Transportation Consultancy

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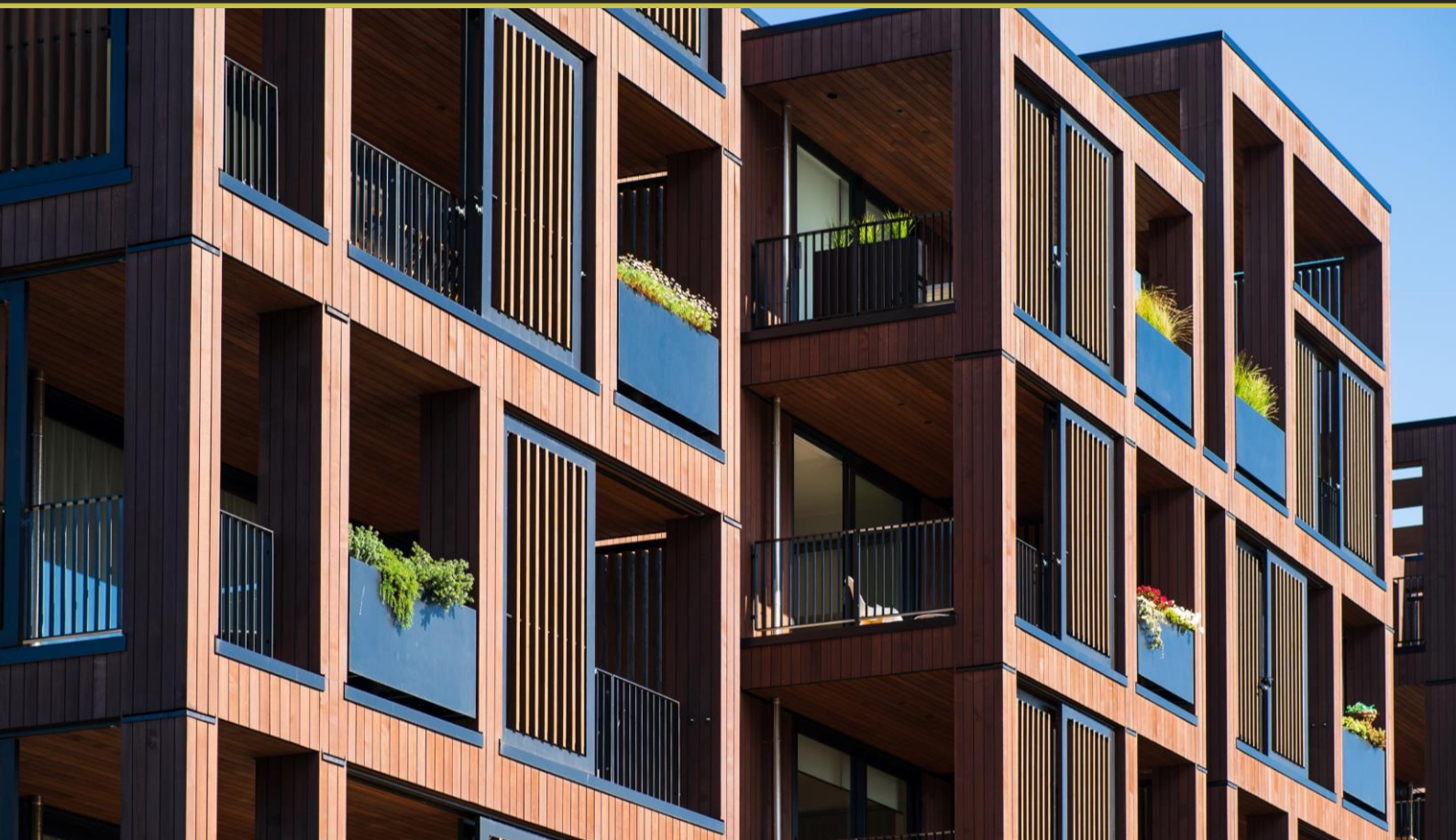
Transport Statement

Client: Bilal Ustun Ltd
Project: 12 Canning Crescent, Haringey
Date: November 2024



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Contents

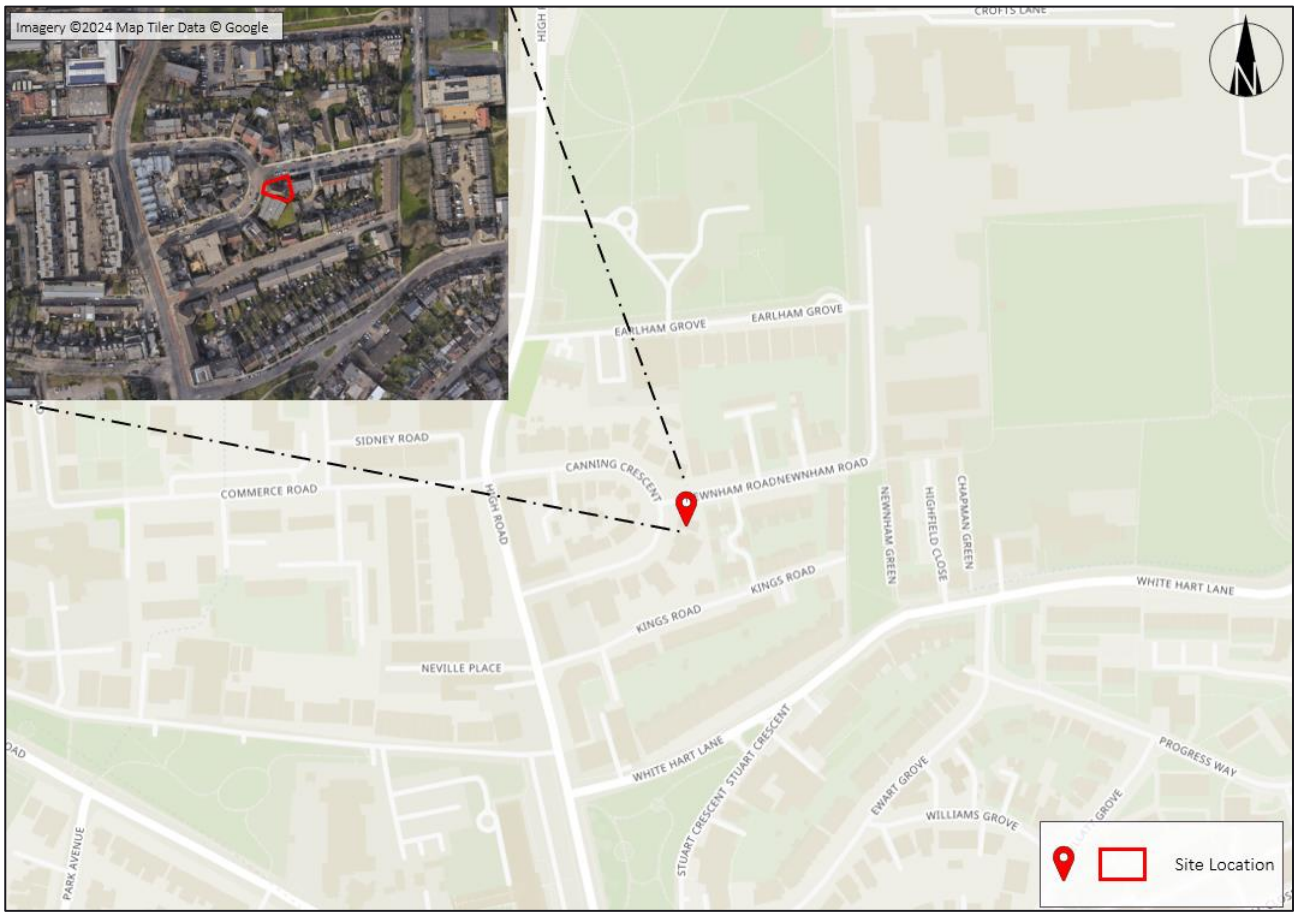
1. Introduction

1.1 Background

The Transportation Consultancy Limited ('ttc') has been commissioned by Bilal Ustun Ltd ('the applicant') to provide transport planning input and a Transport Statement (TS) in support of a planning application for a proposed residential development of 9no. dwellings at 12 Canning Crescent, Wood Green ('the site'). The site is located within the London Borough of Haringey (LBH).

The site location is illustrated in **Figure 1.1** below.

Figure 1.1 Site Location



1.2 Planning History

In 2022, an application was made for the following:

"Demolishment of existing dwelling and redevelopment of the site to provide 9 self contained flats." (app. ref: HGY/2022/1956)

However, the application was refused primarily on grounds of size, height, massing and siting.

Subsequently, in April 2024, permission was granted for the following:

"Demolition of existing dwellings and redevelopment of the site to provide 6 self contained flats". (app. ref: HGY/2023/1337)

The consented scheme proposed the provision of the following:

- 2no. 1-bed units
- 2no. 2-bed units
- 2no. 3-bed units

The consented scheme was proposed to be car-free with the exception of the use of existing on-street disabled parking located immediately outside the site on Canning Crescent and Newnham Road.

In addition, 11no. long-stay and 2no. short-stay cycle parking spaces were proposed at ground floor level.

Deliveries and servicing were proposed to be retained as existing, taking place on-street on Canning Crescent and Newnham Road.

1.3 Proposed Development

The description of the proposed development is as follows:

"Amendments to the approved application (HGY/2023/1337) involving the demolition of the existing dwelling and redevelopment of the site to increase the number of flats from 6 to 9."

The proposed development comprises the addition of two floors to the consented redevelopment of six units, delivering nine residential dwellings, an uplift of three from the consented scheme.

1.4 Report Purpose

This TS will accompany the planning application and has been produced to outline the likely traffic and highways implications of the development proposals.

This report will consider the existing situation within the vicinity of the site, access opportunities, linkages to national and local policy, as well as the likely trip generation and impact on the local transport network.

1.5 Report Structure

This TS is structured as follows:

- Chapter 2: Describes the existing situation, surrounding local highway network, sustainable transport opportunities and review the existing highway safety.
- Chapter 3: Reviews the national, regional and local policy context in relation to the proposed development.
- Chapter 4: Describes the proposed development and site access options.
- Chapter 5: Highlights the trips generation by the proposed development and determines the likely impact on the local transport networks.
- Chapter 6: Presents the summary and conclusion.

2. Existing Situation

2.1 Introduction

This section of the TS outlines the existing conditions within proximity of the site, including the local road network, sustainable transport options and a review of highway safety.

2.2 Site Location and Context

The site is bounded by Newnham Road to the north, existing residential properties to the east and south and Canning Crescent to the west. The existing site comprises an existing two-storey property, currently containing six studio flats, with access to the property provided from Canning Crescent. The site is located in a primarily residential area.

Figure 2.1 below illustrates the local site location.

Figure 2.1 Local Site Location

2.3 Walking and Cycling

This section has been prepared with reference to the following best practice and guidance documents:

- CIHT (2000) *Providing for Journeys on Foot.*
- CIHT (2014) *Planning for Cycling.*
- CIHT (2015) *Planning for Walking.*
- CIHT (2018) *Buses in Urban Developments.*
- DCLG (2007) *Manual for Streets; and*
- DfT (2020) *Local Transport Note 1/20: Cycle Infrastructure Design.*

Walking and cycling form sustainable modes of transport which not only provide benefits to residents but help to reduce the amount of congestion and pollution within the area.

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work or nearby facilities and amenities. These distances are illustrative and will therefore vary by individual according to their personal mobility and fitness, and also be influenced by their perception and prejudices on such factors such as local topography and attitude towards travel modes.

Manual for Streets (MfS) reinforces this advice stating that "*walkable neighbourhoods*" should have a range of facilities within 800m (a 10-minute walk). However, this is not regarded as the upper limit for walking journeys and MfS notes that walking offers the greatest potential to replace short car trips, particularly those under 2km.

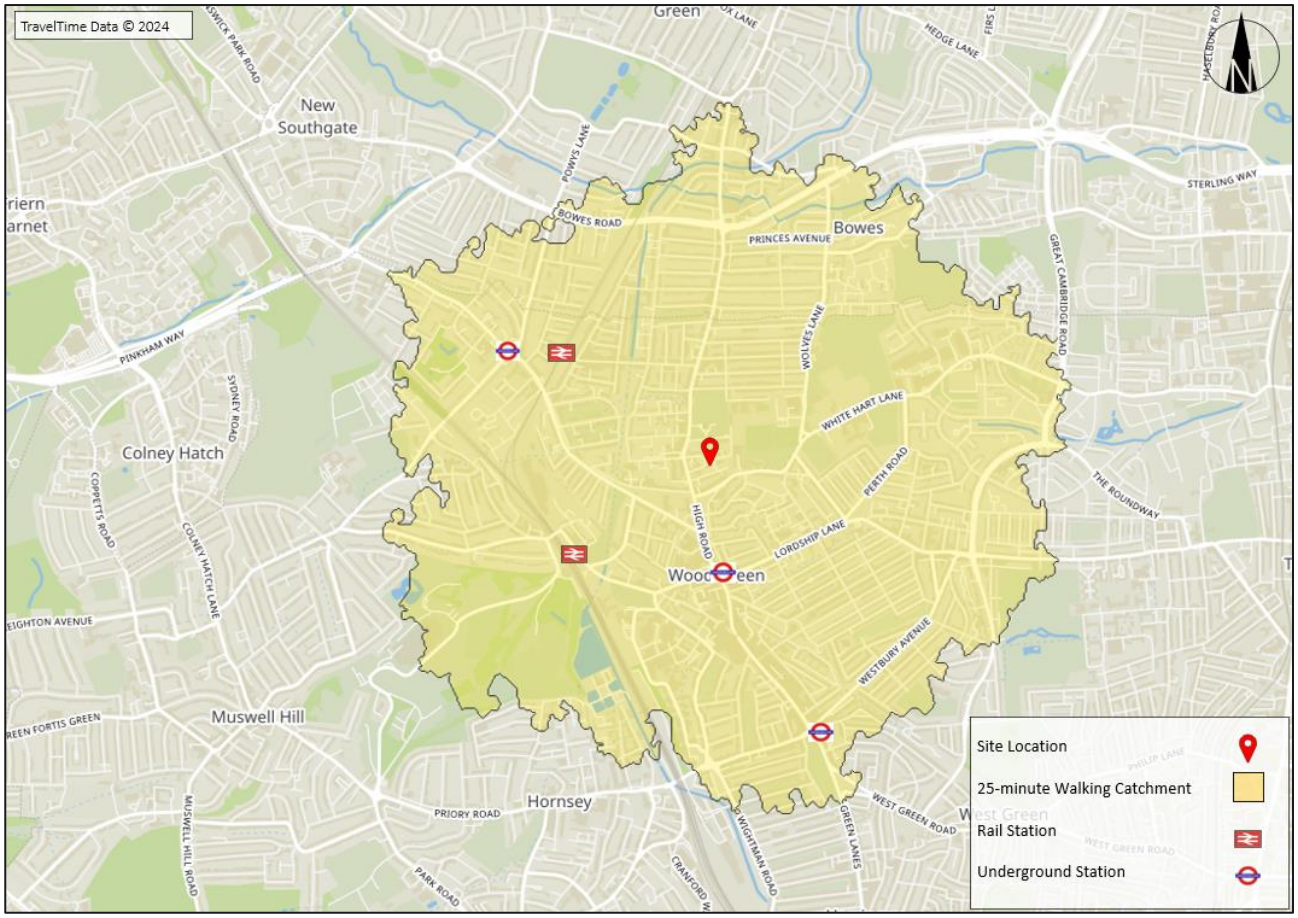
Cycling also provides the opportunity as a substitute for a short car journey, with the CIHT document, *Planning for Cycling*, stating:

> *'The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).'*

With regards to walking, the site is situated in an area with footways provided on both sides of the road which would connect future residents to key local facilities and public transport stops. Dropped kerbs with tactile paving are provided across Newnham Road at its junction with Canning Crescent. In addition, Copenhagen-style crossings are provided across Canning Crescent at its junction with the High Road.

To illustrate the area's accessibility on foot, Figure 2.2 overleaf illustrates a 25-minute walking isochrone from the site to demonstrate the high walkability and sustainability of the proposed development.

Figure 2.2 25-minute Walking Isochrone



As illustrated in **Figure 2.2**, various local facilities can be accessed on-foot as well as Wood Green Underground Station and Bowes Park and Alexandra Palace rail stations.

With regard to cycling, **Figure 2.3** overleaf illustrates the 30-minute cycling catchment from the site, demonstrating the distance future residents could travel.

Figure 2.3 30-minute Cycling Isochrone

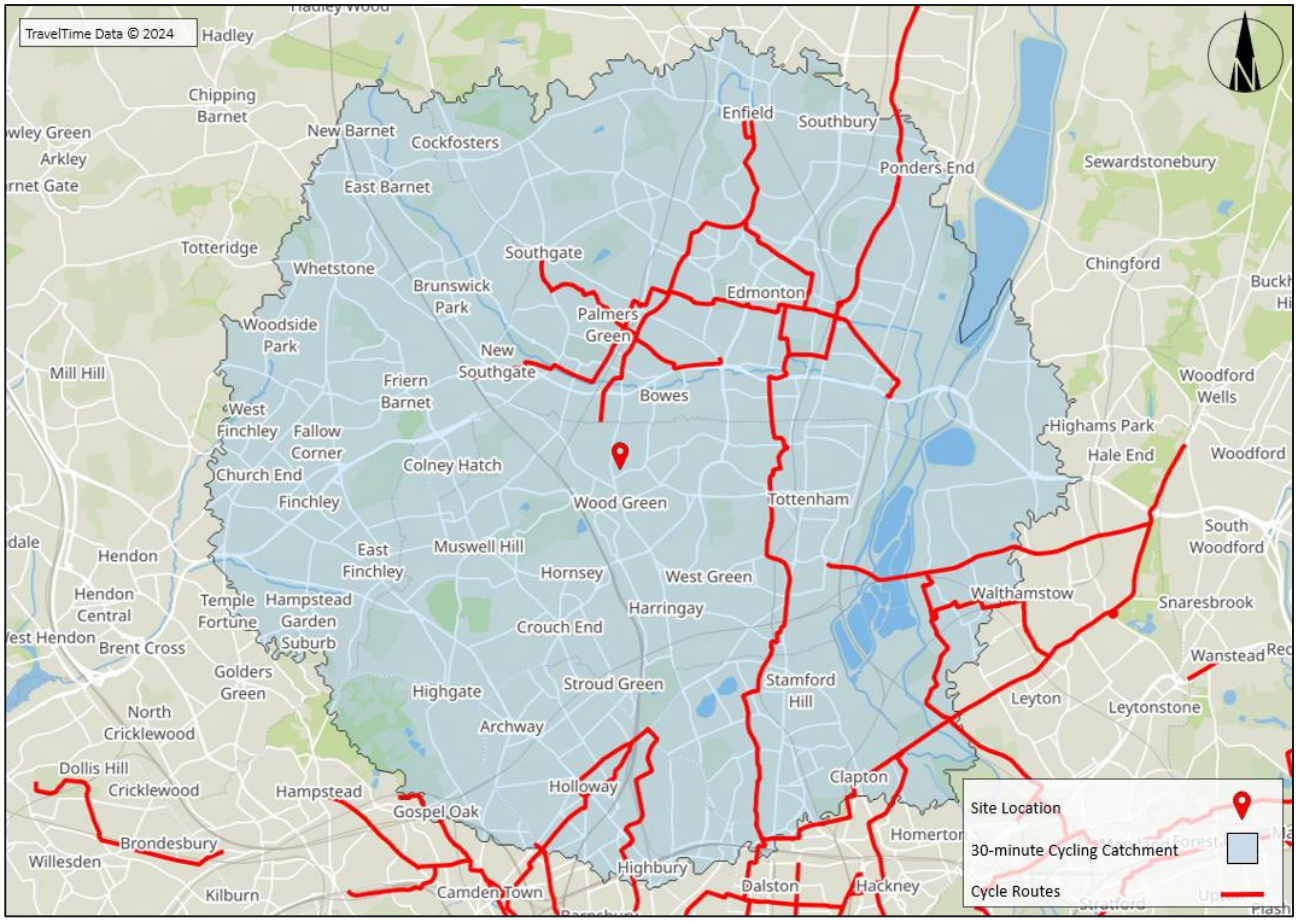


Figure 2.3 demonstrates that cyclists would be able to access the vast majority of north London from the proposed development, including Tottenham, Highbury and Enfield. In addition, cycle routes are accessible, including Cycleway 20 (C20) to the north of the site which provides a connection between Bowes Park and Enfield.

2.4 Local Facilities

A site's accessibility is judged against the Institute of Highways and Transportation (IHT) 'Guidelines for Providing for Journeys on Foot' (2000) in relation to acceptable walking distances to services and facilities.

Table 2.1 overleaf summarises the desirable, acceptable and preferred maximum walking distances to local community facilities and services.

Table 2.1 Desirable Accessibility Thresholds

Threshold Classification	Town Centre	Commuting/Schools	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: *IHT (2000), Guidelines for Providing for Journeys on Foot, IHT, London*

Table 2.2 below highlights the accessible amenities with their walking distance and journey time from the proposed development.

Table 2.2 Walkable Services and Amenities from Proposed Site

Service/Amenity	Distance (approximate)	Walking Time	Threshold Classification
White Hart Lane Recreation Ground	130m	2 minutes	Desirable
New Covenant Church	160m	2 minutes	Desirable
Alpha Pharmacy	200m	3 minutes	Desirable
Ealrham Primary School	210m	3 minutes	Desirable
Trinity Primary Academy	350m	5 minutes	Desirable
St Thomas More Catholic School	400m	5 minutes	Desirable
Woodside Park	400m	5 minutes	Acceptable
Stuart Crescent Health Centre	400m	4 minutes	Acceptable
Premier, High Road	450m	7 minutes	Preferred maximum
Crescent Pharmacy	450m	6 minutes	Preferred maximum
Wood Green Dental Clinic	450m	6 minutes	Preferred maximum
Staunton Group Practice	450m	7 minutes	Preferred maximum
Pharmacy Express	500m	7 minutes	Preferred maximum
Bounds Green Dental Practice	550m	8 minutes	Preferred maximum
St Michael's CofE Primary School	600m	9 minutes	Acceptable
Sainsbury's Local, Wood Green	700m	10 minutes	Preferred maximum
Mulberry Academy Woodside	750m	10 minutes	Acceptable

Table 2.2 demonstrates that there are a wide range of facilities within the thresholds set out in the IHT guidance, with more available in the wider area for everyday use.

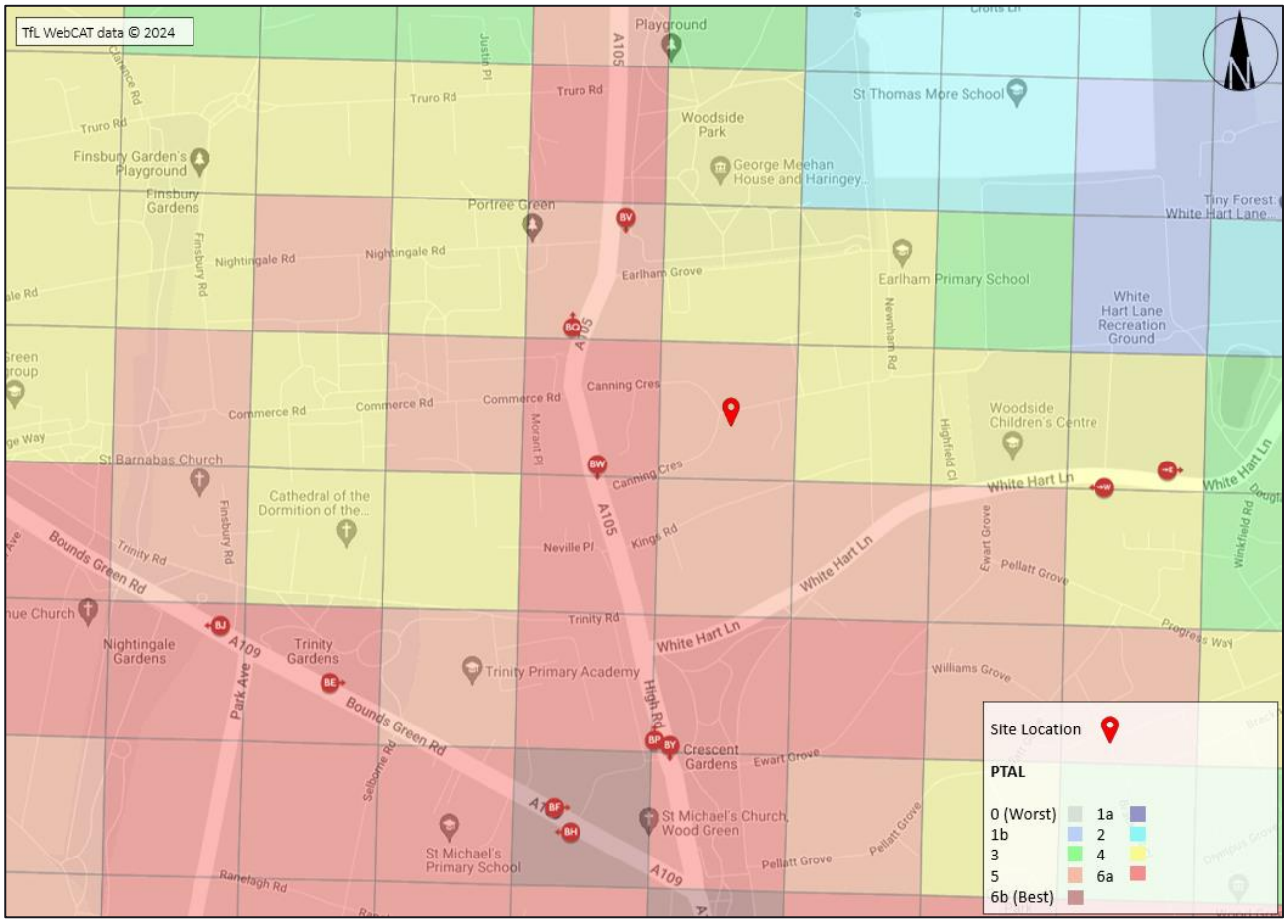
2.5 Public Transport

Public Transport Access Level

Public Transport Access Level (PTAL) is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (906m) 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.

The WebCAT tool shows that the site lies within an area with a PTAL of 5, which represents a 'very good' level of public transport accessibility. The WebCAT PTAL output is provided in **Figure 2.4** below.

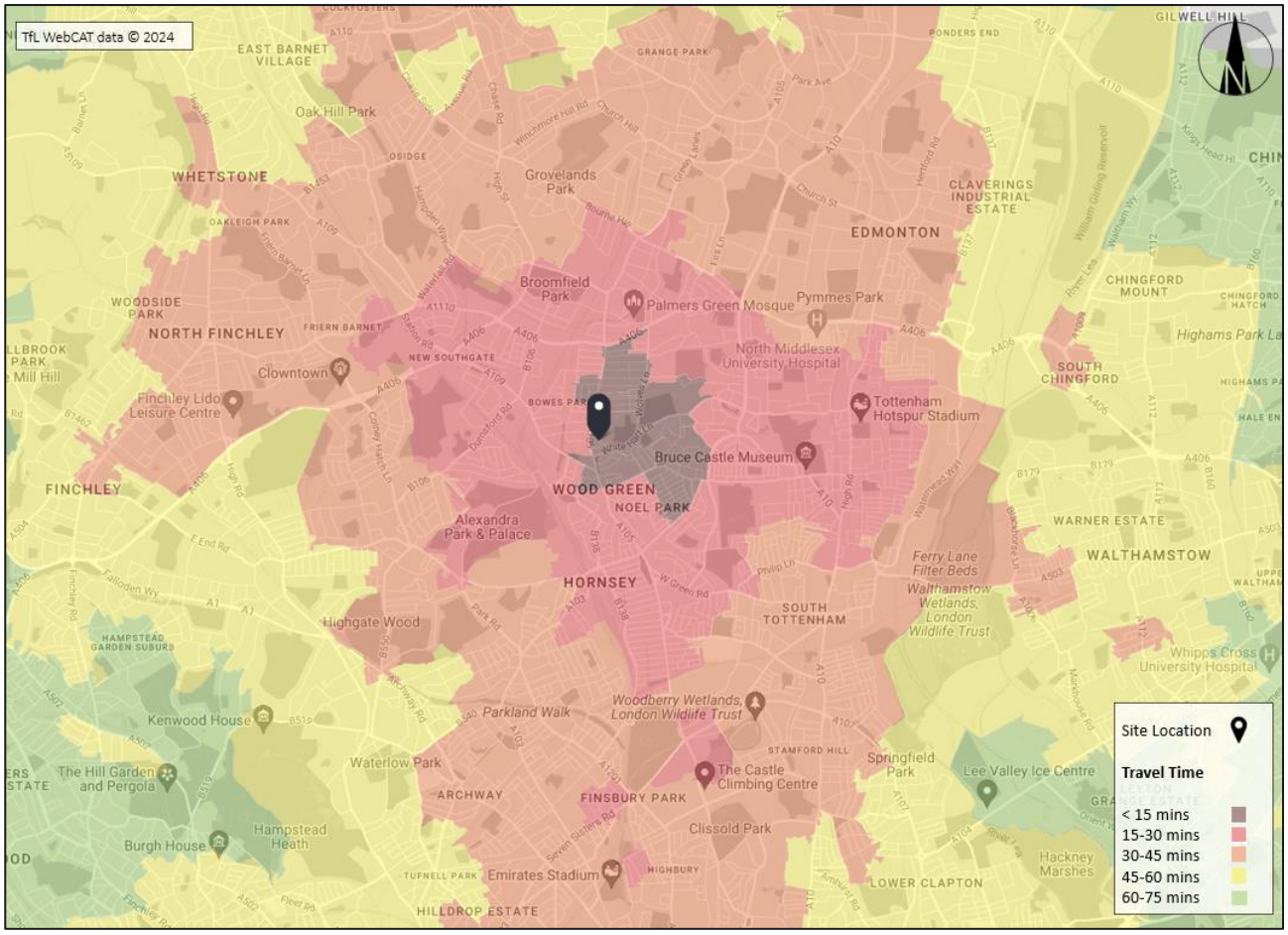
Figure 2.4 PTAL Mapping



Time Mapping

Time Mapping (TIM) is a tool developed by TfL within their WebCAT suite of tools to assess connectivity in terms of travel times taking into account public transport service rangers and interchange opportunities. TIM Mapping for the site, travelling by public transport during the AM peak, is presented in **Figure 2.5** overleaf.

Figure 2.5 Public Transport TIM Mapping



The TIM Mapping shows that it is possible to reach Walthamstow, Finchley and Clapton within a 45-minute public transport journey.

Bus Services

The site is situated within proximity of bus stops on the High Road, with the southbound stop within approximately 120m (two-minute walk) of the site and the northbound stop within approximately 200m (three-minute walk). These bus stops consist of a flagpole stop with sheltered seating, service and timetable information and are served by a variety of bus services.

A summary of the services available the bus stop is provided in **Table 2.3** overleaf.

Table 2.3 Bus Service Summary

Bus Service	Route	Frequency Mon – Fri	Frequency Saturday	Frequency Sunday
121	Enfield – Palmers Green – Turnpike Lane	Every 8-11 minutes	Every 8-11 minutes	Every 15 minutes
141	Wood Green – Old Street – Fenchurch Street – London Bridge	Every 5-8 minutes	Every 6-10 minutes	Every 8-12 minutes
232	Neasden – Brent Cross – Golders Green – Finchley – Wood Green – Turnpike Lane	Every 9-13 minutes	Every 15 minutes	Every 20 minutes
329	Enfield – Palmers Green – Wood Green – Turnpike Lane	Every 6-8 minutes	Every 6-10 minutes	Every 7-10 minutes

Note: services 629 and N29 excluded.
Service 141 operates from the southbound bus stop only.

Underground Services

The site is located within 600m (nine-minute walk) of Wood Green Underground Statin, which provides access to Piccadilly line services. The Piccadilly line provides services between Cockfosters and Heathrow Airport with key interchanges including King's Cross & St Pancras International, Piccadilly Circus and Hammersmith.

A summary of the underground services is provided in **Table 2.4** below.

Table 2.4 Underground Service Summary

Line	Route	Frequency Mon – Fri	Frequency Saturday	Frequency Sunday
Piccadilly	Eastbound (to Cockfosters)	17 per hour	15 per hour	12 per hour
	Eastbound (to Arnos Grove)	6 per hour	4 per hour	6 per hour
	Westbound (to Heathrow Terminal 4)	6 per hour	6 per hour	6 per hour
	Westbound (to Heathrow Terminal 5)	6 per hour	6 per hour	6 per hour
	Westbound (to Rayners Lane)	4 per hour	3 per hour	3 per hour
	Westbound (to Northfields)	3 per hour	2 per hour	-
	Westbound (to Uxbridge)	4 per hour	3 per hour	3 per hour

Train Services

The site is located within 1.1km (14-minute walk) of Alexandra Palace Station which provides access to rail services to destinations including Moorgate, King's Cross, Stevenage and Welwyn Garden City.

Bowes Park Station is also located within 1.3km (17-minute walk) of the site with rail services to destinations including Moorgate, Stevenage and Hertford North.

2.6 Local Highway Network

Canning Crescent

Canning Crescent is a two-way residential road, running directly along the site frontage. The road runs in a loop, meeting the High Road at its northern and southern extents. The road measures approximately 7.5 metres in width with footways on both sides of the road.

The road operates at a 20mph speed limit with parking bays within the Wood Green Outer Controlled Parking Zone (CPZ) provided on both sides of the road. The CPZ is in operation Monday to Saturday between 08:00 and 18:30.

Newnham Road

Newnham Road is a two-way residential road, bounding the site to the north. The road is a no through route, with access provided to Earlham Primary School, and connects with Canning Crescent at its western extent. The road measures approximately 7.5 metres in width with footways on both sides of the road.

The road operates at a 20mph speed limit with parking bays within the Wood Green Outer CPZ provided on both sides of the road. The CPZ is in operation Monday to Saturday between 08:00 and 18:30.

High Road (A105)

The High Road runs to the west of the site on a north-south alignment providing a connection to the North Circular Road (A406) to the north and into Wood Green to the south. In proximity to the site, the road is a two-way single carriageway with a shared use bus lane provided in the southbound direction. The lane is in operation Monday to Friday between 07:00 – 10:00 and 16:00 – 19:00 and able to be used by buses, taxis, motorcycles and cycles.

The road is approximately 9.5 metres in width with wide, flat footways along with street lighting provided on both sides of the road. Beyond the bus lane, double yellow lines are provided to restrict stopping and parking at all times.

2.7 Highway Safety

Personal Injury Collision (PIC) data has been extracted from CrashMap (www.crashmap.com) for the most recent five-year period available (2018-2022). The data is collected by the police and is approved by the National Statistics Authority (NSA) and audited by the Department for Transport (DfT) each year.

The purpose of assessing recorded PICs is to determine whether there is a history of collisions in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of collisions could indicate that improvements are required to enable development on the site to come forward.

The impact of casualties differs according to the severity of the injuries sustained. Three groups are differentiated as follows:

- **Fatal**: any death that occurs within 30 days from causes arising out of the collision.
- **Serious**: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight**: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

The collisions recorded in the most recent five-year period of data are shown in **Figure 2.6** below.

Figure 2.6 CrashMap Data

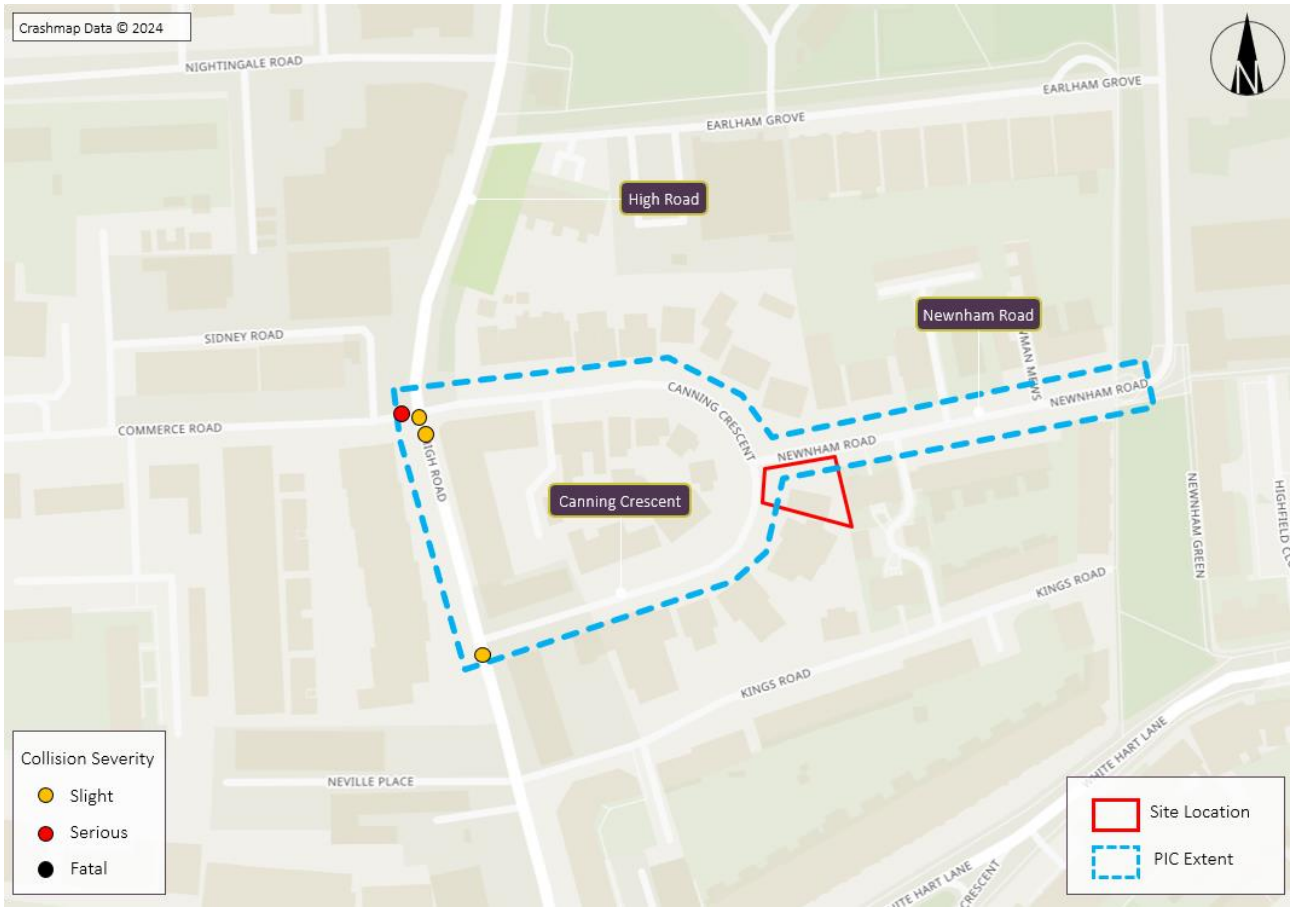


Figure 2.6 demonstrates that there have been four collisions in the most recent five year period; three at the northern Canning Crescent/High Road junction and one at the southern junction.

- Canning Crescent/High Road (northern junction)
  - On 1st November 2019, a serious collision occurred involving a car and pedestrian which result in serious injury to the pedestrian.
  - On 25th July 2020, a slight collision involving two cars resulted in slight injury to one vehicle occupant.
  - On 26th November 2022, a slight collision occurred involving a car and pedestrian which result in slight injury to the pedestrian.

- Canning Crescent/High Road (southern junction)
  - On 15th August 2020, a slight collision involving two cars resulted in slight injury to one vehicle occupant.

Whilst any accident is unfortunate, based on the PIC extent showing less than one collision per annum, there are deemed to be no inherent safety issues with the local highway network so there is no need for further investigation.

2.8 Conclusion

As a result of the information provided in this chapter, it can be concluded that:

- There is existing pedestrian and cycle infrastructure which afford access to numerous local services and facilities, including those likely to be utilised by future residents on a regular basis.
- The site is situated within proximity of existing bus services which serve the immediate and wider area.
- Underground and rail links are afforded, which includes destinations such as Moorgate and King's Cross.
- The local highway network displays no evidence of safety issues that the development could be expected to exacerbate.

3. Policy Context

3.1 Overview

This section of the TS outlines the relevant national, regional and local policy guidance that the proposed development contributes to including:

- National Planning Policy Framework (2023)
- London Plan (2021)
- Mayor's Transport Strategy (2018)
- Haringey's Local Plan Strategic Policies 2013 – 2026 (2013)
- Haringey's Development Management Development Plan Document (2017)

3.2 National Planning Policy Framework (2023)

The National Planning Policy Framework (NPPF) sets out the Government's key objectives for achieving sustainable development. The NPPF sets out the government's planning policies for England, and how these are expected to be applied, stating that all developments generating significant amounts of movement should be supported by a Transport Assessment (TA) or TS. Within the NPPF, it is suggested that an economic, social and environmental objective should be at the heart of the planning process.

Under the 'Promoting sustainable transport' chapter of the NPPF, it is stated that transport issues should be considered from the earliest stages of plan-making and development proposals (Para. 108). By doing this, the potential impacts of development on transport networks can be addressed and the appropriate transport infrastructure can be implemented. By considering transport at the earliest stages, it allows the opportunity to promote walking, cycling and public transport, and to mitigate any problems.

Significant developments should be focused on being sustainable; this can be done through limiting the need to travel and offering a genuine choice of transport modes.

Within the context of assessing sites for development applications, it should be ensured that (Para. 114, pg.32):

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.*
- *safe and suitable access to the site can be achieved for all users.*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Within this context, new developments should (Para. 116, pg.33):

- *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas… facilitating access to high quality public transport, with layouts that maximise the catchment*

area for bus or other public transport services, and appropriate facilities that encourage public transport use.

- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport.*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 115 states 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."*

Paragraph 117 concludes that applications should be supported by a TS or TA to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the development proposals.

3.3 London Plan (2021)

The London Plan is part of London's 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.

Policy T1 notes that development proposals should target 80% of all trips in London 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."

Policy T5 states development should encourage cycling and provides minimum cycle parking standards. Cycle parking should allow easy access and provide facilities for larger, adapted bikes and all cyclists. The policy also states that all cycle parking should be designed in accordance with the guidance contained within the London Cycle Design Standards (LCDS).

The relevant cycle parking standards are contained in Table 3.1 overleaf.

Table 3.1 Minimum Cycle Parking Standards (London Plan)

Use	Long-Stay Cycle Parking Standard	Short-Stay Cycle Parking Standard
Residential Dwellings	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Policy T6 relates to car parking and states 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 T6.1 states that for residential developments below ten units, disabled persons parking does not need to be provided.

3.4 Mayor's Transport Strategy (2018)

The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

Three key themes are at the heart of the strategy:

1. Healthy streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient and sustainable travel. Street environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips, public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use. Improvements to the public transport network are outlined including new infrastructure.

3. New homes and jobs

The MTS sets out Good Growth principles for the delivery of new homes and jobs that use transport to:

a) Create high-density, mixed-use places; and

b) Unlock growth potential in underdeveloped parts of the city.

The MTS outlines transport principles of Good Growth as being:

- Good access to public transport
- High-density, mixed-use developments
- People choose to walk and cycle
- Car-free and car-lite places
- Inclusive, accessible design
- Carbon-free travel

- Efficient travel

3.5 Haringey's Local Plan Strategic Policies 2013 – 2026 (2013)

Haringey's Strategic Policies DPD sets out the long-term vision of how Haringey should develop by 2026. It sets out the Council's strategy for achieving that vision, including strategic policies used in determining planning applications.

Policy SP7 states the Council aims to deliver action on climate change to create high quality and healthy places through promoting the use of public transport, walking and cycling, supporting measures to influence behavioural change and supporting car-free development where feasible.

3.6 Haringey's Development Management Development Plan Document (2017)

Haringey's Development Management DPD sets out criteria-based policies against which planning applications will be assessed to deliver sustainable development.

Policy DM31 states developments should be located where public transport accessibility is high, with car parking minimised to reduce car travel. To demonstrate this, the Council will require the submission of a Transport Assessment in support of development proposals.

Policy DM32 notes that development proposals will be assessed against the car and cycle parking standards set out in the London Plan. In addition, the Council will support proposals for new development with no on-site parking where there are alternative, accessible means of transport, a PTAL of at least 4 and a controlled parking zone (CPZ) exists.

3.7 Summary

The planning policy set out above collectively seeks to ensure that development is located where residents and visitors are provided with genuine modal choice by situating development in locations that reduce the need to travel, reduce average journey lengths and benefit from local infrastructure to enable use of modes of transport other than the single occupancy private car.

Furthermore, the planning policy also seeks to ensure that the impacts of the development are properly considered and mitigated via the preparation of appropriate transportation reports to accompany the planning application and where necessary the provision of mitigation in order to temper the impacts of a given development, to ensure that any residual impacts are not "*severe*". This TS has been prepared in line with current best practice guidance, policy and methodology.

4. Development Proposals

4.1 Introduction

This section of the TS describes the proposed development quantum, access arrangement and parking provision for the site.

4.2 Development Description

The description of the proposed development is as follows:

"Amendments to the approved application (HGY/2023/1337) involving the demolition of the existing dwelling and redevelopment of the site to increase the number of flats from 6 to 9."

The proposed development comprises the demolition of the existing two-storey property to accommodate nine self-contained flats. The proposals comprise the addition of two floors to the consented redevelopment of six units, delivering nine residential dwellings, an uplift of three from the consented scheme.

The proposed unit mix is as follows:

- 3no. 1 bed 2-person
- 4no. 2 bed 3-person
- 2no. 3 bed 5-person

A plan illustrating the proposed layout is provided at Appendix A.

4.3 Access Arrangements

Pedestrian access to the site will be provided via a stepped access from Newnham Road which will lead directly into the building.

A separate cycle access will also be provided from Newnham Road which will provide access to the long-stay and short-stay cycle parking.

As the scheme will be car-free, no vehicular access to the site will be provided. Deliveries and servicing to the site will be undertaken on-street from Canning Crescent or Newnham Road as per the existing arrangement.

4.4 Parking

Car Parking

Car parking standards for the area are set out in the London Plan Policy T6 which states that car-free development should be the starting point for all development proposals in places that are well-connected by public transport. Therefore, given the site has a PTAL of 5, the scheme will be car-free.

Cycle Parking

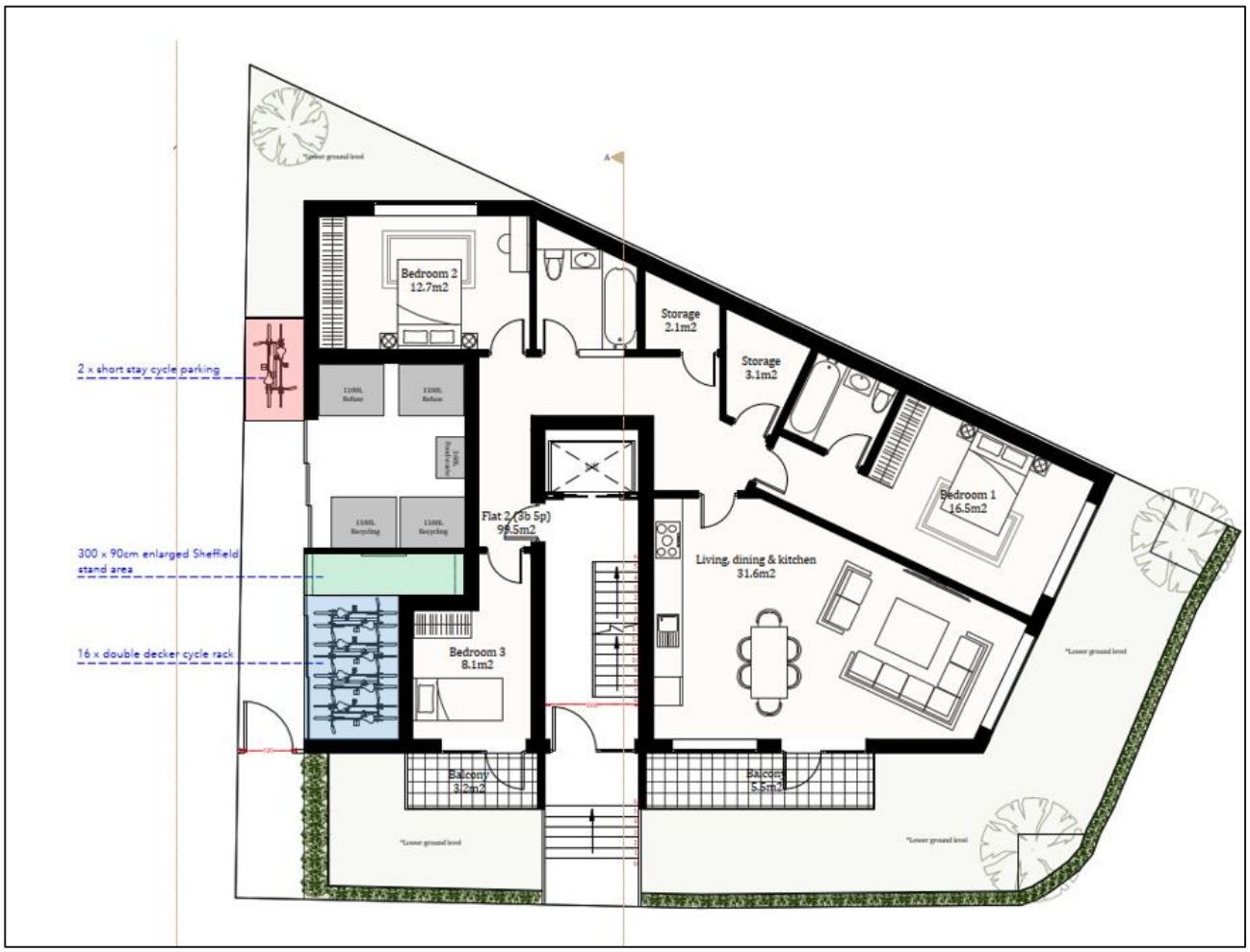
Cycle parking standards for the area are set out in the London Plan Policy T5. Table 4.1 overleaf sets out the cycle parking requirements for the proposed development.

Table 4.1 Cycle Parking Provision

Long-Stay Cycle Parking Standard	Development Quantum	Long-Stay Cycle Parking Requirement	Short-Stay Cycle Parking Standard	Short-Stay Cycle Parking Requirement
1 space per studio or 1 person 1 bedroom dwelling	0	0	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings	2
1.5 spaces per 2 person 1 bedroom dwelling	3	5		
2 spaces per all other dwellings	6	12		
Total		17		2

In line with **Table 4.1**, the proposed development will provide 17no. long-stay and two short-stay spaces. The proposed arrangement is shown in **Figure 4.1** below.

Figure 4.1 Proposed Cycle Parking Layout



In line with LCDS requirements, 5% of spaces, i.e. one space, is proposed as an enlarged Sheffield stand to ensure accessibility for all. The remaining 16no. stands will be provided as two-tier racks. The long-stay spaces

will be provided in a secure store within the building curtilage, accessed via a 1.2m wide door from Newnham Road in line with LCDS design recommendations.

One Sheffield stand is to be located behind the secure door from Newnham Road to provide two short-stay spaces. In line with LCDS, the spaces will be secure and overlooked.

4.5 Servicing Arrangements

The delivery and servicing arrangements associated with the existing site would be retained post-development. All deliveries generated by the residential units would be accommodated on-street at the site's frontages on Canning Crescent and Newnham Road.

The majority of deliveries to the site will comprise post deliveries and small ad-hoc delivery services which are typically carried out by light goods vehicles, such as 3.5t/4.6t vans. Occasional larger deliveries, such as supermarket deliveries, may be completed using 7.5t vans which could also be accommodated on-street.

Refuse collection would be undertaken by the Council, with collections taking place on-street either from Canning Crescent or Newnham Road.

4.6 Conclusion

It has been demonstrated that safe and suitable access will be provided to the proposed development for all modes. In line with planning policy, the scheme will be car-free, with appropriate levels of cycle parking in line with the prescribed standards. In addition, the site can be serviced sufficiently with regards to deliveries and refuse collection.

5. Trip Generation and Impact

5.1 Introduction

This chapter of the TS sets out the existing, consented and proposed trip generation and the likely impact of the development proposals on the local transport network.

5.2 Existing and Consented Trip Generation

TRICS is a nationally recognised database of traffic surveys covering a multitude of different development types. As both the existing and consented uses at the site include six dwellings, the following trip generation applies to both scenarios.

Trip rate data has been extracted from the latest version of the TRICS database based on the following parameters:

- Region: Greater London
- Land use: Residential – Flats Privately Owned
- Survey days: Weekdays only
- Location type: 'Suburban area' and 'Neighbourhood centre'
- PTAL: 4+

Full and detailed TRICS outputs are provided in **Appendix B** with a summary of the existing/consented trip rates and trip generation associated with the existing /consented uses outlined in **Table 5.1** below.

Table 5.1 Existing/Consented Residential Trip Generation

Time Range	Arrive	Depart	Two-way
Trip Rate – Flats Privately Owned (per Flat)			
AM Peak Period (08:00 – 09:00)	0.066	0.409	0.475
PM Peak Period (17:00 – 18:00)	0.254	0.136	0.390
Daily	2.186	2.381	4.567
Trip Generation – Flats Privately Owned (6 Flats)			
AM Peak Period (08:00 – 09:00)	0	2	2
PM Peak Period (17:00 – 18:00)	2	1	3
Daily	13	14	27

Table 5.1 shows that the existing/consented units would be expected to generate two movements in the AM peak hours, three movements in the PM peak hour and 27 daily total person trips.

5.3 Proposed Trip Generation

Given the proposed development will only result in an uplift of three apartments, the same trip rates as extracted for the consented scheme have been utilised to determine the expected trip generation for the proposed development. The resulting trip generation is shown in **Table 5.2** below.

Table 5.2 Proposed Residential Trip Generation

Time Range	Arrive	Depart	Two-way
Trip Generation – Flats Privately Owned (9 Flats)			
AM Peak Period (08:00 – 09:00)	1	4	5
PM Peak Period (17:00 – 18:00)	2	1	3
Daily	20	21	41

Table 5.2 shows that the proposed development would be expected to generate five movements in the AM peak hours, three movement in the PM peak hour and 41 daily total person trips.

5.4 Net Trip Generation

The impact of the development proposals on the local transport network has been ascertained based on both the existing and consented uses. **Table 5.3** below sets out the net trip generation.

Table 5.3 Net Trip Impact

Time Range	Arrive	Depart	Two-way
AM Peak Period (08:00 – 09:00)	1	2	3
PM Peak Period (17:00 – 18:00)	0	0	0
Daily	7	7	14

Table 5.3 shows that, compared to the existing and consented uses, the proposed development will result in an increase of three additional trips during the AM peak hour, the same number of trips in the PM peak and an additional 14 daily total person trips.

5.5 Trip Distribution

To show the impact of the proposed development on the local transport network, mode share data has been extracted from the Nomis database. As the data collected as part of the 2021 Census is deemed to not be representative of travel habits due to it taking account of Covid-19 working patterns, 2011 Census data has been utilised.

Method of Travel to Work data (QS701EW) has been extracted for the MSOA the site is located in (Haringey 007). To account for the car-free nature of the proposed development, car driver, car passenger and motorcycle trips have been proportionally redistributed onto the other modes. **Table 5.4** overleaf shows the Census and adjusted mode share.

Table 5.4 Mode Share

Mode	Census Mode Share	Adjusted Mode Share
Underground	48%	60%
Train	6%	8%
Bus	16%	20%
Taxi	0%	0%
Motorcycle	1%	0%
Car driver	18%	0%
Car passenger	1%	0%
Bicycle	3%	3%
On foot	6%	8%
Other	1%	1%
Total	100%	100%

The distribution of net daily trips on the local transport network is subsequently shown in **Table 5.5** overleaf.

Table 5.5 Net Trip Distribution

Mode	Net Impact
Underground	8
Train	1
Bus	3
Taxi	0
Motorcycle	0
Car driver	0
Car passenger	0
Bicycle	0
On foot	1
Other	0
Total	14

Compared to the existing and consented uses, the proposed development will result in an increase of eight daily trips on the underground network and no increase in vehicle trips.

This increase in trips on the public transport network, including the underground, will result in a negligible impact. With regards to impacts on the local highway network, Paragraph 115 of the NPPF, states:

> *"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."*

Therefore, as the proposed development will not result in an increase in vehicle trips on the local highway network, the proposals will not have a 'severe' or detrimental impact on the road network.

6. Summary and Conclusion

6.1 Summary

The Transportation Consultancy Ltd ('ttc') has been commissioned by Bilal Ustun Ltd ('the applicant') to produce a TS in support of a planning application for a proposed residential development of 9no. dwellings at 12 Canning Crescent, Wood Green, Haringey.

The information presented within this report demonstrates that:

- The development is situated to take advantage of a good quality existing footway network links, connecting to key local services and facilities.
- Local roads are conducive to safe walking and cycling, encouraging journeys using methods other than the private car.
- There are no existing highway safety issues that the proposed development would be anticipated to exacerbate.
- In line with planning policy, the scheme will be car-free, with appropriate levels of cycle parking in line with the prescribed standards
- Once operational, the site will generate a total of 41 daily two-way movements, an increase of 14 person trips compared to the existing and consented uses.
- As the proposed development will not result in any additional trips impacts on the local highway network, the proposals will not have a 'severe' or detrimental impact on the road network in line with the NPPF.

6.2 Conclusion

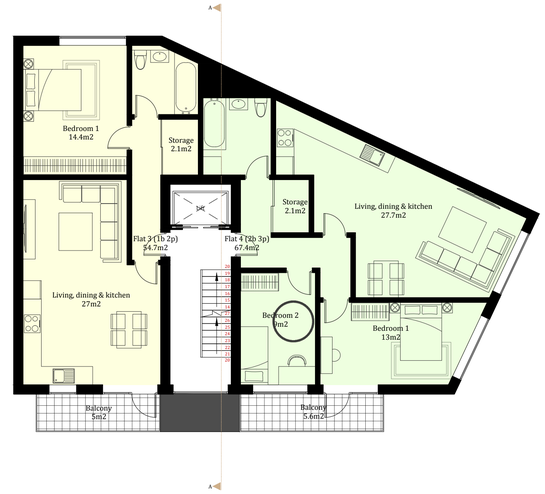
On the basis of the information presented in this report, it is considered that the proposed development can be comfortably accommodated within the local area. As such, there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 115 of the NPPF, which states 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*".

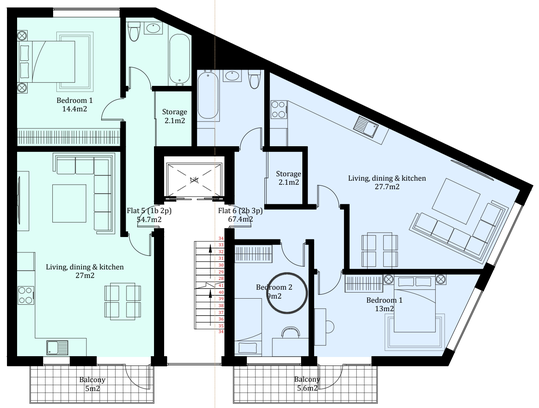
Appendix A
Proposed Site Layout

Proposed lower ground floor plan in context
Scale 1:100

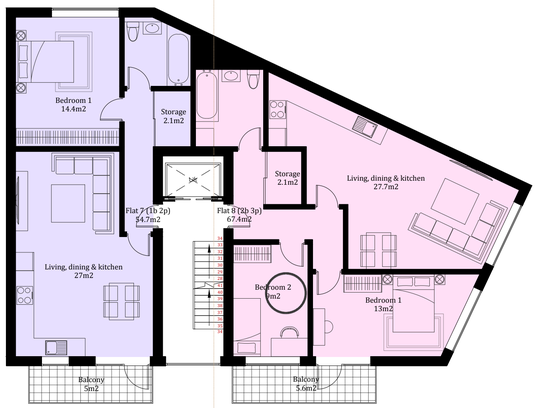
Proposed ground floor plan
Scale 1:100



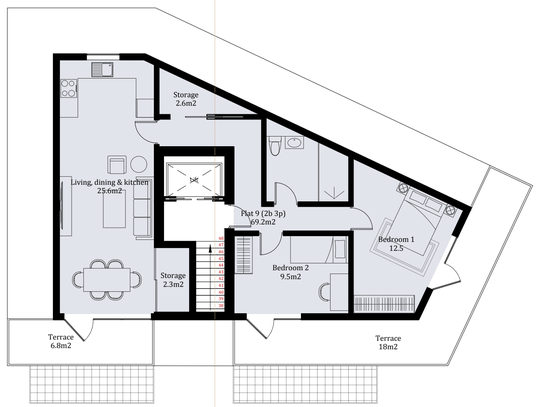
Proposed first floor plan
Scale 1:100



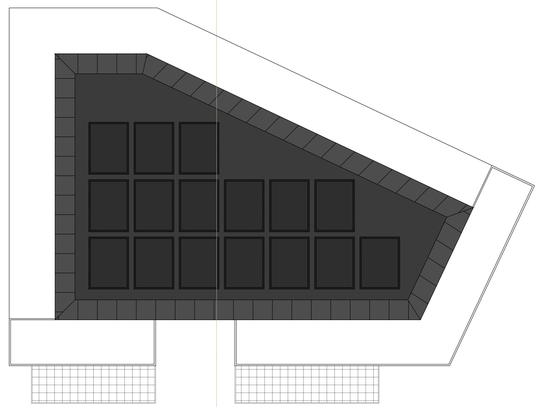
Proposed second floor plan
Scale 1:100



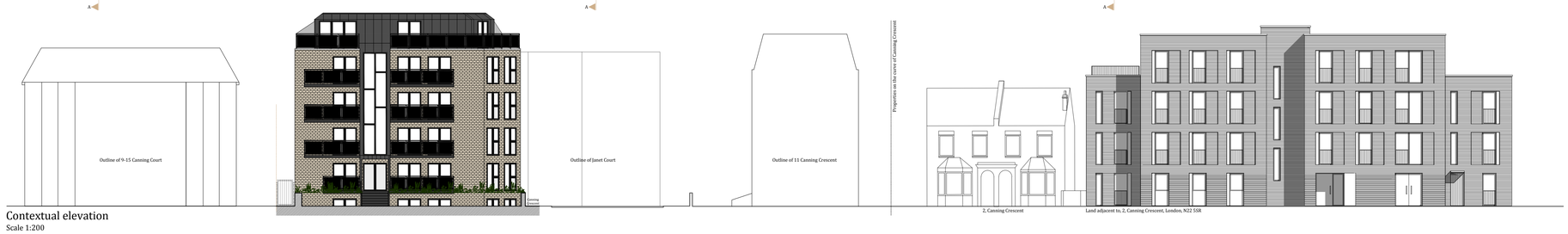
Proposed third floor plan
Scale 1:100



Proposed fourth/ mansard floor plan
Scale 1:100



Proposed roof plan
Scale 1:100



Contextual elevation
Scale 1:200

Scale 1:100 @ A1
0 1 2 3 4 5 6 7 8 9 10

Scale 1:200 @ A1
0 2 4 6 8 10 12 14 16 18 20

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Project Title
12 Canning Crescent, London, N22 5SR

Sheet Title
Proposed plans & contextual elevation

Scale
1:100/1:200 @ A1

Drawn By
AYGUL BOYRAZ

Reference Number
113A_PL04D

Date
11/11/2024

Appendix B
TRICS Reports

The Transportation Consultancy 397 Birmingham Road Redditch Licence No: 154301

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-493 DWELLS	
Actual Trip Rate Calculation Parameter Range	115-472 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 16/11/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday Wednesday Thursday	1 2 1
Main Location Types selected	Suburban Area (PPS6 Out of Centre) Neighbourhood Centre (PPS6 Local Centre)	1 3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	15 - Selected 5 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000 100,001 or More	3 1
Population <5 Mile ranges selected	500,001 or More	4
Car Ownership <5 Mile ranges selected	0.6 to 1.0	4
PTAL Rating	4 Good 5 Very Good 6a Excellent	1 2 1

Calculation Reference: AUDIT-154301-241119-1127

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	BT	BRENT	1 days
	HG	HARINGEY	1 days
	SK	SOUTHWARK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 115 to 472 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 16/11/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	2
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good	1 days
5 Very Good	2 days
6a Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	BN-03-C-02	Site area:	0.80 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	115
Location:	WHETSTONE	Housing density:	383
Postcode:	N20 9EZ	Total Bedrooms:	192
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	13/09/23
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	4 Good	Parking Spaces:	93

Site(2):	BT-03-C-02	Site area:	0.94 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	472
Location:	WEMBLEY	Housing density:	549
Postcode:	HA9 0NH	Total Bedrooms:	719
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	30/11/16
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	5 Very Good	Parking Spaces:	151

Site(3):	HG-03-C-01	Site area:	2.66 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	255
Location:	TOTTENHAM HALE	Housing density:	181
Postcode:	N17 9DJ	Total Bedrooms:	378
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	18/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	5 Very Good	Parking Spaces:	110

Site(4):	SK-03-C-03	Site area:	1.21 hect
Development Name:	BLOCKS OF FLATS	No of Dwellings:	233
Location:	SURREY QUAYS	Housing density:	231
Postcode:	SE16 7FU	Total Bedrooms:	439
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	14/11/19
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	6a Excellent	Parking Spaces:	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 7.80

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	269	0.003	4	269	0.033	4	269	0.036
08:00 - 09:00	4	269	0.012	4	269	0.046	4	269	0.058
09:00 - 10:00	4	269	0.020	4	269	0.021	4	269	0.041
10:00 - 11:00	4	269	0.025	4	269	0.025	4	269	0.050
11:00 - 12:00	4	269	0.022	4	269	0.023	4	269	0.045
12:00 - 13:00	4	269	0.020	4	269	0.020	4	269	0.040
13:00 - 14:00	4	269	0.020	4	269	0.018	4	269	0.038
14:00 - 15:00	4	269	0.023	4	269	0.016	4	269	0.039
15:00 - 16:00	4	269	0.021	4	269	0.020	4	269	0.041
16:00 - 17:00	4	269	0.026	4	269	0.021	4	269	0.047
17:00 - 18:00	4	269	0.035	4	269	0.018	4	269	0.053
18:00 - 19:00	4	269	0.029	4	269	0.013	4	269	0.042
19:00 - 20:00	3	273	0.011	3	273	0.012	3	273	0.023
20:00 - 21:00	3	273	0.010	3	273	0.013	3	273	0.023
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.277			0.299			0.576

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	115 - 472 (units:)
Survey date date range:	01/01/15 - 16/11/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 7.80

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	269	0.038	4	269	0.260	4	269	0.298
08:00 - 09:00	4	269	0.066	4	269	0.409	4	269	0.475
09:00 - 10:00	4	269	0.086	4	269	0.243	4	269	0.329
10:00 - 11:00	4	269	0.112	4	269	0.165	4	269	0.277
11:00 - 12:00	4	269	0.149	4	269	0.149	4	269	0.298
12:00 - 13:00	4	269	0.116	4	269	0.141	4	269	0.257
13:00 - 14:00	4	269	0.127	4	269	0.163	4	269	0.290
14:00 - 15:00	4	269	0.140	4	269	0.125	4	269	0.265
15:00 - 16:00	4	269	0.156	4	269	0.140	4	269	0.296
16:00 - 17:00	4	269	0.232	4	269	0.142	4	269	0.374
17:00 - 18:00	4	269	0.254	4	269	0.136	4	269	0.390
18:00 - 19:00	4	269	0.279	4	269	0.114	4	269	0.393
19:00 - 20:00	3	273	0.238	3	273	0.100	3	273	0.338
20:00 - 21:00	3	273	0.193	3	273	0.094	3	273	0.287
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.186			2.381			4.567

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*