

## 6.9 Traffic and Transport

6.9.1 The comments raised in respect of traffic and transport issues during Phase Two Consultation are summarised in Table 6.8, together with the Applicant's response.

Table 6.8: Comments on traffic and transport received in Phase Two Consultation

Ref	Issue	SC	LA	LI	No. CC	CC IDs	Applicant's response	Change
<b>Traffic and transport</b>								
Access points								
6.9.2	The proposed additional access points to the Edmonton EcoPark are welcomed.	-	-	-	26	79; 80; 87; 10045; 10047; 10056; 10083; 10084; 10085; 10091; 10092; 10093; 10096; 10097; 10098; 10099; 10100; 10104; 10106; 10107; 10108; 10109; 10110; 10115; 10116; 10118	Support for the proposed access points is noted and welcomed.	N
6.9.3	Support for the proposals as the additional access points would reduce congestion.	-	-	-	14	66; 68; 10046; 10081; 10082; 10087; 10088; 10089; 10094; 10095; 10101; 10105; 10114; 10117		N
6.9.4	Support for the proposals as the additional access points would make the facility accessible and link it to the wider surroundings.	-	WCC	-	7	10112; 10113; 10119; 10102; 10103; 10111; 10090		N

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<b>Traffic and transport</b>								
6.9.5	Other reasons for supporting the proposed access points include: a) would make the RRC accessible to the public; b) would save travel time for lorry drivers which makes them more cost-effective; c) would provide the opportunity to form a public-facing frontage along the river edge via Advent Way.	GLA	-	-	2	10078; 5		
6.9.6	Support if disruption is kept to a minimum	-	-	-	2	10080; 78	The Code of Construction Practice and Construction Travel Plans include measures to reduce the effect of construction on the local transport network. During operation the Operational Travel Plan will include equivalent measures. Both Travel Plans are appended to the Transport Assessment (AD05.11).	N
6.9.7	Support the transport aspects of the project if mitigated properly: a) ensure that each access can work safely taking account of non-motorised modes;	TfL	-	-	0	-	Access for pedestrians and cyclist is provided would not be adversely affected.	N
	b) need Road Safety Audits;						Stage 1 Road Safety Audits are included in Appendix D of the Transport Assessment.	N
	c) comply with appropriate design standards.						Project complies with the following design standards:	N

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<b>Traffic and transport</b>								
							<ul style="list-style-type: none"> <li>• Design Manual for Roads and Bridges (HA, 2015);</li> <li>• London Cycle Design Standards; Manual (TfL, 2014);</li> <li>• Manual for Streets (DfT, 2007);</li> <li>• Traffic Advisory Leaflets (DfT, various).</li> </ul>	
6.9.8	Concern that the disruption and the increased traffic levels would impact on residents' quality of life.	-	-	-	2	10077; 10120	The Transport Assessment submitted as a part of the DCO application shows no significant change to traffic levels or traffic composition as a result of the Project. The majority of traffic will access the Application Site and subsequently the operational site from Advent Way (at the southern access or via Lee Park Way) so there will be no significant re-distribution of traffic close to residential areas. Construction traffic would be managed in accordance with the Traffic Management Plan as required by the Code of Construction Practice.	N
6.9.9	Concern that having additional access points would increase security and staffing costs.	-	-	-	1	95	The minor additional costs associated with the management of additional access points is outweighed by the operational benefits they provide.	N
6.9.10	Suggestions include: a) using water transport would eliminate the need for additional access points;	-	-	-	2	60; 10047	The Transport Assessment demonstrates that water transport is not feasible.	N
	b) pending an impact study on Montague Road, include an access point from the						An additional access from the north is proposed and will be used by some operational traffic arriving from this	N

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<b>Traffic and transport</b>								
	north to separate the industrial and domestic traffic and avoid congestion on the North Circular Road.						direction. Advent Way will continue to be used as the main site entrance for operational vehicles.	
<b>Eastern access point</b>								
6.9.11	Lee Park Way should not be used as an additional access point because it is a wildlife habit that is sensitive to any increase in traffic levels.	-	-	-	1	85	Lee Park Way is an existing road, an access from Lee Park Way into the Edmonton EcoPark would be created to provide a separate site access for members of the public and visitors accessing the site. Landscaping measures are proposed along Lee Park Way which will enhance the habitats in this area.	N
<b>Construction traffic</b>								
6.9.12	Proposed measures are sufficient to mitigate the impacts of construction traffic.				2	68; 10047	Noted.	N
6.9.13	Comments on construction traffic routing include: a) do not use Hall Lane, Chingford as shortcut to access M25;	NG	-	-	1	72	The construction routes to be used will be agreed as part of the Construction Logistics Plan (CLP) required by the Code of Construction Practice. The use of Hall Lane will be discouraged and it is currently anticipated that construction traffic travelling to the M25 would do so via A406 North Circular Road and A10 Great Cambridge Road.	N
	b) in areas where it is required to cross the National Grid's gas pipeline, this should be done at agreed locations						It is not anticipated that construction traffic will cross National Grid's pipeline.	N

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<b>Traffic and transport</b>								
	and in accordance with National Grid's guidelines.							
6.9.14	Concern that the increased volume of traffic would impact on already busy roads; more vehicles mean dirtier roads.	-	-	-	4	10079; 72; 74; 10085	The Transport Assessment submitted as a part of the DCO application shows no significant change to traffic levels or traffic composition as a result of the Project. The effect of construction traffic will be mitigated using the Code of Construction Practice (CoCP) and Construction Logistics Plan (CLP). The CoCP will ensure that wheel washes are in place at the access points during construction.	N
6.9.15	Construction vehicle related suggested mitigation measures include:	-	-	-	4	10110; 10081; 10103; 82	Measures to ensure that the effect of construction traffic is kept to a minimum are set out in the Construction Logistics Plan and will be included in the Construction Logistics Plan.	N
	a) keep traffic levels and congestion down;							
	b) use Safer Urban Lorries with low emissions;						The Construction Logistics Plan includes details of the FORS (Fleet Operator Recognition Scheme) which the contractor will be required to register for. Low emission vehicles will be used where practicable.	N
	c) aim for zero accidents across the entire site, including at delivery and collection points;						The Construction Logistics Plan requires lorries to be fitted with appropriate 'active' equipment to warn the driver of the presence of cyclists. Lorries will also bear prominent signage. In the event of a collision, the collision will be investigated and a Collision Report prepared.	N

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<b>Traffic and transport</b>								
	d) ensure all tipper truck drivers have full clean driving licences;						As set out in the Construction Logistics Plan, all construction vehicle drivers will have their drivers licence checked before commencing work and will be required to undertake appropriate driver training and/or a TfL recommended driver's awareness course for travelling around London.	N
	e) introduce a penalty system in drivers' contract to penalise drivers at fault.						In the event of any incidents, an investigation will be undertaken and appropriate action will be taken where required.	N
6.9.16	Other suggested construction stage transport mitigation measures:	TfL	LBE	-	0	-	A traffic management plan will be prepared as required by the Construction Logistics Plan.	N
	a) design a construction logistics plan;							
	b) encourage sustainable travel while minimising overspill parking;							
	c) Phase 1d represents a significant transport impact and needs mitigating through the Construction Logistics Plan.							
Other mitigation measures include providing a travel plan.						Construction and Operational Travel Plans are appended to the Transport Assessment.	N	

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<b>Traffic and transport</b>								
Operational traffic								
6.9.17	Proposed measures are sufficient to mitigate against any envisaged operational traffic impact.	-	WCC	-	23	78; 80; 87; 10045; 10046; 10056; 10078; 10080; 10083; 10084; 10085; 10090; 10093; 10095; 10096; 10102; 10103; 10109; 10112; 10113; 10114; 10115; 10119	Noted.	N
6.9.18	Concerns raised that traffic volume would increase because:	-	-	-	7	74; 10075; 10080; 10082; 10088; 10091; 10120	Visitors to EcoPark House have been estimated, and numbers included in the overall assessment of trips to EcoPark House contained in the Transport Assesment. While the anticipated use of EcoPark House will include potential community and education use, the baseline for the assessment took into account visitors to the current facility (including for the regular tours) and so the increase number of visitors is not anticipated to have a significant impact.	N
	b) the increased waste management capacity would lead to higher number of waste vehicle trips;						An increase in the overall number of vehicles is anticipated but this is predicted to be less than 10 per cent when compared with the exiting Edmonton EcoPark. However, the proportion of HGV trips is expected to decrease.	N
	c) plans do not account for population increase as a						The cumulative assessment in the Transport Assessment accounts for both background growth and additional trips	N

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<b>Traffic and transport</b>								
	result of planned housing developments;						due to other schemes in the area, including Meridian Water. The forecast increase in population is taken into account in the forecast need arisings as set out in the Need Assessment.	
	d) NLWA would have limited control over contractors' behaviour;						The Contractors will be subject to contractual arrangements to be agreed with the Applicant.	N
	e) increased traffic levels would lead to a higher number of accidents.						The number of HGVs is anticipated to decrease. Traffic safety measures set out in the Construction Logistics Plan. The new site access points have been subject to a Stage 1 Road Safety Audit as appended to the Transport Assessment.	N
6.9.19	Other comments on operational traffic include: a) use of RCVs and bulk haulers is inevitable; b) hope the proposed measures would be sufficient.	-	WCC	-	3	10094; 10087; 10092	Noted. For details of the measures and assessment refer to the Transport Assessment.	N
6.9.20	Suggested mitigation measures with regards to operational traffic include: a) prepare and update as required a Delivery and Servicing Plan; b) take reasonable endeavours to influence collection authorities accessing the site alongside other vehicle	TfL	-	-	0	-	A Delivery and Servicing Plan will be prepared and updated for each phase as required by the Environmental Commitments and Mitigation Schedule (AD06.03).  The operations of waste collection authorities are outside the remit of the Applicant.	N



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<b>Traffic and transport</b>								
	movements to minimise environmental and transport impact.							
6.9.21	Other suggested mitigation measures with regards to vehicles include: a) all tipper trucks should adopt the new safer design cabs;	-	-	-	3	5; 82; 85	The vehicles used by the waste collection authorities are outside the control of the Applicant and therefore it is not possible to require all tipper trucks to adopt this suggestion.	N
	b) all vehicles should go through a wash-down to prevent dust and debris transfer onto roads;						Washing facilities will be provided on site for waste collection authority vehicles to use. This is in accordance with current site practice.	N
	c) keep vehicles onto main roads.						Vehicles will use main roads (Transport for London Road Network and Strategic Road Network) where practical but will need to access the Edmonton EcoPark from Advent Way and Deephams Farm Road.	N
6.9.22	Other suggested mitigation measures include: a) monitor the amount, noise and timing of traffic;	-	-	-	9	66; 10077; 10079; 10081; 10086; 10101; 10106; 10108; 10116;	The number, size and timing of vehicles will be monitored using the weighbridges as required by the Environmental Permit. A noise assessment has been undertaken as part of the ES. The baseline noise surveys include noise from existing traffic and the number of vehicles using the site is not expected to change significantly.	N
	b) keep traffic levels/congestion down, especially during work days and rush hour;						The distribution of traffic through the day is documented in the Transport Assessment. The peak time for operational traffic is from 11:00 to 12:00	N

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<b>Traffic and transport</b>								
							and so does not coincide with the highway peak hours.	
	c) prioritise the needs of local residents over those of contractors.						Traffic will use the Transport for London Road Network and Strategic Road Network as far as practicable and local residential roads will be avoided where possible. The Code of Construction Practice requires a dedicated e-mail address and phone line to be set up for enquires to be made during construction.	N
6.9.23	Traffic impacts during operation are best addressed through the Delivery and Servicing Plan and Travel Plan.	TfL	-	-	0	-	An Operational Travel Plan and Delivery and Servicing Plan will be prepared. A Framework Operational Travel Plan is included in the Transport Assessment and the Transport Assessment.	N
<b>Rail transport</b>								
6.9.24	Use rail transport during construction and operation to reduce traffic levels; there is a main rail line close to the site.	-	-	-	1	83	There is no direct rail link to the Edmonton EcoPark so transport by rail is not practical. Using a rail depot would still require waste and/or materials to be transported from a transfer station to the Edmonton EcoPark by road.	N
<b>Water transport</b>								
6.9.25	Agree with water transport report because: a) using water transport is too expensive; b) using water transport would impact adversely the river Lee and the wildlife along the river.	-	LBE	-	9	5; 80; 10046; 10047; 10056; 10079; 10080; 10082; 10094	Noted.	N

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<b>Traffic and transport</b>								
6.9.26	Comments in support of moving freight by water include:	CRT; TfL; GLA	WCC	-	9	60; 66; 74; 77; 82; 83; 88; 10120; 10086	An assessment of the effect of water transportation on traffic has identified that using water transport would only results in a small reduction (approximately 40 trips) per day.	N
	a) using water transport would minimise traffic impacts on local roads;							
	b) using water transport is more environmentally friendly as it reduces air pollution and carbon emissions. Over the 25 years project life-cycle the environmental benefits of water use would be significant and in the environmental appraisal capital costs need to differentiate from operational costs;						A full cost-benefit analysis, which considers the environmental benefits, has been undertaken and can be found in the Water Transport Study appended to the Transport Assessment submitted as a part of the DCO application.	N
	c) using water transport would support traditional jobs;						The Projects approach to employment is set out in the Vol 2 Section 9 of the ES.	N
	d) using water transport is more cost efficient in the long term; when calculating the cost of using rail/water transport, this should take into account the benefits it would provide to the public;						A full cost-benefit analysis of using water transport has been undertaken and can be found in the Water Transport Study appended to the Transport Assessment.	N
e) it is too early to rule out transfer of freight by water and future feasibility study may be required;	The Project does not propose the movement of material by water based on the Water Transport Study appended to the Transport Assessment. EcoPark	N						

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<b>Traffic and transport</b>								
	f) investment in water transport could encourage other businesses in Lee Valley area to consider such option;						House would be located on the existing wharf and therefore it would not be possible to consider the feasibility of water transport at a later date.	
	g) consider building a wharf facility to allow future development of water transport;						There is an existing wharf on the Edmonton EcoPark which is proposed to be used for EcoPark House and will incorporate Edmonton Sea Cadet use of the Site, as such a wharf will not be available. Any future development of water use at this point would require further assessments, based on the circumstances current at that time, and taking into account the issues raised in the Water Transport Study.	N
	h) query if the infrastructure investment has wider benefits or potential funding sources.						The Applicant has undertaken a cost benefit analysis in respect of water transport for this Project.	N
6.9.27	Other comments on the water transport report include:	-	-	-	4	78; 92; 99; 10079	The Transport Report is necessary to inform the Project.	N
	a) the report is unnecessary and impractical;							
	b) do not waste money on anticipated transport problems;						The project includes measures necessary to mitigate for potential effects. Unnecessary measures are not proposed.	N
	c) NLWA's traffic plans should aim to minimise disruption to local residents.						The Transport Assessment indicates that the effect of the Project would be minimal.	N

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<b>Traffic and transport</b>								
General traffic								
6.9.28	Concerns about increased traffic levels and the resultant noise and air pollution.	-	-	-	2	10120; 74;	The levels of traffic generated by the Project has been assessed in the Transport Assessment, and the noise and air quality implications traffic are assessed in Vol 2 Section 10 of the ES which concludes there would be no significant impact.	N
6.9.29	Concern that the lack of alternative transport might make certain jobs inaccessible to some people.	TfL	-		0	-	The Travel Plan will promote/encourage sustainable travel choices and ensure that all options for sustainable transport are explored.	N
6.9.30	Suggested mitigation measures aimed at minimising impacts on road users include:	CRT	-	LVRP A	1	10058	A route from Lee Park Way to the towpath is already available. There is not sufficient space to provide a convenient step-free route from the bridge to the towpath.	N
	a) provide a step free pedestrian and cycle access from canal bridge to towpath in both north and south directions;							
	b) use clear signage to ensure that Lee Park is not considered part of the industrial site;						Signage will be provided in accordance with the principles set out in the Design Code Principles (AD02.02).	N
	c) keep southern end of Lea Park Road free of all motor traffic to allow new or inexperienced cyclists practice cycling safely.						Vehicular traffic will only be able to use Lee Park Way between Advent Way and the new Edmonton EcoPark access point. The existing restrictions will remain in place north of this point. Facilities for cyclists and pedestrians will be provided along the section of Lee Park Way which will be used by vehicular traffic.	N

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<b>Traffic and transport</b>								
6.9.31	Other suggested mitigation measures include:	TfL	LBE	-	0	-	The provision of cycle parking complies with the London Plan standards and ancillary facilities (showers and lockers) for staff are proposed. The provision of car parking is slightly higher than the London Plan requirements due to the fact that employees work shifts covering 24 hour and the site has the lowest possible Public Transport Accessibility Level (PTAL). The level of parking is significantly reduced when compared with the existing Edmonton EcoPark. Electric vehicle charging points will be provided in line with the London Plan.	N
	a) car and cycle parking and facilities should comply with London Plan and provide showers; lockers and electric vehicle charging;						Where appropriate and relevant during the construction and operation of the Project, any necessary design approvals, traffic regulation orders and permits will be sought from TfL and LB Enfield. TfL's best practice guidance has been followed in the preparation of the Transport Assessment.	N
	b) comply with TfL procedures and processes and follow TfL's Transport Assessment best practice advice;						The Transport Assessment complies with the Edmonton EcoPark SPD.	N
	c) comply with Edmonton EcoPark SPD and S106 SPD;						Most transport works included are included in the Project. Any additional measures necessary to mitigate for the effects of the project would be secured through the Section 106 Agreement.	N
d) given the long term nature of the project and the resultant uncertainty over the actual increase in traffic volumes, contributions to highway mitigation measures are expected to								

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<b>Traffic and transport</b>								
	be secured through the Section 106 Agreement;							
	e) promote sustainable transport to encourage healthy lifestyle for workers.						The Travel Plans promoted sustainable transport and healthy lifestyles.	N
6.9.32	Comments on routing include: a) junctions that are most likely to be impacted are Cooks Ferry Roundabout, A1055 Meridian Way and Ardra Road;	-	LBE	LVRP A	0	-	The Transport Assessment assesses the impact on these junctions and shows there is no significant impact.	N
	b) ensure internal road network serving the site can withstand peak demand so Lee Park Way is not affected by vehicles parking and "backing up" on the access road to the south.						The design responds to peak demand and incorporates sufficient space for queuing within the Edmonton EcoPark.	N
<b>Scope of assessment</b>								
6.9.33	Support because the scope of assessment represents best practice, is compliant with industry standards and follows the scope TfL has advised on.	TfL; GLA	LBE	-	0	-	Noted.	N
<b>Further assessment / studies are required</b>								
6.9.34	Requests for further assessment / studies include: a) revise Transport Assessment to show clearly which trips are increasing and which are decreasing;	GLA	LBE	-	1	59	The Transport Assessment has been revised to show the trips by vehicle type (HGV, LGV and car) compared with the existing trips.	C

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<b>Traffic and transport</b>								
	b) confirm if the methodology used to predict the volume of trips was the one agreed at the planning briefing stage;						The trip generation methodology is the same as that agreed as part of the Edmonton EcoPark SPD.	N
	c) more detailed analysis should be provided alongside Table 5.5 of the TA to explain the reduction of some trips and confirm the methodology used;						The Transport Assessment been revised to confirm the methodology used and to explain the reduction in trips.	C
	d) provide further analysis or summary on the junction operations before TEMPRO growth factors were applied, (i.e. pre 2024);						The Transport Assessment has been revised to include a summary analysis before TEMPRO growth factors were applied.	C
	e) Section 106 should include a Construction Management Plan setting out in more detail how access and service arrangements as well as sustainable measures will be provided;						A Traffic Management Plan is required by the Code of Construction Practice.	N
	f) assess construction programme and impact on operation of North Circular Road;						The impact of the Project on the A406 North Circular Road has been assessed in the Transport Assessment.	N
	g) design travel plans for operation and construction stages;						Framework Construction and Operational Travel Plans are appended to the Transport Assessment.	N



Ref	Issue	SC	LA	LI	No. CC	CC IDs	Applicant's response	Change
<b>Traffic and transport</b>								
	h) obtain Section 106 agreement or other agreement for any necessary offsite mitigation measures;						Most transport works included are included in the Project. Any additional measures necessary to mitigate for the effects of the project would be secured through the Section 106 Agreement.	N
	i) provide a comparison of the current facility's traffic movements against those proposed;						The Transport Assessment has been revised to include a comparison between the existing and proposed trips.	C
	j) conduct water transport assessment;						A water transport report has been prepared is appended to the Transport Assessment.	N
	k) conduct waste traffic impact assessment.						A full assessment of the trips undertaken to and from the Application Site, including waste vehicles, is provided in the Transport Assessment.	N
<b>Proposed measures</b>								
6.9.35	The proposed shuttle bus is supported.	-	-	-	1	10081	Noted.	N
<b>Requests for more information</b>								
6.9.36	Request for information on cost: a) provide figures for switching to rail or/and water transport for construction and operational phases;	GLA; TfL	-	LVRP A	3	83; 10056; 10066;	Cost related: The costs of water transport are considered in the Water Transport Study appended to the Transport Assessment. It is not feasible to use rail transport to the Edmonton EcoPark due to the lack of a direct rail link, therefore this has not been considered.	N

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<b>Traffic and transport</b>								
	b) what is the cost of building a wharf;						The cost of infrastructure associated with water transport is included in the Water Transport Study appended to the Transport Assessment.	
	Request for information on water transport: c) clarify if these different modes of transport have been compared on a fair basis;						Water transport related: Water Transport Study appended to the Transport Assessment compares options on a fair basis. The methodology used is set out in the Study.	
	d) does the combined water/road proposal represent a potential approach?						The Water Transport Study considers a combined water/road option.	
	e) what is the basis for the commercial costs assumed in the PBA report with regards to investment in the lock infrastructure and can we assume investment in these locks in the next few years?						Costs of all equipment and operations for water and road are based on first principles e.g. purchase cost of equipment, fuel, insurance, wages, number of units, assumed work hours etc. Cost of cranes, heavy plant, on-site lorries barges and tug were obtained from indicative quotes and for Thames haulage tug operation costs. Road transport costs are based on Road Haulage Association vehicle operating cost tables. Infrastructure costs are based on Peter Brett Associates' hydro engineers assessment cross referenced with CRT engineers.  Long term cost considers capital and operating costs, and valued as post tax cash flow for a year-on-year predicted cost to a maximum of 25 years, with inflation assumed to be 2.5 per cent. The	

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<b>Traffic and transport</b>								
							final cost is expressed in today's terms using Net Present Cost of 8 per cent (NPV 8 per cent).	
	Request for other information: f) specify when you would no longer need, even as a contingency, any rail transfer facility for waste;						This is subject to operational requirements which are assessed at appropriate junctures, e.g. renewal of appropriate contracts.	
	g) was the day-to-day management of the visitor access factored in the traffic flows assessment;						Visitor access and trips has been assessed as part of the Transport Assessment.	
	h) how can existing footbridges be upgraded to enhance pedestrian environment along the river edge;						The Project does not include additional accesses to the river edge. The upgrading of existing footbridges is outside the scope of this Project. However the Project does include improvements to Lee Park Way which is a road bridge over the River Lee Navigation.	
	i) provide information on the construction period, along with the likely increase in road traffic during and after construction.						Information on the construction period, and the traffic flows during the construction period, are all provided in the Transport Assessment.	

**Account taken of Phase Two traffic and transport comments**

6.9.37 There was general support for the proposed access points to the Edmonton EcoPark, with respondents noting that the additional access points would help reduce congestion, make the Edmonton EcoPark accessible and provide the opportunity to create a public frontage along the River Lee Navigation. Some respondents noted that all accesses should be designed safely. In response Stage 1 Road Safety Audits have been included in the Transport Assessment.

- 6.9.38 One respondent considered that the new access on Lee Park Way is not appropriate as this is an area for wildlife. Lee Park Way is an existing road and landscaping measures are proposed along the road which would enhance habitats in this area.
- 6.9.39 Several comments raised concern that there could be negative impacts from construction traffic. The effect of construction traffic would be mitigated using the CoCP and Construction Logistic Plan (which is required by the CoCP). Several mitigation measures were suggested which were already included in the Project, including producing a Construction Logistics Plan, encouraging sustainable travel and preparing a Travel Plan.
- 6.9.40 In respect of operation traffic some respondents considered the proposed measures to be sufficient to mitigate for any impact. Others were concerned that there would be an increase in traffic. An increase in the overall numbers of vehicles is anticipated, but this is expected to be less than 10 per cent when compared with the existing Edmonton EcoPark. However the proportion of HGV trips is expected to decrease.
- 6.9.41 Mitigation measures suggested for operational traffic include a wash down facility, using main roads and implementing a Servicing and Delivery Plan. These measures are all proposed as part of the Project. Some of the mitigation measures suggested are outside the control of the Applicant and therefore are not proposed, for example new safer design cabs for tipper trucks.
- 6.9.42 Some respondents agreed with the Applicant's assessment that it is not viable to use water transport as part of the Project. Others considered that the option to use water transport in future should remain open. A full cost-benefit analysis of water transport has been undertaken and can be found in the Water Transport Study appended to the TA.
- 6.9.43 There were several comments noting the importance of providing suitable facilities for pedestrians and cyclists accessing the Edmonton EcoPark. Cycling parking would be provided in accordance with the London Plan standards. New facilities for pedestrians and cyclists would be provided along Lee Park Way.
- 6.9.44 Two comments suggested that parking on-site during operation should comply with the London Plan standards. The proposed number of car parking spaces is slightly higher than the London Plan standards due to the fact that employees work shifts covering 24hours and the site has a low Public Transport Accessibility Level (PTAL).
- 6.9.45 Some detailed comments on the approach to the TA were provided and the document has been updated accordingly.