Highway and Transportation Consultants

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LONDON CONCRETE LTD

PROPOSED BATCHING PLANT AT CRANFORD WAY, FERME PARK HORNSEY

SUMMARY OF TRANSPORT ASSESSMENT

1.0 INTRODUCTION

1.1 This report summarises the findings of our Transport Assessment which was submitted with the planning application by London Concrete Ltd for a concrete batching plant on former railway sidings at Cranford Way, Ferme Park, Hornsey. The Transport Assessment assessed the application on the basis of it being for the production of pre-mixed concrete distributed into the local area using five mixer trucks based at the site. The assessment was of the potential traffic generation compared with baseline conditions measured by a survey carried out specifically for this purpose.

2.0 FREIGHT POLICY

2.1 It is clear that there is a consistent thread running through Government policy pronouncements in respect of encouraging the transfer of freight from road to rail in order to ease road congestion and to reduce the environmental impact of freight transport. PPG13 is the specific planning guidance relating to transport and this picks up the threads of the Government's objectives and sets out the relevant advice.

2.2 These policies, are directly applicable to this proposal because the development will allow concrete to be produced for the local area, from a site which enables all incoming aggregates to be delivered by rail. The proposals are therefore fully supported by national transport policies.

3.0 LOCATION

3.1 The site is located on the Cranford Way Industrial Estate and lies at the southeast corner of that estate.

3.2 Access to and from the proposed batching plant will be along the eastern limb of Cranford Way which currently operates as a two-way road and is the principal means of access to all of the units on this estate.

4.0 BASELINE TRAFFIC DATA

4.1 In order to establish baseline traffic data for the assessment of this proposal, a 12 hour traffic survey was conducted at the junction of Cranford Way and Tottenham Lane in March 2003. This survey recorded through traffic movements along the one-way southbound section of Tottenham Lane past the junction as well as all turning movements into and out of Cranford Way itself. The count was fully classified. Overall, there was a total of 994 movements during the 12 hour period of which 264 were HGV's.

4.2 During that same period there was a total of 6,225 through traffic movements along Tottenham Lane.

5.0 TRAFFIC GENERATION

5.1 The application site has been selected because it enables all of the aggregates required for concrete production to be delivered by rail. This reduces the traffic

generation which would otherwise be associated with the delivery of approximately 100,000 tonnes of aggregate per annum.

5.2 The finished product will be delivered into the local market area and the company finds that it is difficult to serve an area of more than about four radial miles from the site because of delays created by traffic congestion. Accordingly it is proposed that there will be five mixer trucks based at this site, and each truck normally carries an average of five loads per day. On average, therefore, the site will generate some 25 loads of mixed concrete for distribution locally, giving rise to 50 HGV movements per day.

5.3 In addition, there will be two or three deliveries (four to six movements) per day for cement, giving a total HGV generation from the proposal of 56 movements per day.

5.4 It is anticipated that the development will create twelve jobs, which includes the drivers of the five mixer trucks. Experience shows that not all of the employees drive to work and the location of this site adjacent to Hornsey Railway Station and convenient for bus services along Tottenham Lane means that there are ample opportunities for employees to travel by other means. The transport assessment assumes that the application will give rise to no more than 20 car movements over the day as a whole.

5.5 The comparison of the anticipated traffic generation with the base data from the surveys, shows that the development will give rise to a total of some 76 movements which is an increase of 7.6% on the overall total for Cranford Way. The increase in HGV activity amounts to some 22% for the survey period.

5.6 In terms of the impact on traffic flows along Tottenham Lane, the proposals amount to an increase of just 0.6% in total flows, and 5.6% in HGV movements (including buses). In terms of traffic impact upon capacity and related issues, these increases are all well below the normal threshold of 10% at which consideration of whether or not further investigation is justified. Equally, the increases are well below the threshold of 30% at which further consideration of environmental impacts is normally considered appropriate, having regard to the guidelines published by the Institute of Environmental Management and Assessment.

5.7 It is therefore concluded that the proposals will not give rise to any material impact on highway capacity or related amenity.

5.8 During consideration of the planning application, the Council's highway engineer asked for an assessment of the impact of the proposals on capacity of the junction between Cranford Way and Tottenham Lane. This was carried out on the basis of the data described above using PICADY and the results were provided to the Council under cover of a letter dated 30th July 2004.

5.9 The analysis showed that during the morning and evening peak hours the proposals will have no measurable effect on the queues of traffic emerging from Cranford Way and, because the analysis showed that this junction currently operates at only 16% of its capacity, the effect of the proposals is to reduce the reserve capacity of 84% by just 2%, down to 82%. Clearly, there will be no material impact.

6.0 THE REVISED PROPOSALS

6.1 Revised layout proposals for the batching plant have recently been submitted. These entail changes to the orientation of the plant, and additional acoustic screening, etc. None of these changes affect the anticipated traffic generation of the plant and the access arrangements remain unaltered. Accordingly these latest revisions will have no effect on the transport impacts of the proposals and the findings set out above from the original transport assessment report, and the subsequent junction capacity analysis, therefore remain unaltered.

7.0 CONCLUSIONS

7.1 The application is on a rail-fed site which enables all inbound aggregate supplies to be delivered by rail, thereby generating no traffic movements associated with that element. That creates a significant benefit for the wider London area in PPG13 terms and makes the proposals fully supported by National Transport policies.

7.2 Detailed analysis of the potential traffic generation and its impact on the adjacent highway network shows that it will have no material impact on either highway capacity, or on amenity for residents living alongside adjacent parts of the road network, because the development generates such small changes in existing levels of activity.