

Actcell Ltd

Pacific House, Vale Road

Transport Statement

June 2018

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1 INTRODUCTION

- 1.1 Caneparo Associates have been appointed by Actcell Ltd ('The Applicant') to provide traffic and transport advice in relation to the proposed development of the Pacific House site ('the Site'), located on Vale Road in the London Borough of Haringey (LBH).
- 1.2 The Site is occupied by the Pacific House building which currently provides 628sqm of B8 commercial use at ground floor with 27 existing studio flats at first and second floor level. The main part is 3 storeys high, though there are also 1 and 2 storey elements.
- 1.3 Two crossovers provide access to 2 separate car parking areas. From an analysis, the current informal car parking arrangement can accommodate 10 parked cars, with 5 cars parked on-site during a site visit within normal working hours.
- 1.4 The proposed development seeks the part demolition, part refurbishment and part extension of Pacific House to provide 533sqm of B8 commercial use, 26 studio flats and 565sqm of B1(a) use. The parking arrangement will be formalised however remains as 10 parked cars.
- 1.5 The architect's existing and proposed layout plans are included at **Appendix A**.
- 1.6 This Transport Statement will assess the suitability of the proposal in relation to the accessibility of the Site, expected impact on parking as a result of the development, whilst considering trip generation and servicing matters.
- 1.7 This document has been updated following comments received from LBH.
- 1.8 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the site's accessibility;
 - Section 4 describes the development proposals;
 - Section 5 reviews the relevant transport planning policy;
 - Section 6 considers the effects of the development; and
 - Section 7 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 As described within Section 1, the Site comprises the Pacific House building which is in B8 commercial use at ground floor (558 sqm GIA) with studio residential units for staff at first and second floor levels (540 sqm GIA). The main part of the building is 3 storeys high, though there are also 1 and 2 storey elements.
- 2.2 Associated parking and access areas are available and 2 crossovers provide access to 2 separate car parking areas. Previously, the site could accommodate up to 13 spaces however following changes to the parking arrangement the existing informal car park can reasonably accommodate of the order of 10 cars, with 5 cars parked on-site during a site visit within normal working hours. The original Transport Statement (submitted in draft format) stated 15 informal car parking spaces however from a review of the available space, only 10 vehicles can be readily accommodated on-site currently (3 in the western section and 7 within the larger car park) and 13 spaces before any changes were implemented. At present, any vehicles above the 10 spaces would cause blocking within the car park.
- 2.3 The Site is bounded to the south by Vale Road. On Vale Road the adjacent properties are in commercial use, but the surrounding area is in general predominantly residential.
- 2.4 The Site is located approximately 1km from Manor House, Haringay Green Lanes and Stamford Hill stations.
- 2.5 The Site location with respect to the local highway network is shown at **Figure 1**, below.

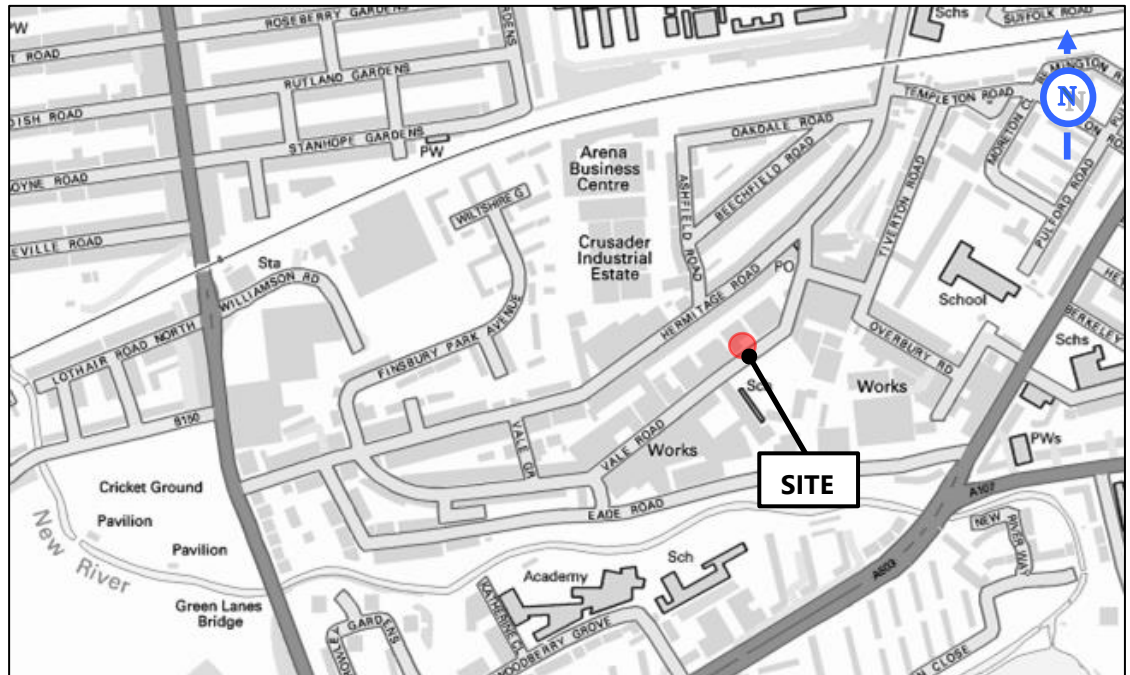


Figure 1: Site Location Plan

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Site Access

- 2.6 The 2 crossovers provide access to the parking/servicing area and a length of single yellow line runs on the immediate site frontage.

Local Highway Network

- 2.7 The Site fronts Vale Road, which generally provides a mix of short stay and business permit bays in the immediate vicinity of the site.
- 2.8 A site visit during the working day indicated that these on-street short stay and business parking bays were lightly used, with approximately 25% of the available parking capacity utilised.
- 2.9 Key nearby routes are the A105 Green Lanes to the west, A503 Seven Sisters Road to the east and the B152 St. Ann's Road to the north. Road closures are in place such that through traffic is prevented in travelling from Green Lanes to St. Ann's Road and is also discouraged from cutting through the area between St Ann's Road and Seven Sisters Road, this also means that traffic from the site cannot travel directly to Green Lanes.

Controlled Parking Zone

- 2.10 Vale Road and the surrounding roads are part of the Green Lanes B Controlled Parking Zone (CPZ) which is in operation Monday to Friday, 08:00 to 18:30.
- 2.11 Adjacent to the site, the bay restrictions generally allow for 2 hours paid parking Monday to Friday, 08:00 to 18:30, with no return within 2 hours. Some business permit bays are available and in the wider area the bays are restricted to use by resident permit holders, which again were not particular heavily utilised.

Method of Travel to Work

- 2.12 The 2011 Census has been examined to establish the method of journey to work for the workplace population in the area, Haringey 032. The data is set out in **Table 2.1**, and shows that sustainable modes of transport are responsible for 61% of all trips to work by residents in the area.

Table 2.1: Haringey 032 Modal Split - Employees	
Mode	Percentage (%)
Car Driver	34.7%
Car passenger	2.8%
Taxi	0.2%
Motorcycle	1.4%
Bus	24.0%
Underground / Light Rail	17.4%
Rail	6.8%
Walk	9.9%
Cycle	2.8%

3 ACCESSIBILITY

- 3.1 The Site is accessible by all modes with an acceptable network of footpaths, cycle facilities and public transport services in the vicinity.

Walking

- 3.2 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips and this is set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines ("Guidelines for Providing for Journeys on Foot" 2000) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.
- 3.3 The Site is within an acceptable walk of a range of amenities including various retail units on Green Lanes and Seven Sisters Road and is located approximately 1km from Manor House, Harringay Green Lanes and Stamford Hill stations.
- 3.4 The pedestrian environment in the locality is of an acceptable standard with a dedicated footway present on adjacent roads and crossings at key junctions.

Cycling

- 3.5 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 Holloway, Highbury, Hoxton, Southgate and Dalston are within a 5 mile cycle ride from the Site.
- 3.6 In the vicinity of the Site, Hermitage Road is designated as a recommended route for cyclists on the TfL cycle map for the area.

Public Transport

Bus Services

- 3.7 The key bus routes in the area are as follows:
- 29 Trafalgar Square – Wood Green
 - 67 Aldgate – Wood Green

- 141 London Bridge – Palmers Green
- 341 County Hall – Northumberland Park
- W5 Archway

3.8 The bus route 'spider map' prepared by TfL is included at **Appendix B** and shows interchange opportunities available from these routes. The nearest bus stops to the site are at Seven Sisters Road / Eade Road within a 600m walk distance of the site.

Rail Services

- 3.9 Harringey Green Lanes is part of the TfL overground network, with trains running between Gospel Oak and Barking typically every 15 minutes in each direction. The station is to the west of the site and is within a 1km walk distance.
- 3.10 Manor House Underground Station is on the Piccadilly Line and is within a 1.1km walk of the site to the west and Stamford Hill Station is also approximately a 1.1km walk to the east of the site. Trains typically run from Stamford Hill every 15 minutes in each direction.

Public Transport Accessibility Level (PTAL) Rating

- 3.11 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.
- 3.12 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. It is then further sub-sectioned into 'a' and 'b', with 'a' being at the lower end of the spectrum and 'b' at the higher.
- 3.13 The assessment methodology reflects:
- Walking time from the point of interest to the public transport access points;
 - The reliability of the service modes available;
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time.

- 3.14 The PTAL rating of the centre of the Site is 1b, indicating that the Site has a poor level of accessibility to public transport. **Appendix C** contains the TfL PTAL summary.
- 3.15 However, PTAL ratings do not allow for rail/Underground stations once they are beyond a 960m walk distance and the Site has 3 stations just beyond this distance. These stations in reality will be utilised by many employees and visitors to the Site and so it considered that the relative accessibility of the site is somewhat better than that indicated by the PTAL calculation.

4 PROPOSED DEVELOPMENT

- 4.1 The proposed development equates the provision of 565sqm of B1(a) use.
- 4.2 The B8 commercial unit on-site will reduce from 628sqm to 533sqm and therefore no detailed assessment of its impact has been included. The same can be said for the studio flats which reduce from 27 to 26 units.
- 4.3 A copy of the architect's layout plans have been included at **Appendix A**.

Parking

Vehicle Parking

- 4.4 The existing parking arrangement on-site could accommodate 13 vehicles however following alterations to the car park, it can accommodate 10 vehicles with any additional vehicles blocking the car park / not being planning-appropriate. It is important to note that no more than 5 vehicles were recorded as parked within the car park during site visits.
- 4.5 The proposals have been modified to include 10 formalised / planning-appropriate parking spaces (including 2 disabled car parking space). This results in a reduction of 3 spaces based on the historic provision and no change based on the existing situation. Given the accessibility of the site to public transport, and the need to minimise the potential for any on-street parking, this level is considered acceptable. Though the site has a historic reduction in car parking the current arrangement has not resulted in any adverse impact on the local highway network, as confirmed by a recent site visit. Furthermore, the proposed reduction in residential units can be thought of as a benefit of the scheme in terms of parking impact.
- 4.6 Employees of both the B1 and B8 use will not be provided with access to the parking spaces and will also be ineligible to park within the local CPZ, effectively restricting car use. Though short-stay parking is available on Vale Road, it is unlikely to be used by employees owing to the restricted hours of use.
- 4.7 There are 2 existing crossovers which will be retained as part of the application to provide access to the parking arrangement.

- 4.8 Overall, the parking arrangement will formalise the space in front of the site without displacing existing parking on-street based on the current demand for residential parking and the on-street restrictions.

Cycle Parking

- 4.9 Cycle parking will be provided in accordance with the London Plan (March 2016). This results in the provision 19 cycle parking spaces for use by both the office floor space as well as the B8 use, if demand arises. It is noted that cycle parking remains for the residential element of the site.
- 4.10 The cycle parking will be provided at ground floor level within a dedicated cycle store.

Servicing and Refuse Collection

- 4.11 The parking arrangement also allows space for servicing to take place on-site and a vehicle up to the size of a 7.5T box van can access the site in reverse gear as shown in the swept paths at **Appendix D**. Servicing for the B8 unit will continue to take place on site where all vehicle sizes can be accommodated.
- 4.12 The existing single yellow line on Vale Road will allow for any occasional servicing by larger delivery vehicles to take place.
- 4.13 The refuse and recycling collection regime will be undertaken on-street from Vale Road as is the existing situation. The bin store has been located at the back of the footway, minimising the drag distance for operatives to the refuse vehicle.

Travel Plan Statement

- 4.14 A Travel Plan Statement for the employment space has been prepared and submitted as a separate document as part of the application. The main aim of the document is to encourage the uptake of sustainable modes of travel for future employees by promoting the available public transport facilities in the area.

5 POLICY CONTEXT

5.1 This section summarises the relevant transport policies at national, regional and local level.

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Paragraph 32 of Chapter 4 – 'Promoting Sustainable Transport' states:

"All developments that generate significant amounts of movements should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the Site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the Site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

5.4 The Site is in a reasonably accessible location and it is considered that there are no significant residual cumulative impacts due to the proposed development.

London Plan

5.5 The London Plan is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

5.6 Policy 6.1 sets out a number of strategic aims, key aims include:

- a) *encouraging patterns and modes of development that reduce the need to travel, especially by car;*
- b) *seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*

- c) *supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d) *promoting walking by ensuring an improved urban realm."*

5.7 In regards to cycle parking, Table 5.1 below sets out the cycle parking minimum standards for Outer London.

Table 5.1: Cycle Parking minimum standards		
Use Class	Long-stay	Short-stay
B1 Office	1 space per 150 sqm (GEA)	1 space per 500sqm, for the first 5,000 sqm

Local Guidance

Haringey Local Plan: Strategic Policies

5.8 Haringey's Local Plan: Strategic Policies was formally adopted in March 2013 and sets out the Council's stance towards the delivery of developments.

5.9 Strategic Policy 7 – Transport – states that the *'In line with the London Plan, the Council will work with partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:*

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particular in town centres and close to local services;*
- *Promoting car sharing and establishing car clubs;*
- *Seeking to located major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning; and*
- *Adopting maximum car parking standards and car free housing wherever feasible.'*

Haringey's Development Management Development Plan Document

- 5.10 Haringey's Development Management Development Plan Document (DP DMD) is an emerging document which has not yet been adopted by the council but has nonetheless been taken into consideration as part of this development.
- 5.11 Policy DM32 - Parking – of the pre-submission document dated January 2016 states that:
- *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
 - *The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
 - *The Council will support proposals for new development with limited or no on-site parking where: There are alternative and accessible means of transport available; Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index; A Controlled Parking Zone exists or will be provided prior to the occupation of the development; Parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.*

Policy Summary

- 5.12 The location of this proposed development with its existing public transport facilities and opportunities for the use of sustainable modes of transport means that the Site is highly suited to the proposed additional office use.

6 EFFECT OF DEVELOPMENT

6.1 The following sections discuss the potential impact of the planning application with regard to trip generation, parking demand and servicing.

Trip Generation

6.2 The TRICS database has been interrogated in order to establish a comprehensive multi modal trip generation assessment for the proposed office floorspace. The total person trip generation to and from the Site has been estimated throughout a typical weekday.

6.3 The trip rates have been based on comparable sites within TRICS taking into account the Site's characteristics such as its location and PTAL rating, ignoring parking provision owing to the fact that the data will be applied to modal split census data.

6.4 The TRICS data used to ascertain the total person trip rates for the office floorspace has been included within **Appendix E**, whilst a summary of the AM (08:00-09:00) and PM (17:00-18:00) peak periods as well as the daily trip generation is shown in **Table 6.1**.

Table 6.1: Daily Person Trip Rates per 100 sqm – Proposed Office Uplift (565sqm)						
Time	In	Out	Total	In	Out	Total
AM Peak	2.684	0.065	2.749	15	1	16
PM Peak	0.152	2.552	2.704	1	14	15
Daily	9.854	9.381	19.235	56	53	109

Any discrepancies relate to the rounding of TRICS data

6.5 The above peak hour total person trip generation figures have then been applied to the modal split data included within **Table 2.1**. The modal split data has been modified in order to reflect the level of parking provision on-site as well as the fact the site is located within a CPZ which will prevent employees from outside of the local CPZ from parking on-street. The car driver modal split has been reduced to 5% with the remainder reapportioned across sustainable modes of travel.

Table 6.2: Summary of Multi-Modal Trip Generation (565sqm)						
Travel Mode	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00 – 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Car Driver (5.0%)	1	0	1	0	1	1
Car Passenger (2.8%)	0	0	0	0	0	0
Underground (25.9%)	4	0	4	0	4	4
Rail (10.2%)	2	0	2	0	1	2
Bus (35.7%)	5	0	6	0	5	5
Motorcycle (1.4%)	0	0	0	0	0	0
Taxi (0.2%)	0	0	0	0	0	0
Cycle (4.2%)	1	0	1	0	1	1
Walk (14.7%)	2	0	2	0	2	2
Total	15	0	16	1	14	15

Any discrepancies relate to the rounding of TRICS data

- 6.7 **Table 6.2** indicates that the proposed 565sqm of additional office floorspace has the potential to generate approximately 1 vehicle movement in both the AM and PM peaks, respectively.
- 6.8 The increase in vehicle movements during the peak hours is deemed immaterial for the Site's location and will fall in line with daily variations in traffic along Vale Road.

Servicing

- 6.9 Servicing for the proposed development will be undertaken off-street within the site's car park which can accommodate vehicles up to and including a 7.5T box van, allowing for access in reverse gear. The swept path analysis of this arrangement is included at **Appendix D**.
- 6.10 Deliveries would be undertaken predominantly by vehicles of the size detailed above and are not expected to have a material impact on the operation and environmental condition of the public highway.
- 6.11 In the event a larger vehicle is required to service the site it will do so via the existing single yellow line on Vale Road or by reversing in to the site.
- 6.12 The 565sqm of office floorspace is expected to generate in the region of 1-2 deliveries per day based on the assumption that 100sqm of office floorspace will generate 0.25 deliveries per day.

- 6.13 As mentioned previously refuse collection will be undertaken in the same manner as the existing situation with bins collected from the back of the footway by refuse vehicles stopping on-street along Vale Road.

7 SUMMARY AND CONCLUSION

Summary

7.1 Caneparo Associates are retained by Actcell Ltd ('The Applicant') to provide traffic and transport advice in relation to proposed redevelopment of Pacific House, Vale Road ('the site'), located in the London Borough of Haringey (LBH).

7.2 In summary:

- The site is located within an accessible London location with a large residential catchment area. As such a high proportion of trips associated with the proposals can be expected to be made by sustainable modes of travel.
- The proposed development will provide 10 marked parking spaces (including 2 disabled parking spaces) for residents within the currently un-formalised area.
- The Applicant is willing to enter into a permit-free agreement for the residential units, which alongside the fact employees will be unable to park within the local CPZ, will restrict the level of parking associated with the site. However, it is noted that the current demand for parking can be catered for within the on-site parking provision.
- Cycle parking will be provided at ground floor level for the site in line with the London Plan standards. The provision will offer secure, sheltered and accessible cycle parking facilities.
- The majority of deliveries will be undertaken within the site's car park whilst large deliveries and refuse collections can be undertaken on-street or with vehicles reversing on to the site.
- The impact of the development has been considered in relation to the surrounding transport network and concludes that there will be an increase in total person trips to the site with the majority making use of sustainable modes of transport, though this increase will not be sufficient to give rise to a material impact.
- The development would be in accordance with relevant policy guidance and the proposed uses are appropriate for this site, and can be successfully accommodated by the local transport network and existing public transport facilities.



Conclusion

- 7.3 In light of the above, we conclude that the proposed development will not result in a material impact in highways and transportation terms. Furthermore, in accordance with NPPF paragraph 32, the residual cumulative impacts of the development are not considered severe, and, as such, should not be prevented or refused on transport grounds.

APPENDIX A

NOTES:
ALL DIMENSIONS TO BE CHECK ON SITE AND ANY
INCONSISTENCIES MUST BE REPORTED BACK TO KS
DESIGN
ALL STRUCTURAL INFORMATION TO BE TAKEN FROM
STRUCTURAL ENGINEER'S DRAWINGS
THIS DRAWING IS PROTECTED UNDER COPYRIGHT
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Roeder House

Warehouse
518.7 m²

Pacific House

Warehouse

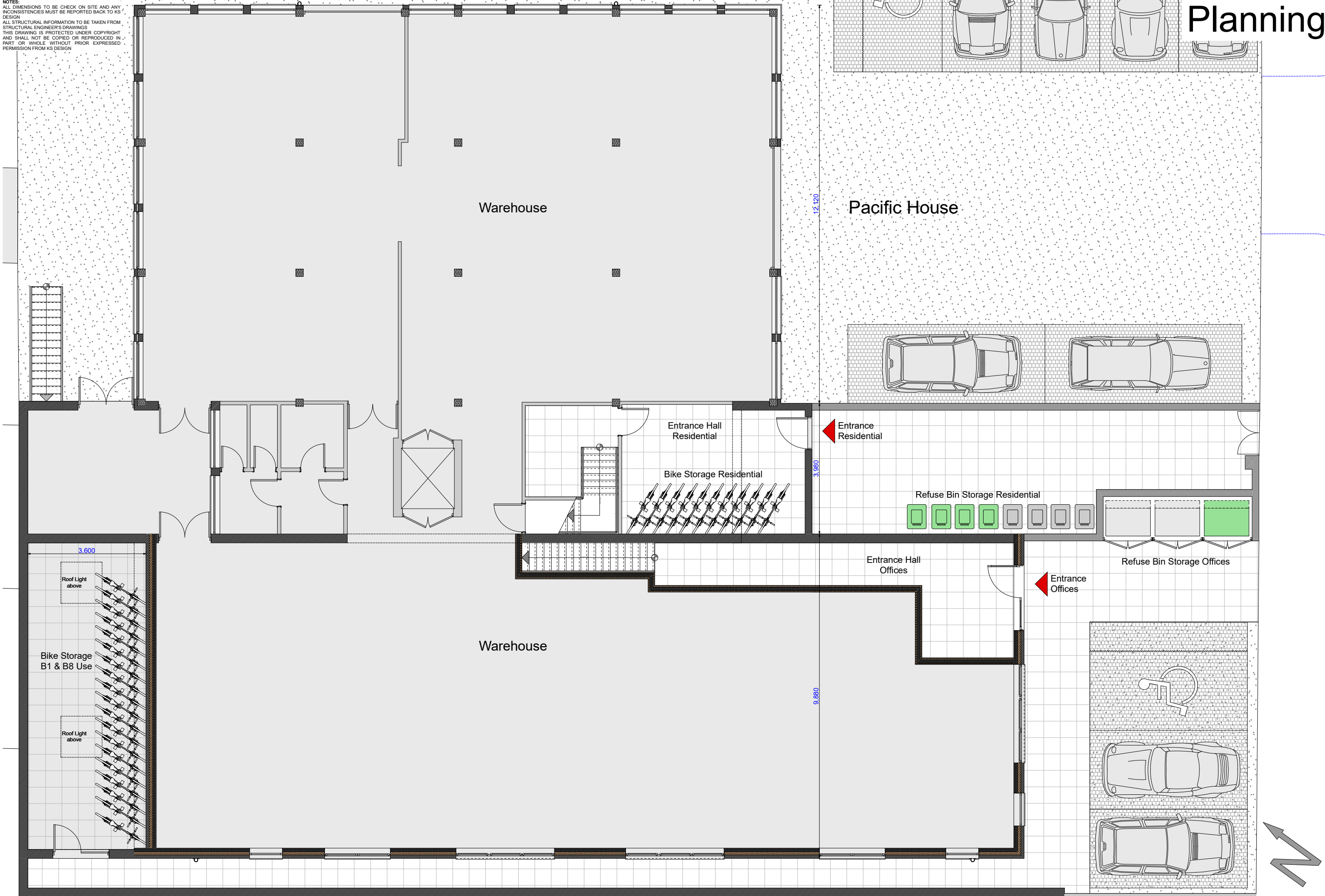
Lumen House

Planning

VALE ROAD

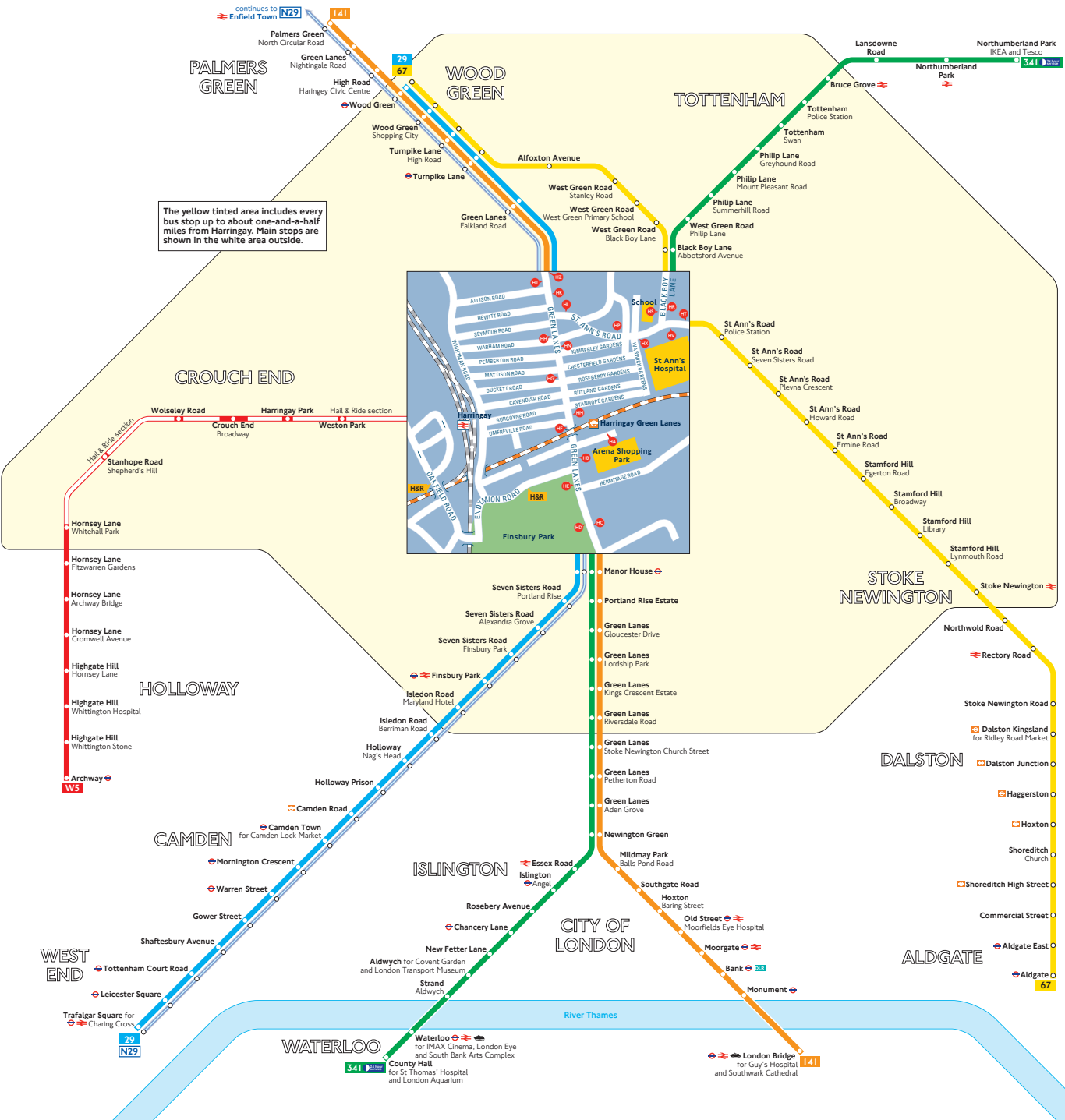
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Planning



APPENDIX B

Buses from Harringay



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
29	Trafalgar Square	HB HC HK HM HN HZ
	Wood Green	HD HE HF HG HH HJ
67	Aldgate	HR HT
	Wood Green	HS HW
141	London Bridge	HB HC HK HM HN HZ
	Palmers Green	HD HE HF HG HH HJ
341	County Hall	HB HC HM HN HR HX
	Northumberland Park	HD HE HF HG HH HL HP HS
W5	Archway	HA H&R

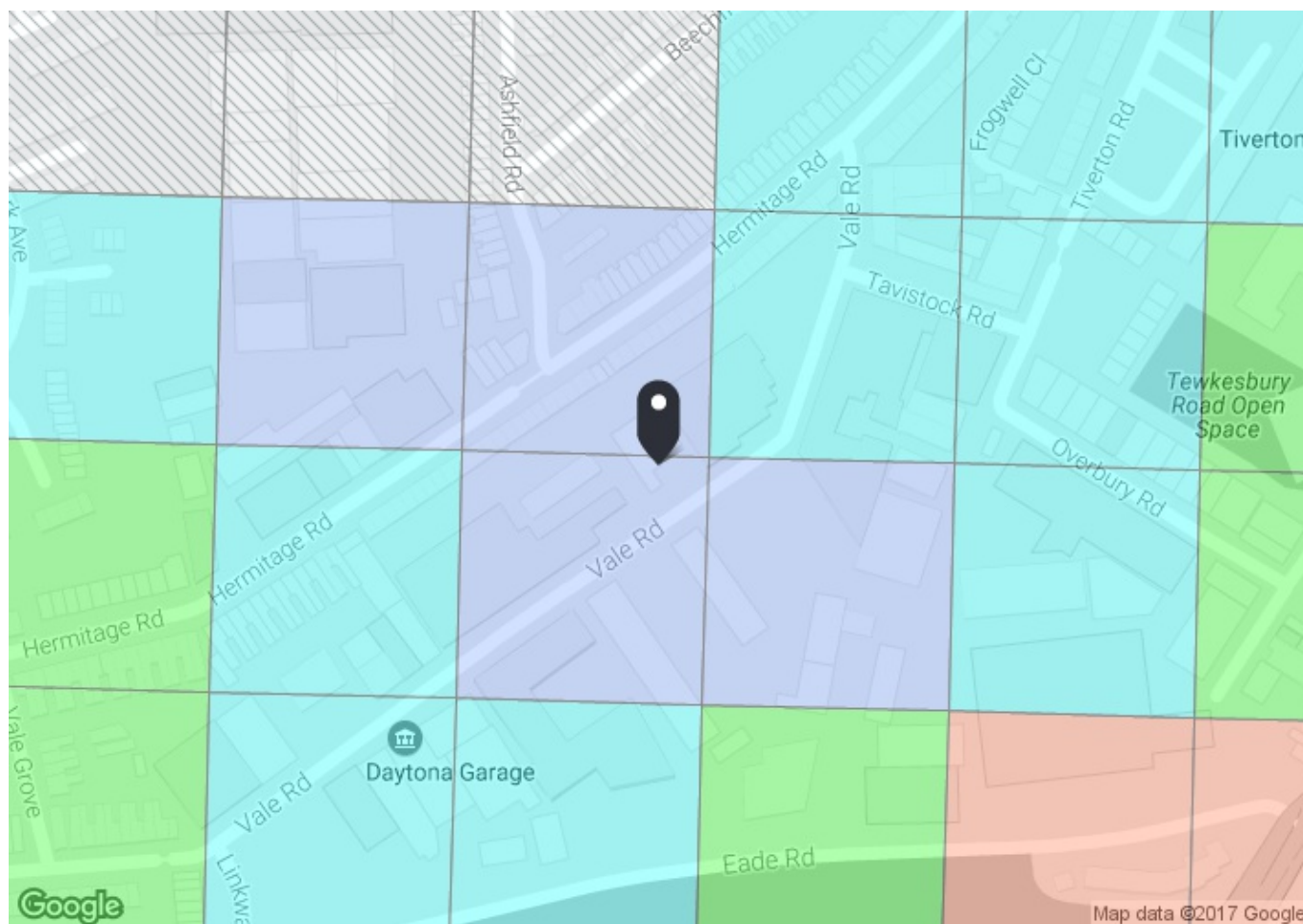
Night buses

Bus route	Towards	Bus stops
N29	Enfield Town	HD HE HF HG HH HJ
	Trafalgar Square	HB HC HK HM HN HZ

Hall & Ride

Route W5 operates as Hall and Ride on the sections of roads marked **H&R** on the map. Buses stop at any safe point along the road. There are no bus stops at these locations, but please indicate clearly to the driver when you wish to board or alight.

APPENDIX C



PTAL output for Base Year

I b

99-107 Vale Rd, Harringay Warehouse District, London N4, UK
Easting: 532477, Northing: 188090

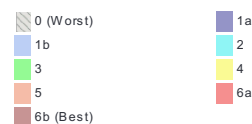
Grid Cell: 120934

Report generated: 14/03/2017

Calculation Parameters

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

Map key - PTAL



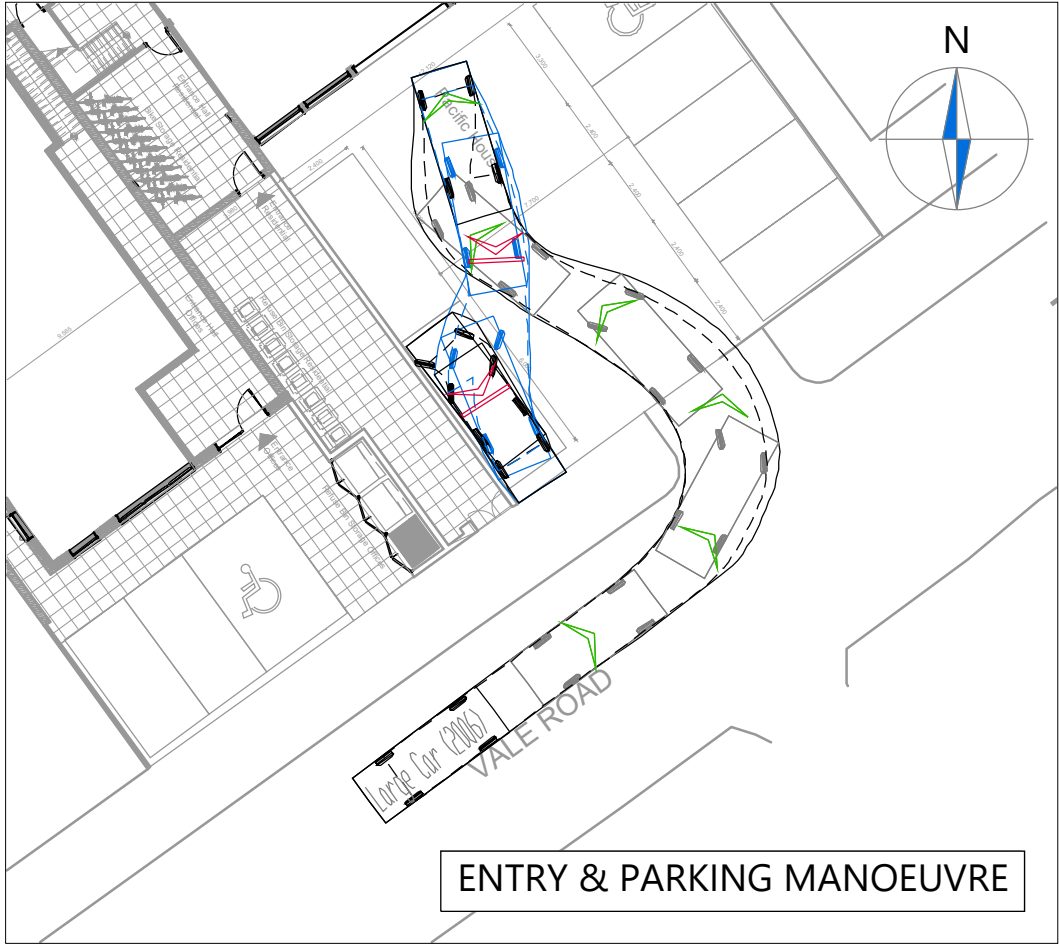
Map layers

PTAL (cell size: 100m)

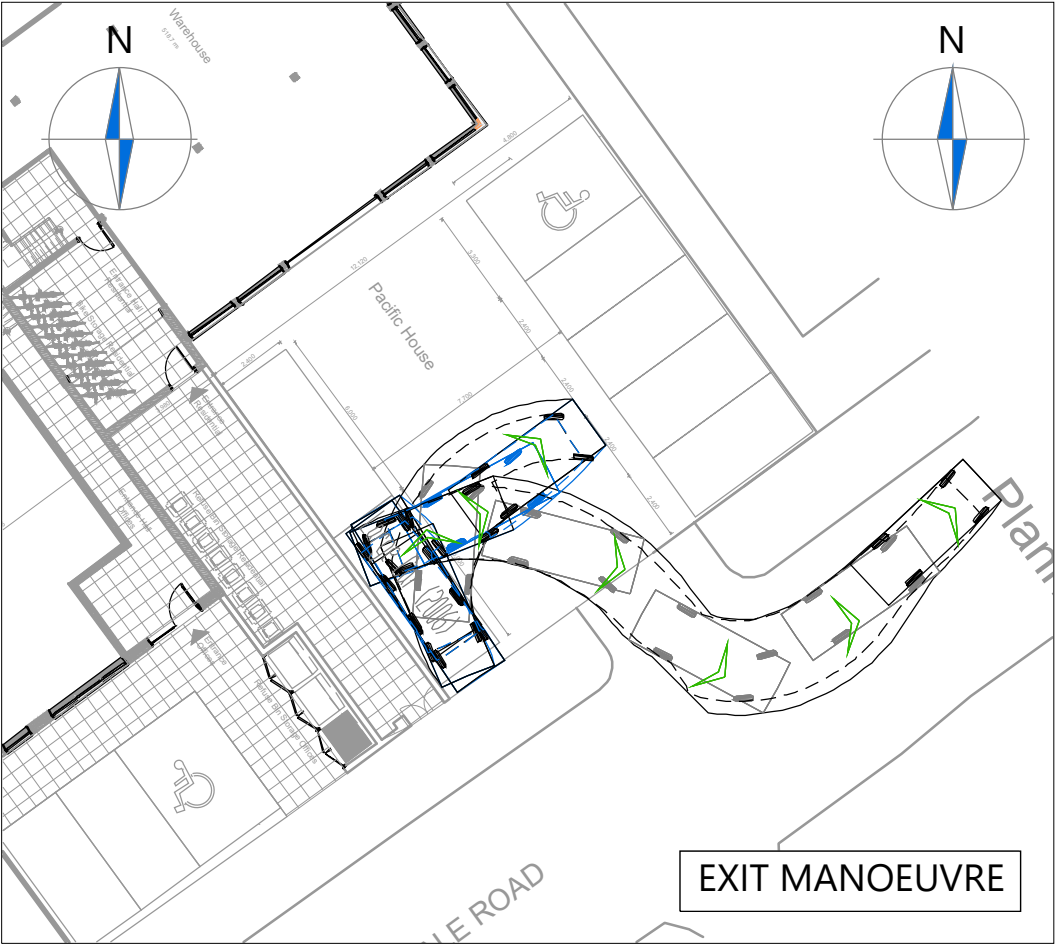
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SEVEN SISTERS RD EADE RD	259	564.77	8	7.06	5.75	12.81	2.34	0.5	1.17
Bus	SEVEN SISTERS RD EADE RD	279	564.77	10.5	7.06	4.86	11.92	2.52	1	2.52
Total Grid Cell AI:										3.69

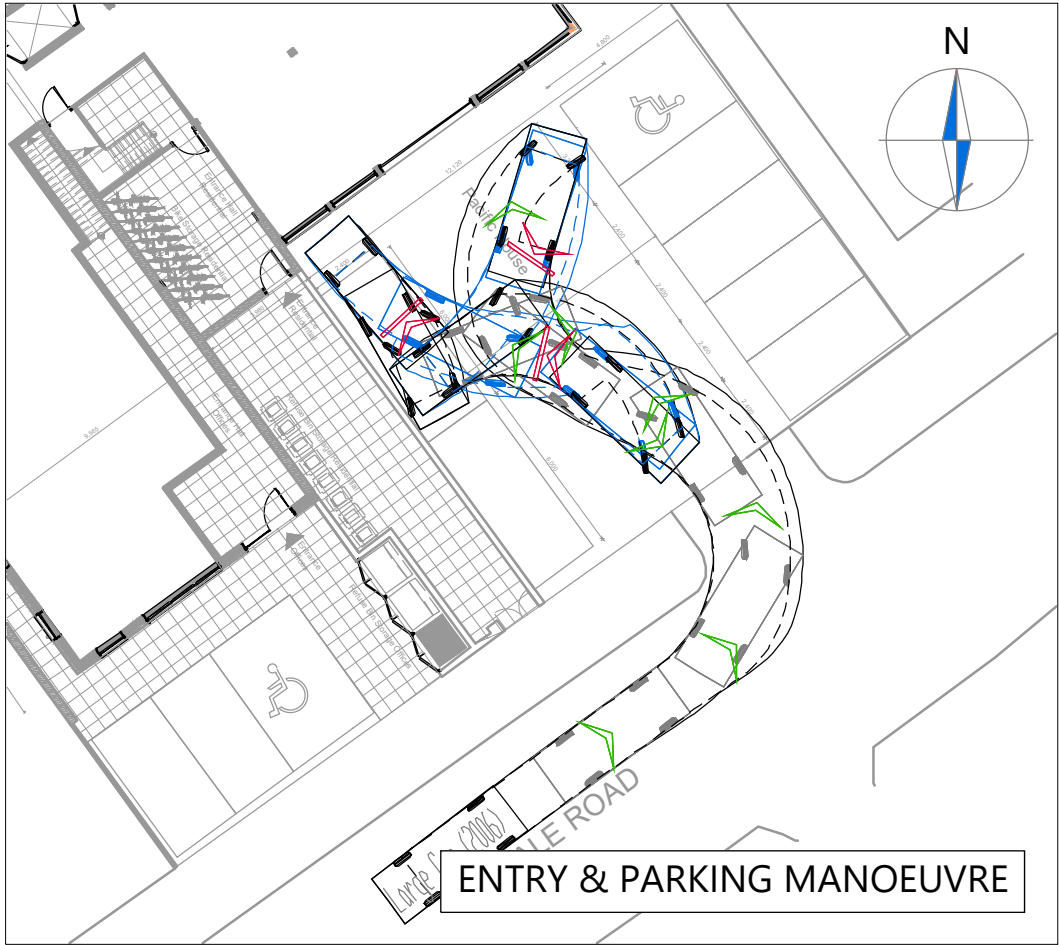
APPENDIX D



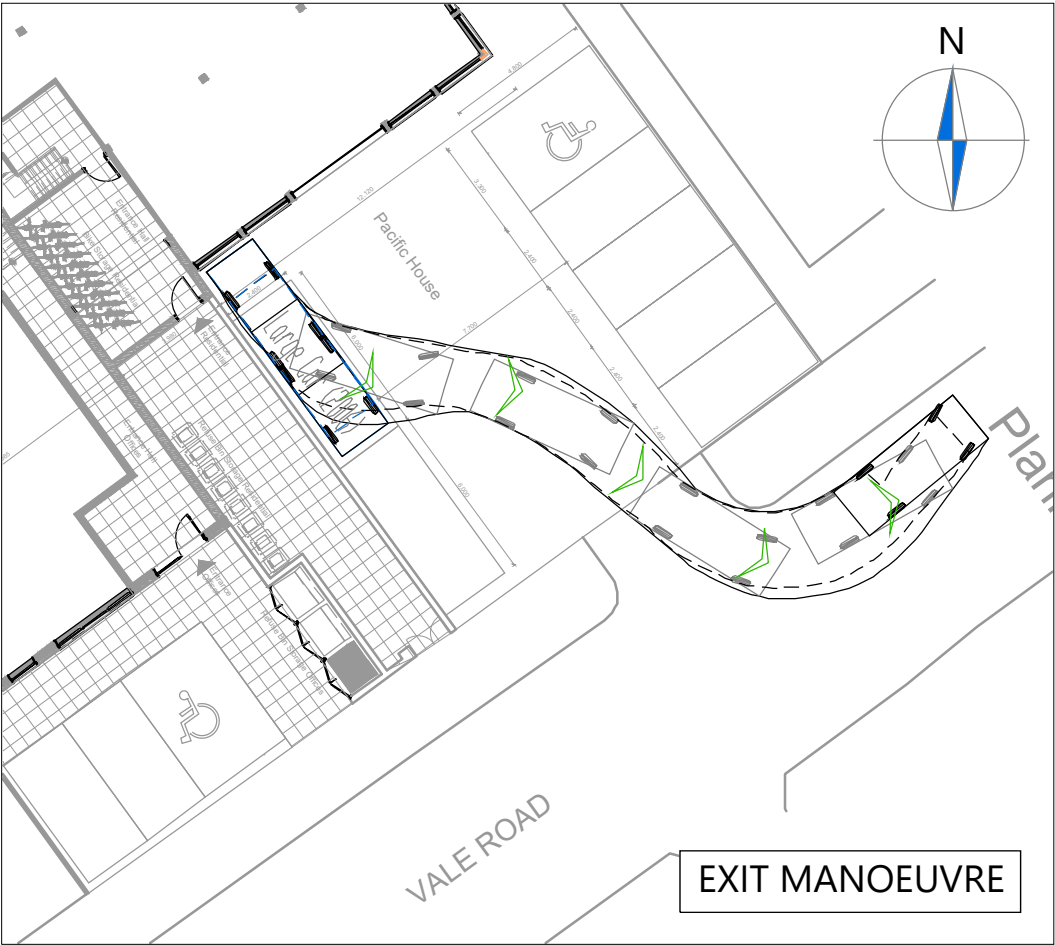
ENTRY & PARKING MANOEUVRE



EXIT MANOEUVRE



ENTRY & PARKING MANOEUVRE

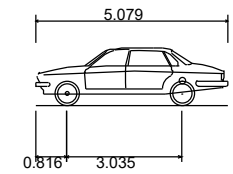


EXIT MANOEUVRE

NOTES

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

LARGE CAR



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

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

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

A	Revised scheme and swept paths.	HE	DP	20.06.2018
Rev	Details	REVISION HISTORY		
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: Actcell Ltd

Project: Pacific House Haringey

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

Scale: 1:250 Size: A3

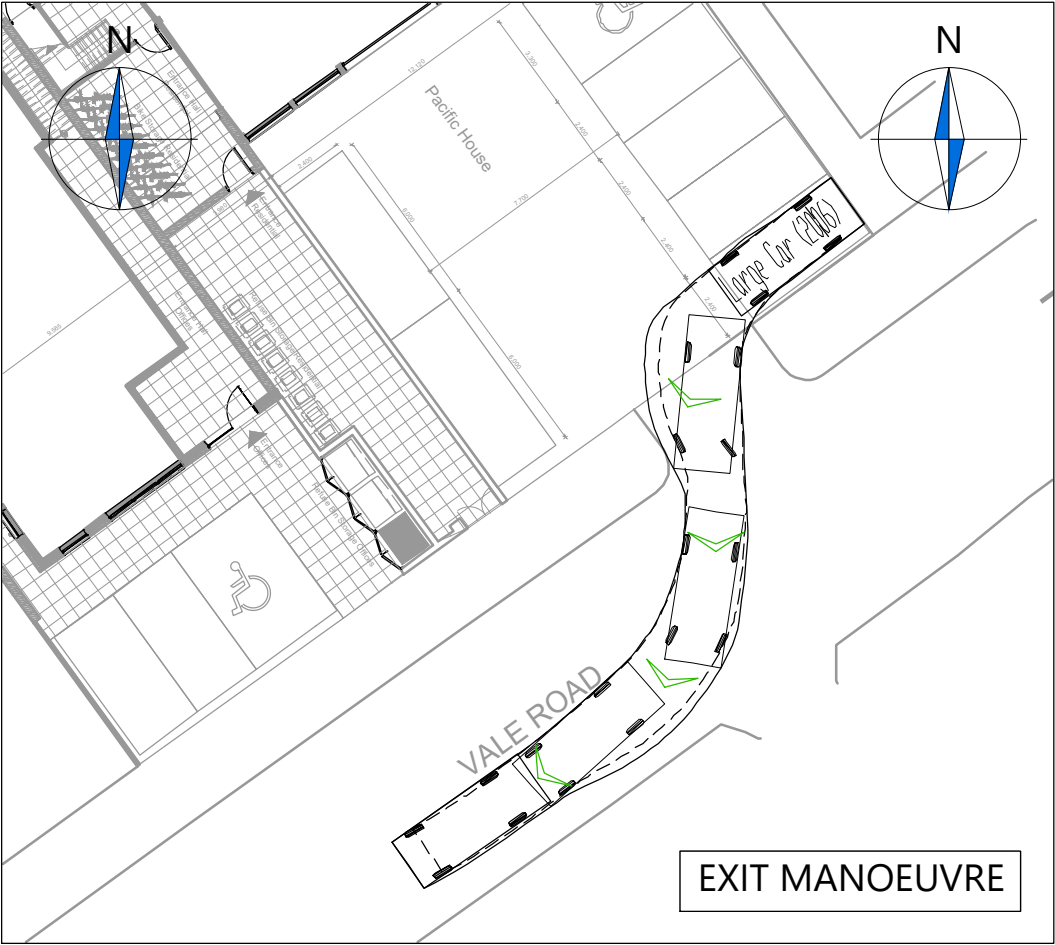
Drawn by: HE Checked by: NB Date: 05.05.2017

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

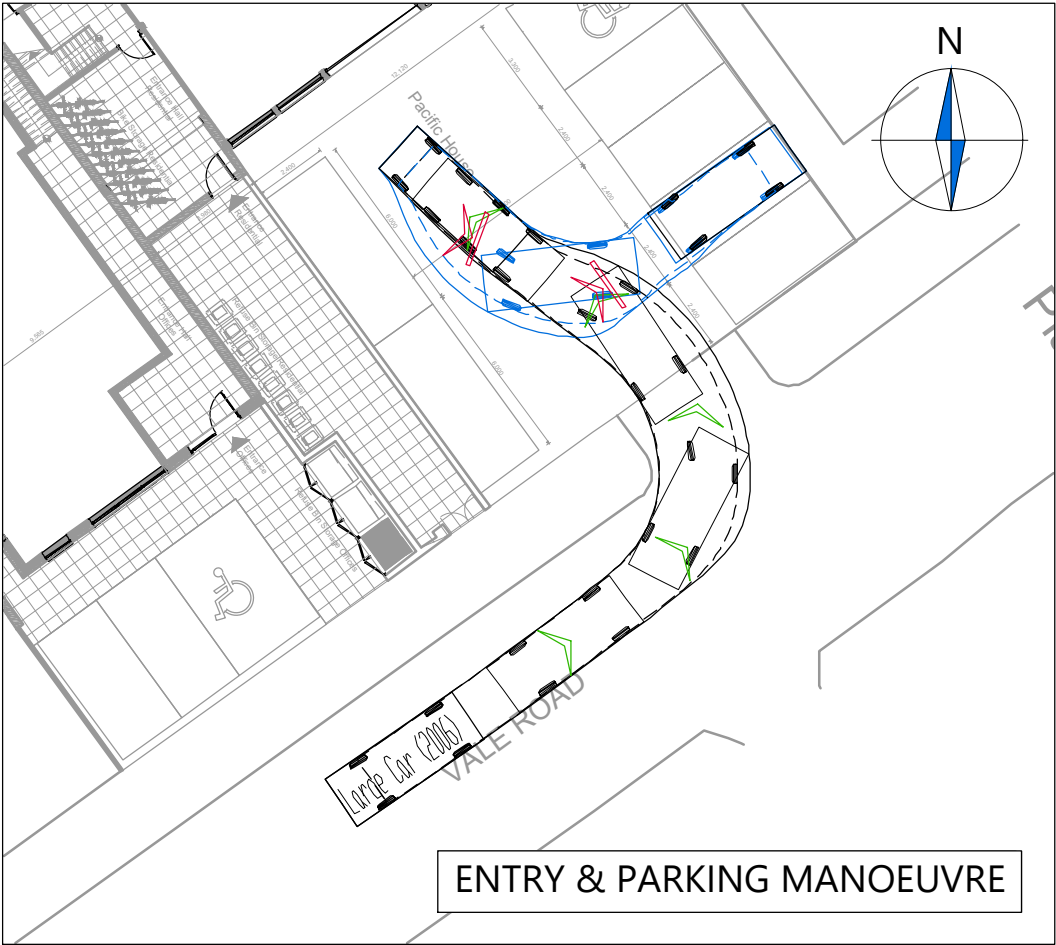
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3369	TR001	1 of 6	A



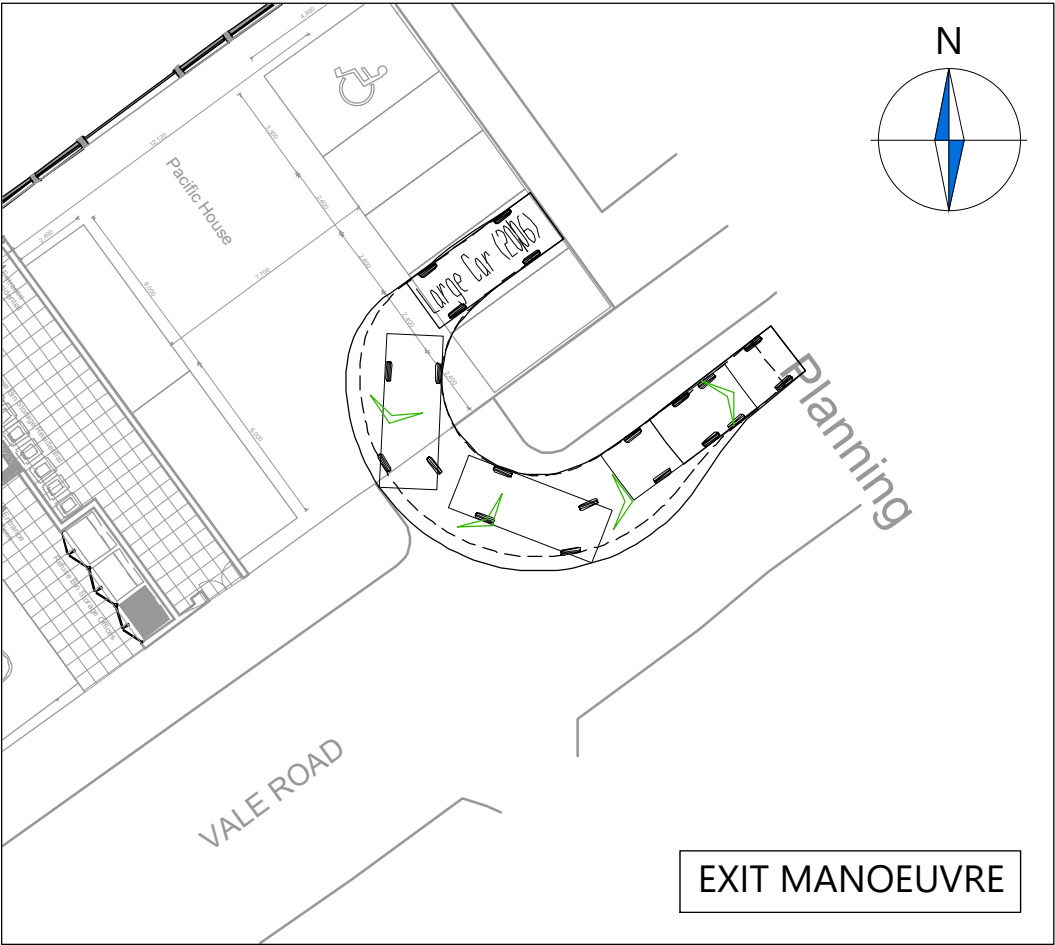
ENTRY & PARKING MANOEUVRE



EXIT MANOEUVRE



ENTRY & PARKING MANOEUVRE

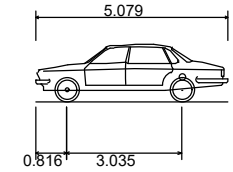


EXIT MANOEUVRE

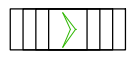
NOTES

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

LARGE CAR



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



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



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

A	Revised scheme and swept paths.		HE	DP	20.06.2018		
Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:		☐ Preliminary	☐ For Approval	☐ For Construction			
		☒ For Information	☐ For Tender	☐ As Built			

Client: Actcell Ltd

Project: Pacific House Haringey

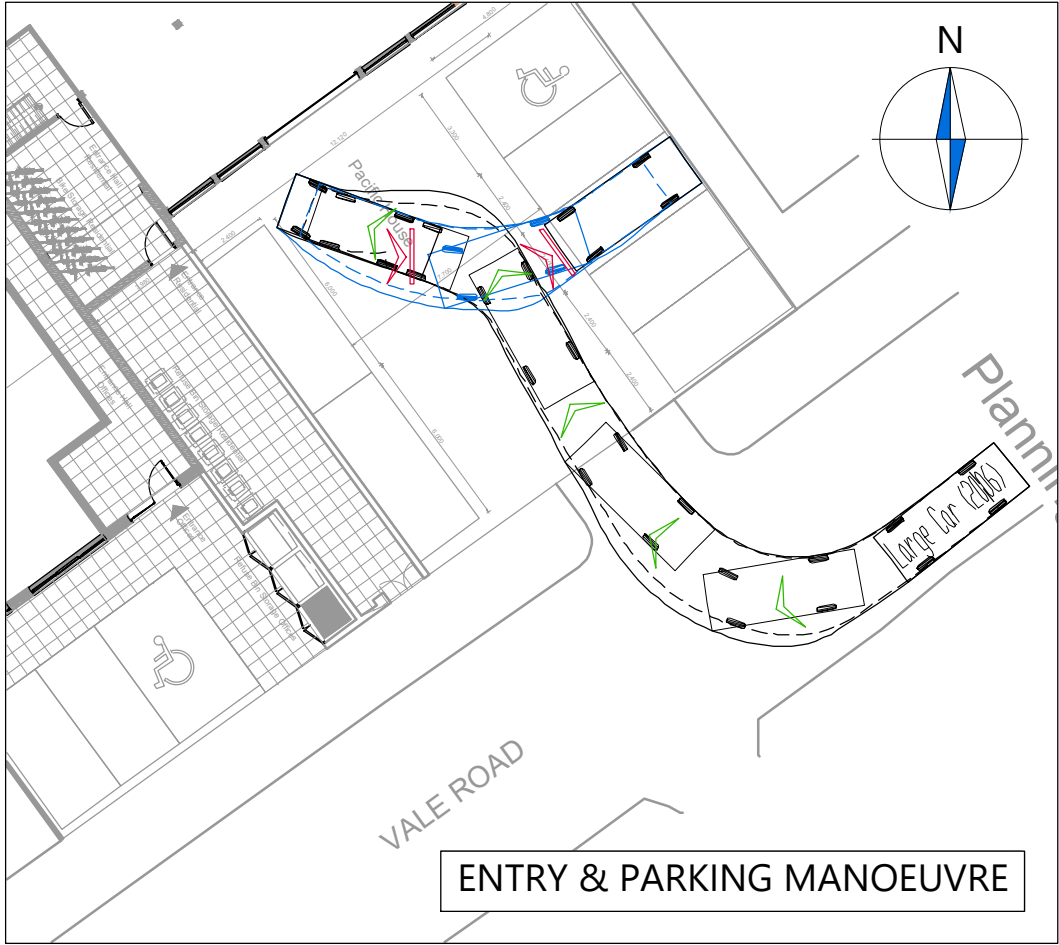
Drawing Title: Swept Path Analysis using a 5m Large Saloon

Scale: 1:250 Size: A3

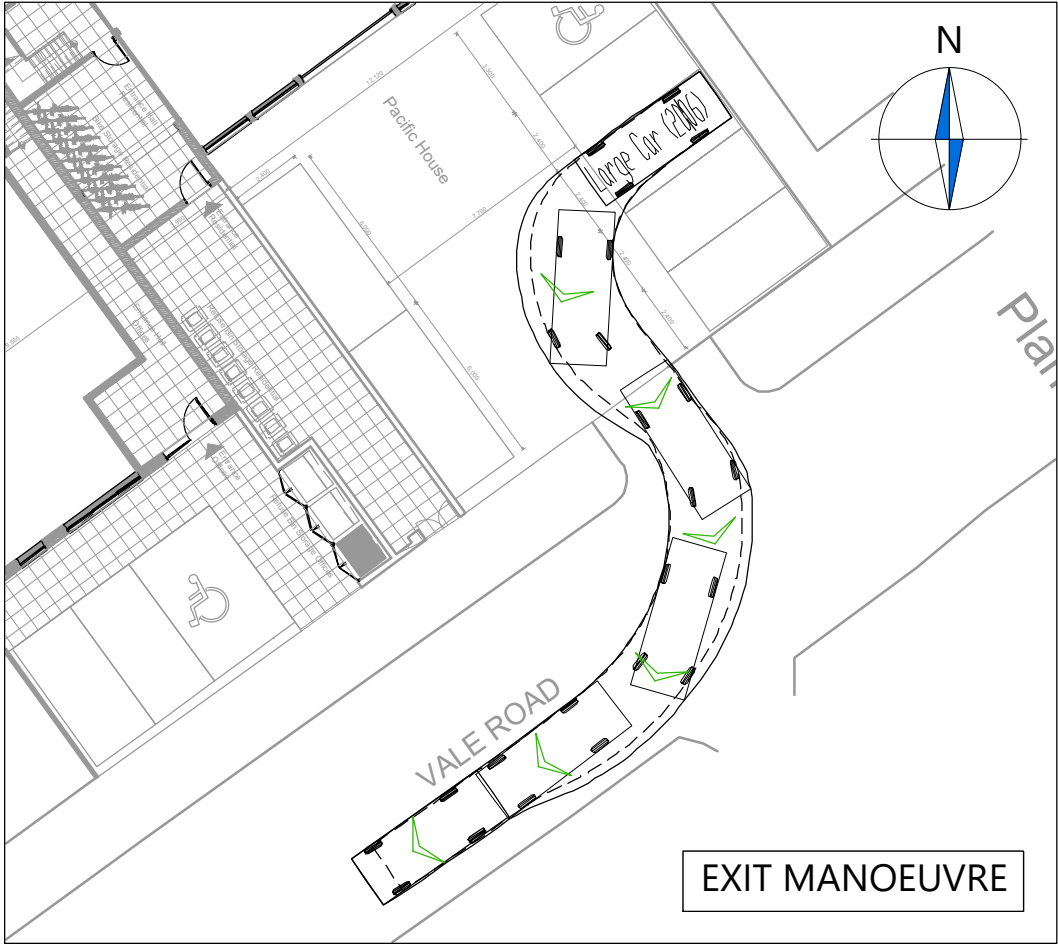
Drawn by: HE Checked by: NB Date: 05.05.2017

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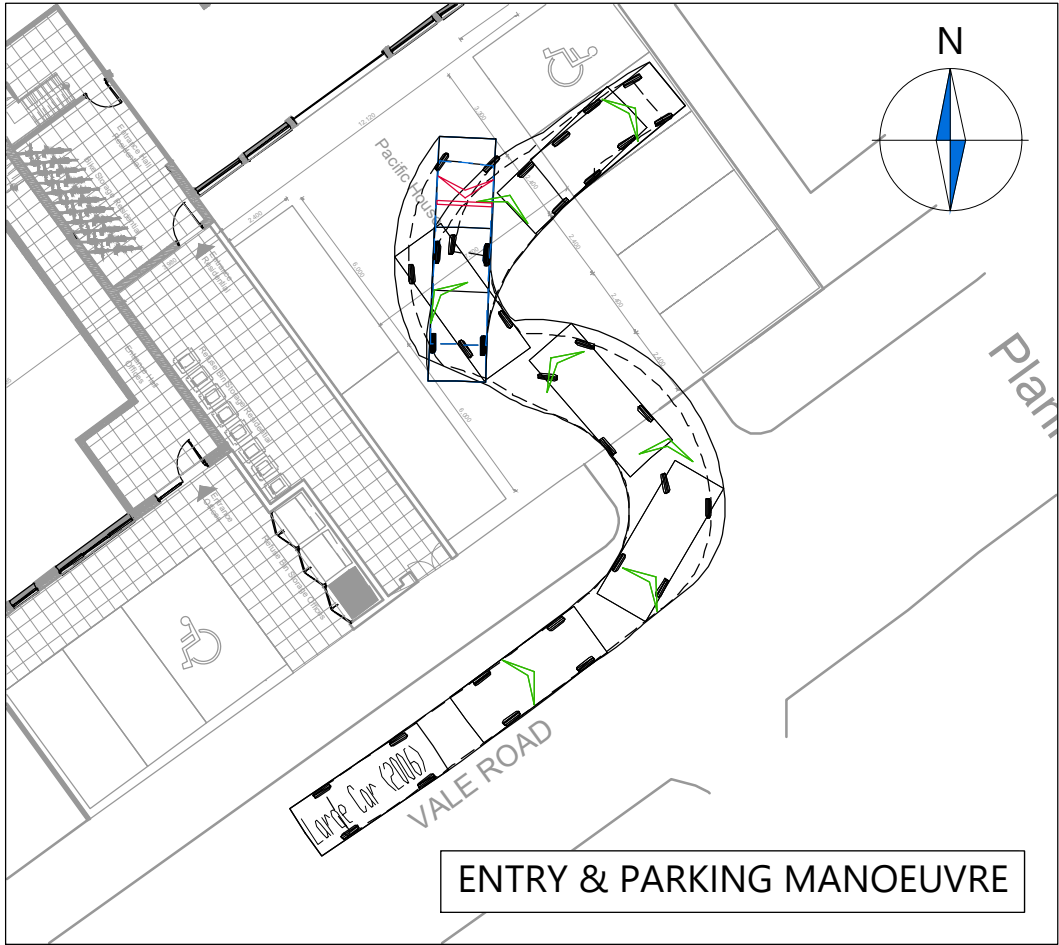
Scheme Ref: CA3369 Drawing No: TR001 Sheet: 2 of 6 Rev: A



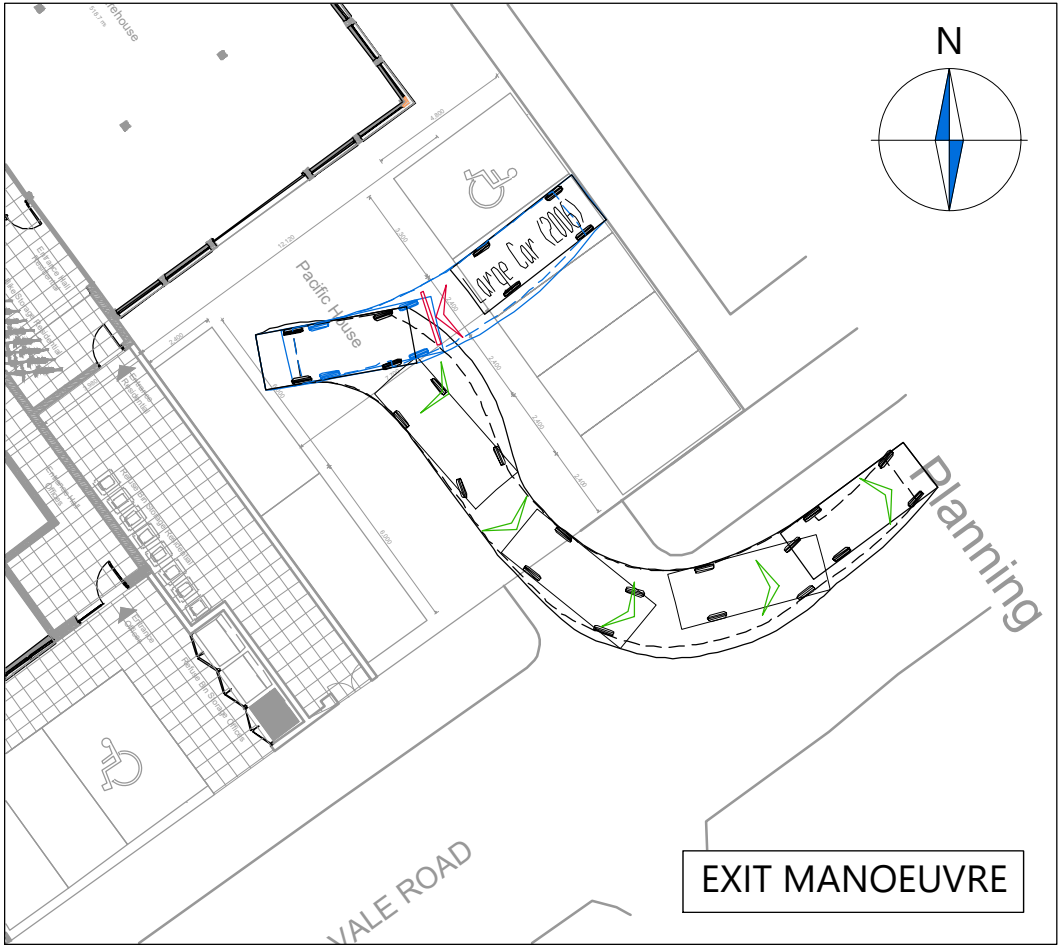
ENTRY & PARKING MANOEUVRE



EXIT MANOEUVRE



ENTRY & PARKING MANOEUVRE

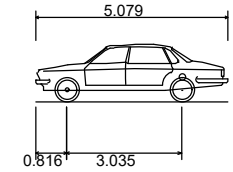


EXIT MANOEUVRE

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LARGE CAR



Overall Length	5.079m
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A	Revised scheme and swept paths.		HE	DP	20.06.2018		
Rev	Details	REVISION HISTORY			Drawn	Checked	Date
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		☒ For Information	☐ For Tender	☐ As Built			

Client: Actcell Ltd

Project: Pacific House Haringey

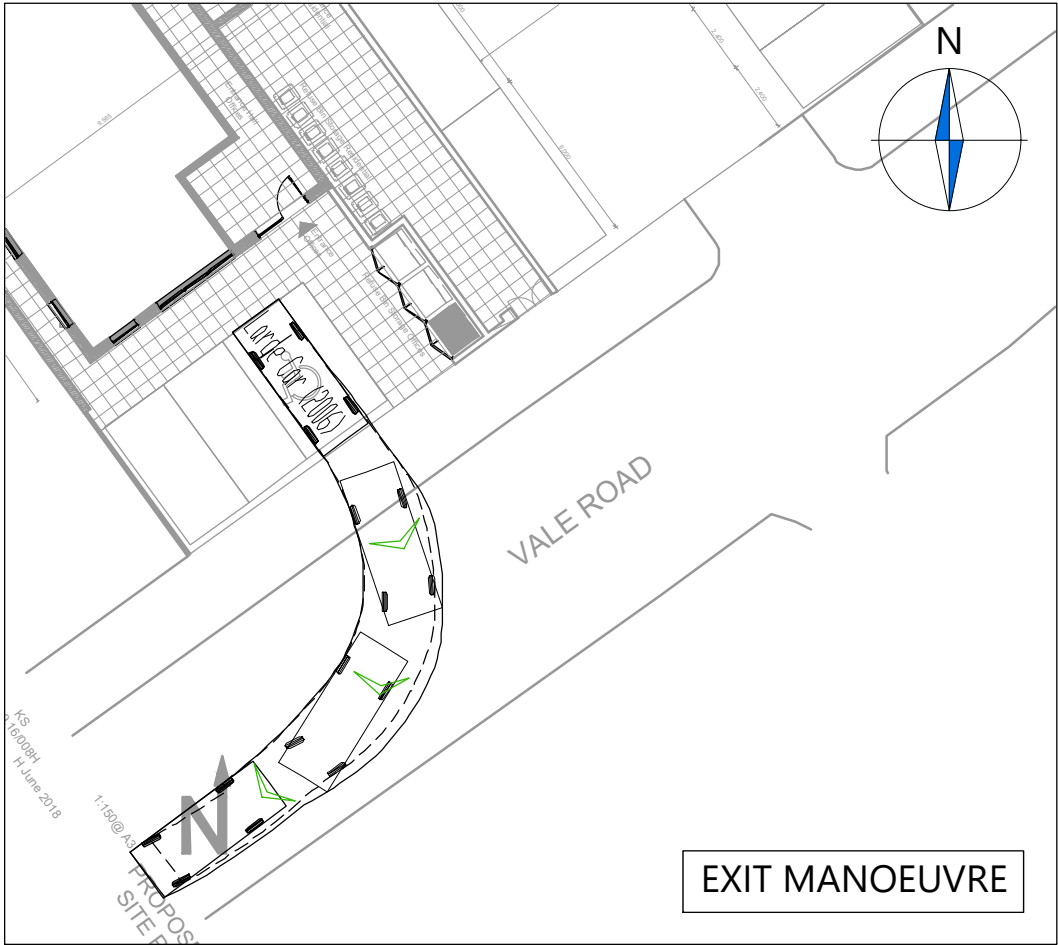
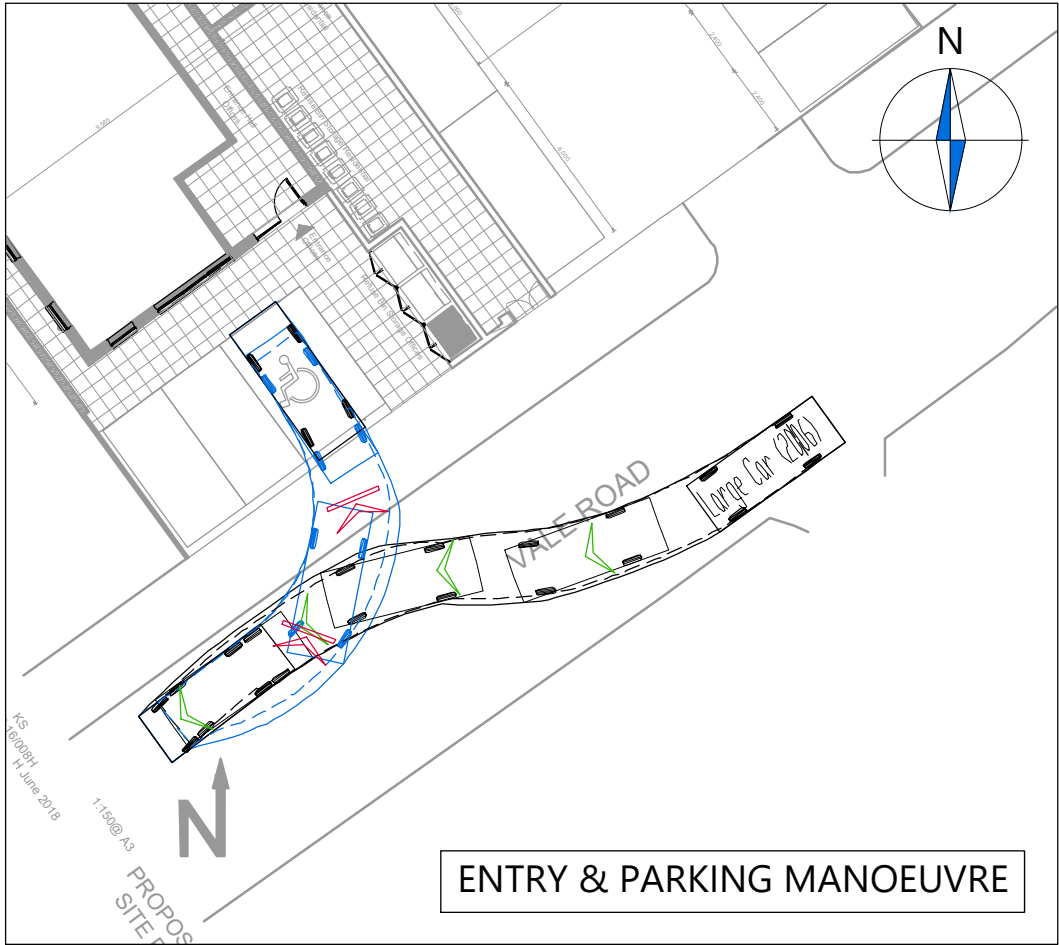
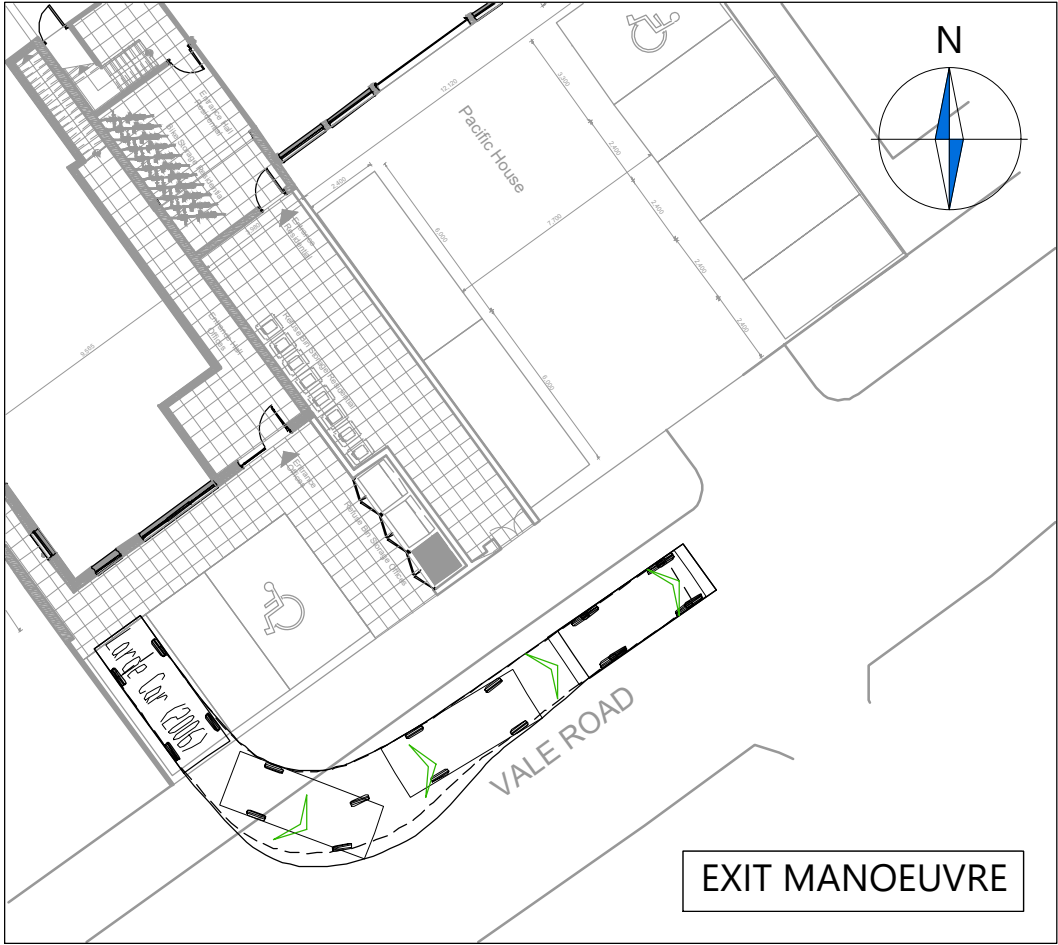
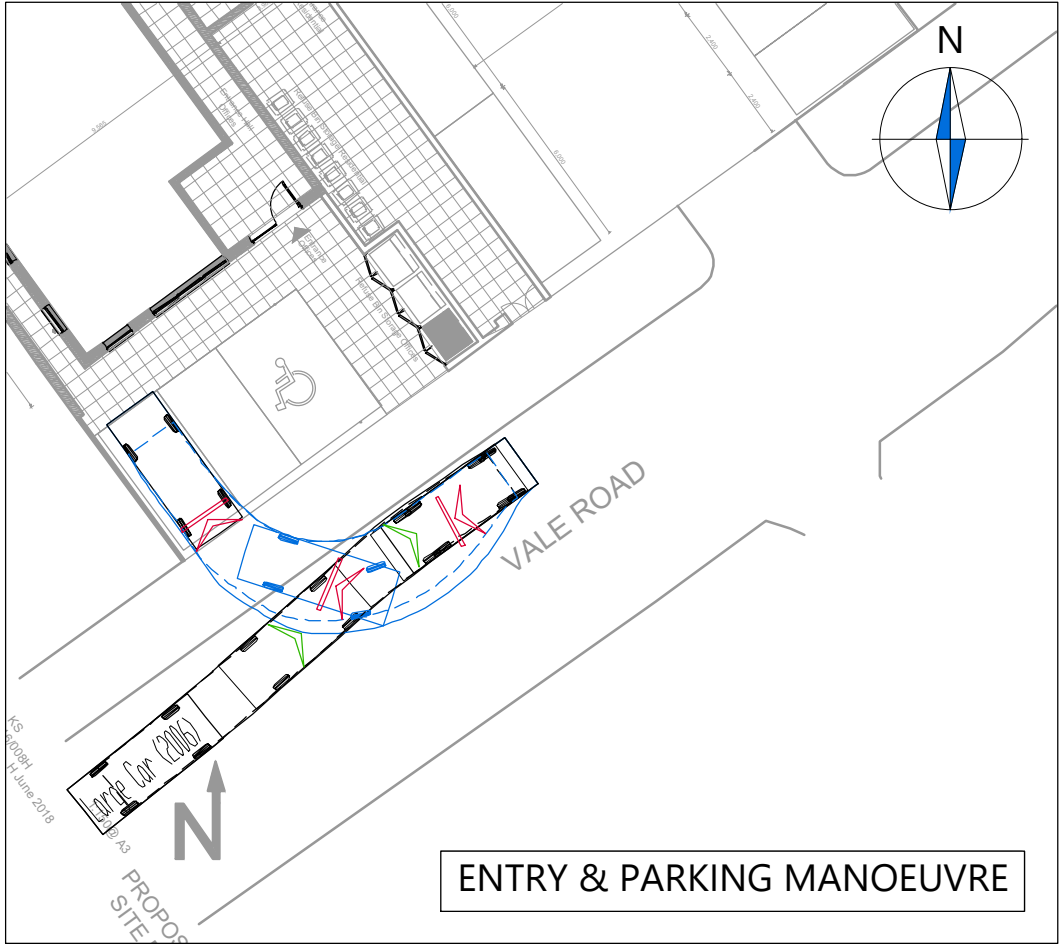
Drawing Title: Swept Path Analysis using a 5m Large Saloon

Scale: 1:250 Size: A3

Drawn by: HE Checked by: NB Date: 05.05.2017

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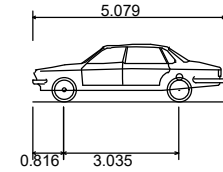
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3369	TR001	3 of 6	A



NOTES

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LARGE CAR



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

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

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

A	Revised scheme and swept paths.	HE	DP	20.06.2018
Rev	Details	REVISION HISTORY		
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: Actcell Ltd

Project: Pacific House Haringey

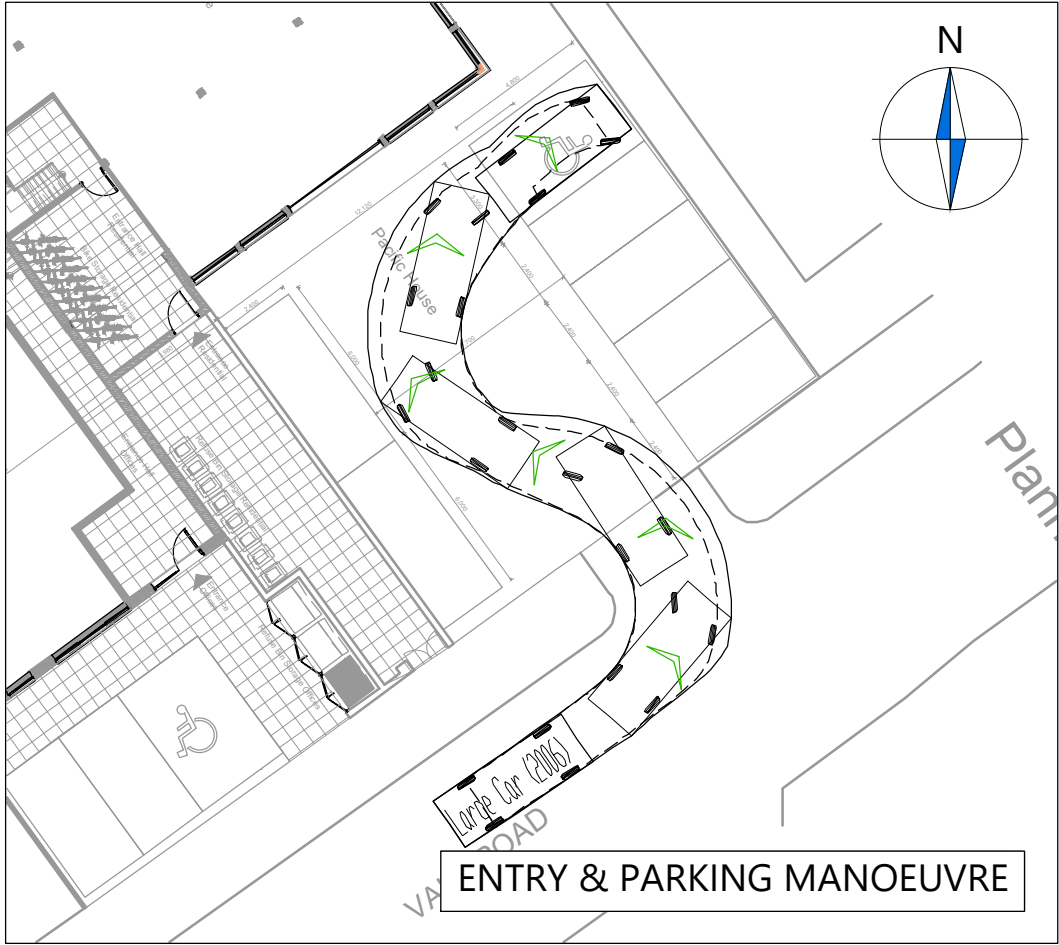
Drawing Title: Swept Path Analysis using a 5m Large Saloon

Scale: 1:250 Size: A3

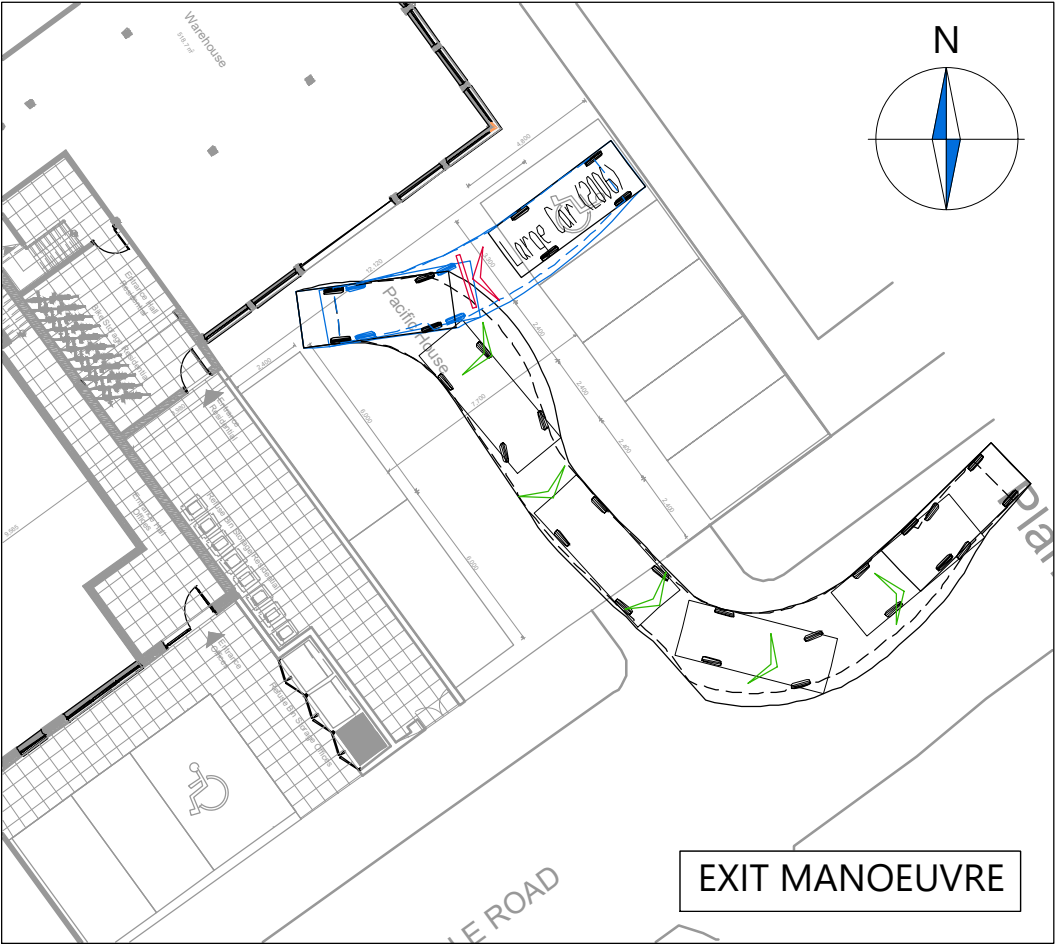
Drawn by: HE Checked by: NB Date: 05.05.2017

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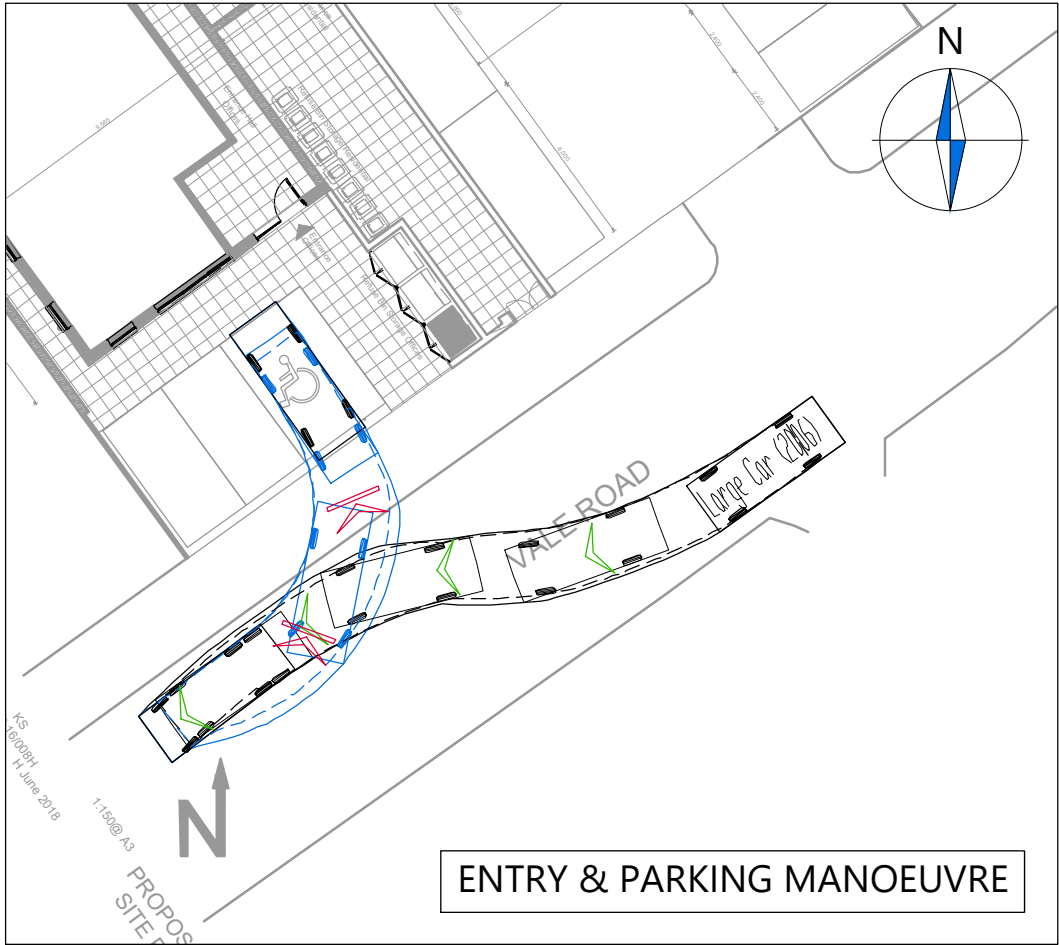
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CA3369	TR001	4 of 6	A



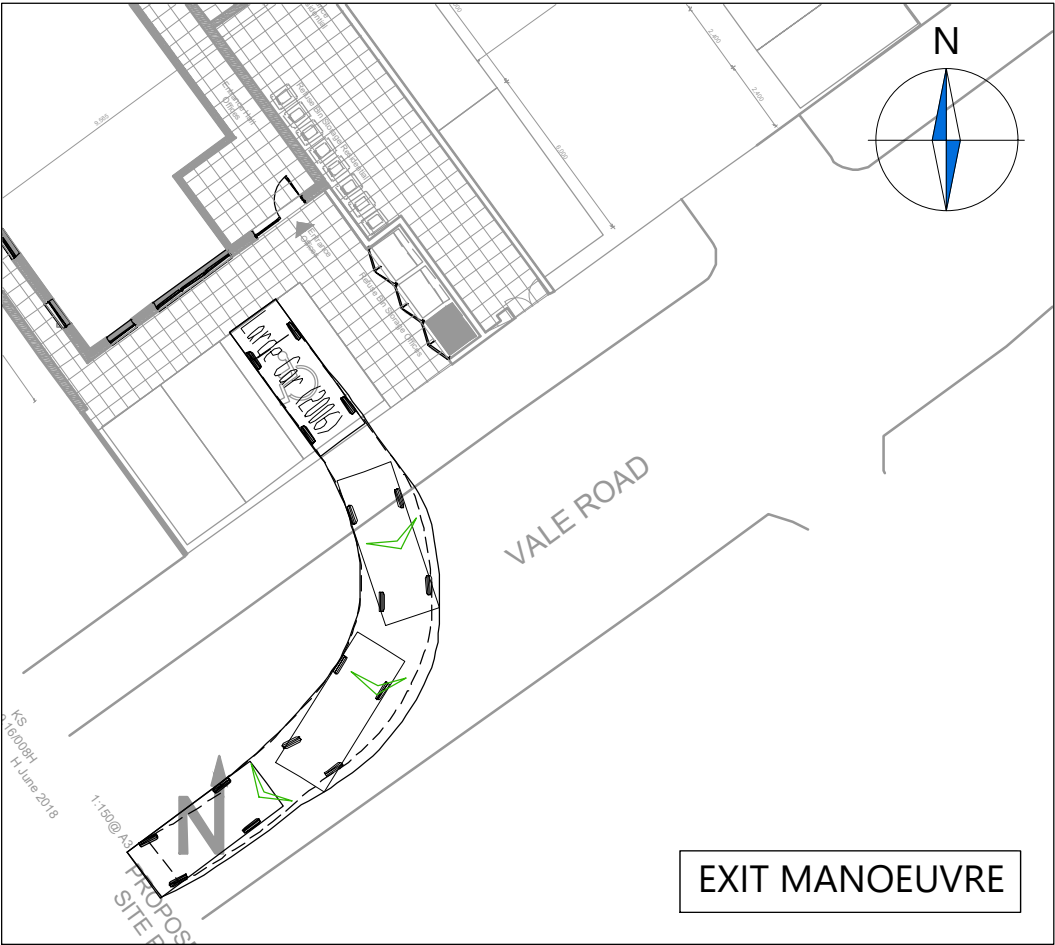
ENTRY & PARKING MANOEUVRE



EXIT MANOEUVRE



ENTRY & PARKING MANOEUVRE

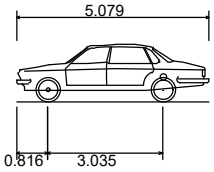


EXIT MANOEUVRE

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LARGE CAR



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

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

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

A	Revised scheme and swept paths.		HE	DP	20.06.2018
Rev	Details	REVISION HISTORY			Drawn Checked Date
Status:					
☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built					

Client: Actcell Ltd

Project: Pacific House Haringey

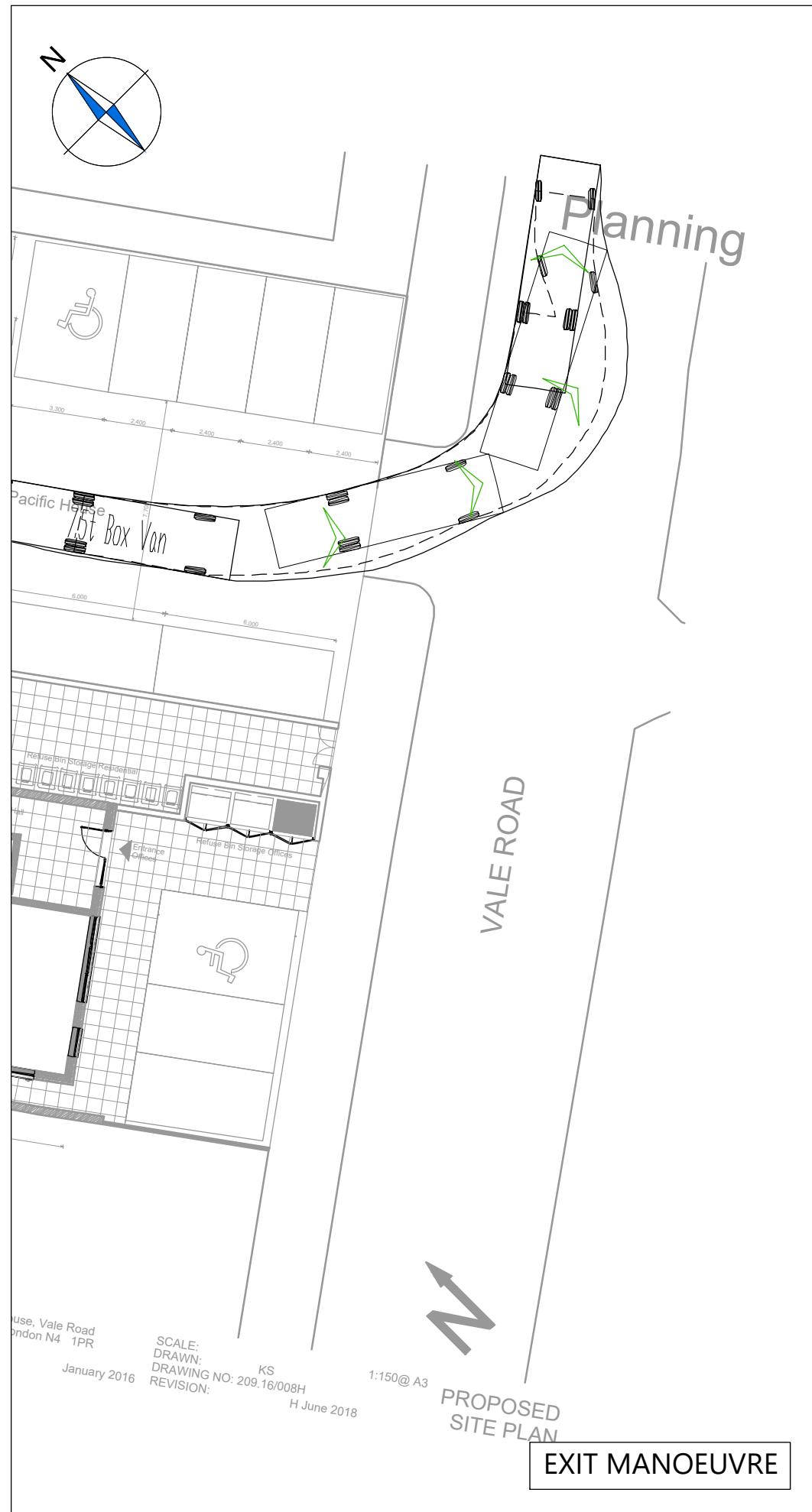
Drawing Title: Swept Path Analysis using a 5m Large Saloon

Scale: 1:250 Size: A3

Drawn by: HE Checked by: NB Date: 05.05.2017

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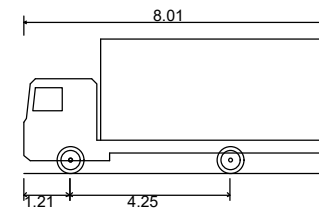
Scheme Ref: CA3369	Drawing No: TR001	Sheet: 5 of 6	Rev: A
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NOTES

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7.5T BOX VAN



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

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

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

A	Revised scheme and swept paths.	HE	DP	20.06.2018
Rev	Details	REVISION HISTORY		
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: Actcell Ltd

Project: Pacific House Haringey

Drawing Title: Swept Path Analysis using an 8m 7.5t Box Van

Scale: 1:200 Size: A3

Drawn by: HE Checked by: NB Date: 05.05.2017

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Scheme Ref:	Drawing No:	Sheet :	Rev:
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APPENDIX E

LIST OF SITES relevant to selection parameters

- | | | |
|---|---|---|
| 1 | BT-02-A-02 OFFICE
WEMBLEY HILL ROAD

WEMBLEY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4750 sqm
Survey date: TUESDAY 22/06/10 | BRENT

Survey Type: MANUAL |
| 2 | HD-02-A-08 DATA CENTRE
MILLINGTON ROAD
HYDE PARK
HAYES
Edge of Town Centre
Commercial Zone
Total Gross floor area: 15000 sqm
Survey date: TUESDAY 14/06/16 | HILLINGDON

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
CI-02-A-01	PTAL
CI-02-A-02	PTAL
CI-02-A-03	Parking
WH-02-A-02	Parking

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 00:30												
00:30 - 01:00												
01:00 - 01:30												
01:30 - 02:00												
02:00 - 02:30												
02:30 - 03:00												
03:00 - 03:30												
03:30 - 04:00												
04:00 - 04:30												
04:30 - 05:00												
05:00 - 05:30												
05:30 - 06:00												
06:00 - 06:30												
06:30 - 07:00												
07:00 - 07:30	2	9875	0.430	0.430	2	9875	0.020	0.020	2	9875	0.450	0.450
07:30 - 08:00	2	9875	0.754	0.754	2	9875	0.025	0.025	2	9875	0.779	0.779
08:00 - 08:30	2	9875	1.357	1.357	2	9875	0.030	0.030	2	9875	1.387	1.387
08:30 - 09:00	2	9875	1.327	1.327	2	9875	0.035	0.035	2	9875	1.362	1.362
09:00 - 09:30	2	9875	0.861	0.861	2	9875	0.122	0.122	2	9875	0.983	0.983
09:30 - 10:00	2	9875	0.527	0.527	2	9875	0.091	0.091	2	9875	0.618	0.618
10:00 - 10:30	2	9875	0.365	0.365	2	9875	0.142	0.142	2	9875	0.507	0.507
10:30 - 11:00	2	9875	0.339	0.339	2	9875	0.187	0.187	2	9875	0.526	0.526
11:00 - 11:30	2	9875	0.228	0.228	2	9875	0.208	0.208	2	9875	0.436	0.436
11:30 - 12:00	2	9875	0.167	0.167	2	9875	0.218	0.218	2	9875	0.385	0.385
12:00 - 12:30	2	9875	0.385	0.385	2	9875	0.825	0.825	2	9875	1.210	1.210
12:30 - 13:00	2	9875	0.516	0.516	2	9875	0.461	0.461	2	9875	0.977	0.977
13:00 - 13:30	2	9875	0.587	0.587	2	9875	0.577	0.577	2	9875	1.164	1.164
13:30 - 14:00	2	9875	0.557	0.557	2	9875	0.319	0.319	2	9875	0.876	0.876
14:00 - 14:30	2	9875	0.365	0.365	2	9875	0.273	0.273	2	9875	0.638	0.638
14:30 - 15:00	2	9875	0.233	0.233	2	9875	0.172	0.172	2	9875	0.405	0.405
15:00 - 15:30	2	9875	0.101	0.101	2	9875	0.294	0.294	2	9875	0.395	0.395
15:30 - 16:00	2	9875	0.238	0.238	2	9875	0.385	0.385	2	9875	0.623	0.623
16:00 - 16:30	2	9875	0.122	0.122	2	9875	0.694	0.694	2	9875	0.816	0.816
16:30 - 17:00	2	9875	0.182	0.182	2	9875	0.663	0.663	2	9875	0.845	0.845
17:00 - 17:30	2	9875	0.091	0.091	2	9875	1.043	1.043	2	9875	1.134	1.134
17:30 - 18:00	2	9875	0.061	0.061	2	9875	1.509	1.509	2	9875	1.570	1.570
18:00 - 18:30	2	9875	0.051	0.051	2	9875	0.749	0.749	2	9875	0.800	0.800
18:30 - 19:00	2	9875	0.010	0.010	2	9875	0.339	0.339	2	9875	0.349	0.349
19:00 - 19:30												
19:30 - 20:00												
20:00 - 20:30												
20:30 - 21:00												
21:00 - 21:30												
21:30 - 22:00												
22:00 - 22:30												
22:30 - 23:00												
23:00 - 23:30												
23:30 - 24:00												
Total Rates:			9.854	9.854			9.381	9.381			19.235	19.235

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.

Parameter summary

Trip rate parameter range selected:	4750 - 15000 (units: sqm)
Survey date date range:	01/01/09 - 14/06/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.