

Harrison Varma Projects Ltd

**44-46 Hampstead Lane,
London Borough of Haringey**

Transport Statement

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Contents

1	INTRODUCTION	1
	Previous Comments.....	1
	Report Structure.....	3
2	EXISTING SITUATION.....	4
	Site Location.....	4
	Local Highway Network	5
	Parking Beat Survey	5
	Census Data	6
3	ACCESSIBILITY.....	8
	Walking.....	8
	Cycling	8
	Public Transport Accessibility Level (PTAL)	9
	Bus Services	10
	Underground Services	10
4	DEVELOPMENT PROPOSAL	11
	Description of Development.....	11
	Access.....	11
	Car Parking	11
	Cycle Parking.....	12
	Servicing and Refuse.....	12
5	TRANSPORT PLANNING POLICY.....	13
	National Policy.....	13
	Regional Policy	15
	Local Policy	18
6	EFFECTS OF THE DEVELOPMENT PROPOSAL	21
	Trip Generation.....	21
	Parking.....	22
	Servicing and Refuse Collection	24
	Additional Mitigation.....	25
7	SUMMARY AND CONCLUSION	26
	Summary	26
	Conclusion	27

Appendices

Appendix A	-	Architect's Layout Plans
Appendix B	-	Parking Survey Results
Appendix C	-	PTAL Report
Appendix D	-	TfL Bus Spider Map
Appendix E	-	TRICS Output Data – Vehicle Trips
Appendix F	-	Vehicle Swept Path Analysis – Cars
Appendix G	-	Vehicle Swept Path Analysis – 7.5T Box Van
Appendix H	-	TRICS Output Data – Delivery Trips
Appendix I	-	Vehicle Swept Path Analysis – Private Refuse Vehicle

1 INTRODUCTION

- 1.1 This Transport Statement has been prepared by Caneparo Associates on behalf of Harrison Varma Projects Ltd (the 'Applicant') in support of a planning application at 44-46 Hampstead Lane (the 'Site'), within the London Borough of Haringey (LBH).
- 1.2 The proposal is for the redevelopment of the Site, following the demolition of the existing properties, to provide a 66-bed specialist care home with associated parking at basement and ground floor level.
- 1.3 A copy of the Architect's relevant proposed plans is included at **Appendix A**.
- 1.4 This report assesses the proposal in traffic and transport terms, setting out the existing situation, the accessibility of the Site and the effects of the proposed development in terms of trip generation, access, parking, servicing and refuse collection. It concludes that the proposal will result in no adverse material impact on the surrounding highway and transport network.

Previous Comments

- 1.5 The Highways Officer made comments on the previous application, with a summary provided below as well as our responses also provided.
- *"Disabled parking – unless I am mistaken there doesn't seem to be any blue badge bays on the ground and basement level parking areas?"* The bays at ground floor level have sufficient space to the rear and side of the bay to assist with disabled motorists accessing/egressing their vehicle.
 - *"Staff numbers – just to clarify, 20 daytime, 10 night time for 80 residents – I recall an earlier pre application iteration which had 120 staff for 90 residents in a care home operation. This sounds less staff intensive, for 80 residents, can it be clarified and confirmed whether this is correct?"* The revised application is for 66 care home units, with 30 staff expected to be at the site. This staffing ratio is deemed acceptable by the future operator.
 - *"Blue light drop off/pick up – there's no commentary on what is expected in terms of numbers of ambulance pick up/drop offs, it also needs to be clarified where these vehicle will dwell when visiting."* Ambulance activity is expected to be minimal and

therefore a trip generation assessment was not deemed necessary. This may equate to one movement per day and is therefore immaterial. The ambulance can wait adjacent to the goods in entrance.

- *Visitor cycle parking – should be separate from Long stay employee parking. What arrangements are proposed for short stay cycle parking?’. Cycle parking standards only require 10 spaces to be provided, however the proposals include 44 cycle parking spaces therefore encouraging sustainable travel. The visitor and long-stay spaces are segregated at basement level.*
- *Accessibility – local transport infrastructure: PTAL 1b. No CPZ. Applicant says bus stop nearby and street frontage mean it is accessible – PTAL disagree. TA suggests 40% reliance on staff to travel by car. Limited info on visitor numbers – assumption made that this will be low – justify. Basic Travel Plan – additionally suggested cycle to work scheme and loan for travel cards. Also a 50k payment or 3 years towards a dedicated old peoples minibus (doesn’t improve sustainable of this site). Whilst the site has a low PTAL rating, there are existing opportunities for staff and visitors to travel to the site by public transport. There are existing bus stops located 130m southeast of the site which provides sheltered seating and timetable information. The bus stop is serviced by route 210 which operates every 8-12 minutes Monday to Friday, 9-13 minutes on Saturdays and 10-14 minutes on Sundays. This is a very frequent service and is therefore a viable option for future staff/visitors to use. Highgate Underground Station is beyond an ‘acceptable’ walking distance (1.8km), for it to be included in the PTAL rating but it is likely that some staff would utilise it for their commute to the site. Additionally, Archway Underground Station can be accessed via bus route 210 with the journey taking circa 8 minutes, with buses stopping circa 130m from the station. This is therefore a viable option for people to travel by public transport which is not recognised in the PTAL rating. Golders Green Underground Station can also be accessed via bus route 210 which takes circa 14 minutes. It is pertinent to note that many people living in London will not own a car due to running costs, therefore many would use public transport on this basis. Sufficient parking has been provided to accommodate travel by car, whilst providing a balance to ensure that staff will not be necessarily encouraged to use a private vehicle which can occur when parking is over provided. There are 7 spaces for visitors which can be used throughout the day. This Transport Statement assesses that each resident would*

have a visitor by car every other day. This is deemed overly robust and can be supported by the future operator as care homes of this nature do not experience a high visitor demand each day. A Travel Plan has also been submitted as part of this application, however a dedicated minibuss is not deemed a requirement for a site of this nature as residents would reside at the site.

- 1.6 The above have all been considered by the team for this application and therefore the proposals should now address any potential concerns.

Report Structure

- 1.7 The remainder of the report is set out as follows:

- Section 2 - describes the existing Site conditions;
- Section 3 - details the accessibility of the Site by various modes of travel;
- Section 4 - outlines the development proposals;
- Section 5 - extracts the relevant transport planning policy;
- Section 6 - assesses the effects of the development proposal; and
- Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The Site is bordered by residential properties to the north and east with Hampstead Lane and Courtenay Avenue bordering the southern and western boundary of the Site respectively. The Site is situated within a quiet residential area consisting of very large dwellings and numerous private roads, with local centres including Highgate, Golders Green and East Finchley surrounding the Site.
- 2.2 The Site location with respect to the local highway network is shown at **Figure 2.1** below.

Figure 2.1 – Site Location Plan



[Source: www.osmaps.ordanancesurvey.co.uk/]

Local Highway Network

Hampstead Lane (B519)

- 2.3 Hampstead Lane runs in an east-west orientation along the southern boundary of the Site, connecting to Highgate to the east and Heath Street / A502 to the southwest which links to Hampstead. In the vicinity of the Site, the carriageway measures circa 13m in width and provides a single lane of traffic in either direction with traffic subject to a 20mph speed limit. There are cars parked on both sides with footways and street lighting present.

Courtenay Avenue

- 2.4 Courtenay Avenue is located along the western boundary of the Site in a north-south orientation. Courtenay Avenue is a private road and a cul-de-sac, with access onto Hampstead Lane controlled by a barrier. The carriageway measures circa 6.5m in width and has no footways along its length.

A1 (Aylmer Road)

- 2.5 The A1 is a major trunk road connecting London with Edinburgh and is located an approximate 1.45km drive to the north of the Site. In the vicinity, the road acts as a two-lane road in a northwest to southeast orientation, providing access to Holloway and Islington to the southeast and the A406 and M1 roads to the northwest. The road is subject to a 40mph speed limit.

Parking Beat Survey

- 2.6 It was agreed with LBH officers that parking surveys were required in order to assess the demand for parking on local roads throughout the day. A third-party survey company was commissioned who undertook parking surveys on Wednesday 9th June 2021, between 07:00 – 19:00 at hourly intervals for roads within a 500m walking distance of the Site. This period was agreed as it is when the majority of staff are on-site and it takes into account any visitors throughout the day. A summary of the results is provided in **Table 2.1** with the raw survey data included in **Appendix B**.

Table 2.1: Parking Survey Results			
Period	Cars Parked	Observed Spaces	Parking Occupancy
07:00	100	108	48%
08:00	140	66	68%
09:00	201	5	98%
10:00	207	2	99%
11:00	204	5	98%
12:00	191	16	92%
13:00	202	7	97%
14:00	192	16	92%
15:00	192	15	93%
16:00	177	31	85%
17:00	150	54	74%
18:00	123	83	60%
19:00	139	66	68%
Average	171	36	77%

2.7 As outlined in Table 2.1 above, the busiest period is at 10:00 in which 207 cars were parked, with two observed spaces. This represents a parking occupancy of 99%. It is pertinent to note that the weather was hot and sunny for the duration of the survey, and it was observed that people were parking to go into the Heath. Therefore, it is envisaged that during other times of the year there will be a reduced parking demand.

2.8 The parking surveys also demonstrate that on average there were 36 observed spaces, at an average parking occupancy of 77%. This is discussed in more detail in Section 6.

Census Data

2.9 Reference has been made to the 2011 Census Method of Travel to Work data for '*Haringey 030 Middle Super Output Area (MSOA)*', in which the Site is located. Haringey 030 MSOA has been selected as the 'destination' with all other areas selected as the 'origin'. This is an accurate method of predicting how future staff would travel to/from the Site as it is based on existing travel habits for staff travelling to the area. A summary is provided in **Table 2.2**.

Table 2.2: Method of Travel to Work Data	
Method of Travel	Percentage
Underground	14%
Train	8%
Bus	17%
Taxi	0%
Motorcycle	1%
Driving a Car	40%
Passenger in a Car	2%
Bicycle	3%
On Foot	15%
Total	100%

2.10 Table 2.2 demonstrates that the majority of staff currently travel to work by car (40%), with a large majority also travelling by public transport (39%). This is assessed in more detail within Section 6.

3 ACCESSIBILITY

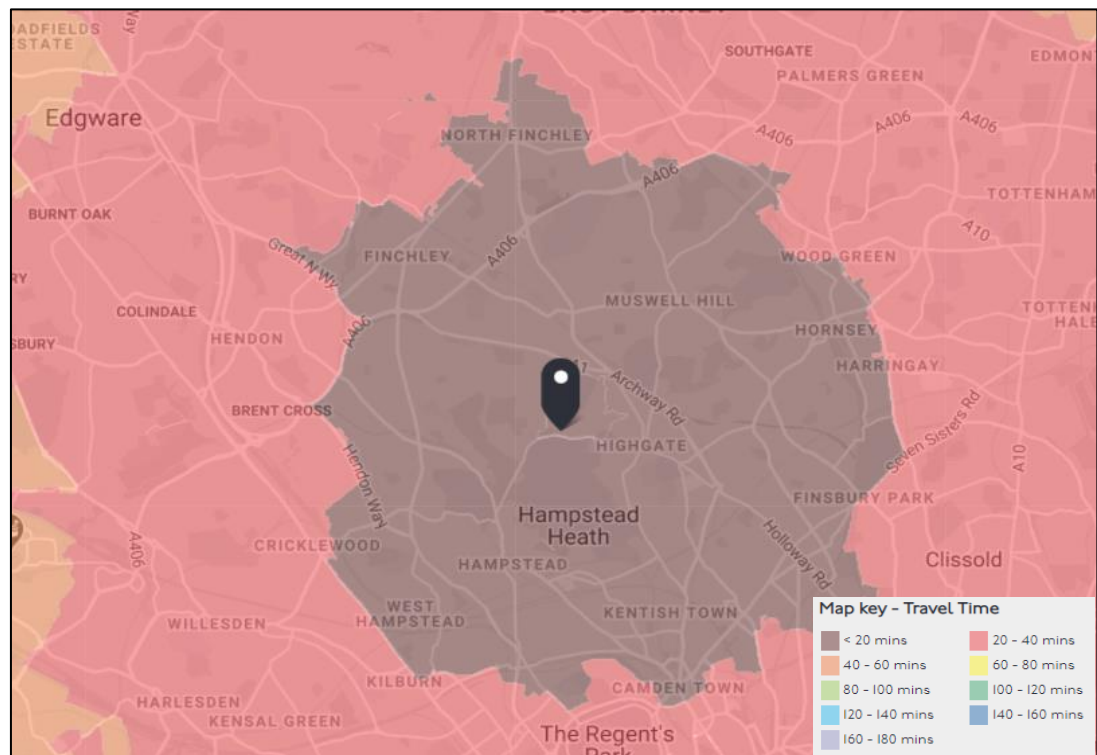
Walking

- 3.1 Pedestrians are well served in the vicinity of the Site, benefitting from good footway provision on all surrounding roads, with street lighting also present. The walking route to the nearest bus stops on Hampstead Lane provides step-free access with dropped kerbs at crossing locations.

Cycling

- 3.2 TfL's Local Cycle Guide 14 indicates that several cycleways are situated in the local area with Hampstead Lane labelled as a '*road recommended by cyclists*'. Further off-road routes are also provided in Hampstead Heath, accessible from Hampstead Lane.
- 3.3 On-street cycle parking is provided in the nearby East Finchley and Highgate areas, with 13 Sheffield stands (26 spaces) located on High Road near East Finchley Station and 2 Sheffield stands (4 spaces) provided outside Highgate Station.
- 3.4 **Figure 3.1** below indicates a 20-minute cycle distance from the Site, which also shows the area for which cycling has the potential to replace driving for distances up to 5 kilometres. This includes areas such as Finchley, Crouch End, Holloway, Camden Town, Swiss Cottage and West Kilburn.

Figure 3.1 – 20 Minute Cycle Time from Site



[Source: www.tfl.gov.uk]

Public Transport Accessibility Level (PTAL)

- 3.5 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.
- 3.6 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.
- 3.7 The Site achieves a PTAL rating of 1b, demonstrating that it has a 'very poor' level of access to public transport facilities. A copy of the Site's PTAL assessment is provided at **Appendix C**.

Bus Services

- 3.8 The nearest bus stop is located approximately 130m southeast of the Site (2 minutes' walk) on Hampstead Lane (Bus Stop 'Compton Avenue Kenwood House Stop Q'). The stop comprises sheltered seating and timetable information, with a bus cage also present to ensure the flow of traffic along Hampstead Lane is not impacted when buses stop.
- 3.9 Bus route 210 services the stop, which provides a route between Finsbury Park Station and Brent Cross Shopping Centre, with services operating approximately every 8-12 minutes Monday to Friday, every 9-13 minutes on Saturdays and every 10-14 minutes on Sundays. A copy of the TfL bus spider map for the local area is included in **Appendix D**.

Underground Services

- 3.10 Highgate Underground Station is located approximately 1.8km north-east of the Site (23 minutes' walk or 7-minute cycle). The station is located on the Northern Line and provides approximately 27 services each hour to Morden, High Barnet and much of Central London. Despite the station being located a considerable distance from the Site, it is not deemed unrealistic that future staff / visitors could travel by tube.

4 DEVELOPMENT PROPOSAL

Description of Development

- 4.1 The proposals are for the redevelopment of the Site following the demolition of the existing properties, to provide a 66-bed specialist care home with associated parking at basement and ground floor level. A copy of the relevant architect's layout plans is included at **Appendix A**.
- 4.2 The care home will cater for patients with dementia and will employ 30 members of staff who will predominantly work on two shift patterns as follows:
- Daytime: 8am – 8pm (20 staff) (staggered shift times)
 - Night-time: 8pm – 8am (10 staff) (staggered shift times)
- 4.3 Based on the above, there will be approximately 30 staff on-site at the peak time due to staff changeover times. However, staff shift patterns will be staggered so this number is likely to be less.

Access

- 4.4 Access into the Site will be retained from Hampstead Lane via the existing dropped kerb accesses, which will provide access to a front courtyard. Two vehicle lifts will be provided at the eastern boundary of the Site which will provide access into a basement car park. The provision of two vehicle lifts allow one for access and one for egress, therefore ensuring access is still maintained should one have a mechanical fault.

Car Parking

- 4.5 A total of 19 car parking spaces are provided on-site, of which 12 are provided at basement level predominantly associated with staff, with 7 provided at ground floor level for visitor use. A total of 4 spaces will be provided with active electric vehicle charging points, with the remaining spaces provided with passive provision.

- 4.6 There are no parking standards for care homes within the London Plan or any local policy documents, as such, the number of parking spaces has been based on the expected number of staff and visitors that will drive to the development site, with further details provided within Section 6. Furthermore, there are no parking restrictions on the local roads and therefore future staff and visitors can park on-street.

Cycle Parking

- 4.7 Cycle parking for the development will be in excess of London Plan 2021 standards, which require a total of 6 long-stay and 4 short-stay spaces to be provided. A total of 42 cycle parking spaces will be provided at basement level in sheltered and secure storage. This overprovision will help to encourage sustainable modes of travel.

Servicing and Refuse

- 4.8 Servicing activity will be undertaken on-site within the forecourt area. A one-way route is proposed through the Site and therefore access and egress can occur in forward gear.
- 4.9 Waste will be stored at basement level in a dedicated storage area. A private refuse collection will occur with vehicles able to enter and exit the Site in forward gear and position themselves within 10m of the bin store in order to ensure bin dragging distances for collection operatives are minimised. Further details are provided in Section 6.

5 TRANSPORT PLANNING POLICY

National Policy

National Planning Policy Framework (July 2021)

5.1 The latest version of the National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

5.2 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy.

5.3 The chapter notes at paragraph 104 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;*
- b) Opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for new environmental gains; and,*
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

5.4 The chapter continues at paragraph 105 by stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However,

opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

5.5 When considering development proposals, paragraph 110 states that:

"In assessing Sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have been- taken up, given the type of development and its location;*
- b) Safe and suitable access to the Site can be achieved for all users;*
- c) 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."*

5.6 With regards to assessing the impact of development, paragraph 111 and 112 state:

"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."

Within this context, applications for development should:

- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible – to 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;*
- b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) 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;*
- d) Allow for the efficient delivery of goods, and access by service and emergency service vehicles; and*

- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

5.7 The chapter concludes at paragraph 113 that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

London Plan 2021 (March 2021)

5.8 The Mayor formally adopted the new London Plan in March 2021. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

5.9 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B) "When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

5.10 Policy T5 addresses cycling, stating:

a) "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle This will be achieved through:

- 1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.*
- 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

b) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people."

5.11 Policy T6 addresses car parking, stating:

a) "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

b) 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, with developments elsewhere designed to provide the minimum necessary parking ('carlite'). Car-free development has no general parking but should still provide disabled persons parking in line with part D of this policy.

c) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

i) Adequate provision should be made for efficient deliveries and servicing and emergency access.

l) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

5.12 In regard to cycle parking, **Table 5.1** sets out the minimum cycle parking standards.

Table 5.1: Minimum Residential Cycle Parking Standards		
Use Class	Long-stay	Short-stay
C2 Care Home	1 space per 5 FTE staff	1 space per 20 bedrooms

5.13 There are no car parking standards for care homes within the London Plan 2021, as such, reference has been made to the residential parking standards, which have been outlined in **Table 5.2** below.

Table 5.2: Maximum Residential Parking Standards	
Use Class	Maximum Car Parking Standards
C3 Residential	Outer London PTAL 0 - 1: Up to 1.5 spaces per dwelling

5.14 It is also stated within the document that: *"all residential developments should provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 percent of all spaces should have active charging facilities, with passive provision for all remaining spaces."*

5.15 Policy T7 relates to freight and servicing, where part G is pertinent to the development proposals as follows:

"G. Development proposals should facilitate sustainable freight and servicing, including through the provision of adequate space for servicing and deliveries off-street. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way, which reflects the scale and complexities of developments".

- 5.16 The development proposals have been developed to accord with the Publication London Plan including the provision of cycling parking facilities in accordance with Policy T5. Furthermore, a Delivery and Servicing Plan (DSP) has been submitted as part of the planning application.

The Mayor's Transport Strategy (March 2018)

- 5.17 The Mayor's Transport Strategy (MTS) was published in March 2018 and is a policy document developed in conjunction with the London Plan and the Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. The document outlines the Mayor's vision and how TfL and its partners will achieve the vision.
- 5.18 The Mayor's Transport Strategy sets out the Mayor's policies and proposals to reshape transport in London over the next two decades. The document includes three key themes as set out below, all of which are considered and addressed by the proposed development.
1. Healthy streets and healthy people – creating streets and networks to encourage active and sustainable travel, reducing car dependency.
 2. A good public transport experience – shifting journeys by private car to the public transport network.
 3. New homes and jobs – unlocking growth through new homes and jobs, brought about through planning a city that encourages walking, cycling and public transport use.

Local Policy

London Borough of Haringey Local Plan Strategic Policies 2013 – 2026 (July 2017)

- 5.19 The Local Plan sets out a vision and key policies for the future development of the borough up to 2026.
- 5.20 Policy SP7: Transport, states the following in relation to delivering action on climate change and quality and healthy places:

"In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particularly in town centres and close to local services;*
- *Promoting car sharing and establishing car clubs;*
- *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
- *Adopting maximum car parking standards and car free housing wherever feasible;*
- *Seeking to mitigate the impact of road based freight and promote alternatives;*
- *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance."*

London Borough of Haringey Development Management DPD (July 2017)

5.21 The Development Management Development Plan Document (DPD) gives effect to Haringey's spatial strategy and supports proposals that contribute to the delivery of sustainable development in accordance with the strategy.

5.22 Policy DM31 'Sustainable Transport' states the following:

"B The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as

a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

C The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds."

5.23 Policy DM32 'Parking' states:

"A Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan."

Policy Summary

5.24 It is considered that the level of parking proposed is suitable for the Site location given existing public transport accessibility levels and the site location. Car parking will be assessed in more detail in Section 6. In order to maximise the uptake of sustainable modes of travel, it is proposed that cycle parking is provided in excess of London Plan standards.

6 EFFECTS OF THE DEVELOPMENT PROPOSAL

6.1 This section of the report considers the effects of the proposal in terms of trip generation, parking, servicing and refuse collection.

Trip Generation

6.2 Reference has been made to the TRICS database in order to determine the impact of the proposals on the local highway network. The assessment was based on care homes (specific condition) within England. Due to the limited nature of the TRICS database, only vehicle trip rates were available which have been summarised in **Table 6.1** with the full output results included in **Appendix E**.

Table 6.1: Proposed Vehicle Trip Rates & Trip Generation (66 Residents)						
Time	Trip Rates (Per Resident)			Total Vehicles (Based on 66 Residents)		
	In	Out	Total	In	Out	Total
AM Peak	0.119	0.045	0.164	8	3	11
PM Peak	0.048	0.090	0.138	3	6	9
Daily	0.890	0.845	1.735	69	65	134

Note: Figures subject to rounding

6.3 Table 6.1 demonstrates that the Site will generate approximately 11 and 9 two-way vehicle trips in the AM and PM peak periods respectively. This equates to one additional vehicle every 5 – 6 minutes. This level of impact will be negligible on the local highway network.

6.4 As outlined previously there is expected to be 30 staff employed at the Site. When applied to the car driver modal share outlined within Table 2.2, approximately 12 vehicle arrivals and 12 departures will be associated with staff (8 associated with daytime staff and 4 associated with night-time staff), with all remaining trips associated with visitors, which is assessed in more detail later within this section in terms of parking.

6.5 The impact on public transport is expected to be negligible with approximately 5 bus arrivals and 4 underground arrivals across the entire day associated with staff. If the same modal share was applied to visitors, the figures outlined in Table 6.1 can be pro-rated with 2 two-way bus trips and 2 two-way underground trips expected in the AM peak with a reduced demand at all other times.

- 6.6 The vehicle trip generation outlined within Table 6.1 is deemed overly robust and unrealistic. If the staff vehicle movements are subtracted from the total vehicle trips (24 two-way vehicle trips), this equates to 110 two-way vehicle movements. As outlined later within this report, 17 vehicle movements are likely to be associated with servicing and deliveries and therefore this results in circa 93/94 two-way vehicle movements associated with visitors (47 arrivals and 47 departures for completeness). This therefore demonstrates that every resident (66) would have at least one visitor arriving by car each day. This is deemed unrealistic as care homes would usually expect between only a quarter to a half of its residents having a visitor each day. Furthermore, they could also travel by sustainable modes of transport. As such, a 50% reduction in car trips associated with visitors has been applied (47 vehicle movements), which results in circa 71% of residents having a visitor travel to the site by car each day. This is still deemed overly robust.

Parking

Car Parking

- 6.7 As mentioned previously, there are no car parking standards for care homes, as such, the below provides justification that 19 spaces is deemed reasonable for the proposed development. Furthermore, vehicle swept path analysis demonstrating that vehicles can access/egress each of the parking spaces is included in **Appendix F**.
- 6.8 The level of parking provision has been calculated based on staff arrivals / departures and that the spaces need to accommodate staff shift changeover times.
- 6.9 As outlined previously, it is expected that approximately 12 staff will drive. This demand can therefore be accommodated at basement level and is deemed appropriate for staff parking without creating any parking overspill onto local roads. Staff shift patterns will be staggered which will ensure that vehicle conflicts are reduced and spaces are available. As such, it is expected that parking for only 10 spaces will be associated with staff at basement level, which can accommodate the expected number of daytime staff driving (8) and night time staff (4).
- 6.10 A parking accumulation assessment has therefore been undertaken based on the trip generation data outlined in Table 6.1 to determine if the remaining 9 spaces is appropriate for visitor parking. A summary is provided below in **Table 6.2** which has discounted the trip generation associated with staff (8 cars for daytime staff) and a 50% reduction in visitor trips by car.

Table 6.2: Parking Accumulation Assessment*			
Time Period	In	Out	Accumulation*
06:00-07:00	3	1	-6
07:00-08:00	5	2	-3
08:00-09:00	3	2	-1
09:00-10:00	4	2	1
10:00-11:00	3	2	2
11:00-12:00	3	3	2
12:00-13:00	2	3	1
13:00-14:00	5	3	3
14:00-15:00	4	6	1
15:00-16:00	4	6	-1
16:00-17:00	2	4	-3
17:00-18:00	1	3	-4
18:00-19:00	3	2	-4

* 50% reduction in vehicle trips associated with visitors applied which results in 71% of residents being seen by a visitor in a car each day.

**A -8 discount has been applied as this is associated with daytime staff.

6.11 Table 6.2 above demonstrates that visitor parking demand will be approximately 3 vehicles between 13:00-14:00. As mentioned previously, this is still deemed overly robust as it assumes over half of the residents would have a visitor arriving by car each day. In theory, this is more likely to be a quarter of residents each day and therefore the level of parking is deemed appropriate.

6.12 If deemed necessary, visitors could utilise the basement car park should it be required with a minimum of 2 parking spaces expected (more likely to be 4 during the day). Additional parking will be available at basement level for visitors in the future as it is expected that staff travel by car would be reduced through the provision of a Workplace Travel Plan. As such, there will likely be no parking overspill onto local roads in the future.

- 6.13 A draft Workplace Travel Plan has been prepared by Caneparo Associates and is included as a separate document as part of the planning application. Staff and visitors will be encouraged to travel to the Site by sustainable / active modes through the implementation of the Travel Plan. The primary objective of the document will be to set out a long-term strategy to facilitate and encourage modes of travel to the Site by means other than the private car, which reflects current central Government policy. The Travel Plan will be finalised and agreed prior to the occupation of the proposed development and can be secured by condition.

Cycle Parking

- 6.14 Cycle parking will be provided in excess of London Plan 2021 standards, with 42 cycle parking spaces provided in sheltered and secure storage at basement level. This level of cycle parking is in excess of standards which only require a total of 10 spaces to be provided, therefore this will help to promote sustainable modes of travel.

Servicing and Refuse Collection

- 6.15 Servicing activity will take place on-site within the forecourt parking area. The one-way route through the Site ensures that all manoeuvres are in forward gear, with associated tracking of a 7.5T box van included at **Appendix G**.
- 6.16 Reference has been made to the TRICS database in order to estimate the number of deliveries associated with the proposed development. Due to the lack of comparable sites within the TRICS database, the assessment has been based on all care homes (with elderly residents) across England. A summary is provided in **Table 6.3** below with the TRICS output data included in **Appendix H**.

Table 6.3: Expected Daily Deliveries (OGVs & LGVs)			
Period	Arrive	Depart	2-way
AM Peak	0	0	1
PM Peak	1	1	1
Daily	9	8	17

- 6.17 As can be seen from Table 6.3 it would be reasonable to expect approximately 8-9 deliveries per day for the Site, with only one delivery undertaken by an OGV and all remaining deliveries undertaken by LGVs. Based on an average dwell time of circa 10 minutes, this would equate to the on-site loading bay being occupied for approximately 80-90 minutes throughout the entire day. If assumed a 12-hour period from 07:00-19:00, this equates to the bay being occupied 11-12.5% of the time and therefore ensures there is surplus capacity. Furthermore, there are additional loading opportunities along Hampstead Lane which can be utilised for larger deliveries if needed.
- 6.18 The waste will be stored at basement level in a dedicated storage area. There will be separate bins for general waste, recycling and clinical waste. The location of the bin store ensures that bin dragging distances for collection operatives are minimised. The strategy also ensures that waste is stored off of the public highway at all times. Vehicle swept path analysis has been included in **Appendix I** which demonstrates a private refuse vehicle can access/egress the loading bay in forward gear. Waste collection is expected to take place weekly with refuse vehicle operatives phoning 20 minutes in advance of arriving so that site management can assist with the moving of bins.
- 6.19 A Delivery and Servicing Plan has also been submitted as part of the planning application which provides further details on the servicing and waste collection strategy.

Additional Mitigation

- 6.20 A Construction Logistics Plan (CLP) will also be submitted as part of the planning application, in addition to the draft Workplace Travel Plan and Delivery and Servicing Plan outlined previously. The CLP outlines the construction logistics of the development and mitigating measures to actively manage the construction vehicles on the local highway network.
- 6.21 The CLP seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, local schools, members of the public and visitors to the Site as well as other users of the adjacent highway network.
- 6.22 All aspects of the CLP are preliminary and will be finalised with the Council which could be secured by condition, by which time a contractor will have been appointed and provided the necessary the input.

7 SUMMARY AND CONCLUSION

Summary

7.1 Caneparo Associates Limited is retained by Harrison Varma Projects Ltd ('the Applicant') to provide traffic and transportation advice with regard to their proposal to redevelop an existing site at 44-46 Hampstead Lane, within the London Borough of Haringey.

7.2 The planning application seeks to provide a 66-bed specialist care home facility with associated parking at basement and ground floor level. The proposal has been assessed taking into consideration policy and existing conditions and can be summarised as follows:

- The Site will generate approximately 11 and 9 two-way vehicle trips in the AM and PM peak periods respectively. This equates to one additional vehicle every 5 – 6 minutes. This level of impact will be negligible on the local highway network.
- It is proposed that a total of 19 parking spaces will be provided, of which 12 will be at basement level predominantly associated with staff and 7 visitor parking spaces at ground floor level. A parking accumulation assessment deems this to be an appropriate level of parking, with no parking overspill expected.
- Cycle parking has been provided in excess of London Plan 2021 standards, with 42 spaces proposed at basement level in sheltered and secure storage.
- Servicing and deliveries will take place within the Site. It is estimated that the proposed development will generate approximately 8-9 deliveries per day by small to medium sized vehicles.
- Refuse collection will take place on-site, with site management staff assisting with the transfer of waste to the refuse collection vehicles. There will be separate bins for general waste, recycling, clinical waste and food waste, with collections expected to occur weekly and be undertaken by a private refuse collection contractor.
- A Workplace Travel Plan will be implemented for the Site to encourage staff and visitors to travel to and from the Site using active / sustainable modes.
- A Delivery and Servicing Plan will be submitted which includes measures to minimise the impact of delivery and servicing activity associated with the Site.

- A Construction Logistics Plan forms part of the planning submission which outlines the necessary measures that will be implemented during construction to minimise the impacts as far as possible.

Conclusion

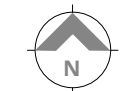
7.3 In conclusion, it is considered that the development proposals will have no material impact on the local transport network, and are in accordance with relevant adopted national, regional and local policy guidance.

7.4 The proposal is therefore considered to accord with the NPPF's statement at paragraph 111 relating to the overall impact of a proposal which 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."*

Appendix A

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Notes:



1 0 1 2 3 4 5
SCALE 1:100 m

Key

Existing Property outline

1.5m Cut line

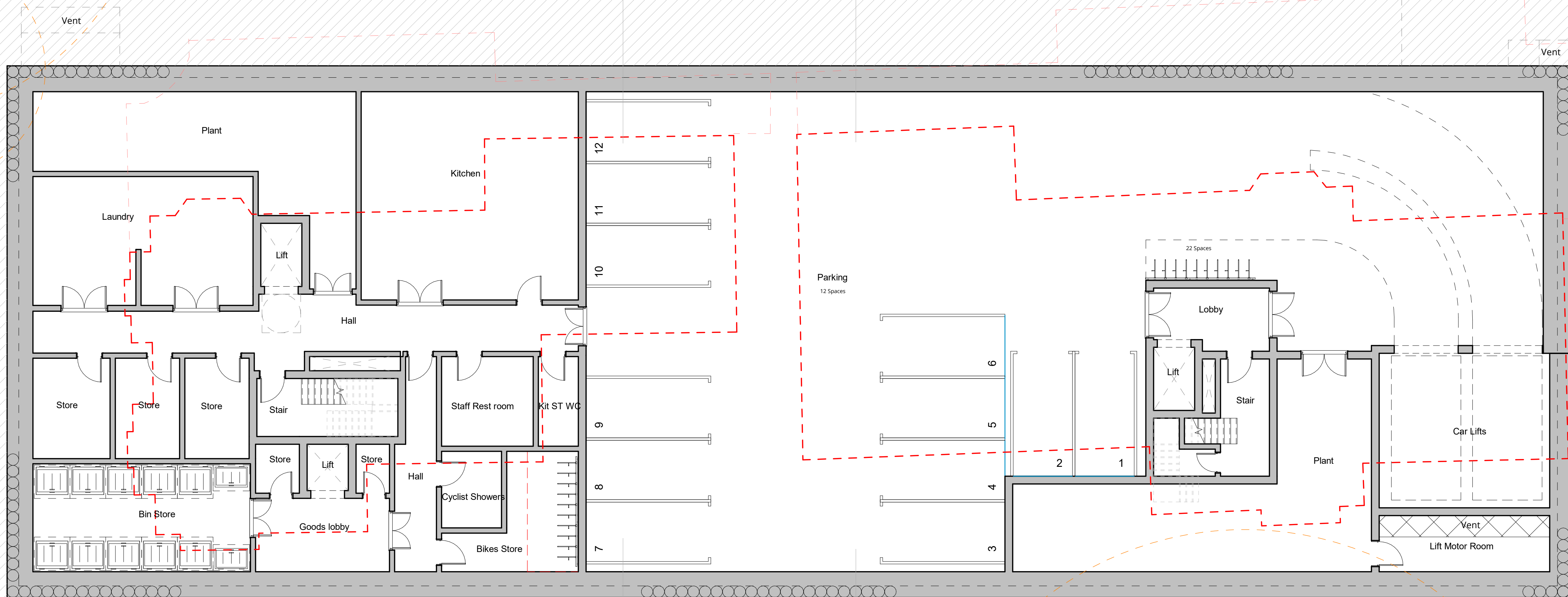
1.8m Cut line

Boundary line

Root Protection Zone

Existing Trees

Trees to be removed



D	Internal and external amendments	08/07/22
C	Wings Reduced	22/04/22
B	Planning Amendments	26/10/21
A	Planning Updates	03/09/21
0	Planning Issue	06/08/21
Rev	Description	Date



16 lambton place
notting hill
london w11 2sh
t 0 2 0 7 2 2 9 3 1 2 5
f 0 2 0 7 2 2 9 3 2 5 7
e info@wolffarchitects.co.uk

status:

PLANNING

project:
**44-46 Hampstead Lane
London**

drawing title:
Proposed Basement

date:
29/06/21

scale:
As indicated

dwg no:
1627-PL-200

rev no:
D

Proposed Basement
1:100

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Notes:



1 0 1 2 3 4 5
SCALE 1:100 m

Key

- Existing Property outline
- 1.5m Cut line
- 1.8m Cut line
- Boundary line
- Root Protection Zone
- Existing Trees
- Trees to be removed

D	Internal and external amendments	08/07/22
C	Wings Reduced	22/04/22
B	Planning Amendments	26/10/21
A	Planning Updates	03/09/21
O	Planning Issue	06/08/21
Rev	Description	Date



16 lambton place
notting hill
london w11 2sh
t 0 2 0 7 2 2 9 3 1 2 5
f 0 2 0 7 2 2 9 3 2 5 7
e info@wolffarchitects.co.uk

status:

PLANNING

project:
**44-46 Hampstead Lane
London**

drawing title:
**Proposed Lower
Ground Floor**

date:
29/06/21

scale:
**As
indicated**

dwg no:
1627-PL-201

rev no:
D

Proposed Lower Ground Floor

1:100

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Notes:



1 0 1 2 3 4 5
SCALE 1:100 m

Key

- Existing Property outline
- 1.5m Cut line
- 1.8m Cut line
- Boundary line
- Root Protection Zone
- Existing Trees
- Trees to be removed

D	Internal and external amendments	08/07/22
C	Wings Reduced	22/04/22
B	Planning Amendments	26/10/21
A	Planning Updates	03/09/21
0	Planning Issue	06/08/21
Rev	Description	Date



16 lambton place
notting hill
london w11 2sh
t 0 2 0 7 2 2 9 3 1 2 5
f 0 2 0 7 2 2 9 3 2 5 7
e info@wolffarchitects.co.uk

status:

PLANNING

project:
44-46 Hampstead Lane
London

drawing title:
Proposed Ground
Floor

date:
29/06/21
scale:
As
indicated

dwg no:
1627-PL-202
rev no:
D

Proposed Ground Floor
1:100

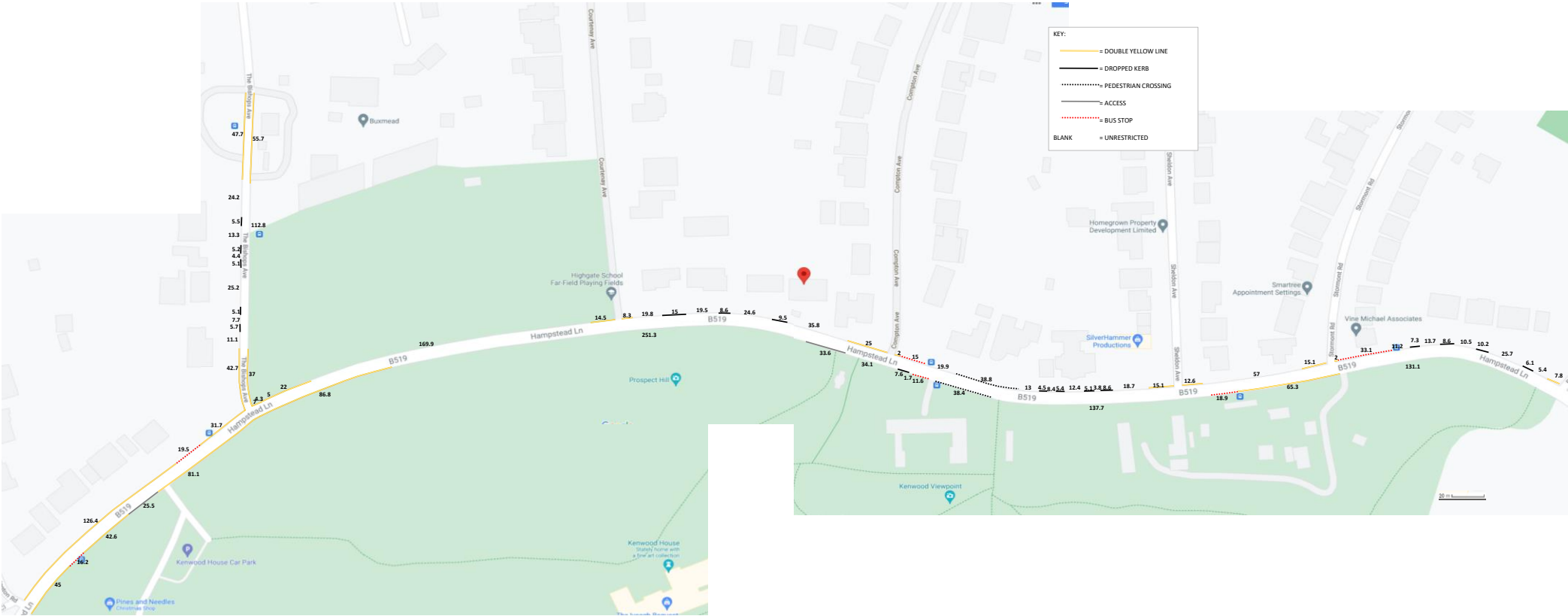
Appendix B

K&M TRAFFIC SURVEYS

DATE : 9th JUNE 2021

DAY : WEDNESDAY

LOCATION : 44-46 HAMPSTEAD LANE, N6 4LL



K&M TRAFFIC SURVEYS

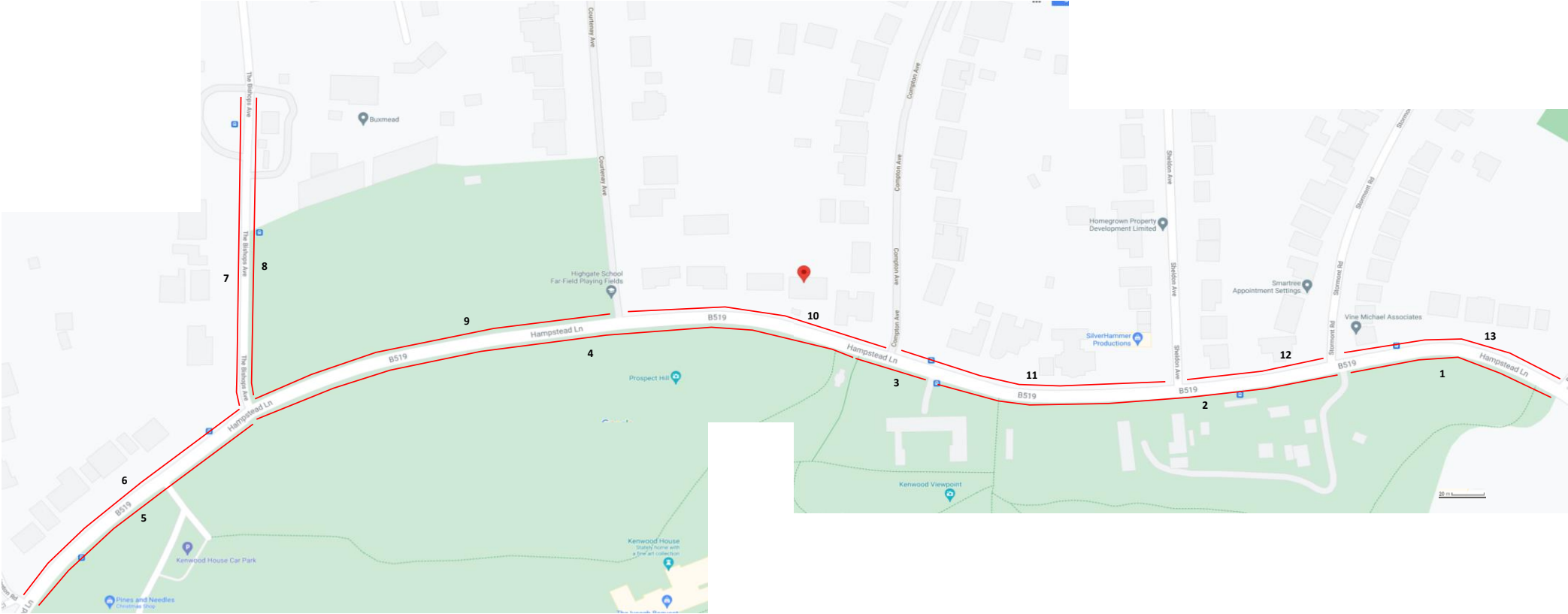
DATE : 9th JUNE 2021

DAY : WEDNESDAY

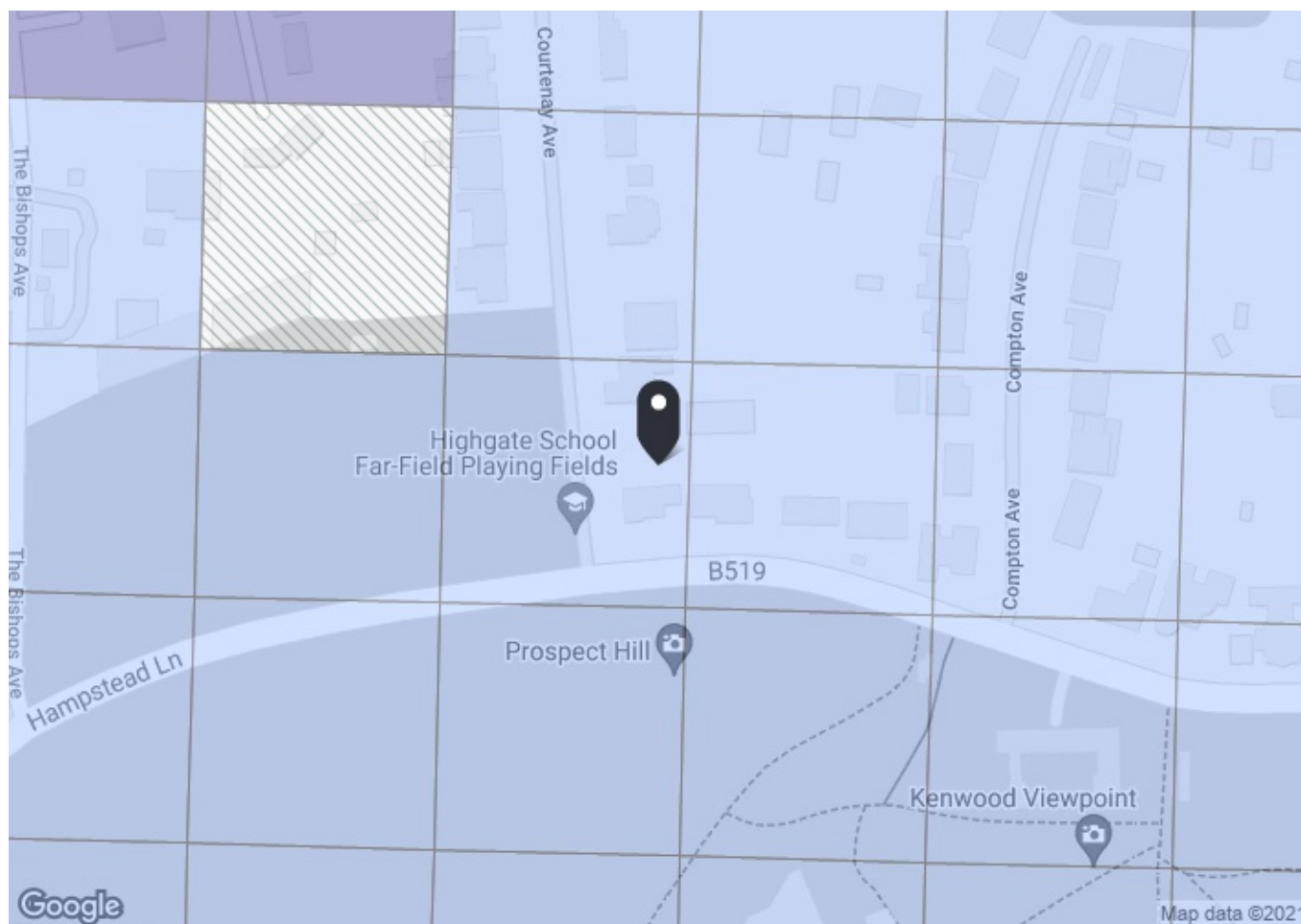
LOCATION : 44-46 HAMPSTEAD LANE, N6 4LL

LOCATION : 44-46 HAMPSTEAD LANE, N6 4LL					WEDNESDAY 9th JUNE 2021																																						
					TIME : 0700			TIME : 0800			TIME : 0900			TIME : 1000			TIME : 1100			TIME : 1200			TIME : 1300			TIME : 1400			TIME : 1500			TIME : 1600			TIME : 1700			TIME : 1800			TIME : 1900		
ROAD NAME	ZONE	RESTRICTION	METRES	6 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
HAMPSTEAD LN	1	UNRESTRICTED	131.1	21	12	12	50.0%	16	8	66.7%	23	0	100.0%	23	0	100.0%	23	0	100.0%	23	0	100.0%	21	2	91.3%	23	0	100.0%	23	0	100.0%	21	2	91.3%	15	7	68.2%	14	8	63.6%			
	2	DOUBLE YELLOW LINE	65.3																																								
		BUS STOP	18.9																																								
		UNRESTRICTED	137.7	22	13	10	56.5%	17	6	73.9%	23	0	100.0%	24	0	100.0%	24	0	100.0%	22	2	91.7%	23	1	95.8%	23	1	95.8%	20	4	83.3%	19	5	79.2%	20	3	87.0%	20	3	87.0%	23	0	100.0%
	3	PEDESTRIAN CROSSING	38.4																																								
		BUS STOP	11.6																																								
		UNRESTRICTED	35.8	5	3	3	50.0%	5	0	100.0%	5	0	100.0%	6	0	100.0%	6	0	100.0%	6	0	100.0%	5	1	83.3%	5	1	83.3%	5	1	83.3%	5	1	83.3%	4	2	66.7%	5	1	83.3%			
	4	DROPPED KERB	7.6																																								
		ACCESS	33.6																																								
		UNRESTRICTED	251.3	41	15	28	34.9%	29	13	69.0%	42	0	100.0%	42	0	100.0%	41	1	97.6%	42	1	97.7%	42	2	95.5%	39	4	90.7%	41	2	95.3%	34	9	79.1%	26	16	61.9%	20	24	45.5%	23	21	52.3%
	5	DOUBLE YELLOW LINE	86.8																																								
		DOUBLE YELLOW LINE	168.7																																								
		ACCESS	25.5																																								
	6	BUS STOP	16.2																																								
		DOUBLE YELLOW LINE	158.1																																								
	BUS STOP	19.5																																									
THE BISHOPS AVE	7	DOUBLE YELLOW LINE	90.4																																								
		UNRESTRICTED	85.9	12	5	9	35.7%	5	9	35.7%	13	1	92.9%	14	0	100.0%	15	0	100.0%	10	4	71.4%	14	0	100.0%	14	0	100.0%	13	1	92.9%	11	3	78.6%	7	6	53.8%	8	5	61.5%	6	7	46.2%
	8	DROPPED KERB	26.6																																								
		DOUBLE YELLOW LINE	92.7																																								
UNRESTRICTED	112.8	18	6	12	33.3%	10	8	55.6%	17	0	100.0%	17	1	94.4%	18	0	100.0%	15	3	83.3%	17	1	94.4%	16	2	88.9%	16	2	88.9%	15	3	83.3%	11	6	64.7%	7	10	41.2%	13	4	76.5%		
HAMPSTEAD LN	9	DOUBLE YELLOW LINE	52.8																																								
		UNRESTRICTED	169.6	28	15	15	50.0%	18	12	60.0%	29	1	96.7%	30	0	100.0%	27	3	90.0%	28	2	93.3%	29	1	96.7%	28	2	93.3%	29	0	100.0%	28	2	93.3%	23	7	76.7%	18	12	60.0%	20	10	66.7%
	10	DOUBLE YELLOW LINE	33.3																																								

NOTE : WEATHER WAS HOT AND SUNNY FOR THE DURATION OF THE SURVEY



Appendix C



PTAL output for Base Year 1b

46 Hampstead Ln, London N6 4LL, UK
Easting: 527084, Northing: 187652

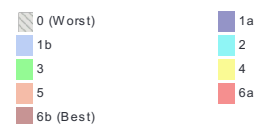
Grid Cell: 118715

Report generated: 14/06/2021

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

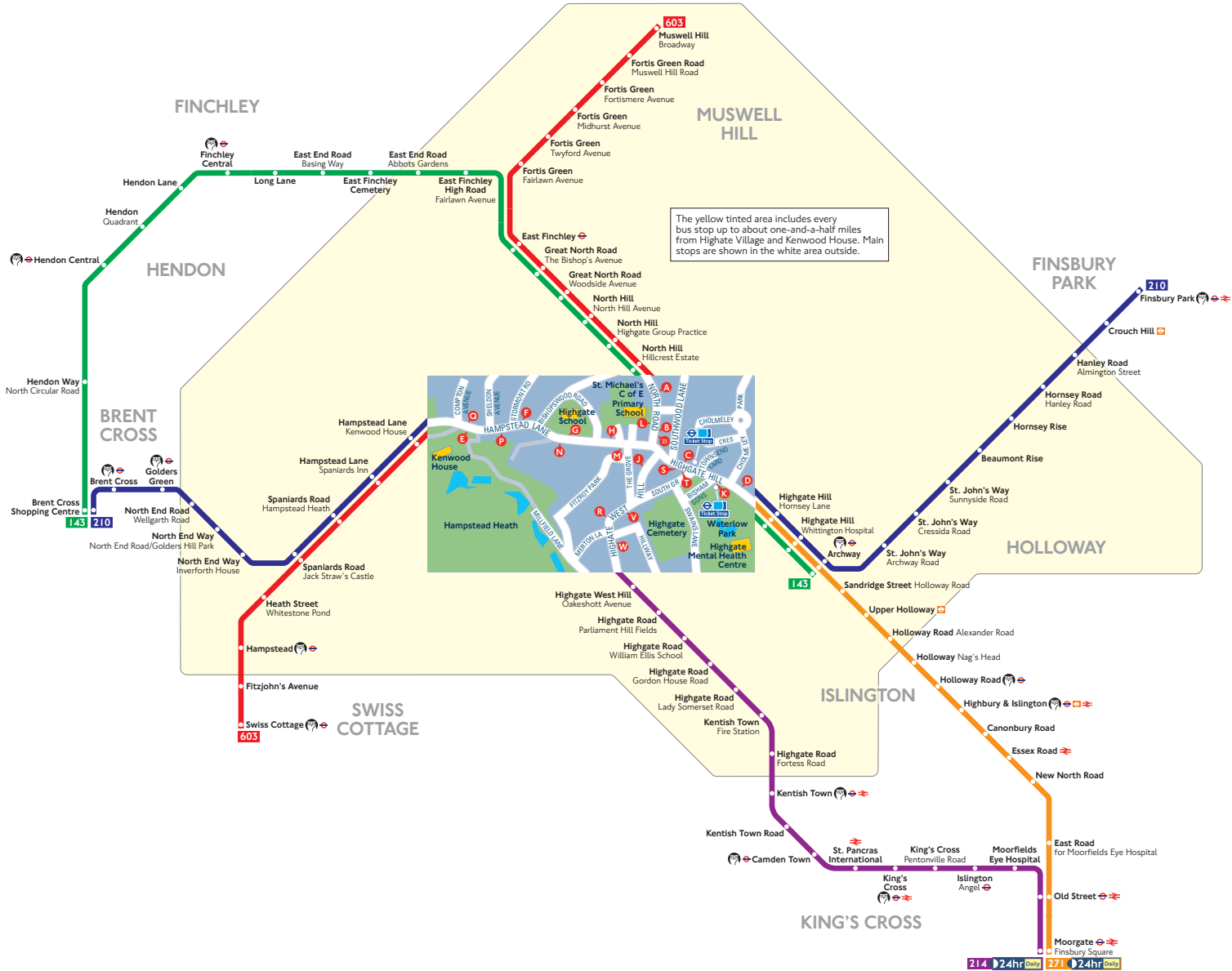
 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HAMPSTEAD LN COMPTON AVE	210	250.96	7.5	3.14	6	9.14	3.28	1	3.28
Total Grid Cell AI:										3.28

Appendix D

Buses from Highgate Village and Kenwood House



© Transport for London
Information correct from July 2018

Route finder

Bus route	Towards	Bus stops
143	Archway	A B C D
	Brent Cross	K L S
	Shopping Centre	
210	Brent Cross	E K M N P S
	Shopping Centre	
	Finsbury Park	C D F G H O
214 24hr Daily	Moorgate	V W Z
271 24hr Daily	Moorgate	D T
603	Muswell Hill ▼	F G H L O
	Swiss Cottage ▼	A B E M N P

Key

	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Tube station with 24-hour service Friday and Saturday nights
	Monday to Saturday peak journeys only

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Appendix E

Calculation Reference: AUDIT-358901-210209-0253

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : L - CARE HOME (SPECIFIC CONDITION)
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	HC HAMPSHIRE	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
17	ULSTER (NORTHERN IRELAND)	
	DE DERRY	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: Number of residents
 Actual Range: 34 to 62 (units:)
 Range Selected by User: 9 to 62 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 04/10/17

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:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days

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

Selected survey types:

Manual count	7 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	1

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:

Residential Zone	7
------------------	---

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.

Secondary Filtering selection:

Use Class:

C2

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

10,001 to 15,000

1 days

20,001 to 25,000

3 days

25,001 to 50,000

2 days

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

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

3 days

250,001 to 500,000

3 days

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

Car ownership within 5 miles:

0.5 or Less

1 days

0.6 to 1.0

4 days

1.1 to 1.5

2 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:

No

7 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:

No PTAL Present

6 days

3 Moderate

1 days

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

LIST OF SITES relevant to selection parameters

1	DE-05-L-01	CARE HOME		DERRY
	RACECOURSE ROAD			
	LONDONDERRY			
	SHANTALLOW			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: WEDNESDAY	20/06/12	Survey Type: MANUAL	
2	DS-05-L-02	CARE HOME		DERBYSHIRE
	DOUGLAS STREET			
	DERBY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:	43		
	Survey date: THURSDAY	25/06/15	Survey Type: MANUAL	
3	GM-05-L-01	CARE HOME		GREATER MANCHESTER
	LEA VIEW			
	OLDHAM			
	ROYTON			
	Edge of Town			
	Residential Zone			
	Total Number of residents:	41		
	Survey date: THURSDAY	22/10/15	Survey Type: MANUAL	
4	HC-05-L-01	CARE HOME		HAMPSHIRE
	BEACH ROAD			
	HAYLING ISLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	34		
	Survey date: MONDAY	23/11/15	Survey Type: MANUAL	
5	HO-05-L-01	CARE HOME		HOUNSLOW
	ST JOHNS ROAD			
	ISLEWORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	62		
	Survey date: TUESDAY	15/05/12	Survey Type: MANUAL	
6	LN-05-L-01	CARE HOME		LINCOLNSHIRE
	ALTHAM TERRACE			
	LINCOLN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	48		
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL	
7	WY-05-L-01	CARE HOME		WEST YORKSHIRE
	NORTH PARK ROAD			
	BRADFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:	40		
	Survey date: THURSDAY	13/12/12	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/L - CARE HOME (SPECIFIC CONDITION)
 TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	1	41	0.073	1	41	0.024	1	41	0.097
07:00 - 08:00	7	44	0.119	7	44	0.045	7	44	0.164
08:00 - 09:00	7	44	0.077	7	44	0.035	7	44	0.112
09:00 - 10:00	7	44	0.084	7	44	0.035	7	44	0.119
10:00 - 11:00	7	44	0.064	7	44	0.035	7	44	0.099
11:00 - 12:00	7	44	0.061	7	44	0.071	7	44	0.132
12:00 - 13:00	7	44	0.051	7	44	0.080	7	44	0.131
13:00 - 14:00	7	44	0.122	7	44	0.071	7	44	0.193
14:00 - 15:00	7	44	0.087	7	44	0.129	7	44	0.216
15:00 - 16:00	7	44	0.087	7	44	0.135	7	44	0.222
16:00 - 17:00	7	44	0.048	7	44	0.090	7	44	0.138
17:00 - 18:00	7	44	0.026	7	44	0.064	7	44	0.090
18:00 - 19:00	7	44	0.064	7	44	0.055	7	44	0.119
19:00 - 20:00	7	44	0.048	7	44	0.058	7	44	0.106
20:00 - 21:00	7	44	0.032	7	44	0.061	7	44	0.093
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.043			0.988			2.031

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.

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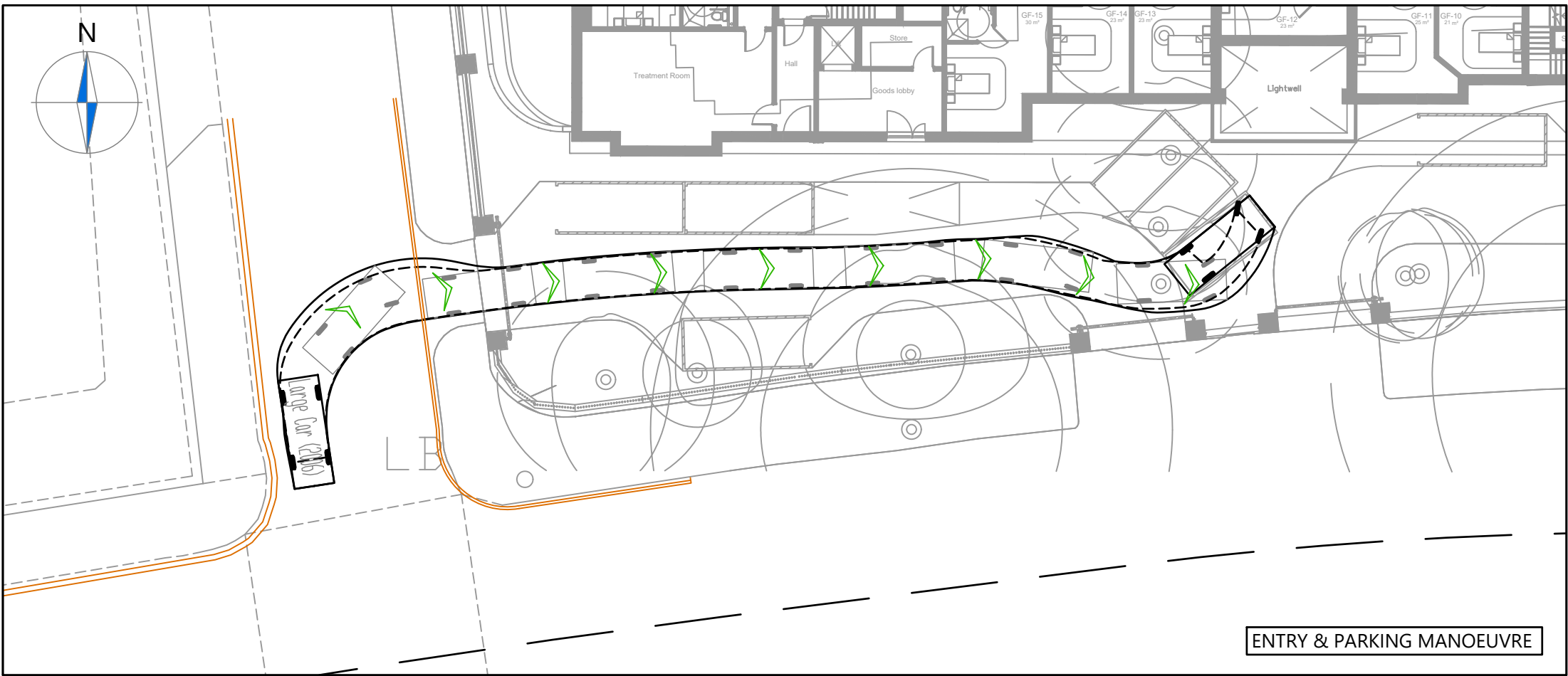
The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

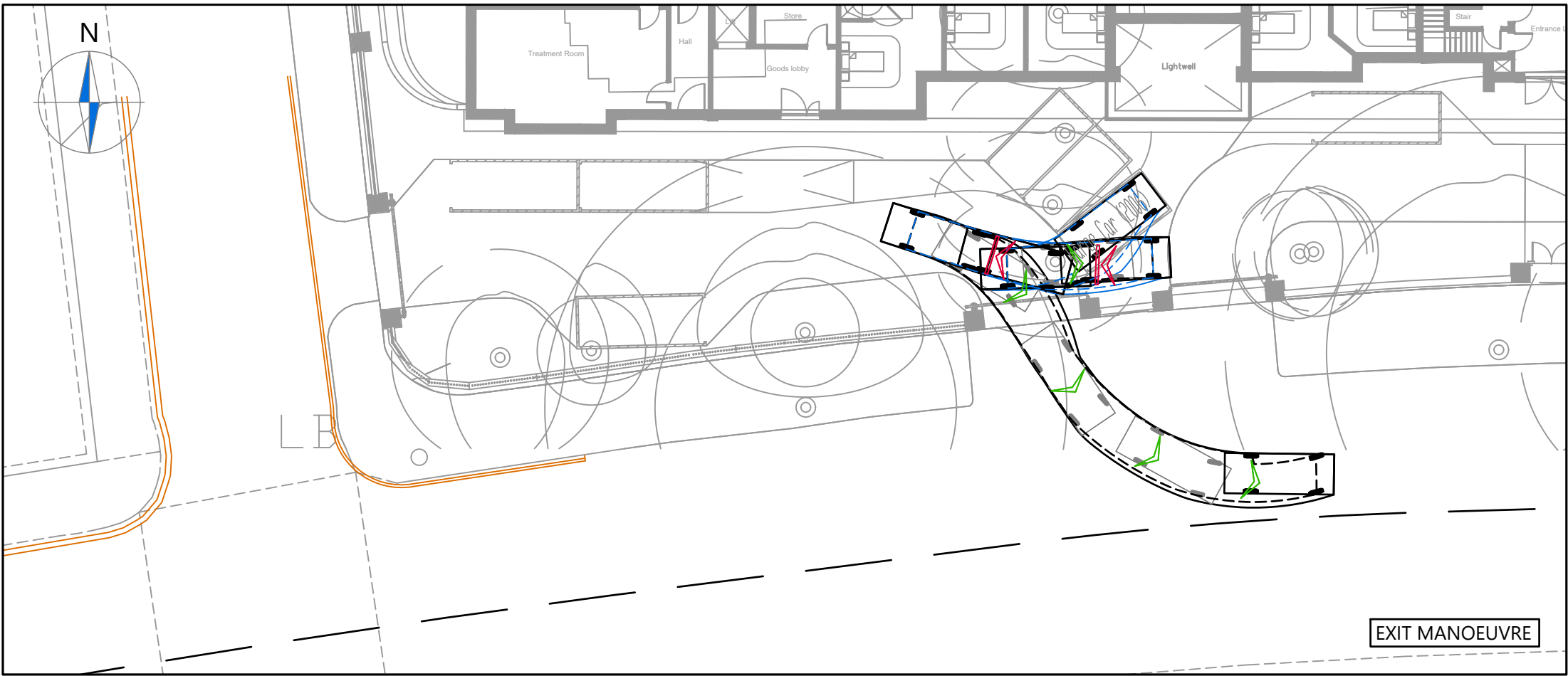
Trip rate parameter range selected:	34 - 62 (units:)
Survey date range:	01/01/12 - 04/10/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix F



ENTRY & PARKING MANOEUVRE

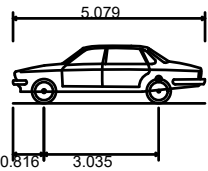


EXIT MANOEUVRE

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
C	Revised scheme plan & swept paths.	HE	JT	30.06.2021
B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
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Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built

Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using a
5m Large Car

Scale:

1:250

Size:

A3

Drawn by:

HE

Checked by:

JT

Date:

09.06.2021

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Transport Planning & Highway Design

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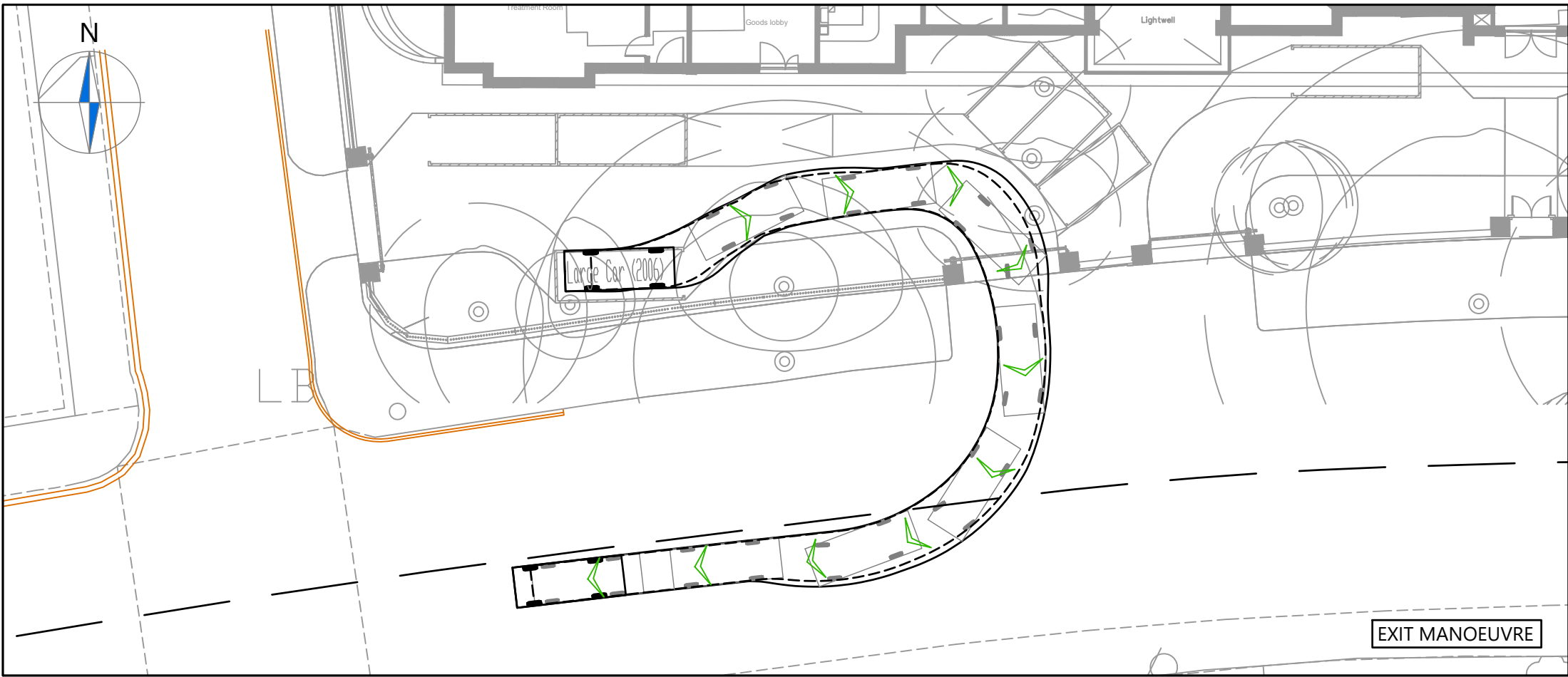
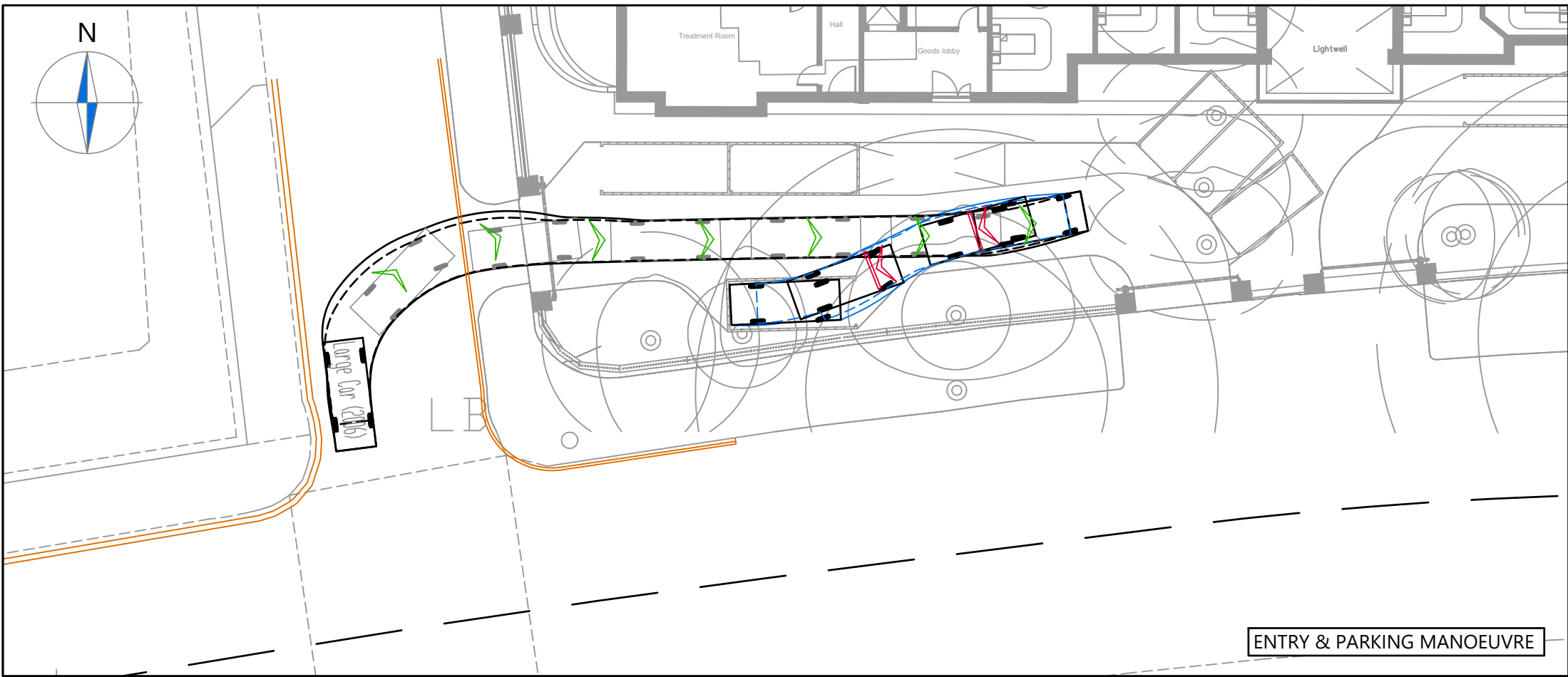
Scheme Ref: Drawing No: Sheet : Rev:

CA4524

TR001

1 of 11

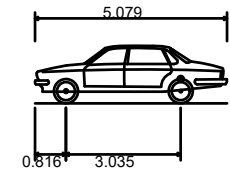
E



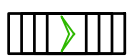
NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
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IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
C	Revised scheme plan & swept paths.	HE	JT	30.06.2021
B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:							
☐ Preliminary		☐ For Approval		☐ For Construction			
☒ For Information		☐ For Tender		☐ As Built			

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

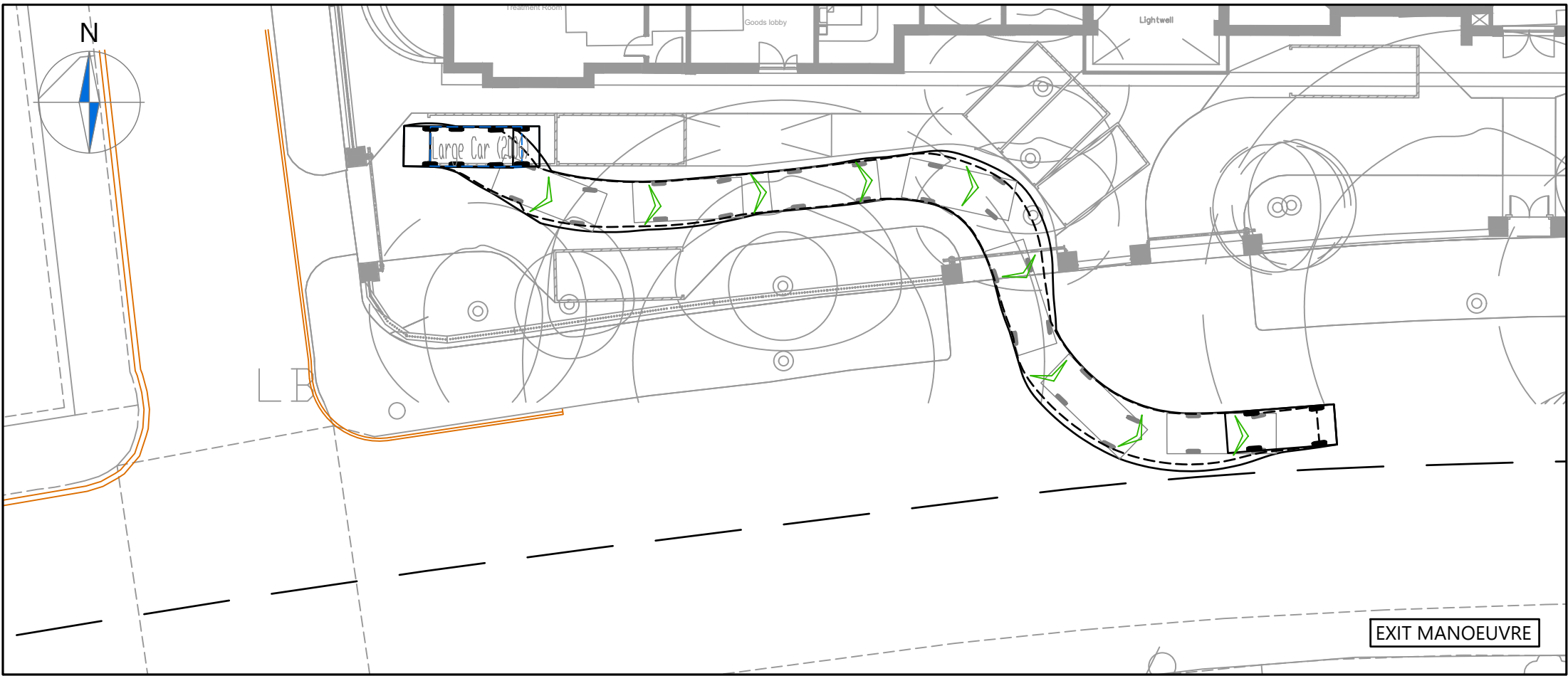
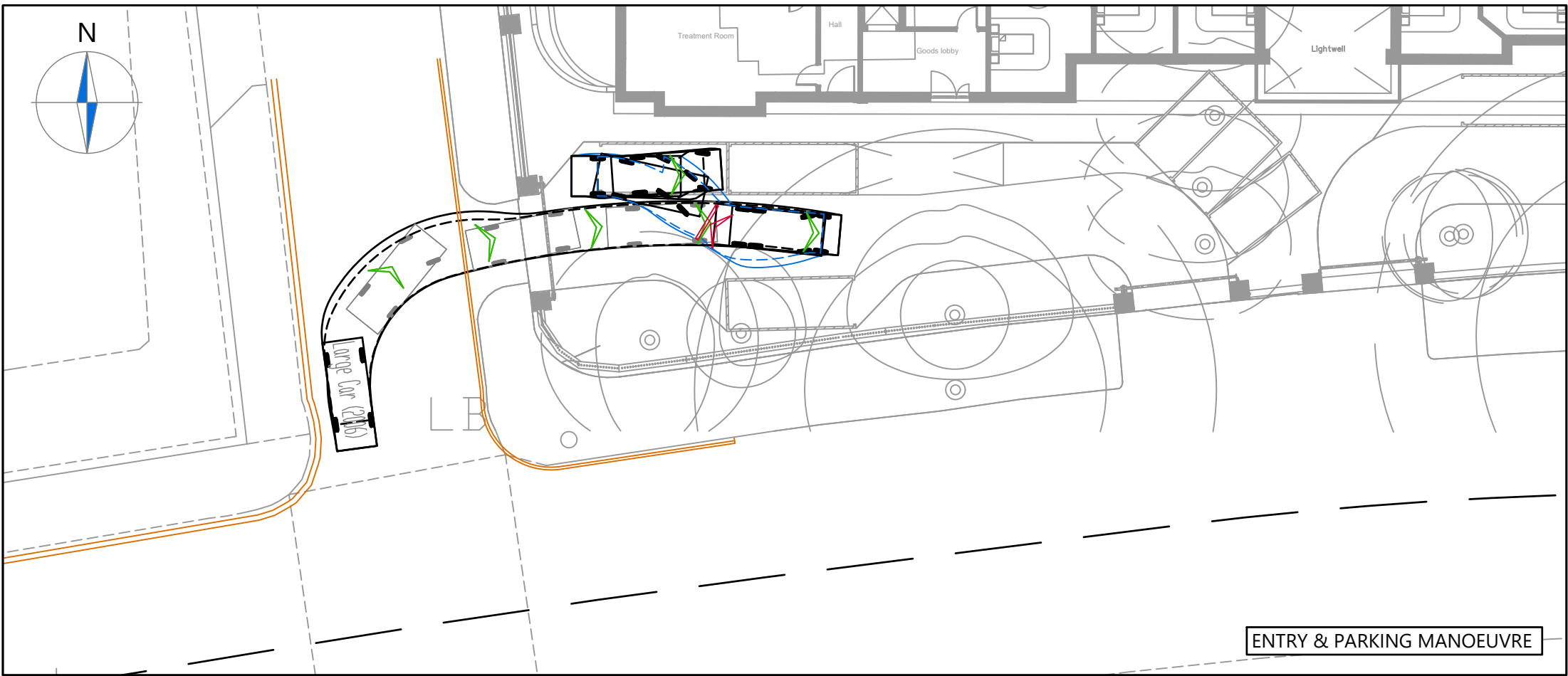
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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Transport Planning & Highway Design
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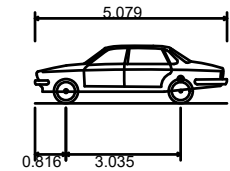
Scheme Ref: CA4524	Drawing No: TR001	Sheet: 2 of 11	Rev: E
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NOTES

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2. This drawing to be read & printed in colour.
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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
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Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
C	Revised scheme plan & swept paths.	HE	JT	30.06.2021
B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status:	☐ Preliminary	☐ For Approval	☐ For Construction
	☒ For Information	☐ For Tender	☐ As Built

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

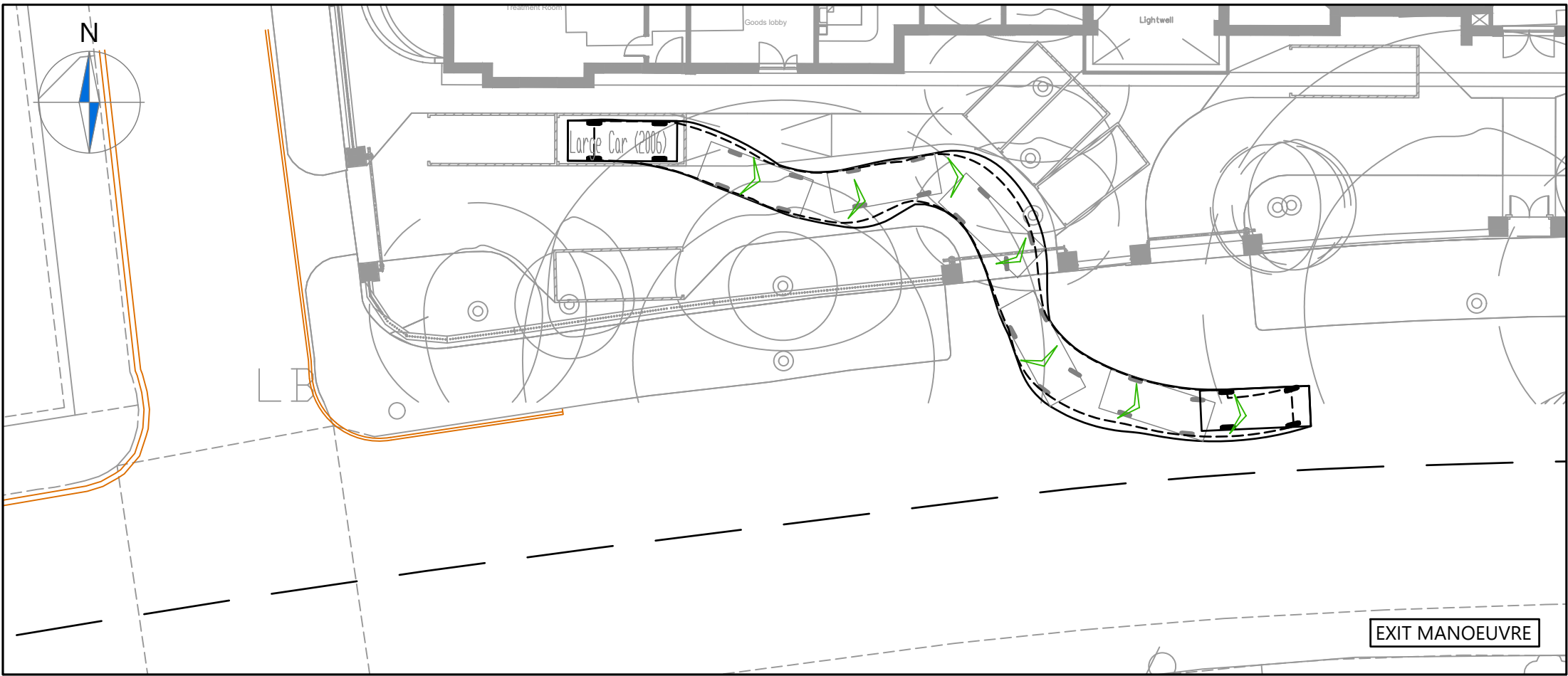
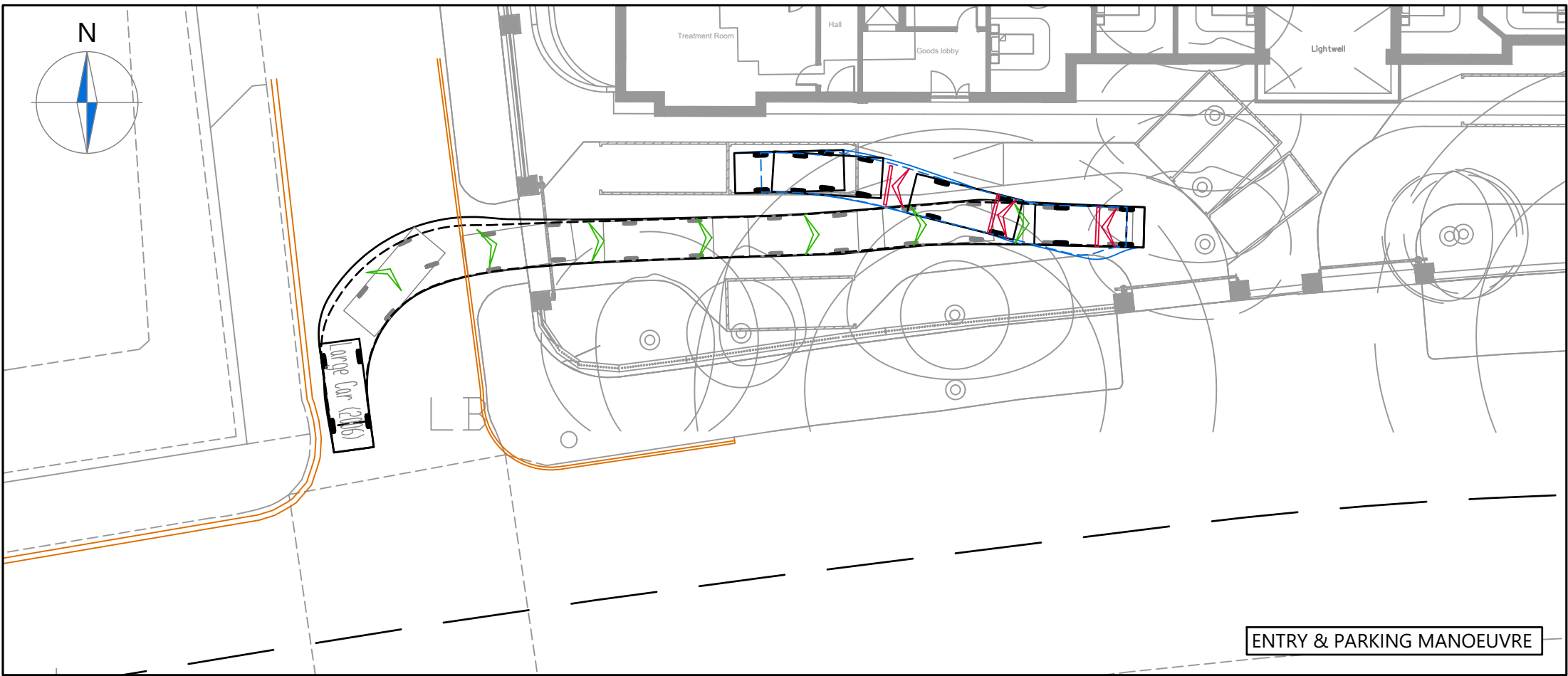
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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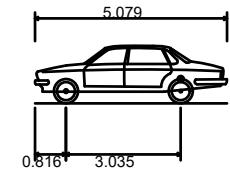
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CA4524	TR001	3 of 11	E



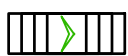
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LARGE CAR



Overall Length	5.079m
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Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
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B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:							
☐	Preliminary	☐	For Approval	☐	For Construction		
☒	For Information	☐	For Tender	☐	As Built		

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

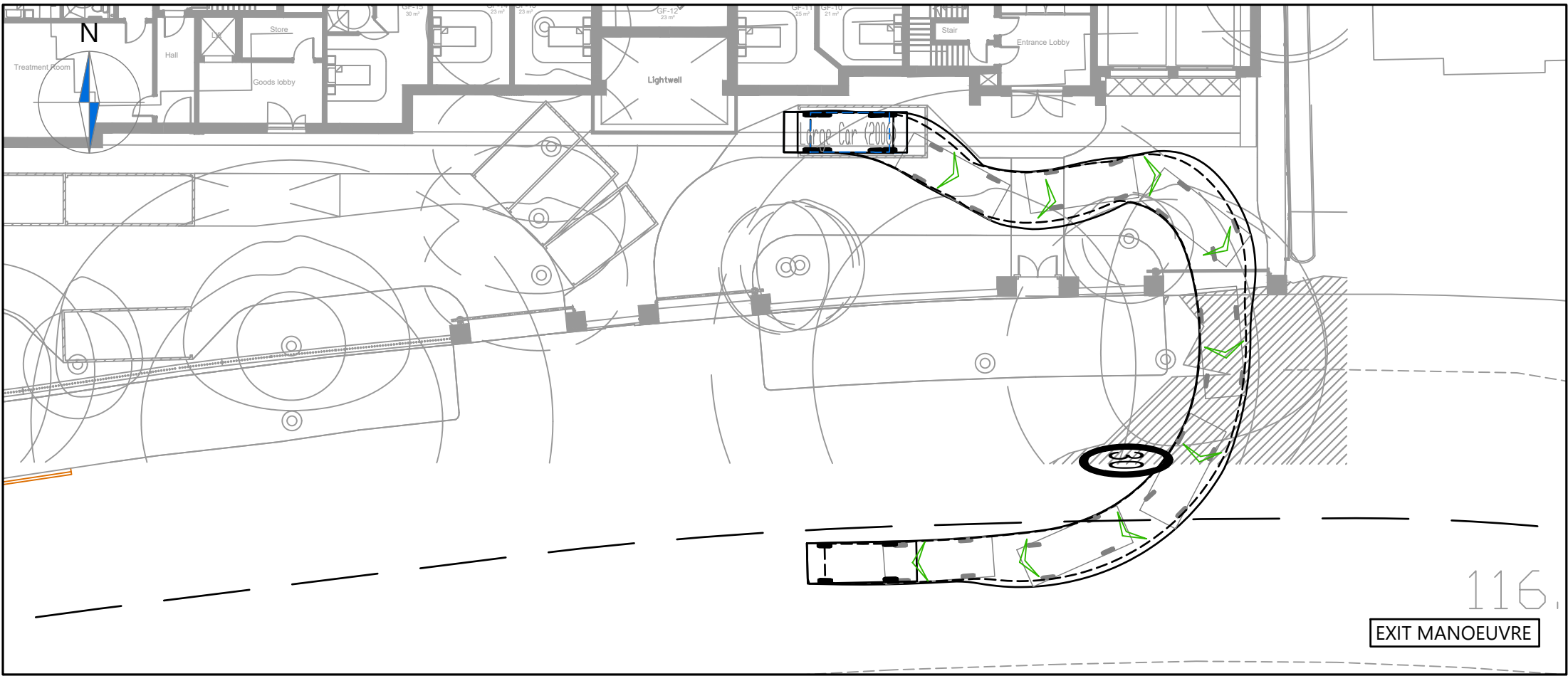
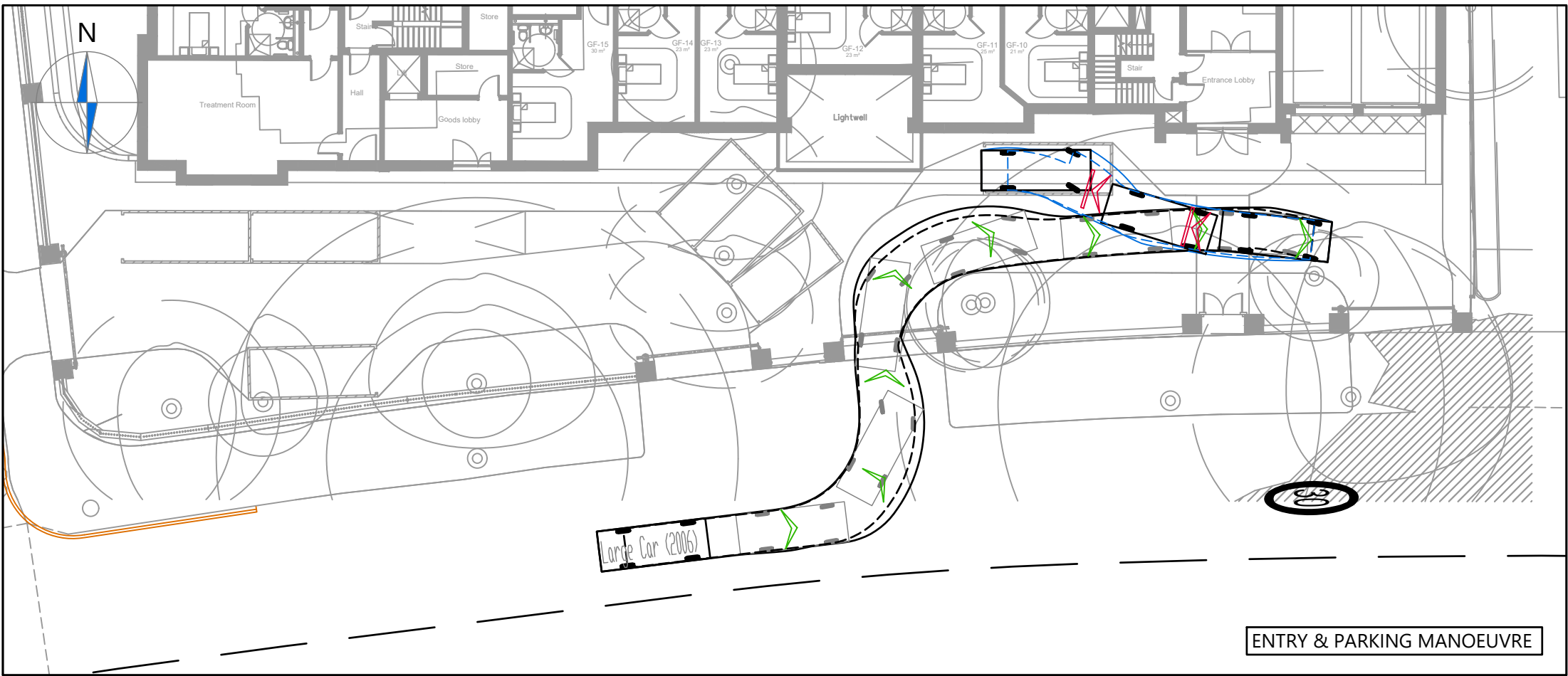
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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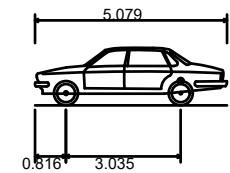
Scheme Ref: CA4524	Drawing No: TR001	Sheet: 4 of 11	Rev: E
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NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
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FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
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B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built				

Client:
Harrison Varma Joinery Ltd

Project:
44-46 Hampstead Lane

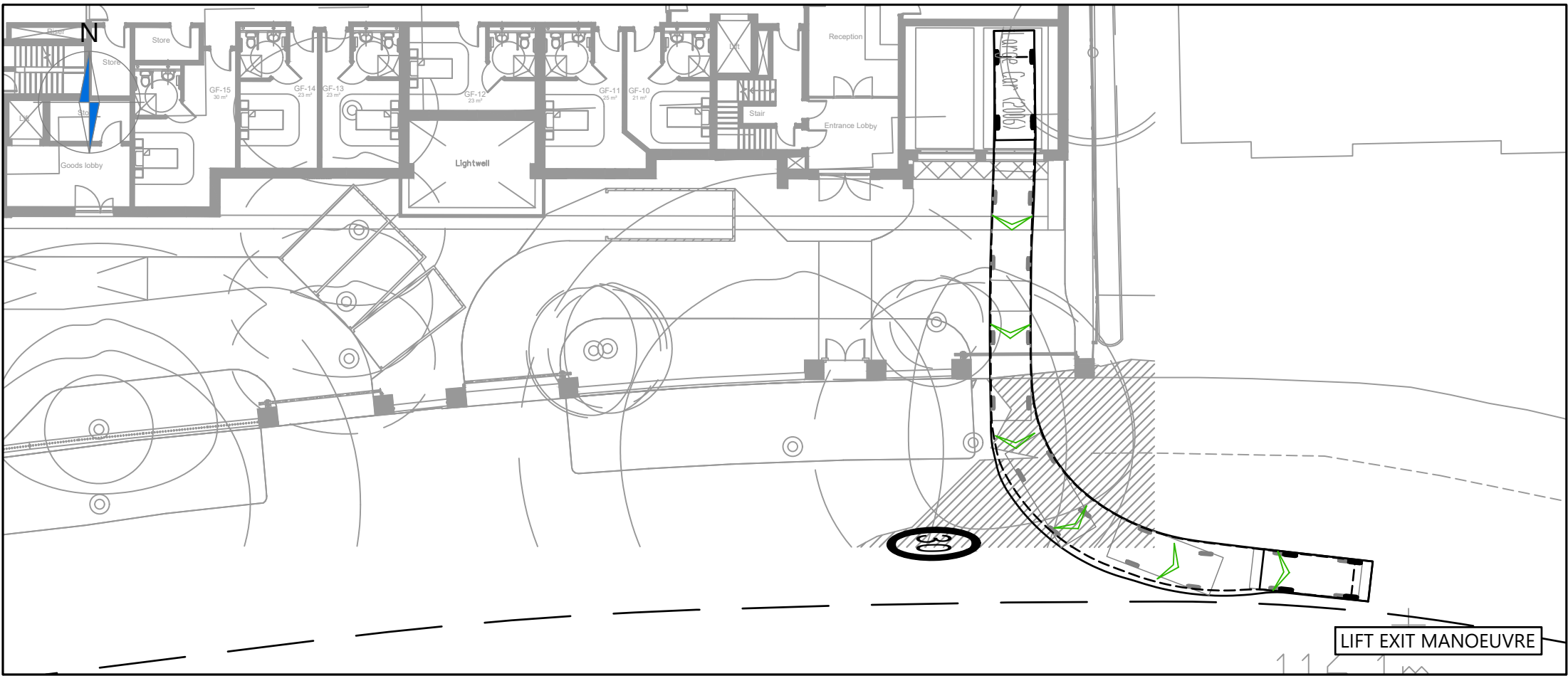
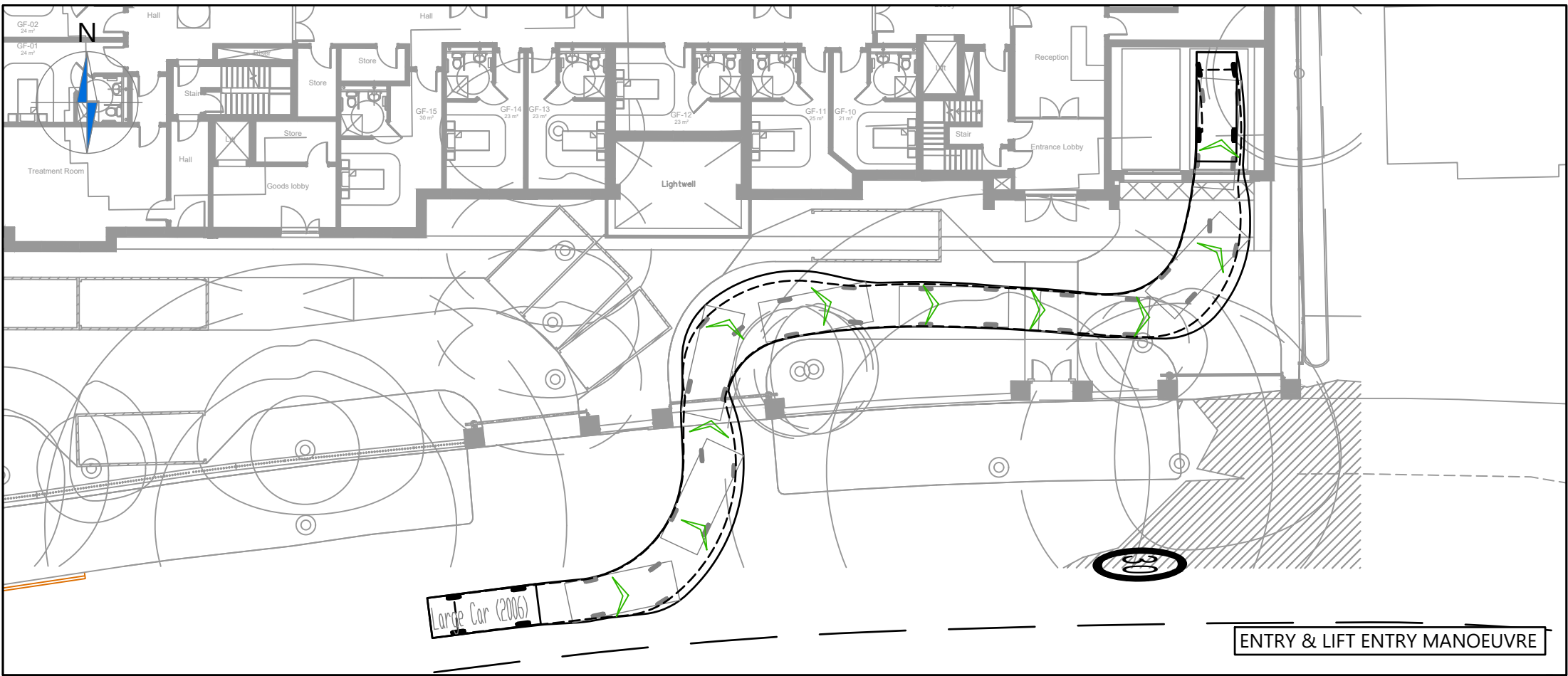
Drawing Title:
Swept Path Analysis using a 5m Large Car

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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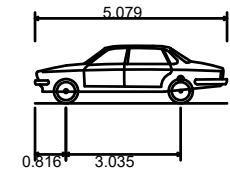
Scheme Ref: CA4524 Drawing No: TR001 Sheet: 5 of 11 Rev: E



NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
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Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
C	Revised scheme plan & swept paths.	HE	JT	30.06.2021
B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built						

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

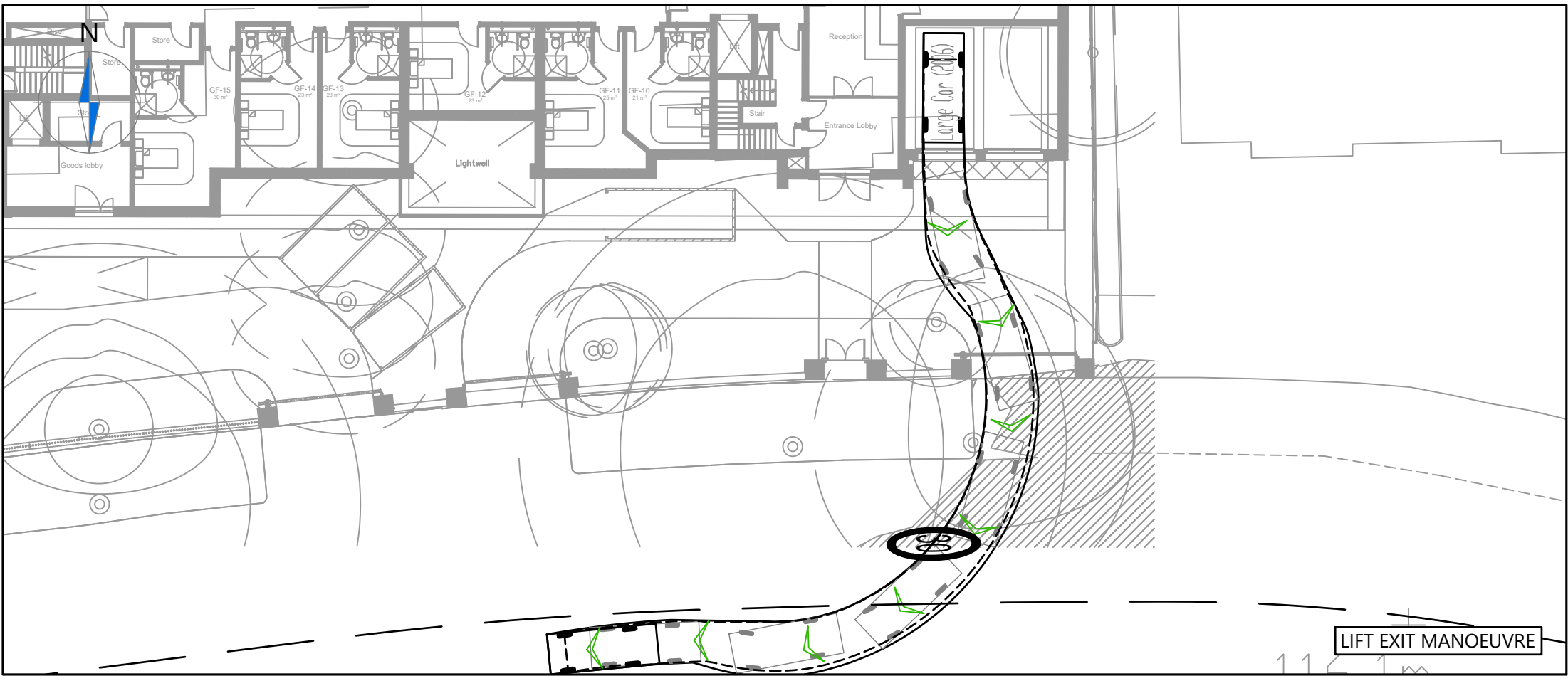
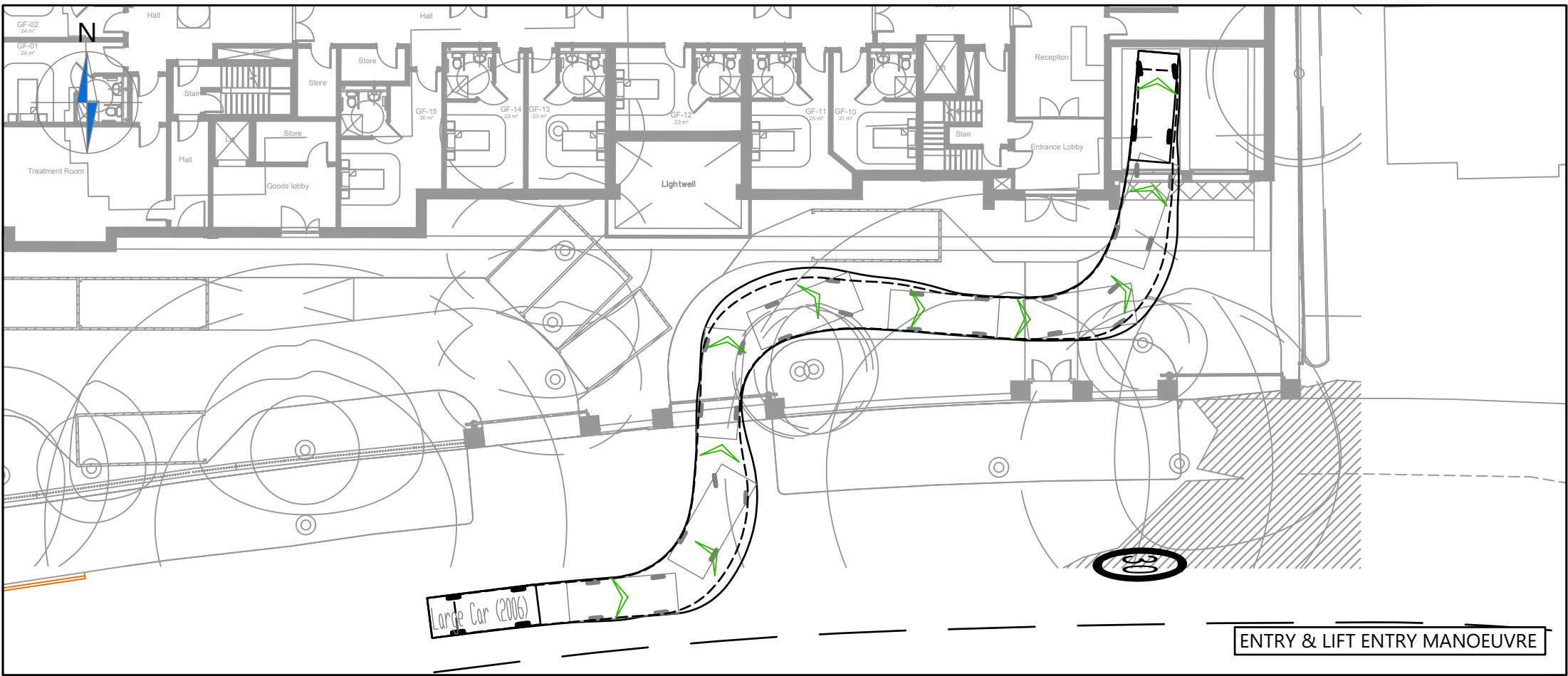
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

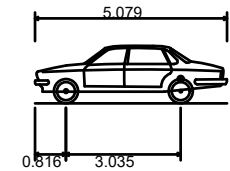
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	TR001	6 of 11	E



NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
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Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
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B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built						

Client:
Harrison Varma Joinery Ltd

Project:
44-46 Hampstead Lane

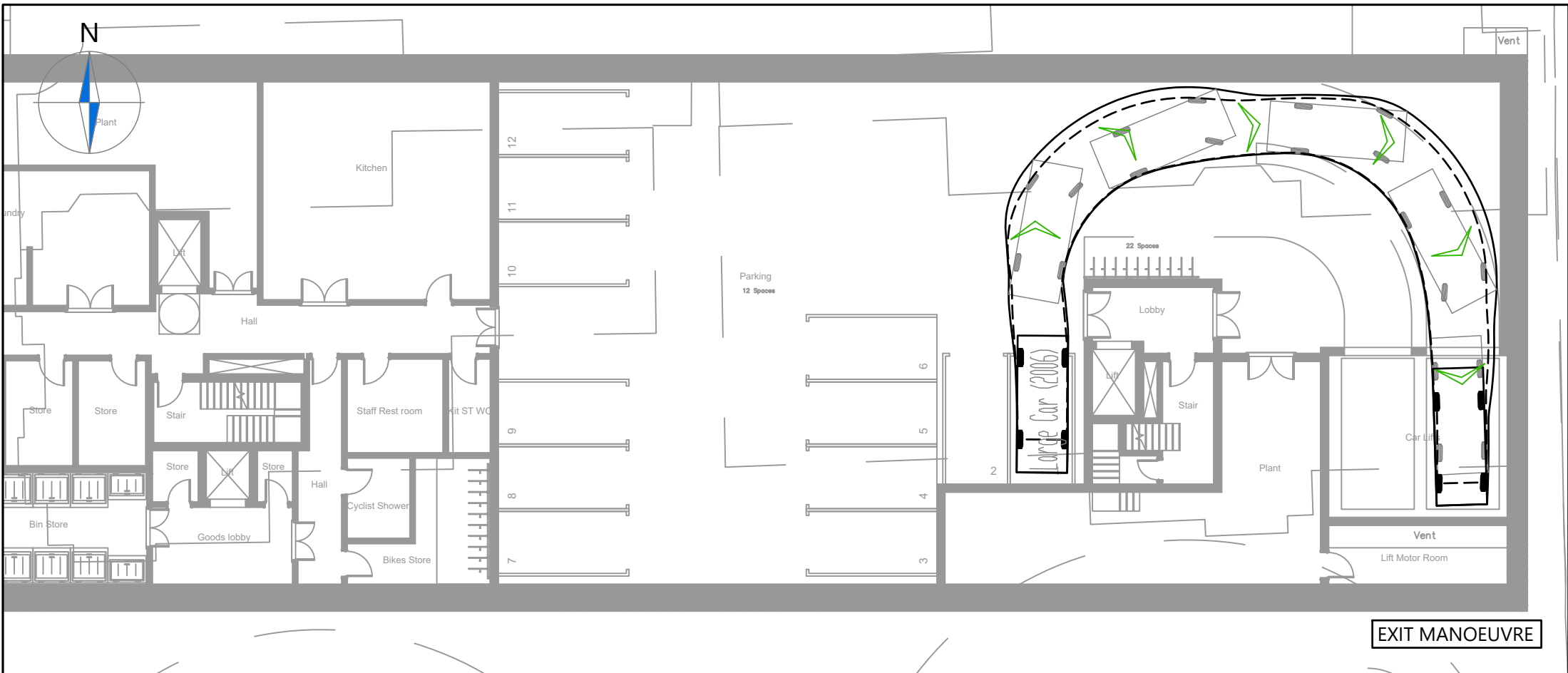
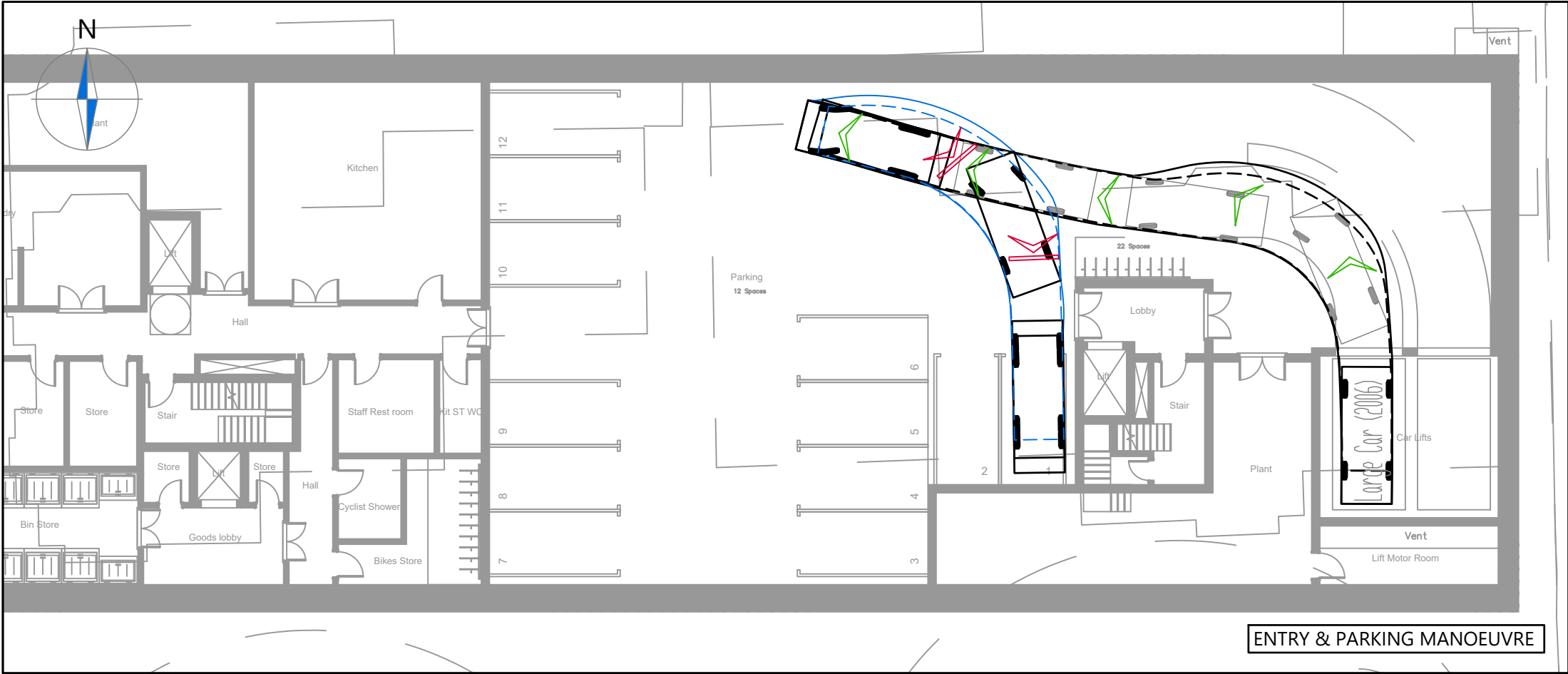
Drawing Title:
**Swept Path Analysis using a
5m Large Car**

Scale: **1:250** Size: **A3**

Drawn by: **HE** Checked by: **JT** Date: **09.06.2021**

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

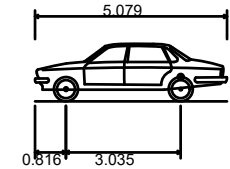
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	TR001	7 of 11	E



NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
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FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

D	Revised scheme plan & swept paths.	COS	JT	14.07.2022
C	Revised scheme plan & swept paths.	HE	JT	11.08.2021
B	Revised scheme plan & swept paths.	HE	JT	30.06.2021
A	Revised scheme plan & swept paths.	HE	JT	29.06.2021

Rev	Details	Drawn	Checked	Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

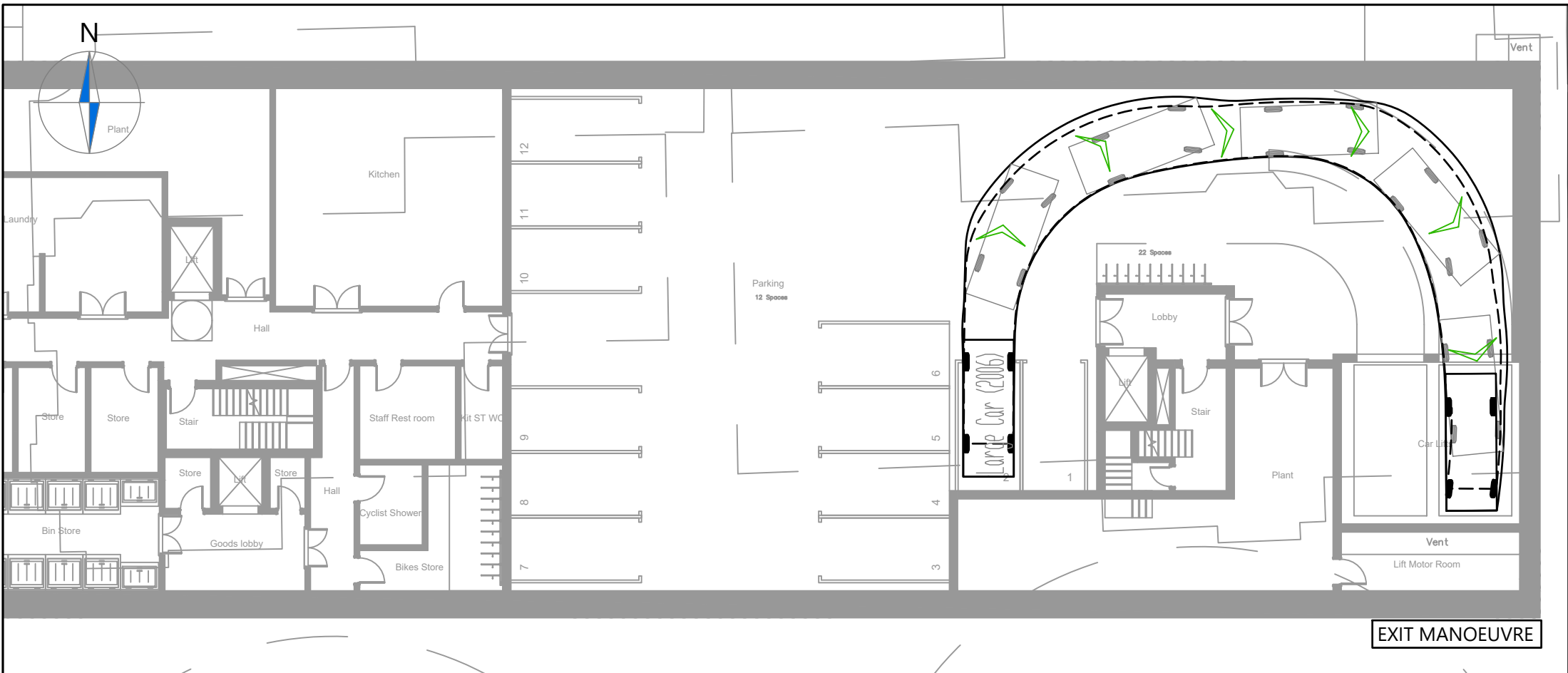
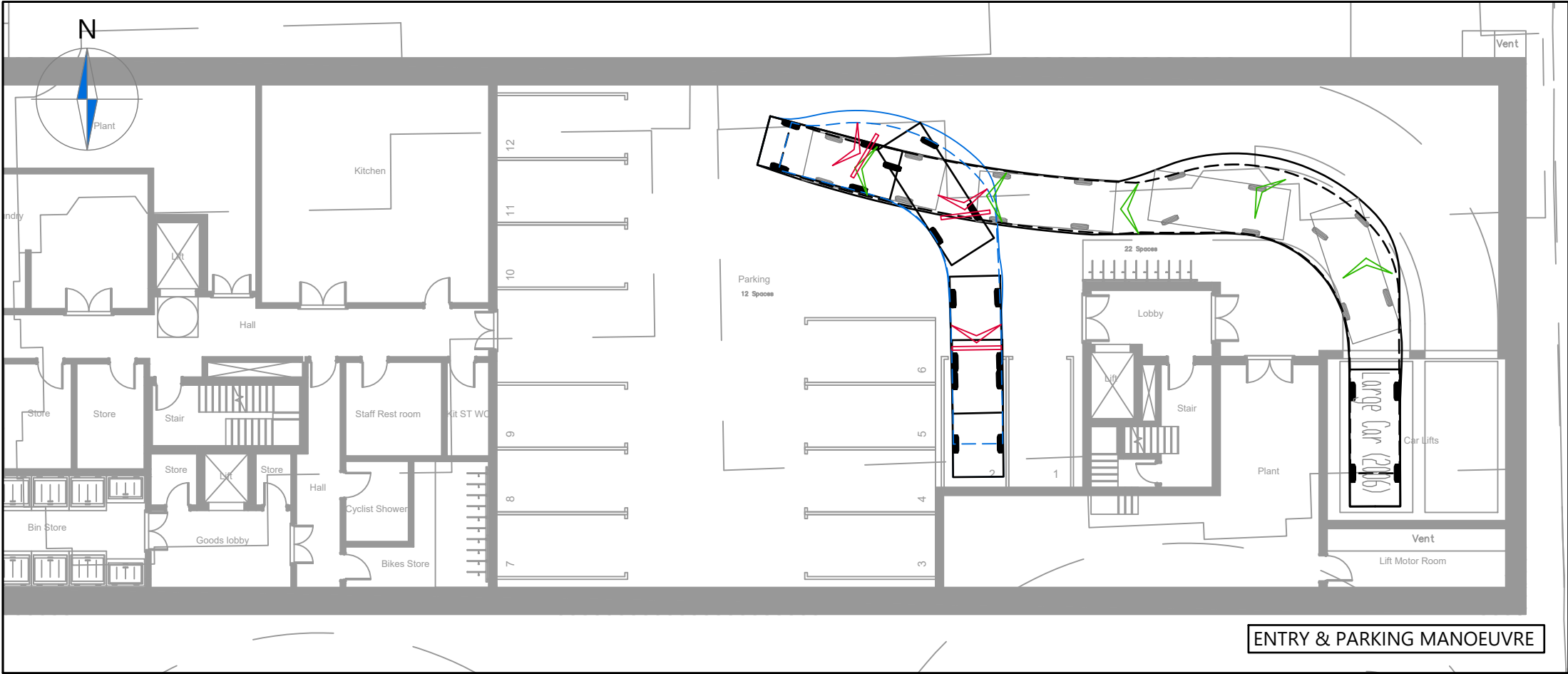
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:200 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

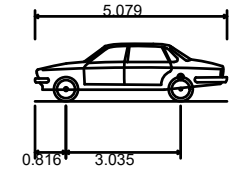
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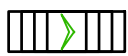
NOTES

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LARGE CAR



Overall Length	5.079m
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IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

D	Revised scheme plan & swept paths.	COS	JT	14.07.2022
C	Revised scheme plan & swept paths.	HE	JT	11.08.2021
B	Revised scheme plan & swept paths.	HE	JT	30.06.2021
A	Revised scheme plan & swept paths.	HE	JT	29.06.2021

Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary ☐ For Approval ☐ For Construction			
	☒ For Information ☐ For Tender ☐ As Built			

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

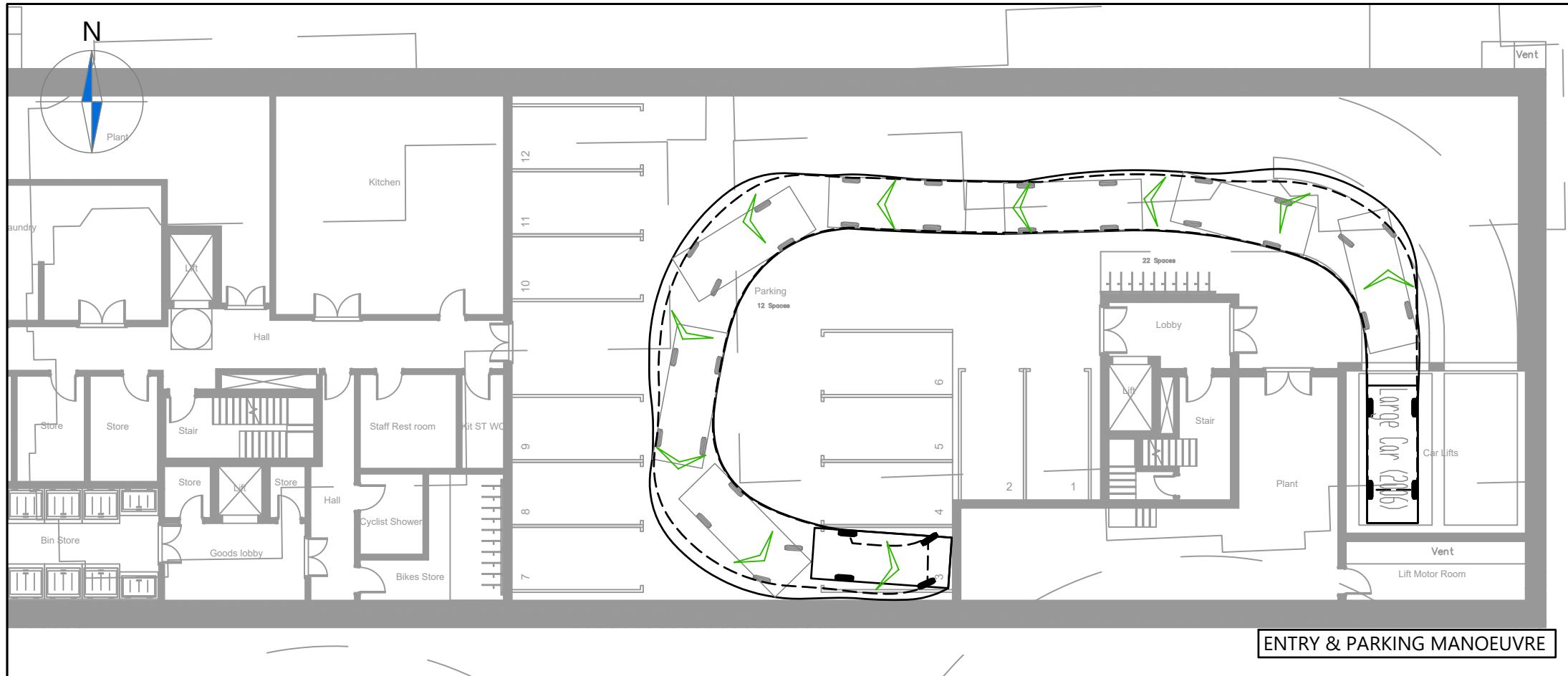
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:200 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

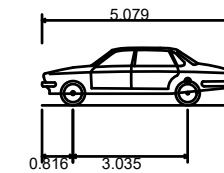
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	TR002	2 of 8	D



NOTES

1. Do not scale from this drawing.
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3. This drawing is for illustrative purposes only.

LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

D	Revised scheme plan & swept paths.	COS	JT	14.07.2022
C	Revised scheme plan & swept paths.	HE	JT	11.08.2021
B	Revised scheme plan & swept paths.	HE	JT	30.06.2021
A	Revised scheme plan & swept paths.	HE	JT	29.06.2021

Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built			

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

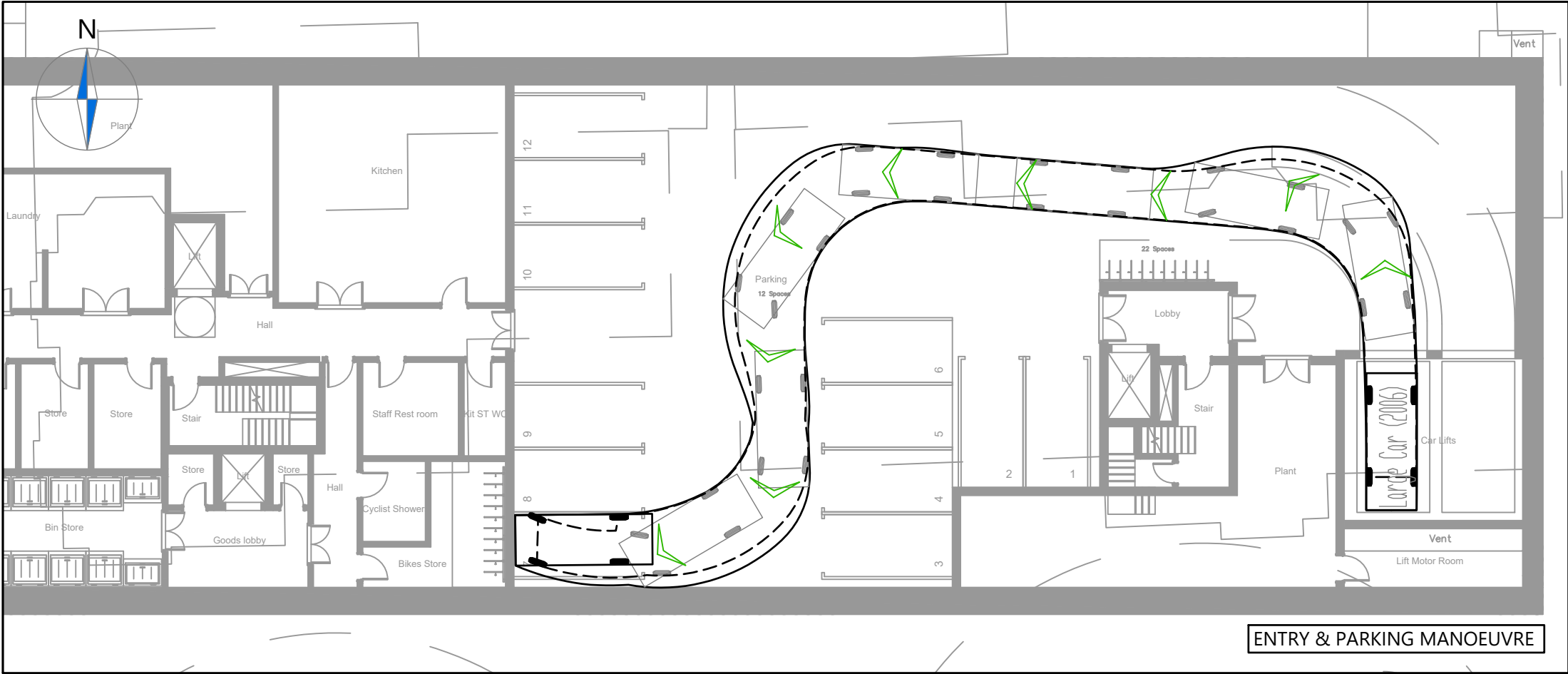
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Scale: 1:200 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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Scheme Ref: CA4524 Drawing No: TR002 Sheet: 3 of 8 Rev: D



ENTRY & PARKING MANOEUVRE

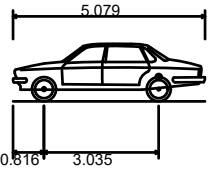


EXIT MANOEUVRE

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LARGE CAR



Overall Length	5.079m
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Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built						

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

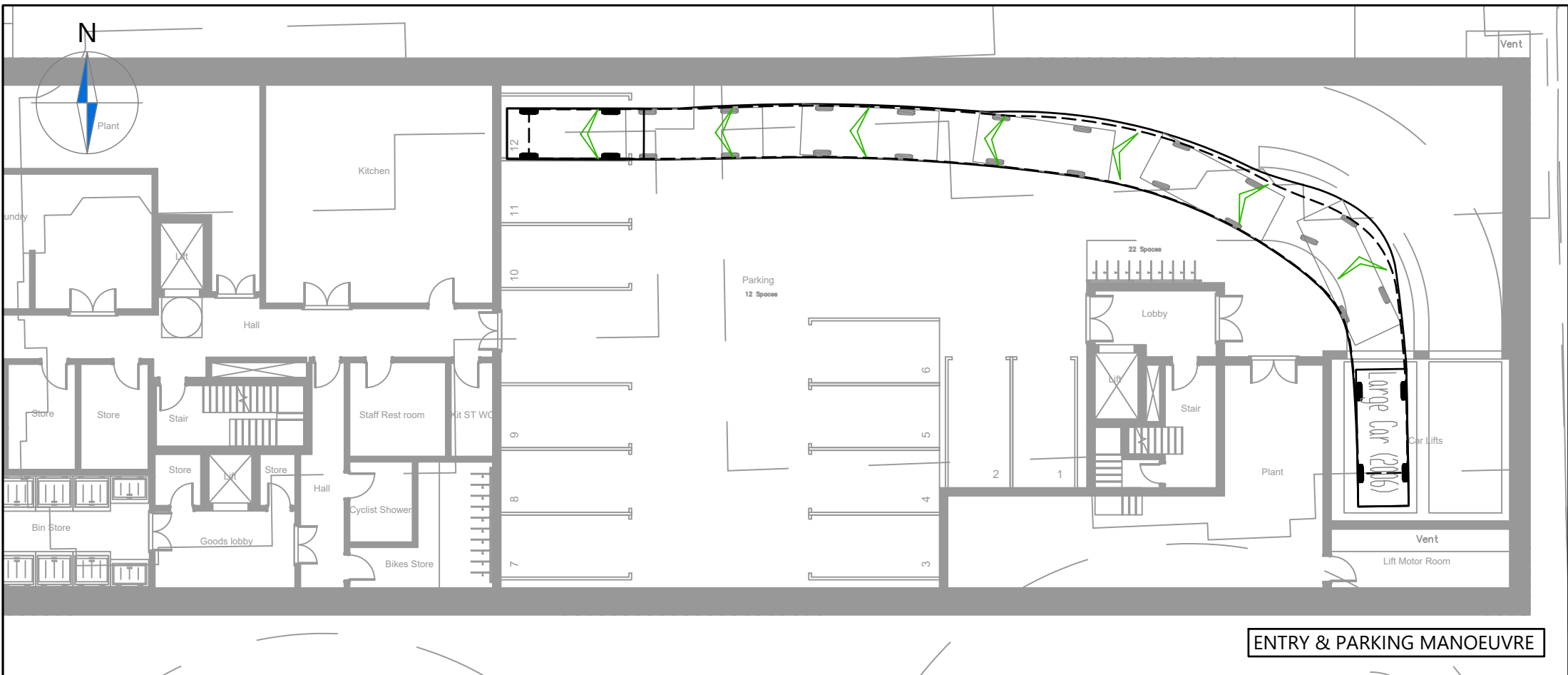
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:200 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

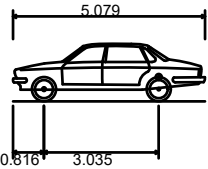
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	TR002	4 of 8	D



NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
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Kerb to Kerb Turning Radius	5.900m

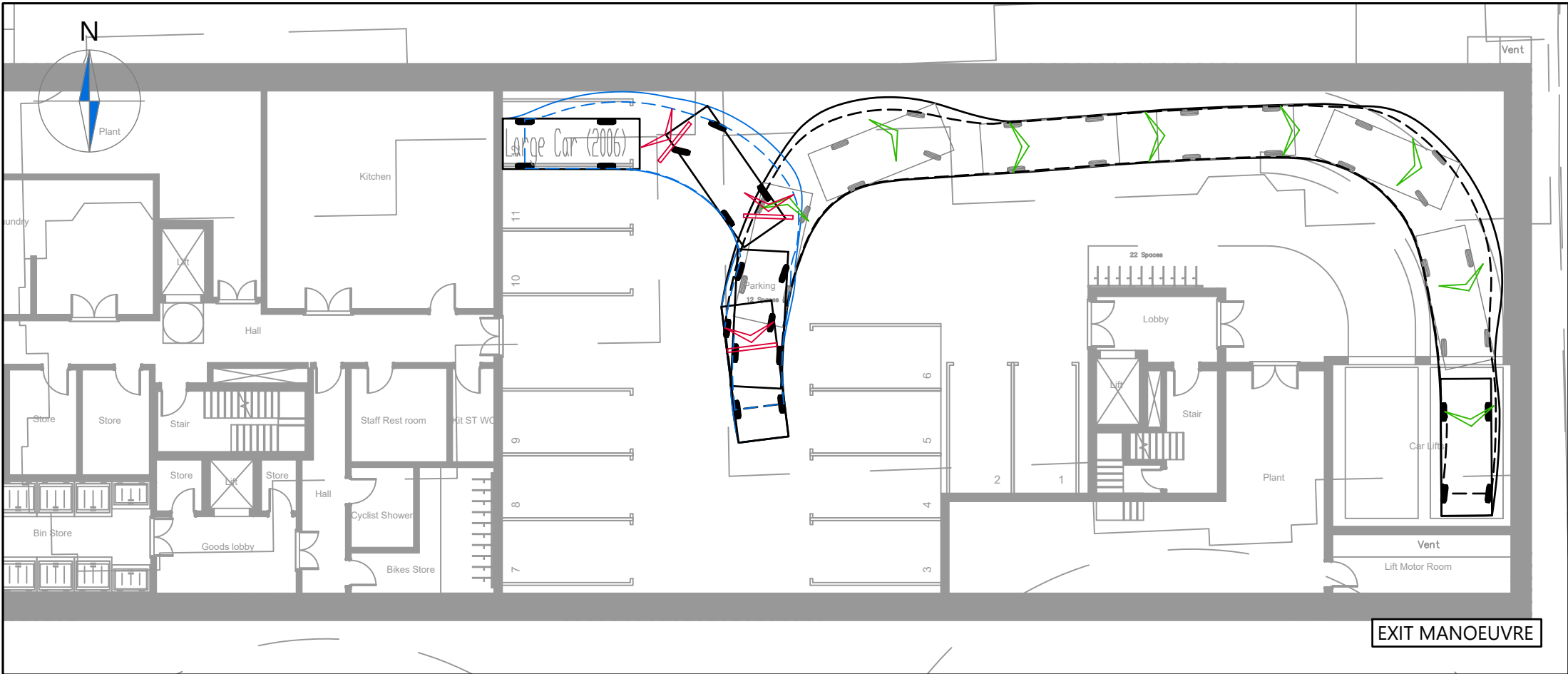
FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)

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D	Revised scheme plan & swept paths.	COS	JT	14.07.2022
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Rev Details REVISION HISTORY Drawn Checked Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built



Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

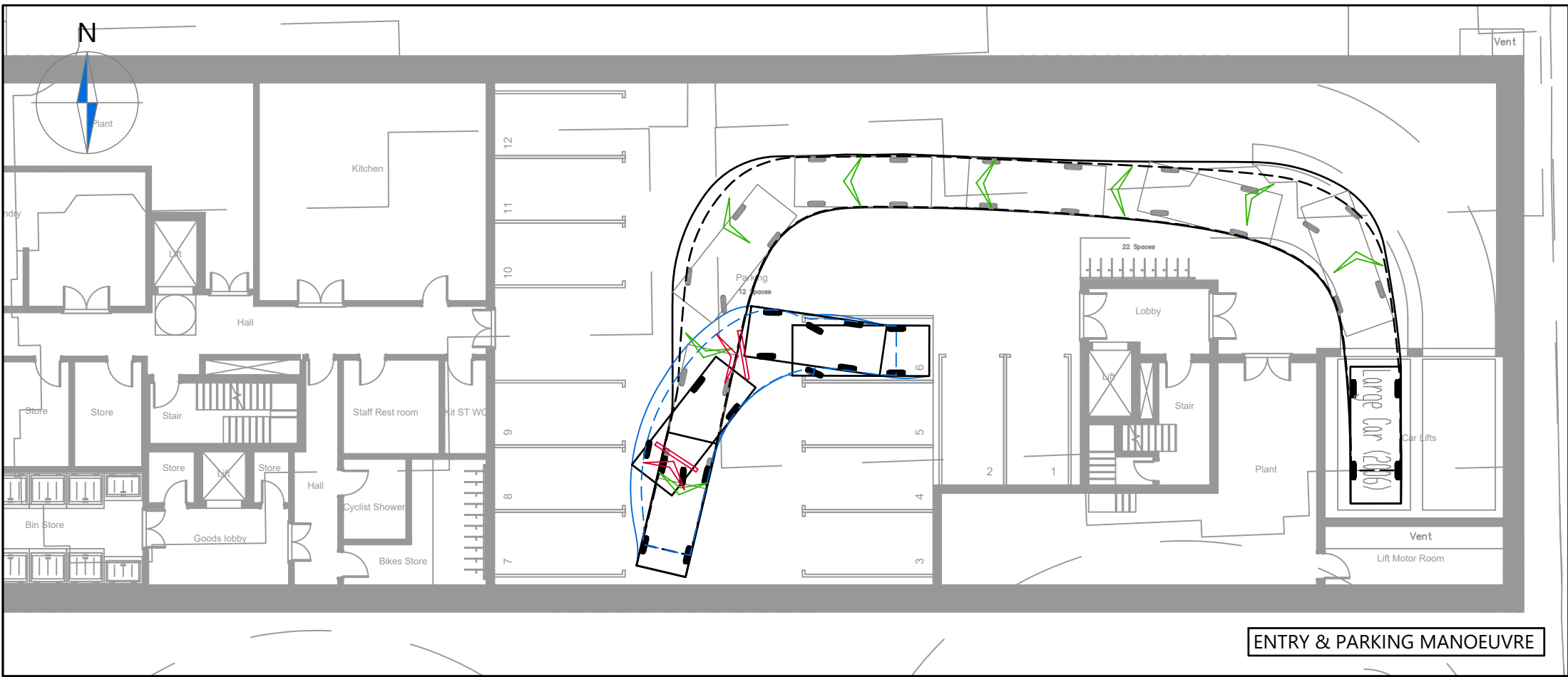
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:200 Size: A3

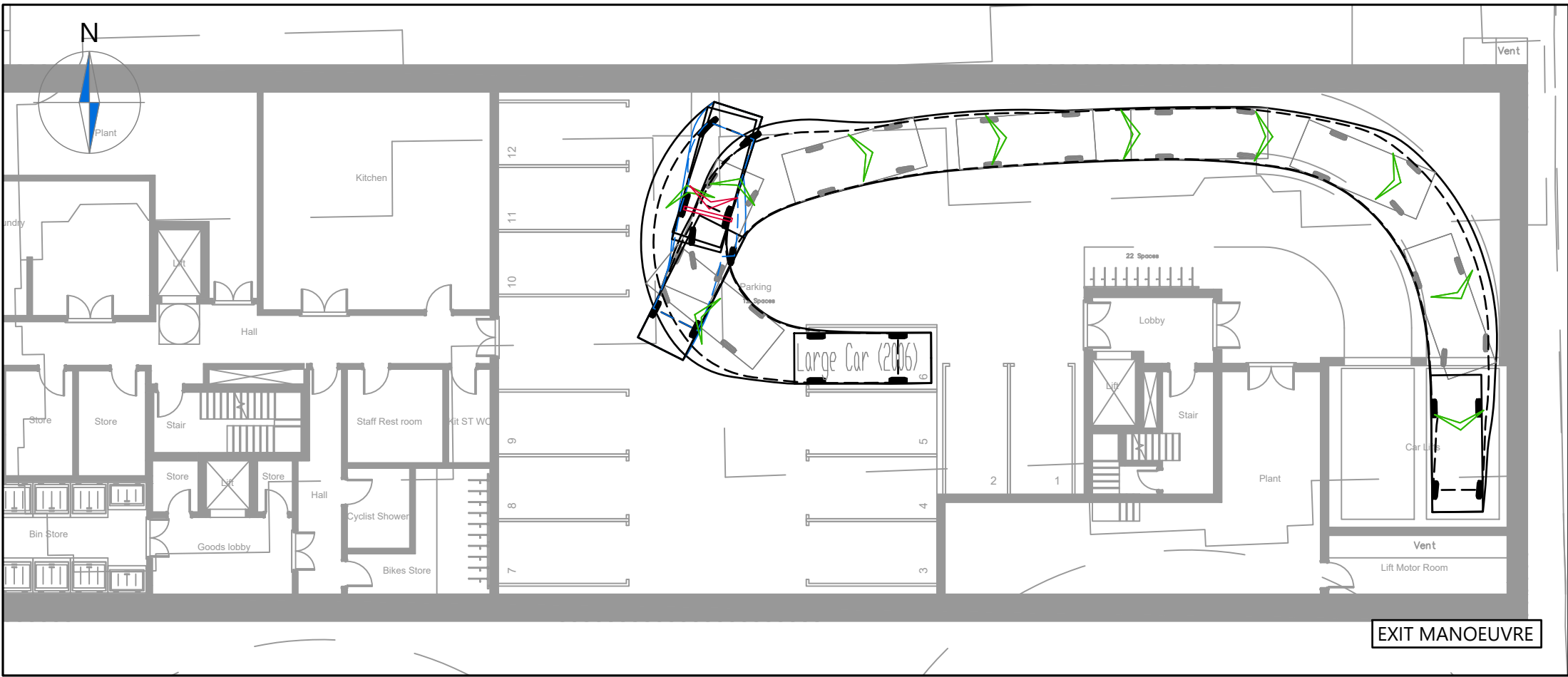
Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	TR002	5 of 8	D



ENTRY & PARKING MANOEUVRE

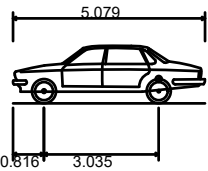


EXIT MANOEUVRE

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LARGE CAR



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Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	☐ Preliminary ☒ For Information ☐ For Approval ☐ For Tender ☐ For Construction ☐ As Built						

Client:
Harrison Varma Joinery Ltd

Project:
44-46 Hampstead Lane

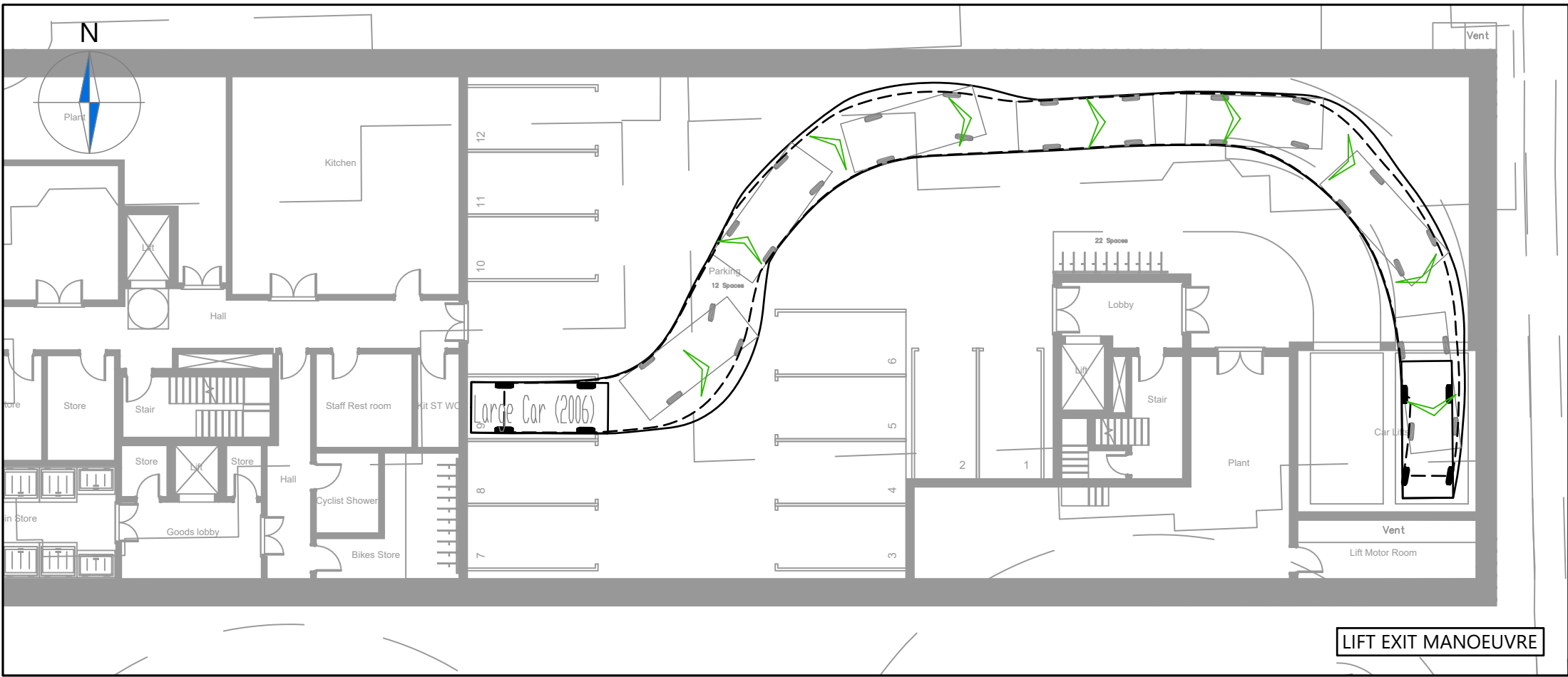
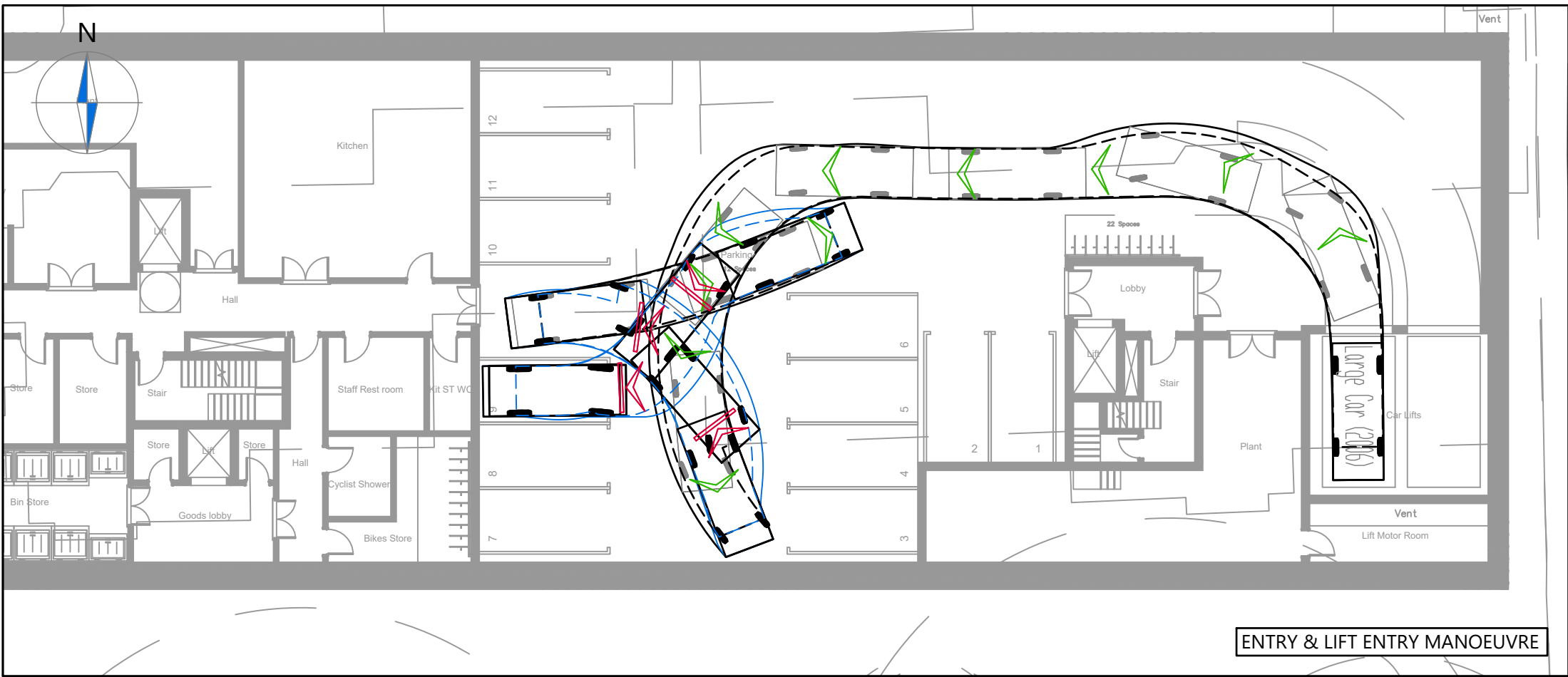
Drawing Title:
**Swept Path Analysis using a
5m Large Car**

Scale: **1:250** Size: **A3**

Drawn by: **HE** Checked by: **JT** Date: **09.06.2021**

CANEPARO ASSOCIATES
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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

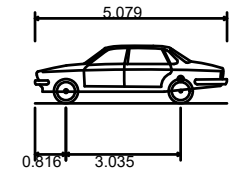
Scheme Ref: CA4524	Drawing No: TR002	Sheet : 6 of 8	Rev: D
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NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m



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Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built						

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

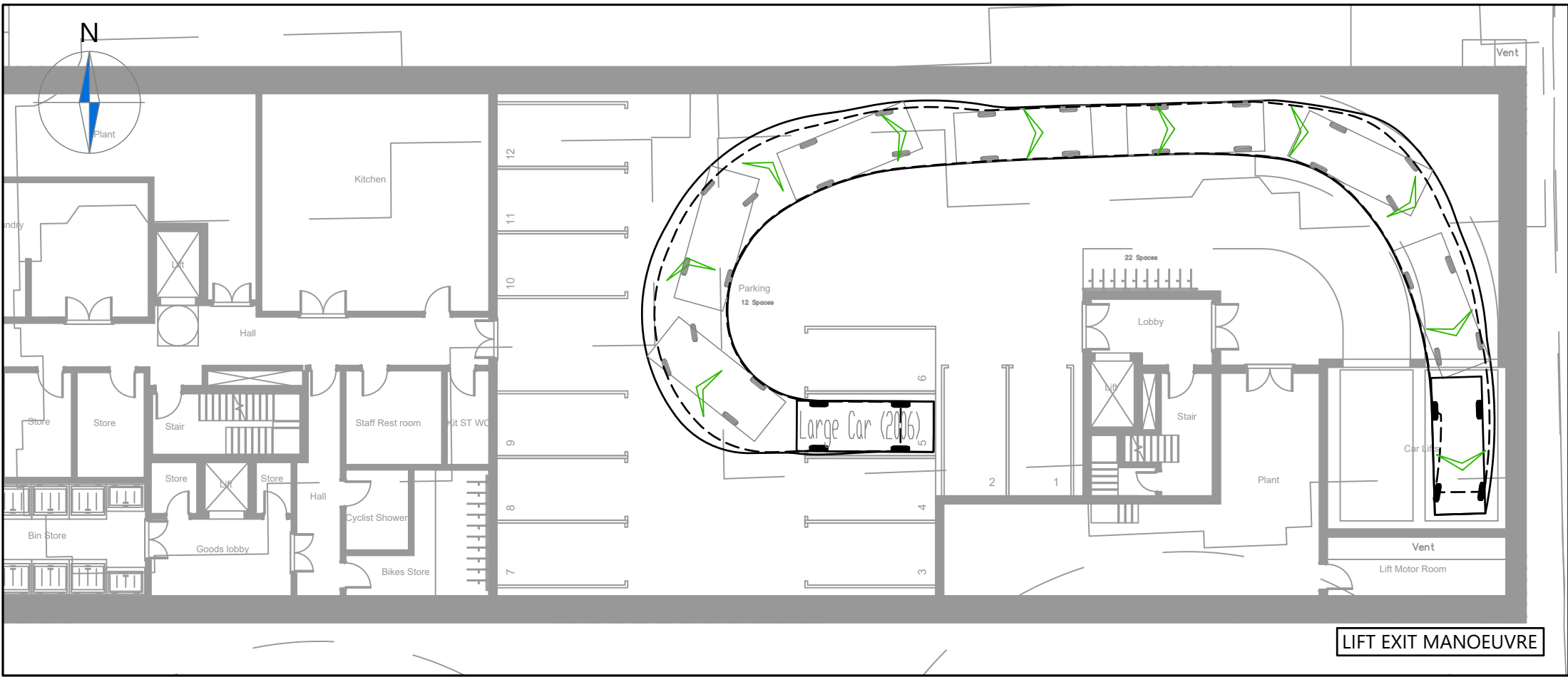
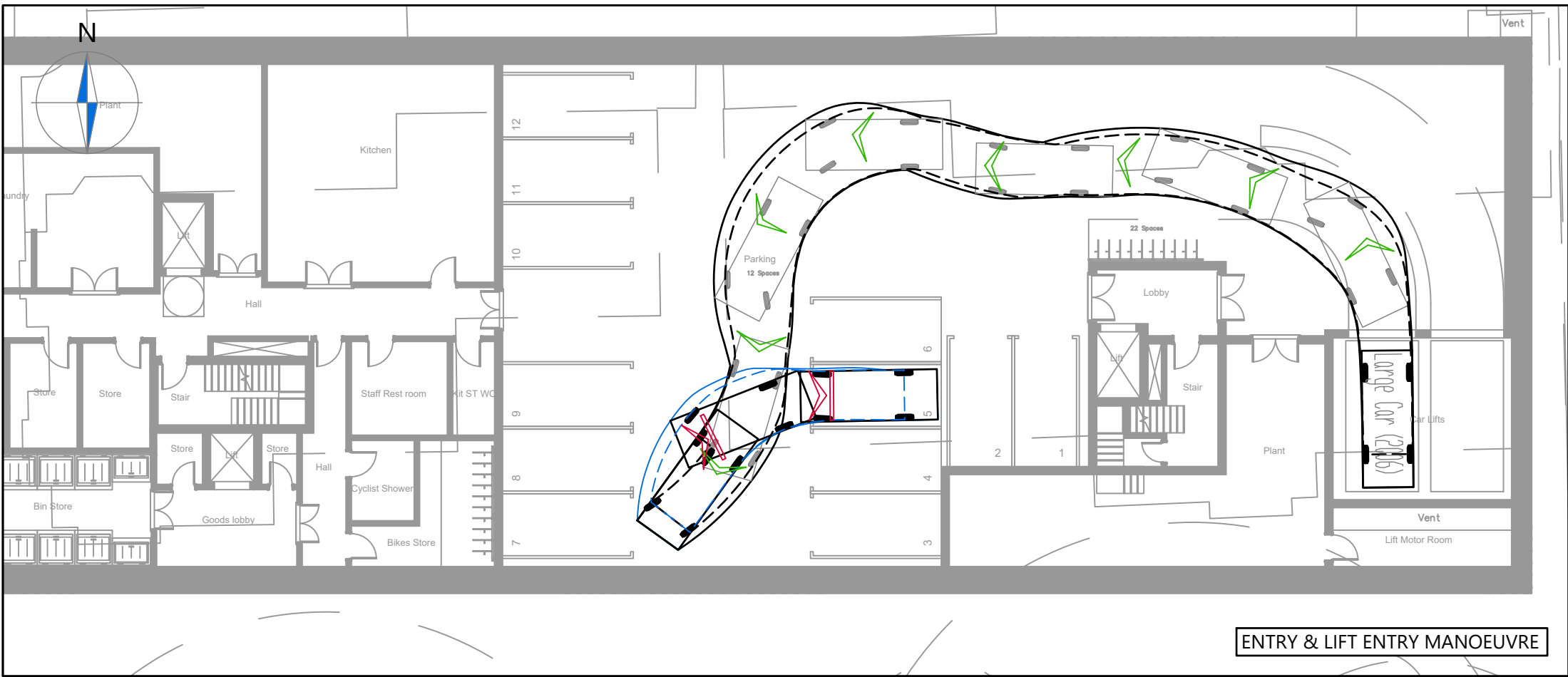
Drawing Title: Swept Path Analysis using a 5m Large Car

Scale: 1:200 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

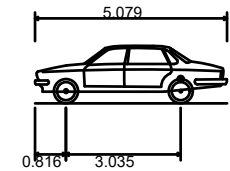
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4524	TR002	7 of 8	D



NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

D	Revised scheme plan & swept paths.	COS	JT	14.07.2022
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Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary ☐ For Approval ☐ For Construction			
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Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

Drawing Title: Swept Path Analysis using a 5m Large Car

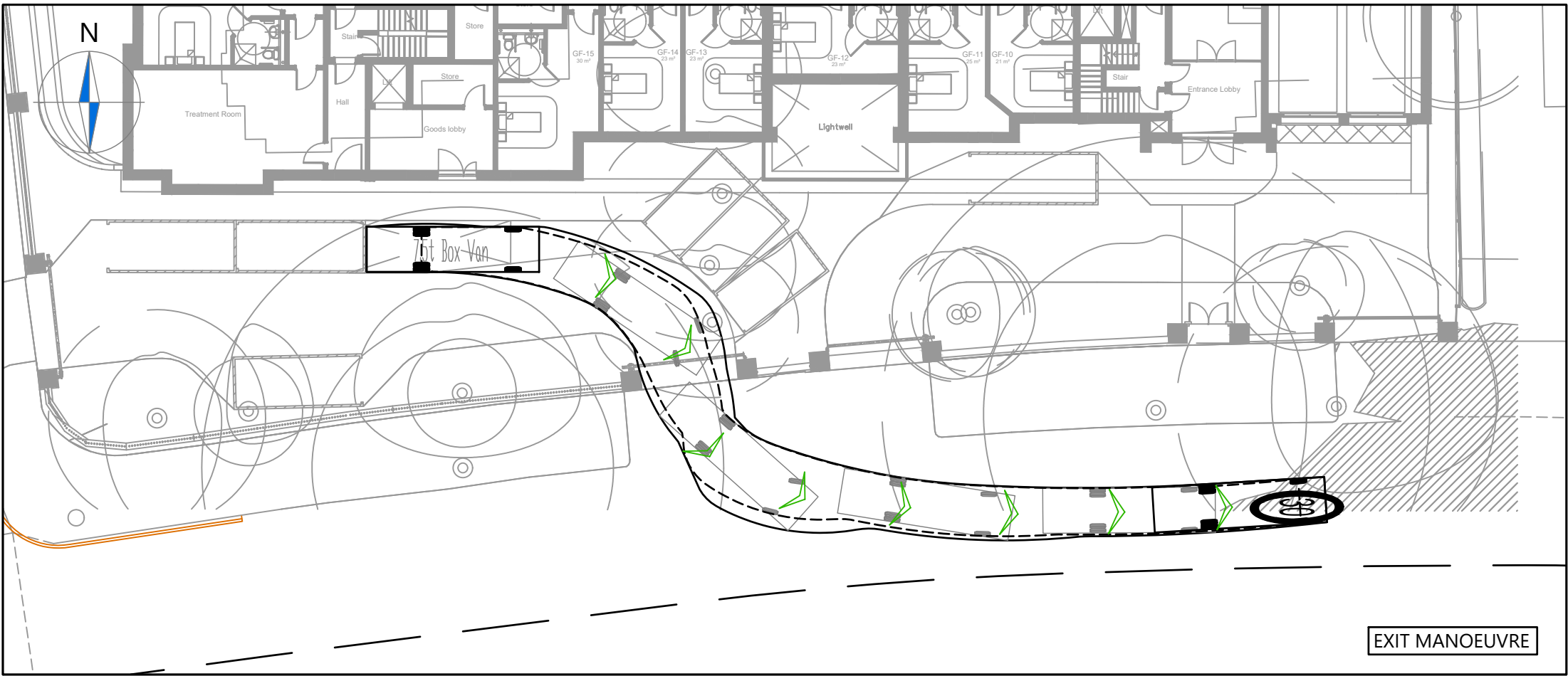
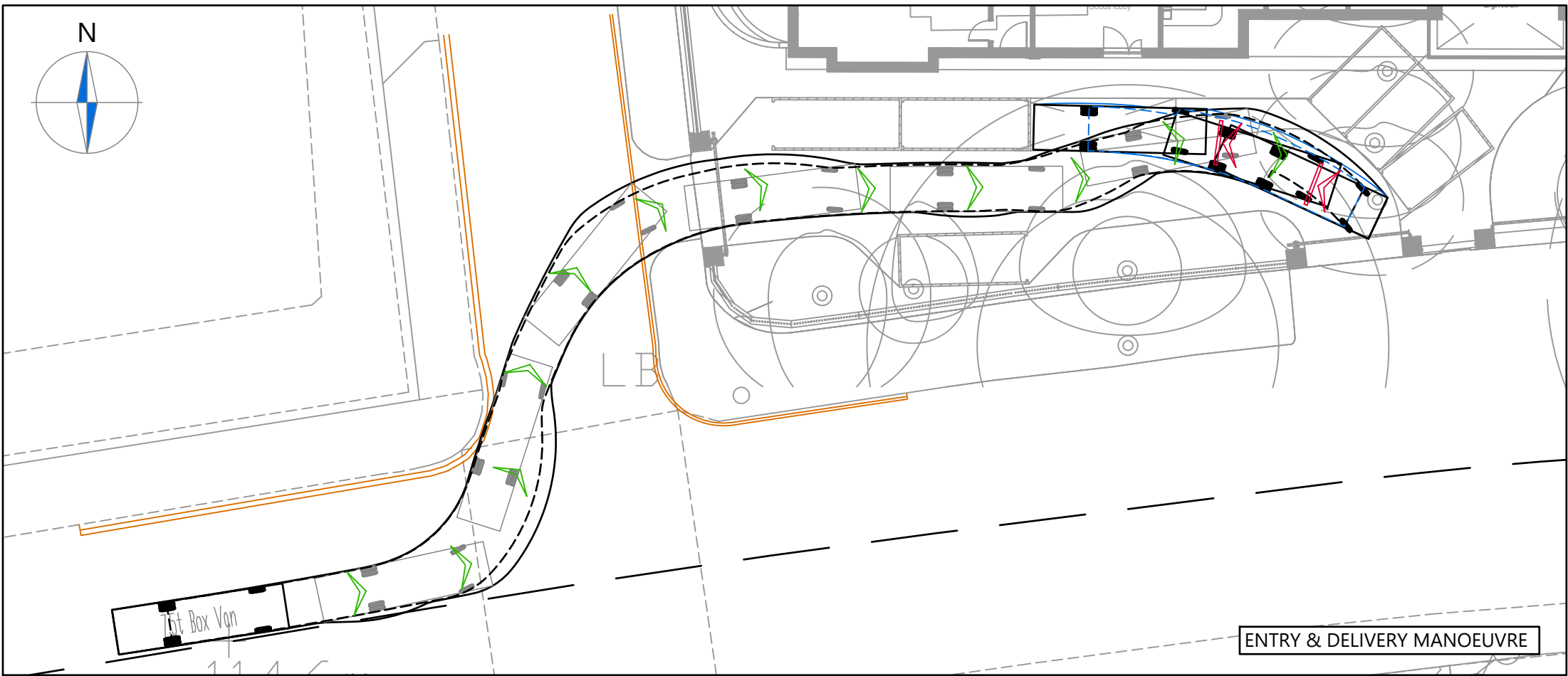
Scale: 1:200 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: CA4524	Drawing No: TR002	Sheet: 8 of 8	Rev: D
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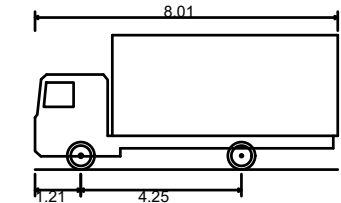
Appendix G



NOTES

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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

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Harrison Varma Joinery Ltd

Project:

44-46 Hampstead Lane

Drawing Title:

Swept Path Analysis using an 8m 7.5t Box Van

Scale:

1:250

Size:

A3

Drawn by:

HE

Checked by:

JT

Date:

09.06.2021



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4524

Drawing No:

TR001

Sheet :

11 of 11

Rev:

E

Appendix H

Calculation Reference: AUDIT-358901-210212-0222

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL OGVS

Selected regions and areas:

01	GREATER LONDON	
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HF HERTFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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: Number of residents
 Actual Range: 17 to 89 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

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:

Monday	1 days
Tuesday	4 days
Thursday	2 days

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

Selected survey types:

Manual count	7 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

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:

Residential Zone	6
No Sub Category	1

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.

Secondary Filtering selection:

Use Class:

C2

7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	2 days
15,001 to 20,000	1 days
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:

25,001 to 50,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	2 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:

No

7 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:

No PTAL Present	5 days
2 Poor	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	EX-05-F-01	NURSING HOME	ESSEX
	WINSTON AVENUE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
2	HF-05-F-02	NURSING HOME	HERTFORDSHIRE
	BEACONSFIELD ROAD		
	ST ALBANS		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	25	
	Survey date: TUESDAY	01/10/13	Survey Type: MANUAL
3	IS-05-F-01	NURSING HOME	ISLINGTON
	HIGHBURY NEW PARK		
	HIGHBURY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	51	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
4	KI-05-F-01	NURSING HOME	KINGSTON
	COOMBE LANE WEST		
	KINGSTON UPON THAMES		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	89	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL
5	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
6	NY-05-F-05	NURSING HOME	NORTH YORKSHIRE
	SEAGRIM CRESCENT		
	RICHMOND		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	37	
	Survey date: MONDAY	04/03/19	Survey Type: MANUAL
7	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WK-05-F-01	No LGV movements

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	43	0.003	7	43	0.003	7	43	0.006
08:00 - 09:00	7	43	0.000	7	43	0.000	7	43	0.000
09:00 - 10:00	7	43	0.000	7	43	0.000	7	43	0.000
10:00 - 11:00	7	43	0.003	7	43	0.003	7	43	0.006
11:00 - 12:00	7	43	0.003	7	43	0.003	7	43	0.006
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.000	7	43	0.000
14:00 - 15:00	7	43	0.000	7	43	0.000	7	43	0.000
15:00 - 16:00	7	43	0.003	7	43	0.003	7	43	0.006
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.003	7	43	0.003	7	43	0.006
19:00 - 20:00	7	43	0.000	7	43	0.000	7	43	0.000
20:00 - 21:00	7	43	0.000	7	43	0.000	7	43	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL LGVS

Calculation factor: 1 RESIDE

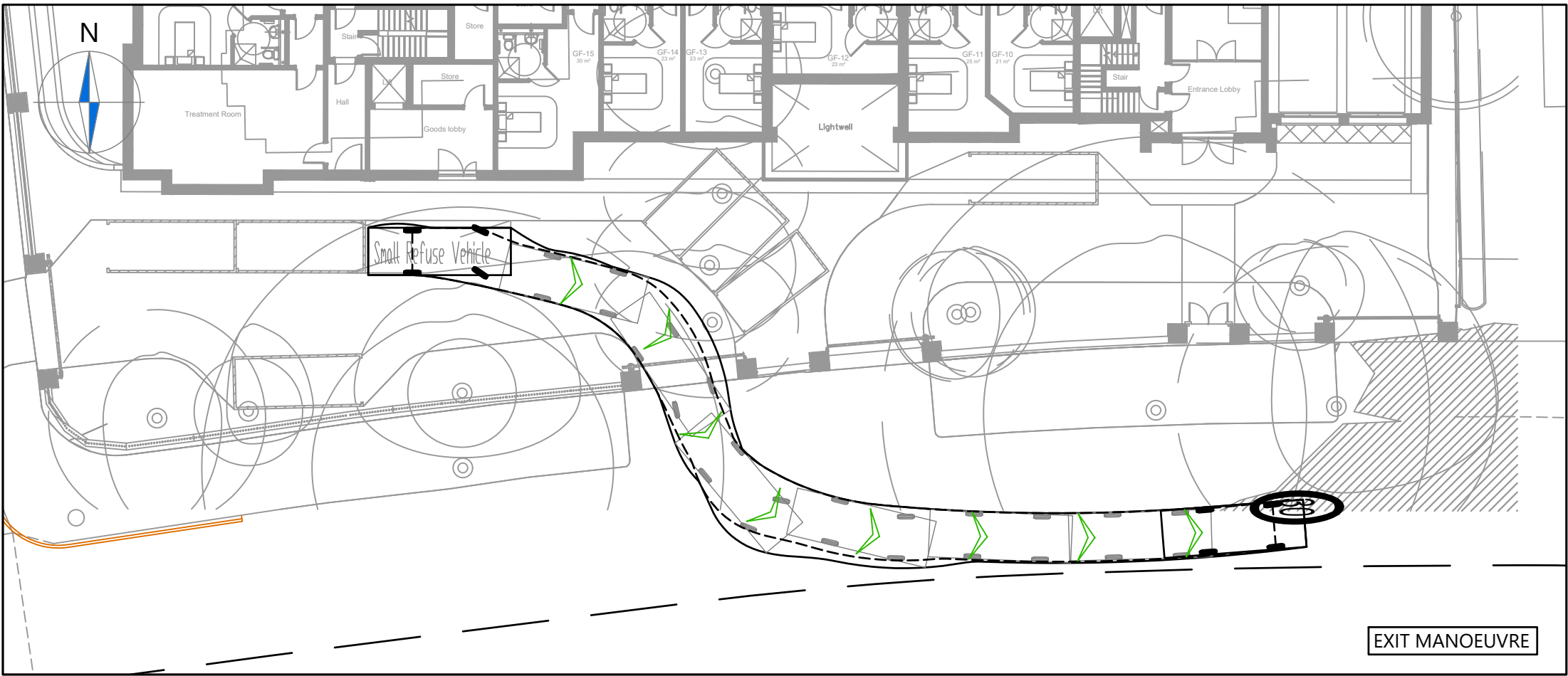
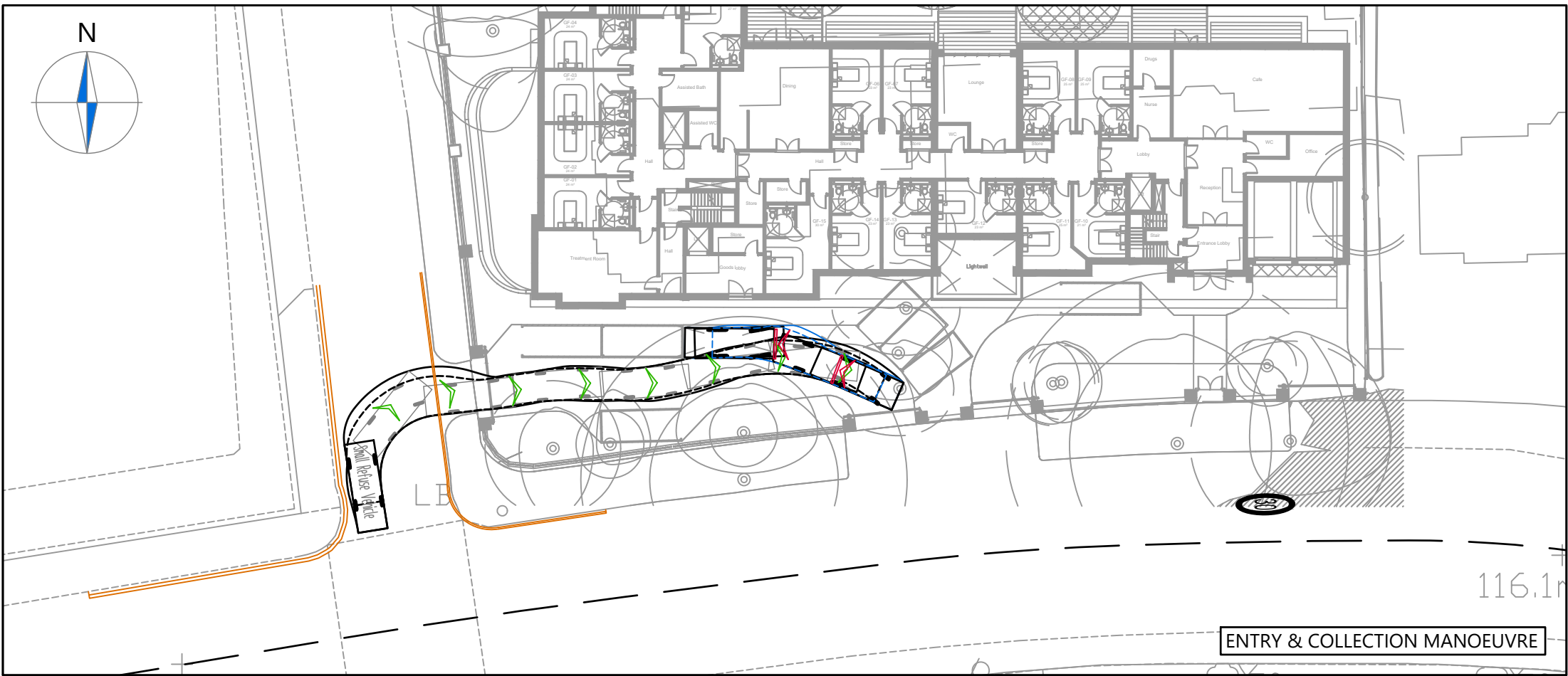
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	43	0.003	7	43	0.003	7	43	0.006
08:00 - 09:00	7	43	0.007	7	43	0.007	7	43	0.014
09:00 - 10:00	7	43	0.020	7	43	0.010	7	43	0.030
10:00 - 11:00	7	43	0.017	7	43	0.017	7	43	0.034
11:00 - 12:00	7	43	0.010	7	43	0.003	7	43	0.013
12:00 - 13:00	7	43	0.000	7	43	0.003	7	43	0.003
13:00 - 14:00	7	43	0.013	7	43	0.007	7	43	0.020
14:00 - 15:00	7	43	0.007	7	43	0.010	7	43	0.017
15:00 - 16:00	7	43	0.017	7	43	0.013	7	43	0.030
16:00 - 17:00	7	43	0.007	7	43	0.017	7	43	0.024
17:00 - 18:00	7	43	0.010	7	43	0.010	7	43	0.020
18:00 - 19:00	7	43	0.003	7	43	0.007	7	43	0.010
19:00 - 20:00	7	43	0.003	7	43	0.003	7	43	0.006
20:00 - 21:00	7	43	0.000	7	43	0.003	7	43	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.113			0.230

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.

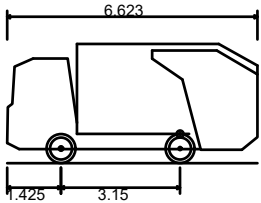
Appendix I



NOTES

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only.

SMALL REFUSE VEHICLE



Overall Length	6.623m
Overall Width	2.200m
Overall Body Height	3.153m
Min Body Ground Clearance	0.358m
Track Width	2.200m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.750m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

E	Revised scheme plan & swept paths.	COS	JT	14.07.2022
D	Revised scheme plan & swept paths.	HE	JT	11.08.2021
C	Revised scheme plan & swept paths.	HE	JT	30.06.2021
B	Revised scheme plan & swept paths.	HE	JT	29.06.2021
A	Revised scheme plan.	HE	JT	11.06.2021

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction		
	☒ For Information	☐ For Tender	☐ As Built		

Client: Harrison Varma Joinery Ltd

Project: 44-46 Hampstead Lane

Drawing Title: Swept Path Analysis using a 6.6m Small Refuse Vehicle

Scale: 1:250 Size: A3

Drawn by: HE Checked by: JT Date: 09.06.2021

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Transport Planning & Highway Design
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Scheme Ref: CA4524	Drawing No: TR001	Sheet: 8 of 11	Rev: E
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