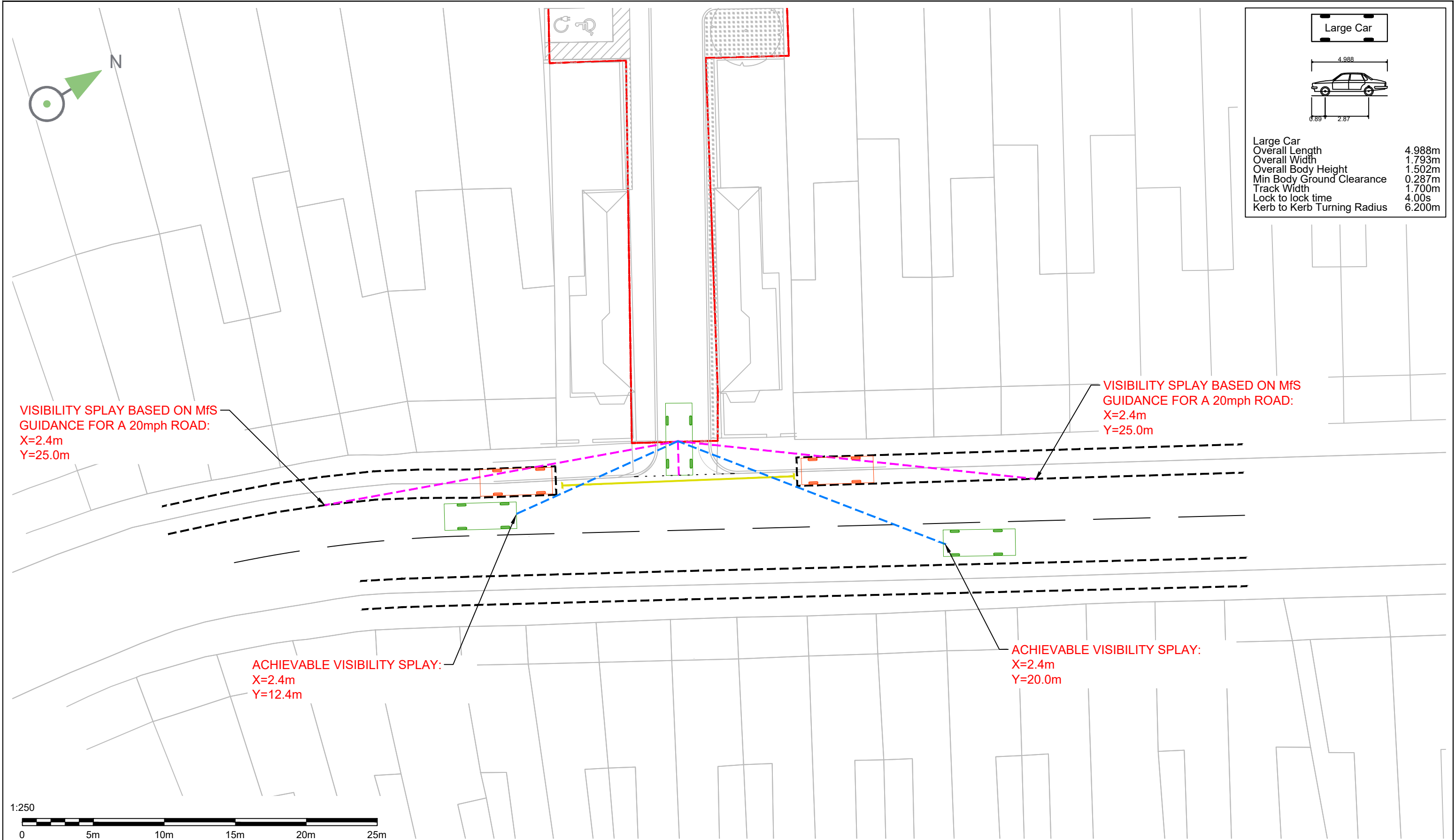
Turkington Martin LANDSCAPE ARCHITECTS

# APPENDIX B

## TRACKING DRAWINGS



Drawing file: 23-048-T-012-C - Access Visibility.dwg Date: Feb 02, 2024 - 8:45am



| C   | 02/02/24 | UPDATED LAYOUT | GSF | TN  | TM  |
|-----|----------|----------------|-----|-----|-----|
| B   | 30/01/24 | UPDATED LAYOUT | GSF | AM  | TM  |
| A   | 23/01/24 | FIRST ISSUE    | GSF | AM  | TM  |
| Rev | Date     | Description    | Drn | Chk | App |

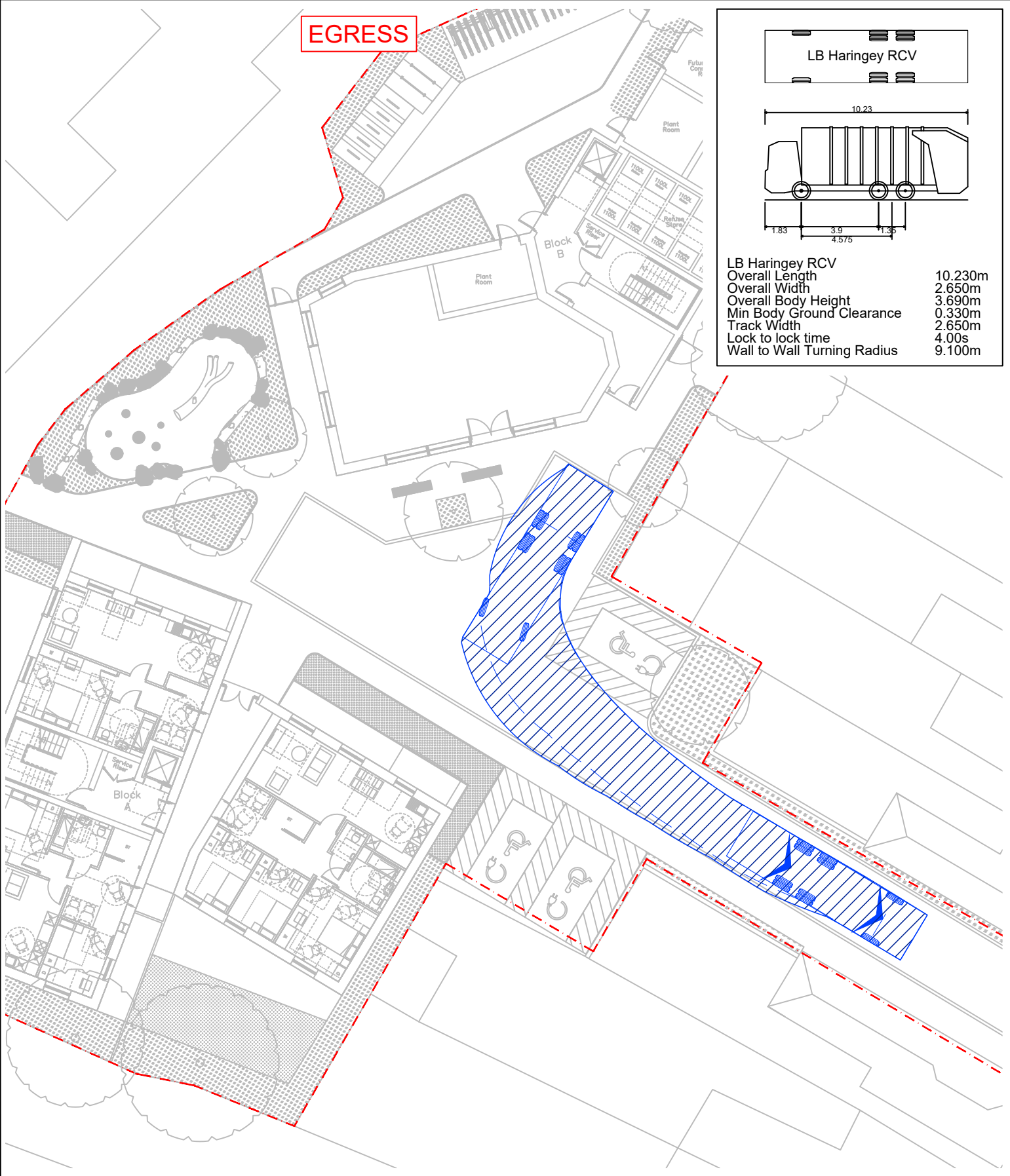
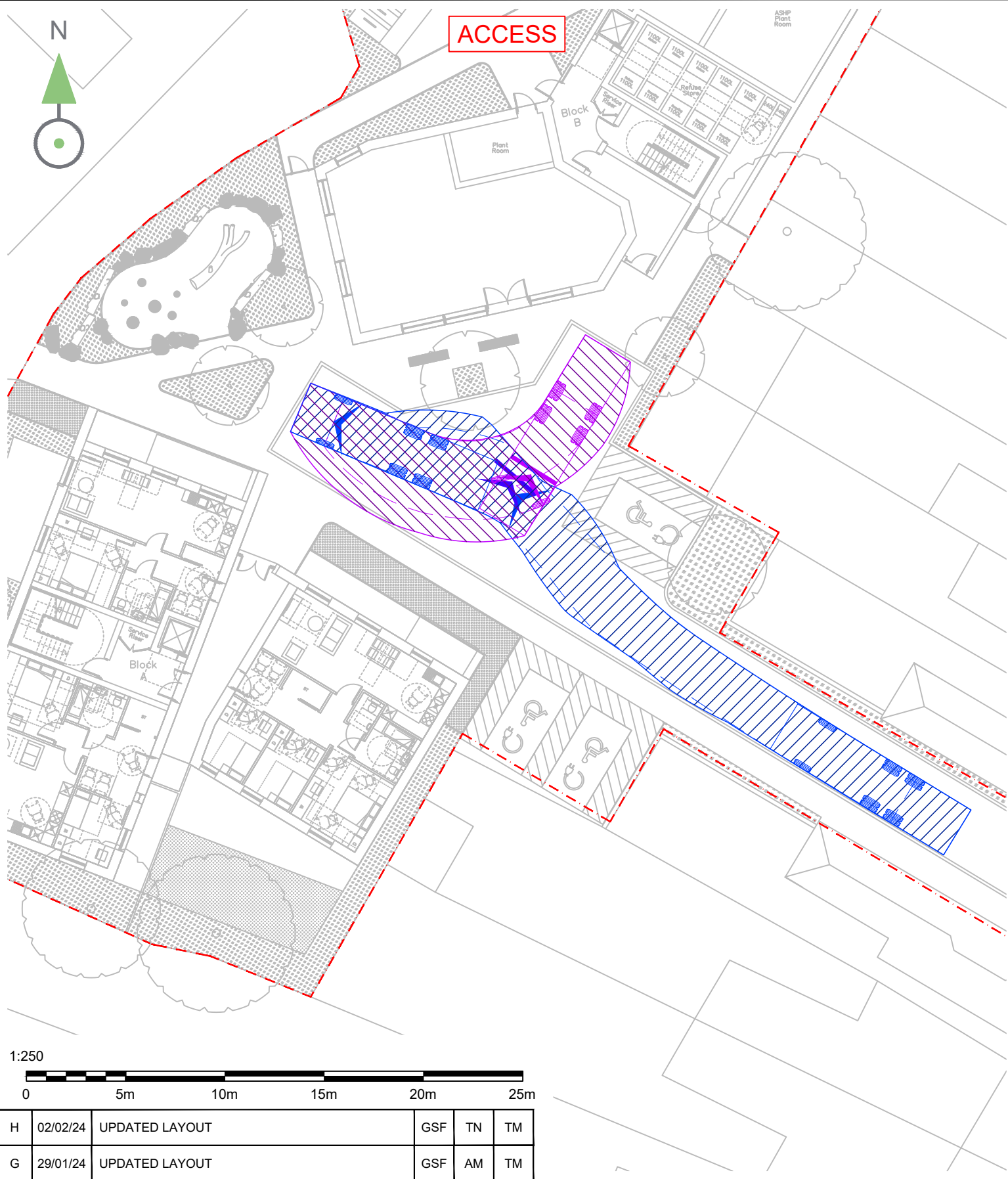
Notes:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- THIS DRAWING IS TO BE PRINTED IN COLOUR.
- THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



|                                                   |                                        |                                |                       |               |                |
|---------------------------------------------------|----------------------------------------|--------------------------------|-----------------------|---------------|----------------|
| Drawing Status<br>S0 - WORK IN PROGRESS           | Project Title<br>HORNSEY PARK ROAD     |                                |                       |               |                |
| Client<br><br>STEPHEN DAVY PETER SMITH ARCHITECTS | Drawing Title<br><br>ACCESS VISIBILITY |                                |                       |               |                |
|                                                   | Scale @ A3<br>1:250                    | Date<br>23/01/24               | Designed/Drawn<br>GSF | Checked<br>AM | Approved<br>TM |
| Architect<br>STEPHEN DAVY PETER SMITH ARCHITECTS  | Project Ref<br>23-048                  | Drawing Number<br>23-048-T-012 |                       |               | Rev<br>C       |

Drawing file: 23-048-T-008-H - Swept Path Analysis-RCV.dwg Date: Feb 02, 2024 - 8:47 am



LB Haringey RCV

10.23

1.83

3.9

4.575

1.35

LB Haringey RCV

Overall Length

10.230m

Overall Width

2.650m

Overall Body Height

3.690m

Min Body Ground Clearance

0.330m

Track Width

2.650m

Lock to lock time

4.00s

Wall to Wall Turning Radius

9.100m

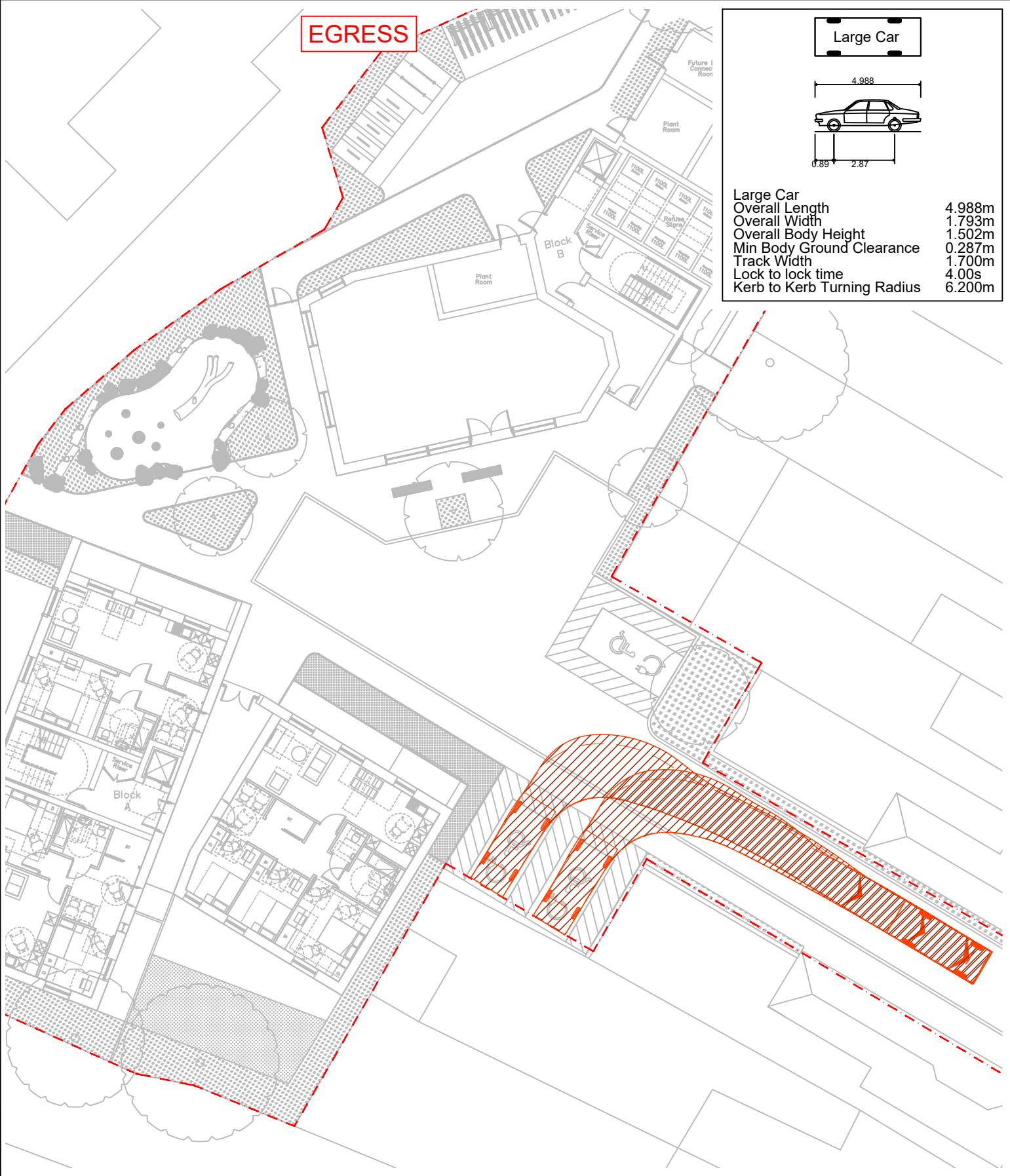
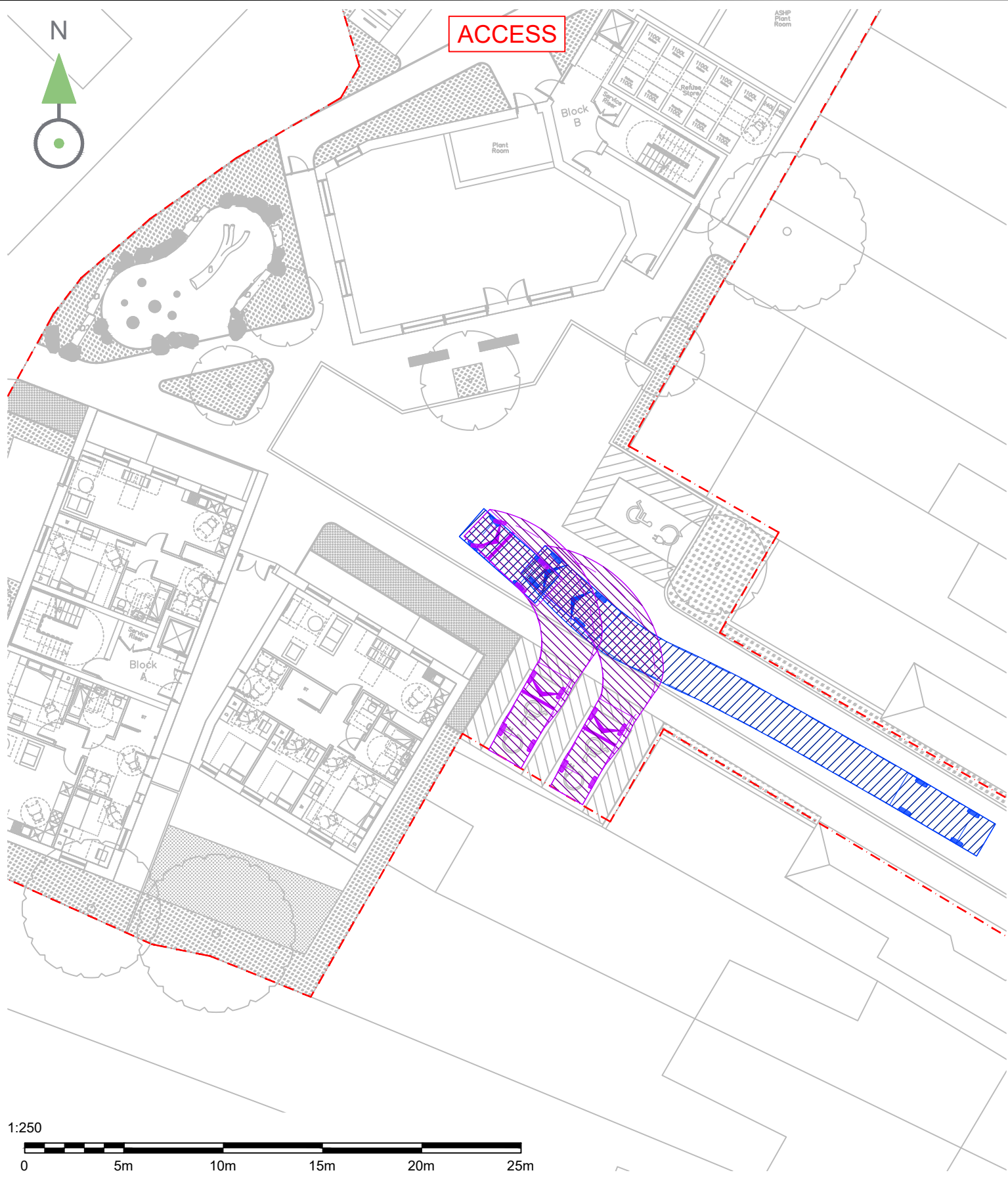
|     |          |                                      |     |     |     |
|-----|----------|--------------------------------------|-----|-----|-----|
| H   | 02/02/24 | UPDATED LAYOUT                       | GSF | TN  | TM  |
| G   | 29/01/24 | UPDATED LAYOUT                       | GSF | AM  | TM  |
| F   | 23/01/24 | UPDATED LAYOUT                       | GSF | AM  | TM  |
| E   | 11/01/24 | UPDATED SWEPT PATH                   | IZ  | AM  | TM  |
| D   | 29/11/23 | AMENDED TRACKING & PROPOSED KERBLINE | EP  | AM  | TM  |
| C   | 21/11/23 | AMENDED TRACKING & PROPOSED KERBLINE | EP  | AM  | TM  |
| B   | 20/11/23 | REVISED LAYOUT & TRACKING            | EP  | AM  | TM  |
| A   | 20/06/23 | FIRST ISSUE                          | IZ  | AM  | TM  |
| Rev | Date     | Description                          | Dnn | Chk | App |

- Notes:
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  - THIS DRAWING IS TO BE PRINTED IN COLOUR.
  - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



|                |                                     |  |  |  |  |                                                   |                |                |         |          |     |
|----------------|-------------------------------------|--|--|--|--|---------------------------------------------------|----------------|----------------|---------|----------|-----|
| Drawing Status | S2 - FOR INFORMATION                |  |  |  |  | Project Title                                     |                |                |         |          |     |
| Client         | STEPHEN DAVY PETER SMITH ARCHITECTS |  |  |  |  | Drawing Title                                     |                |                |         |          |     |
| Architect      | STEPHEN DAVY PETER SMITH ARCHITECTS |  |  |  |  | HORNSEY PARK ROAD                                 |                |                |         |          |     |
|                |                                     |  |  |  |  | SERVICING - SWEEPED PATH ANALYSIS OF HARINGEY RCV |                |                |         |          |     |
|                |                                     |  |  |  |  | Scale @ A3                                        | Date           | Designed/Drawn | Checked | Approved |     |
|                |                                     |  |  |  |  | 1:250                                             | 20/06/23       | IZ             | AM      | TM       |     |
|                |                                     |  |  |  |  | Project Ref                                       | Drawing Number |                |         |          | Rev |
|                |                                     |  |  |  |  | 23-048                                            | 23-048-T-008   |                |         |          | H   |

Drawing file: 23-048-T-009-E - Swept Path Analysis of Large Car.dwg Date: Feb 02, 2024 - 8:46am



Large Car

4.988



0.89

2.87

Large Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.988m

1.793m

1.502m

0.287m

1.700m

4.00s

6.200m

| Rev | Date     | Description               | Drn | Chk | App |
|-----|----------|---------------------------|-----|-----|-----|
| E   | 02/02/24 | UPDATED LAYOUT            | GSF | TN  | TM  |
| D   | 29/01/24 | REVISED LAYOUT            | GSF | AM  | TM  |
| C   | 23/01/24 | REVISED LAYOUT            | GSF | AM  | TM  |
| B   | 20/11/23 | REVISED LAYOUT & TRACKING | EP  | AM  | TM  |
| A   | 20/06/23 | FIRST ISSUE               | IZ  | AM  | TM  |

- Notes:
- DO NOT SCALE FROM THIS DRAWING.
  - ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  - THIS DRAWING IS TO BE PRINTED IN COLOUR.
  - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.
  - THIS DRAWING IS BASED ON TURKINGTON MARTIN LANDSCAPE ARCHITECTS' LANDSCAPE GENERAL ARRANGEMENT - GROUND FLOOR DRAWING, NUMBER 613-TML-XX-00-DR-L-0200-P03 (26.10.2023) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

VELOCITY

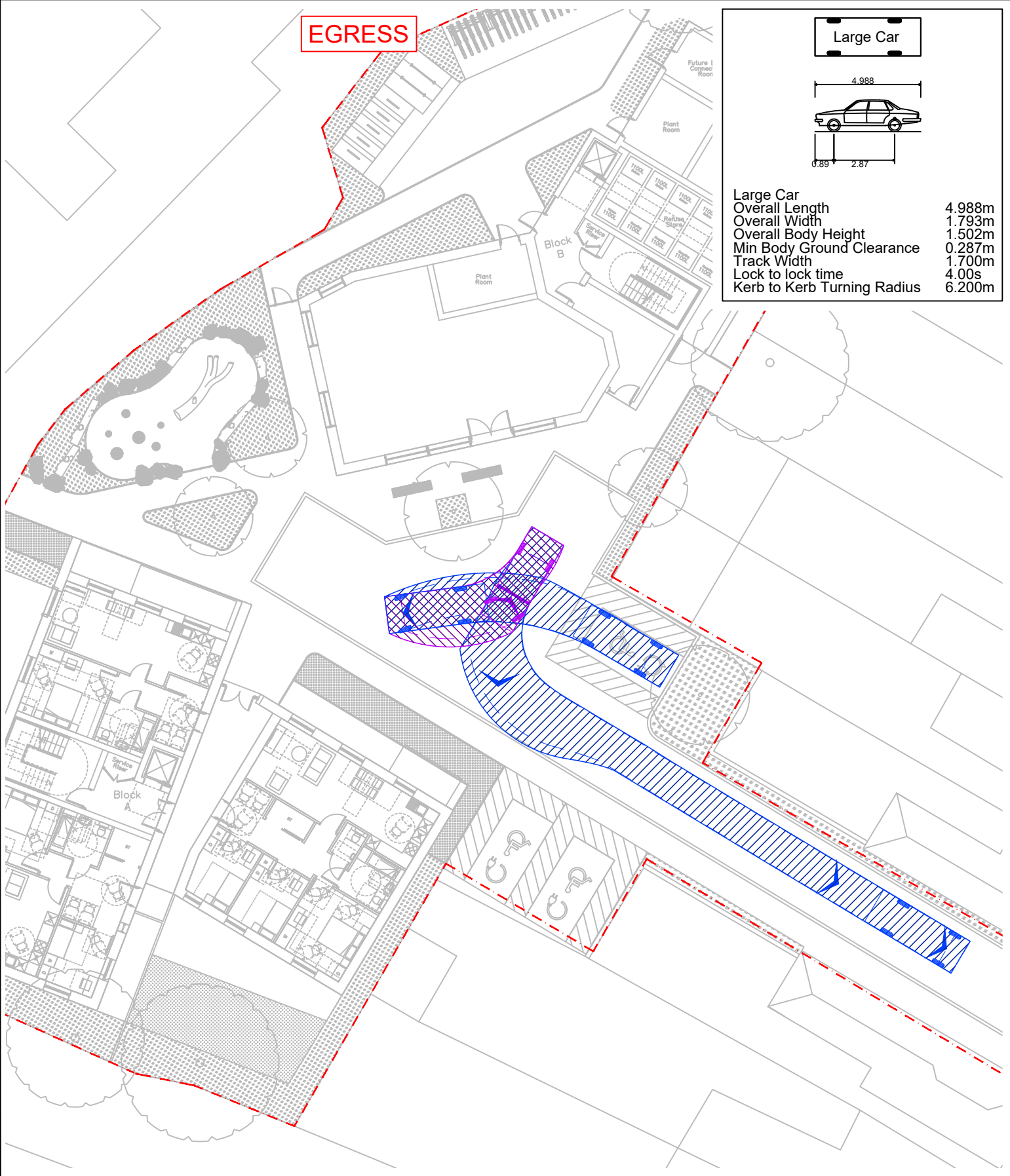
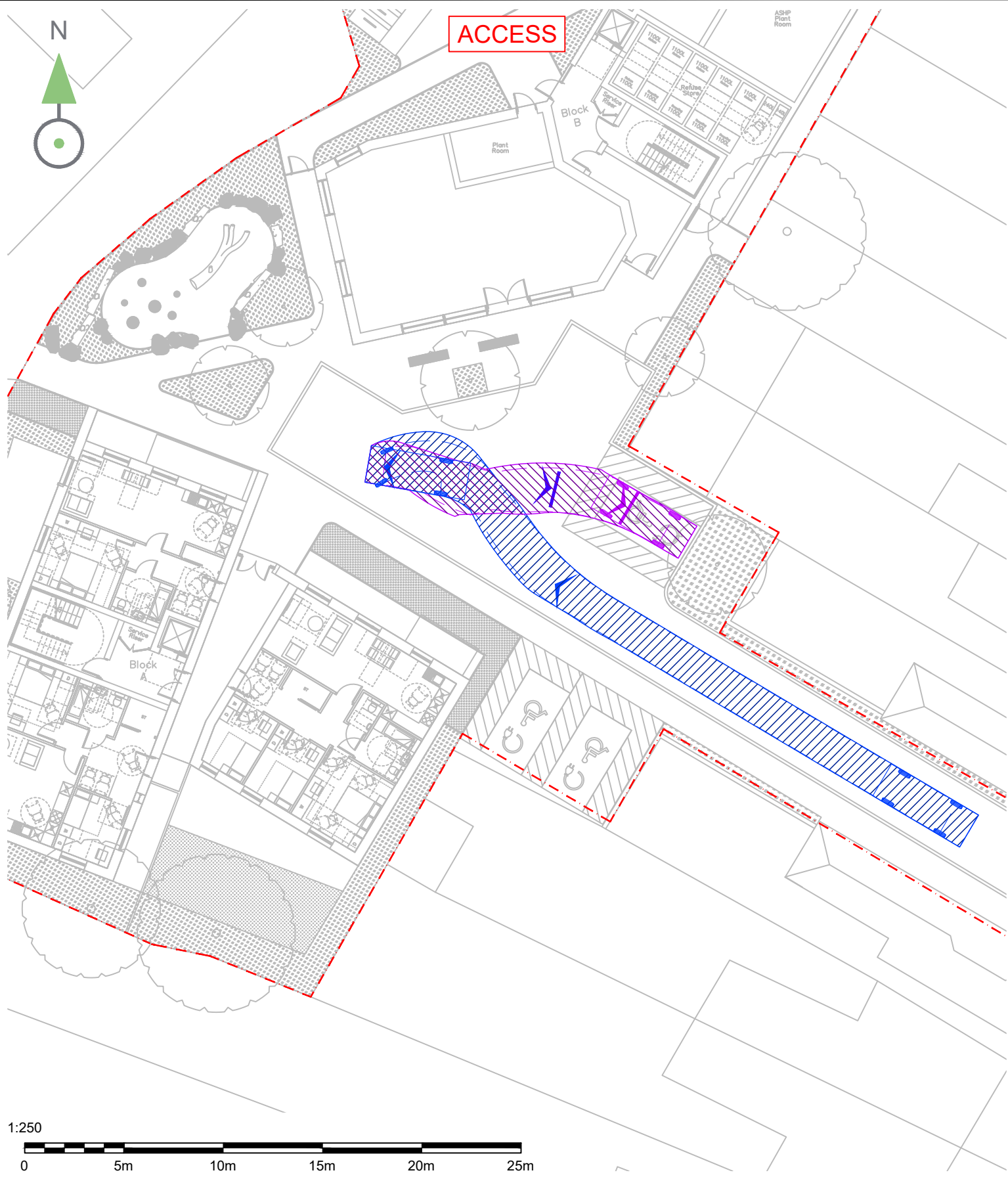
Transport Planning

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|                |                                     |
|----------------|-------------------------------------|
| Drawing Status | S0 - WORK IN PROGRESS               |
| Client         | STEPHEN DAVY PETER SMITH ARCHITECTS |
| Architect      | STEPHEN DAVY PETER SMITH ARCHITECTS |

|                |                                  |
|----------------|----------------------------------|
| Project Title  | HORNSEY PARK ROAD                |
| Drawing Title  | SWEPT PATH ANALYSIS OF LARGE CAR |
| Scale @ A3     | 1:250                            |
| Date           | 20/06/23                         |
| Designed/Drawn | IZ                               |
| Checked        | AM                               |
| Approved       | TM                               |
| Project Ref    | 23-048                           |
| Drawing Number | 23-048-T-009                     |
| Rev            | E                                |

Drawing file: 23-048-T-010-D - Swept Path Analysis of Blue Badge Bays.dwg Date: Feb 02, 2024 - 8:46am



Large Car

4.988

Large Car

Overall Length

4.988m

Overall Width

1.793m

Overall Body Height

1.502m

Min Body Ground Clearance

0.287m

Track Width

1.700m

Lock to lock time

4.00s

Kerb to Kerb Turning Radius

6.200m

| Rev | Date     | Description    | Drn | Chk | App |
|-----|----------|----------------|-----|-----|-----|
| D   | 02/02/24 | UPDATED LAYOUT | GSF | TN  | TM  |
| C   | 29/01/24 | UPDATED LAYOUT | GSF | AM  | TM  |
| B   | 23/01/24 | UPDATED LAYOUT | GSF | AM  | TM  |
| A   | 11/01/24 | FIRST ISSUE    | IZ  | AM  | TM  |

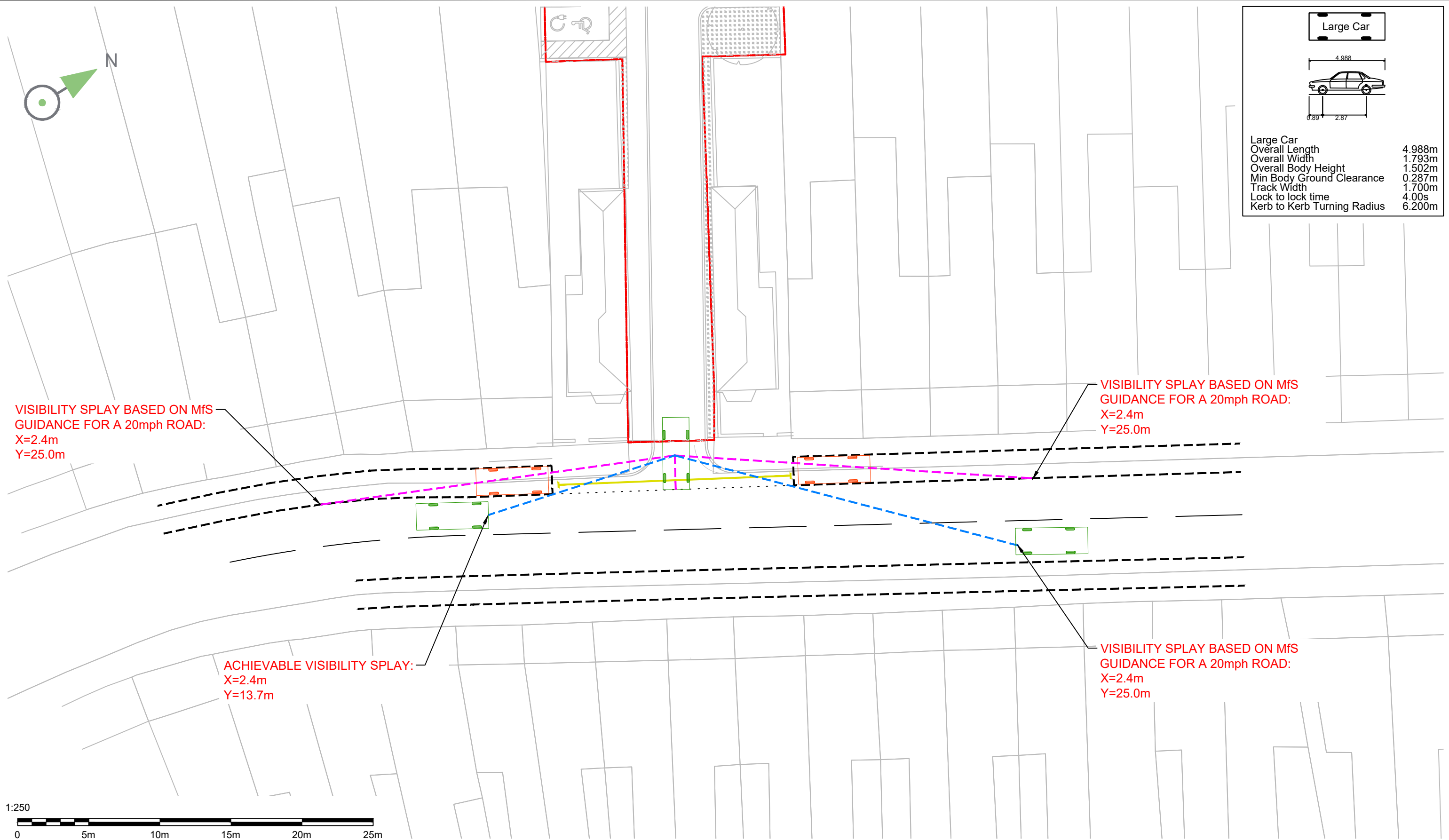
- Notes:
- DO NOT SCALE FROM THIS DRAWING.
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  - THIS DRAWING IS TO BE PRINTED IN COLOUR.
  - THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



|                |                                     |
|----------------|-------------------------------------|
| Drawing Status | S0 - WORK IN PROGRESS               |
| Client         | STEPHEN DAVY PETER SMITH ARCHITECTS |
| Architect      | STEPHEN DAVY PETER SMITH ARCHITECTS |

|                       |                                |                                                      |               |                |          |
|-----------------------|--------------------------------|------------------------------------------------------|---------------|----------------|----------|
| Project Title         |                                | HORNSEY PARK ROAD                                    |               |                |          |
| Drawing Title         |                                | SWEPT PATH ANALYSIS OF<br>BLUE BADGE BAY - LARGE CAR |               |                |          |
| Scale @ A3<br>1:250   | Date<br>11/01/24               | Designed/Drawn<br>IZ                                 | Checked<br>AM | Approved<br>TM |          |
| Project Ref<br>23-048 | Drawing Number<br>23-048-T-010 |                                                      |               |                | Rev<br>D |

Drawing file: 23-048-T-011-C - Access Visibility - Advanced Vehicle Location.dwg Date: Feb 02, 2024 - 8:44am



Large Car

4.988

0.89

2.87

Large Car

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.988m

1.793m

1.502m

0.287m

1.700m

4.00s

6.200m

|     |          |                |     |     |     |
|-----|----------|----------------|-----|-----|-----|
| C   | 02/02/24 | UPDATED LAYOUT | GSF | TN  | TM  |
| B   | 30/01/24 | UPDATED LAYOUT | GSF | AM  | TM  |
| A   | 23/01/24 | FIRST ISSUE    | GSF | AM  | TM  |
| Rev | Date     | Description    | Drn | Chk | App |

Notes:

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- THIS DRAWING IS TO BE PRINTED IN COLOUR.
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|                |                                     |
|----------------|-------------------------------------|
| Drawing Status | S0 - WORK IN PROGRESS               |
| Client         | STEPHEN DAVY PETER SMITH ARCHITECTS |
| Architect      | STEPHEN DAVY PETER SMITH ARCHITECTS |

|                                                |                                |                       |               |                |
|------------------------------------------------|--------------------------------|-----------------------|---------------|----------------|
| Project Title                                  |                                | HORNSEY PARK ROAD     |               |                |
| Drawing Title                                  |                                |                       |               |                |
| ACCESS VISIBILITY<br>ADVANCED VEHICLE LOCATION |                                |                       |               |                |
| Scale @ A3<br>1:250                            | Date<br>23/01/24               | Designed/Drawn<br>GSF | Checked<br>AM | Approved<br>TM |
| Project Ref<br>23-048                          | Drawing Number<br>23-048-T-011 |                       |               | Rev<br>C       |

# APPENDIX C

## STAGE 1 ROAD SAFETY AUDIT





**ACORNS  
PROJECTS  
LIMITED**



**157 - 159 Hornsey Park Road, London Borough of Haringey**

**Proposed Site Access Arrangements**

**Stage 1 Road Safety Audit**

**For Velocity Transport Planning**

**Prepared by Acorns Projects Limited**

**Safety Traffic Project Management & Highway Engineering Consultants**

**FEBRUARY 2024**

**Acorns Projects Limited**

Safety Traffic Project Management & Highway Engineering Consultants  
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Telephone: 01525-222359  
Mobile: 07860-629328  
E-mail: [abc@acornsprojects.com](mailto:abc@acornsprojects.com)

**Version No: 1.0**

## Document Location

Ensure that this document is current. Printed documents and locally copied files may become obsolete due to changes to the master document.

This is a controlled document. The source of the document can be found on the file server at location:

C:\Acorns\Clients\VelocityTransportPlanning\157-159HornseyParkRoadLBofHaringey\Reports\DRAFT157-159HornseyParkRoadLBofHaringeyStage1RSAV1.0.doc

## Revision History

This document has the following history:

| Version No. | Version Date | Summary of Changes | Changes marked |
|-------------|--------------|--------------------|----------------|
| 1.0         | 01/02/2024   | N/A                | N/A            |

## Approvals

This document requires the following approvals:

| Name                | Title             |
|---------------------|-------------------|
| Adriano B. Cappella | Audit Team Leader |
| Lisa Allen          | Audit Team Member |

## Distribution

This document has also been distributed to:

| Name         | Title & Organisation                    |
|--------------|-----------------------------------------|
| Tim Norman   | Associate - Velocity Transport Planning |
| Tom Mabelson | Director - Velocity Transport Planning  |

## **1.0 INTRODUCTION**

**1.1** This report results from a Stage 1 Road Safety Audit carried out on the 157 - 159 Hornsey Park Road, London Borough of Haringey, Proposed Site Access Arrangements Project, at the request of the Overseeing Organisation, i.e. the Local Highway Authority, London Borough of Haringey, Alexandra House, 10 Station Road, Wood Green, London, N22 7TR. The Design Organisation is Velocity Transport Planning, Unit B, Taper Studios, The Leather Market, 120 Weston Street, London, SE1 4GS. The Third Party Organisation is Trinity International Properties Limited, Flat 77, Flotilla House, Juniper Drive, London, SW18 1FX.

**1.2** The scheme proposal comprises the use of an existing access/egress arrangement, located at 157 - 159 Hornsey Park Road in the London Borough of Haringey. The proposals include the reduction of the width of the existing vehicle access in order to accommodate a 1.5 metre wide footway on the southern side. This will preclude the future operation of two-way traffic flows within the vehicle access. The 1.5 metre wide footway will provide a future link to the nearby Brook Road area, located to the north of this development site. The scheme proposals include the removal of existing light industrial use, in order to provide a new development comprising 32 residential units and 179sqm of commercial makerspace at ground-floor level.

**1.3** The Road Safety Audit Team Membership was as follows:

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency  
(Audit Team Leader) Director, Acorns Projects Limited

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency  
(Audit Team Member) Associate Consultant, Acorns Projects Limited

**1.4** The Audit took place at the Eaton Bray office of Acorns Projects Limited during January and February 2024. The Audit was undertaken in accordance with the Road Safety Audit Brief contained within the Design Organisation E-Mail to Acorns Projects Limited dated the 23<sup>rd</sup> January 2024. The Audit comprised an examination of the drawings and document provided by the Design Organisation and, are listed in Appendix A.

**1.5** The drawings and document consisted of a copy of the access visibility (2 No. sheets), swept path analysis exercises (3 No. sheets) and, the January 2024 Velocity Transport Planning, 157 - 159 Hornsey Park Road, Haringey, Stage 1 Road Safety Audit Brief document. Road traffic collision data, vehicular traffic flow information, pedestrian and pedal cycle information is contained within the January 2024 Stage 1 Road Safety Audit Brief document. Public transport information has not been supplied for the purposes of review at this Stage 1 Road Safety Audit.

- 1.6** A visit to the site was undertaken between 12.20 pm and 13.05 pm during the afternoon of the 25<sup>th</sup> January 2024 by both Audit Team Members together. During the afternoon site visit the weather was chilly with some sunny spells and the existing carriageway surface was dry. Vehicular traffic conditions at the time of the afternoon site visit were observed to be moderate to heavy on occasions. Four pedestrians and two pedal cyclists were observed during the afternoon site visit. Hornsey Park Road is subject to a 20 mph speed limit and it was noted that footway parking is permitted on the both the eastern and western sides of the carriageway.
- 1.7** The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and, has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.
- 1.8** No Departures from Design Standards have been reported by the Design Organisation.
- 1.9** All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plans supplied for use by the Audit Team in Appendix B.
- 1.10** Issues identified or observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, i.e. the Local Highway Authority, London Borough of Haringey, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

## **2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT**

### **2.1 LOCAL ALIGNMENT**

#### **2.1.1 PROBLEM**

Locations 1 & 2 - Within the development site (Drawing No. 23-048-T-008 Rev F).

Summary - Swept path requirements of a refuse collection vehicle appear to overrun an internal site feature and is also extremely close to the proposed 1.5 metre wide footway. Concern arises that this situation could lead to a potential increased risk of collisions occurring with pedestrians, whereby pedestrians could sustain personal injury.

Detail - The scheme drawing indicates the swept path requirements of a London Borough of Haringey refuse collection vehicle manoeuvring within the proposed development site. It is clear that at Location 1, the refuse collection vehicle overruns an internal site feature which the Audit Team assumes is a raised kerb feature adjacent to the Blue Badge parking bay.

Of greater concern are the swept path requirements adjacent to where the 1.5 metre wide proposed footway will be present as indicated at Location 2. Any misjudgement or poor execution of the turning manoeuvres by a refuse collection vehicle driver could lead to pedestrians on the footway being vulnerable to potential strikes or collisions, a situation which could result in pedestrians sustaining personal injury.

In addition, the Road Safety Audit Brief document states that a total of nine servicing vehicles are forecast per day, which in the major part will be light goods vehicles. Whilst the light goods vehicles will not be as large as a refuse collection vehicle, the implications of their swept path manoeuvring requirements are not assessed as part of this Stage 1 Road Safety Audit.

#### **RECOMMENDATION**

It is Recommended that the internal site arrangements should be modified, in order to afford improved manoeuvrability for the largest vehicle type, i.e. a refuse collection vehicle. This should help avoid the overrunning indicated at Location 1, and the potential detriment to pedestrian safety indicated at Location 2, particularly if the proposed footway will be heavily trafficked by pedestrians as it will provide a link to Brook Road to the north.

## **2.2 GENERAL**

**2.2.1** No Problems identified in this category at this Stage 1 Road Safety Audit.

## **2.3 JUNCTIONS**

### **2.3.1 PROBLEM**

Location 3 - The proposed development site egress into Hornsey Park Road (Drawing Nos. 23-048-T-011 Rev A & 23-048-T-012 Rev A).

Summary - The presence of existing on-street/footway parking impacts upon the optimum visibility splays to the left and the right for a road with a 20 mph speed limit. The restricted visibility splays could consequently lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - There are two scheme drawings indicating visibility splays where the “x” distance is measured at 2.4 metres back from the Hornsey Park Road channel line and the limits of the existing on-street/footway parking, which in effect brings the “x” distance closer to the Hornsey Park Road carriageway. In both cases, the “y” distances that can be achieved fall well below the minimum requirement for a road with a 20 mph speed limit, whereby 25.0 metres should be provided.

Whilst mitigating explanations are provided within the Road Safety Audit Brief document, concern nonetheless arises that the impact of the existing on-street/footway parking upon the visibility splays to the left and to the right for drivers emerging from the proposed development site could lead to a potential increased risk of side impact vehicular collisions occurring between emerging vehicles and Hornsey Park Road vehicular traffic. This situation could result in vehicle occupants sustaining personal injury.

### **RECOMMENDATION**

It is Recommended that the on-street parking provision should be reduced in order to provide a full visibility splay of 2.4 x 25 metres to the left and to the right for drivers emerging from the proposed development site.

Alternatively, it is Recommended that the proposed development site access with Hornsey Park Road should be placed on a raised table speed reduction feature, which would help ensure that Hornsey Park Road vehicular approach speeds are kept to an absolute minimum, thus mitigating or reducing the potential collision scenario.

If for whatever reasons either of the above recommendations cannot be adopted, then it is Recommended that approval for the current layout proposals should be sought and agreed with the Overseeing Organisation, i.e. the Local Highway Authority, London Borough of Haringey, via the DMRB GG 119 Road Safety Audit Response Report and Table F.4 Decision Log.

### **2.3.2 PROBLEM**

Location 4 - The proposed development site access and egress in Hornsey Park Road (Drawing Nos. 23-048-T-011 Rev A & 23-048-T-012 Rev A).

Summary - The presence of existing on-street/footway parking could impact upon the swept path requirements of refuse collection vehicles, which could lead to a potential increased risk of vehicular collisions occurring within the Hornsey Park Road carriageway area, whereby vehicle occupants could sustain personal injury.

Detail - Whilst a scheme drawing has been provided indicating the swept path requirements of a London Borough of Haringey refuse collection vehicle manoeuvring within the proposed development site, no details for the proposed development site access and egress with Hornsey Park Road have been provided at this Stage 1 Road Safety Audit.

Cognisant of the presence of the existing on-street/footway parking on both sides of the Hornsey Park Road carriageway, concern arises that any misjudgement on the part of a refuse collection vehicle driver when executing a left turn out or right turn out manoeuvre out of the proposed development site, could lead to collisions occurring with vehicles in the on-street parking bays opposite the junction, whereby vehicle occupants could sustain personal injury.

In addition, if a refuse collection vehicle is unable to enter the proposed development site access in one simple entry manoeuvre without stopping, and has to subsequently move backwards and forwards, there could be a potential increased risk of nose to tail shunt type collisions occurring with any following Hornsey Park Road vehicles. This situation could result in vehicle occupants sustaining personal injury.

This nose to tail shunt type collision risk will also apply when a vehicle seeking to exit the proposed development site encounters a refuse collection vehicle seeking to enter, especially as two-way traffic cannot be accommodated within the overall width available of the development site access and egress road.

Furthermore, if a refuse collection vehicle is unable to enter the proposed development site access in one simple entry manoeuvre without stopping, and has to subsequently move backwards and forwards, there could be a potential increased risk of side impact vehicular collisions occurring with Hornsey Park Road north bound and south bound vehicular traffic. This situation could result in vehicle occupants sustaining personal injury.

This side impact type collision risk will also apply when a vehicle seeking to exit the proposed development site encounters a refuse collection vehicle seeking to enter, especially as two-way traffic cannot be accommodated within the overall width available of the development site access and egress road.

## **RECOMMENDATION**

It is Recommended that vehicle swept path analysis exercises should be undertaken for refuse collection vehicles, to demonstrate the adequacy and suitability of the currently proposed development site access and egress layout.

The vehicle swept path analysis exercises may result in the requirement for modifications to be made to the proposed development site access and egress layout or, for the existing on-street/footway parking on-street parking provision to be reduced in order to satisfactorily accommodate refuse collection vehicles exiting and entering the proposed development site.

## **2.4 WALKING, CYCLING AND HORSE RIDING**

### **2.4.1 PROBLEM**

Location 5 - The proposed footway in the development site access and egress road (Drawing Nos. Drawing Nos. 23-048-T-011 Rev A & 23-048-T-012 Rev A).

Summary - Proposed footway width could result in pedestrians having to step out into the vehicular carriageway when pedestrians are seeking to pass one another. This could lead to a potential increased risk of pedestrian and vehicular collisions occurring, whereby pedestrians could sustain personal injury.

Detail - The scheme drawings indicate the provision of a new 1.5 metre wide footway on the southern side of the development site access and egress road. As the new length of footway is proposed to be only 1.5 metres wide, concern arises that this could result in pedestrians having to step out into the vehicular carriageway when pedestrians are seeking to pass one another.

This situation could lead to a potential increased risk of pedestrian and vehicular collisions occurring within the development site access and egress road, whereby pedestrians could sustain personal injury.

## **RECOMMENDATION**

It is Recommended that the footway width should be increased to a minimum of 1.8 metres, or preferably 2.0 metres, in order to reduce or mitigate the potential pedestrian and vehicular collision scenario.

## **2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING**

### **2.5.1 No Problems identified in this category at this Stage 1 Road Safety Audit.**

## **END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT**

### 3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG 119.

#### ROAD SAFETY AUDIT TEAM LEADER

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency



Signed :

Director

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 6<sup>th</sup> February 2024

#### ROAD SAFETY AUDIT TEAM MEMBER

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency



Signed :

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 6<sup>th</sup> February 2024

# **APPENDIX A**

**APPENDIX A**

**157 - 159 HORNSEY PARK ROAD, LONDON BOROUGH OF HARINGEY**

**PROPOSED SITE ACCESS ARRANGEMENTS**

**STAGE 1 ROAD SAFETY AUDIT**

**LIST OF VELOCITY TRANSPORT PLANNING DRAWINGS SUBMITTED FOR AUDITING**

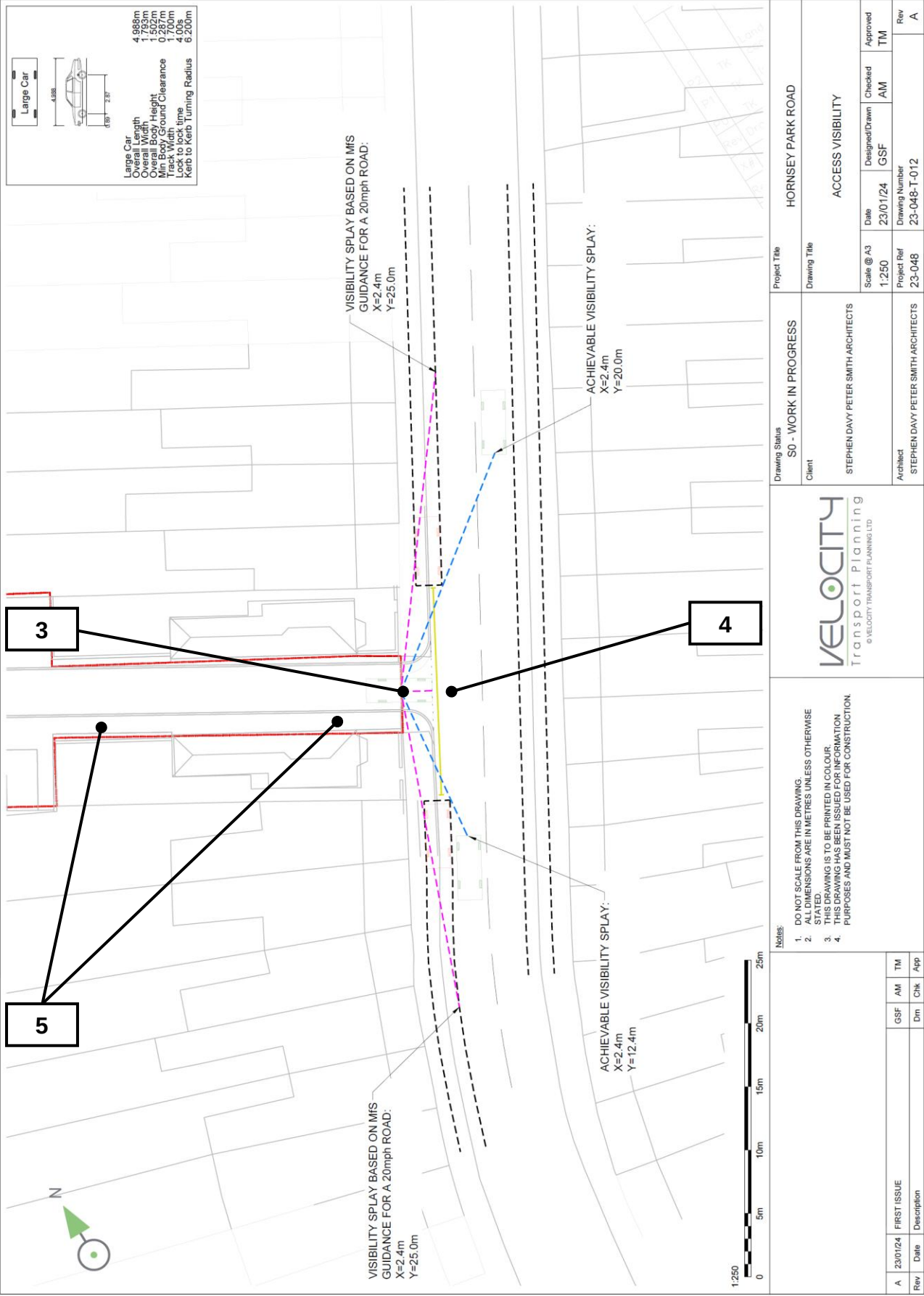
| <b>DRAWING NO.</b> | <b>TITLE</b>                                      |
|--------------------|---------------------------------------------------|
| 23-048-T-008 Rev F | Servicing - Swept Path Analysis of Haringey RCV   |
| 23-048-T-009 Rev C | Swept Path Analysis of Large Car                  |
| 23-048-T-010 Rev B | Swept Path Analysis of Blue Badge Bay - Large Car |
| 23-048-T-011 Rev A | Access Visibility                                 |
| 23-048-T-012 Rev A | Access Visibility                                 |

**LIST OF DOCUMENT REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT**

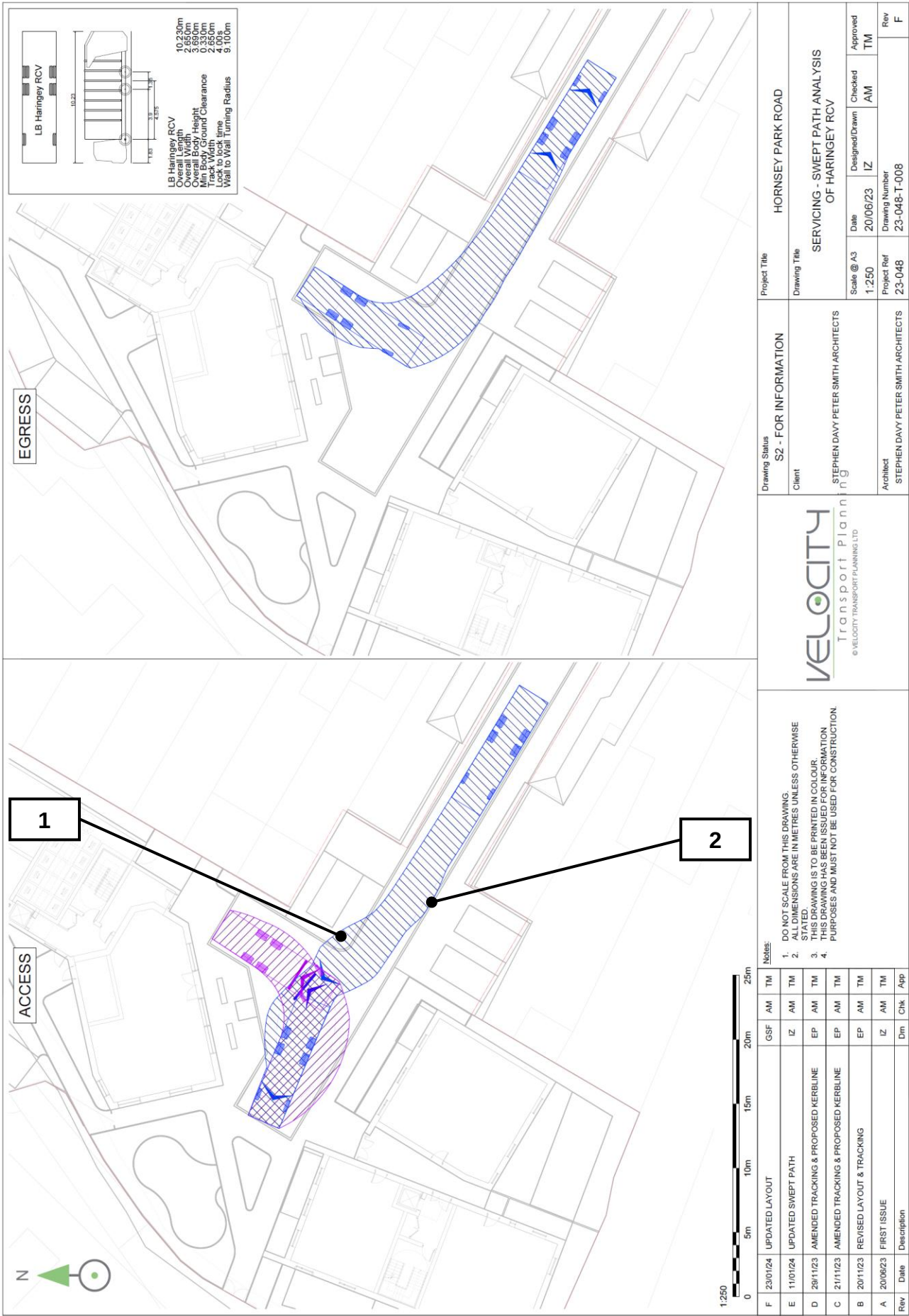
|                                                                                                                                |
|--------------------------------------------------------------------------------------------------------------------------------|
| <b>Velocity Transport Planning</b> - 157 - 159 Hornsey Park Road, Haringey - Stage 1 Road Safety Audit Brief<br>- January 2024 |
|--------------------------------------------------------------------------------------------------------------------------------|

# **APPENDIX B**

APPENDIX B - PROBLEM LOCATION PLAN - DRAWING NO. 23-048-T-012 Rev A



APPENDIX B - PROBLEM LOCATION PLAN - DRAWING NO. 23-048-T-008 Rev F



# APPENDIX D

## DESIGNERS RESPONSE



Table F.1 Project Details

|                                  |                               |
|----------------------------------|-------------------------------|
| Project:                         | Hornsey Park Road             |
| Report title:                    | Stage 1 RSA Response          |
| Date:                            | 7 <sup>th</sup> February 2024 |
| Document reference and revision: | 23-048-D002v0.1               |
| Prepared by:                     | Velocity Transport Planning   |
| On behalf of:                    | Orbital Developments          |

Table F.2 Authorisation sheet

|               |                                                                                     |
|---------------|-------------------------------------------------------------------------------------|
| Prepared by:  |                                                                                     |
| Name:         | Tim Norman                                                                          |
| Position:     | Associate                                                                           |
| Signed:       |    |
| Organisation: | Velocity Transport Planning                                                         |
| Date:         | 7 <sup>th</sup> February 2024                                                       |
| Approved by:  |                                                                                     |
| Name:         | Tom Mabelson                                                                        |
| Position:     | Director                                                                            |
| Signed:       |  |
| Organisation: | Velocity Transport Planning                                                         |
| Date:         | 7 <sup>th</sup> February 2024                                                       |

Introduction

Include a summary of the scheme, the stage of the RSA and the date or reference of the RSA report it relates to.

Table F.3 Key Personnel

|                          |                                                                                                                                                                      |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Overseeing Organisation: | Haringey Council<br>Highways and Transport<br>Alexandra House<br>10 Station Road<br>Wood Green<br>N22 7TR                                                            |
| RSA Team:                | <b>Audit Team Leader</b><br>Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency<br>(Audit Team Leader) Director, Acorns Projects Limited |

|                      |                                                                                                                                                                               |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                      | <b>Audit Team Member</b><br>Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency<br>(Audit Team Member) Associate Consultant, Acorns Projects Limited |
| Design Organisation: | Tom Mabelson (Director) & Tim Norman (Associate)<br>Velocity Transport Planning Ltd<br>Unit B, Taper Studios<br>The Leather Market<br>120 Weston Street<br>London<br>SE1 4GS  |



Table F.4 Road Safety Audit Decision Log

| RSA Problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | RSA recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Design organisation response                                                                                                                                                                                                                                                                                                                                                                                                                         | Overseeing Organisation response | Agreed RSA action |
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| <p><b>Local Alignment</b></p> <p><u>2.1.1 Problem</u></p> <p><u>Location 1 and 2: Within the development site (Drawing No. 23-048-T-008 Rev F).</u></p> <p>Summary - Swept path requirements of a refuse collection vehicle appear to overrun an internal site feature and is also extremely close to the proposed 1.5 metre wide footway. Concern arises that this situation could lead to a potential increased risk of collisions occurring with pedestrians, whereby pedestrians could sustain personal injury.</p> <p>Detail - The scheme drawing indicates the swept path requirements of a London Borough of Haringey refuse collection vehicle manoeuvring within the proposed development site. It is clear that at Location 1, the refuse collection vehicle overruns an internal site feature which the Audit Team assumes is a raised kerb feature adjacent to the Blue Badge parking bay.</p> <p>Of greater concern are the swept path requirements adjacent to where the 1.5 metre wide proposed footway will be present as indicated at Location 2. Any misjudgement or poor execution of the turning manoeuvres by a refuse collection vehicle driver could lead to pedestrians on the footway being vulnerable to potential strikes or collisions, a situation which could result in pedestrians sustaining personal injury.</p> <p>In addition, the Road Safety Audit Brief document states that a total of nine servicing vehicles are forecast per day, which in the major part will be light goods vehicles. Whilst the light goods vehicles will not be as large as a refuse collection vehicle, the implications of their swept path manoeuvring requirements are not assessed as part of this Stage 1 Road Safety Audit.</p> | <p><b>RECOMMENDATION</b></p> <p>It is recommended that the internal site arrangements should be modified, in order to afford improved manoeuvrability for the largest vehicle type, i.e. a refuse collection vehicle. This should help avoid the overrunning indicated at Location 1, and the potential detriment to pedestrian safety indicated at Location 2, particularly if the proposed footway will be heavily trafficked by pedestrians as it will provide a link to Brook Road to the north.</p> | <p>The internal layout has been adjusted to allow a larger manoeuvring space for the vehicle. This is shown in Drawing 23-048-T-008-H - Swept Path Analysis-RCV. The body overhang over the footway area has been rectified. All smaller vehicles would be, by their nature, more manoeuvrable than the largest vehicle regularly accessing the site (refuse collection vehicle) which has been shown to successfully manoeuvre within the site.</p> |                                  |                   |
| <p><b>General</b></p> <p><b>No Problems identified in this category at this Stage 1 Road Safety Audit.</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                  |                   |



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| <p><b>Junctions</b></p> <p><u>2.3.1 Problem</u></p> <p>Location 3 - The proposed development site egress into Hornsey Park Road (Drawing Nos. 23-048-T-011 Rev A &amp; 23-048-T-012 Rev A).</p> <p>Summary - The presence of existing on-street/footway parking impacts upon the optimum visibility splays to the left and the right for a road with a 20 mph speed limit. The restricted visibility splays could consequently lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p> <p>Detail - There are two scheme drawings indicating visibility splays where the “x” distance is measured at 2.4 metres back from the Hornsey Park Road channel line and the limits of the existing on-street/footway parking, which in effect brings the “x” distance closer to the Hornsey Park Road carriageway. In both cases, the “y” distances that can be achieved fall well below the minimum requirement for a road with a 20 mph speed limit, whereby 25.0 metres should be provided.</p> <p>Whilst mitigating explanations are provided within the Road Safety Audit Brief document, concern nonetheless arises that the impact of the existing on-street/footway parking upon the visibility splays to the left and to the right for drivers emerging from the proposed development site could lead to a potential increased risk of side impact vehicular collisions occurring between emerging vehicles and Hornsey Park Road vehicular traffic. This situation could result in vehicle occupants sustaining personal injury.</p> | <p><b>RECOMMENDATION</b></p> <p>It is recommended that the on-street parking provision should be reduced in order to provide a full visibility splay of 2.4 x 25 metres to the left and to the right for drivers merging from the proposed development site.</p> <p>Alternatively, it is Recommended that the proposed development site access with Hornsey Park Road should be placed on a raised table speed reduction feature, which would help ensure that Hornsey Park Road vehicular approach speeds are kept to an absolute minimum, thus mitigating or reducing the potential collision scenario.</p> <p>If for whatever reasons either of the above recommendations cannot be adopted, then it is recommended that approval for the current layout proposals should be sought and agreed with the Overseeing Organisation, i.e. the Local Highway Authority, London Borough of Haringey, via the DMRB GG 119 Road Safety Audit Response Report and Table F.4 Decision Log.</p> | <p>The comment and recommendation is noted. In this specific case the Design Organisation considers that there are several factors/evidence which mean the existing onstreet parking could be retained, and a safe junction operate, to provide access to the proposed development, these are as follows:</p> <ul style="list-style-type: none"><li>- The junction and onstreet parking scenario is existing, with only minor alteration proposed as a result of the planning application, for example, repaving of the site access which would only improve the situation. On this basis, existing traffic utilising Hornsey Park Road would expect vehicles to be leaving/joining via the minor arm at this point.</li><li>- Regarding obstacles to visibility Manual for Streets 1 states that “Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.” Manual for Streets 2 states: “At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic, and vice-versa.” On this basis, it is considered that the presence of cars parked in the visibility splay, as is the case currently, would not lead to an increase in the risk or likelihood of a collision.</li><li>- The trip estimation assessment included in the Transport Statement concludes that a net reduction in the number of vehicles accessing and egressing the site would be expected as a result of the development proposals. On this basis, the likelihood of a collision is reduced.</li><li>- The development proposals will see a reduction in the number of LGVs and HGVs. On this basis, the development proposals would result in an improvement in road safety terms.</li><li>- The road safety review included in the RSA brief showed that there is no</li></ul> |                                  |                   |



| RSA Problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | RSA recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Design organisation response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Overseeing Organisation response | Agreed RSA action |
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| <p><b>2.3.2 Problem</b></p> <p><u>Location 4 - The proposed development site access and egress in Hornsey Park Road (Drawing Nos. 23-048-T-011 Rev A &amp; 23-048-T-012 Rev A).</u></p> <p><u>Summary - The presence of existing on-street/footway parking could impact upon the swept path requirements of refuse collection vehicles, which could lead to a potential increased risk of vehicular collisions occurring within the Hornsey Park Road carriageway area, whereby vehicle occupants could sustain personal injury.</u></p> <p><u>Detail - Whilst a scheme drawing has been provided indicating the swept path requirements of a London Borough of Haringey refuse collection vehicle manoeuvring within the proposed development site, no details for the proposed development site access and egress with Hornsey Park Road have been provided at this Stage 1 Road Safety Audit.</u></p> <p><u>Cognisant of the presence of the existing on-street/footway parking on both sides of the Hornsey Park Road carriageway, concern arises that any misjudgement on the part of a refuse collection vehicle driver when executing a left turn out or right turn out manoeuvre out of the proposed development site, could lead to collisions occurring with vehicles in the on-street parking bays opposite the junction, whereby vehicle occupants could sustain personal injury.</u></p> | <p><b>RECOMMENDATION</b></p> <p><u>It is recommended that vehicle swept path analysis exercises should be undertaken for refuse collection vehicles, to demonstrate the adequacy and suitability of the currently proposed development site access and egress layout.</u></p> <p><u>The vehicle swept path analysis exercises may result in the requirement for modifications to be made to the proposed development site access and egress layout or, for the existing on-street/footway parking on-street parking provision to be reduced in order to satisfactorily accommodate refuse collection vehicles exiting and entering the proposed development site.</u></p> | <p><u>The site and site access has a history of accepting large vehicles, including refuse vehicles previously. The refuse vehicle would be able to access the site on this basis. As above, no accident history is noted at the site access junction and fewer vehicles would be accessing the site, following implementation of the proposals.</u></p>                                                                                                                                                                        |                                  |                   |



| RSA Problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | RSA recommendation                                                                                                                                                                                                                               | Design organisation response                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Overseeing Organisation response | Agreed RSA action |
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| <p><u>In addition, if a refuse collection vehicle is unable to enter the proposed development site access in one simple entry manoeuvre without stopping, and has to subsequently move backwards and forwards, there could be a potential increased risk of nose to tail shunt type collisions occurring with any following Hornsey Park Road vehicles. This situation could result in vehicle occupants sustaining personal injury.</u></p> <p><u>This nose to tail shunt type collision risk will also apply when a vehicle seeking to exit the proposed development site encounters a refuse collection vehicle seeking to enter, especially as two-way traffic cannot be accommodated within the overall width available of the development site access and egress road.</u></p> <p><u>Furthermore, if a refuse collection vehicle is unable to enter the proposed development site access in one simple entry manoeuvre without stopping, and has to subsequently move backwards and forwards, there could be a potential increased risk of side impact vehicular collisions occurring with Hornsey Park Road north bound and south bound vehicular traffic. This situation could result in vehicle occupants sustaining personal injury.</u></p> <p><u>This side impact type collision risk will also apply when a vehicle seeking to exit the proposed development site encounters a refuse collection vehicle seeking to enter, especially as two-way traffic cannot be accommodated within the overall width available of the development site access and egress road.</u></p> |                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                  |                   |
| <p><u>Walking cycling and horse riding</u></p> <p><u>2.4.1 Problem</u></p> <p>Location 5 - The proposed footway in the development site access and egress road (Drawing Nos. 23-048-T-011 Rev A &amp; 23-048-T-012 Rev A).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p><u>RECOMMENDATION</u></p> <p>It is recommended that the footway width should be increased to a minimum of 1.8 metres, or preferably 2.0 metres, in order to reduce or mitigate the potential pedestrian and vehicular collision scenario.</p> | <p>Given the relatively infrequent numbers of vehicular movements (as estimated through the Transport Statement) a shared space was initially considered here, to encourage pedestrian and cycle modes (in line with the Healthy Streets Approach). Initial feedback from the Council suggested a demarcated pedestrian space would be better and therefore the 1.5m footway has been designed as such, due to availability of land within the development plot, to allow</p> |                                  |                   |



| RSA Problem                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | RSA recommendation | Design organisation response                                                                    | Overseeing Organisation response | Agreed RSA action |
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| <p><i>Summary - Proposed footway width could result in pedestrians having to step out into the vehicular carriageway when pedestrians are seeking to pass one another. This could lead to a potential increased risk of pedestrian and vehicular collisions occurring, whereby pedestrians could sustain personal injury.</i></p> <p><i>Detail - The scheme drawings indicate the provision of a new 1.5 metre wide footway on the southern side of the development site access and egress road. As the new length of footway is proposed to be only 1.5 metres wide, concern arises that this could result in pedestrians having to step out into the vehicular carriageway when pedestrians are seeking to pass one another.</i></p> <p><i>This situation could lead to a potential increased risk of pedestrian and vehicular collisions occurring within the development site access and egress road, whereby pedestrians could sustain personal injury.</i></p> |                    | <p><i>manoeuvring space for vehicles, and based on the relatively low pedestrian flows.</i></p> |                                  |                   |
| <p><b>TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING</b></p> <p><i>No Problems identified in this category at this Stage 1 Road Safety Audit.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |                                                                                                 |                                  |                   |



Table F.5 Design organisation statement

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| On behalf of the design organisation I certify that:<br>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation. |                                                                                   |
| Name:                                                                                                                                                                                                                          | Tom Mabelson                                                                      |
| Position:                                                                                                                                                                                                                      | Director                                                                          |
| Signed:                                                                                                                                                                                                                        |  |
| Organisation:                                                                                                                                                                                                                  | Velocity Transport Planning                                                       |
| Date:                                                                                                                                                                                                                          | 7 <sup>th</sup> February 2024                                                     |

Table F.5 Overseeing Organisation statement

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|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| On behalf of the Overseeing Organisation I certify that:<br>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and<br>2) the agreed RSA actions will be progressed. |                  |
| Name:                                                                                                                                                                                                                                                                               |                  |
| Position:                                                                                                                                                                                                                                                                           |                  |
| Signed:                                                                                                                                                                                                                                                                             |                  |
| Organisation:                                                                                                                                                                                                                                                                       | Haringey Council |
| Date:                                                                                                                                                                                                                                                                               |                  |

