

Paul Simon Magic Homes

**30-36 Clarendon Road, London
N8 0DJ**

Transport Assessment

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1 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Caneparo Associates on behalf of Paul Simon Magic Homes ('the Applicant') in support of an application for the redevelopment of the Site at 30-36 Clarendon Road ('the Site') within the London Borough of Haringey ('LBH').

The Site and Proposed Development

- 1.2 The Site forms of a building on Clarendon Road, the former Jessica Buttons wholesale supplier unit at No. 30-36 Clarendon Road. The Site currently includes a car park to the rear, which can accommodate 5 cars without any double parking.

- 1.3 Planning permission is sought for the following:

Demolition of the existing building and construction of a part two, six, eight and eleven storey building, with basement, to provide 51 residential units and 560 sqm of commercial floorspace, with access, landscaping and car and cycle parking.

- 1.4 A copy of the relevant Architect's ground floor and basement layout plan are included at **Appendix A**.

Pre-Application Discussions

- 1.5 This report benefits from feedback from LBH during the pre-application stage, with one meeting attended with Maurice Richards, LBH's Transport Planning Manager, prior to the submission.

Planning History

- 1.6 Planning permission was granted in July 2019 (Planning Reference No: HGY/2018/1806) at No. 423-435 West Green Road for the demolition of existing buildings and erection of three buildings up to a maximum 6 storey height and extension and conversion of former public house, for use of the existing church and nursery on site, plus a café and a total of 88 residential units, associated car and cycle parking spaces (included within new basement).
- 1.7 Both the church and nursery required temporary relocation for a 3 year period to facilitate construction at the permanent site. The temporary site is located at Nos. 30-36 Clarendon

Road, approximately 1.3km west of the permanent site and comprises the proposed Site which is to be redeveloped as part of this new application.

- 1.8 The relocation of the church and nursery was granted in December 2019 (Planning Reference No: HGY/2019/2664) and the nursery currently occupies part of the Site.

Healthy Streets Approach & Vision Zero

- 1.9 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, the TA will seek to align the key transport planning proposals towards people first. This will be done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy, which aims to remove all deaths and serious injuries from London's transport network by 2041.
- 1.10 The proposal seeks to prioritise pedestrians and cyclists above the private vehicle, with car parking restraint, suitable provisions for cycle parking for all Site users and future proofing the development to complement potential future works in the Opportunity Area.
- 1.11 Overall, the proposals lead to a design whereby car dominance is reduced as far as possible, and pedestrian conflict is minimised, offering a more attractive and accessible area for residents, employees, visitors and the local community.

Transport Assessment Structure

- 1.12 This TA has been prepared following discussions with the development team and LBH. This TA has been prepared in line with local policy as well as TfL's guidance regarding TAs, to examine the effects of the proposals on people as well as the local transport network.
- 1.13 In addition, this TA outlines the supplementary mitigation reports provided in addition to this TA at planning application stage, namely a Framework Travel Plan (FTP), Draft Delivery & Servicing Plan (DSP) and Outline Construction Logistics Plan (CLP).
- 1.14 The structure of the remainder of this TA is as follows:
- Section 2 reviews the relevant transport planning policy;
 - Section 3 describes the existing and proposed Site and surroundings;



- Section 4 details the Site accessibility and presents the Active Travel Audit;
- Section 5 provides the multi-modal trip generation assessment and trip distribution;
- Section 6 assesses the effects of the development;
- Section 7 presents mitigation measures; and
- Section 8 provides a summary and conclusion.

2 TRANSPORT POLICY AND GUIDANCE -

2.1 This section details the relevant planning policies and guidance at National, Strategic and Local levels. In summary this includes:

- National Planning Policy Framework (2021).
- The London Plan (2021).
- The Mayor's Transport Strategy (2018).
- Haringey Local Plan (2013)
- Wood Green Area Action Plan (2018)

National Transport Policy

National Planning Policy Framework (July 2021)

2.2 The National Planning Policy Framework (NPPF) was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 104 setting out 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 transport 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 net 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."*

2.4 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) are set out below:

"110. 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) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Mode Design Code: and*
- d) 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 on the road network would be severe.*

111. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

112. 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 vehicles; and*

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

Strategic Transport Policy

London Plan (March 2021)

- 2.1 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 G: 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."

- 2.2 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."

- 2.3 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.

E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.

G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with policies T6.1, T6.2, T6.3 and T6.4. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

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

2.4 Paragraph 10.6.1 goes on to state that *"Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles."*

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

i. "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".

2.6 The development proposals have been developed to accord with the London Plan including a car-free development in accordance with Policy T6. The TA has been prepared in accordance with the Healthy Streets Methodology stipulated by Policy T2, with details previously provided in Section 4.

2.7 The requirements for cycle parking are set out in **Table 2.1** below.

Table 2.1 London Plan and Cycle Parking Standards		
Use Class	Minimum long stay cycle parking	Minimum short-stay cycle parking
B1 (Office)	1 space per 75 sqm (GEA)	first 5,000 sqm: 1 space per 500 sqm; thereafter: 1 space per 5,000 sqm (GEA)
C3 (Dwellings)	1 space per studio or 1 person 1-bedroom dwelling 1.5 spaces per 2 person 1-bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Mayor's Transport Strategy (March 2018)

2.8 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

2.9 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

2.10 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Healthy Streets Approach (2017)

- 2.11 The Healthy Streets Approach (2017) is a system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more. The aim is to help create a vibrant, successful city where people can live active, healthy lives. The street, network and strategic level must all seek to improve the experience of travelling through and spending time on London's streets. To that end, the Healthy Streets Approach uses 10 evidence-based indicators (see **Figure 2.1**) of what makes streets attractive places.



Figure 2.1: Healthy Street Indicators

- 2.12 Overall, the proposals lead to a design whereby car dominance is reduced as far as possible, and pedestrian conflict is minimised, offering a more attractive and accessible area for residents, employees and the local community. Further detail of how the Proposed Development aligns with the Healthy Streets Indicators is provided in Section 4.

Local Transport Policy

Haringey Local Plan Strategic Policies (2013)

- 2.13 Haringey's Local Plan Strategic Policies document (formerly the Core Strategy) sets out the vision and key policies for the future development of Haringey through to 2026. The

document outlines how the Council will address local and strategic development needs including housing, employment, leisure and retail provision.

2.14 One of the key principles of the spatial vision, is the following:

"Integrate transport and land use – creating a comprehensive public transport network that is accessible and safe for all and encourages residents to choose more sustainable modes of transport including public transport, walking and cycling."

2.15 The Policy SP7 priority is to deliver regeneration and access. In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local / strategic access to London, employment areas and local services.

2.16 The targets of SP7 are as follows:

- a. *"Promote public transport, walking and cycling (including minimum cycle parking standards).*
- b. *Delivery of 80 additional car club bays across the borough.*
- c. *Adopt maximum car parking standards.*
- d. *Minimise congestion and address the environmental impacts of travel.*
- e. *Promote road safety and pedestrian movement particularly in town centres and close to local services.*
- f. *Locate major trip generating developments in areas with good access to public transport.*
- g. *Mitigate the impact of road-based freight and promote alternatives.*
- h. *Support measures to influence behavioural change.*
- i. *Require the submission of transport assessments and travel plans for large scale proposals.*
- j. *Delivery of key transport infrastructure programmes as set out in the Infrastructure Delivery Plan."*

2.17 Policy M9 Car free Residential Developments, of the Haringey Unitary Development Plan Saved Policies (UDP) (post Local Plan Adoption) was saved March 2013 as part of the current Local Plan. The UDP was originally adopted in July 2006.

2.18 Policy M9 states the following:

"Proposals for new development without the provision of car parking will be permitted in locations where:

- a) There are alternative and accessible means of transport available.*
- b) Public accessibility is good; and*
- c) A controlled parking zone exists or will be provided prior to occupation of the development.*

Residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale of development."

Haringey Development Management DPD (2017)

2.19 The Haringey Development Management Development Plan document (DPD) gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan.

2.20 Policy DM40: Non-designated Employment Land and Floorspace states the following:

- c) "...where the Council is satisfied that the loss of non-designated employment land or floorspace is acceptable, support will be given to proposals that deliver community uses either as the sole use or as part of a mixed use development."*

Wood Green Area Action Plan Regulation 18 Preferred Option Consultation Draft (2017)

2.21 The Wood Green Area Action Plan (AAP) is an emerging Local Plan document, which will establish the statutory basis for determining planning applications in Haringey. When adopted, it will form part of the Haringey Local Plan. Wood Green is identified as a Growth Area in Haringey's Local Plan, with the AAP identifying a narrative to deliver new jobs and homes,

improvements to the town centre offer, its environment, local connections and social infrastructure.

- 2.22 Sub Area 4 of the wider Opportunity Area is the Haringey Heartlands Area, which is comprised of a number of sub-areas including Clarendon Road. The vision for Heartlands is as follows:

"Establishment of an improved cultural quarter and the redevelopment of Clarendon gas works to create new homes, jobs and open space. The creation of a new civic boulevard will complement improved connectivity through the area connecting the west of the borough with Wood Green, helping it to provide a local capital function for Haringey."

- 2.23 With regards to its Growth Area status, Clarendon Road is characterised as the following:

"The area is predominantly covered by a disused gas works site, with some surrounding industrial uses. It has been defined as a growth area since before the 2013 Strategic Policies were adopted and currently planning consent for mixed use regeneration to create a new mixed-use area surrounding a new local open space. It is anticipated that a new application will come forward to make comprehensive use of the area. Mary Neuer Rd was built in 2008 to connect the southern end of Clarendon Road with Western Rd and open up the Heartlands area. This sub-area also includes further active commercial premises on Clarendon Road, as well as the Westpoint Apartments, a 7-storey residential complex which closes off the end of Clarendon Rd, requiring the existing convoluted junction at Hornsey Park Rd/Clarendon Rd/Turnpike Lane. Beside this junction at present is the West Indian Cultural Centre."

Policy Summary

- 2.24 Planning policy at all levels advocates locating new developments in areas which are easily accessible by sustainable travel. The Proposed Development is located in an area with a PTAL rating of 5, which is categorised as 'very good'. The Site is located within close proximity to rail, Underground and local bus services.
- 2.25 The Proposed Development seeks to comply with policy standards at all levels where reasonable and appropriate, with disabled parking provided in line with London Plan standards. Cycle parking will also be provided to standard, fulfilling the requirements of the London Plan.

- 2.26 The development will also suit the aspirations of local policy and will complement the designation of Wood Green and the Heartlands Sub-Area as a growth area, providing new mixed-use development, local employment and housing opportunities.
- 2.27 The development will implement mitigation measures to ensure the development is of benefit to the local area and operates efficiently and as planned. These are detailed later in this report and include the provision of a Framework Travel Plan, Delivery and Servicing Plan and Outline Construction Logistics Plan.

3 SITE AND SURROUNDINGS

3.1 This Section provides a description of the existing and proposed transport conditions of the Site.

The Application Site and Surrounding Area

3.2 The Site is located approximately a 500m walk distance north of Hornsey Railway Station and 650m west of Turnpike Lane Underground Station. The existing site comprises of a 1970's two storey industrial unit (Jessica Buttons factory), which is currently in use as a temporary nursery. The site is located adjacent to a cul-de-sac of Clarendon Road and neighbours a number of business and industrial developments.

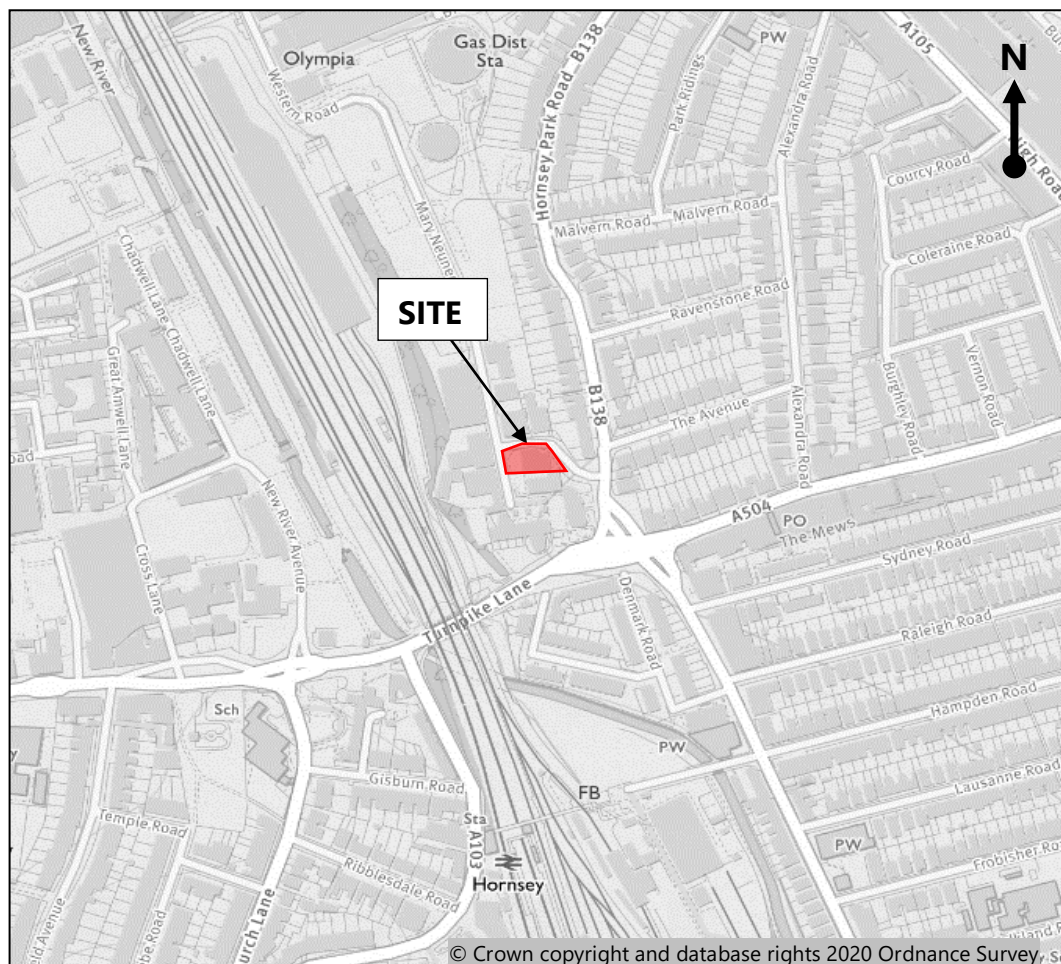


Figure 3.1: Site Location

3.3 **Figure 3.1** displays the site location in proximity to the surrounding area.

Local Highway Network

Clarendon Road

- 3.4 The Site is situated within the cul-de-sac section of Clarendon Road which provides two-way traffic operating in a north to south orientation between Mary Neuner Road to the north, and the B138 Hornsey Road Park, and the cul-de-sac, to the south. The highway is subject to a 20mph speed limit.
- 3.5 The Site's western and northern frontages to Clarendon Road are controlled by double yellow lines with double yellow blips, which we understand have been introduced relatively recently in order to assist with parking issues arising from events at the adjacent Alevi Centre. The eastern frontage of the site is controlled by a length of double yellow line as well as resident permit holder bays.
- 3.6 The remainder of Clarendon Road is controlled by double yellow lines, resident permit holder bays, business permit bays, or shared-use bays with short-stay parking, on either side of the carriageway.

Existing Parking & Loading Restrictions

- 3.7 The roads closest to the site are located within Controlled Parking Zone (CPZ) 'Wood Green Inner Zone' which is in operation between 08:00-22:00 Monday to Sunday.
- 3.8 Parking surveys were carried out in September 2022 over the roads within approximately a 500m walk distance of the site.
- 3.9 The periods covered were:
- Tuesday – 01:00
 - Wednesday – 04:00
 - Wednesday – 11:00
 - Wednesday – 15:00
 - Sunday – 11:00
 - Sunday – 12:00
- 3.10 The survey inventory is based on a 5m length per car, however during each survey period both the number of parked cars and the observed spaces, i.e. at least a 5m gap required were surveyed. This ensures the surveys are robust as the empty full car lengths are observed and

noted, such that any accumulation of empty spaces of less than a car length is not included as available spaces.

- 3.11 Parking surveys of the wider survey are summarised below at **Table 3.1**, with the full data provided at **Appendix B**.

Table 3.1- Parking Occupancy across the wider survey area

		All Parking Bays			Resident Permit Bays			Short Stay and Dual Purpose		
		Parked Cars	Spaces	Occupancy	Parked Cars	Spaces	Occupancy	Parked Cars	Spaces	Occupancy
Tuesday	01:00	705	277	72%	582	178	77%	103	73	59%
Wednesday	04:00	706	288	71%	589	178	77%	95	85	53%
	11:00	600	392	60%	480	298	62%	101	71	59%
	15:00	594	406	59%	476	304	61%	99	74	57%
Sunday	11:00	682	328	68%	536	256	68%	123	49	72%
	12:00	717	309	70%	552	239	70%	129	45	74%

- 3.12 Across the entire survey area and all parking bay types, occupancy was typically in the 60%-70% range, the highest recorded was in the 1am survey at 72% when residential parking demand tends to be highest with most residents at home at that time, still leaving 277 empty parking spaces across the area and well below the 90% threshold whereby parking stress is deemed to start to apply. At this time resident permit bays were 77% occupied and dual-purpose resident permit / short stay and short stay only bays were 59% occupied.

- 3.13 The busiest time for the bays where short stay parking is permitted was on the Sunday at midday with 74% occupancy, leaving 45 empty bays available for use.

- 3.14 Considering the roads closest to the site, i.e. Clarendon Road, Mary Neuner Road, Malvern Road, Ravenstone Road and The Avenue and across all parking bay types the occupancy is higher on weekdays and is in the 60% to 80% range with a peak of 80% occupancy, with 24 empty spaces recorded at 01:00 am. This is still below the 90% threshold when generally parking stress is deemed to start occurring, with some circulation needed to find an empty space.

Table 3.2- Parking Occupancy across roads closest to the site

		All Parking Bays		
		Parked Cars	Spaces	Occupancy
Tuesday	01:00	94	24	80%
Wednesday	04:00	92	25	79%
	11:00	78	34	70%
	15:00	82	33	71%
Sunday	11:00	72	42	63%
	12:00	76	40	66%

Existing Site

- 3.15 The existing site is a mixed-use development formed of a building, comprising an existing B8 storage and distribution unit of 595 sqm, with a parking area to the rear.

Proposed Development

- 3.16 The Proposed Development seeks the redevelopment of the site to provide a new residential led mixed-use development. A total of 51 residential units will also be provided, alongside 560sqm (GIA) / 662 sqm (GEA) of Class E use over the ground floor and basement levels. The commercial space is split into a total of 8 units, 4 at basement level and 4 at ground floor.
- 3.17 The residential units include 10 affordable rent units, 7 intermediate and 34 private sale units and are configured as 19 x 1 bed, 26 x 2 bed and 6 x 3 bed units.
- 3.18 The relevant Architect's Layout Plans are included at **Appendix A**.

Access Arrangements

Vehicle Access

- 3.19 The Site currently includes a vehicle crossover giving access to the existing car park at the rear of the site. This crossover will be realigned very slightly to provide access to the proposed disabled parking area and the area made good as is required.
- 3.20 This area will also allow for access to the plant/substation area below for the maintenance and removal of any large elements of plant when required via a roof hatch to the plant area.
- 3.21 The existing highway arrangements are shown at **Appendix C** and the proposed access arrangements are indicated on the ground floor plan at **Appendix A**.

Pedestrian Access

- 3.22 Several pedestrian access points into the development will be provided around the Site into the various elements of the Site. The residential entrance will be provided from the northern frontage, with each of the commercial units at ground floor having a separate entrance. To prevent any conflict with pedestrian movement all the doors on the site boundary open inwards.

- 3.23 The building line is set back from the site ownership boundary allowing space for an improved site frontage to Clarendon Road, which will include tree planning, landscaping and visitor cycle parking.

Car Parking

- 3.24 The Site currently includes a car park to the rear, which can accommodate 5 cars without any double parking.
- 3.25 As part of the proposals 2 wheelchair accessible parking spaces will be provided, space is allowed such that cars can turn within the site and enter and leave in a forward gear.
- 3.26 The development will be subject to a permit-free agreement secured via the Section 106 Agreement to prevent future residents from obtaining a permit to park within the local Controlled Parking Zone, thus, limiting the ability of residents and visitors to park on-street during the hours of control.
- 3.27 The level of wheelchair accessible parking proposed at 4% (2 spaces) exceeds the London Plan requirement which requires a 3% provision on day one for the residential element of the proposals. If any additional spaces were demanded in the future by blue badge holders, it is expected that these could be accommodated on the public highway. As set out earlier in this report parking surveys were commissioned in September 2022 and demonstrate that there is spare parking capacity on the surrounding road network, such that any additional blue badge parking or visitor parking demand could be accommodated on-street without any material impact upon the ability of others to park in the vicinity.
- 3.28 The 2 accessible parking spaces will be provided with access to an electric charging point.

Cycle Parking

- 3.29 Cycle parking will be provided in line with the London Plan cycle parking standards.
- 3.30 The long stay requirement for the residential units are for a total of 93 cycle spaces for residents. This will be provided for across 3 cycle stores, with a mix of 2-tier (74 spaces), standard Sheffield stand spaces (14) and accessible Sheffield spaces (5) allowing for larger than standard bikes to be accommodated.

- 3.31 Two spaces for residents are provided at ground floor level with the remainder provided at basement level. The basement cycle stores can be accessed via a 1.2m x 2.3m lift car that travels between ground and basement level, offering very convenient and direct access from the residential entrance area to the cycle stores.
- 3.32 A stair core and two further passenger lifts provide secondary access route options in the event that the cycle lift was not available due to maintenance work.
- 3.33 A further 6 Sheffield stands / 12 spaces will be provided for visitors within the widened footway zone on the eastern side frontage to Clarendon Road. This is in excess of the 3 spaces that the London Plan standards require, assuming office use for the commercial space.
- 3.34 It is expected that a planning condition will be utilised to secure further details of the commercial cycle staff storage arrangements within each commercial unit as it is proposed that these will be designed at fit out stage when the detailed needs of the future occupiers have been agreed and as the London Plan use classes do not currently incorporate a typical Class E cycle parking standard.

Deliveries, Servicing and Waste Collection

- 3.35 At present it is assumed that the existing building is serviced via its car park which allows space for cars and small vans to enter and exit.
- 3.36 The opportunity to service on-street in the vicinity of the development is currently limited. As indicated in the attached plan at **Appendix C** much of the immediate area has double yellow lines with double yellow blips, aside from refuse collection, emergency vehicular access and taxis dropping off and collecting passengers, these markings prohibit delivery vehicles from waiting and loading on the site boundary and restrict the ability of the site to be serviced.
- 3.37 It is understood that these restrictions were introduced in 2018/19 in response to parking enforcement issues during events at the adjacent Alevi Centre, but are under review by the Council's parking services team.
- 3.38 Taking account of the constraints of the site footprint, the need to maintain areas of active frontage and to incorporate disabled parking, it is not feasible for the site to include a service yard and so the scheme will be reliant on on-street servicing, which would require the double blip restrictions to be eased to either double yellow lines with single blips on the immediate

site frontage – allowing servicing at certain time periods, or double yellow lines, which would allow for servicing at any time of day. Given the scale of development proposed the number of delivery movements will be limited and with changes to the existing waiting and loading restrictions could be readily accommodated on street.

- 3.39 Two residential bin stores are provided at ground floor level which can be accessed from the western part of the site frontage, the furthest door is 8m from the carriageway and so both stores allow for convenient access by refuse operatives.
- 3.40 The commercial units will store bagged waste within each unit, which can then be transferred to the communal commercial refuse store which opens directly from the northern frontage of the site to Clarendon Road.

Proposed Highway Improvements

- 3.41 The proposed works relating to the planning application site are expected to consist of:
- Minor amendments to the existing crossover to allow for ready access to the proposed disabled bays;
 - Making good and where needed the repaving of the footway on the site frontage;
 - The induction of new street trees and tree pits;
 - Sheffield stands to provide for visitor cycle parking; and
 - Any changes to waiting and loading restrictions and parking bay positions required to allow for access to the disabled parking and the servicing of the development.

4 ACCESSIBILITY AND ACTIVE TRAVEL AUDIT

- 4.1 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL has defined 20 minute walking and cycling distances as an Active Travel Zone (ATZ).
- 4.2 An assessment of the accessibility of the Site by sustainable modes of transport has been undertaken, as well as a full Active Travel Audit for the relevant routes to local amenities and transport nodes.

Accessibility by Active Modes

Access by Foot

- 4.3 The Site is accessible for pedestrian users with footways located on either side of the carriageway with sufficient dropped kerbs for crossing purposes. The footways located along Clarendon Road provide sufficient access to Hornsey Park Road which provides pedestrian access to the surrounding residential dwellings and the retail services located along Turnpike Lane.
- 4.4 At the junction where Clarendon Road meets Hornsey Park Road there are two formal signalised pedestrian crossings, which are provided with colour contrasted tactile paving, dropped kerbs and rotating cones. Additionally, there is a pedestrian only access from the end of the cul-de-sac of Clarendon Road which provides access to the bus stop services located along Turnpike Lane
- 4.5 **Table 4.1** below summarises some of the local amenities available for future users of the Proposed Development. This table provides the location of each amenity and provides approximate walking distances (measured from the approximate centre of the Site), as well as approximate walking times, assuming an average walk speed of 80 metres per minute.
- 4.6 The table highlights several local amenities and services within the ATZ area which are likely to be used by employees, residents and visitors. In addition, several public transport nodes are available within convenient walking distance of the Site; including bus, underground and rail services.

Table 4.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
'Wightman Road' Bus Stop E		40	1
'Wightman Road' Bus Stop H		130	2
Hornsey Rail Station		500	6
Turnpike Lane Underground Station		600	8
Turnpike Lane Bus Station		700	9
Wood Green Underground Station		1200	15
Facilities and Amenities			
Supermarket	High Street	450	6
Post Office	High Street	700	9
Ducketts Common	Turnpike Lane	850	10
Shopping Centre	High Road	850	10
Gym	Coburg Road	900	11
Wood Green Library	High Road	1000	12

Access by Cycling

- 4.7 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight '*substantial potential*' for substituting cycling for driving for distances up to 5 miles.
- 4.8 The surrounding road networks provide a variety of cycle routes which enable access to the wider area. Coburg Road and Western Road are recognised as routes that are '*recommended by cyclists*', where this route provides access towards Clarendon Road. Additionally, there is an 'off road route' which runs along New River Path, this cycle route enables access between the site and the wider community.

- 4.9 It is commonly accepted that cycling has the potential to substitute for driving for distances up to 5 miles (8 kilometres). Most of North London, including Clerkenwell, Fortune Green, Finchley, East Barnet, Cockfosters and Enfield are within a 5 mile cycle ride from the temporary site. Within this 20 minute cycle buffer there are a wide range of facilities such as public transport, shops and services and recreational space.

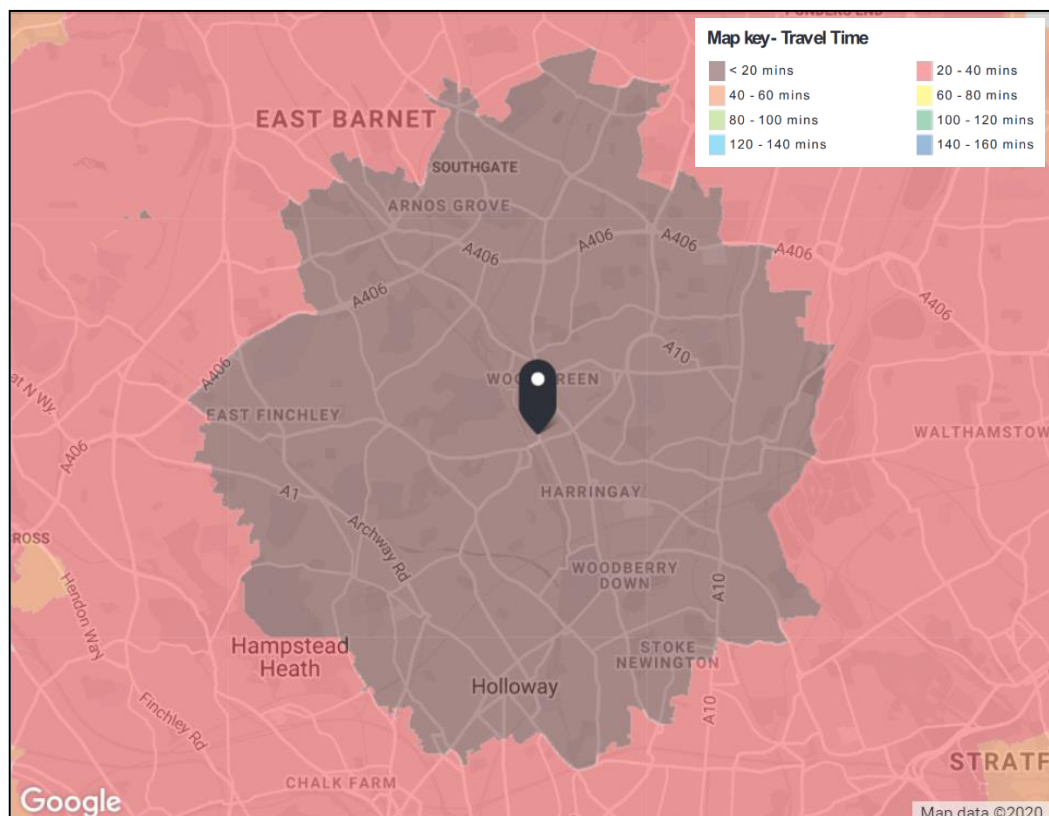


Figure 4.1: Active Travel Zone (Cycling) (Source: TfL)

Accessibility by Public Transport

- 4.10 The Site is well served by public transport, with convenient access to London Underground, London rail networks, and bus services.
- 4.11 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.
- 4.12 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility. The PTAL rating of the Site is 5, meaning it has a good level of accessibility to public transport. The PTAL rating is included at **Appendix E**.

Bus Services

- 4.13 A summary of the bus services to Site are listed below in **Table 4.2**. The nearest bus stops to the Site are located approximately 40m and 130m south on Turnpike Lane (Bus stop E and H Wightman Road, respectively).

Table 4.2 Summary of Bus Service Frequency (every 'x' minutes)				
No.	Route	Monday – Friday Frequency	Saturday Frequency	Sunday Frequency
41	Tottenham Hale - Archway Station	5 - 9	5 - 9	-9 - 12
144	Edmonton Green - Muswell Hill	7 - 11	-8 - 12	9 - 12

- 4.14 Several bus routes are also available from Turnpike Lane Bus Station, located just beyond the recognised PTAL distance for accessing bus services, approximately 800m (10-minutes-walk) from the Site. The services provided from this station are included in **Table 4.3** below.

Table 4.3 Summary of Bus Service Frequency (every 'x' minutes)				
No.	Route	Monday – Friday Frequency	Saturday Frequency	Sunday Frequency
121	Enfield Island Village – Turnpike Lane Station	8 – 11	9 – 12	14 – 15
123	Lordship Lane – Hainault Street	7 – 11	9 – 12	13 – 14
144	Edmonton Green / Muswell Hill	7 – 11	8 – 12	9 – 12
184	Turnpike Lane Bus Station – Chesterfield Road	7 – 11	8 – 12	10 – 14
217	Waltham Cross Bus Stn – Turnpike Lane Bus Stn	10 – 12	14 – 15	29 – 30
221	Edgware Bus Station – Turnpike Lane Station	6 – 10	7 – 9	11 – 14
231	Enfield Chase Station – Turnpike Lane Bus Stn	14 – 15	14 – 15	19 – 20
232	Mitchel Way – Turnpike Lane Station	9 – 13	10 – 14	19 – 20
329	Little Park Gardens – Turnpike Lane Station	6 – 10	6 – 10	7 – 10
444	Turnpike Lane Bus Station – Chingford Station	10 – 12	10 – 12	14 – 15

Rail Services

4.15 The nearest railway station to the Site is Hornsey, located approximately 500m south of the Site on Tottenham Lane. Hornsey Railway Station provides access to the Great Northern Line to the following destinations:

- Weekday Services:
 - 4tph to Moorgate
 - 2tph to Welwyn Garden City
 - 2tph to Stevenage
- Weekend Services:
 - 4tph to Moorgate
 - 2tph to Welwyn Garden City
 - 2tph to Stevenage

Underground Services

4.16 The nearest Underground station to the Site is Turnpike Lane Station, which is located approximately 800m east of the Site along Turnpike Lane, providing access to Piccadilly Line services between Uxbridge / Heathrow / Cockfosters.

Car Clubs

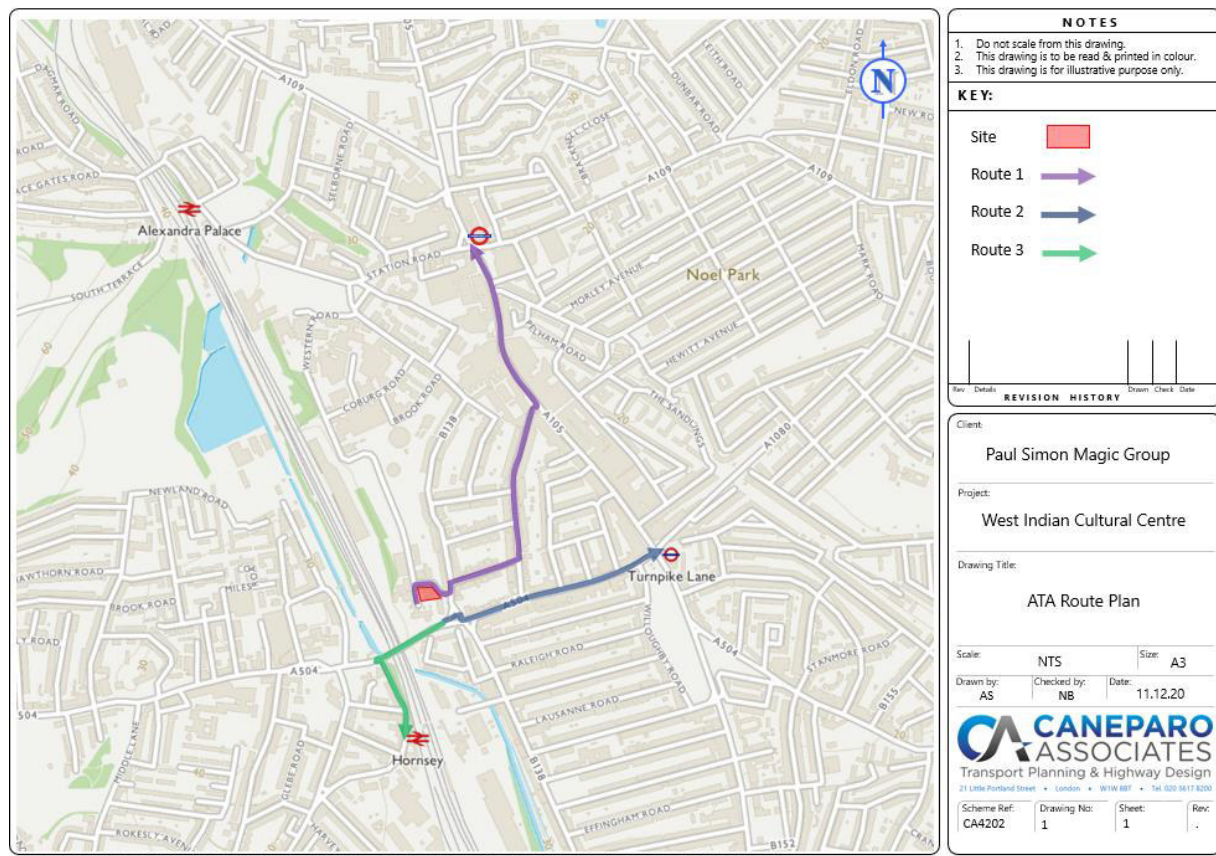
4.17 There are several existing car club vehicles in the vicinity of the Site, operated by Zip Car and Enterprise. The closest car club bay locations within the vicinity of the Site are set out in **Table 4.4** below:

Table 4.4: Car Club Operators		
Operator	Location	Distance
Zipcar	Hampden Road N8 0DR	300m (4 minutes walk)
Enterprise	Chadwell Lane N8 7RF	650m (8 minutes walk)
Zipcar	Brook Road N22 6TR	700m (9 minutes walk)

Active Travel Audit

- 4.18 The Active Travel Audit routes are detailed in **Figure 4.2** below and align with the Healthy Streets Approach. The areas included are deemed the most appropriate / shortest routes to / from the Site, Hornsey Station, Turnpike Lane Station and Wood Green Station.

Figure 4.2: Active Travel Routes



- 4.19 The Active Travel Audit was undertaken on 7th December 2020 between 11:00am-12:00pm and has been prepared in accordance with the Healthy Streets Approach utilising the 'Guide to Healthy Streets Indicators' – Delivering the Healthy Streets Approach' (November 2017) and Healthy Streets Check for Designers (April 2019).
- 4.20 The Audit has been undertaken in line with the Active Travel Zone (ATZ) requirements from TfL. ATZs are the areas surrounding development sites that users are expected to walk and cycle to access services, points of interest and transport nodes.

Healthy Streets Approach

- 4.21 The Healthy Streets Approach to assessing the local environment has been adopted by TfL and the Mayor of London as the principal means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.
- 4.22 The approach is based on 10 indicators of what forms a Healthy Street with a particular focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document. The indicators, which provide initial starting points for discussions around the quality of the pedestrian environment, are illustrated within the Health Streets Indicator Wheel at **Figure 2.1**.

Vision Zero

- 4.23 TfL's Vision Zero sets out the Mayor's goal, that by 2041, all deaths and serious injuries will be eliminated from London's transport network. An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.
- 4.24 **Figure 4.3** below illustrates the latest accident data (Killed or Seriously Injured – KSI) along the routes assessed for the last 5 years – a copy of the data is included at **Appendix E**. For the purposes of this assessment, an accident cluster is classified as a location in which 2 or more KSI accidents were recorded. A summary of the key accidents recorded is provided below.

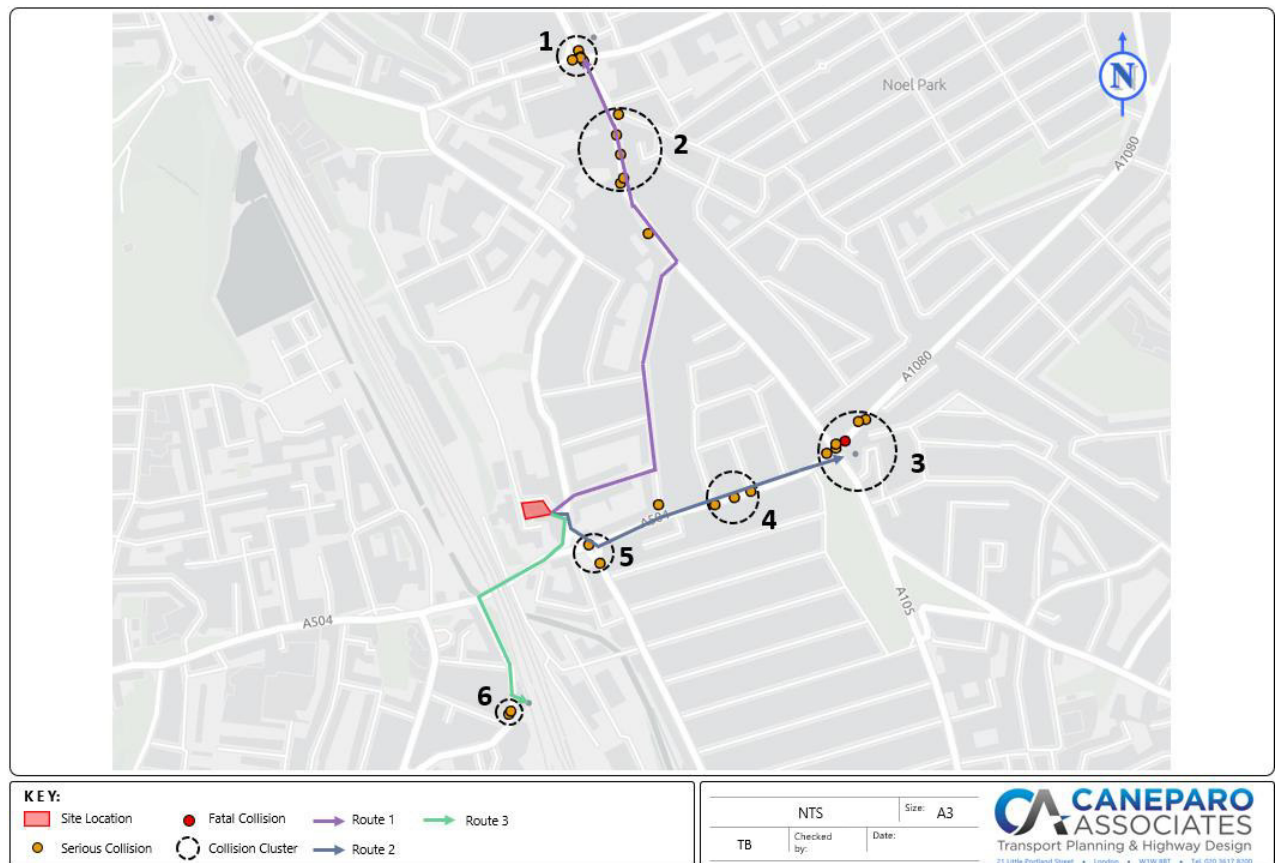


Figure 4.3: Walking Isochrones & KSIs

4.25 In total 1 fatal and 24 serious collisions occurred in the vicinity of the Site and on the identified Active Travel Routes within the last 5 years. Of the recorded collisions, 14 involved pedestrians and 4 involved pedal cyclists. In the surrounding area, there were six key clusters where collisions occurred which are discussed below:

1. A total of five serious collisions occurred at the A105 High Road / A109 Lordship Lane / Station Road junction. Four of the five collisions involved intoxicated drivers – with two intoxicated drivers hitting other cars and two intoxicated pedestrians carelessly walking into the road and getting hit. The fifth collision involved a cyclist being hit by an unknown vehicle and this collision does not have a stated cause.
2. A total of five serious collisions occurred near the A105 High Road / Gladstone Avenue junction. Two collisions involved a pedestrian crossing dangerously and being hit by a vehicle in dry and fine weather conditions. Two collisions involved traffic signals being

ignored, with one pedestrian crossing when the pedestrian light was red and being hit by a car and the other collision involving a cyclist who ignored a red light and hit a pedestrian at a crossing. The final collision involved a car and a pedestrian, with both failing to look properly in good weather conditions.

3. A total of five serious collisions and one fatal collision occurred at the A504 Turnpike Lane / A1080 Westbury Avenue / A105 Green Lanes / A105 High Road junction. The fatal collision involved a van driving carelessly and hitting a pedestrian that had failed to look properly in good weather conditions. The report notes that the crossing was masked by a stationary / parked vehicle. Of the serious collisions, two involved a car hitting a motorcycle or bicycle in unknown conditions. There were two collisions that occurred in dark conditions and were the result of an intoxicated driver. The final collision involved a car clipping a pedestrian in good conditions, with the cause stated as the car failing to judge the pedestrian's path properly.
4. A total of three serious collisions occurred between the junctions of Burghley Road and Vernon Road on A504 Turnpike Lane. The first collision involved a car failing to judge a crossing pedestrian's path and clipping them in dark conditions. The second involved a car hitting in pedestrian in good conditions, with the report stating that the cause was unknown – although there is a note about the crossing being masked. The final collision in this cluster involved a car failing to look and not stopping when they were meant to give way and proceeding to collide with a motorcycle in dark conditions.
5. A total of two collisions occurred at the A504 Turnpike Lane / B138 Wightman Road / B138 Hornsey Park Road junction. The first one was caused by a pedestrian crossing on a red pedestrian light and being hit by a turning car in good weather conditions. The second involved a van acting carelessly in dark, slippery weather conditions and hitting a motorcycle.
6. A total of two collisions occurred at the A103 Tottenham Lane / Ribblesdale Road junction. Both collisions involved a pedestrian hit in good conditions, with the cause being aggressive and careless driving for one collision and intoxicated driving for the other.

The Review Process

- 4.26 To align with the Healthy Streets and Active Travel Zone Transport Assessment Guidance, each route has been assessed. A thorough assessment of the 'worst' part of each journey is then undertaken using the Healthy Streets indicators as the structure, including a description of aspects that could improve the active travel experience and environment in the location. The Active Travel Audit concludes with a list of recommendations which could be implemented in the locality to meet the Healthy Streets indicators.

Route to / from Wood Green Underground Station

- 4.27 The route to / from Wood Green Station is pleasant and of a high quality overall, with wide footways and suitable street furniture provided along High Road, the arterial road through Wood Green, while on the minor, quieter routes, footways of adequate width are also provided. An advisory cycle lane is also provided for cyclists along High Road and Alexandra Road. The worst section of the route, detailed within **Figure 4.4** (Photograph 1D) displays the footway along Alexandra Road, which can become constrained in places due to the narrower footway width. This section of the route has been assessed against Healthy Streets Indicators in **Table 4.5** below.

Figure 4.4: Photographic Record of Route from the Site to / from Wood Green Station

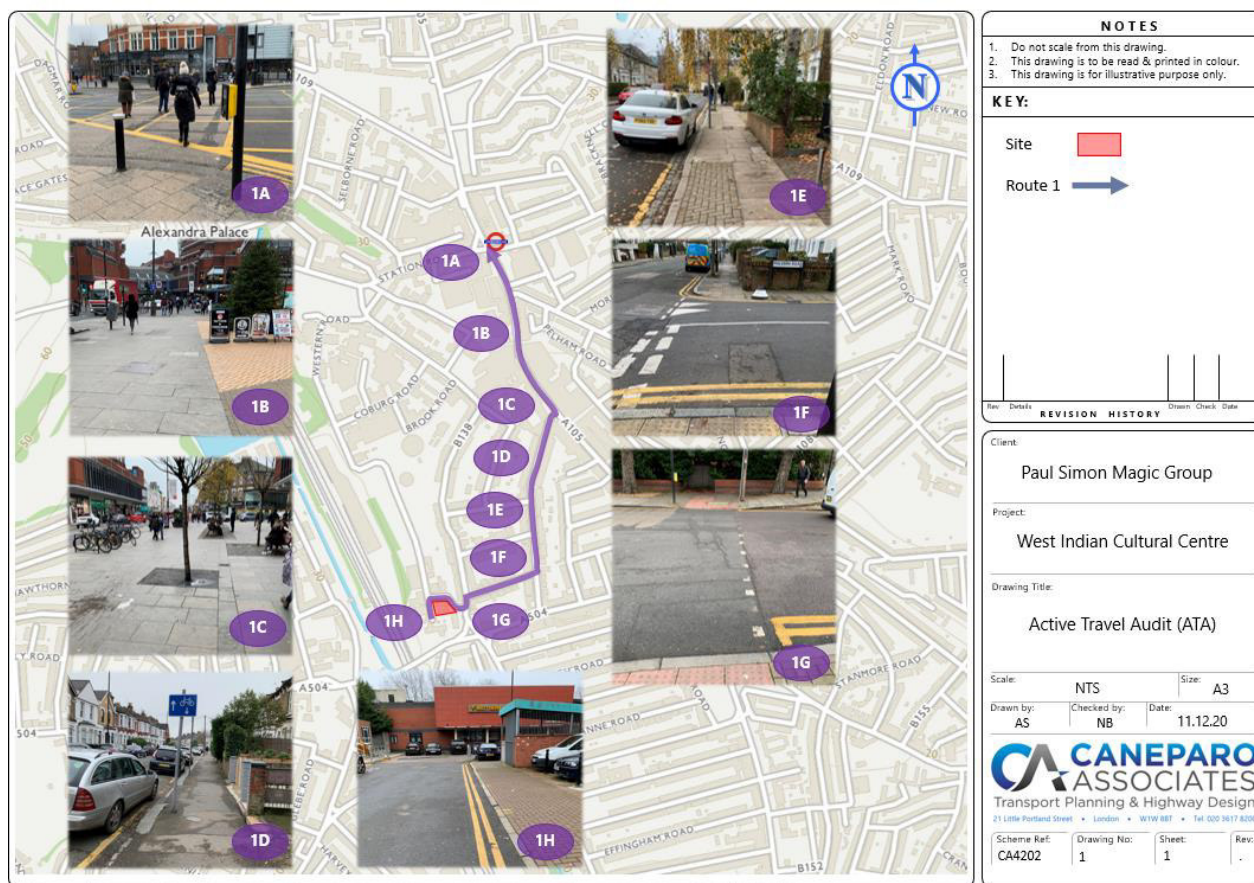


Table 4.5: Healthy Streets Indicators for Photograph 1D: Alexandra Road		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	The footway is of an acceptable width which provides access for all types of pedestrians. The footway on this section of Alexandra Road is of a reduced quality in comparison to the remainder of the route.	Increase the quality of paving to provide a more even ground for pedestrians and make walking along the route more comfortable.
Easy to cross	Crossings are not provided on this particular section of the route, however, crossings on the remainder of the route are to a high standard, with the provision of dropped kerbs, colour contrasted tactile paving and pedestrian countdown timers at the major junctions.	There is no area for improvement.
Shade and shelter	Shade and shelter is provided in the suitable locations on other sections of the route.	There is no need for improvement.
Places to stop and rest	There are no places to stop and rest, due to the nature of this section of the route, which is minor. The provision of on-street seating along the footway at this location may be considered unsafe.	There is no area for improvement.

Not too noisy	This section of the route is not heavily trafficked and only provided one-way southbound vehicular movement. It is therefore not noisy, particularly in comparison to the surrounding main roads.	There is no area for improvement.
People choose to walk, cycle and use public transport	The route offers a friendly cycle environment with a contraflow advisory cycle lane provided on the route, in addition to adequate footways. Alexandra Road also connects High Road with Turnpike Lane to the south, where major bus stops and underground stations are provided nearby.	Provide a clear designated cycle lane along Alexandra Road to further emphasise and prioritise provision for cyclists along the route.
People feel safe	The route is provided alongside residential properties throughout and is therefore well overlooked.	There is no area for improvement.
Things to see and do	Within close proximity to a variety of amenities along High Road and Turnpike Lane.	There is no area of improvement.
People feel relaxed	The area is generally pleasant for active travellers.	The provision of higher quality footway paving may help pedestrians feel more relaxed while walking along the route.
Clean air	Alexandra Road is not currently heavily trafficked but the surrounding roads are very busy.	The provision of further trees would be beneficial in this location.

Route to / from Turnpike Lane Station

- 4.28 The overall environment from the Site towards Turnpike Lane Station is good for active users with the provision of adequate footways with high quality paving and pedestrian crossings which are characterised with dropped kerbs and colour contrasted tactile paving. Turnpike Lane offers a single lane of travel in either direction, with parking bays provided on some sections of the route. The worst section of the route is highlighted within **Figure 4.5** (Photograph 1D) which shows the bus stop shelter provided on Turnpike Lane, which restricts pedestrian movement along the route. This section of the route has been assessed against the Healthy Streets Indicators in **Table 4.6** below.

Figure 4.5: Photographic Record of the Route from the Site towards Turnpike Lane Station

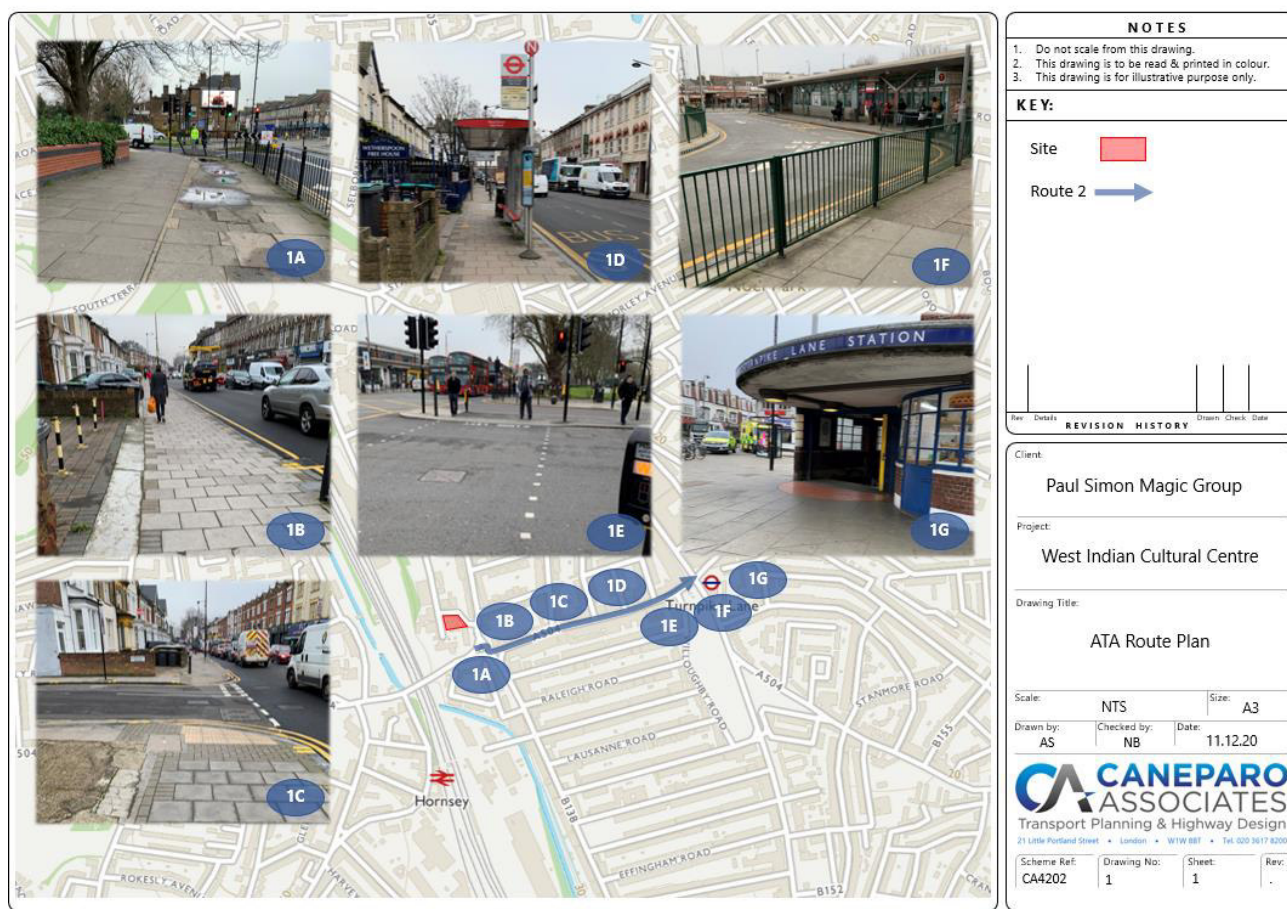


Table 4.6: Healthy Streets Indicators for Photograph 1D: Turnpike Lane		
Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	The footway is of an acceptable width which provides access for all types of pedestrians. The presence of the bus stop along this section of the route restricts movement for pedestrians particularly if people are waiting for bus services.	Provide a footway build out to create a wider footway and prevent pedestrian constraint at this location.
Easy to cross	Both signalised and informal pedestrian crossings provided in the vicinity are to a very high standard, with the provision of colour contrasted tactile paving and dropped kerbs.	There is no area for improvement.
Shade and shelter	Shade and shelter is provided by way of the bus stop located on Turnpike Lane.	There is no need for improvement.
Places to stop and rest	A place to stop and rest is provided by the bus stop shown in Photograph 1D.	There is no area for improvement.
Not too noisy	Turnpike Lane is a busy vehicle route which provides key vehicle movements towards	A reduction in vehicular traffic would assist in reducing the level of noise.

	High Road.	
People choose to walk, cycle and use public transport	The route does not offer a particularly friendly environment for cyclists as there is no cycle route present. The route also accommodates a heavy amount of traffic which can be hostile for cyclists. Pedestrians are however well provided for on the route, with good quality paving and footway widths provided on the route.	Provide a cycle lane along turnpike Lane to prioritise cycle movements and allow cyclists to feel more comfortable using the route.
People feel safe	The route is provided with plenty of active frontage on the southern side, while the residential properties are present along the northern side of the route.	There is no area for improvement.
Things to see and do	Within close proximity to a variety of amenities along Turnpike Lane.	There is no area of improvement.
People feel relaxed	The area is generally pleasant for active travellers but can be stressful due to the area being heavily trafficked.	A reduction in vehicular traffic would assist in making pedestrians and cyclists feel more relaxed.
Clean air	Turnpike Lane is heavily trafficked.	A reduction in vehicle traffic and the provision of further trees would be beneficial in this location.

Route to / from Hornsey Station

- 4.29 The overall environment from the Site towards Hornsey Station is pleasant for active users with the provision of adequate footways with high quality paving and pedestrian crossings which are provided with dropped kerbs and colour contrasted tactile paving. The worst section of the route is highlighted within **Figure 4.6** (Photograph 1E) which shows route towards the station along Tottenham Lane. This section of the route is assessed against the Healthy Streets Indicators in **Table 4.7**.

Figure 4.6: Photographic Record of the Route from the Site towards Hornsey Station

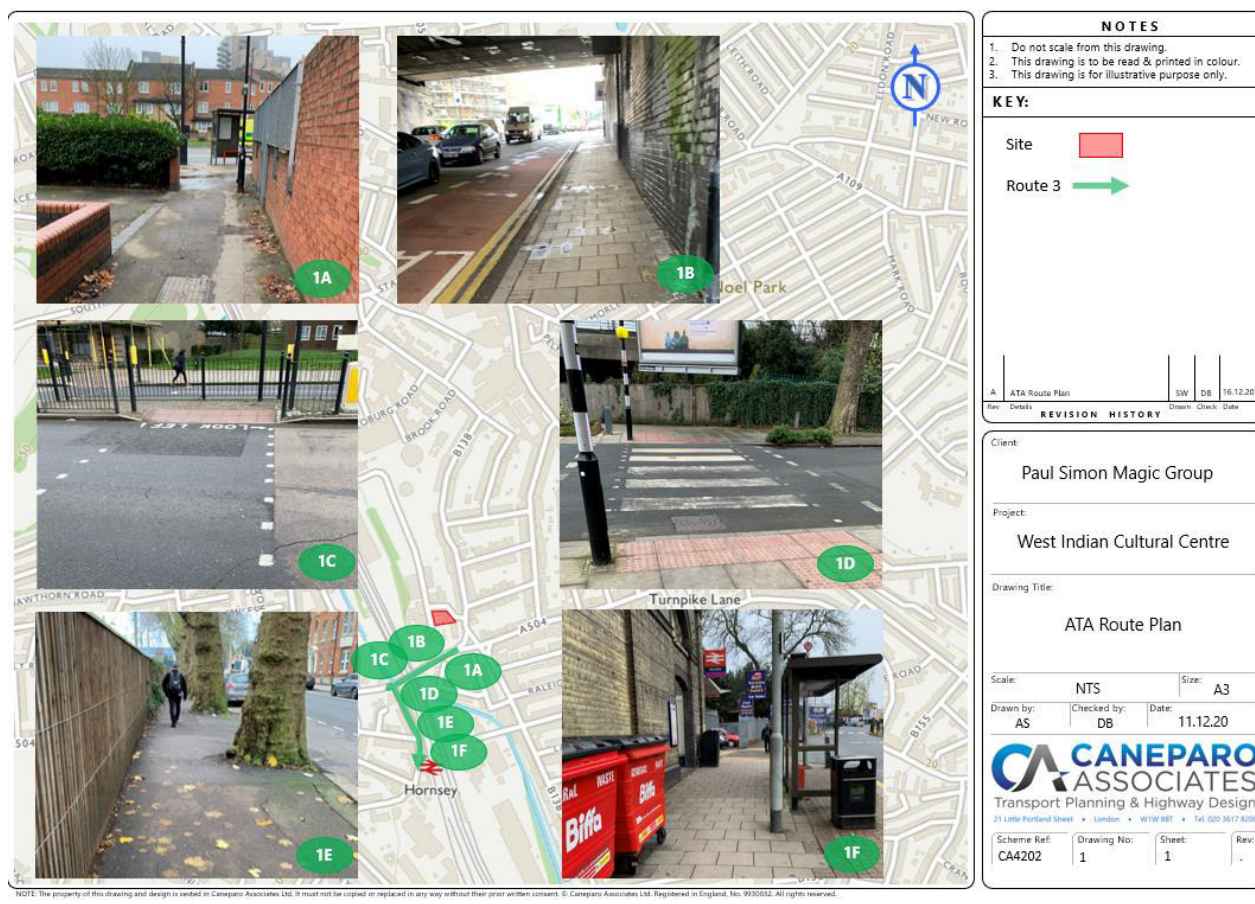


Table 4.7: Healthy Streets Indicators for Photograph 1E: Tottenham Lane

Healthy Streets Indicator	Observations	Area for Improvements
Pedestrians from all walks of life	The footway is of an acceptable width which provides access for all types of pedestrians. The presence of trees cause footway constraint in places where two pedestrians need to pass and also cause the footway to be uneven.	Re-paving of the footway to reduce the unevenness caused by the trees.
Easy to cross	Pedestrian crossings provided in the vicinity are to a very high standard, with the provision of colour contrasted tactile paving and dropped kerbs.	There is no area for improvement.
Shade and shelter	Shade and shelter is provided by way of the railway bridge provided on High Street and the bus stop provided adjacent to the Station on Tottenham Lane.	There is no need for improvement.
Places to stop and rest	A place to stop and rest is provided by the bus stop provided adjacent to the Station.	There is no area for improvement.

Not too noisy	This section of the route is not heavily trafficked particularly in comparison to the surrounding main roads.	There is no area for improvement.
People choose to walk, cycle and use public transport	The route does not prioritise cycle movements, although Tottenham Lane is not heavily trafficked, which can provide a more pleasant environment for cyclists. Pedestrians are well provided for with good pedestrian crossings and footways provided along the route.	Provide a cycle lane along Tottenham Lane to prioritise cycle movements.
People feel safe	The route is not particularly overlooked along the eastern footway on Tottenham Lane, which may cause pedestrians to feel unsafe.	Ensure plenty of street lighting is provided, particularly where there is plenty of tree cover.
Things to see and do	Within close proximity to a variety of amenities along High Street.	There is no area of improvement.
People feel relaxed	The area is generally pleasant for active travellers.	There is no area of improvement.
Clean air	The route is provided with plenty of trees which are beneficial to allowing cleaner air.	There is no area of improvement.

Summary and Conclusion

4.30 An Active Travel Zone was identified that included routes to / from Wood Green Station, Turnpike Lane Station and Hornsey Station. The worst locations were characterised by the following:

- Lack of high-quality footway paving on Alexandra Road;
- The presence of a bus stop on Turnpike Lane causing a constrained footway;
- Uneven and footways along Tottenham Lane.

Recommendations

4.31 As part of the Healthy Streets Approach and new TfL Transport Assessment guidance, a number of recommendations for improvements to the local transport network have been identified which would facilitate an environment that encourages walking and cycling.

- The provision of improved footway paving along Alexandra Road and Tottenham Lane to tie in with the existing excellent footway materials provided on all other surrounding roads.
- The provision of a widened kerb or kerb build out adjacent to the bus stop located to Turnpike Lane to reduce footway constraint in this location.

- The provision of dedicated cycle lanes on Turnpike Lane to prioritise cycle movements.

4.32 Each of the above recommendations are considered to improve the pedestrian / cyclist environment in the area and would contribute towards an environment in which walking, cycling or public transport would be preferred over the private vehicle. These recommendations are identified as locations where local improvements could be made and are not commitments made by the Applicant. This accords with the Healthy Streets Transport Assessment guidance.

Conclusion

4.33 In conclusion, the Active Travel Audit has identified that good quality footway provision and a lack of dedicated cycle facilities are the largest barrier to active travellers.

4.34 The overall results of the Active Travel Audit indicate that the pedestrian environment within the vicinity of the Site was generally positive, and that with minor physical measures such as the repaving of footways on Alexandra Road and Tottenham La, all surrounding pedestrian routes can be promoted for all road users. The provision of further cycle facilities in the vicinity will also further encourage the uptake of cycling in the area.

4.35 The development itself is expected to contribute towards an improved pedestrian and cyclist environment by removing all general car parking and providing high quality cycle parking to Draft London Plan standards. All of which contribute towards an improved and pleasant environment to walk and cycle within.

5 TRIP GENERATION AND TRIP DISTRIBUTION

5.1 The following section outlines the trip generation assessment and subsequent trip distribution for the Proposed Development.

Trip Generation Assessment

Methodology

5.2 The trip generation exercise assesses the estimated total number of AM peak (08:00–09:00), PM peak (18:00–19:00) and daily trips generated by the Proposed Development, by mode of travel.

5.3 **Table 5.1** details the relevant scenarios and associated development quantum assessed in this trip generation exercise.

Table 5.1: Assessed Trip Generation Development Quantum		
Scenario	Use Class	Quantum of Use Class
Existing	Storage and Distribution Unit (Class B8)	595sqm
Proposed	Residential Units (Class C3)	51 units
Proposed	Office Space (Class E)	560sqm

Existing Trip Generation – Storage and Distribution Unit (Use Class B8)

5.4 The 595sqm GIA building at No. 30-36 Clarendon Road (Use Class B8) was occupied by Jessica Buttons, a wholesale storage and distribution centre for buttons, before temporary use by a nursery and church as part of a decant due to a nearby development by the same applicant.

5.5 The Trip Rate Information Computer System (TRICS) was used to identify possible sites to assess the B8 use, using the categories of Employment – Warehouse (commercial storage) however, no comparable sites were identified. The sites displayed included large floorspaces with a high level of car parking, making the sites incomparable to the current usage. As a consequence, a first principles approach to trip generation has been undertaken for this former use.

5.6 The commercial storage unit would be expected to generate a low level of trips relating to employees travelling to work as well as operational vehicles and deliveries throughout the day. Referring to the Employment Density Matrix 3rd Edition (Homes & Communities Agency,

2015), commercial storage units (regional distribution) have an employment density of 1 employee per 77sqm of floorspace. When applied to the 595sqm GIA, this equates to circa 8 employees i.e. circa 16 trips by employees per day, less than would be assumed for the consented temporary use of this part of the site by a nursery and church.

- 5.7 It is also noted that a storage or distribution unit would be expected to generate a demand for larger vehicles ranging between LGV and HGV relating to the operation of the floorspace, however, detailed information on the former operation of the Jessica Buttons site is unavailable.

Proposed Residential (Use Class C3)

- 5.8 The residential trip rate information has been obtained from the TRICS database for total person trips. This has been used to ascertain the predicted daily trips generated by the Site, which is the industry standard approach.

- 5.9 The sites selected have been based on the following parameters:

- Land Use – Residential / 03 – Flats Privately Owned / C.
- Location: Greater London.
- Urban Category: Edge of Town Centre, Suburban.
- PTAL Rating: 3 to 5.
- Unit Number: 28 to 97 units.
- Survey Date Range: 2013 to 2022.

- 5.10 The trip rates and total person trip generation for the 51 residential units is presented in **Table 5.2** and the relevant TRICS data output is included at **Appendix F**.

Table 5.2: Residential Person Trip Rate & Trip Generation (51 units)						
Time	In	Out	Total	In	Out	Total
08:00-09:00	0.074	0.667	0.741	4	34	38
17:00-18:00	0.426	0.278	0.704	22	14	36
Daily	3.633	3.576	7.209	185	182	368

5.11 Therefore, the proposed residential units have been calculated to generate 38 trips during the AM peak, with 36 trips during the PM peak hours. Throughout the day, the residential units will produce approximately 368 trips.

5.12 The person trip generation has been applied to the 2011 Census data (Haringey 016 MLSOA) to obtain the likely multi-modal trip generation for the 51 residential units. To accurately portray the car-free nature of the scheme (other than disabled parking) and the access to public transport, the modal split data has been modified to reduce vehicle use alongside a subsequent increase in sustainable travel. The multi-modal trip generation is shown in **Table 5.5**.

Table 5.3: Residential Multi-Modal Trip Generation (51 units)											
Mode	Census Mode	Modified Mode	AM			PM			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	45.6%	54.1%	2	14	20	12	9	19	100	99	199
Train	5.4%	6.5%	0	2	2	1	1	2	12	12	24
Bus	20.1%	23.9%	1	6	9	5	4	9	44	44	88
Taxi	0.2%	0.2%	0	0	0	0	0	0	0	0	1
Motorcycle	1.2%	0.0%	0	0	0	0	0	0	0	0	0
Car Driver	14.3%	1.0%	0	0	0	0	0	0	2	2	4
Car Pass.	1.0%	0.0%	0	0	0	0	0	0	0	0	0
Bicycle	3.4%	4.1%	0	1	2	1	1	1	8	7	15
On foot	8.7%	10.3%	0	3	4	2	2	4	19	19	38
Total	100.0%	100.0%	4	26	38	22	16	36	185	182	368
<i>Note: minor numerical discrepancies are due to rounding</i>											

5.13 The residential units have therefore been calculated to generate of the order of 310 public transport trips throughout the day, with 53 trips made by active modes. A total of 4 trips will also be made by private car to and from the Site throughout the day.

Proposed Office (Class E) – Commercial

5.14 The commercial floorspace is expected to operate as flexible Class E employment use.

5.15 The TRICS sites selected were based on the following parameters:

- Land Use – Employment / 03 – Office / A.
- Location: Greater London.

- Weekday
- Urban Category: Edge of Town Centre, Suburban and Town Centre (to increase site selection)
- PTAL Rating: 3 to 6a (to increase site selection)
- Quantum of Floorspace: 920 to 3054sqm.
- Survey Date Range: 2012 to 2021.

5.16 The trip rates and total person trip generation for the office space (560 sqm) are presented in **Table 5.4** and the relevant TRICS data output is included at **Appendix G**.

Table 5.4: Office Person Trip Rate & Trip Generation (560 sqm)						
Time	In	Out	Total	In	Out	Total
08:00-09:00	2.319	0.107	2.426	13	1	14
17:00-18:00	0.259	2.502	2.761	1	14	15
Daily	11.4	11.36	22.76	64	64	127
Note: Discrepancies relate to rounding of numbers						

5.17 The proposed office space will therefore generate approximately 14 trips during the AM peak, with 15 trips made during the PM peak. Throughout the day, 127 trips will be made to and from the office space.

5.18 The total person trip generation has been applied to the 2011 Census data (Haringey 016 MLSOA employees) to obtain the likely multi-modal trip generation. To accurately portray the car-free nature of the scheme (other than disabled parking) and the very good access to public transport, the modal split data has been modified to reduce vehicle use alongside a subsequent increase in sustainable travel.

Table 5.5: Office Multi-Modal Trip Generation (560 sqm)											
Mode	Census Mode	Modified Mode	AM			PM			Daily		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	17.0%	24.7%	3	0	3	0	3	4	16	16	32
Train	8.6%	12.4%	2	0	2	0	2	2	8	8	16
Bus	28.5%	41.4%	5	0	6	1	6	6	26	26	53

Taxi	0.1%	0.1%	0	0	0	0	0	0	0	0	0
Motorcycle	0.7%	0.0%	0	0	0	0	0	0	0	0	0
Car Driver	28.8%	0.0%	0	0	0	0	0	0	0	0	0
Car Pass.	1.6%	0.0%	0	0	0	0	0	0	0	0	0
Bicycle	2.5%	3.6%	0	0	0	0	1	1	2	2	5
On foot	12.2%	17.7%	2	0	2	0	2	3	11	11	23
Total	100.0%	100.0%	13	1	14	1	14	15	64	64	127

Note: minor numerical discrepancies are due to rounding

5.19 Throughout the day, the proposed office space will generate approximately 100 public transport trips and 28 made by active modes.

Total Multi-Modal Trip Generation

5.20 **Table 5.6** presents the multi-modal trip generation for the various proposed land uses on-site.

Table 5.6: Total Multi-Modal Trip Generation									
Mode	AM			PM			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Underground	5	14	24	12	12	23	116	114	230
Train	2	2	4	2	3	4	20	20	40
Bus	6	6	15	6	10	15	71	70	141
Taxi	0	0	0	0	0	0	0	0	1
Motorcycle	0	0	0	0	0	0	0	0	0
Car Driver	0	0	0	0	0	0	2	2	4
Car Pass.	0	0	0	0	0	0	0	0	0
Bicycle	1	1	2	1	1	2	10	10	20
On foot	3	3	6	2	4	6	30	30	60
Total	17	26	51	23	30	51	249	246	495

Note: minor numerical discrepancies are due to rounding

Trip Distribution

5.21 As assessed above, a proportion of trips to and from the Proposed Development are forecast to be made by public transport modes. In order to assess the effect of the development on the respective public transport modes, a basic trip distribution assessment has been undertaken.

Methodology

5.22 To determine the distribution of trips on the network, the AM and PM peak hours have been assessed, as these typically represent the busiest times on the network and busiest periods for

total development hourly trips. This data has been assessed by direction of travel, based on arrival and departure activity with data then applied to the number of public transport services per hour, providing an estimate of the additional passenger numbers per service.

Bus Trip Distribution

- 5.23 During the worst-case scenario peak hour, the Proposed Development has been calculated to generate approximately 15 bus trips. It is considered that users of the Site will utilise services primarily from the nearest bus stops (Wightman Road Stops E & H) and Turnpike Lane Bus Station (located 800m from the Site). When applying the calculated level of bus passengers to the 88 bus services available each hour from the aforementioned locations, the Proposed Development will result in less than one additional passenger per service, during the worst-case scenario peak hour. This increase is considered negligible.

Underground Trip Distribution

- 5.24 The Proposed Development has been calculated to generate 24 trips during the worst-case peak hour. When applying this to the c30 underground services available per hour (taken from the PTAL assessment) from Turnpike Lane station the proposed development results in less than one additional passenger per service, during the worst-case scenario peak hour. This increase is considered negligible.

Rail Trip Distribution

- 5.25 During the worst-case peak hour, the proposed development has been calculated to generate 4 rail trips. When applying this to the 13 rail services available from Hornsey Station (taken from the PTAL assessment), the Proposed Development again results in less than one additional passengers per train. The calculated increase in passengers is considered to be minor and will not result in a material impact on rail services.

6 EFFECTS OF DEVELOPMENT

- 6.1 This section considers the potential traffic and transport effects of the Proposed Development in terms of parking, servicing, waste storage and collection, and how the scheme aligns with the Healthy Streets indicators.

Car Parking

- 6.2 As outlined in Section 3, the proposed development is brought forward as car-free (aside from disabled parking) and will be subject to a permit-free agreement secured via the Section 106 Agreement to prevent future residents from obtaining a permit to park within the local Controlled Parking Zone. Thus, allowing the delivery of a car-free scheme.
- 6.3 Two disabled spaces with electric vehicle charging facilities will be provided for the residential units at ground floor level, in line with London Plan standards for disabled parking provision.
- 6.4 The Site currently includes a vehicle crossover giving access to the existing car park at the rear of the site. This crossover will be realigned slightly to provide access to the proposed disabled parking area. The level of wheelchair accessible parking proposed at 4% (2 spaces) exceeds the London Plan requirement which requires a 3% provision on day one for the residential element of the proposals.
- 6.5 As set out earlier in this report parking surveys were commissioned in September 2022 and demonstrate that there is spare parking capacity on the surrounding road network, such that any additional blue badge parking or visitor parking demand could be accommodated on-street without any material impact upon the ability of others to park in the vicinity.

Deliveries & Servicing

Servicing Strategy

- 6.6 The opportunity to service on-street in the vicinity of the development is currently limited as much of the immediate area has double yellow lines with double yellow blips, which prohibit delivery vehicles from waiting and loading on the site boundary and restrict the ability of the site to be serviced.

- 6.7 It is understood that these restrictions were introduced in response to parking enforcement issues during events at the adjacent Alevi Centre, but are under review by the Council's parking services team.
- 6.8 Given the constraints of the site footprint, the need to maintain areas of active frontage and to incorporate disabled parking, it is not feasible for the site to include a service yard and so the scheme will be reliant on on-street servicing, which would require the double blip restrictions on the immediate site frontage to be eased to either double yellow lines with single blips – allowing servicing at certain time periods, or double yellow lines, which would allow for servicing at any time of day.
- 6.9 As set out below due to the scale of development proposed the number of delivery movements will be limited and with minor changes to the existing waiting and loading restrictions could be readily accommodated on street.

Servicing Movements

Office / Commercial Space (Use Class E)

- 6.10 Applying the City of London's Loading Bay Reckoner (2018) delivery trip rate calculation of 0.20 office deliveries per 100sqm GEA, the proposed 560sqm GEA of office space can be expected to typically generate 1 delivery per day.

Residential Units (Use Class C3)

- 6.11 Using general rule of thumb estimates, residential units are typically expected to generate approximately 15 daily deliveries per 100 units. Therefore, the proposed 51 units are expected to generate circa 7-8 deliveries per day.

Total Servicing Movements

- 6.12 The proposed development is therefore expected to generate approximately 8-9 daily deliveries across all uses. Taking a worst-case scenario whereby 20% of all deliveries occur within the busiest hour, this assumes 2x delivery vehicles across the hour.
- 6.13 It is considered that the currently available and proposed sections of double yellow line (with double blips removed) along Clarendon Road will be capable of accommodating the 8-9 deliveries expected across the day, particularly with the implementation of a Delivery and Servicing Plan to manage deliveries at the development where possible.

Waste Storage and Collection

- 6.14 Waste Storage for the development will be provided at ground floor, with separate stores for each of the uses. Each waste store is provided with direct and level access to either Clarendon Road or the disabled parking area to facilitate ready access for waste collection operatives.

Healthy Streets Indicators

- 6.15 The Healthy Streets approach seeks to inform design, management and use of public spaces in order to place people and people's health at the forefront of development decisions. The following assessment is based on the document 'Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017'.
- 6.16 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principle means of evaluating the area with an aim to help Londoners use cars less and walk, cycle and use public transport more.
- 6.17 The Healthy Streets Approach incorporates 10 Indicators for which the Proposed Development has been assessed against. **Table 6.1** below summarises each Healthy Streets Indicator and how the Proposed Development is beneficial to the pedestrian environment.

Table 6.1: Healthy Streets Indicators for Proposed Development	
Healthy Streets Indicator	Proposed Development Provision
Pedestrians from all walks of life – London's streets should be welcoming places for everyone to walk, spend time in and engage in community life	The proposed public realm works taking place at the Site will create an improved environment for pedestrians and the wider community.
Easy to cross – Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.	The access into the Site will be improved with tactile paving to facilitate an improved crossing for pedestrians.
Shade and shelter – Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.	The provision of trees on the Clarendon Road frontage will provide adequate shade and shelter.
Places to stop and rest – A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.	The Site links to the existing pedestrian network, which provides access to places to stop and rest at Ducketts Common approximately 8 minutes' walk from the Site.

Table 6.1: Healthy Streets Indicators for Proposed Development	
Healthy Streets Indicator	Proposed Development Provision
Not too noisy – Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.	The removal of the majority of existing parking will reduce the noise impacts of vehicles at the Site, which will benefit the health of Site users and the ambience for pedestrians and cyclists around the Site.
People choose to walk, cycle and use public transport - Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.	The sustainable location of the Proposed Development will naturally encourage users to take public transport, with several options for buses and rail / underground lines in the vicinity of the Site. The footway and public realm works taking place around the Site and the integration of the Site into the proposed future improvements for the wider Heartlands area will further encourage users of the Site to walk in and around the local area. The provision of cycle parking at the Site will also encourage users of the Site to cycle.
People feel safe – The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.	The increase in activity expected to occur and the provision of further active frontage as part of the Proposed Development at ground floor will increase natural surveillance around the Site. The surrounding area is also well overlooked allowing pedestrians and cyclists to feel safe.
Things to see and do – People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.	The Site is located within a bustling area where plenty of shops and amenities are available within comfortable walking and cycling distance.
People feel relaxed – A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.	The provision of landscaping will provide a pleasant space to spend time in and relax adjacent to the Site.
Clean air – Improving air quality delivers benefits for everyone and reduces unfair health inequalities.	The removal of all general car parking will provide the opportunity to improve air quality in this location.

7 MITIGATION MEASURES

- 7.1 This section provides details of the proposed mitigation measures, which will be implemented to reduce the transport effects of the Proposed Development on the surrounding transport network, both during the construction and operational phases.
- 7.2 A range of measures are embedded within the scheme design, as discussed within Section 3, including car and cycle parking, servicing management and highway / public realm improvements. The additional mitigation measures, which are included as part of the transport documents provided for the planning application, are summarised below.

Highway Alterations

- 7.3 The available footway width will be extended in places, with improved public realm areas provided around the proposed development.
- 7.4 Minor crossover alterations and footway reinstatement will also be undertaken on the western boundary of the Site to Clarendon Road as necessary to allow convenient access to the proposed disabled parking spaces, with changes to the adjacent double blip markings to allow for servicing, subject to the Council's consent.

Delivery and Servicing Plan

- 7.5 In order to ensure that the effect of deliveries and servicing associated with the development is minimised, a Draft Delivery & Servicing Plan (DSP) has been prepared and accompanies the TA as part of the planning application transport documents. It is envisaged a full DSP will be secured by way of a legal agreement or planning condition.
- 7.6 The primary objectives of the DSP will be to manage deliveries and servicing to, from and within the premises in order to ensure that servicing activity is undertaken successfully and without conflict between vehicles and/or pedestrians. The key aims and objectives of the DSP will be:
- To minimise disruption to the local roads and Strategic Road Network (SRN).
 - To ensure that deliveries are continuously and effectively managed.

- To manage deliveries effectively to avoid peaking of deliveries and departures that may have a detrimental impact on the local highway network.
- To manage the number / volume of delivery vehicle movements during the AM and PM weekday peak periods.

Framework Travel Plan

- 7.7 A Framework Travel Plan has been prepared and accompanies the TA as part of the transport documents for the planning application. The primary objective of Travel Plan is 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.
- 7.8 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking and cycle repair hub facilities. The 'soft' measures include initiatives such as Travel Information Packs, identifying cycle training courses, and providing information on public transport services, walking and cycling routes.
- 7.9 It is expected that the final Travel Plan will be secured via a condition of the planning permission. The Travel Plan will set out the measures, initiatives and monitoring which will inform the production of the final document.

Construction Logistics Plan

- 7.10 To reduce the potential effects of construction vehicles on the highway network, an Outline Construction Logistics Plan (CLP) has been prepared as part of the planning application submission. The CLP includes information on the construction programme, along with detailing the types, numbers and management of construction vehicles, construction vehicle access and routeing arrangements, and measures to ensure pedestrian, cyclist and vulnerable road user safety during construction hours.

8 SUMMARY & CONCLUSION

- 8.1 Caneparo Associates are appointed by the Paul Simon Magic Homes ('the Applicant') to provide traffic and transport advice in relation to the proposed redevelopment of the site at 30-36 Clarendon Road ('the Site') located within the London Borough of Haringey.
- 8.2 The Site forms of a building on Clarendon Road, the former Jessica Buttons wholesale supplier unit, including the car park to the rear.
- 8.3 The proposals are to provide 51 residential units and 560 sqm of commercial floorspace within a part two, part six, part eight and part eleven storey block, with basement, on the 30-36 Clarendon Road site, which is located to the north west of the junction of Turnpike Lane and Clarendon Road.
- 8.4 This report has assessed the transport and highway related implications of the Proposed Development which are summarised below.
- The Site benefits from very good accessibility to public transport, with London Underground, rail and buses, all available within walking distance of the Site.
 - The proposals will provide public realm improvements along the Clarendon Road frontage to facilitate more high quality space for pedestrians and readily accessible visitor cycle parking.
 - Cycle parking and disabled parking spaces will be provided at the Site in line with London Plan standards.
 - Servicing and waste collection will be undertaken on-street from Clarendon Road, on the basis that the Council facilitate the removal of the adjacent double blip markings to allow for servicing.
 - Waste storage is provided at ground floor with direct access to Clarendon Road and the disabled parking area, for ease of access for waste collection operatives.
 - An Active Travel Audit has been undertaken demonstrating the suitability of the Site to enable future development users to utilise travel by active modes. The submission of a Travel Plan, the provision of cycle parking and car-free nature of the proposals will further

discourage use of vehicles to travel to/from the Site, instead promoting travel by non-car modes, particularly by active means such as walking and cycling.

- The proposals should result in a net reduction in car driver trips made to and from the Site following the reduction in on-site car parking. While an increase in public transport trips will occur, it has been demonstrated that the increased number of passengers will not have a material impact on the underground, rail and bus services in the area.
- This TA sets out proposed mitigation measures to ensure the efficient management of the Site, with a Framework Travel Plan, Delivery & Servicing Plan and Construction Logistics Plan also provided with the planning application.

Conclusion

- 8.5 In conclusion, the Proposed Development will not have a materially detrimental impact on the highway or local transport network, and is in accordance with relevant adopted national, regional and local policy guidance. It therefore meets the test of the NPPF and paragraph 111, which states that:

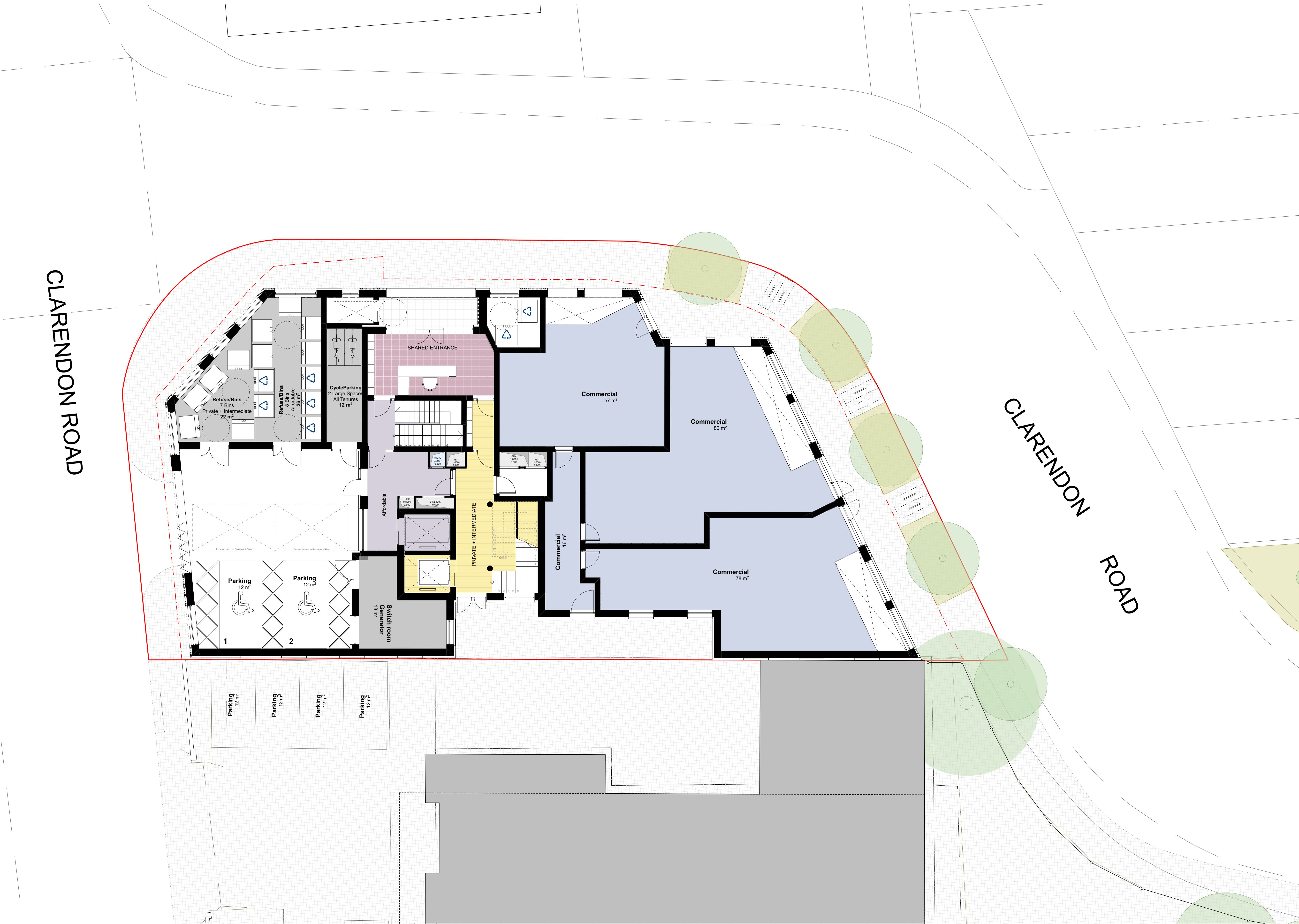
“Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.”

- 8.6 In light of this, the Proposed Development is considered to be acceptable and should be supported on transport grounds.

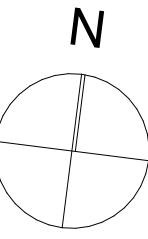
Appendix A

GROUND FLOOR PLAN

Any errors and omissions to be reported to the Architect prior to commencement. Dimensions and areas are based on survey information provided by the client. This drawing is copyright © STOCKWOOL. All dimensions to be checked on site. Do not scale.



KEY:



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APPLICATION BOUNDARY - PSMG OWNERSHIP

OWNERSHIP BOUNDARY - PSMG OWNERSHIP

STUDIO

1B2P

2B3P

2B4P

3B5P

COMMERCIAL

SERVICES

Mixed tenures

Affordable Rent

Private + Intermediate

Rent + Intermediate

Private

PO - WIP	Work in Progress	Planning Submission
rev	date	description

stock wool

The Pump House 19 Hooper Street
London E1 8BU 020 7264 8600
info@stockwool.co.uk

Client
Magic Living Ltd
Paul Simon Homes

Project
30-36 Clarendon Road, N8 ODJ
(Jessica Buttons Factory)

Drawing
00_Ground floor

Project status
PLANNING

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Date created 21.09.22
Drawn AB
Checked YUJW

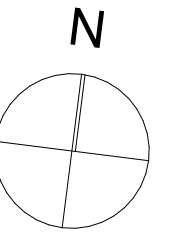
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BASEMENT LEVEL PLAN

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KEY:



 APPLICATION BOUNDARY -
PSMG OWNERSHIP

OWNERSHIP BOUNDARY -
PSMG OWNERSHIP

STUDIO

1B2P

2B3P

2B4P

 3B5P

COMMERCIAL

SERVICES

Mixed tenures

Affordable Rent

Private + Intermediate

 Rent + Intermediate

Private

P0 - WIP	Work in Progress	Planning Submission
rev	date	description

**stock
wool**

The Pump House 19 Hooper Street
London E1 8BU 020 7264 8600
info@stockwool.co.uk

Client

Magic Living Ltd
Paul Simon Homes

Project

30-36 Clarendon Road, N8 ODJ
(Jessica Buttons Factory)

Drawing

B1_Basement Level

Project status

PLANNING

Scale 1:100@A1

CAD File 3572 - Buttons Factory_MainFile_221005.pln
Date created: 22/10/2005

Date created 21.09.22
Drawn AB

Checked YU/JW

D. J. Nisbet et al.

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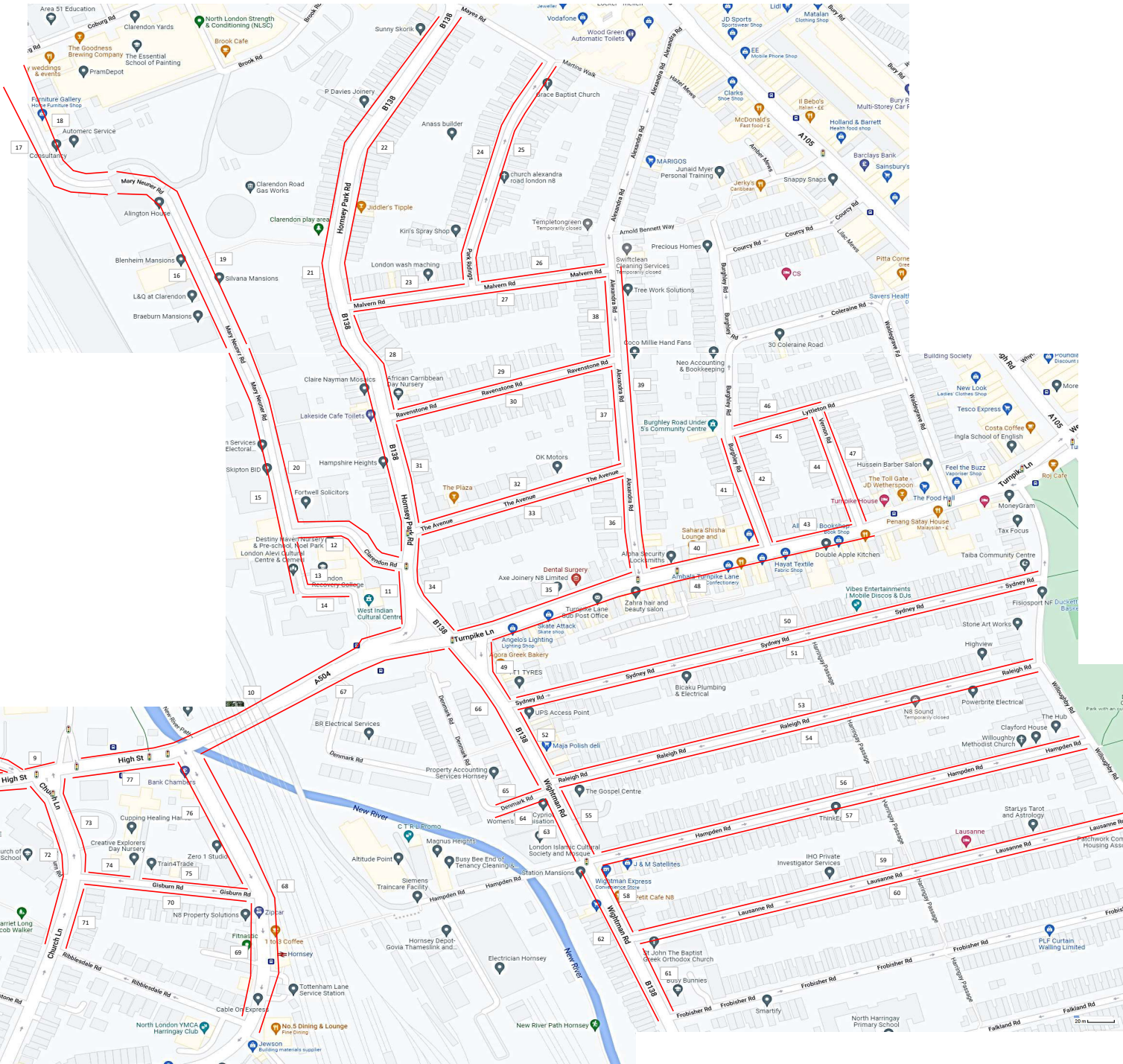
Appendix B

K&M TRAFFIC SURVEYS

DAY : TUESDAY, WEDNESDAY & SUNDAY

DATE : 13th, 14th and 18th SEPTEMBER 2022

LOCATION : JESSICA BUTTON FACTORY SITE, TURNPIKE LANE.



K&M TRAFFIC SURVEYS

DAY: TUESDAY, WEDNESDAY & SUNDAY

DATE: 13TH, 14TH AND 18TH SEPTEMBER 2022

LOCATION: JESSICA BUTTON FACTORY SITE, TURNPIKE LANE.

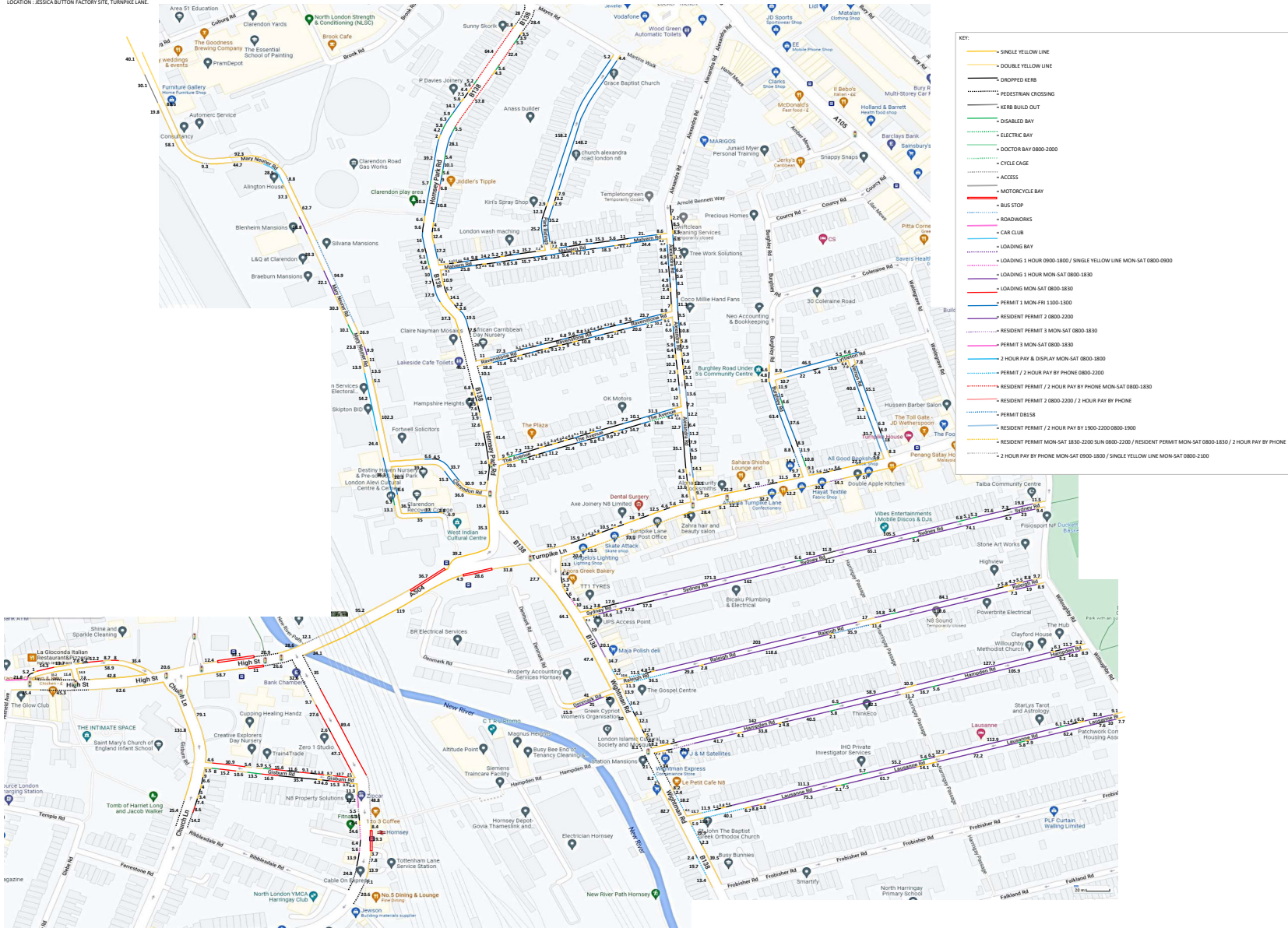


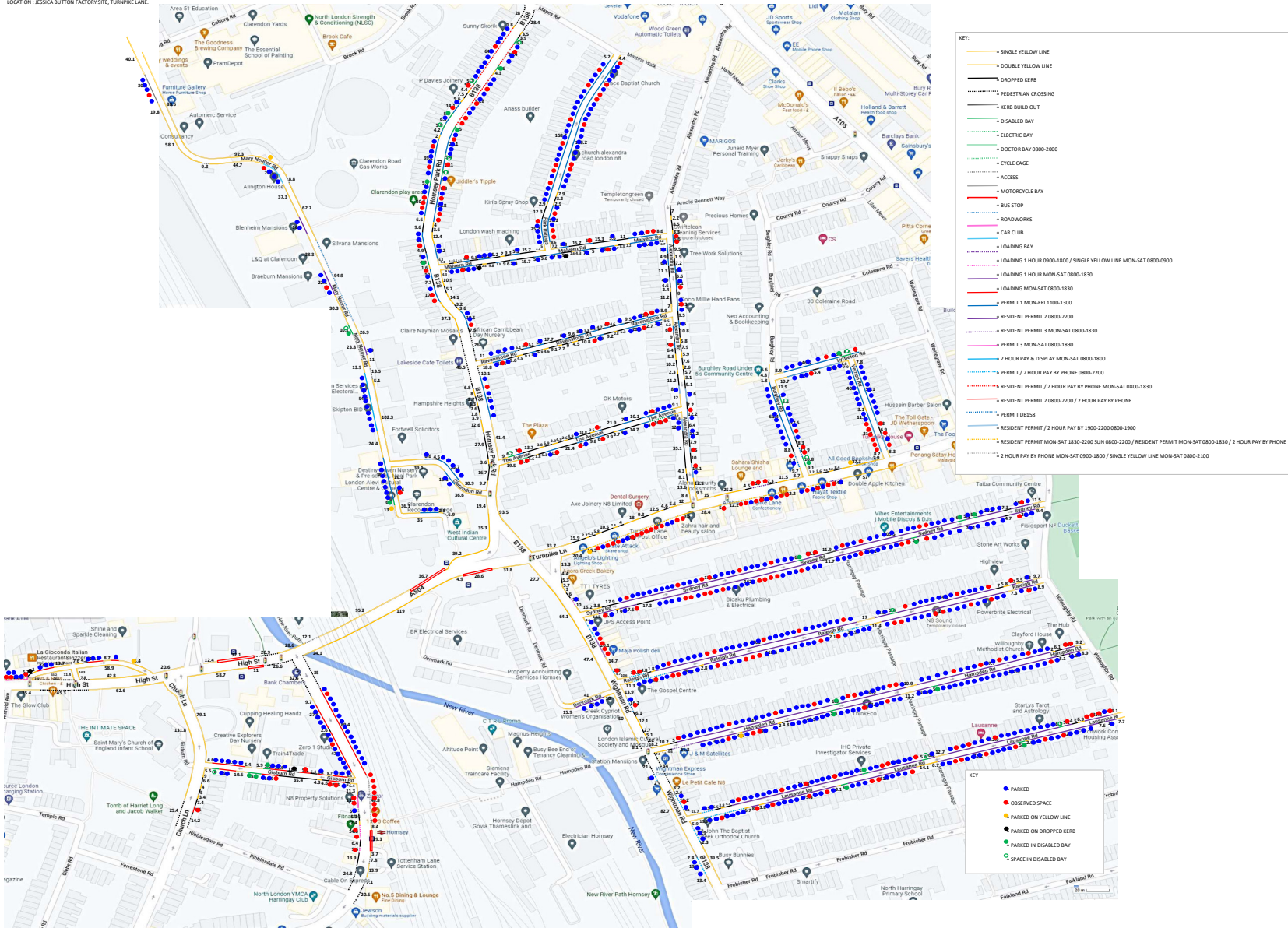
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377	0	100.00</	

K&M TRAFFIC SURVEYS

DAY: TUESDAY, WEDNESDAY & SUNDAY

DATE: 13TH, 14TH AND 18TH SEPTEMBER 2022

LOCATION: JESSICA BUTTON FACTORY SITE, TURNPIKE LANE.

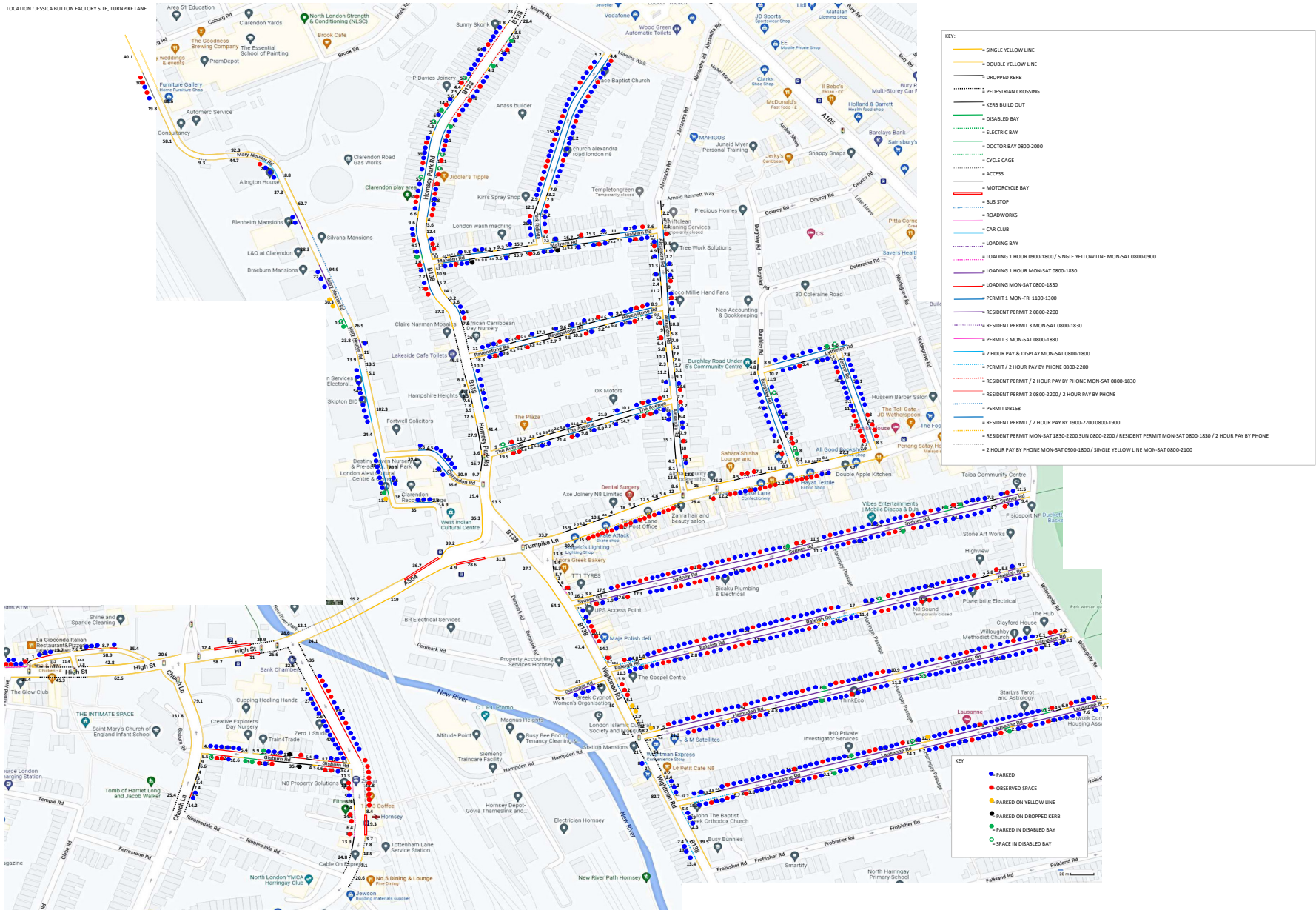


K&M TRAFFIC SURVEYS

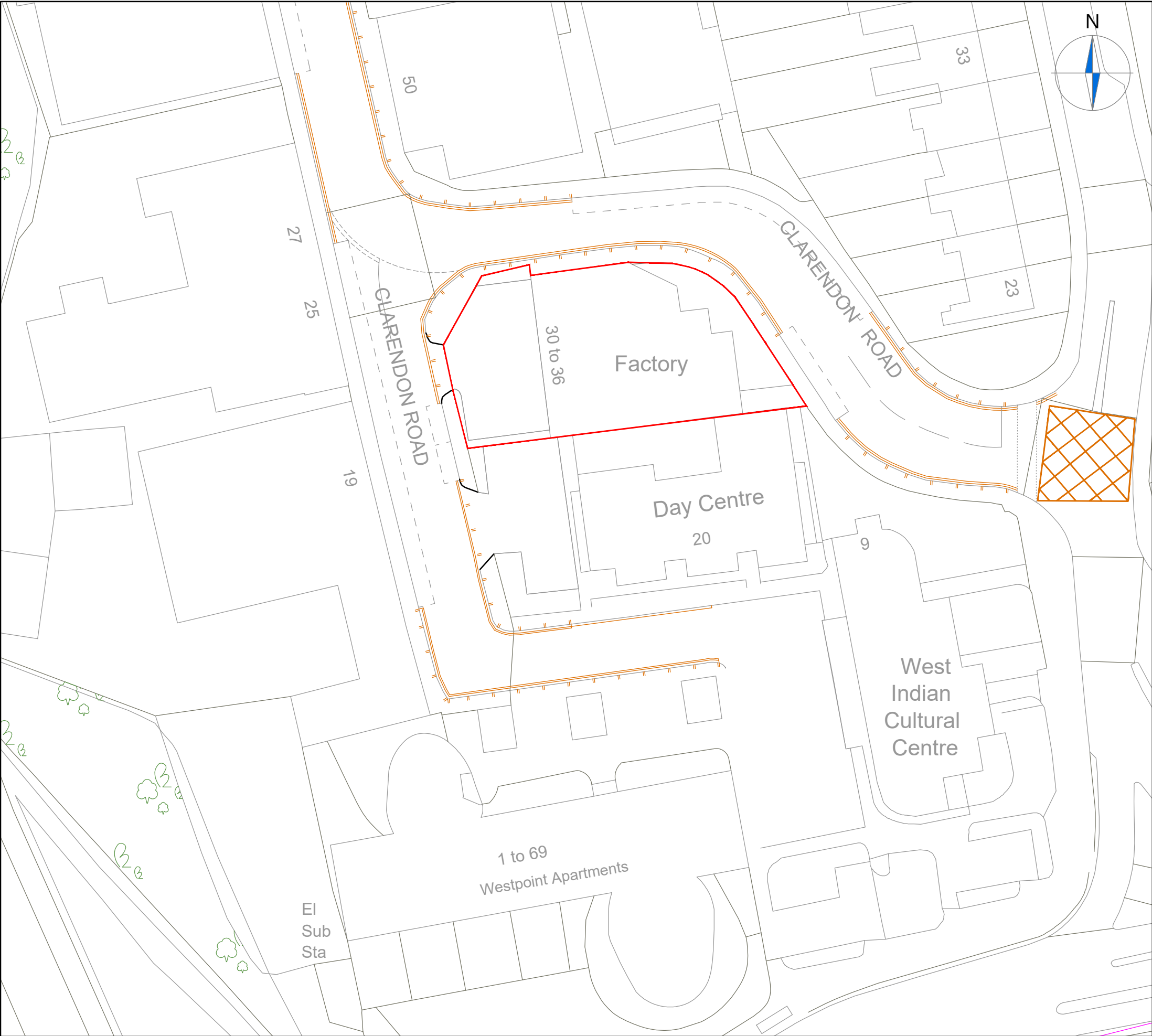
DAY : TUESDAY, WEDNESDAY & SUNDAY

DATE : 13th, 14th AND 18th SEPTEMBER 2022

LOCATION : JESSICA BUTTON FACTORY SITE, TURNPIKE LANE.



Appendix C



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.

KEY:

	SITE BOUNDARY
-------------	---------------

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

Client:

Paul Simon Magic Group

Project:

Jessica Buttons

Drawing Title:

Existing Highway Layout

Scale:

1:500

Size:

A3

Drawn by:

COS

Checked by:

AFG

Date:

05.10.2022

CANEPARO ASSOCIATES

Transport Planning & Highway Design

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

Scheme Ref:

4877

Drawing No:

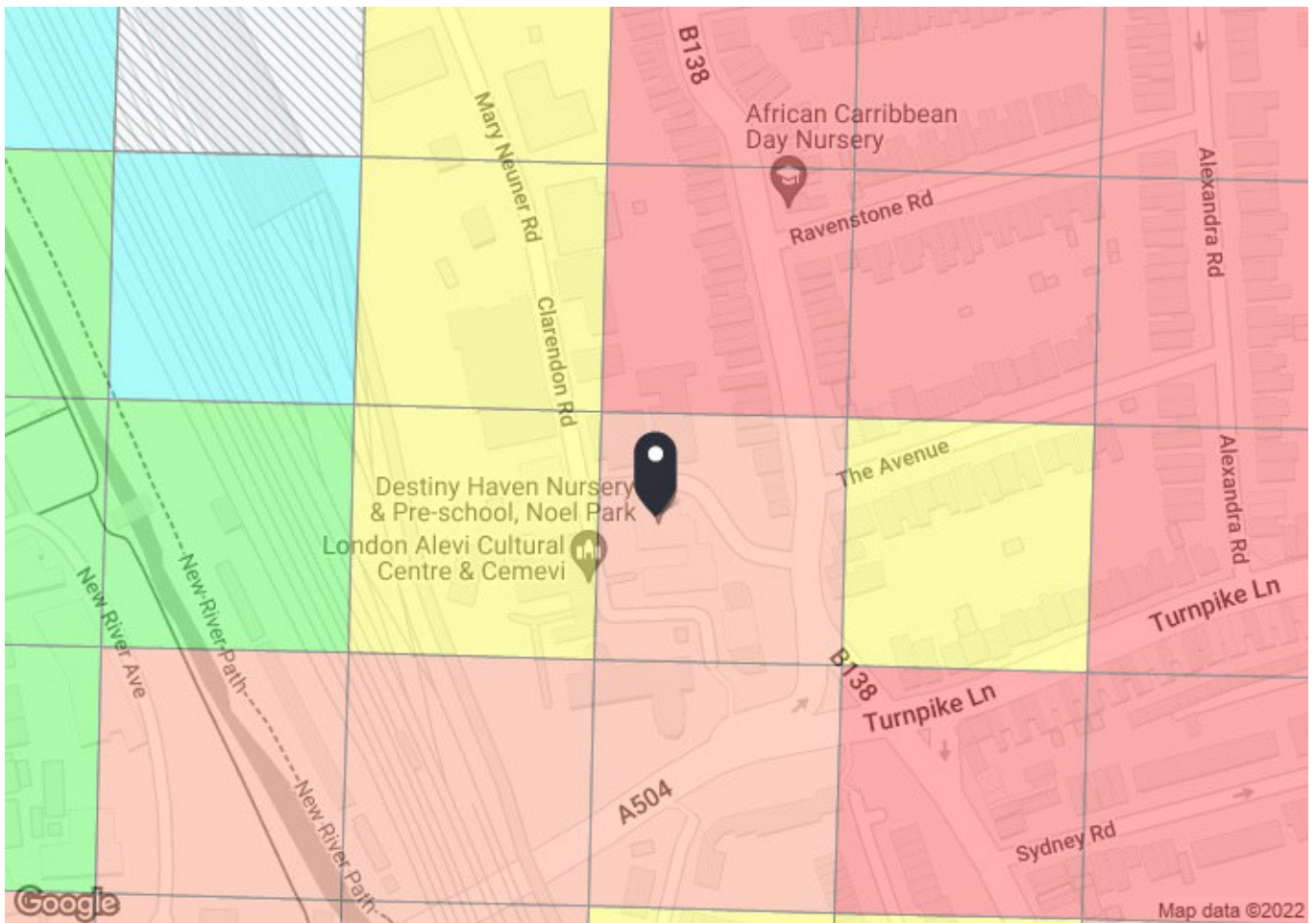
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Sheet :

1 of 1

Rev:

Appendix D



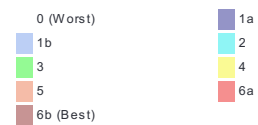
PTAL output for Base Year 5

32 Clarendon Rd, London N8 0DJ, UK
Easting: 530920, Northing: 189552

Grid Cell: 129038

Report generated: 12/09/2022

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

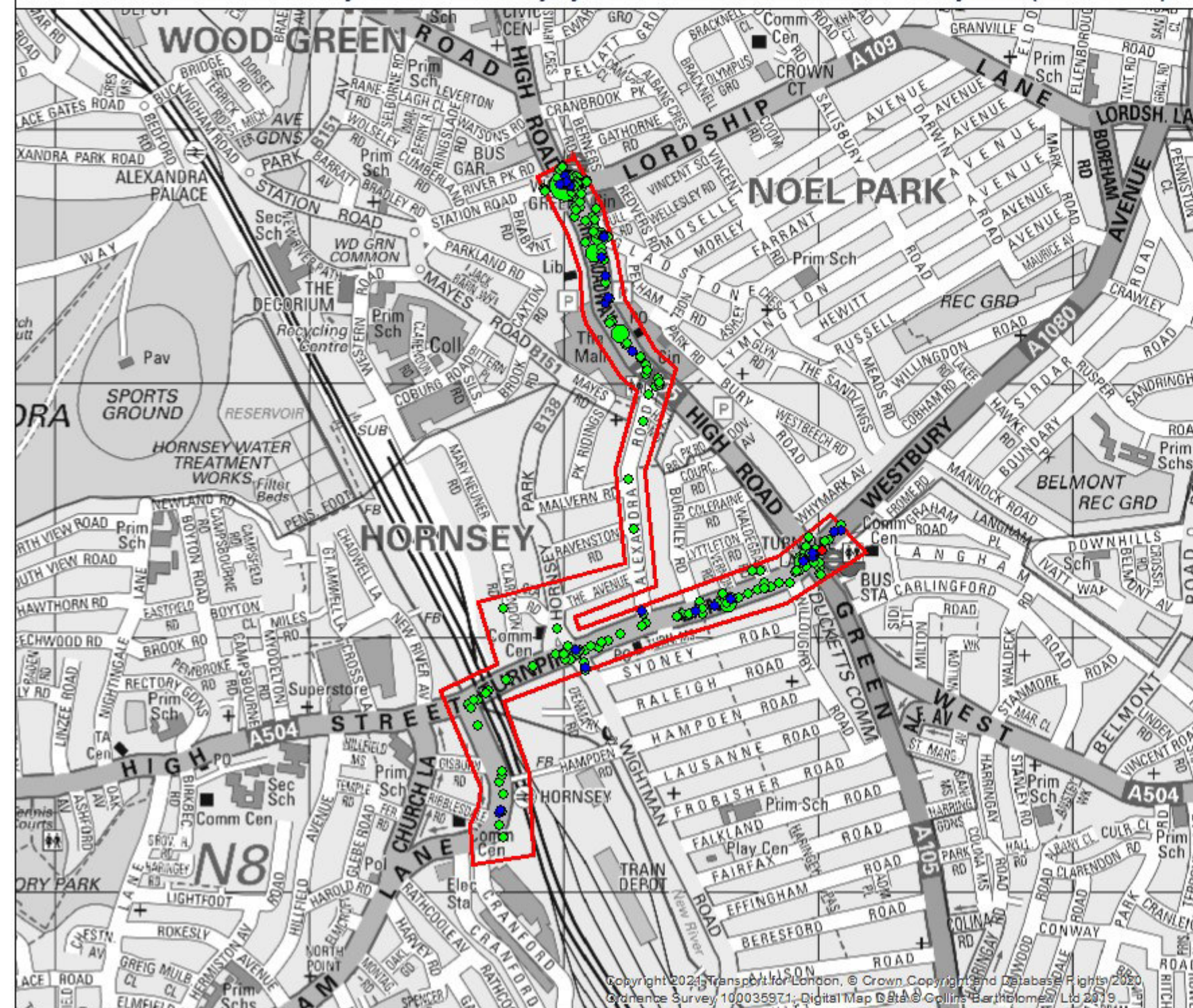
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TURNPIKE LN HORNSEY PK R	41	180.2	12	2.25	4.5	6.75	4.44	1	4.44
Bus	TURNPIKE LN HORNSEY PK R	144	180.2	8	2.25	5.75	8	3.75	0.5	1.87
LUL	Turnpike Lane	'Cockfosters-LHRT4LT'	651.6	4.67	8.15	7.17	15.32	1.96	0.5	0.98
LUL	Turnpike Lane	'RayLane-Cockfosters'	651.6	3.67	8.15	8.92	17.07	1.76	0.5	0.88
LUL	Turnpike Lane	'LHRT4LT-ArnosGrove'	651.6	4.67	8.15	7.17	15.32	1.96	0.5	0.98
LUL	Turnpike Lane	'ArnosGrove-RayLane'	651.6	0.33	8.15	91.66	99.8	0.3	0.5	0.15
LUL	Turnpike Lane	'ArnosGrove-Nthfields'	651.6	3	8.15	10.75	18.9	1.59	0.5	0.79
LUL	Turnpike Lane	'Oakwood-RayLane'	651.6	0.33	8.15	91.66	99.8	0.3	0.5	0.15
LUL	Turnpike Lane	'Nthfields-Cockfoster'	651.6	1	8.15	30.75	38.9	0.77	0.5	0.39
LUL	Turnpike Lane	'LHRT5-Cockfosters'	651.6	6	8.15	5.75	13.9	2.16	1	2.16
LUL	Turnpike Lane	'Uxbridge-Cockfosters'	651.6	3.67	8.15	8.92	17.07	1.76	0.5	0.88
LUL	Turnpike Lane	'Ruislip-Cockfosters'	651.6	2.33	8.15	13.63	21.77	1.38	0.5	0.69
LUL	Turnpike Lane	'ArnosGrove-Uxbridge'	651.6	1	8.15	30.75	38.9	0.77	0.5	0.39
LUL	Turnpike Lane	'Oakwood-Uxbridge'	651.6	0.33	8.15	91.66	99.8	0.3	0.5	0.15
LUL	Turnpike Lane	'Oakwood-Ruislip'	651.6	0.33	8.15	91.66	99.8	0.3	0.5	0.15
Rail	Hornsey	'MRGT-HFDN 2B09'	496.54	0.67	6.21	45.53	51.73	0.58	0.5	0.29
Rail	Hornsey	'MRGT-STEVENGE 2F05'	496.54	0.67	6.21	45.53	51.73	0.58	0.5	0.29
Rail	Hornsey	'MRGT-LTCE 2F06'	496.54	1	6.21	30.75	36.96	0.81	0.5	0.41
Rail	Hornsey	'MRGT-GORDONH 2G98'	496.54	0.33	6.21	91.66	97.87	0.31	0.5	0.15
Rail	Hornsey	'HFDN-MRGT 2J08'	496.54	1	6.21	30.75	36.96	0.81	0.5	0.41
Rail	Hornsey	'GORDONH-MRGT 2J10'	496.54	1.67	6.21	18.71	24.92	1.2	0.5	0.6
Rail	Hornsey	'STEVENGE-MRGT 2J17'	496.54	0.67	6.21	45.53	51.73	0.58	0.5	0.29
Rail	Hornsey	'HFDN-MRGT 2J18'	496.54	0.33	6.21	91.66	97.87	0.31	0.5	0.15
Rail	Hornsey	'HFDN-MRGT 2J23'	496.54	0.33	6.21	91.66	97.87	0.31	0.5	0.15
Rail	Hornsey	'STEVENGE-MRGT 2J25'	496.54	0.33	6.21	91.66	97.87	0.31	0.5	0.15
Rail	Hornsey	'VLWYNGC-MRGT 2K03'	496.54	2.67	6.21	11.99	18.19	1.65	1	1.65
Rail	Hornsey	'VLWYNGC-MRGT 2K12'	496.54	0.33	6.21	91.66	97.87	0.31	0.5	0.15
Rail	Hornsey	'MRGT-VLWYNGC 2V05'	496.54	2.67	6.21	11.99	18.19	1.65	0.5	0.82
Total Grid Cell AI:										20.57

Appendix E

Jessica Buttons Factory Area Personal Injury Collisions 60 months to end of May 2022 (Provisional)



Severity of collision		
Slight	Serious	Fatal
1 (189)	1 (24)	1 (1)
2 (14)	2 (0)	2 (0)
3 (0)	3 (0)	3 (0)
4 (8)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)



0 0.15 0.3 Km

PRINTED BY:
COLLSTATS 3 - TfL City Planning

DATE:
30/09/2022



Summary of Collisions Selected	Date Period	Collision Count
Site Reference and Description	60MTS TO May/2022	236
GIS AREA B31 Jessica Buttons Factory Area(P)		

The description of how the collision occurred and the contributory factors are the reporting officer’s opinion at the time of reporting and may not be the result of extensive investigation. Note that self-reported collisions (introduced in September 2016) may have limited information. Descriptions have been automatically redacted to remove all personally identifiable information, but should you receive any in error please inform the Collisions Data Team as soon as practical. Self-reported collisions introduced in September 2016 may have limited information and tend to be lower in quality than police reports. The introduction of online self-reporting has made it easier for members of the public to report collisions to the police. There have been year on year increases in self-reports since this was introduced. This has contributed to an overall increase in the number of casualties reported on London’s roads.

Pedestrian	61	26%
Wet	39	17%
Dark	75	32%

Fatal	1	0%
Serious	24	10%
Slight	211	89%

Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4	5	6	7	8	9	10
Reference	01180149456	01180134594	01190177468	01210309591	01180120782	01210315738	01210311364	01190214081	01170054523	01200243441
Day	SUNDAY	MONDAY	SATURDAY	TUESDAY	THURSDAY	FRIDAY	THURSDAY	SATURDAY	FRIDAY	MONDAY
Date	02/12/2018	24/09/2018	27/04/2019	25/05/2021	12/07/2018	25/06/2021	03/06/2021	26/10/2019	18/08/2017	23/03/2020
Time	17:01	10:40	17:00	10:50	15:09	20:00	20:24	01:45	14:09	12:40
Light Conds	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	UNKNOWN
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SLIGHT
Conflict										
Ped Location	0 0									
Contributory	406 V001 B	406 V002 B 408 V001 A	403 V001 A	406 V002 B 602 V002 B			405 V002 A 403 V002 A 308 V002 A 408 V001 A	601 V003 A 405 V003 A 406 V003 B	103 V001 A 103 V002 A 403 V002 A 307 V002 A	
Easting/Northing	531019 190398	531010 189480	531001 189473	531006 189481	531490 189660	531502 189627	531454 189633	531071 190258	531000 190390	531395 189601

	11	12	13	14	15	16	17	18	19	20
Reference	01190173575	01210304592	01180108345	01180083160	01190227444	01200286630	01190213845	01210349917	01170061916	01210301274
Day	WEDNESDAY	THURSDAY	MONDAY	FRIDAY	SATURDAY	SATURDAY	THURSDAY	WEDNESDAY	SUNDAY	MONDAY
Date	03/04/2019	29/04/2021	30/04/2018	12/01/2018	21/12/2019	26/12/2020	24/10/2019	08/12/2021	01/10/2017	12/04/2021
Time	18:00	22:45	15:00	10:03	10:09	17:20	08:30	15:45	07:45	19:40
Light Conds	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	WET/DAMP	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location				X			0			
Contributory		405 V001 A		802 C001 A			406 V001 B		301 V001 A	
(* denotes pre-2005)		406 V002 A					999 V001 B		301 V002 A	
Easting/Northing	531092 190123	531057 190301	530810 189370	531080 190160	531159 189532	531488 189654	531295 189567	531369 189636	531010 189460	531383 189636

	21	22	23	24	25	26	27	28	29	30
Reference	01200265215	01210312959	01210313107	01170061292	01170065203	01180091209	01170051136	01180147295	01220377809	01210332738
Day	TUESDAY	WEDNESDAY	SATURDAY	WEDNESDAY	FRIDAY	MONDAY	SATURDAY	THURSDAY	SATURDAY	TUESDAY
Date	01/09/2020	09/06/2021	12/06/2021	27/09/2017	15/09/2017	19/02/2018	29/07/2017	22/11/2018	21/05/2022	21/09/2021
Time	18:02	18:50	11:45	18:20	10:50	15:02	19:10	08:12	20:40	14:50
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	WET/DAMP	WET/DAMP	WET/DAMP	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		X		X		X		0		0
Contributory	408 V001 A		308 V002 A 307 V002 A	602 V001 A 305 V001 A 501 V001 A		802 C001 A 810 C001 A 406 V001 B	405 V002 A	802 C001 A	403 V001 A 406 V002 A 602 V002 A	
(* denotes pre-2005)										
Easting/Northing	531472 189672	531379 189597	531058 190326	530980 190400	531010 190390	531020 190370	530830 189330	531320 189570	531085 190290	531187 190001

	31	32	33	34	35	36	37	38	39	40
Reference	01190226002	01210325308	01170077768	01210308970	01220366072	01210338223	01200237986	01210316391	01210304314	01200273168
Day	FRIDAY	WEDNESDAY	SATURDAY	SUNDAY	FRIDAY	MONDAY	SATURDAY	TUESDAY	WEDNESDAY	SATURDAY
Date	13/12/2019	18/08/2021	02/12/2017	23/05/2021	18/03/2022	18/10/2021	22/02/2020	29/06/2021	28/04/2021	10/10/2020
Time	15:40	14:40	02:30	01:20	09:43	06:55	17:21	10:25	00:14	14:15
Light Conds	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	FATAL	SLIGHT	SLIGHT
Conflict										
Ped Location							0	X		0
Contributory				404 V001 B	406 V002 A	403 V002 B 405 V001 B	405 V001 A	802 C001 A 801 C001 B 808 C001 B		405 V001 A
(* denotes pre-2005)										
Easting/Northing	531021 190398	531392 189601	530880 189110	530884 189421	531185 190005	531518 189696	531150 190052	531505 189674	531040 189440	531179 189998

	41	42	43	44	45	46	47	48	49	50
Reference	01170063648	01210303819	01210322989	01180123041	01210336296	01170046548	01190223798	01190161193	01170075336	01220375036
Day	TUESDAY	SATURDAY	TUESDAY	TUESDAY	TUESDAY	TUESDAY	SUNDAY	SATURDAY	MONDAY	SATURDAY
Date	10/10/2017	24/04/2021	03/08/2021	24/07/2018	05/10/2021	04/07/2017	08/12/2019	02/02/2019	04/12/2017	07/05/2022
Time	19:21	17:00	08:07	23:48	17:45	18:29	00:12	23:45	22:25	17:45
Light Conds	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	DARK	DARK	LIGHT
Road Surface	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Ped Location						X				
Contributory	603 V001 B			405 V001 A		801 C001 A 802 C001 A 808 C001 A		405 V001 A 403 V001 A 406 V001 A	501 V001 A 406 V001 A	501 V001 A
Easting/Northing	531030 190350	530985 189522	531164 189980	531000 190390	531479 189664	531060 190310	531043 190398	531477 189660	531010 190390	531062 190346

	51	52	53	54	55	56	57	58	59	60
Reference	01210320260	01180137179	01190206180	01210302544	01190187383	01210300898	01170055086	01220368407	01200237321	01220371255
Day	WEDNESDAY	FRIDAY	WEDNESDAY	SATURDAY	SATURDAY	FRIDAY	SATURDAY	WEDNESDAY	SATURDAY	SATURDAY
Date	21/07/2021	05/10/2018	18/09/2019	17/04/2021	15/06/2019	09/04/2021	19/08/2017	30/03/2022	15/02/2020	16/04/2022
Time	16:50	23:15	17:05	19:00	10:45	17:55	16:14	17:23	19:25	21:58
Light Conds	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY	UNKNOWN	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SLIGHT	SLIGHT
Conflict										
Ped Location										
Contributory	999 C001 A		405 V001 B		701 V001 B		406 V002 B	406 V001 A		
(* denotes pre-2005)			405 V002 B				405 V002 B	404 V002 B		
							402 V002 B	405 V001 B		
Easting/Northing	531489 189650	531040 189480	531016 190391	531008 190406	531135 189718	531038 189456	531070 190280	530878 189196	530962 190382	531482 189664

	61	62	63	64	65	66	67	68	69	70
Reference	01200238950	01210293138	01220354655	01200250844	01210330796	01180087748	01180107590	01190222388	01210328169	01170061888
Day	SATURDAY	WEDNESDAY	FRIDAY	THURSDAY	SUNDAY	SATURDAY	SUNDAY	TUESDAY	SUNDAY	SATURDAY
Date	15/02/2020	17/02/2021	14/01/2022	04/06/2020	12/09/2021	03/02/2018	13/05/2018	03/12/2019	29/08/2021	30/09/2017
Time	13:00	12:32	13:20	16:30	16:56	11:00	01:30	07:10	18:46	23:07
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK
Road Surface	UNKNOWN	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	WET/DAMP
Severity	(S/R) SLIGHT	SERIOUS	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		X			0					50M
Contributory		405 V001 A			801 C001 A	307 V001 B		405 V001 A		405 V001 B
(* denotes pre-2005)		406 V001 A				406 V002 B				
		306 V001 A								
Easting/Northing	530844 189395	531080 190215	531033 190376	530994 190432	531258 189555	531015 190394	531480 189700	531063 190297	531221 189545	531011 190395

	71	72	73	74	75	76	77	78	79	80
Reference	01170055979	01180106512	01190166332	01190170075	01220360155	01200269317	01170076907	01190163368	01190170599	01220364156
Day	FRIDAY	TUESDAY	FRIDAY	TUESDAY	SUNDAY	TUESDAY	MONDAY	SATURDAY	FRIDAY	SUNDAY
Date	25/08/2017	08/05/2018	01/03/2019	19/03/2019	13/02/2022	22/09/2020	11/12/2017	02/02/2019	22/03/2019	20/02/2022
Time	13:10	11:35	10:30	18:26	08:50	11:35	12:20	17:00	09:30	16:32
Light Conds	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	UNKNOWN	DRY	UNKNOWN
Severity	SLIGHT	SLIGHT	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	(S/R) SERIOUS	SERIOUS	(S/R) SLIGHT
Conflict										
Ped Location		50M	0	50M				0	0	
Contributory	405 V001 A	307 V001 B 803 C002 B	406 V001 A	802 C001 A 710 V001 B	405 V002 B	405 V001 A 710 V001 B	103 V001 B 406 V001 B		804 C001 B	
(* denotes pre-2005)										
Easting/Northing	531270 189560	530830 189380	531543 189715	531072 190252	531510 189694	531161 190029	530850 189400	531086 190171	531041 189444	531071 189494

	81	82	83	84	85	86	87	88	89	90
Reference	01180123872	01180144769	01170065644	01220359306	01190213347	01210319969	01210296521	01190215192	01180119885	01220355962
Day	SUNDAY	SUNDAY	WEDNESDAY	MONDAY	TUESDAY	TUESDAY	THURSDAY	THURSDAY	MONDAY	FRIDAY
Date	29/07/2018	11/11/2018	18/10/2017	31/01/2022	22/10/2019	20/07/2021	11/03/2021	31/10/2019	09/07/2018	21/01/2022
Time	07:39	00:35	03:50	18:50	15:20	08:20	17:30	12:00	17:20	12:00
Light Conds	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	WET/DAMP	WET/DAMP	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		50M			0					X
Contributory	406 V002 A	802 C001 A			802 C001 B	408 V001 B			405 V001 B	
(* denotes pre-2005)	405 V002 A	804 C001 A								
	602 V002 A	710 V001 A								
	103 V002 B									
	307 V002 A									
	306 V002 B									
Easting/Northing	531470 189650	531008 190399	531420 189610	530990 190393	531441 189610	530815 189365	531329 189582	530984 190407	530880 189560	530994 190428

	91	92	93	94	95	96	97	98	99	100
Reference	01190176652	01210294750	01200281188	01200271349	01190163549	01170045998	01200248672	01200282438	01190177949	01210346293
Day	TUESDAY	SUNDAY	WEDNESDAY	WEDNESDAY	THURSDAY	SATURDAY	FRIDAY	WEDNESDAY	SATURDAY	FRIDAY
Date	23/04/2019	28/02/2021	25/11/2020	30/09/2020	14/02/2019	01/07/2017	22/05/2020	02/12/2020	20/04/2019	26/11/2021
Time	22:00	20:05	19:45	18:52	12:10	13:30	16:55	17:02	18:35	18:50
Light Conds	DARK	DARK	DARK	DARK	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK
Road Surface	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	UNKNOWN	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SLIGHT	SLIGHT
Conflict										
Ped Location			0							
Contributory	404 V001 B	406 V002 B	802 C001 B		408 V001 A	403 V001 A	405 V001 A			404 V002 B
(* denotes pre-2005)	405 V002 B		701 V001 B							306 V001 B
	405 V001 B		806 C001 B							
	404 V002 B		804 C001 B							
	509 V001 B									
Easting/Northing	531010 190399	530996 190395	531004 190398	531005 190401	531077 190246	531010 190390	531031 189479	531086 189497	531087 190121	531300 189571

	101	102	103	104	105	106	107	108	109	110
Reference	01200230610	01210324467	01190171014	01190187773	01180125044	01170057898	01180122487	01210351795	01210328815	01180096824
Day	WEDNESDAY	SATURDAY	MONDAY	MONDAY	FRIDAY	FRIDAY	SUNDAY	SATURDAY	THURSDAY	SUNDAY
Date	15/01/2020	14/08/2021	25/03/2019	17/06/2019	03/08/2018	08/09/2017	22/07/2018	25/12/2021	02/09/2021	18/03/2018
Time	14:10	13:58	07:20	14:15	12:49	08:15	23:50	01:20	13:43	03:18
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY	SNOW
Severity	SERIOUS	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location							X	0		
Contributory	802 U001 A	501 V001 B	406 V001 A	601 V002 B	402 V001 B	409 V001 A	802 C001 A	806 C001 A	602 V001 B	602 V001 B
(* denotes pre-2005)	408 V001 A	403 V001 A		602 V002 B			806 C001 A		409 V001 A	501 V001 B
		410 V001 A		306 V002 B			803 C001 A			
		305 V001 A								
Easting/Northing	531133 190066	530874 189165	530811 189374	531311 189591	531000 189460	530982 189470	531000 190410	531319 189572	531219 189546	531070 190290

	111	112	113	114	115	116	117	118	119	120
Reference	01180153057	01200229784	01200252385	01210343792	01210298813	01210320101	01190161725	01180102188	01210309655	01190206010
Day	TUESDAY	FRIDAY	FRIDAY	FRIDAY	SATURDAY	TUESDAY	TUESDAY	TUESDAY	MONDAY	MONDAY
Date	18/12/2018	10/01/2020	19/06/2020	12/11/2021	27/03/2021	20/07/2021	05/02/2019	17/04/2018	24/05/2021	16/09/2019
Time	14:30	16:15	20:00	20:42	07:30	20:30	16:00	11:30	19:30	20:13
Light Conds	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK
Road Surface	DRY	UNKNOWN	DRY	WET/DAMP	DRY	DRY	DRY	DRY	WET/DAMP	DRY
Severity	SLIGHT	(S/R) SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		X			0			0		
Contributory			403 V002 A				402 V001 B 808 C001 B	403 V001 A		405 V002 A
Easting/Northing	531470 189650	531025 190397	531391 189604	530998 189471	531492 189677	531087 190170	531054 190331	531020 190330	531244 189551	531024 189471

	121	122	123	124	125	126	127	128	129	130
Reference	01210305291	01180132436	01180090112	01170052831	01170076231	01220367736	01170042625	01200269064	01200273247	01180142958
Day	MONDAY	THURSDAY	SUNDAY	THURSDAY	THURSDAY	SUNDAY	TUESDAY	MONDAY	SUNDAY	FRIDAY
Date	03/05/2021	13/09/2018	11/02/2018	03/08/2017	07/12/2017	27/03/2022	13/06/2017	21/09/2020	11/10/2020	02/11/2018
Time	21:10	18:55	02:30	03:55	16:15	05:09	11:17	07:40	20:30	15:34
Light Conds	DARK	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT
Road Surface	WET/DAMP	DRY	WET/DAMP	WET/DAMP	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location			X							0
Contributory	103 V002 A	405 V001 A				501 V001 A	999 V001 B	203 V001 A 410 V001 A	308 V002 A	802 C001 A
(* denotes pre-2005)										
Easting/Northing	531018 190390	530890 189420	531500 189640	531470 189660	531110 190100	531530 189712	531060 190300	530990 190424	531542 189724	531110 190100

	131	132	133	134	135	136	137	138	139	140
Reference	01180135236	01170063080	01210349968	01200247623	01200235726	01220361145	01200259280	01190207451	01200273662	01200285732
Day	TUESDAY	SATURDAY	TUESDAY	WEDNESDAY	SATURDAY	THURSDAY	THURSDAY	TUESDAY	TUESDAY	SATURDAY
Date	07/08/2018	07/10/2017	14/12/2021	13/05/2020	08/02/2020	17/02/2022	30/07/2020	24/09/2019	13/10/2020	19/12/2020
Time	12:05	12:00	08:48	17:20	17:15	19:22	12:25	14:45	16:57	14:30
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY	WET/DAMP	WET/DAMP	WET/DAMP
Severity	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location			0					X		
Contributory		103 V001 B	802 C001 A 710 V001 A	601 V002 A			405 V001 A 403 V001 A 404 V001 A	603 V001 B 406 V001 B 802 C001 B 803 C001 B		
(* denotes pre-2005)										
Easting/Northing	531152 189555	531110 189510	531455 189636	531477 189662	531396 189603	531481 189664	531496 189672	531040 190396	530876 189240	531030 190359

	141	142	143	144	145	146	147	148	149	150
Reference	01180085957	01200237504	01190189223	01190161064	01210293122	01200228141	01180146962	01180148034	01200230965	01170048563
Day	THURSDAY	WEDNESDAY	MONDAY	SATURDAY	WEDNESDAY	WEDNESDAY	FRIDAY	SUNDAY	THURSDAY	SATURDAY
Date	25/01/2018	19/02/2020	24/06/2019	02/02/2019	17/02/2021	01/01/2020	16/11/2018	25/11/2018	16/01/2020	15/07/2017
Time	09:00	15:48	12:05	10:10	13:05	20:45	08:35	19:21	22:20	14:10
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT
Road Surface	DRY	UNKNOWN	DRY	WET/DAMP	WET/DAMP	UNKNOWN	DRY	DRY	WET/DAMP	DRY
Severity	SLIGHT	(S/R) SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SLIGHT	SLIGHT	SLIGHT	SERIOUS	SERIOUS
Conflict										
Ped Location			50M						50M	0
Contributory	405 V001 A		802 C001 A	403 V002 A	404 V001 B			408 V002 B	806 C001 A	802 C001 B
(* denotes pre-2005)	403 V001 B			602 V002 A	406 V002 B			406 V001 B	804 C001 A	405 V001 B
Easting/Northing	531485 189654	531361 189589	531080 190200	531070 190293	531017 190395	531124 189815	531460 189660	531090 190130	531470 189652	531077 190290

	151	152	153	154	155	156	157	158	159	160
Reference	01200246715	01190227133	01180134368	01180127234	01200278140	01180081384	01210300810	01180093816	01200247044	01180102689
Day	MONDAY	MONDAY	SUNDAY	WEDNESDAY	SATURDAY	THURSDAY	FRIDAY	SATURDAY	THURSDAY	FRIDAY
Date	04/05/2020	23/12/2019	23/09/2018	15/08/2018	29/08/2020	04/01/2018	09/04/2021	03/03/2018	07/05/2020	30/03/2018
Time	09:15	21:05	04:30	18:46	16:15	00:03	12:52	12:51	15:50	13:25
Light Conds	LIGHT	DARK	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	WET/DAMP	UNKNOWN (S/R)	DRY	DRY	DRY	UNKNOWN (S/R)	WET/DAMP	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location			X			X				
Contributory				405 V002 B		806 C001 A 802 C001 A 405 V001 B		808 C001 A	404 V001 B 406 V002 A	
Easting/Northing	531405 189603	531271 189560	531160 190040	531270 189550	531474 189682	531010 190390	531153 189928	531120 190080	531075 190291	531480 189660

	161	162	163	164	165	166	167	168	169	170
Reference	01180143198	01210291808	01180081854	01190242202	01220371647	01190174804	01220377025	01190215926	01200260977	01220355017
Day	SATURDAY	SATURDAY	FRIDAY	TUESDAY	TUESDAY	WEDNESDAY	TUESDAY	SUNDAY	SATURDAY	SUNDAY
Date	03/11/2018	06/02/2021	05/01/2018	24/12/2019	19/04/2022	10/04/2019	17/05/2022	03/11/2019	08/08/2020	16/01/2022
Time	18:20	21:50	19:20	20:00	16:31	18:19	23:10	22:29	14:41	06:40
Light Conds	DARK	DARK	DARK	DARK	LIGHT	LIGHT	DARK	DARK	LIGHT	DARK
Road Surface	DRY	WET/DAMP	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY	UNKNOWN
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	(S/R) SERIOUS
Conflict										
Ped Location	0 0		X		X					
Contributory	701 V001 A	103 V001 A	301 V001 A		406 V001 B		602 V001 A	410 V005 A	410 V002 A	
(* denotes pre-2005)	405 V001 B	602 V001 B	304 V001 A				501 V001 B			
	605 V001 A		601 V001 A							
			602 V001 A							
Easting/Northing	531500 189630	531021 189478	531010 190390	531153 189550	531481 189668	531073 190270	531484 189665	530995 190421	531461 189634	531486 189660

	171	172	173	174	175	176	177	178	179	180
Reference	01190207449	01170060528	01200279609	01190214416	01210301416	01190179963	01210308869	01180126543	01180129048	01180103123
Day	TUESDAY	FRIDAY	MONDAY	SATURDAY	MONDAY	THURSDAY	FRIDAY	SUNDAY	SUNDAY	SATURDAY
Date	24/09/2019	22/09/2017	16/11/2020	26/10/2019	12/04/2021	09/05/2019	21/05/2021	12/08/2018	26/08/2018	21/04/2018
Time	15:15	18:45	11:54	13:45	17:45	21:45	16:10	02:44	09:58	16:20
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	LIGHT
Road Surface	WET/DAMP	DRY	DRY	WET/DAMP	DRY	WET/DAMP	WET/DAMP	UNKNOWN (S/R)	DRY	DRY
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		0					0	0		0
Contributory	102 V001 B	602 V001 A 405 V001 A 601 V001 B	999 V001 B			405 V002 A			401 V001 B 402 V001 B	808 C001 A
(* denotes pre-2005)										
Easting/Northing	530938 189448	530870 189160	531182 190013	531343 189581	531486 189667	531328 189579	531391 189612	531000 190390	531070 190290	531160 190020

	181	182	183	184	185	186	187	188	189	190
Reference	01210301766	01200242308	01180083483	01180121172	01170046004	01180149078	01200234772	01190224969	01200250144	01170077075
Day	THURSDAY	MONDAY	SUNDAY	SUNDAY	FRIDAY	WEDNESDAY	WEDNESDAY	SATURDAY	WEDNESDAY	TUESDAY
Date	15/04/2021	16/03/2020	14/01/2018	15/07/2018	30/06/2017	28/11/2018	05/02/2020	14/12/2019	29/01/2020	12/12/2017
Time	15:40	00:20	14:00	17:00	14:35	18:00	21:20	00:00	14:00	01:50
Light Conds	LIGHT	DARK	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	LIGHT	DARK
Road Surface	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	FROST/ICE
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location		0			0	0				
Contributory	999 C001 A		408 V001 B	408 V001 B	802 C001 A 405 V001 A 407 V001 A 403 V001 A		410 V001 A 501 V001 A			510 V001 B 405 V001 A 103 V001 B 409 V001 A
(* denotes pre-2005)										
Easting/Northing	531067 189484	531123 190082	531020 190350	531010 190400	531060 190260	530958 190385	530876 189233	531007 190395	530822 189381	530870 189220

	191	192	193	194	195	196	197	198	199	200
Reference	01220365197	01220367240	01210332796	01170060031	01190188966	01180146179	01190159686	01170080427	01190203861	01200235641
Day	SATURDAY	TUESDAY	TUESDAY	WEDNESDAY	SATURDAY	FRIDAY	SATURDAY	WEDNESDAY	SATURDAY	MONDAY
Date	12/03/2022	22/03/2022	21/09/2021	20/09/2017	22/06/2019	16/11/2018	26/01/2019	27/12/2017	07/09/2019	10/02/2020
Time	10:30	16:00	20:30	22:00	20:52	23:08	11:20	16:50	19:40	08:05
Light Conds	LIGHT	LIGHT	DARK	DARK	DARK	DARK	LIGHT	DARK	LIGHT	LIGHT
Road Surface	UNKNOWN	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY
Severity	(S/R) SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location				X		X		X X		X
Contributory				405 V001 A	406 V002 B	405 V001 A	408 V002 B	802 C001 A	405 V002 A	808 C001 A
(* denotes pre-2005)				403 V001 A	408 V001 B	809 C001 A		802 C002 A	409 V002 A	802 C001 A
								410 V002 A	410 V002 A	
Easting/Northing	531487 189669	530962 190381	531050 189486	530990 190390	531077 190293	531040 190400	531025 190385	531000 190390	531488 189657	531006 189483

	201	202	203	204	205	206	207	208	209	210
Reference	01190205319	01220374748	01190184642	01170056965	01180093814	01200245031	01190198898	01190217684	01180106214	01210306411
Day	SATURDAY	TUESDAY	SUNDAY	SATURDAY	FRIDAY	TUESDAY	SATURDAY	MONDAY	SUNDAY	FRIDAY
Date	14/09/2019	03/05/2022	02/06/2019	02/09/2017	02/03/2018	14/04/2020	10/08/2019	11/11/2019	06/05/2018	23/04/2021
Time	09:14	14:27	02:30	14:10	17:44	13:20	21:02	19:30	12:30	15:45
Light Conds	LIGHT	LIGHT	DARK	LIGHT	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	SNOW	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location						X	0			0
Contributory	603 V002 B		405 V001 A	301 V001 A	408 V001 A	706 V001 A	801 C001 A	705 V002 B	405 V001 A	
(* denotes pre-2005)	603 V001 B		402 V001 A	301 V002 A		803 C001 A	405 V001 A	405 V002 B	406 V001 B	
								602 V001 B	404 V002 B	
								705 V002 B		
Easting/Northing	531182 190003	531002 190403	531326 189580	531480 189660	531500 189650	531152 189527	531265 189574	531075 190293	531250 189550	531148 190055

	211	212	213	214	215	216	217	218	219	220
Reference	01210333091	01190159441	01220365449	01200264186	01200249046	01220354513	01190197488	01200282697	01190208591	01180108904
Day	THURSDAY	THURSDAY	TUESDAY	WEDNESDAY	MONDAY	THURSDAY	FRIDAY	FRIDAY	THURSDAY	FRIDAY
Date	23/09/2021	24/01/2019	15/03/2022	26/08/2020	25/05/2020	13/01/2022	02/08/2019	04/12/2020	26/09/2019	18/05/2018
Time	20:58	21:00	10:05	20:25	02:00	13:50	06:32	12:53	08:00	18:30
Light Conds	DARK	DARK	LIGHT	DARK	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location										X
Contributory	403 V002 B	409 V001 A 410 V001 A	602 V002 A 701 V002 A 403 V002 A	408 V001 A			403 V001 B	408 V001 B		306 V001 A 405 V001 B 307 V001 A
(* denotes pre-2005)										
Easting/Northing	531470 189658	531015 190377	531326 189578	531023 190344	531222 189544	531006 189486	531040 190323	531021 190385	530876 189162	531020 190390

	221	222	223	224	225	226	227	228	229	230
Reference	01220364599	01210328332	01180133103	01190158027	01190194281	01180116864	01220358684	01180136280	01220361497	01180087149
Day	WEDNESDAY	MONDAY	SUNDAY	THURSDAY	THURSDAY	SATURDAY	FRIDAY	MONDAY	SUNDAY	THURSDAY
Date	09/03/2022	30/08/2021	16/09/2018	17/01/2019	18/07/2019	23/06/2018	04/02/2022	01/10/2018	20/02/2022	01/02/2018
Time	09:00	18:40	18:00	12:50	00:20	16:00	09:00	22:00	13:55	09:08
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT	LIGHT	DARK	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY	WET/DAMP	DRY	WET/DAMP	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location	X									
Contributory										
(* denotes pre-2005)		602 V002 A		405 V001 B	501 V002 A			403 V001 A		50M
		406 V002 A		408 V001 A	602 V001 A			403 V002 A		405 V001 A
		405 V002 A						507 V001 A		605 V001 A
		305 V002 A						405 V002 A		802 C002 A
								409 V001 A		801 C002 A
								409 V002 A		
Easting/Northing	531026 189476	531007 190392	531020 190390	531031 190396	531004 190396	531060 190260	530871 189136	531476 189677	531009 190391	531468 189647

	231	232	233	234	235	236
Reference	01180124776	01180102842	01200247930	01180088064	01180140743	01190200409
Day	THURSDAY	WEDNESDAY	THURSDAY	MONDAY	MONDAY	SUNDAY
Date	02/08/2018	21/03/2018	14/05/2020	05/02/2018	22/10/2018	18/08/2019
Time	18:38	18:30	14:00	08:33	05:00	11:30
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	DARK	LIGHT
Road Surface	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict						
Ped Location		X		0		50M
Contributory	605 V001 A			802 C001 A	410 V001 A	
(* denotes pre-2005)	603 V001 A					
	403 V001 A					
Easting/Northing	531320 189570	531460 189640	530995 190429	531230 189550	531040 190280	531043 190401

Appendix F

Calculation Reference: AUDIT-358901-221004-1019

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLESelected regions and areas:**01 GREATER LONDON**

BE	BEXLEY	1 days
HG	HARINGEY	1 days
WF	WALTHAM FOREST	3 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 28 to 97 (units:)
 Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 28/06/22

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

Selected survey days:

Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	5 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	4
Suburban Area (PPS6 Out of Centre)	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	5
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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:

C3 5 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:

25,001 to 50,000 3 days

50,001 to 100,000 2 days

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

Population within 5 miles:

500,001 or More 5 days

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

Car ownership within 5 miles:

0.6 to 1.0 5 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 5 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:

3 Moderate 1 days

4 Good 3 days

5 Very Good 1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	BE-03-C-01	BLOCKS OF FLATS		BEXLEY
	CROOK LOG			
	BEXLEYHEATH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	19/09/18		Survey Type: MANUAL
2	HG-03-C-02	BLOCK OF FLATS		HARINGEY
	HIGH ROAD			
	WOOD GREEN			
	WOODSIDE PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	30		
	Survey date: WEDNESDAY	01/10/14		Survey Type: MANUAL
3	WF-03-C-01	BLOCKS OF FLATS		WALTHAM FOREST
	ERSKINE ROAD			
	WALTHAMSTOW			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	97		
	Survey date: TUESDAY	05/11/19		Survey Type: MANUAL
4	WF-03-C-02	BLOCKS OF FLATS		WALTHAM FOREST
	GROSVENOR ROAD			
	WANSTEAD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	28		
	Survey date: TUESDAY	25/05/21		Survey Type: MANUAL
5	WF-03-C-04	BLOCKS OF FLATS		WALTHAM FOREST
	GROSVENOR ROAD			
	WANSTEAD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	42		
	Survey date: TUESDAY	25/05/21		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
BT-03-C-01	no of dwellings
BT-03-C-02	no of dwellings
IS-03-C-07	no of dwellings
WF-03-C-05	no of dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 4.12

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.048	1	42	0.000	1	42	0.048
07:00 - 08:00	5	55	0.076	5	55	0.308	5	55	0.384
08:00 - 09:00	5	55	0.109	5	55	0.500	5	55	0.609
09:00 - 10:00	5	55	0.112	5	55	0.257	5	55	0.369
10:00 - 11:00	5	55	0.228	5	55	0.257	5	55	0.485
11:00 - 12:00	5	55	0.239	5	55	0.210	5	55	0.449
12:00 - 13:00	5	55	0.185	5	55	0.152	5	55	0.337
13:00 - 14:00	5	55	0.192	5	55	0.246	5	55	0.438
14:00 - 15:00	5	55	0.185	5	55	0.163	5	55	0.348
15:00 - 16:00	5	55	0.399	5	55	0.236	5	55	0.635
16:00 - 17:00	5	55	0.304	5	55	0.236	5	55	0.540
17:00 - 18:00	5	55	0.442	5	55	0.319	5	55	0.761
18:00 - 19:00	5	55	0.457	5	55	0.293	5	55	0.750
19:00 - 20:00	4	62	0.354	4	62	0.163	4	62	0.517
20:00 - 21:00	4	62	0.175	4	62	0.102	4	62	0.277
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.505			3.442			6.947

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 G

Calculation Reference: AUDIT-358901-221004-1049

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL PEOPLESelected regions and areas:**01 GREATER LONDON**

BN	BARNET	1 days
BT	BRENT	1 days
LB	LAMBETH	1 days
WH	WANDSWORTH	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: Gross floor area
 Actual Range: 920 to 3054 (units: sqm)
 Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 28/06/22

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

Tuesday	1 days
Wednesday	1 days
Thursday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Town Centre	2
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	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:

Development Zone	1
Built-Up Zone	1
High Street	1
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:

Not Known	4 days
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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®.

Filter by Site Operations Breakdown:

All Surveys Included	
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Population within 500m Range:

All Surveys Included	
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Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	3 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:

3 Moderate	1 days
5 Very Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	BN-02-A-01	OFFICES		BARNET
	MOON LANE			
	HIGH BARNET			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1366 sqm		
	Survey date: THURSDAY	11/11/21		Survey Type: MANUAL
2	BT-02-A-03	OFFICES		BRENT
	EMPIRE WAY			
	WEMBLEY			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	920 sqm		
	Survey date: WEDNESDAY	03/06/15		Survey Type: MANUAL
3	LB-02-A-02	MUSIC COMPANY		LAMBETH
	STREATHAM HIGH ROAD			
	STREATHAM			
	Town Centre			
	High Street			
	Total Gross floor area:	3054 sqm		
	Survey date: TUESDAY	05/11/19		Survey Type: MANUAL
4	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1215 sqm		
	Survey date: THURSDAY	10/05/12		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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-04	size
CI-02-A-03	location
EN-02-A-01	size
HD-02-A-10	size

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 8.47

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	1639	1.129	4	1639	0.092	4	1639	1.221
08:00 - 09:00	4	1639	2.319	4	1639	0.107	4	1639	2.426
09:00 - 10:00	4	1639	1.632	4	1639	0.183	4	1639	1.815
10:00 - 11:00	4	1639	0.824	4	1639	0.488	4	1639	1.312
11:00 - 12:00	4	1639	0.610	4	1639	0.381	4	1639	0.991
12:00 - 13:00	4	1639	1.053	4	1639	1.770	4	1639	2.823
13:00 - 14:00	4	1639	1.770	4	1639	1.404	4	1639	3.174
14:00 - 15:00	4	1639	0.885	4	1639	0.610	4	1639	1.495
15:00 - 16:00	4	1639	0.488	4	1639	1.037	4	1639	1.525
16:00 - 17:00	4	1639	0.366	4	1639	1.724	4	1639	2.090
17:00 - 18:00	4	1639	0.259	4	1639	2.502	4	1639	2.761
18:00 - 19:00	4	1639	0.061	4	1639	1.053	4	1639	1.114
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.396			11.351			22.747

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.