London Borough of Haringey

Osborne Grove Nursing Home
Transport Assessment

December 2021

transport planning practice

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1 INTRODUCTION

1.1.1 Transport Planning Practice (TPP) have been appointed by London Borough of Haringey to provide transport consultancy services in respect to the proposed redevelopment of the Osborne Grove Nursing Home in the London Borough of Haringey (LBH).

1.2 Background

1.2.1 The existing site comprises the Osborne Grove Nursing Home and Stroud Green Clinic. The site has a vehicular access from Upper Tollington Park and is bound to the north and east by residential properties and gardens, the south by commercial/light industrial properties and the west by Upper Tollington Park.

1.2.2 The proposals seek to redevelop the site to provide a 100 unit care home, of which 70 units will be 'standard' care home units and 30 units will be sheltered housing units. The proposed development will reduce the on-site car parking provision from 23 bays to four bays, all of which will be disabled bays.

1.2.3 The remainder of this report will be set out as follows:

- **Chapter 2: Existing Transport Conditions –** sets out the summary of the existing transport conditions and local amenities.
- **Chapter 3: Policy Context –** provides a summary of the national, regional and local transport policies against which the proposals will be assessed.
- **Chapter 4: Proposed Development –** outlines the development proposals including car and cycle parking provision and delivery and servicing arrangements.
- **Chapter 5: Trip Generation –** sets out the estimated trip generation of the existing site and the predicted trips of the proposed development, and subsequent impact upon the local transport network.
- **Chapter 6: Summary and Conclusions –** provides a summary and presents the conclusions of the report.

2 EXISTING TRANSPORT CONDITIONS

2.1 Existing situation

2.1.1 The existing site comprises the Osborne Grove Nursing Home and Stroud Green Clinic. The existing care home provides 32 units. The site has a vehicular access from Upper Tollington Park which is gated, plus additional pedestrian accesses from Upper Tollington Park.

2.1.2 The existing site provides 23 car parking spaces. The current cycle parking number is unknown. The site location is shown in Figure 1.

2.2 Pedestrian access

2.2.1 Footways surrounding the site have dropped kerbs, are lit and are fitted with tactile paving to aid partially sighted and blind persons. Pedestrian access to the site is from Upper Tollington Park. Each arm of the Upper Tollington Park/Stroud Green Road/Tollington Park junction to the south of the site is provided with a signalised pedestrian crossing.

2.2.2 The site is within walking distance of a number of local amenities. This includes multiple hot food and drink outlets along Stroud Green Road, Tesco Superstore 200m (or a 2-3 minute walk based on walking speeds of 80-100m per minute) to the west of the site and Roger Davis Pharmacy 250m (or a 2-3 minute walk) to the south east of the site. Finsbury Park Oxford Road Gate is located circa 250m (or a 2-3 minute walk) to the north east of the site.

2.3 Cycling

2.3.1 The local area is covered by Transport for London (TfL) Cycle Map 4. Upper Tollington Park at the frontage of the site, as well as Victoria Road and Charteris Road have been recommended by cyclists as suitable routes and connects to other cycle routes.

2.3.2 Upper Tollington Park to the north of the site, Woodstock Road and St Thomas's Road are shown on the map as routes marked for use by cyclists, which are on quiet or busier roads. Parkland Walk provides an off-road cycle route from Highgate to Finsbury Park. This off-road cycle route continues intermittently to Victoria Park.

2.3.3 TfL Cycle Way 38 runs from Seven Sisters Road by Finsbury Park to Drayton Park to the south of the site. The site location in relation to the local cycle network is shown in Figure 2.

2.4 Public Transport

Public Transport Accessibility Level (PTAL)

2.4.1 The industry standard Public Transport Accessibility Level (PTAL) rating for London has been used to identify the level of accessibility to the public transport network. Using TfL's WebCAT tool, the site has been identified as being located in an area of a PTAL rating of 6a. A PTAL rating of 6a indicates an 'excellent' accessibility to public transport.

Bus services

2.4.2 The closest bus stop to the site is Tollington Park (Stop U), which is located on Stroud Green Road, circa 130m to the south the site and is served by bus routes 210, W3 and W7.

2.4.3 Further bus stops within walking distance includes Finsbury Park Interchange (Stop H and G), located on Station Place, next to Finsbury Park Underground Station, 650m (or a 6-8 minute walk) to the south east of the site, served by bus routes 4, 19, 106, 153, 236 and night bus 19; and Finsbury Park Hornsey Gate, located on Endymion Road, 550m (or a 5-7 minute walk) to the north of the site served by bus route W5.

2.4.4 Table 2.1 presents the summary of the bus services which operate from the bus stops above in the morning (08:00-09:00), inter (09:00-17:00) and evening peak (17:00-18:00) periods and the hourly frequency on a Saturday and Sunday.

Table 2.1 - Local bus services

Route	Direction	AM peak	Inter-peak	PM peak	Saturday	Sunday
4	Blackfriars Station	5	5	5	5	5
	Archway Station	6	6	6	5	5
19	Parkgate Road	7	7	7	6	6
106	Cavell Street	6	6	6	6	n/a
153	Liverpool Street Station	6	6	6	5	5
210	Brent Cross Shopping Centre	6	6	6	5	5
236	Hackney Wick	6	6	6	5	5
W3	Northumberland Park Bus Stand	9	9	9	8	6
W5	Harringay Sainsbury's	5	5	5	5	3
	Archway Station	5	5	5	5	3
W7	Muswell Hill Broadway	13	13	13	9	7
Total		**74**	**74**	**74**	**64**	**50**

London Underground

2.4.5 Finsbury Park Underground Station is located 600m (or a 6-7 minute walk) to the south east of the site and is served by Piccadilly Line services and Victoria Line services. Piccadilly Line services are available to Cockfosters and Arnos Grove towards the east and to Uxbridge, Rayners Lane and Heathrow Terminals via central London towards the west and Victoria Line services are available towards Walthamstow Central to the north and Brixton to the south. Finsbury Park Underground Station is located in fare zone 2 and can be accessed from the site via footways along Stroud Green Road. Finsbury Park Underground Station also offers step free access between the platform and train. The underground services available from Finsbury Park Underground Station are shown in Table 2.2.

Table 2.2 - London Underground services available from Finsbury Park Underground Station

Line	Direction	AM peak	PM peaks
Piccadilly Line	Westbound (Uxbridge, Rayners Lane + Heathrow Terminals)	23	23
	Eastbound (Cockfosters + Arnos Grove)	23	23
Victoria Line	Northbound (Walthamstow Central)	36	36
	Southbound (Brixton)	36	36

London Overground

2.4.6 Crouch Hill London Overground Station is located 650m (or a 6-8 minute walk) to the west of the site and can be accessed via the footways along Stroud Green Road and Crouch Hill. Crouch Hill Overground Station provides access to the Barking – Gospel Oak branch of the Overground. The Overground services available from Crouch Hill Overground Station are shown in Table 2.3.

Table 2.3 - London Overground services accessible from Crouch Hill Overground Station

Direction	AM Peak	PM Peak
Barking	4	4
Gospel Oak	4	4

National Rail

2.4.7 Finsbury Park Station, which is located 600m (or a 6-7 minute walk) to the south east of the site, also provides access to Thameslink and Great Northern services. Services to Cambridge, London Kings Cross, Brighton, Stevenage and others regional cities/towns are available from Finsbury Park Station. There are approximately 9 services northbound and 10 services southbound in the AM peak and 10 services northbound and 7 services southbound in the PM peak.

2.5 Local Highway Network

2.5.1 The sites vehicular access is from Upper Tollington Park, with access currently controlled by a security gate. Upper Tollington Park is a two-way road, with

street lighting and is restricted to 20mph. There are controlled on-street parking bays on both sides of the carriageway along the frontage of the site.

2.5.2 Upper Tollington Park provides access to Green Lanes (A105) via Endymion Road to the north. Green Lanes provides access to Wood Green and the North Circular (which is the inner London orbital road) to the north and to central London to the south.

2.5.3 Upper Tollington Park also connects to Seven Sisters Road via Stroud Green Road to the south. In turn Seven Sisters Road provides access to the A1 to the south west and the A10 to the north east. Both A roads provide access to central London to the south and connect to the North circular and the M25, which is the Greater London orbital road to the north. The A1 also provides access to the M1.

2.5.4 The site is located in controlled parking zone (CPZ) Finsbury Park C, which operates Monday to Saturday from 08:30 to 18:30. The CPZ is also in operation on Arsenal match days and Finsbury Park Events from 08:30 to 20:30 Monday to Saturday and 12:00 to 16:30 on Sundays and public holidays.

3 POLICY CONTEXT

3.1.1 This chapter provides a summary of the relevant transport policy against which the proposals are assessed.

3.2 National Policy

National Planning Policy Framework (July 2021)

3.2.1 The updated NPPF is revised from the original in 2012 and was published in 2021. The document focuses on increasing the delivery of new housing and achieving high quality design.

3.2.2 Chapter 9 '*Promoting Sustainable Transport*' highlights that transport issues should be considered at the earliest stage of development proposals, which include:

- The potential development impacts on the transport network.
- The opportunities arising from transport infrastructure and ensuring changing transport technologies are capitalised on.
- Opportunities to promote walking, cycling and public transport are identified and realised.
- Identify and take into account the environmental impacts of traffic and transport infrastructure, which includes capitalising on opportunities to avoid and mitigate any adverse effects.
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality spaces.

3.3 Regional Policy

London Plan 2021

3.3.1 The London Plan 2021 was adopted in March 2021 and aims to make effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes to ensure any impacts on London's transport network are mitigated.

3.3.2 Policy T1 *'Strategic approach to transport'* states that developments should help meet the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. Developments should make effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes.

3.3.3 Policy T2 *'Healthy Streets'* states that development proposals should demonstrate how they will deliver improvement to support the 10 Healthy Streets indicators, reduce dominance of vehicles on London's streets whether stationary or moving and be permeable by foot and cycle to connect to local walking, cycling and public transport networks.

3.3.4 Policy T4 *'Assessing and mitigating transport impacts'* states that Transport Assessments should ensure that impacts on capacity of the transport network are fully assessed and incorporate the Healthy Streets Approach. The cumulative effects of developments should be taken into account.

3.3.5 Policy T5 'Cycling' states the minimum cycle parking standards which are displayed in Table 3.1 for the proposed use. Development proposals should also demonstrate how cycle parking facilities will cater for larger and adopted bikes for disabled users.

Table 3.1 - London Plan 2021 minimum cycle parking standards

Land use	Long stay	Short stay
Care Home/Secure Accommodation (C2)	1 space per 5 full time staff	1 space per 20 bedrooms

3.3.6 Policy T6 *'Car Parking'* states that car-free development should be the starting point for all new development in places with good public transport connectivity. Disabled parking should be provided for residential and non-residential uses.

3.3.7 Policy T7 'Deliveries, Servicing and Construction' states that development proposals should facilitate safe, clean and efficient deliveries and servicing. Developments should be designed and managed so deliveries can be received outside of peak hours.

3.4 Local policy

Development Management DPD (2017)

3.4.1 The Development Management DPD gives effect to the key objectives in the Strategic Policies Local Plan, which manages development and growth in the Borough up to 2026.

3.4.2 Policy DM31 *'Sustainable Transport'* states that developments with high trip generating local characteristics are located where public transport accessibility is high and car parking is minimised. A Transport Assessment/Statement should support developments which will generate a higher number of trips.

3.4.3 Policy DM32 *'Parking'* states that car and cycle parking should be provided in line with London Plan standards. Proposals with limited or no on-site parking will be supported when; there are alternative/accessible means of transport available, PTAL rating is at least 4 or above, a CPZ exists and disabled parking is provided.

Haringey's Local Plan: Strategic Policies (2013)

3.4.4 The Local Plan: Strategic Policies sets out the vision and key policies for future development in the borough up to 2026.

3.4.5 Policy SP7 *'Transport'* states that the council will work with its partners to promote travel demand management schemes to tackle climate change and improve transport quality and safety by:

- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promote road safety and pedestrian movement particular in town centres and close to local services;
- Locate trip generating developments in areas with good access to public transport;
- Adopt maximum car parking standards and provide car free development where possible;
- Mitigate the impact on road based freight and promote alternatives.

4 PROPOSED DEVELOPMENT

4.1.1 The proposals seek to redevelop the site to provide a 100 unit care home, of which 70 units will be 'standard' care home units and 30 units will be sheltered housing units. The proposals include a day space area, a court yard and a café/shop, which is expected to be used predominantly by site tenants, staff and visitors of relatives.

4.1.2 The proposed development will reduce the car parking provision from 23 bays to four bays, all of which will be disabled bays.

4.2 Access

4.2.1 The primary site access for pedestrians will be along the sites frontage from Upper Tollington Park. There are secondary pedestrian accesses at the north of the site from Upper Tollington Park by the Gas Governor and at the south of the site by the vehicular access, also from Upper Tollington Park.

4.2.2 The existing vehicular access from Upper Tollington Park will be retained. The gate on the vehicular access will be re-provided which will stop unauthorised vehicles accessing the site's car park. An Intercom will be provided, which will let drivers and delivery and servicing vehicles 'buzz' into reception and access the site. The reception is expected to be operational 24/7 in the event an emergency vehicles, such as an ambulance requires access to the site. Cyclists will access the site via the southern pedestrian access adjacent to the vehicular access.

4.3 Car parking

4.3.1 The development proposals will reduce the car parking provision from 23 bays to four bays, all of which will be disabled bays. Tenants are unlikely to own their own cars and so it is likely these bays will be used either by staff and visitors that are blue badge holders, including visitors taking tenants for a day out.

4.3.2 In the event an ambulance is required at the site, the ambulance will park in the service area on-site.

4.4 Cycle parking

4.4.1 To promote cycling as a healthy and environmentally friendly mode of transport, the provision of secured and covered cycle parking is provided in line with

London Plan 2021 minimum cycle parking standards for C2 secure accommodation.

4.4.2 The proposals will provide eight (note to IW; are these two-tier racks, if so we are at 16 spaces) long stay cycle parking spaces for staff on the basement level. Lift 3, which is large enough to accommodate a bike, will allow bikes to be easily moved between the ground level and basement level.

4.4.3 In additional, the proposal will provide 20 short stay visitor cycle parking spaces (10 Sheffield stands). This is in excess of the London Plan 2021 minimum cycle parking standards. Twelve short stay cycle parking spaces will be provided on-site at the rear of the car park and eight short stay cycle parking spaces will be provided along Upper Tollington Park.

4.5 Delivery and servicing

4.5.1 Deliveries will take place on-site from the service area which is located in the car park. Delivery vehicles will access the site via the retained vehicular access from Upper Tollington Park. Vehicles will wait in the access recess, clear of the footway, while the gate is opened by the site management. Delivery vehicles will then stop in the service area to unload and manoeuvre to exit in forward gear. Drawing 31264/AC/003 shows an 8.0m rigid, which is the largest vehicle expected to regularly deliver to the site, and drawing 31264/AC/004 shows a 7.5t panel van access the site, stop and exit in forward gear. It is expected that most deliveries will be undertaken by Ford Transit or Luton type vans. Deliveries by larger vehicles will be infrequent. In the event the service area is occupied by an ambulance during a delivery, the delivery vehicle will stop within the car park area and use an empty disabled parking bay to turn around, or would stop on-street where refuse vehicles still stop.

4.5.2 Refuse collection will take place on-street, with the refuse vehicle stopping across the site access on Upper Tollington Park. This arrangement is shown in Drawing 31264/AC/005. This should still allow for two-way traffic along Upper Tollington Park when waste is collected. The bin store is located along the sites frontage and is easily accessible to waste collection operatives. This will minimise the time that refuse collection vehicle will be stopped across the sites vehicular access. Refuse collection will be timed to take place when no other vehicles are expected to access the site (i.e early in the morning before visitors and deliveries arrive) to minimise the chance of another vehicle being blocked from

entering/exiting the site. This arrangement has been agreed with LBH, and is included in writing in Appendix A (Note to IW; have we got this in writing?).

4.6 Delivery and servicing trip generation

4.6.1 The delivery and servicing trip generation associated with the proposed care home is based on comparable sites from the TRICS database.

4.6.2 The selected sites provided a daily two-way delivery and servicing trip rate of 0.26 per resident (OGV trip rate and LGV trip rate combined). The increase of 68 care home units is expected to generate approximately 18 two-way delivery and servicing trips a day (or 9 deliveries and visits from servicing vehicles). Spread throughout the day, this would equate to circa one delivery or visit from a servicing vehicle per hour. It is anticipated the majority of delivery and servicing trips will be undertaken by Ford Transit or Luton Type vans.

4.7 Access for emergency vehicles

4.7.1 Emergency vehicles will be able to access the site from Upper Tollington Park. In the event an ambulance is required at the site, the ambulance will park in the service area on-site. There is adequate headroom and manoeuvrability space for a fire tender to access the site, turn around and exit in forward gear.

5 TRIP GENERATION

5.1.1 This section sets out the trip generation of the existing and proposed use at the site.

5.2 Existing trip generation

5.2.1 The existing site comprises the Osborne Grove Nursing Home and Stroud Green Clinic. The existing care home has 32 units. A topographical survey indicated the Clinic has a floor area of 265.2sqm; however it is noted that not all of this will be operational floor space (i.e internal structure would be included within this). Therefore to ensure a robust assessment, the Clinic floor area has been factored down by 20% to 212.16sqm for this assessment.

Existing care home

5.2.2 In order to establish the likely level of trips associated with sites existing use, the TRICS database has been reviewed for comparable care home sites, which have had surveys undertaken in the last 10 years. The TRICS sites selected are shown in Table 5.1.

Table 5.1 - Existing care home TRICS sites

TRICS reference	Site location	No. of residents	Survey date
EN-05-F-01	Enfield	33	16/11/2013
IS-05-F-01	Highbury	51	05/11/2019

5.2.3 The sites above have been used to calculate the total person trips per resident and total vehicle trips per resident which has been used in Table 5.2 and Table 5.3 to assess the total person and total vehicle trips during the weekday morning and evening peak hour periods. The existing care home has 32 units, which is anticipated to cater for 32 residents.

Table 5.2 - Existing care home total person trips

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Total person trips per resident	0.31	0.226	0.536	0.155	0.19	0.345
Total person trips	10	7	17	5	6	11

Table 5.3 - Existing care home vehicle trips

	AM Peak			PM Peak		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Total vehicle trips per resident	0.06	0.071	0.131	0.036	0.024	0.06
Total vehicle trips	2	2	4	1	1	2

Existing Stroud Green Clinic

5.2.4 In order to establish the likely level of trips associated with the Stroud Green Clinic, the TRICS database has been reviewed for comparable sites. The sites that have been selected are comparable GP clinics in London, with surveys undertaken in the previous 10 years. The TRICS sites are shown in Table 5.4.

Table 5.4 - Existing Clinic TRICS sites

TRICS reference	Site location	Floor area	Survey date
HK-05-G-01	Stoke Newington	1,309sqm	05/11/2019
WH-05-G-01	Wandsworth	2,709sqm	12/11/2013

5.2.5 The sites above have been used to calculate the total person trips per 100sqm and total vehicle trips per 100sqm which have been used in Table 5.5 and Table 5.6 to assess the total person trips and total vehicle trips during the weekday morning and evening peak hour periods. The existing Clinic will be assessed as having a floor area of 212.16sqm.

Table 5.5 - Existing Clinic total person trips

	AM Peak			PM Peak		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Total person trips per 100sqm	1.493	0.423	1.916	1.145	2.091	3.236
Total person trips	3	1	4	2	4	6

Table 5.6 - Existing Clinic vehicle trips

	AM Peak			PM Peak		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Total vehicle trips per 100sqm	0.498	0.149	0.647	0.423	0.672	1.095
Total vehicle trips	1	0	1	1	1	2

5.3 Proposed trip generation

5.3.1 The proposals seek to redevelop the site to provide a 100 unit care home, of which 70 units will be 'standard' care home units and 30 units will be sheltered housing units. The proposals include a day space area, a court yard and a café/shop, which is expected to be used predominantly by site tenants, staff and visitors of relatives.

5.3.2 The number of trips expected to be generated from the proposed care home has been assessed using the same care home sites outlined in Table 5.1 which were used to assess the existing care home.

5.3.3 The sites have been used to calculate the total person trips per resident which has been used in Table 5.7 to assess the total person trips during the morning and evening peak hour periods. The proposed care home provides 100 units, which is anticipated to cater 100 residents.

Table 5.7 - Proposed care home total person trips

	AM Peak			PM Peak		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Total person trips per resident	0.31	0.226	0.536	0.155	0.19	0.345
Total person trips	31	23	54	16	19	35

Proposed care home vehicle trips

5.3.4 The proposals will be car limited and will provide four disabled parking bays. The Census 'Method of Travel to Work (Workday Population)' for the local area has a car mode share of 29%. This would not be representative of the proposed development as only staff and visitors/carers with blue badges are expected to drive to the site, with tenants unlikely to bring cars to the site. Tenants and their families will be made aware of not being able to bring a car to the site prior to moving in.

5.3.5 To ensure a robust assessment, it has been assumed that three of the four disabled bays will be occupied during the morning peak hour (2 arrivals and 1 departure) and afternoon peak hour (2 departures and 1 arrival). The remaining trips have been distributed across sustainable modes of transport in Table 5.8 which is based on the Census 'Method of Travel to Work (Workday Population)' modal split for the local area where the site is located.

Table 5.8 - Proposed care home multi modal trips

Mode	Mode Share	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Underground/ Overground	39%	11	9	20	6	7	13
Train	18%	5	4	9	3	3	6
Bus	19%	6	4	10	3	3	6
Taxi	0%	0	0	0	0	0	0
Motorcycle	1%	0	0	0	0	0	0
Bicycle	9%	3	2	5	1	2	3
On Foot	14%	4	3	7	2	2	4
Car	n/a	2	1	3	1	2	3
Total	**100%**	**31**	**23**	**54**	**16**	**19**	**35**

5.3.6 The proposed on-site café/shop is expected to be used predominately by the site tenants, their visitors or staff. The proposed café/shop is therefore not expected to generate any additional trips in the AM and PM peaks respectively.

5.3.7 The overall trips that will be generated by the proposed care home will be 54 and 35 in the AM and PM peaks respectively. Of this, three will be made by car in the AM and PM peaks.

5.4 Impact Assessment

5.4.1 Based on the assessment above, the existing site is expected to generate a total of 21 and 17 total person trips in the AM and PM peaks, of which 5 and 4 are expected to be made by car.

5.4.2 The proposed site will generate a total of 54 and 35 total person trips in the AM and PM peaks, of which 3 are expected to be made by car. The development proposals are therefore expected to generate an increase of trips by 33 and 18 total person trips in the AM and PM peaks respectively. However the proposals would result in a reduction of vehicles trips in the AM and PM peaks respectively.

5.4.3 The site would also generate a small number of vehicular trips throughout the day associated with taxi use and delivery and servicing. The proposed care home is expected to generate 5 daily two-way taxi trips and 18 two-way delivery and servicing trips a day. The small number of trips is not expected to have an impact on the local highway network, and can be accommodated on-site.

5.4.4 Whilst the development proposals are expected to generate an increase in total person trips in the AM and PM peaks, the majority of them will be undertaken by sustainable modes of transport. The proposals would also result in a reduction of vehicle trips in the AM and PM peaks. In addition, the proposed provision of cycle parking in line with London Plan 2021 minimum standards and the sites 'excellent' accessibility to public transport will encourage the use of sustainable transport for all site users. This will be further encouraged through the provision of a Travel Plan for the site.

6 SUMMARY AND CONCLUSION

6.1.1 Transport Planning Practice (TPP) have been appointed by London Borough of Haringey to provide transport planning advice in support of the development proposals at the Osborne Grove Nursing Home.

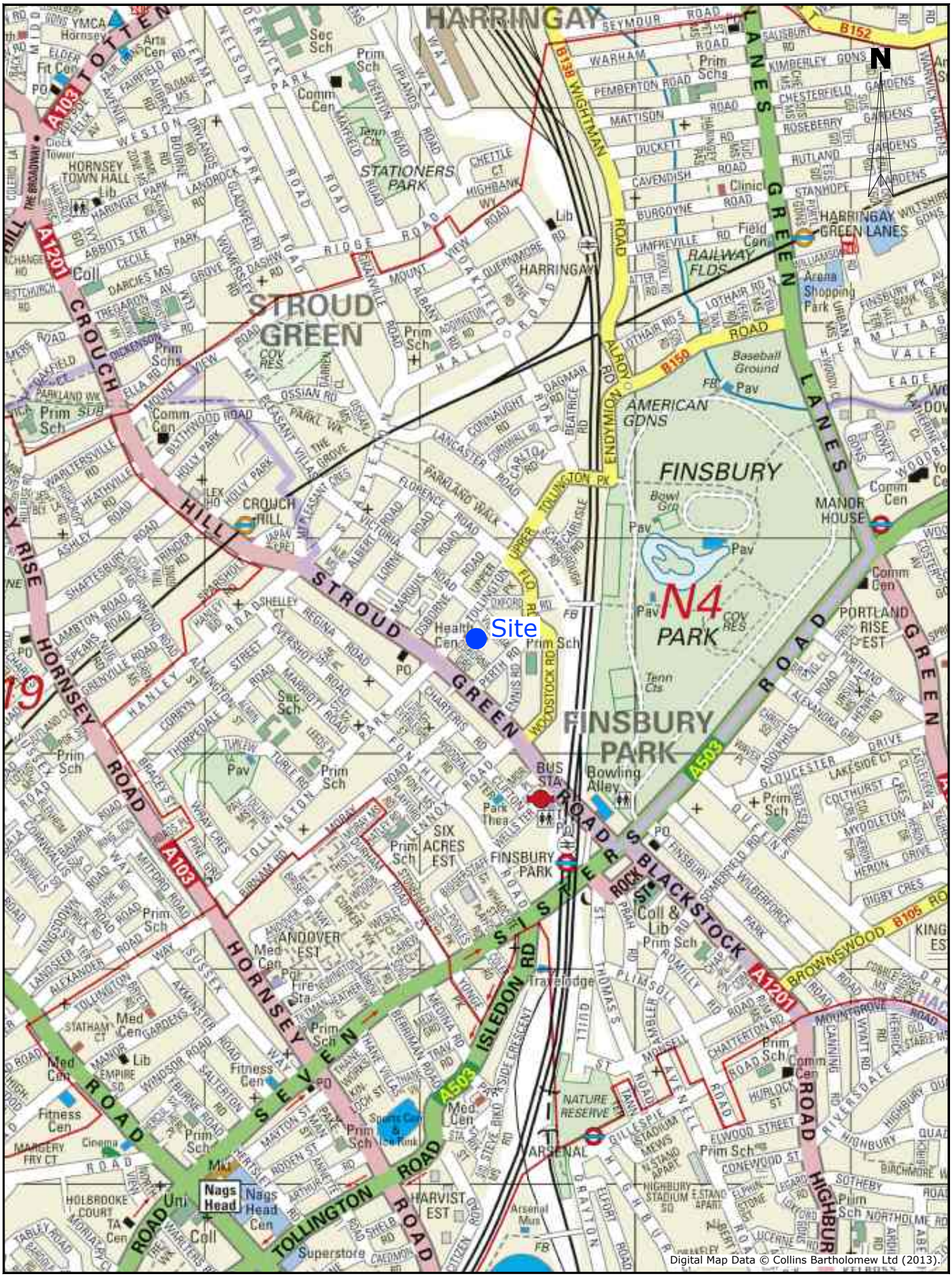
6.1.2 The site has a PTAL rating of 6a which indicates an 'excellent' accessibility to public transport. The site is within walking distance to a number of bus services, Finsbury Park Underground Station and Crouch Hill Overground Station.

6.1.3 The development will provide eight secure and covered long stay cycle parking spaces for staff and 20 short stay cycle parking spaces for visitors. The short stay cycle parking provision is in excess of the London Plan 2021 minimum standards. The proposals will also remove 19 parking bays to provide a total of four disabled car parking bays.

6.1.4 Deliveries will take place on-site, where there is a service area that allows deliveries to unload and delivery and servicing vehicles to turn around and exit the site in forward gear. A security gate will be provided on the vehicular access, which will be connected to the site management/reception who will 'buzz' vehicles in. In the event of emergencies, the service area will be used as an ambulance bay. Refuse collection vehicles will stop along the sites vehicular access and collect waste. This arrangement has been agreed in principle with LBH.

6.1.5 The trip generation assessment demonstrates that the proposals would generate an increase of 33 and 18 total person trips in the AM and PM peaks respectively. Gives the sites car limited nature, it is expected the majority of these trips will be undertaken using sustainable modes of transport, with the number of car trips reducing in the AM and PM peaks respectively. The proposals would therefore not impact on the local transport network.

Figures

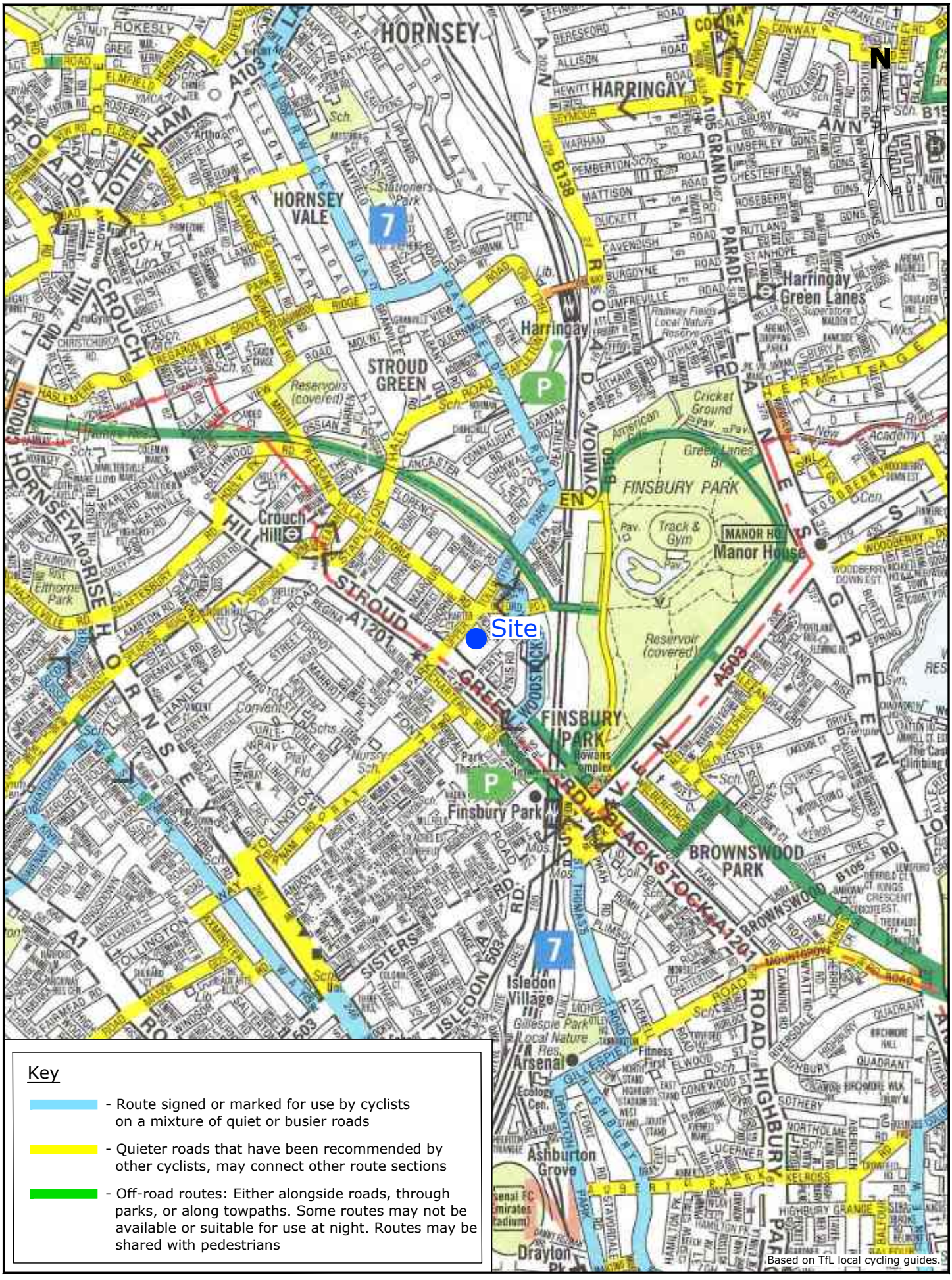


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Site location plan

Figure 1

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
w: www.tppweb.co.uk



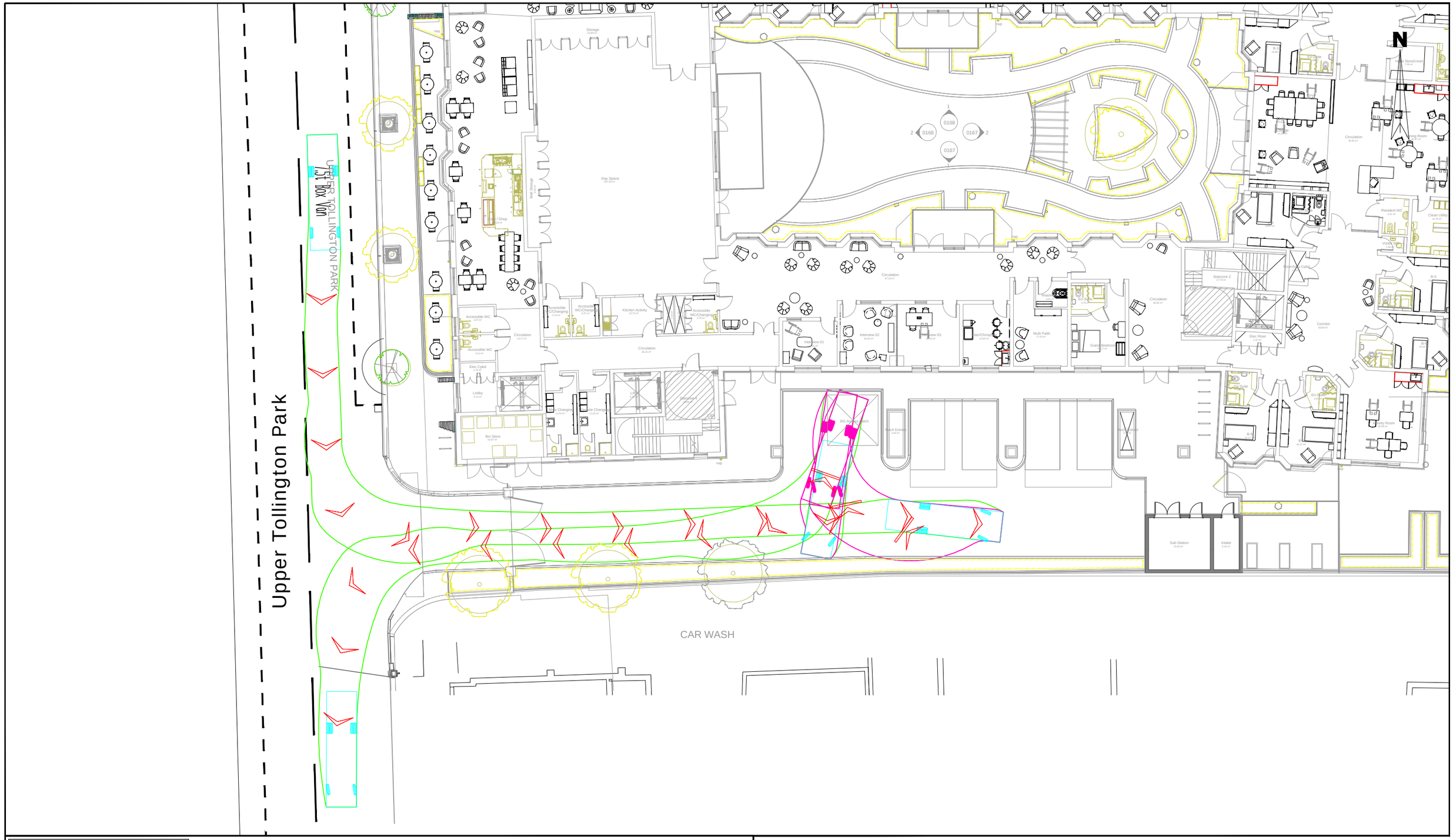
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Local cycle network

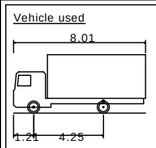
Figure 2

TPP transport planning practice
70 Cowcross Street
London, EC1M 6EL
t: 020 7608 0008
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Drawings



Vehicle used



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

This drawing has been prepared for planning purposes and should not be used for construction.

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OSBORNE GROVE NURSING HOME

Swept path analysis of 8m rigid vehicle

TRANSPORT PLANNING PRACTICE

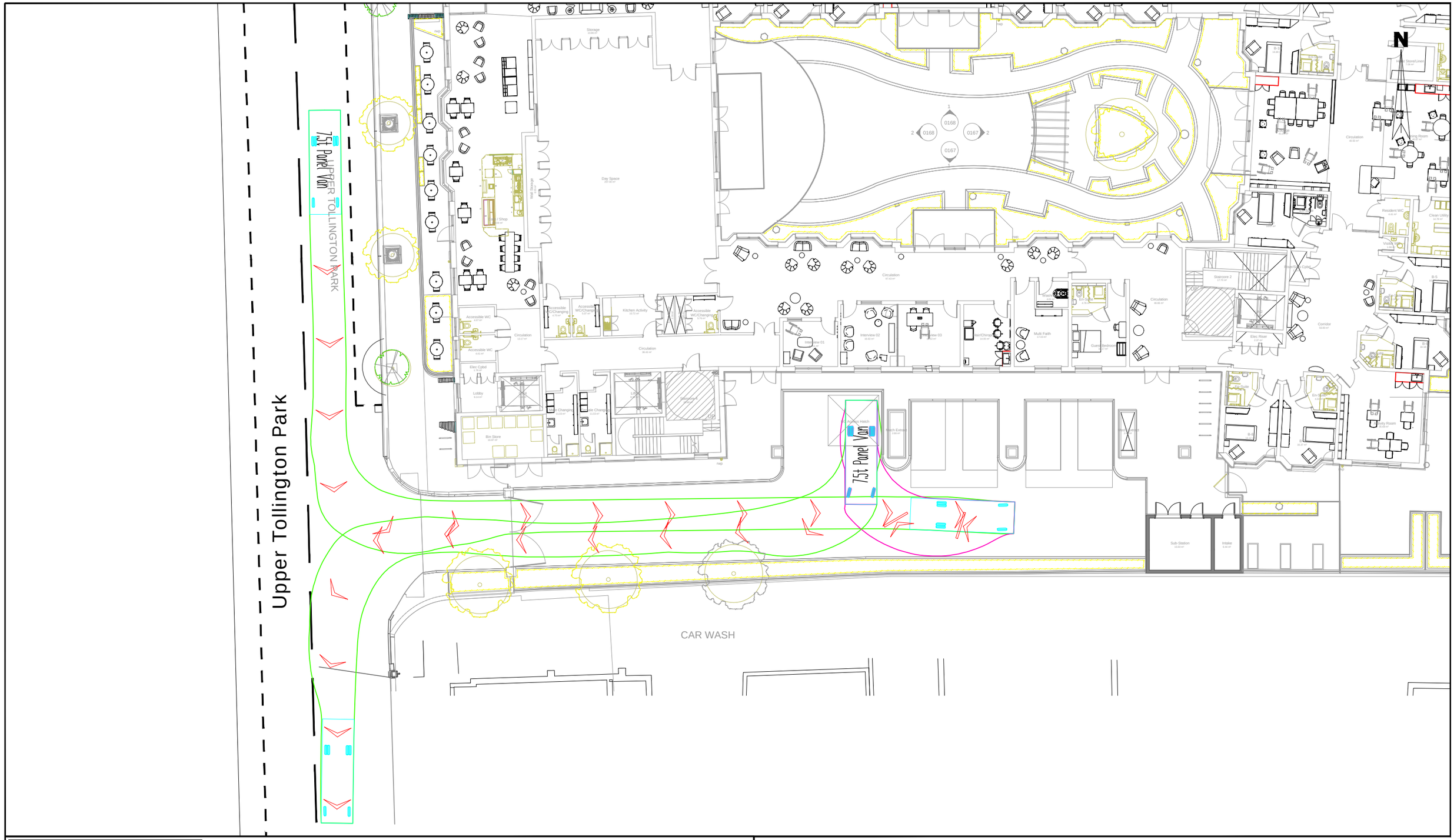
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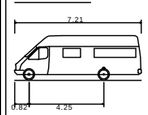
transport planning practice

SCALE @ A3	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
1:250 (0 2.5 5m)	30/11/21	LD	JH	31264/AC/003	A

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Vehicle used



7.5t Panel Van	
Overall Length	7.210m
Overall Width	2.192m
Overall Body Height	2.544m
Min Body Ground Clearance	0.316m
Track Width	1.865m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

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OSBORNE GROVE NURSING HOME

Swept path analsis of 7.5t panel van

TRANSPORT PLANNING PRACTICE

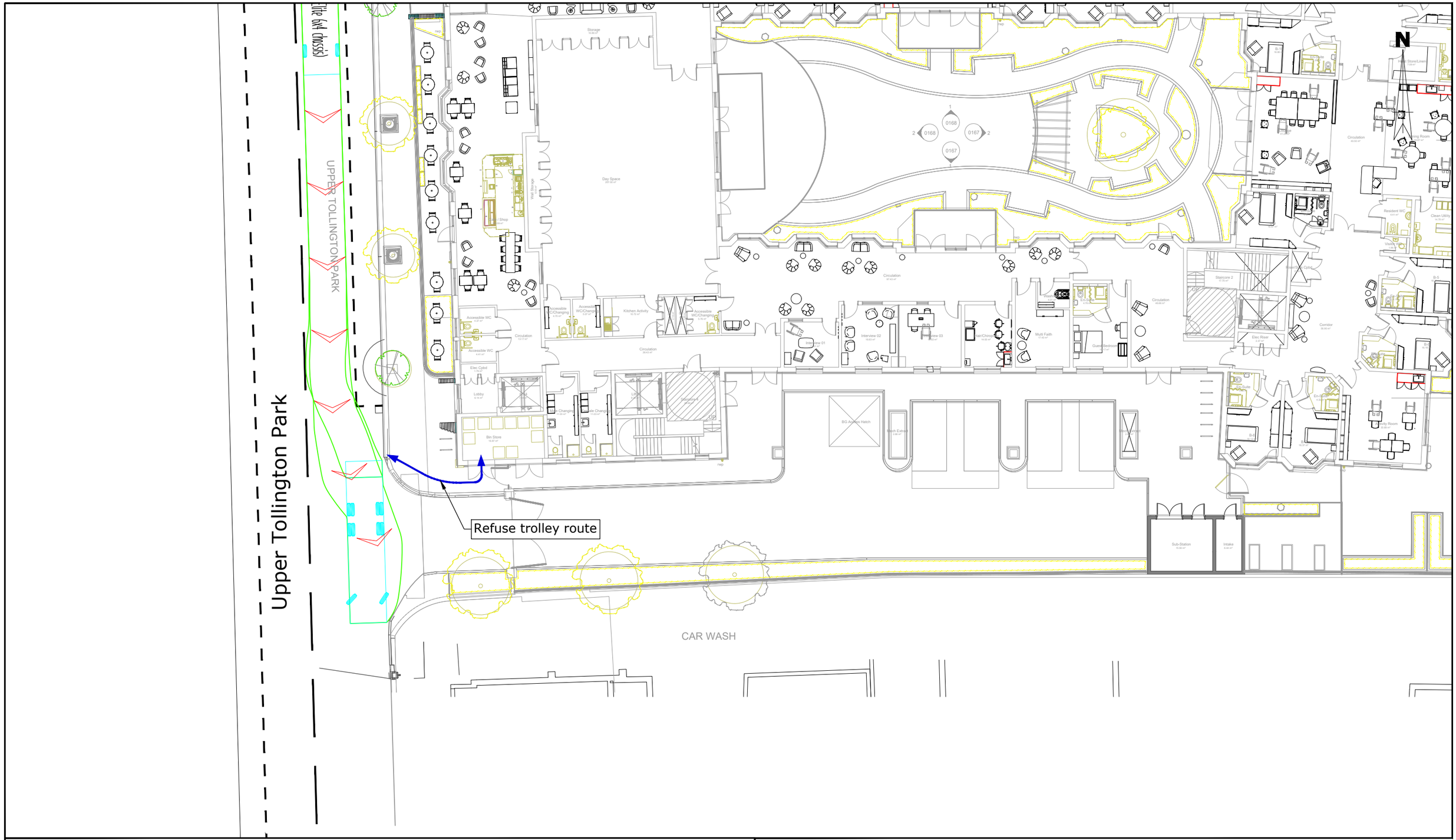
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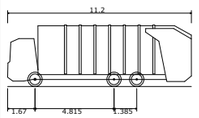
transport planning practice

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Vehicle used



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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OSBORNE GROVE NURSING HOME

Swept path analsis of 11.2m refuse vehicle

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1:250 (0 2.5 5m)	30/11/21	LD	JH	31264/AC/005	-

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