

BROAD LANE PROPERTIES LIMITED

BROAD LANE, HARINGEY

HEALTHY STREETS TRANSPORT ASSESSMENT

**REPORT REF.
2206940-01A**

February 2023

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

Contents

	Page
1. Introduction.....	1
2. Transport Planning for People.....	4
3. Site and Surroundings.....	7
4. Proposed Highway Layout.....	16
5. Active Travel Zone	21
6. London Wide Network.....	31
7. Additional Borough Analysis	36
8. Construction.....	37
9. Conclusion	38

Drawings

2206940-007	-	Key Travel Destinations & KSI's (Map 2)
2206940-008	-	Key Travel Destinations & Photo Locations (Map 1)
2206940-009A	-	Layout Overview

Appendices

- A. Extant Planning Application Documents (Planning App Ref: HGY/2016/2232)
- B. Development Plans
- C. Census 2011 Data
- D. Personal Injury Accident Data (Obtained from TfL)
- E. Active Travel Zone (ATZ) Photos
- F. TRICS Output

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	TP	PR	DRAFT	15.12.22
-	Final Issue	TP	PR	DH	17.02.23
A	Final	SG	PR 	DH 	22.02.23

Distribution

This report has been prepared for the exclusive use of Broad Lane Properties Limited. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

- 1.1 This Healthy Streets Transport Assessment (TA) has been produced by Ardent Consulting Engineers (ACE) on behalf of Broad Lane Properties Limited to advise on the transport implications of the development proposals for the site at Broad Lane. The site is located at within the Tottenham Green Ward of the London Borough of Haringey (LBH).

Scope of Report

- 1.2 The objective of this TA is to provide LBH / Transport for London (TfL) with the necessary level of detail to demonstrate that the site can be accessed safely and sustainably. This TA has been prepared in accordance with TfL's "Healthy Streets for London" assessment criteria, with the scope and content agreed with officers at TfL.

Background Information

- 1.3 The site has permission for the demolition of the existing car war facility with the replacement of a 1,584sqm (GIA) three storey office block (former Use Class B1). This original proposal provided 5 car parking spaces including 2 disabled spaces. In addition to this associated secure refuse and cycle storage was also proposed as part of the plans.
- 1.4 This planning application was granted approval on the 24th March 2017 (Planning application ref: HGY/2016/2232). The Decision Notice and documents associated with the application can be found within **Appendix A**.

Assessment Summary

- 1.5 In addition to this Healthy Streets TA, the following reports have been prepared to support the planning application in accordance with preapplication feedback:
- Framework Delivery and Servicing Management Plan (**ACE Report Ref: 2206940-03A**);
 - Travel Plan (**ACE Report Ref: 2206940-02A**); and
 - Outline Construction Logistics Plan (**ACE Report Ref: 2206940-04A**).

- 1.6 The proposals comply with the Mayor's Transport Strategy and TfL's Healthy Streets Approach by providing much needed commercial space which will create jobs for people in the local area. The proposals will also transform the area significantly making it a more vibrant neighbourhood and a pleasant place to work.

Key Characteristics, Principles and Design

- 1.7 The proposals comprise the construction of 5,700sqm (GIA) / 6,317sqm (GEA) of Use Class E space with associated internal refuse and cycle storage area. For ease of reference, the proposed scheme plans are contained at **Appendix B**.
- 1.8 In terms of vehicular activity, the site will be car free in accordance with policy and so there will be no new single occupancy car trips. The site is served by an excellent public transport network allowing for plentiful travel mode options for commuters. Servicing will take place onstreet along the northern site frontage.
- 1.9 Cycle parking for the site is provided within a separate storage area within the ground floor of the building. This will be accessed via a secondary entrance point located on the northwestern portion of the site. There is also a smaller cycle store accessed from the primary entrance. All cycle parking provision will be provided in accordance with the London Plan (March 2021). In terms of cycle parking and access design, cycle facilities are designed in accordance with Chapter 8 of the TfL document 'London Cycling Design Standards'.

Policy and Guidance

- 1.10 This Healthy Streets TA has been prepared with due regard with the following national and local policy / guidance documents:
- National Planning Policy Framework [NPPF] (MHCLG, July 2021);
 - National Planning Practice Guidance [NPPG] (DCLG, 2014);
 - Manual for Streets [MfS] (DfT, 2007);
 - Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
 - Design Manual for Roads and Bridges [DMRB];
 - London Plan (Greater London Authority, March 2021);
 - Haringey Local Plan: Strategic Policies (LBH, Adopted 24th July 2017); and

- Sustainable Design and Construction SPD (LBH, March 2013).

Report Structure

1.11 Following this chapter, the structure of this TA is as follows: -

- **Section 2.0** considers who the development is for and when/why they will be travelling;
- **Section 3.0** considers existing site accessibility by walking, cycling & public transport (including an analysis of PTAL and highway safety records);
- **Section 4.0** details the proposed layout, including access and servicing;
- **Section 5.0** sets out the key destinations and transport routes to / from the site, and subsequently provides a detailed assessment of the identified 'Active Travel Zone';
- **Section 6.0** calculates the proposed trip generation/attraction, and sets out the proposed design solutions and mitigation measures;
- **Section 7.0** outlines how the scheme complies with the borough's requirements;
- **Section 8.0** sets out the development construction considerations; and
- **Section 9.0** sets out the report's key findings and conclusions.

2. Transport Planning for People

- 2.1 This section sets out the type of users of the proposed development site, and people's current attitudes to working and living in the LBH.

Transport Classification of Londoners

- 2.2 TfL's report – *The Transport Classification of Londoners* (TCoL) has been considered. TCoL is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions. The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future.
- 2.3 The defined TCoL segments are described as follows.

Transport Classification of Londoners – Segment Summary



- 2.4 The TCoL segment results specific to the LBH are summarised below. Whilst it is noted that the people can travel to the site from outside of the borough, it is considered that a significant proportion of people will travel from within the borough. This is supported with Census information which is presented further on in this section.

Description	Percentage (%)		
	LBH	London Average	Difference
Affordable Transitions	3%	6%	+3%
City Living	9%	7%	-2%
Detached Retirement	10%	21%	+11%
Educational Advantage	2%	6%	+4%
Family Challenge	4%	7%	+3%
Settled Suburbia	0%	9%	+9%
Students & Graduates	29%	13%	-16%
Suburban Moderation	28%	19%	-9%
Urban Mobility	16%	11%	-5%

Table 2.1: LBH - TCoL Segments Results

2.5 **Table 2.1** indicates that compared to London as an average, the borough is skewed towards an inhabitation by 'Students and Graduates'. The second highest percentage of habitant type is 'Suburban Moderation', with the third highest being 'Urban Mobility', and the fourth highest being 'Detached Retirement'. The table overleaf provides a brief summary of the subgroups that mainly populate the borough, and also their typical travel habits.

Description (%)	Summary	Travel Habits
Affordable Transitions (29%)	Based mainly in Inner London, this segment includes a relatively high proportion of students and recent graduates. Incomes are average, as are their levels of change.	Car use low so rely on public transport and active modes for travel, particularly bus and walk.
Suburban Moderation (28%)	Predominantly located in outer London the Suburban moderation segment is likely to have at least one child at home and has around the average level of change.	This segment uses active travel and public transport below average, with high car use.
Urban Mobility (16%)	Mainly young working adults with no children and reasonable incomes living in inner (though not central) London.	This segment has low car use and relatively high levels of cycle use. Bus use is also high, while walking and Underground use is average.
Detached Retirement (10%)	Typically in the "empty nest" or retired life stage groups, the Detached Retirement segment is looking to live in greener suburbs on the fringes of London.	Travel is dominated by the car with some use of rail, but very little bus or active modes.

Table 2.2: Summary of Subgroups and Travel Habits

- 2.6 Overall, the above information details that the main four types of habitants found in LBH tend to have a fairly low car use, and rely on public transport and active modes for travel. The remaining sub groups have a relatively low percentages in LBH and therefore no further review has been undertaken.

Census Travel Data

- 2.7 The 2011 Census database 'Location of usual residence and place of work by method of travel to work' for the workplace population of the 'Haringey 025' Middle Super Output Area (MSOA) indicates that a significant proportion of people travel from within Haringey rather than outside of the borough.
- 2.8 In terms of how people travel to the area, the 2011 Census database 'Method of Travel to Work' indicates that out of the total proportion of employees that travel to the 'Haringey 025' MSOA; 38% travel to work by motor vehicles (including car passengers and motorcycles), with 50% by public transport (including taxis) and 11% by active modes (i.e. foot or cycle). Any discrepancies are due to rounding whilst the raw census information can be found at **Appendix C**.

3. Site and Surroundings

Site Location

- 3.1 The site is located to the east of Broad Lane, in Haringey. The site is bounded by a private road to the north, industrial estate to the east, residential units to the south and Broad Lane to the west. The location of the site is shown in **Plate 3.1** below.

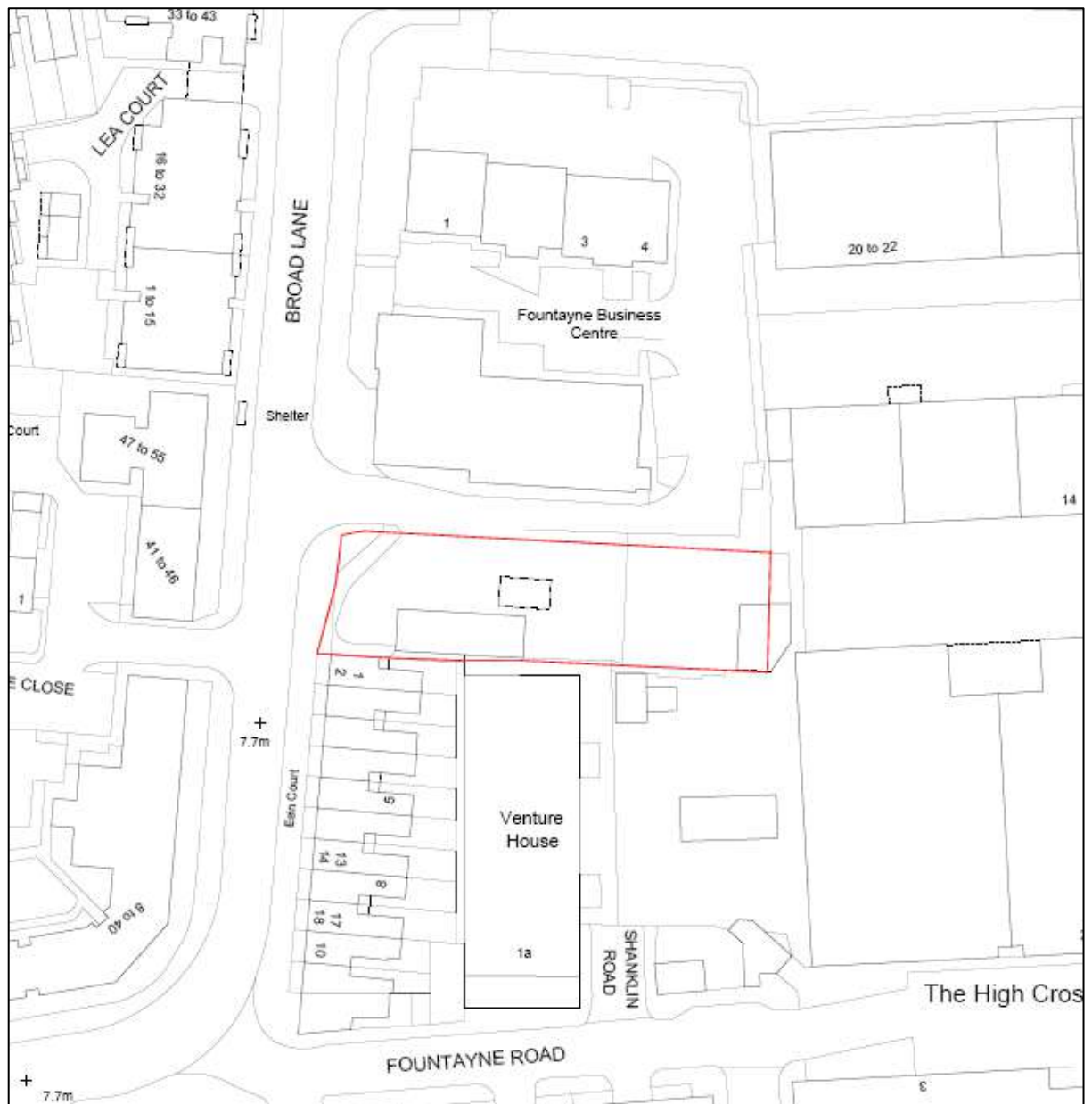


Plate 3.1: Site Location

Existing Use

- 3.2 The site was once occupied with a circa 1,060sqm Gross Internal Area (GIA) car wash facility. The car wash utilised an internal courtyard parking area accessed from a private road via Broad Lane which formed the area for servicing. The site is now vacant and boarded up to prevent access, as shown in **Plate 3.2**.



Plate 3.2: Existing site frontage

Surrounding Highway Network

- 3.3 Broad Lane is located to the west of the site and runs in a west to north alignment between two traffic signal-controlled junctions; one with High Road to the west and with The Hale to the north east. This road provides access to a number of commercial properties as well as several minor roads which form a residential network.
- 3.4 This road is formed of a single carriageway measuring circa 6.5m and is subject to a 20mph speed limit. This road is encompassed with double red lines along its length, meaning it is part of the TLRN red route. As part of the TLRN red route, Broad Lane is subject to a number of restrictions including parking and loading. In addition to this, a traffic calming facility in the form of a speed camera is located to the west of the site along Broad Lane.

- 3.5 Footways in excess of 2m wide are present along both sides of Broad Lane as well as street lighting placed at regular intervals along the road network. The footway on the eastern side of Broad Lane is shared with a designated cycleway, running past the western site frontage, shown within **Plate 3.3**.



Plate 3.3: Shared footway/cycleway arrangement along Broad Lane

- 3.6 The site is bordered to the north with a private road arrangement that forms the minor arm of a priority junction with Broad Lane. This road is formed of a single carriageway measuring circa 8m and provides access to a car park serving a number of commercial properties to the north of the site. The private road arrangement shares a single entry and exit point onto Broad Lane.

Parking and Loading

- 3.7 The site is located within a Controlled Parking Zone (CPZ), with on-street parking controls on all surrounding roads. These controls mainly consist of double red lines as part of the red route restrictions. Along minor arms of Broad Lane, there are several restrictions including the double red line and residential permit holder spaces. Fountayne Road to the south of the site forms a minor arm off Broad Lane, with double red lines for part of the road and single yellow line thereafter.

- 3.8 The site falls within the Seven Sisters CPZ with restrictions in force Monday-Friday 08:00-18:30, whilst there are a number of resident permit holder parking bays on the roads surrounding the site. These include bays along both sides of Tynemouth Road (entire length), Springfield Road and 3 bays on Fountayne Road.
- 3.9 The existing access arrangements at the site allow on-site deliveries using small vehicles only, whilst refuse vehicles currently service on-street via a private road arrangement, and adjacent properties are serviced from Broad Lane itself.

Travel by Non-Car Modes

Walking

- 3.10 The Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school. Within 500m walking distance of the site, in addition to the residential settlement, there is Tottenham Hale Retail Park, Trinity Church, Body Works Gym, Post Office, commercial units on Broad Lane, schools, Tottenham Hale Station, food / takeaway units, bus stops, and green spaces.
- 3.11 Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km. The site is surrounded by significant residential settlement within 2km.
- 3.12 All surrounding roads in the vicinity of the site have footways, street lighting and appropriate crossing facilities. These facilities connect the site very well to the surrounding employment, leisure, and public transport facilities, including the bus stops along Broad Lane and to Tottenham Hale Underground station.
- 3.13 The surrounding roads are largely subject to a 20mph speed limit and traffic calming features help to control vehicular speeds and facilitate pedestrian movements.

- 3.14 From Broad Lane there are several quieter roads that extend west to the A10 as well as providing access to local residential development, commercial development and local shops, including a Tesco Superstore accessible via Talbot Road and Broad Lane.
- 3.15 Additional pedestrian crossing facilities are available on key desire lines, including pedestrian crossing facilities incorporated into the Hale/ Broad Lane and the Broad Lane / A10 signal-controlled junctions. These junctions are located around 320m to the north and 630m to the south west of the site respectively and ensure there is a comprehensive network of pedestrian links and crossing opportunities available in the vicinity.
- 3.16 It is considered that the existing pedestrian routes/facilities in the area encourage walking as a main mode of travel and will be of benefit to prospective occupiers of the proposed development on the site. These facilities will also encourage walking as a main mode of travel for staff and visitors to the proposed scheme.

Cycle

- 3.17 A shared footway/cycleway runs along the length of Broad Lane and the western frontage of the site. This cycle way makes part of the 12km TfL cycle route connecting Tottenham Hale, Seven Sisters and Nags Head. The section of this route which runs in the vicinity of the site is shown in **Plate 3.4** below.

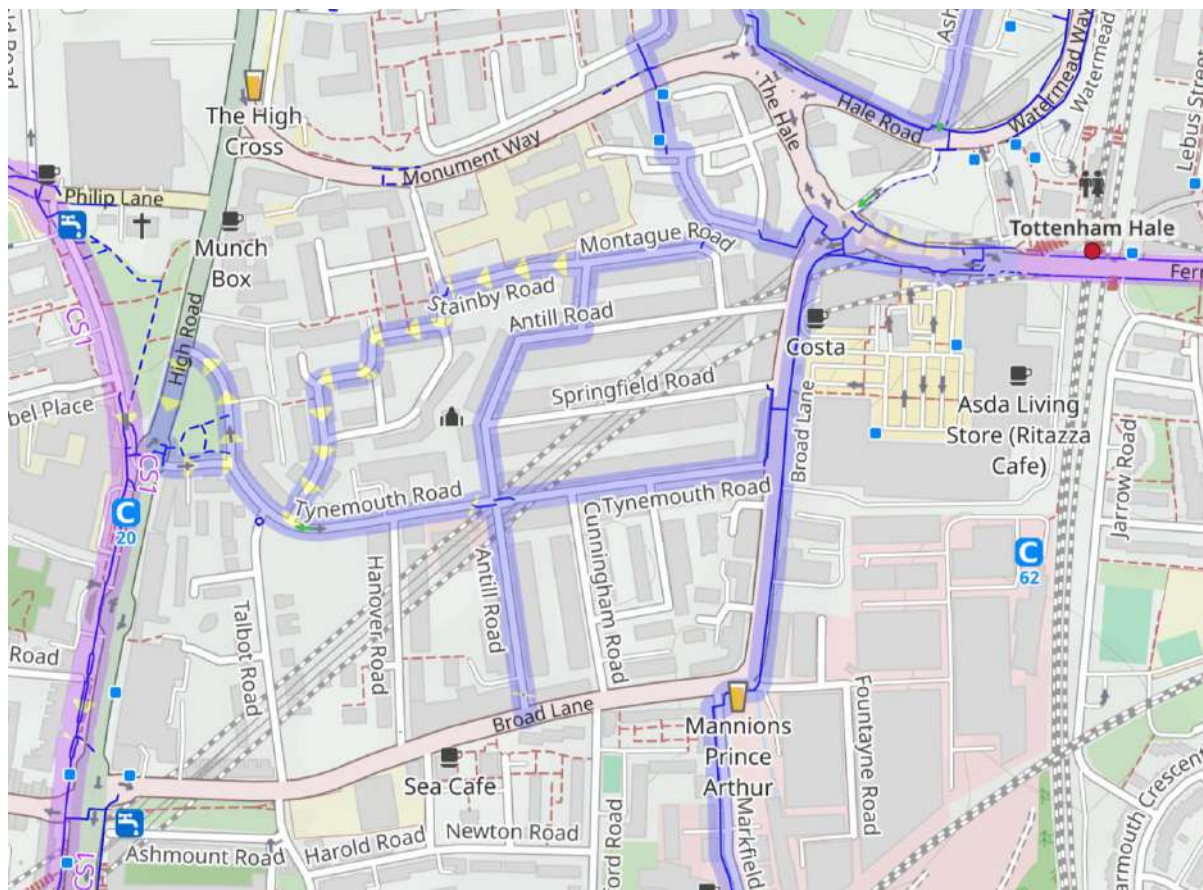


Plate 3.4: Cycle map

- 3.18 The site well with the wider London Cycle Network, which includes a number of recommended routes to the north of the site and off-road routes. These routes ensure that for cyclists the site is very well connected in all directions to residential areas as well as employment, retail and educational facilities within the surrounding area.
- 3.19 In terms of location, Local Transport Note 1/20 'Cycle Infrastructure Design' (DfT, July 2020) states that "...Two out of every three personal trips are less than five miles in length." [Paragraph 2.2.2, page 16]. The site is well placed to reach key local destinations within 5 miles (8km), a realistic cycling distance time, including a good portion of Greater London. The site is therefore well placed to encourage journeys by bike based on its location alone.
- 3.20 The above highlights the excellent opportunities for safe cycling to the surrounding areas, with many opportunities for both off-road and on-road cycling within the local cycle network. There is ample opportunity for cyclists to gain access to the wider

cycle network by utilising the routes in the immediate vicinity of the site. Furthermore, if required to travel within the carriageway, the surrounding roads are generally flat and wide enough to comfortably accommodate cyclists.

- 3.21 It is considered that the existing cycle facilities in the area encourage cycling as a main mode of travel for those who live and work in the area.

Public Transport

- 3.22 TfL's utilises a walking distance of 640m to local bus stops (when calculating the Public Transport Accessibility Level (PTAL) methodology), or an approximate 8 minutes' walk based on 80 metres per minute.
- 3.23 The nearest bus stops to the site are located on Broad Lane to the west of the site. These can be accessed via the footways on Broad Lane. The northbound and southbound stops are both situated circa within 65m walking distance of the site and contain bus shelters, seating, maps and timetable information. The stops serve route 41 and W4 which run with a combined frequency of 16 services each way per hour. In addition to this a night bus (N41) is also served by these stops.
- 3.24 Further bus stops are situated to the north on Ferry Lane and at the bus station at Tottenham Hale Underground station. In addition to this a number of services serve bus stops that are located to the west via the A10; these include 76, 149, 243, 259, 279, 318, 349, 476, N73, N279 and W4.
- 3.25 The bus stops at Ferry Lane and Tottenham Hale Bus station can be accessed via the footways on Broad Lane with pedestrian crossing facilities incorporated into the Broad Lane/Ferry Lane signal junction to the northwest of the site.
- 3.26 These stops provide access to three additional bus routes as well as the routes served by stops along Broad Lane (123, 230 and N73) and all provide shelters, seating, maps and timetable information. These services operated at a frequency of 7-27 per hour in each direction.

3.27 Furthermore, these bus stops all provide access to night bus services. A total of two night buses (routes N41 and N73) pass in the vicinity thereby ensuring a comprehensive 24-hour service is available from the site.

3.28 The route and frequencies of the above bus services are summarised in **Table 3.1**.

Service No.	Route Description	Weekday Hourly Frequency (minutes)
<u>Broad Lane</u>		
41	Archway Station – Tottenham Hale Bus Station	5-20
N41	Trafalgar Square – Tottenham Hale Bus Station	30
W4	Ulster Garden – Ferry Lane Primary School	9-20
<u>Tottenham Hale Bus Station</u>		
123	Lordship Lane – Hainault Street	7-15
230	Fyfield Road – Woodgreen station	13-15
N73	Holles Street – Walthamstow Bus Station	30

Table 3.1: Bus Service Frequencies

3.29 **Table 3.1** shows that bus routes served by stops within a short walk distance of the site provide frequent local connections to settlements in the immediate area and further afield, offering real opportunities employees to travel by bus as a mode of travel.

Rail

3.30 There are good opportunities to access the site by rail, with Tottenham Hale Underground Station located circa 530m to the north and Seven Sisters Underground Station located 930m of the site. These stations are both served by TfL services and are located on the Victoria Line providing links it central London.

3.31 In addition to this; both stations are located on the Greater Anglia Rail Network which provides services from London Liverpool Street to destinations such as Bishops Stortford, Hertford East, Cheshunt and Stanstead Airport.

PTAL

3.32 The PTAL calculation provides a methodology to consider the accessibility of a site to public transport.

3.33 The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as rail services accessible from stations within a 960m walk distance.

3.34 Site specific PTAL maps are available from TfL's Web-based Connectivity Assessment Toolkit (WebCAT) for use by local planning authorities and Developers to aid strategic planning decisions. The PTAL rating ranges between 1a to 6b, with 1a denoting 'Very Poor' access to public transport and 6b being an 'Excellent' level of access.

3.35 Based on the details on WebCAT, the site is subject to a PTAL rating of 6a, which denotes an "Excellent" level of access.

Summary

3.36 The above information demonstrates that the site is suitably located for sustainable methods of travel including walking, cycling and public transport.

4. Proposed Highway Layout

Access

- 4.1 The main pedestrian access will be located at the northwestern corner of the site via Broad Lane. A secondary access point is proposed on the northern frontage at the easternmost point, which will be the primary access point for those traveling using cycles.
- 4.2 As part of the proposals, the building is set to be brought out further north, providing a footway along the northern frontage of the site measuring of 1.5m in width. It is important to note that this will not be utilised by most site users as the main access point is located at the northwestern corner of the site which means that site users will use Broad Lane. The private road that is subject to a reduced footpath will not be utilised by pedestrians entering the site as there is no through route nature.
- 4.3 In addition to the above, according to guidance outlined within Figure 6.8 of Manual for Streets a footway width of 1.5m is sufficient to allow for two pedestrians to pass one another comfortably as well as wheelchair users. This is also reflected within Section 4.2 of Inclusive Mobility which discusses that a 1.5m allows for a wheelchair user and a pedestrian to pass each other.

Parking

- 4.4 As described in **Section 1.0**, the proposals comprise a 'car-free' development with zero allocation for parking. This section therefore assesses the suitability of the proposals, taking into account predicted demand for parking and existing on-street parking opportunities. It then considers the compliance of this approach with current parking policy.
- 4.5 Policy T1 'Strategic Approach to Transport' of the London Plan states that

'A) Development Plans should support, and development proposals should facilitate:

1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2) the proposed transport schemes set out in Table 10.1.

B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.'

- 4.6 In addition to this Policy T6 of the London Plan states *"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 ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy"*.
- 4.7 In relation to the development, office parking is recognised within T6.2, highlighting that *"In well-connected parts of outer London, including town centres, in close proximity to stations and in Opportunity Areas, office developments are encouraged to be car-free."*.
- 4.8 Policy T6.5 of the London Plan states that non-residential disabled parking is based on the percentage of the total number of bays and from there onwards a careful assessment should be made to ensure that it is adequate. The policy also outlines provision of at least one disabled space whether this be within the development or on street. In this case there is no car parking provision for the site which in turn results in zero disabled parking provision and is deemed appropriate for the site. As mentioned previously the site benefits from extensive non car mode options for travel and plentiful pedestrian facilities such as tactile paving and dropped kerbs. In addition to this, the nature of the surrounding road network proves difficult to allocate for disabled parking, however the bus stops located within the close vicinity of the site provide point of access for site users as well as the availability of step free access at Tottenham Hale Railway Station. As mentioned in **Section 3.0** the bus stops closest to the site are located within a short walking distance.
- 4.9 This level of parking is considered suitable given the following: -
- The site has excellent accessibility to non-car modes of transport and is located within a PTAL of 6a, which is classified as 'Excellent';

- The site is highly accessible for disabled users, noting the presence of disabled access on local buses as well as step free access at Tottenham Hale Station;
- The car free nature accords with the demand level evidenced by the Census data, which shows that 61% of people working in the area travel to work by non-car modes; and
- The site is located a 1-minute walk from a high-frequency bus stop and a 6-minute walk from Tottenham Hale Station which offers a set of high frequency services for commuting purposes.

Cycle Parking

4.10 Cycle parking standards for the borough are stipulated within Policy DM32 of the Haringey Development Plan. This policy states that all cycle parking will be assessed in line with the standards stipulated within the London Plan.

4.11 Accordingly, the development accommodates long and short stay cycle parking in accordance with the minimum standards outlined within the London Plan, as reproduced in **Table 4.2**.

Use Class	Land use	Long-Stay	Short-Stay
E	Office	1 space per 150 sqm	First 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm (GEA)

Table 4.2: London Plan Standards

4.12 London Plan's minimum cycle parking standards have been applied to the proposed floor area / unit numbers set out within **Table 4.3**.

Use Class	Land use	GEA (m ²)
E	Office	6,317

Table 4.3: Proposed Development Floor Areas / Unit Numbers

4.13 Applying the London Plan standards outlined above to the proposals set out at **Table 4.3**, a total of 42 long-stay and 13 short-stay space are required at the proposed development. The plans contained at **Appendix B** are in excess of this provision with

a total of 44 long stay spaces and 14 short stay spaces and therefore actively promotes cycling. A summary of the parking is provided in **Table 4.4** below.

Use Class	Land use	Long-Stay	Short-Stay
E	Office	44	14 spaces
Total		58 spaces	

Table 4.4: Proposed Development Cycle Provision

4.14 In terms of design, the cycle stores have been designed in accordance with Chapter 8 of the TfL document 'London Cycling Design Standards'. In terms of mix, as per recent advice from TfL, the development is providing the following:

- min. 5% of total spaces as wider spacing Sheffield stands;
- min. 15% of total spaces as standard spacing Sheffield stands; and
- max. 80% of the total number of spaces as two-tiered stands.

4.15 Cycle parking for the site is located within the ground floor of the site accessible via the secondary access point on the northern frontage of the site. The storage area provides a safe secure space for cyclists to park their cycles. In addition to this, a through door will be located near to the storage area, allowing for direct access into the office working area.

Deliveries

4.16 It is proposed that delivery and servicing for the site will reflect the consented proposals for the site (planning application ref: HGY/2016/2232), with serving taking place from on-street along the northern boundary.

4.17 It is important to note that Broad Lane is part of the red route network imposed by TfL. As a result of this, loading is not permitted at any point in time therefore deliveries and servicing for the site needs to be kept to a minimum and will need to utilise the private road.

4.18 A framework Delivery and Servicing Management Plan (DSMP) has been prepared as part of this application (**ACE Report Ref: 2206940-03**) with a more detailed version expected to be conditioned once planning permission has been granted. The

DSMP provides full details of the proposed delivery arrangements for the proposed development, a brief summary is provided below:

- A marked area for delivery vehicles to wait is proposed on the private road (which the development has permitted access to) with access via Broad Lane.
- Any deliveries will be urged to be undertaken during hours where predicted traffic is expected to be low (i.e. outside of peak hours) to avoid any congestion.

Refuse Collection

4.19 In terms of refuse collection, these will reflect the consented scheme (planning application ref: HGY/2016/2232) strategy, which involves collection to take place on a weekly basis from the northern frontage, with the bin store located within the building to facilitate collection.

4.20 Due regard has been given to LBH guidance, set out in their Development Management DPD within Policy DM4 'Provision and Design of Waste Management Facilities', which provides guidance for residential developments. Since the proposals involve office use we have also considered advice contained within MfS, which reflects national best practice guidance, with section 6.8 confirming that refuse workers should have to walk no further than 10 metres for four-wheeled containers.

Drawing Number 2206940-009A demonstrates that a refuse vehicle can reach within 10 metres of the refuse storage area the collection point will be located.

Emergency Access

4.21 Emergency access can be provided the northern and western frontages of the site. It is understood that dry risers will be located at suitable points along the upper and lower ground floors, with a sprinkler system in place throughout.

5. Active Travel Zone

Methodology / Scope

5.1 The Active Travel Zone (ATZ) is the area around a site within 20 minutes' cycling. It includes Key active travel Destinations which create Key Journeys and Key Routes TfL recommend should be analysed in Healthy Streets Transport Assessment's.

- **'Key Destinations'** = bus stops, stations, strategic cycling network, town centres, parks, schools/colleges, hospitals/GPs.
- **'Key Journeys'** e.g. development site to nearby buses and Down Lane Park.
- **'Key Routes'** where those journeys take place.

5.2 Based on previous experience, the following routes are considered to cover the above criteria.

1. Bus stops on Broad Lane
2. Tottenham Hale Retail Therapy
3. Tottenham Hale Underground station and bus station
4. Down Lane Park

5.3 The above 'Key Destinations' have been remapped at a local scale within **Drawing Number 2206940-008**. A site visit was undertaken on 2nd November 2022, including a simple photographic survey. All photos are included in **Appendix E**, with the photos outlined at **Drawing Number 2206940-008** for reference. The site visit included a walk from the development site to all 4 Key Destinations, taking a 'point of view' (POV) photograph every 50-150m.

5.4 For the worst part of each of the three key journeys, it has been explained in 8 statements 3 sentences long (approx.), if the area shown meets each of Healthy Streets indicators 3-10 and, if not, why, and how improvements could be made.

Active Travel Zone (ATZ) Results

Key Journey No. 1 – Photo 1.1



Healthy Street Indicator	Satisfy?	Description	Opportunities to Improve?
'Easy to cross'	Yes	The crossings along the length of the route are equipped with dropped kerbs and tactile paving.	None.
'People feel safe'	Yes	This route free of obstruction and overlooked by a number of mixed-use properties. In addition to this there is regular street lighting and wide footways.	It could be improved if the footway was to remain clear of obstruction shown in the above image. It should be explored to keep the footway clear of obstruction.
'Things to see and do'	Yes	A lot of different architecture is present on the buildings in the area. Educational, commercial and leisure buildings are also present in the vicinity of the route.	Given the nature of the route, there is limited opportunity to improve the route. That being said, further trees could be planted.
'Places to stop and rest'	Yes	There are bus shelters with seating along the route which would offer the opportunity for people to stop and rest.	Further public seating in the form of benches.
'People feel relaxed'	Yes	The street is clean and well maintained and surfaces are smooth / level. The area is easy to navigate.	If the footpath shown in the picture was to remain clear of obstruction, then this would provide users more comfort.
'Not too noisy'	Yes	The road is relatively high trafficked with numerous large vehicles passing through the area.	Low noise road surfacing.
'Clean air'	Yes	The streets along the route are subject to numerous restrictions and car travel is relatively low on residential streets in the area.	Wider air quality measures would help, but there is nothing specific in this instance.
'Shade and shelter'	Yes	There are numerous bus stops along the route that provide bus shelters to allow pedestrians a place to shelter when it rains. There is some protection from high winds and the sun by the adjacent buildings.	Further trees to provide further shelter, as long as they do not impede the footway.

Key Journey No.2 – Photo 2.3



Healthy Street Indicator	Satisfy?	Description	Opportunities to Improve?
'Easy to cross'	Yes	Although crossing is not available in the image shown attached, there is a tactile pedestrian crossing with dropped kerbs, however it is difficult for pedestrians walking on this side of the road as the footway doesn't extend into the retail park.	It could be improved if the footway was extended into the retail park for pedestrians entering from the main access point.
'People feel safe'	Yes	This route is quiet and requires under passing a bridge which may make pedestrians feel unsafe during the evenings when visibility is low.	Better lighting options within the two tunnels could be explored.
'Things to see and do'	Yes	The route passes many commercial buildings, making the local area more	Given the nature of the route, there is limited opportunity to improve the route. That being said, further trees

		interesting and engaging. There is also advertising available along the route.	could be planted and buildings could be maintenance can be improved.
'Places to stop and rest'	Yes	There are bus shelters with seating along the route which would offer the opportunity for people to stop and rest.	Further public seating in the form of benches.
'People feel relaxed'	Yes	The street is surfaces are smooth / level. The area is easy to navigate.	If the footpath shown in the picture was to remain clear of obstruction, then this would provide users more comfort.
'Not too noisy'	Yes		Low noise road surfacing.
'Clean air'	Yes	The streets along the route are subject to numerous restrictions including the fact that it is located within a CPZ.	Wider air quality measures would help, but there is nothing specific in this instance.
'Shade and shelter'	Yes	There are numerous bus stops along the route that provide bus shelters to allow pedestrians a place to shelter when it rains. There is some protection from high winds and the sun by the adjacent buildings. In addition to this there are numerous shops in the area which can provide shelter and protection for pedestrian and cyclists.	Further trees to provide further shelter, as long as they do not impede the footway.

Key Journey No.3 – Photo 3.3



Healthy Street Indicator	Satisfy?	Description	Opportunities to Improve?
'Easy to cross'	No	People are able to cross this section of the road safely. The footpath provides multiple pedestrian facilities at crossing points such as tactile paving as can be seen within the image above.	It could be improved by providing a railing near the crossing to segregate vehicles and pedestrians as the road is busy in nature.
'People feel safe'	Yes	There is regular street lighting, and the crossing is overlooked from properties on Broad Lane. In addition, the crossing is clear from obstructions, allowing good visibility to pedestrians waiting to cross.	Clearing of leaves from the pavement will reduce the chances of a slipper surface
'Things to see and do'	Yes	A park area is located to the north west of the site, equipped with a play area and seating.	Further trees may be planted along Broad Lane.
'Places to stop and rest'	Yes	Pedestrians could use the green open space along this route to sit and rest.	Further public seating in the form of benches could be added along the road network

'People feel relaxed'	Yes	The street is clean and well maintained (litter bins provided) and surfaces are smooth / level. The area is easy to navigate.	Signage for the pedestrian crossing.
'Not too noisy'	Yes	The road is relatively high trafficked, and there is a 30mph speed limit, so vehicle traffic would be expected to create a little noise.	Low noise road surfacing.
'Clean air'	Yes	The site and surrounding local area is located in CPZ Seven Sisters.	Wider air quality measures would help, but there is nothing specific in this instance.
'Shade and shelter'	Yes	Considering the proximity of the development, users of this route have the option to turn back to the development. In addition, there is some protection from the bus stop along this route.	Planting of more trees would offer more shelter.

Key Journey No.4 – Photo 4.5



Healthy Street Indicator	Satisfy?	Description	Opportunities to Improve?
'Easy to cross'	Yes	There are dropped kerbs, tactile paving, and signalised pedestrian crossings along this route to assist pedestrians with ample opportunity for a step-free crossing. The crossings are of a suitable gradient and provide good visibility in either direction.	None.
'People feel safe'	Yes	There is regular street lighting, and the route is overlooked from commercial properties. Crossing points are clear from obstructions, allowing good visibility to pedestrians waiting to cross. Broad Lane is relatively straight, making vehicles more susceptible to speeding.	Reduction in speed limit or introduction of traffic calming measures.
'Things to see and do'	Yes	The route passes a mixture of commercial and residential buildings. The provision of these makes the local area more interesting and engaging. There is also advertising available along the route.	Given the mixed nature of the route, there is limited opportunity to improve the route. Further trees could be planted.
'Places to stop and rest'	Yes	Although the distance of the route is short, there are currently no opportunities (other than the bus stop) for pedestrians to sit and rest. That being said, the park is located a short distance from the site.	Public seating in the form of benches could be provided in the vicinity of Broad Lane.
'People feel relaxed'	Yes	The street surfaces are smooth / level. The area is easy to navigate.	If the footway shown in the picture was to remain clear of obstruction (for example the tree clippings and litter) then this would provide users more comfort.
'Not too noisy'	Yes	This road is subject to high volumes of traffic.	Low noise road surfacing.
'Clean air'	Yes	This road is located within a CPZ with limited opportunities for parking.	Wider air quality measures would help, but there is nothing specific in this instance.
'Shade and shelter'	Yes	Considering the proximity of the development, users of this route have the option to turn back to the development. In addition, there is some protection bus stops along the route.	Planting of more trees would offer more shelter.

Highway Safety (Vision Zero)

- 5.5 Vision Zero - The Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. As such TfL want to proactively support Vision Zero through 'quick wins' / highway safety improvement measures that could be put into practice.
- 5.6 A review of KSI (Killed or Seriously Injured) road safety records has been undertaken utilising data obtained from TfL for a five-year period (2016-2021). The road safety 'study area' is shown within **Drawing Number 2206940-007**, with the raw data contained at **Appendix D**. The study area includes KSIs on or near 'Key Routes' in

the 'Active Travel Zone (ATZ)'. As per advice from TfL, a cluster is defined as two or more serious accidents, or any fatal accidents.

5.7 As shown at **Drawing Number 220940-007**, there have been no fatal accidents in the vicinity of the site during the study period. There is however one cluster of accidents within the study area, namely in the vicinity of the Hale Road and Monument Way junction. The exact description of all of the accidents are not available from TfL, so some of the below information is based upon the limited details available.

5.8 **Table 5.1** overleaf provides an overview summary of the serious accidents that occurred at the Monument Way junction with Park View Road and The Hale.

Accident Reference	Day/ Date	Time	Weather / Road Surface	Light/ Dark	Severity	Description
01170067423	Tuesday 31/10/2017	20:48	Fine/Dry	Dark	Serious	There are no details on how this incident happened but it appears that C1 (Pedestrian) was dangerously within the carriageway which caused V1 (Car) to hit C1. It is reported that C1 was playing in the carriageway.
01180125536	Monday 06/08/2016	19:45	Fine/Dry	Light	Serious	This incident occurred when V2 (Motorbike) suddenly rode in front of V1 (Motorbike) on approach to the junction are no details on how this incident happened but the driver of V1 was impaired by drugs. This resulted in a collision causing V1 to fall off their bike and land in the road, whilst V2 sped off.

Table 5.1: Summary of Accidents in the vicinity of the Monument Way Junction

5.9 As per TfL guidance, rather than suggesting accidents are down to 'human error', it is recommended that accident trends are outlined, and potential measures are put forward for TfL to review. Accordingly, going through the details of the accidents, it appears that one accident was due to a pedestrian in the carriageway so barriers could be implemented along the edge of the surrounding roads. The nearby park

attracts families with young children and therefore by implementing railings it keeps young children from entering the carriageway.

6. London Wide Network

- 6.1 It is noted that vehicular based travel is taking an increasingly reduced role throughout London and that the Healthy Streets approach focuses on walking and cycling as the prime methods of travel, which has been the aspiration of the London Mayor for some considerable time. Within this section we consider the likely travel patterns of prospective occupiers and the resultant potential impact upon the London transport networks.

Trip Generation

Introduction

- 6.2 The analysis that follows considers the net difference in person trips that are anticipated between the consented 1,584sqm (GIA) of office use and the proposed 5,700sqm (GIA) of office space (Use Class E, formerly Use Class B1).
- 6.3 The total travel demand that is anticipated to be generated during the typical weekday network peak hours (08:00-09:00 and 17:00-18:00) has been considered since at these times the network would be most sensitive to an increase in trips.
- 6.4 The previously consented planning application reviewed vehicular trips only, identifying a reduction in vehicle trips compared to the former car wash use at the site. Given the consented scheme was "car-lite" and these updated proposals are for "car-free", there will be a further net reduction in vehicular trips when compared to the former car wash facility.
- 6.5 The focus of this assessment is therefore on the net change in total person trips and to undertake our review, we have obtained updated TRICS data in order to be able to consider the multimodal trips associated with the consented and proposed development.
- 6.6 The TRICS database has been reviewed looking at the category 'Employment – Office', omitting sites that included and significant parking provision, with the resulting total person trip rates utilised in the following analysis. The TRICS data is attached at **Appendix F**.

- 6.7 In order to understand likely travel patterns associated with site users, we have reviewed 2011 Census data confirming the 'Method of Travel to Work' for the workplace population in the Haringey 025 Middle Super Output Area, with the base data included at **Appendix C**.
- 6.8 This base data was then adjusted to reflect the car-lite consented scheme, as well as for the proposed car free nature of the proposed development. The was used to identify a suitable modal split for the existing use.
- 6.9 A breakdown of the adopted mode share for the consented and proposed office uses are provided in **Table 6.1** and **Table 6.2**, respectively.

Mode	Share		
	Census	Adjustment	Development
Underground, metro, light rail, tram	18.1%	+9.0%	27.1%
Train	11.6%	+5.8%	17.4%
Bus, minibus or coach	20.6%	+10.3%	31.0%
Taxi	0.2%		0.2%
Motorcycle, scooter or moped	0.9%		0.9%
Driving a car or van	35.6%	-30.6%	5.0%
Passenger in a car or van	1.8%		1.8%
Bicycle	3.0%	+1.5%	4.5%
On foot	8.0%	+4.0%	12.0%
Total	100.0%	-	100.0%

Table 6.1: Adjusted Modal Split (Consented Scheme)

Mode	Share		
	Census	Adjustment	Development
Underground, metro, light rail, tram	18.1%	+10.5%	28.6%
Train	11.6%	+6.7%	18.3%
Bus, minibus or coach	20.6%	+12.0%	32.7%
Taxi	0.2%		0.2%
Motorcycle, scooter or moped	0.9%		0.9%
Driving a car or van	35.6%	-35.6%	0.0%
Passenger in a car or van	1.8%		1.8%
Bicycle	3.0%	+1.7%	4.7%
On foot	8.0%	+4.7%	12.7%
Total	100.0%	-	100.0%

Table 6.2: Adjusted Modal Split (Proposed Scheme)

6.10 The adjusted Census data summarised in **Table 6.1** and **Table 6.2** was then applied to the total person trip rates obtained from the TRICS database (see **Appendix F**) for both the consented and proposed scheme.

6.11 **Table 6.3** summarises the multi-modal trips attraction associated with the consented office scheme.

Mode	Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Underground, Train Metro, Light Rail or Tram	27.1%	10	1	12	1	10	11
Train	17.4%	7	1	7	1	7	7
Bus, Minibus or Coach	31.0%	12	2	13	1	12	13
Taxi	0.2%	0	0	0	0	0	0
Motorcycle, Scooter or moped	0.9%	0	0	0	0	0	0
Car Driver	5.0%	2	0	2	0	2	2
Passenger	1.8%	1	0	1	0	1	1
Bicycle	4.5%	2	0	2	0	2	2
On foot	12.0%	5	1	6	0	5	5
Total	100%	38	5	43	4	38	42

Table 6.3: Consented Office Use Trip Generation by All Modes

6.12 **Table 6.4** summarises the multi-modal trips attraction associated with the proposed office scheme.

Mode	Share	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Underground, Train Metro, Light Rail or Tram	28.6%	39	5	44	5	39	44
Train	18.3%	25	3	28	3	25	28
Bus, Minibus or Coach	32.7%	44	6	51	5	45	50
Taxi	0.2%	0	0	0	0	0	0
Motorcycle, Scooter or moped	0.9%	1	0	1	0	1	1
Car Driver	0.0%	0	0	0	0	0	0
Passenger	1.8%	2	0	2	0	3	3
Bicycle	4.7%	6	1	7	1	6	7
On foot	12.7%	17	2	19	2	17	19
Total	100%	136	19	155	16	137	153

Table 6.4: Proposed Office Use Trip Generation by All Modes

Net Trips

6.13 To determine the impact on trip generation between the extant scheme and proposed scheme, the net change has been derived for potential person trip attraction. This is shown within **Table 6.5** below.

Mode	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Underground, Train Metro, Light Rail or Tram	+29	+4	+32	+4	+29	+33
Train	+18	+2	+21	+2	+18	+21
Bus, Minibus or Coach	+32	+4	+38	+4	+33	+37
Taxi	+0	+0	+0	+0	+0	+0
Motorcycle, Scooter or moped	+1	+0	+1	+0	+1	+1
Car Driver	-2	+0	-2	+0	-2	-2
Passenger	+1	+0	+1	+0	+2	+2
Bicycle	+4	+1	+5	+1	+4	+5
On foot	+12	+1	+13	+2	+12	+14
Total	+98	+14	+112	+12	+99	+111

Table 6.5: Net change in Trip Generation by All Modes

6.14 The net change in trips analysis above indicates there will be a net increase of 13 and 14 two-way trips on foot during the AM and PM peak hours respectively, and a net increase of 5 two-way trips by cycle for both the AM and PM peak hours.

6.15 In terms of public transport trips, there will be a net increase of 38 and 37 trips by bus and 53 and 54 trips by train / underground during the AM and PM peak hours respectively. As outlined in **Section 3.0**, in the peak hours, there are 32 to 34 bus services per hour and approximately 40 trains per hour from Tottenham station. **Table 6.5** confirms that, in the busiest peak hour, there would be an increase of 38 passengers on buses and 54 passengers on underground / trains, which if spread amongst all services, would result in an average increase of 1 bus passenger per service and 2 rail passengers per service (rounded up).

6.16 An Active Travel Zone assessment has been undertaken and demonstrated that the area is well placed to accommodate pedestrian / cycle trips, especially noting the presence of the cycle lane that fronts the western side of the development and

connects with the wider cycle network, whilst the excellent public transport services locally will suitably accommodate the predicted uplift in public transport trips.

Servicing Trips

6.17 To determine the potential servicing trip attraction associated with the site the TRICS database has been reviewed, using the same parameters as per the person trip generation, and the resulting servicing trip rates (per 100sqm) and commensurate trip generation for the proposed 5,700sqm office use is shown in **Table 6.6**. The TRICS output data is contained in **Appendix F**.

Site	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
LGV Trip Rates (per 100sqm)	0.021	0.021	-	0	0.021	-	0.063	0.063	-
LGV Trip Generation (5,700sqm GIA)	1	1	2	0	1	1	3	3	7*

Table 6.6: Proposed Use LGV Delivery Movements (note any discrepancies are as a result of rounding)

6.18 Considering the TRICS information above, the level of existing servicing trips could be up to 7 two-way servicing movements per day. This equates to an average of up to 1 two-way movements per hour over the course of a 12-hour period. The TfL document 'Kerbside Loading Guidance' (January 2017) suggests that the average dwell time for a vehicle is circa 20 minutes and therefore, noting that the area in the frontage could contain one LGV, it is considered that the predicted movements can be accommodated.

6.19 In addition to the above, it should be reiterated that a Delivery and Servicing Management Plan (DSMP) will be implemented at the site. This will restrict the number of vehicles that can visit the site, and also restrict the dwell time at the site also, with a strict booking system expected to be in place. Furthermore, as mentioned in TfL's pre-application letter, overnight refuse collection and deliveries would also be advocated at the development.

7. Additional Borough Analysis

- 7.1. As per the Healthy Streets TA guidance, this section seeks to outline any additional analysis requested by LBH during the pre-application stage. However, given the extant permission for the site, we have adopted the same approach with respect to delivery and servicing strategy as for the consented scheme, thereby following previously accepted methodologies from LBH. Furthermore, we have updated the approach taken with respect to cycle parking to follow the very latest policy and design guidance in respect to quantum and design.

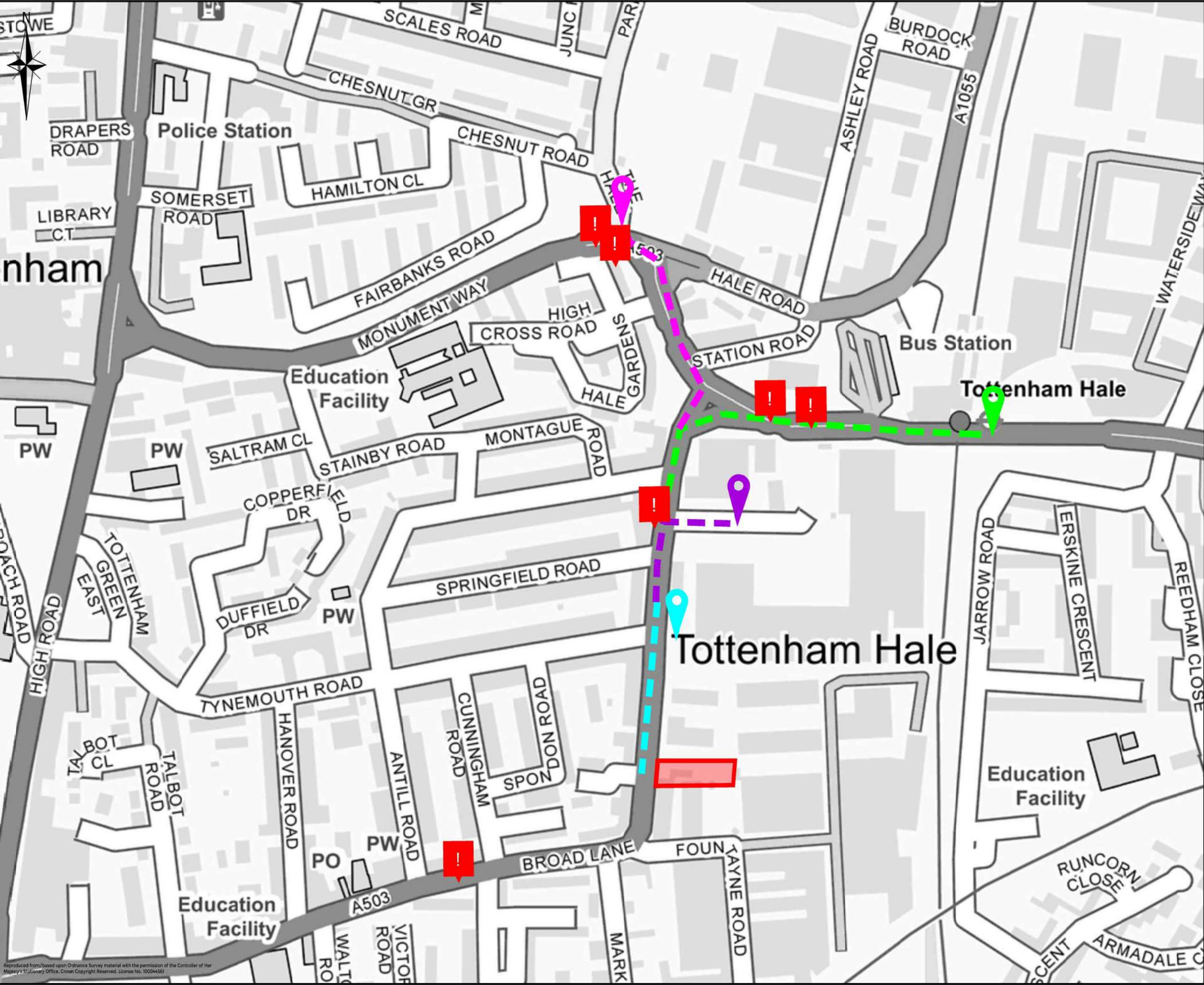
8. Construction

- 8.1. In Healthy Streets TAs, construction can be thought of as the '4th scale' after the Site & Surroundings, Active Travel Zone, and London-wide network impacts are assessed.
- 8.2. TfL expect production of an Outline Construction Logistics Plan (CLP) in the approved TfL Freight template for submission with planning applications in London. The template was developed with London Councils and represents best practice for managing and mitigating construction impacts. It includes a spreadsheet tool created by TfL's Freight team to estimate construction trips across the build, stage by stage.
- 8.3. An Outline CLP has been provided as a standalone document accompanying the planning application (also prepared by Ardent Consulting Engineers – **Report Reference: 2206940-004A**).
- 8.4. In summary, to accommodate the demolition and construction of the proposed development, it is proposed that construction traffic utilises the frontage to the north of the site.

9. Conclusion

	Key transport impacts / issues	Solutions / Mechanisms
Proposed Highway Layout	'Car-free' parking approach. Suitable level and mix of cycle parking to be provided at the site. Delivery and loading arrangements.	Scheme is in accordance with London Plan. Cycle parking in accordance with London Plan standards and mix in accordance with TfL recommendations. Negligible number of LGV deliveries predicted at the site, due to the nature of the land use. Therefore, allowing for 1 vehicle to use the frontage of the site at 1 time should be acceptable in lieu of impacting the active frontage on the western frontage.
Active Travel Zone (ATZ)	Requirement to ensure safe and suitable pedestrian/cyclist routes to key nearby destinations. Vision Zero assessment noted clusters of accidents at one specific location nearby.	The ATZ assessment concluded that the routes are suitable for the proposed development. In terms of Vision Zero, suitable recommendations have been made within Section 5.0.
London-Wide Network	Relatively large increase of people utilising public transport, and negligible amount of deliveries predicted.	It is considered that the increase of people using public transport modes would be accommodated, which can be reviewed as part of the Travel Plan. In addition, the level of deliveries can be accommodated within the provision put forward as part of this application, with the conditioned Delivery and Servicing Management Plan setting out measures to further reduce deliveries and monitor deliveries at the site.
Site Access	Access from Broad Lane with parking area (accessible from eastern side of site) for cyclists.	Vehicle parking not permitted therefore only a designated area for cycle parking. Prevents cycles being left on street.

Drawings

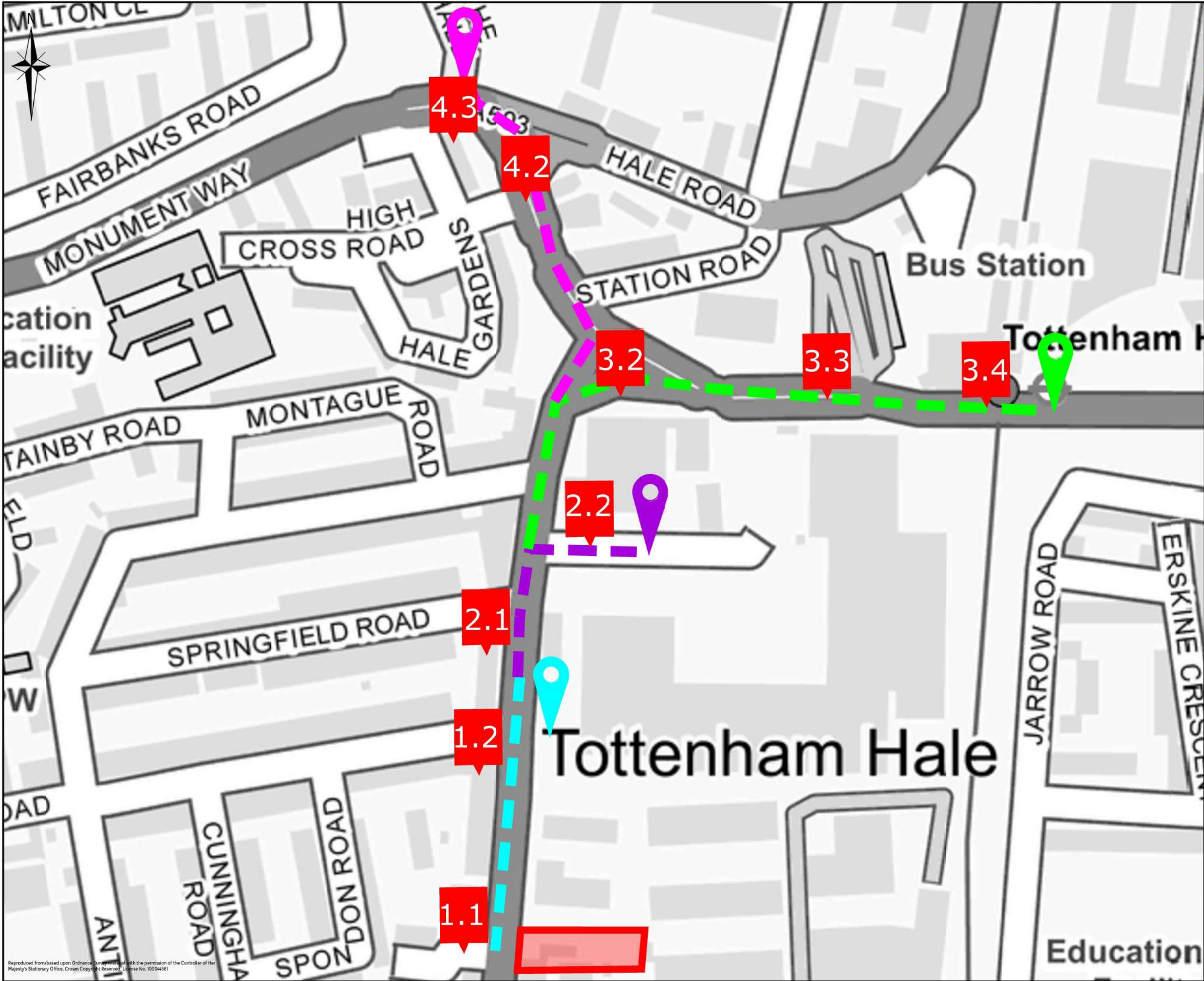


KEY

- SITE
- ROUTE TO TOTTENHAM HALE STATION / BUS STATION
- ROUTE TO BUS STOPS
- ROUTE TO DOWN LANE PARK
- ROUTE TO RETAIL PARK
- SERIOUS ACCIDENT

DRAFT

Rev	Description	Drn	Chk	App	Date	
ARDENT CONSULTING ENGINEERS						
Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk						
worksafe consultant www.smasita.com						
SSIP						
Client BROAD LANE PROPERTIES LTD						
Project Title BROAD LANE, HARINGEY						
Drawing Title KEY TRAVEL DESTINATIONS & KSI's - MAP 1						
A3 Scale	AS SHOWN	Date	15/12/22	Designed by	TP	
Drawn by	TP	Checked by	PR	Approved by	PR	
Drawing Number	2206940-007				Rev	-

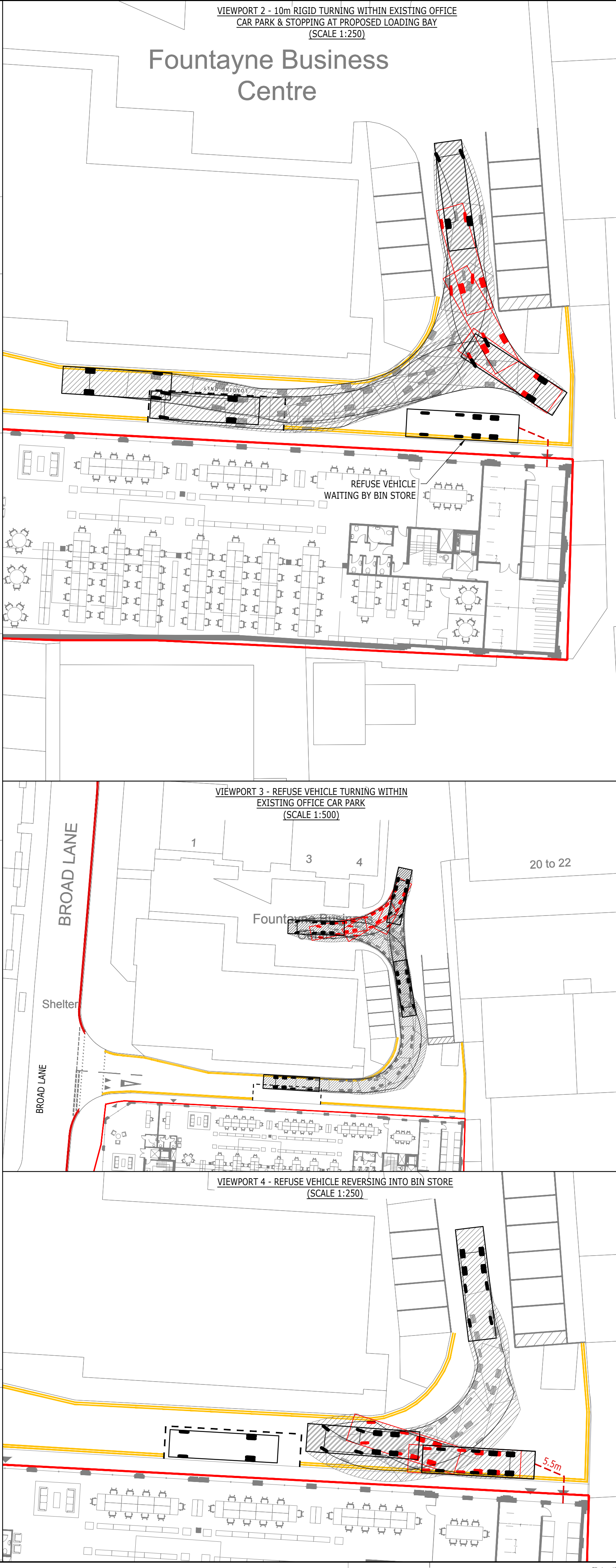
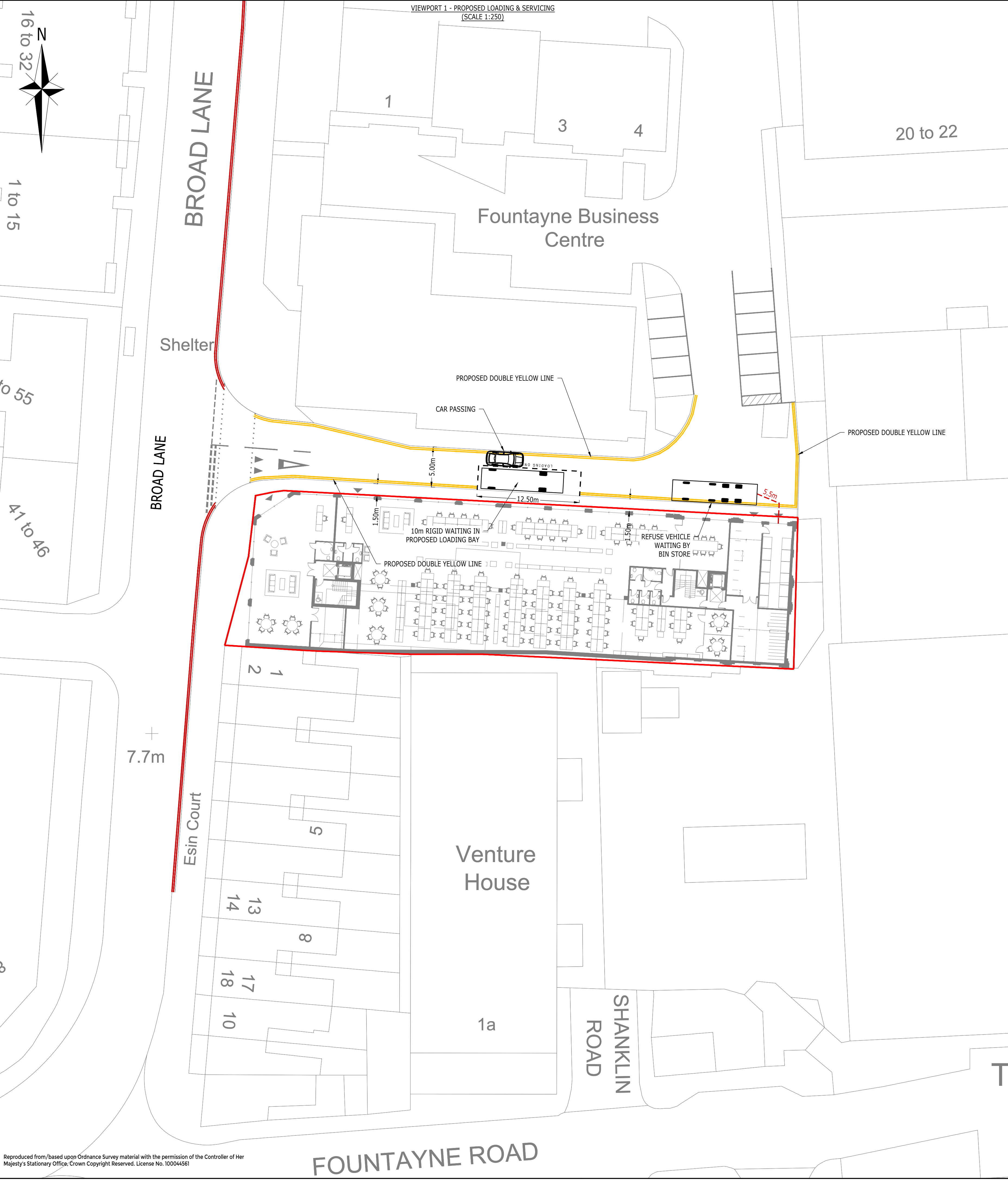


KEY

- SITE
- ROUTE TO TOTTENHAM HALE STATION / BUS STATION
- ROUTE TO BUS STOPS
- ROUTE TO DOWN LANE PARK
- ROUTE TO RETAIL PARK
- 1.1 PHOTO LOCATIONS

DRAFT

Rev	Description	Dwn	Chk	App	Date
ARDENT CONSULTING ENGINEERS					
Third Floor The Hallmark Building 52-55 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk					
 					
Client BROAD LANE PROPERTIES					
Project Title: BROAD LANE, HARINGEY					
Drawing Title: KEY TRAVEL DESTINATIONS & PHOTO's - MAP 2					
A3 Scale	1:250	Date	15/12/22	Designed by	TP
Drawn by	TP	Checked by	PR	Approved by	DH
Drawing Number 2206940-008					Rev -



KEY:

RED LINE BOUNDARY

VEHICLES USED:

FTA Design Rigid Vehicle (1983)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m

Dennis Eagle Olympus 8x4MS Refuse Vehicle

Overall Length	10.325m
Overall Width	2.500m
Overall Body Height	3.580m
Min Body Ground Clearance	0.251m
Track Width	2.400m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.200m

NOTES:

- EXISTING PARKING SPACES INDICATIVELY PLOTTED BASED ON GOOGLE EARTH IMAGERY.
- BASED ON THE GROUND FLOOR PLAN RECEIVED FROM MARK SMITH ARCHITECTS ON 20/02/2023.
- SEE ARCHITECTS PLAN FOR PROPOSED INTERNAL LAYOUT.

FOR INFORMATION ONLY

A	UPDATED MASTERPLAN	SG	PR	DH	21.02.23
Rev	Description	Dwn	Chk	App	Date

ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

worksafe consultant
www.smasitd.com

SSIP

Client: BROAD LANE PROPERTIES LIMITED

Project Title: BROAD LANE, HARINGEY

Drawing Title: LAYOUT OVERVIEW

At Scale	Date	Designed by
AS SHOWN	FEB 2023	KI
Drawn by	Checked by	Approved by
KI	PR	DH

Drawing Number: 2206940-009 Rev A

Reproduced from/based upon Ordnance Survey material with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright Reserved. License No. 100044561

File Location: y:\ardent\projects\2206940 - broad lane, haringey\technical\acad\drawings\2206940-009a layout overview.dwg

Appendix A

Extant Planning Application Documents (Planning App Ref: HGY/2016/2232)

Planning Service

Emma Williamson Assistant Director Planning Service

Mr Andrew Cooke
Dovetail Architects Ltd
Dovetail House
60 Station Road
Upminster
Essex
RM14 2TJ

On behalf of
Sigma (Tottenham) Ltd
C/O Agent

Planning Application Reference No. HGY/2016/2232

**TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015**

NOTICE OF PLANNING PERMISSION

Location: **Car Wash Centre, Broad Lane, N15**

Proposal: **Demolition of the existing car wash, construction of a new office block including, covered bin, cycle's store and parking.**

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby **PERMIT** the above development in accordance with the application dated 01/07/2016 and drawing numbers: 3006 PL L01, 3006 PL 11J, 3006 PL 12M, 3006 PL 13M, 3006 PL 18.1, 3006 PL 18.2, 3006 PL 18.3, 3006 PL 18.4, 3006 PL 18.1A, 3006 PL 19.1, 3006 PL 19.2 and 3006 PL 19.3

SEE SCHEDULE OF CONDITIONS ATTACHED



24/03/2017

Stuart Minty
Interim Head of Development Management
Planning Service

NOTE: 1. You can find advice in regard to your rights of appeal at:
www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

Planning Service

Emma Williamson Assistant Director Planning Service

HGY/2016/2232

The following conditions have been applied to this consent and these conditions must be complied with:

TIME LIMIT

1. The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the s91 Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

DRAWING NUMBERS

2. The approved plans comprise drawing nos. (3006 PL L01, 3006 PL 11J, 3006 PL 12M, 3006 PL 13M, 3006 PL 18.1, 3006 PL 18.2, 3006 PL 18.3, 3006 PL 18.4, 3006 PL 18.1A, 3006 PL 19.1, 3006 PL 19.2 and 3006 PL 19.3). The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

MATERIALS

3. Notwithstanding the description of the materials in the application, no development shall take place until precise details of the materials to be used in connection with the development hereby permitted be submitted to, approved in writing by Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and the approved materials shall be retained for the life of the development.

Reason: In order for the Local Planning Authority to retain control over the exact materials to be used for the proposed development and to assess the suitability of the samples submitted in the interests of visual amenity.

SOFFIT DETAILS

4. No development shall commence until details of the soffit to the entrance ""cut-away"" at a scale of 1:20, have been submitted to, and approved in writing by the Local Planning Authority. Details shall include the proposed design, and materials. The approved works shall be completed prior to occupation of the development and shall be permanently retained thereafter.

Reason: To protect the visual amenity of the locality and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

Planning Service

Emma Williamson Assistant Director Planning Service

HARD AND SOFT LANDSCAPING

5. No development shall take place until full details of both hard and soft landscape works have been submitted to, and approved in writing by the Local Planning Authority. The landscape works shall thereafter be carried out in accordance with the approved details. These details shall include: proposed finished levels or contours; means of boundary fencing / railings; car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials; minor artefacts and structures (e.g. furniture, play equipment, refuse or other storage units, signs, lighting etc.); proposed and existing functional services above and below ground (e.g. drainage power, communications cables, pipelines etc. indicating lines, manholes, supports etc.); retained historic landscape features and proposals for restoration, where relevant.

Soft landscape works shall include planting plans; written specifications (including cultivation and other operations associated with plant and grass establishment); schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate; implementation programme). The soft landscaping scheme shall include detailed drawings of:

- a. those existing trees to be retained.
- b. those existing trees to be removed.
- c. those existing trees which will require thinning, pruning, pollarding or lopping as a result of this consent. All such work to be approved in writing by the Local Planning Authority.
- d. Those new trees and shrubs to be planted together with a schedule of species shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development.

Such an approved scheme of planting, seeding or turfing comprised in the approved details of landscaping shall be carried out and implemented in strict accordance with the approved details in the first planting and seeding season following the occupation of the building or the completion of development (whichever is sooner). Any trees or plants, either existing or proposed, which, within a period of five years from the completion of the development die, are removed, become damaged or diseased shall be replaced in the next planting season with a similar size and species. The landscaping scheme, once implemented, is to be retained thereafter.

Reason: In order for the Local Planning Authority to assess the acceptability of any landscaping scheme in relation to the site itself, thereby ensuring a satisfactory setting for the proposed development in the interests of the visual amenity of the area and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

Planning Service

Emma Williamson Assistant Director Planning Service

CONTAMINATION SITE INVESTIGATION

6. a) No development shall commence other than for investigative work using the information from the Phase I Contaminated Land Assessment report submitted with the planning application by Lustre Consulting, until a site investigation has been submitted to, and approved in writing by the Local Planning Authority prior to that investigation being carried out on site. The investigation must be comprehensive enough to enable:-

- a risk assessment to be undertaken,
- refinement of the Conceptual Model, and
- the development of a Method Statement detailing the remediation requirements.

The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority for approval in writing.

b) If the approved risk assessment and approved refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements, using the information obtained from the site investigation, and also detailing any post remedial monitoring shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

CONTAMINATION REMEDIATION

7. Prior to occupation of the development hereby approved where remediation of contamination on the site is required completion of the remediation detailed in the approved method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

NOX BOILERS

8. Prior to installation, details of the Ultra Low NOx boilers for space heating and hot water should be forwarded to the Local Planning Authority. The boilers to be provided for space heating and hot water shall have dry NOx emissions not exceeding 20 mg/kWh @0% O₂.

Reason: To protect local air quality

AIR QUALITY AND DUST MANAGEMENT

9. No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment and the development is therefore only carried out in accordance with the approved AQDMP.

Reason: To protect local air quality

Planning Service

Emma Williamson Assistant Director Planning Service

PLANT AND MACHINERY

10. No development shall commence on the site until all plant and machinery to be used at the demolition and construction phases have been submitted to, and approved in writing by, the Local Planning Authority. Evidence is required to meet Stage IIIA of EU Directive 97/68/ EC for both NO_x and PM. No works shall be carried out on site until all Non-Road Mobile Machinery (NRMM) and plant to be used on the site of net power between 37kW and 560 kW has been registered at .com. Proof of registration must be submitted to the Local Planning Authority prior to the commencement of any works on site.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ and the Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

NRMM

11. An inventory of all NRMM must be kept on site during the course of the demolitions, site preparation and construction phases. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ.

SUDS CONTAMINATION

12. No infiltration based sustainable drainage systems should be constructed on land affected by contamination.

Reason: In order to protect groundwater quality from further deterioration and contaminants can remobilise and cause groundwater pollution.

PILING CONTAMINATION

13. No piling or any other foundation designs using penetrative methods should cause preferential pathways for contaminants to migrate to groundwater and cause pollution.

Reason: In order to protect groundwater quality from further deterioration.

CYCLE PARKING

14. Prior to occupation of the development hereby approved details of the type and location of secure and covered cycle parking facilities shall be submitted to, and approved in writing by the Local Planning Authority. Details of cycle parking should be provided in line London Cycle Design standard recommendations for work place cycle parking. The development shall be carried out in accordance with the approved details and retained as such in perpetuity.

Reason: To ensure that the cycle parking facility proposed are fit for purpose and are provided in line with the London Cycle Design Standard.

Planning Service

Emma Williamson Assistant Director Planning Service

DISABLED PARKING

15. 3 (three) wider blue badge parking spaces as shown on drawing number 3006 PL12M of the development hereby approved shall be provided and permanently maintained for people with disabilities.

Reason: In order to ensure that people with disabilities are not excluded from using the proposed development.

SERVICE BAY

16. A single bay as shown on drawing number 3006 PL12M shall be provided and permanently maintained for servicing of the development hereby approved.

Reason: In order to provide a dedicated parking bay for service vehicles.

HOURS OF OPERATION

17. The use hereby permitted shall be permitted between 07:00 to 22:00 Monday to Friday.

Reason: This permission is given to facilitate the beneficial use of the premises whilst ensuring that the amenities of adjacent residential properties are not diminished.

POST COMPLETION BREEAM

18. a) 6 months post completion of the development hereby approved a post construction certificate or evidence issued by an independent certification body, confirming a rating of BREEAM "very good" standard has been achieved as set out in BREEAM Pre-Assessment for the Car Wash Site, by Dovetail Energy Consultancy, June 2016 or explaining why this standard has not been met shall be submitted to, and approved in writing by the Local Planning Authority.

b) In the event that the development fails to achieve the agreed rating for the development, a full schedule and costing of remedial works required to achieve this rating shall be submitted to the Local Planning Authority for written approval with 2 months of the approval of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Planning Authority's approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reasons: In the interest of addressing climate change and to secure sustainable development.

BALCONY SCREENING

19. Prior to occupation of the development hereby approved a plan showing a 1.8 metre high privacy screen along the southern boundary shall be submitted to, and approved in writing by the Planning Authority. Development shall be carried out in accordance with the approved details prior to the first use of the first floor communal amenity space and the screening shall be retained in perpetuity unless otherwise agreed in writing by the Planning Authority.

Reason: To avoid overlooking into the adjoining Esin Court properties.

Planning Service

Emma Williamson Assistant Director Planning Service

INFORMATIVE : Working with the applicant

In dealing with this application, Haringey Council has implemented the requirements of the National Planning Policy Framework and of the Town and Country Planning (Development Management Procedure) (England) (Amendment No.2) Order 2012 to foster the delivery of sustainable development in a positive and proactive manner.

INFORMATIVE : CIL

Based on the information given on the plans, the Mayoral CIL charge will be £79,964.89 (1,859 sqm x £35 x 1.229) and the Haringey CIL charge will be £29,390.79 (1,859 sqm x £15 x 1.054). This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE : Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

- 8.00am - 6.00pm Monday to Friday
- 8.00am - 1.00pm Saturday
- and not at all on Sundays and Bank Holidays.

INFORMATIVE : Party Wall Act

The applicant's attention is drawn to the Party Wall Act 1996 which sets out requirements for notice to be given to relevant adjoining owners of intended works on a shared wall, on a boundary or if excavations are to be carried out near a neighbouring building.

INFORMATIVE : Asbestos

Prior to demolition of existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.

Planning Service

Emma Williamson Assistant Director Planning Service

INFORMATIVE : Environment Agency Contamination

The applicant should refer to the following sources of information and advice in dealing with land affected by contamination, especially with respect to protection of the groundwater beneath the site:

- From www.gov.uk:

- o Groundwater Protection: Principles and Practice (August 2013)
- o Our Technical Guidance Pages, which includes links to CLR11 (Model Procedures for the Management of Land Contamination) and GPLC (Environment Agency's Guiding Principles for Land Contamination) in the 'overarching documents' section
- o Use MCERTS accredited methods for testing contaminated soils at the site

- From the National Planning Practice Guidance:

- o Land affected by contamination

- British Standards when investigating potentially contaminated sites and groundwater:

- o BS 5930: 1999+A2:2010 Code of practice for site investigations
- o BS 10175:2011 Code of practice for investigation of potentially contaminated sites
- o BS ISO 5667-22:2010 Water quality. Sampling. Guidance on the design and installation of groundwater monitoring points
- o BS ISO 5667-11:2009 Water quality. Sampling. Guidance on sampling of groundwaters

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person. The competent person would normally be expected to be a chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites.

INFORMATIVE:

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our development plan comprising the London Plan 2011, the Haringey Local Plan 2013 and the saved policies of the Haringey Unitary Development Plan 2006 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant during the consideration of the application.



24/03/2017

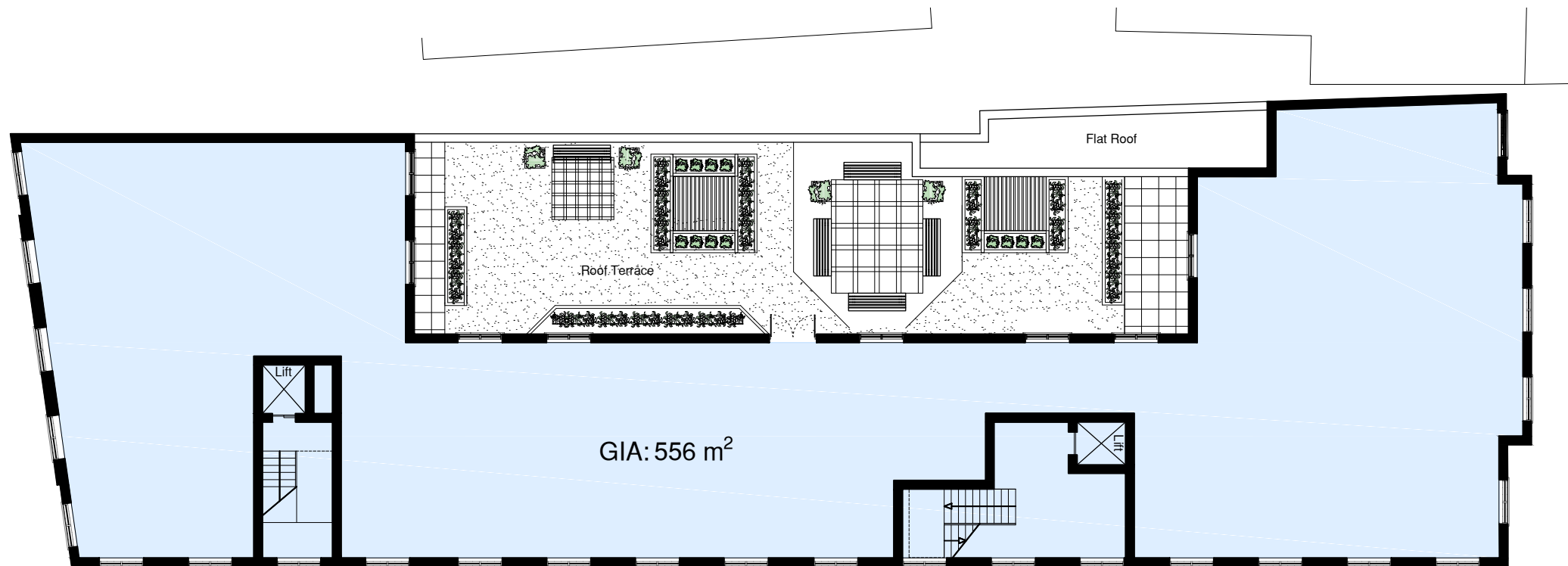
Stuart Minty
Interim Head of Development Management
Planning Service

Planning Service
6th Floor, River Park House,
225 High Road, Wood Green,
London, N22 8HQ
T 020 8489 5504
www.haringey.gov.uk

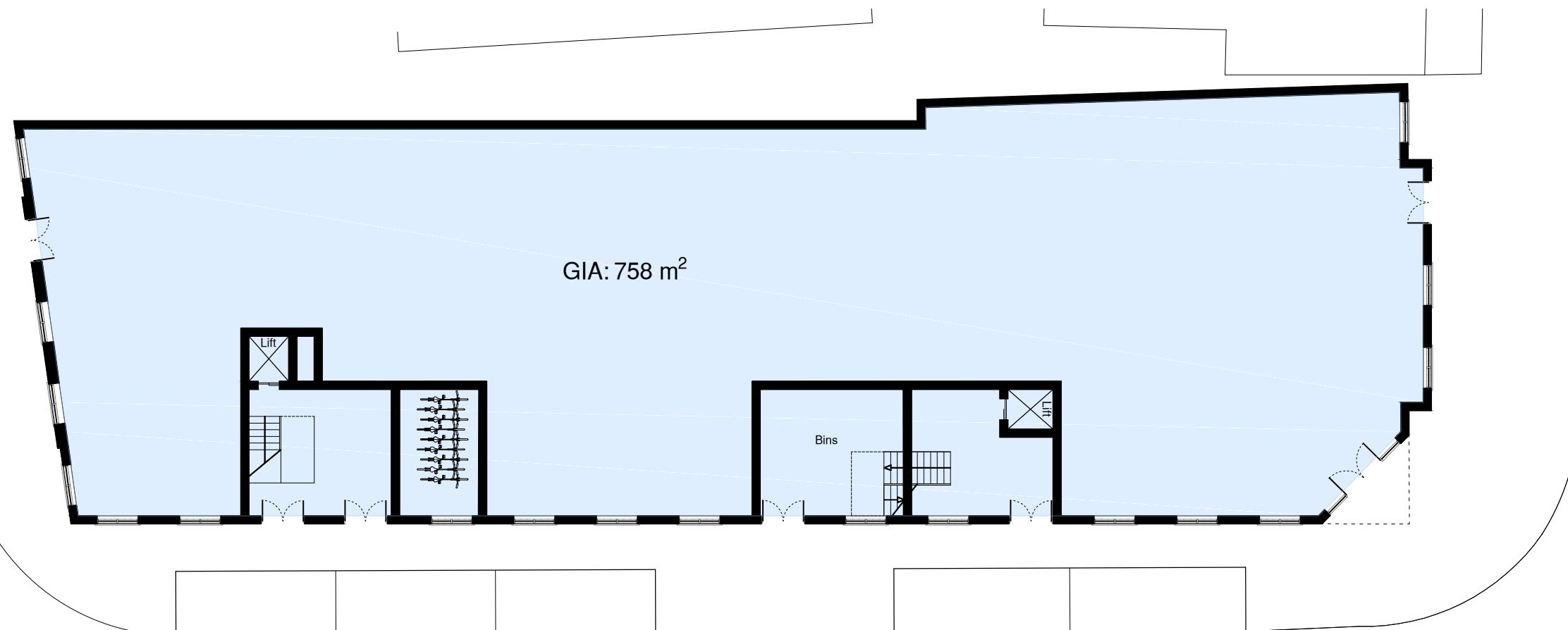
Environmental Services
Planning, Environmental Policy & Performance
639 High Road, Tottenham, London, N17 8BD
Tel: 020 8489 0000
Fax: 020 8489 5220
Minicom: 020 8489 5549

FULGW
West Decision Notice
Full permission

DIRECTOR Peter Norton
ASSISTANT DIRECTOR PLANNING, ENVIRONMENTAL POLICY & PERFORMANCE Shifa Mustafa



First Floor Plan



Ground Floor Plan

PROPOSED GROUND AND FIRST FLOOR OFFICE PLANS
 BROAD LANE, TOTTENHAM HALE, HARINGEY N15
 3006 PL12M 1:200 @ A3





Transport Statement

Car Wash Site, Broad Lane, Haringey N15 4QJ – Office Development

27th July 2015

Waterman Infrastructure & Environment Limited

Regent House, Hubert Road, Brentwood, Essex CM14 4JE
www.watermangroup.com



Client Name: Sigma (Tottenham) Ltd
Document Reference: 4th Draft
Project Number: DM/CIV 15537

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2009 and BS EN ISO 14001: 2004)

Issue	Date	Prepared by	Checked by	Approved by
4th Draft	27/07/2015	Dave Martin		

Comments



Disclaimer

Waterman has prepared this report in accordance with the instructions of the Client. It is prepared solely for their specific use. It is non-assignable and Waterman accepts no liability for its use by a third party.

Content

1. Introduction	3
2. Site Location and its Surroundings.....	4
Site Location and Existing Use	4
Surrounding Highway Layout.....	4
3. Accessibility.....	5
Public Transport Provision	5
Bus	5
Rail	6
Walking	6
Cycling	7
Public Transport Accessibility Level (PTAL).....	7
4. Planning Policy	8
National Planning Policy Framework (2012)	8
The London Plan.....	10
Policy 6.13 Parking	10
Parking for Employment Uses	10
5. Proposed Development	11
Refuse Collection.....	11
6. Traffic Impact	12
Trip Generation	12
7. Conclusions	14

Tables

Table 1: Bus Services.....	5
Table 2: Non-operational maximum standards for employment B1: spaces per sq.m of gross floorspace	10
Table 3: Cycle Parking Standards	10
Table 4: Potential Existing Vehicular Trip Generation – Car Wash (1,060m ²)	12
Table 5: Potential Proposed Vehicular Trip Generation – B1 Office (1,584m ²)	12

Appendices

- A. Site Location Plan
- B. Bus Route Information
- C. Rail Timetables
- D. Walking Catchment Plan
- E. Cycle Catchment Plan
- F. PTAL Calculations
- G. Proposed Development Site Plan
- H. Car Park Layout - Swept Path Analysis
- I. TRICS Output

1. Introduction

- 1.1. Waterman Infrastructure and Environment (WIE) has prepared this Transport Statement (TS) on behalf of Sigma (Tottenham) Ltd in support of their Planning Application to redevelop a car wash site on Broad Lane, Haringey. The proposal is to provide a three storey office development.
- 1.2. The TS considers the site location and existing land use and describes the existing conditions in terms of pedestrian, cycle and public transport facilities. The development proposals are then described, including the access arrangement and car parking provision. The TS also provides an assessment of the potential traffic generation in comparison with the existing development and the likely impact of the development traffic on the operation of the local highway network.
- 1.3. The methodology used in the preparation of the TS, principally follows the Department for Transport's 'Guidance on Transport Assessment' published in March 2007 (now withdrawn), its successor document 'Transport Evidence Bases In Plan Making' and Transport for London's 'Transport Assessment Best Practice' guidance document dated April 2010.

2. Site Location and its Surroundings

Site Location and Existing Use

- 2.1. The site is currently a car wash facility located in the Tottenham Green ward of Haringey and is in close proximity to the Tottenham local centre which is defined by High Road and Seven Sisters Road. The site occupies approximately 1,060m².
- 2.2. Broad Lane runs parallel to the application site to the east and consists predominantly of housing although the immediate area around the site is mainly retail and commercial units. Tottenham Hale Retail Park is located a short distance to the north of the site.
- 2.3. A site location plan is provided at **Appendix A**.
- 2.4. The site currently has a small number of on-site parking spaces which are accessed via the adjacent car park access taken directly off Broad Lane. Broad Lane is a 'red route' which prevents stopping at any time.
- 2.5. It is worth noting that the existing use of the site generates a significant number of trips.

Surrounding Highway Layout

- 2.6. In the vicinity of the development proposal it is predominantly a densely populated residential area with several shops and places to eat close by.
- 2.7. The site is bound by Broad Lane to the west of the site, a residential terrace and commercial unit to the south and further commercial and industrial units to the east.
- 2.8. Broad Lane is a two lane one-way road with a 30 mph speed limit and a bus lane present. Footways in excess of 2m wide are present along both sides of the road and there is a cycleway present on the footpath forming a shared footway/cycleway arrangement on the eastern side of Broad Lane running past the site.
- 2.9. A signalised pedestrian crossing is located approximately 45m south of the car wash site.

3. Accessibility

- 3.1. The development site is conveniently located to allow future office employees various transport alternatives to the private car.

Public Transport Provision

Bus

- 3.2. The closest bus stop is located on Broad Lane outside the Tottenham Hale Retail Park. The southbound stop is within 140m of the site and can be accessed within just a few minutes' walk. The bus stop locations in relation to the site are shown on the site location plan provided at **Appendix A**.
- 3.3. The bus stop located outside the Tottenham Hale Retail Park is served by 4 routes. There are 2 further stops in the area that offer access to additional bus services. These are located at Monument Way and Tottenham Hale Station which are 560m and 545m away from the site respectively. These bus stops are located in open and well lit areas where shelters and seating are provided. These services provide a frequent 7 day service to numerous London destinations as well as the wider London transport network.
- 3.4. The standard PTAL calculation considers bus services to be accessible if they are within eight minutes walking distance at a walking speed of 4.8 km/hr (80m/min), some 640m. On this basis, all the following routes are considered to be accessible from the existing site.
- 3.5. A summary of the bus routes is provided below.

Table 1: Bus Services

Route No.	Route Description	Period	Frequency
41	Tottenham Hale Station – West Green Baptist Church – Hornsey Station – Cressida Road – Archway Station	Mon – Fri	4 - 6 mins
		Sat	4 - 8 mins
		Sun	8 - 11 mins
	Archway Station – Cressida Road – Hornsey Station – West Green Baptist Church – Tottenham High Road – Tottenham Hale Station	Mon – Fri	4 - 8 mins
		Sat	5 - 6 mins
		Sun	8 - 10 mins
W4	Ferry Lane – Tottenham Hale – Bruce Grove Station – Wood Green – Mitchell road	Mon – Fri	9 - 11 mins
		Sat	9 - 11 mins
		Sun	15 mins
	Ulster Gardens – Haringey Civic Centre – Wood Green Station – Bruce Grove Station – Tottenham – Tottenham Hale – Ferry Lane	Mon – Fri	9 - 11 mins
		Sat	10 - 11 mins
		Sun	15 mins
123	Lordship Lane – Bruce Grove Station – Tottenham High Road – Tottenham Hale – Waltham Forest – Woodford – Gants Hill – Ilford - Hainault	Mon – Fri	9 - 11 mins
		Sat	8 - 11 mins
		Sun	15 mins

192	Hainault – Ilford – Gants Hill – Woodford –	Mon – Fri	10 - 12 mins
	Waltham Forest – Tottenham Hale – Tottenham	Sat	10 - 12 mins
	High Road – Bruce Grove Station – Lordship Lane	Sun	15 mins
	Enfield – Bush Hill Park – Edmonton Green –	Mon – Fri	8 - 12 mins
	Glover Drive/Tesco – Tottenham Hale	Sat	9 - 13 mins
		Sun	13 - 14 mins
	Tottenham Hale – Glover Drive/Tesco – Edmonton	Mon – Fri	8 – 12 mins
	Green – Bush Hill Park - Enfield	Sat	8 - 12 mins
		Sun	15 mins
230	Upper Walthamstow – Walthamstow – Tottenham	Mon – Fri	10 - 14 mins
	Hale – South Tottenham – West Green – Wood	Sat	12 mins
	Green	Sun	15 mins
	Wood Green – West Green – South Tottenham –	Mon – Fri	10 - 13 mins
	Tottenham Hale – Walthamstow – Upper	Sat	10 - 12 mins
	Walthamstow	Sun	15 mins

3.6. Details of the bus routes and timetables are provided at **Appendix B**.

Rail

- 3.7. Tottenham Hale underground station is located approximately 530m north from the development site on Ferry Lane. Seven Sisters underground station is also situated close by at approximately 930m from the site.
- 3.8. Both stations are on the Victoria Line and provide links to Central London. These stations provide an ideal and regular service for employees accessing the site.
- 3.9. There are numerous bus services which provide integrated travel options with various London Underground and National Rail Stations.
- 3.10. Both stations are also on the Greater Anglia rail network which provides services from London Liverpool Street to destinations such as Bishops Stortford, Hertford East, Cheshunt, and Stansted Airport via the Stansted Express which is available from Tottenham Hale.
- 3.11. Details of the underground and rail routes and timetables are provided at **Appendix C** and the station locations are shown on the site location plan provided at **Appendix A**.

Walking

- 3.12. The pedestrian facilities in the vicinity of the site are very good. Site access for pedestrians is taken directly from Broad Lane. Broad Lane has existing footways of comfortable width along both sides of the carriageway which are in a good state of repair and are well lit. Within the vicinity of the site are numerous shops to suit potential office employees' day-to-day shopping needs, such as a local food store which will be beneficial to employees of the site wishing to do a 'top up' shop or purchase lunch within the local vicinity of their place of work.

- 3.13. In close proximity to the site there is a signalised pedestrian crossing facility providing a safe, convenient pedestrian link across Broad Lane.
- 3.14. A walking catchment plan is provided at **Appendix D** of this report.

Cycling

- 3.15. The site benefits from excellent cycle linkage within the surrounding areas. The site is located close to existing cycle routes, one of which is a signed off-road route on Broad Lane which benefits from cycle lane markings on the footway between Markfield Road to the south and Ferry Lane to the north of the site.
- 3.16. There are a number of other on and off road cycle routes within the area, as well as quieter, unmarked routes that have been recommended by other cyclists, making the local area attractive for cycling.
- 3.17. Cycle parking facilities will be provided as part of the development proposals in accordance with local standards.
- 3.18. A cycle catchment and route plan are provided at **Appendix E** of this report.

Public Transport Accessibility Level (PTAL)

- 3.19. Accessibility is regarded as a combination of access to local shops, services, schools/colleges, employment opportunities as well as cycle, pedestrian and public transport networks
- 3.20. The PTAL measure is widely used within London, with TfL producing a guidance document on the methodology to be adopted when undertaking a PTAL assessment. The methodology set out in the guidance measures walking distances to bus stops and stations, considers average waiting time for services and calculates a PTAL that is then classified in bands to give an accessibility level ranging from 1 (low) to 6b (high).
- 3.21. With reference to the PTAL rating at the development site on Broad Lane, it shows that the site is located in an area of excellent accessibility, equivalent to a PTAL rating of 6a.
- 3.22. Details of the PTAL calculations are provided at **Appendix F**.

4. Planning Policy

- 4.1. When considering the development it is necessary to view the proposal against the current national and local government transportation policies.

National Planning Policy Framework (2012)

- 4.2. In the Ministerial foreword it states:

“The purpose of planning is to help achieve sustainable development.

Sustainable means ensuring that better lives for ourselves don't mean worse lives for future generations.

Development means growth. We must accommodate the new ways by which we will earn our living in a competitive world. We must house a rising population, which is living longer and wants to make new choices. We must respond to the changes that new technologies offer us. Our lives, and the places in which we live them, can be better, but they will certainly be worse if things stagnate.

Sustainable development is about change for the better, and not only in our built environment”.

“Development that is sustainable should go ahead, without delay – a presumption in favour of sustainable development that is the basis for every plan, and every decision. This framework sets out clearly what could make a proposed plan or development unsustainable”.

- 4.3. With regard to transportation the Core Planning principles are to

“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant developments in locations which can be made sustainable and take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs”.

Promoting Sustainable Transport

- 4.4. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.
- 4.5. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 4.6. All developments that generate significant amounts of movement 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.
- 4.7. Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However, this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.
- 4.8. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:
- Accommodate the efficient delivery of goods and supplies;
 - Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
 - Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
 - Consider the need of people with disabilities by all modes of transport.

Employment

- 4.9. Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

Parking Standards

- 4.10. If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
- The accessibility of the development;
 - The type, mix and use of development;
 - The availability of and opportunities for public transport;
 - Local car ownership levels; and
 - An overall need to reduce the use of high-emission vehicles.
- 4.11. Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set

appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

- 4.12. Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

The London Plan

- 4.13. The Car Parking policies set out in the adopted London Plan aim to promote restraint on parking numbers to reduce congestion and promote the use of more sustainable modes of transport other than the private car. The London Plan states:

Policy 6.13 Parking

- 4.14. The Mayor wishes to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.
- 4.15. The maximum standards set out in Table 6.2 in the Parking Addendum to the Chapter should be applied to planning applications.
- 4.16. In addition, developments must:
- Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.
 - Provide parking for disabled people in line with Table 6.2 of The Plan.
 - Meet the minimum cycle parking standards set out in Table 6.3 of The Plan.
 - Provide for the needs of businesses for delivery and servicing.

Parking for Employment Uses

Table 2: Non-operational maximum standards for employment B1: spaces per sq.m of gross floorspace

Location	Gross floorspace (sq.m)
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 - 600

Note: 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Table 3: Cycle Parking Standards

Use Class	1 space per sq.m of gross floorspace
Business/Employment B1	1 per 250

5. Proposed Development

- 5.1. The proposal is to demolish the existing car wash and construct a 3 storey office development.
- 5.2. The office/employment development will have a Gross Internal Area (GIA) of 1584m².
- 5.3. A plan of the proposed development is included at **Appendix G**.
- 5.4. Vehicle access to the development will be via the existing access off Broad Lane.
- 5.5. There will be 12 car parking spaces provided as part of the development. Two of the proposed 12 spaces will be for disabled parking.
- 5.6. This level of parking is in line with the London Plan's parking requirements for a development within Outer London. The proposed office development will provide 1 car parking space per 100 m² of floorspace, this is within the standard for Outer London developments which requires 1 space per 100-600m².
- 5.7. Swept path analysis of the car park layout is provided at **Appendix H**.

Cycle parking

- 5.8. The proposed development will provide cycle parking in-line with the standards presented within The London Plan Parking Standards of a minimum of 1 spaces per 250m² of office floorspace. Parking will be provided within a secure, covered area on the ground floor level adjacent to the car parking area

Refuse Collection

- 5.9. Refuse collection is to be from outside the bin store at the front of the proposed development via the existing car park access from Broad Lane on a weekly basis as per the existing collection arrangements.

6. Traffic Impact

Trip Generation

- 6.1. In order to provide an indication of the existing and potential traffic generation of the development the TRICS database has been interrogated in an attempt to find similar sites and hence suitably applicable trip rates.
- 6.2. The table below presents the vehicular trip rates applicable to the existing site as car wash use, relating to the traditional network peak hours. The TRICS output is included at **Appendix I**.

Table 4: Potential Existing Vehicular Trip Generation – Car Wash (1,060m²)

Time Period	Arrivals		Departures		Two-Way
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak Hour	81.818	9	54.545	6	15
PM Peak Hour	127.727	14	127.273	14	28

- Notes:
1. AM and PM Peak Hours (08:00 - 09:00 and 17:00 - 18:00)
 2. Vehicle trip rate are per hectare (10,000m²)

- 6.3. The table above identifies that the existing site car wash use has the potential to generate a total of 15 two-way vehicle movements in the AM peak hour and 28 in the PM peak hour.
- 6.4. The table below presents the vehicular trip rates applicable to the proposed office development, relating to the traditional network peak hours based upon applicable trip rates taken from the TRICS database. The TRICS output is included at **Appendix I**.

Table 5: Potential Proposed Vehicular Trip Generation – B1 Office (1,584m²)

Time Period	Arrivals		Departures		Two-Way
	Trip Rate	Trips	Trip Rate	Trips	
AM Peak Hour	0.265	6	0.066	2	8
PM Peak Hour	0.093	2	0.292	7	9

- Notes:
1. AM and PM Peak Hours (08:00 - 09:00 and 17:00 - 18:00)
 2. Vehicle trip rate are per 100m²

- 6.5. The table above identifies that the proposed office development has the potential to generate a total of 8 two-way vehicle movements in the AM peak hour and 9 in the PM peak hour.

- 6.6. It can be seen from the above tables that the current car wash use of the site generates a higher number of vehicle trips in the AM and PM peak hours than the proposed office development.
- 6.7. As such, the potential trip generation detailed above for the proposed development is predicted to have a negligible effect on the local traffic levels. Given this, it is considered that the proposed development would not present any transport issues.

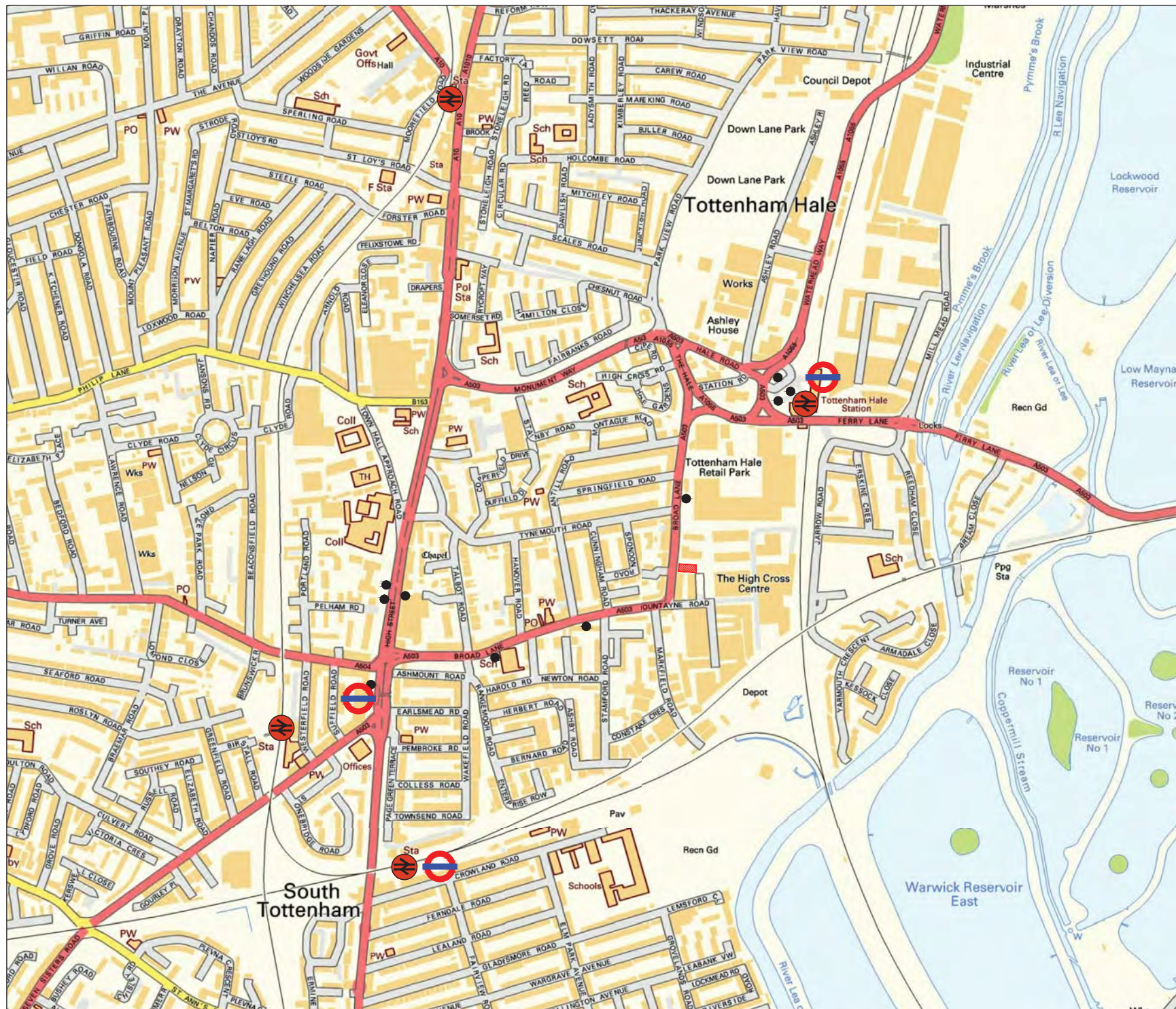
7. Conclusions

- 7.1. This report has been prepared on behalf of Sigma (Tottenham) Ltd to provide the Highway Authority with details of the proposed mixed use development at the existing car wash site on Broad Lane, Haringey and its predicted impact on the local highway network.
- 7.2. The application site has an area of approximately 1,060m² and is currently occupied by a car wash with an associated car parking and waiting area.
- 7.3. The proposal is to redevelop the site into a three storey scheme consisting of 1584m² Office/Employment use.
- 7.4. The site is accessible by 7 bus services with bus stops in both directions within walking distance of the site. Tottenham Hale and Seven Sisters Underground Stations are located close to the development site and offer regular services to the surrounding area and into central London, overall the transport links within the immediate area are excellent and the site's PTAL score of 6a reflects this.
- 7.5. There is an excellent level of accessibility to sustainable modes of transport with the site's close proximity to bus and rail facilities. It is also readily accessible by cycle and foot and therefore provides realistic travel alternatives for potential office employees without access to a car.
- 7.6. Cycling is encouraged through the provision of on-site parking facilities and the level of cycle parking conforms to the cycle parking standards presented within the London Plan parking standards.
- 7.7. The predicted trip generation is considered immaterial in respect of the existing land use and local traffic levels; as such the proposed development would not be expected to present any traffic issues.
- 7.8. In conclusion, it is considered that there is no highway related reason why the development proposal should not be granted planning consent.



APPENDICES

A. Site Location Plan



- Approximate Site Area
- Railway Station
- Location of Bus Stops

Rev	Date	Description	By
-----	------	-------------	----

Amendments			
------------	--	--	--

Project	Broad Lane, Haringey		
---------	----------------------	--	--

Title	Site Location Plan		
-------	--------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--

Client	Sigma (Tottenham) Ltd		
--------	-----------------------	--	--



Regent House, Hubert Road, Brentwood Essex CM14 4JE
t 01277 238 100 f 01277 238 150
mail@watermangroup.com www.watermangroup.com

Drawing Status	PRELIMINARY		
----------------	-------------	--	--

Designed by	Checked by	Project No
-------------	------------	------------

Drawn by	DM	Date February 2014	Project No CIV15537
----------	----	--------------------	---------------------

Scales @ A3	NTS	Computer File No
-------------	-----	------------------

work to figured dimensions only	NTS	CIV-15537-SA-95-0001.dwg
---------------------------------	-----	--------------------------

Publisher	Zone	Category	Number	Revision
-----------	------	----------	--------	----------

CIV	SA	95	0001	
-----	----	----	------	--



B. Bus Route Information

London Buses

41

Daily



Buses towards Tottenham Hale Bus Station



Monday to Friday

First buses	6 to 7am	7am to 9pm	9 to 10pm	10pm to Midnight	Midnight to 1am	Last buses
05 16 05 46	about every 10-13 minutes	about every 4-8 minutes	21 02 21 07 21 15 21 25 21 35 21 45 21 55	about every 8-10 minutes	00 08 00 18 00 28 00 48	01 08 01 28 01 48

Saturday

First buses	6 to 9am	9am to 8pm	8pm to Midnight	Midnight to 1am	Last buses
05 16 05 46	about every 9-13 minutes	about every 4-8 minutes	about every 8-10 minutes	00 08 00 18 00 28 00 48	01 08 01 28 01 48

Sunday

First buses	6 to 8am	8 to 9am	9 to 10am	10am to Midnight	Midnight to 1am	Last buses
05 16 05 46	At these 13 minutes 33 past the 53 hour	08 13 08 28 08 43 08 58	09 13 09 28 09 39 09 50	about every 8-10 minutes	00 08 00 18 00 28 00 48	01 08 01 28 01 48

Operated by Arriva London for London Buses

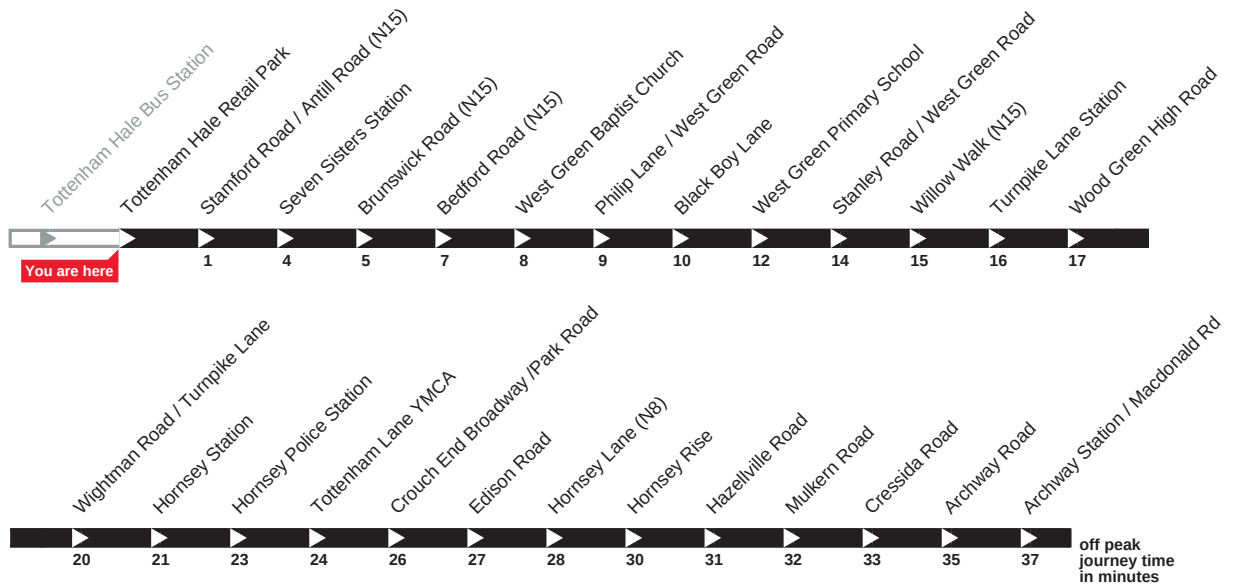
London Buses

41

Daily



Buses towards Archway Station / Macdonald Rd



Monday to Friday

First buses	5 to 6am	6 to 7am	7am to 7pm	7 to 8pm	8pm to Midnight	Last buses
04 26 04 43 04 58	05 13 05 28 05 38 05 48 05 58	06 06 06 14 06 22 06 27 06 32 06 37 06 42 06 46 06 50 06 54 06 57	<i>about every</i> 3-7 <i>minutes</i>	<i>about every</i> 7-10 <i>minutes</i>	<i>about every</i> 10-12 <i>minutes</i>	00 22 00 52

Saturday

First buses	5 to 6am	6 to 8am	8am to 7pm	7pm to Midnight	Last buses
04 26 04 43 04 58	05 13 05 28 05 43 05 58	<i>about every</i> 8-10 <i>minutes</i>	<i>about every</i> 4-8 <i>minutes</i>	<i>about every</i> 8-12 <i>minutes</i>	00 22 00 52

Sunday

First buses	5 to 7am	7 to 8am	8 to 9am	9am to Midnight	Last buses
04 26 04 46	At these 06 minutes 26 past the 46 hour	07 05 07 20 07 35 07 50	08 05 08 20 08 32 08 44 08 55	<i>about every</i> 8-12 <i>minutes</i>	00 22 00 52

Operated by Arriva London for London Buses

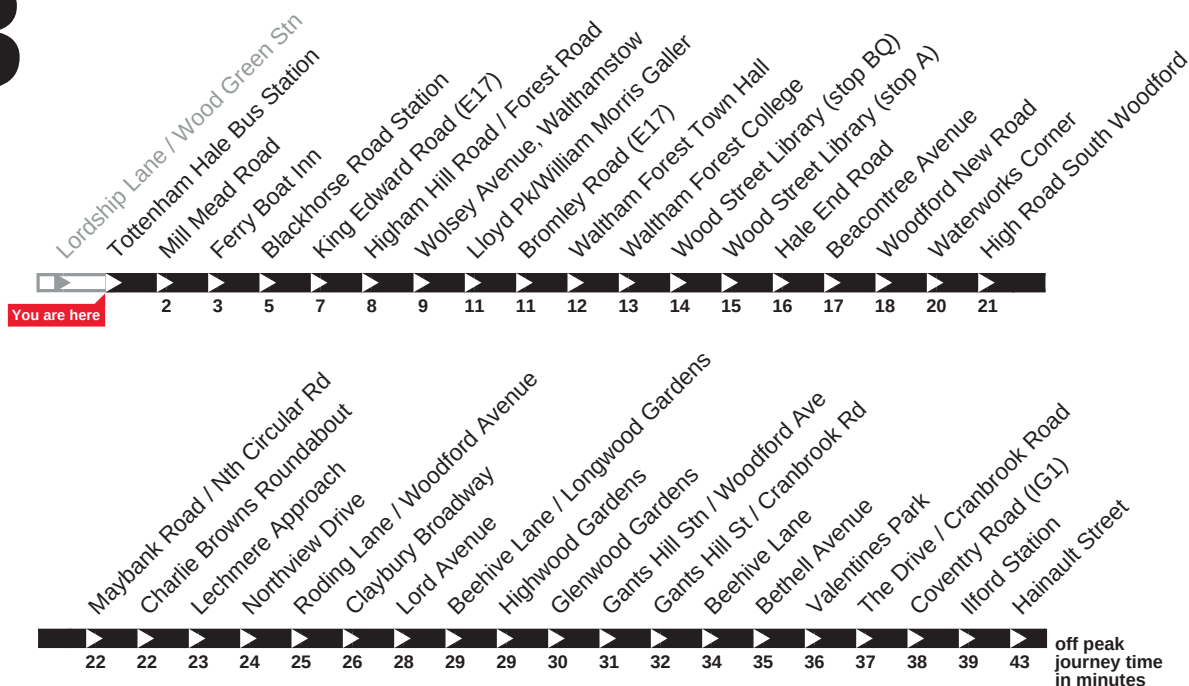
London Buses

123

Daily



Buses towards Hainault Street



Monday to Friday

First buses	6 to 7am	7am to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 00	about every	about every	20 10	21 07	22 05	At these 06	01 06
05 20	6-10	9-12	20 23	21 22	22 20	minutes 21	
05 35			20 37	21 36	22 35	past the 36	
05 50	minutes	minutes	20 52	21 50	22 50	hour 51	
05 58							

Saturday

First buses	6 to 7am	7 to 8am	8 to 10am	10am to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 00	06 00	about every	about every	about every	20 10	about every	22 05	At these 06	01 06
05 20	06 18	10-14	7-11	10-13	20 24	14	22 20	minutes 21	
05 40	06 36	minutes	minutes	minutes	20 38	minutes	22 35	past the 36	
	06 54				20 53		22 50	hour 51	

Sunday

First buses	6 to 7am	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 1pm	1 to 2pm	2 to 3pm	3 to 4pm	4 to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 00	06 00	07 18	08 08	09 09	10 08	11 07	12 06	13 06	14 08	15 08	At these 07	18 07	19 08	20 06	21 06	22 05	At these 05	01 05
05 20	06 19	07 38	08 18	09 25	10 16	11 21	12 20	13 22	14 23	15 22	minutes 22	18 23	19 22	20 21	21 21	22 20	minutes 20	
05 40	06 38	07 58	08 38	09 39	10 23	11 35	12 35	13 38	14 38	15 37	past the 37	18 39	19 36	20 36	21 35	22 34	past the 35	
	06 58		08 46	09 53	10 38	11 51	12 50	13 53	14 53	15 52	hour 52	18 53	19 51	20 51	21 50	22 49	hour 50	
			08 54		10 53													

Operated by Arriva London for London Buses

MAYOR
OF LONDON

i 24 hour travel information
0843 222 1234

W Website
www.tfl.gov.uk

Transport for London



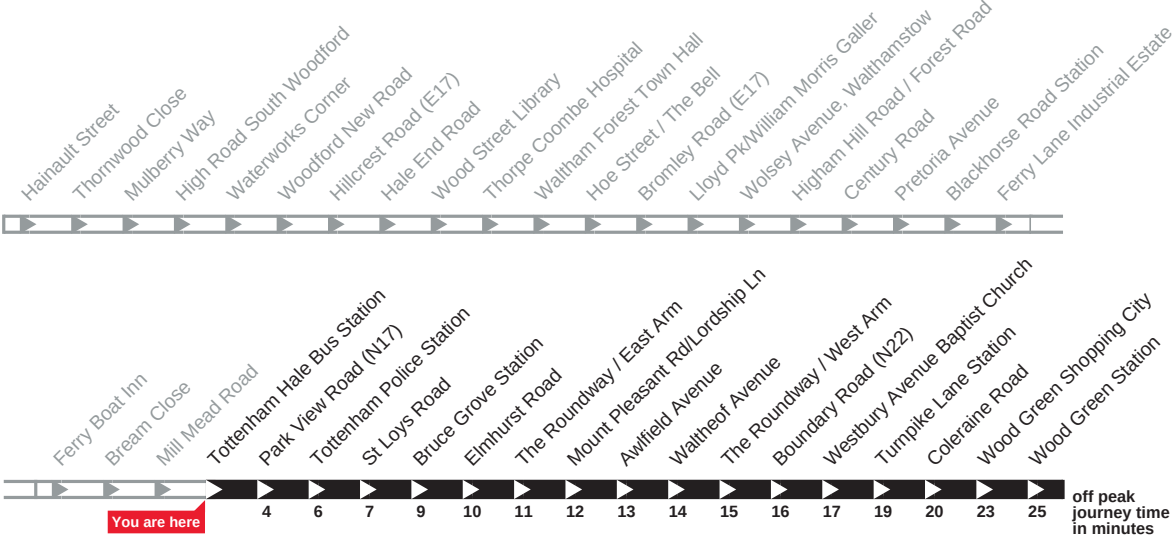
London Buses

123

Daily



Buses towards Wood Green Station



Monday to Friday							
First buses	6 to 7am	7am to 10pm		10 to 11pm	11pm to Midnight	Midnight to 1am	Last buses
05 33	06 03	about every		22 06	23 06	00 02	01 07
05 48	06 18	10-14		22 21	23 19	00 17	01 27
	06 32			22 36	23 32	00 32	
	06 41	minutes		22 51	23 47	00 47	
	06 53						

Journeys at 01:07 and 01:27 run as far as Park View Road (N17).

Saturday									
First buses	6 to 7am	7 to 8am	8 to 9am	9am to 10pm		10 to 11pm	11pm to Midnight	Midnight to 1am	Last buses
05 33	06 13	07 17	08 18	about every		22 06	23 06	00 02	01 07
05 53	06 33	07 38	08 38	10-14 minutes		22 21	23 19	00 17	01 27
	06 55	07 58	08 50			22 36	23 32	00 32	
						22 51	23 47	00 47	

Journeys at 01:07 and 01:27 run as far as Park View Road (N17).

Sunday																
First buses	7 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 1pm	1 to 2pm	2 to 3pm	3 to 4pm	4 to 6pm	6 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Midnight to 1am	Last buses
06 12	At these	12 09 13	10 01	11 01	12 12	13 12	14 13	15 13	At these	11 about every	20 08	21 08	22 06	23 06	00 02	01 07
06 32	minutes	32 09 30	10 17	11 14	12 27	13 27	14 28	15 28	minutes	26 12-14	20 23	21 23	22 21	23 19	00 17	01 27
06 52	past the	52 09 46	10 32	11 28	12 42	13 43	14 43	15 42	past the	41 minutes	20 38	21 37	22 36	23 32	00 32	
	hour		10 47	11 42	12 57	13 58	14 58	15 56	hour	56	20 53	21 51	22 51	23 47	00 47	
				11 57												

Journeys at 01:07 and 01:27 run as far as Park View Road (N17).

Operated by Arriva London for London Buses

192

Daily



Buses towards Tottenham Hale Bus Station



Monday to Friday

First bus	5 to 6am	6 to 8am	8am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
04 57	05 17 05 37 05 49	about every 11-13 minutes	about every 8-12 minutes	19 06 19 14 19 22 19 34 19 45 19 59	20 12 20 25 20 39 20 54	21 09 21 24 21 39 21 54	22 09 22 24 22 39 22 53	At these 07 minutes 22 past the 37 hour 52	01 07

Saturday

First bus	5 to 6am	6 to 8am	8 to 9am	9 to 10am	10am to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Midnight to 1am	Last bus
04 57	05 17 05 37 05 52	At these 07 minutes 22 past the 37 hour 52	08 08 08 25 08 42 08 57	about every 10-13 minutes	about every 8-11 minutes	about every 11-13 minutes	20 12 20 26 20 40 20 55	21 10 21 25 21 40 21 55	22 10 22 25 22 40 22 54	23 08 23 22 23 37 23 52	00 07 00 22 00 37 00 52	01 07

Sunday

First bus	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 1pm	1 to 6pm	6 to 8pm	8 to 11pm	11pm to Midnight	Midnight to 1am	Last bus
06 57	07 17 07 37 07 57	08 17 08 38 08 59	09 21 09 43 09 58	10 13 10 30 10 47	11 02 11 17 11 32 11 47	12 02 12 17 12 33 12 49	At these 04 minutes 19 past the 34 hour 49	about every 13-14 minutes	At these 09 minutes 24 past the 39 hour 54	23 08 23 22 23 37 23 52	00 07 00 22 00 37 00 52	01 07

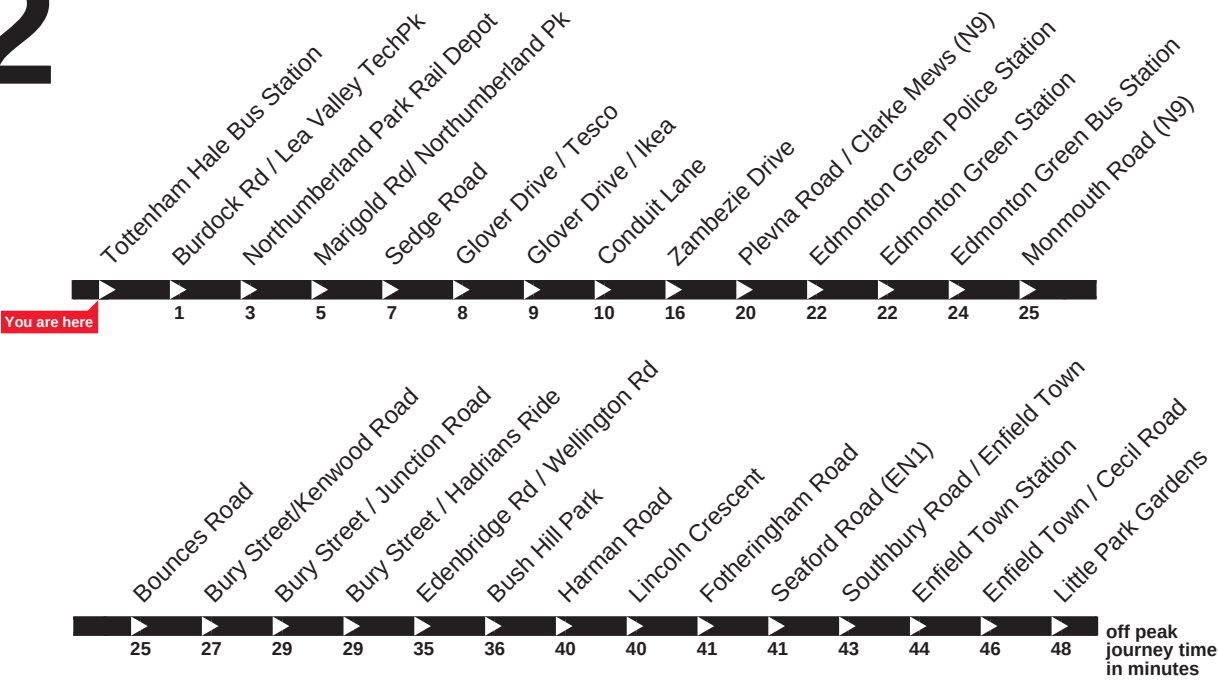
Operated by London General for London Buses

192

Daily



Buses towards Little Park Gardens



Monday to Friday

First buses	6am to 9pm	9pm to 1am	Last bus
05 05	about every	At these 05	01 05
05 25	8-12	minutes 20	
05 45	minutes	past the 35	
		hour 50	

Saturday

First buses	6 to 8am	8 to 9am	9am to 8pm	8 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 05	At these 05	08 05	about every	At these 09	22 07	At these 05	01 05
05 25	minutes 20	08 20	9-12	minutes 24	22 21	minutes 20	
05 45	past the 35	08 32	minutes	past the 39	22 36	past the 35	
	hour 50	08 44		hour 54	22 51	hour 50	
		08 56					

Sunday

First bus	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 6pm	6 to 7pm	7 to 8pm	8pm to 1am	Last bus
06 45	07 05	08 05	09 13	10 11	11 07	At these 03	18 04	19 04	At these 05	01 05
	07 25	08 25	09 28	10 24	11 22	minutes 18	18 19	19 19	minutes 20	
	07 45	08 45	09 43	10 37	11 36	past the 33	18 34	19 35	past the 35	
		08 58	09 58	10 52	11 50	hour 48	18 49	19 50	hour 50	

Operated by London General for London Buses



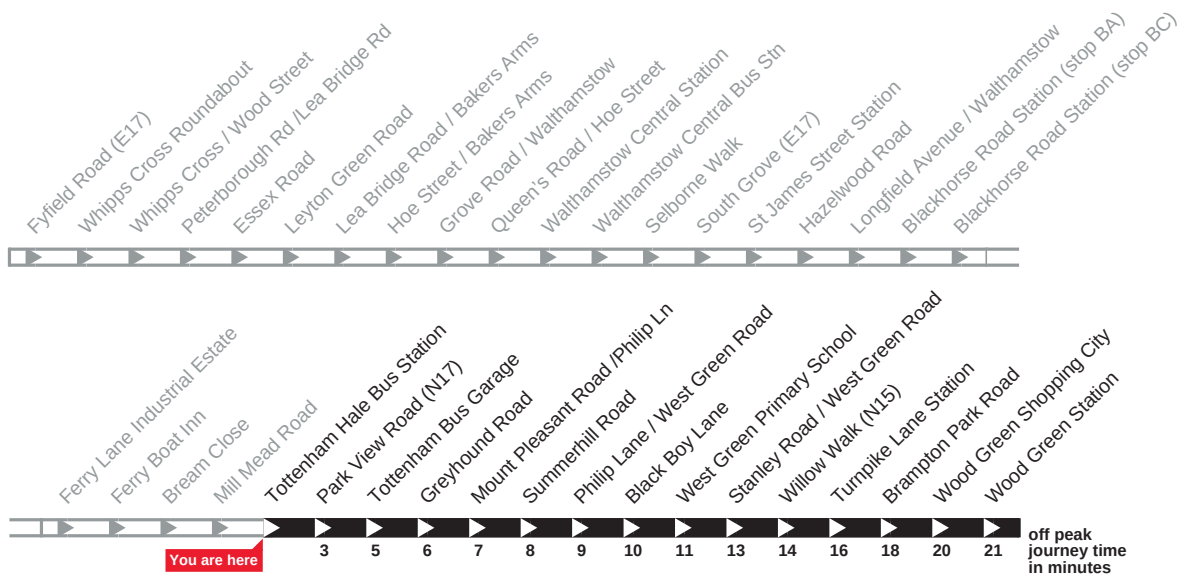
London Buses

230

Daily



Buses towards Wood Green Station



Monday to Friday

First buses	6 to 7am	7am to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 18	06 20	about every	21 04	22 01	At these 14	01 14
05 38	06 42	10-14	21 19	22 16	minutes 29	
05 58	06 55	minutes	21 33	22 31	past the 44	
			21 47	22 44	hour 59	
				22 59		

Saturday

First buses	6 to 7am	7 to 8am	8 to 9am	9am to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 18	06 18	07 18	08 21	about every	20 04	21 04	22 01	At these 14	01 14
05 38	06 38	07 38	08 37	10-14	20 18	21 19	22 16	minutes 29	
05 58	06 58	07 59	08 49	minutes	20 34	21 33	22 31	past the 44	
					20 49	21 47	22 44	hour 59	
							22 59		

Sunday

First bus	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
06 33	07 03	08 04	09 04	10 06	11 06	At these 05	18 05	19 02	20 02	21 01	22 01	At these 14	01 14
	07 33	08 34	09 24	10 21	11 21	minutes 20	18 19	19 17	20 17	21 16	22 16	minutes 29	
			09 39	10 36	11 36	past the 35	18 32	19 32	20 32	21 31	22 31	past the 44	
			09 53	10 51	11 50	hour 50	18 47	19 47	20 46	21 46	22 44	hour 59	
											22 59		

Operated by Arriva London for London Buses

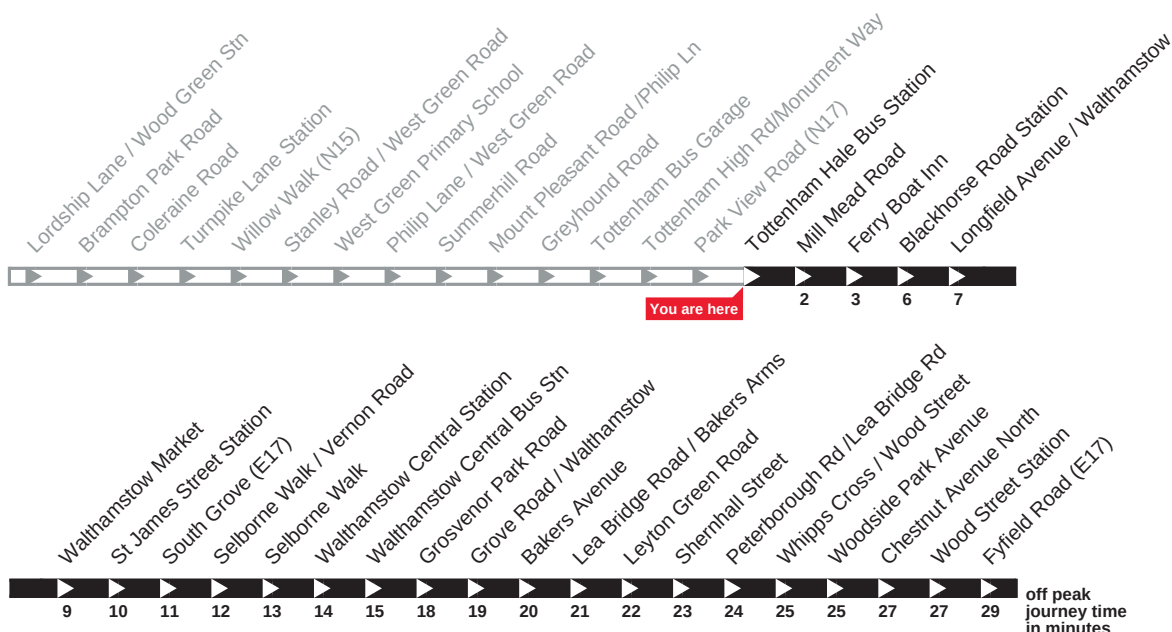
London Buses

230

Daily



Buses towards Fyfield Road (E17)



Monday to Friday

First buses	6 to 7am	7am to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 05	06 10	about every	21 06	22 06	At these 07	01 07
05 30	06 31	11-13	21 21	22 21	minutes 22	
05 50	06 53	minutes	21 36	22 37	past the 37	
			21 51	22 52	hour 52	

Saturday

First buses	6 to 8am	8 to 9am	9am to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to 1am	Last bus
05 05	At these 05	08 07	about every	18 08	19 14	20 10	21 06	22 06	At these 07	01 07
05 25	minutes 25	08 27	10-12	18 20	19 28	20 25	21 21	22 21	minutes 22	
05 45	past the 45	08 39	minutes	18 32	19 43	20 39	21 36	22 37	past the 37	
	hour	08 49		18 44	19 57	20 52	21 51	22 52	hour 52	
		08 59		18 59						

Sunday

First bus	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9pm to 1am	Last bus
06 40	07 12	08 12	09 19	10 05	At these 08	18 08	19 04	20 04	At these 07	01 07
	07 42	08 35	09 37	10 23	minutes 23	18 23	19 19	20 20	minutes 22	
		08 56	09 51	10 38	past the 38	18 36	19 34	20 36	past the 37	
				10 53	hour 53	18 50	19 49	20 52	hour 52	

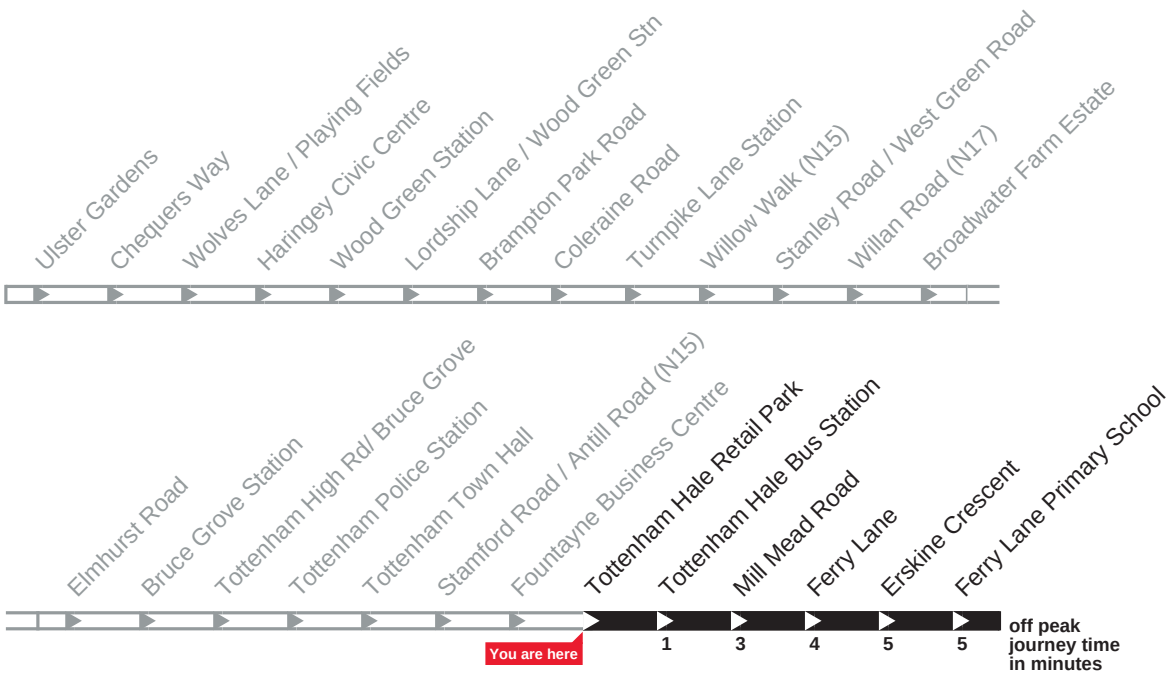
Operated by Arriva London for London Buses

W4

Daily



Buses towards Ferry Lane Primary School



Monday to Friday																		
First bus	6 to 7am	7 to 8am	8am to 7pm		7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last buses								
05 54	06 16	07 01	about every		19 08	20 05	21 03	22 03	23 04	00 02								
	06 39	07 25	9-11		19 18	20 20	21 18	22 17	23 19	00 17								
		07 35			19 26	20 34	21 33	22 32	23 33	00 32								
		07 45			19 38	20 48	21 48	22 49	23 47									
		07 55			19 53													
Saturday																		
First bus	6 to 7am	7 to 8am	8 to 9am	9am to 7pm		7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last buses							
05 53	06 13	07 15	08 15	about every		19 00	20 10	21 07	22 05	23 04	00 03							
	06 34	07 35	08 37	8-11		19 15	20 23	21 22	22 20	23 19	00 17							
	06 55	07 55	08 53			19 26	20 37	21 36	22 35	23 34	00 32							
						19 40	20 52	21 50	22 49	23 49								
						19 55												
Sunday																		
First bus	7 to 8am	8 to 9am	9 to 10am	10 to 11am	11am to Midday	Midday to 1pm	1 to 2pm	2 to 3pm	3 to 4pm	4 to 5pm	5 to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10pm to Midnight	Last buses	
06 48	07 19	08 19	09 23	10 06	11 11	12 00	13 00	14 00	15 01	16 14	17 13	18 09	19 06	20 05	21 04	At these minutes past the hour	03	00 02
	07 49	08 51	09 45	10 26	11 26	12 16	13 15	14 15	15 16	16 29	17 27	18 22	19 21	20 20	21 19		18	00 17
				10 41	11 41	12 31	13 30	14 30	15 30	16 44	17 42	18 37	19 36	20 35	21 33		33	00 32
				10 56		12 46	13 45	14 46	15 44	16 58	17 56	18 51	19 50	20 49	21 48		48	
								15 59										

Operated by London General for London Buses

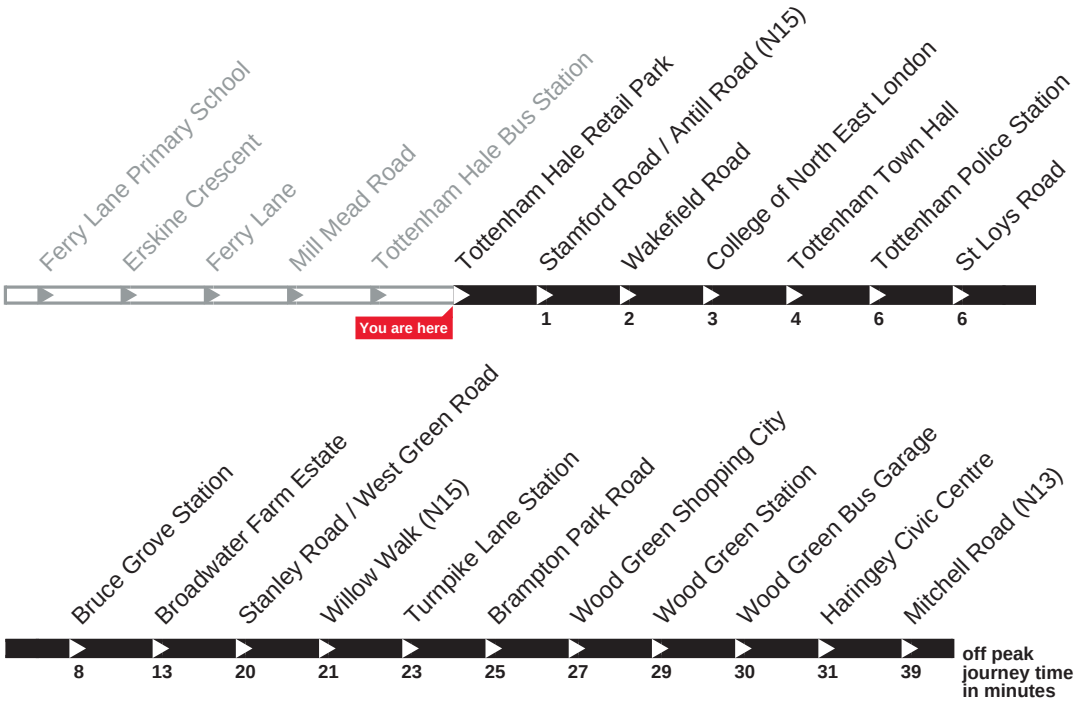
London Buses

W4

Daily



Buses towards Mitchell Road (N13)



Monday to Friday							
First bus	6 to 7am	7am to 7pm	7 to 8pm	8 to 9pm	9 to 11pm	11pm to Midnight	Last bus
05 49	06 09	about every	19 12	20 11	At these 10	23 10	00 10
	06 29	8-12	19 27	20 26	minutes 25	23 25	
	06 45		19 41	20 41	past the 40	23 40	
	06 58	minutes	19 56	20 56	hour 55	23 55	

Saturday											
First bus	6 to 7am	7 to 8am	8am to 6pm			6 to 7pm	7 to 9pm		9pm to Midnight	Last bus	
05 49	06 09	07 09	about every			18 02	At these	11	At these	10	00 10
	06 29	07 29	8-11			18 11	minutes	26	minutes	25	
	06 49	07 49				18 26	past the	41	past the	40	
						18 41	hour	56	hour	55	
						18 56					

Sunday																		
First bus	7 to 9am		9 to 10am	10 to 11am	11am to Midday	Midday to 1pm	1 to 3pm		3 to 4pm	4 to 5pm	5 to 6pm	6 to 7pm	7 to 8pm	8 to 9pm	9 to 10pm	10 to 11pm	11pm to Midnight	Last bus
06 41	At these	11	09 11	about every	11 06	12 03	At these	13	15 13	16 02	17 03	18 05	19 08	20 08	21 08	22 08	23 09	00 10
	minutes	41	09 41	14	11 20	12 18	minutes	28	15 29	16 18	17 18	18 22	19 24	20 23	21 23	22 23	23 25	
	past the		09 56		11 34	12 32	past the	43	15 45	16 33	17 34	18 38	19 39	20 38	21 38	22 38	23 40	
	hour				11 49	12 43	hour	58		16 48	17 50	18 53	19 53	20 53	21 53	22 53	23 55	
						12 58												

Operated by London General for London Buses

C. Rail Timetables

Train timetable

Valid from 17 May 2015

Stratford – Stansted Airport

Mondays to Fridays

Stratford	DLR	⇌ d	0603	0635	0650	0734	0804	0834	0900	0930		1500 1530
Tottenham Hale		⇌ a	0614	0644	0700	0747	0818	0848	0913	0943		1513 1543
Please change at Tottenham Hale for onward travel service to Stansted												
Tottenham Hale		⇌ d	0622	0652	0707	0752	0837	0907	0922	0952		1522 1552
Stansted Airport		⇌ a	0659	0730	0743	0830	0914	0945	0955	1027		1555 1627

			0	0	0	0	0	0	0	0	0	0	0	0
Stratford	DLR	⇌ d	1600	1630	1647	1717	1747	1817	1847	1930	2000	2030	2100	2130
Tottenham Hale		⇌ a	1613	1643	1658	1728	1758	1828	1858	1943	2013	2043	2113	2143
Please change at Tottenham Hale for onward travel service to Stansted														
Tottenham Hale		⇌ d	1622	1652	1706	1736	1806	1836	1906	1952	2022	2052	2122	2152
Stansted Airport		⇌ a	1701	1729	1747	1817	1847	1917	1947	2030	2055	2127	2155	2227

Stratford	DLR	⇌ d	2200	2230	2300
Tottenham Hale		⇌ a	2213	2243	2313
Please change at Tottenham Hale for onward travel service to Stansted					
Tottenham Hale		⇌ d	2222	2252	2337
Stansted Airport		⇌ a	2257	2325	0013

Please note

An at-seat catering service is provided on most Stansted Express services

Cycles (except non-folding cycles) cannot be accommodated on Stansted Express services



Fastest to Stansted Airport

Stay on track,
take the train

stansted
express

From only **£8.00**

Price per person, each way when
4 people travel Standard Class return

Stansted Airport – Stratford

Mondays to Fridays

MFO

		0	0	0	0	0	0	0	0	0	0	0	0	0
Stansted Airport	→ d	0530	0615	0645	0715	0743	0815	0845	0915	0945	1015	1045		
Tottenham Hale	↔ a	0606	0651	0723	0753	0823	0852	0921	0948	1017	1048	1117		
Please change at Tottenham Hale for onward travel service to Stansted														
Tottenham Hale	↔ d	0620	0659	0729	0759	0829	0859	0929	0957	1027	1056	1127		
Stratford	DLR ↔ a	0632	0713	0743	0813	0843	0913	0943	1008	1040	1110	1140		

then at
the same
mins past
each hour
until

		0	0	0	0	0	0	0	0	0	0	0	0
Stansted Airport	→ d	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845	1915	1945
Tottenham Hale	↔ a	1448	1517	1548	1616	1648	1718	1751	1821	1851	1921	1948	2017
Please change at Tottenham Hale for onward travel service to Stansted													
Tottenham Hale	↔ d	1456	1527	1558	1627	1658	1724	1758	1827	1858	1927	1957	2027
Stratford	DLR ↔ a	1510	1540	1610	1638	1709	1736	1809	1838	1909	1938	2010	2037

		0	0	0	0	0
Stansted Airport	→ d	2015	2045	2115	2145	2215
Tottenham Hale	↔ a	2047	2117	2148	2217	2248
Please change at Tottenham Hale for onward travel service to Stansted						
Tottenham Hale	↔ d	2056	2123	2156	2227	2256
Stratford	DLR ↔ a	2110	2140	2210	2240	2309

Fastest to Stansted Airport

Stay on track,
take the train

stansted
express

From only **£8.00**

Price per person, each way when
4 people travel Standard Class return

Train timetable

Valid from 17 May 2015

Cambridge and Stansted Airport to
London Liverpool Street

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

		XC				TWTh MFO				XC			
		0	1	2	3	4	5	6	7	8	9	10	11
Cambridge	d	0444	0448							0517	0520	0529	0548
Shelford	d											0534	
Whittlesford Parkway	d		0455								0528	0538	0555
Great Chesterford	d										0532		
Audley End	d	0458	0503							0534	0538	0547	0604
Newport (Essex)	d										0541		
Elsenham	d										0546		
Stansted Airport	+ a	0512								0549			
Stansted Airport	+ d					0530						0600	0615
Stansted Mountfitchet	d									0550		0606	
Bishop's Stortford	d		0516	0530	0539	0539				0556	0602	0610	0618 0624
Sawbridgeworth	d		0521	0535						0601	0606		
Harlow Mill	d		0524	0538							0610		
Harlow Town	d		0527	0541	0547	0547				0606	0613	0617	0627 0632
Roydon	d		0531	0545						0610			
Broxbourne	a		0536	0550	0553	0553	0550			0614	0620		0634
Cheshunt	a		0541		0557	0557	0601			0619			
Tottenham Hale	a		0549		0606	0606	0619			0627	0631	0634	0649 0651
Seven Sisters	a												
Stratford	DLR a						0632				0645		0713
London Liverpool St	a		0603		0623	0623				0643		0649	0705 0708

		XC											
		0	1	2	3	4	5	6	7	8	9	10	11
Cambridge	d	0551			0618					0621		0632	0647
Shelford	d	0556								0626			
Whittlesford Parkway	d	0600			0625					0630			0655
Great Chesterford	d	0604								0634			
Audley End	d	0610			0634					0640		0646	0704
Newport (Essex)	d	0613								0643			
Elsenham	d	0619								0649			
Stansted Airport	+ a											0709	
Stansted Airport	+ d			0630			0645				0700		0715
Stansted Mountfitchet	d	0622		0636						0652			
Bishop's Stortford	d	0629	0634	0641	0647		0654			0658	0709		0717 0724
Sawbridgeworth	d	0633	0639							0703	0714		
Harlow Mill	d	0637	0642			0642				0706			
Harlow Town	d	0640		0649		0656	0702			0710	0719		0732
Roydon	d	0644				0700				0714			
Broxbourne	a	0648				0705				0718			
Cheshunt	a	0653				0714				0714	0722		
Tottenham Hale	a	0702		0705	0708		0723	0729	0732	0735		0738	0753
Seven Sisters	a												
Stratford	DLR a							0743					0813
London Liverpool St	a	0720		0723	0725		0741			0750	0753		0755 0810

Save lots of lolly to London



Advance tickets from Cambridge to London Liverpool St direct

The low cost way

0640 Cycle restrictions apply. See page 2 for details

For reference to notes, please see page 2

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC

		1◇	1	1工	1◇	1	1工	1	1◇	1工	1	1◇	1工
Cambridge	→ d	0651			0717				0721			0740	0747
Shelford	d	0656							0726				
Whittlesford Parkway	d	0700			0725				0730			0755	
Great Chesterford	d	0704							0734				
Audley End	d	0710			0734				0740			0754	0804
Newport (Essex)	d	0713							0743				
Elsenham	d	0719							0749				
Stansted Airport	← a											0809	
Stansted Airport	← d			0730			0743			0800			0815
Stansted Mountfitchet	d	0722					0749		0752				
Bishop's Stortford	→ d	0728	0734	0741	0747		0754		0758	0809		0817	0824
Sawbridgeworth	d	0733	0739						0803	0814			
Harlow Mill	d	0736	0742			0742			0806				
Harlow Town	→ d	0740	←	0749		0756	0802		0810	0819			0832
Roydon	d	0744				0800			0814				
Broxbourne	→ a	0748				0805		←	0818				
Cheshunt	→ a	0752				0814		0814	0822				
Tottenham Hale	⊖ a	0802		0805	0808	←	0823	0829	0832	0835		0838	0852
Seven Sisters	⊖ a												
Stratford	DLR ⊖ a							0843					0913
London Liverpool St	⊖ a	0820		0823	0825		0840		0850	0853		0855	0909

XC

		1◇	1工	1◇	1	1◇	1工	1	1◇	1工	1	1工	1
Cambridge	→ d	0751		0810		0818			0821				
Shelford	d	0756							0826				
Whittlesford Parkway	d	0800				0825			0831				
Great Chesterford	d	0804							0835				
Audley End	d	0810		0825		0834			0840				
Newport (Essex)	d	0813							0843				
Elsenham	d	0819							0849				
Stansted Airport	← a			0839									
Stansted Airport	← d			0830			0845			0900		0915	
Stansted Mountfitchet	d	0822					0851		0853			0921	
Bishop's Stortford	→ d	0828	0839		0843	0849			0858	0909	0913		
Sawbridgeworth	d	0833			0848				0903		0918		
Harlow Mill	d	0836							0906		0921		
Harlow Town	→ d	0840			0853	0857	0902		0910		0924	0932	
Roydon	d	0844							0914		0928		
Broxbourne	→ a	0848			0900	0903		←	0918		0933		←
Cheshunt	→ a	0852			0914			0914	0922		0943		0943
Tottenham Hale	⊖ a	0902	0905	←	0918	0921	0929	0932	0935	←	0948	0957	
Seven Sisters	⊖ a												
Stratford	DLR ⊖ a							0943					1008
London Liverpool St	⊖ a	0920	0923			0935	0938		0950	0953		1003	

Attractions for a fraction

Over 150 London 2FOR1 offers when you go by train



Madame Tussauds



Tower of London



AccorMittal Orbit



The London Dungeon



Ripley's



SEA LIFE
London Aquarium

Download your vouchers at abelliogreateranglia.co.uk

Attraction offers are subject to change

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC

		0848	0910	0918	0931	1004
Cambridge	d	0848	0910	0918	0931	1004
Shelford	d	0853		0923		
Whittlesford Parkway	d	0900		0930	0938	1011
Great Chesterford	d	0904		0934		
Audley End	d	0910	0925	0940	0946	1019
Newport (Essex)	d	0913		0943		
Elsenham	d	0919		0949		
Stansted Airport	← a		0940		1000	
Stansted Airport	← d		0930	0945	1000	1015
Stansted Mountfitchet	d	0924		0952		1021
Bishop's Stortford	d	0929	0939	0947	0958	1009
Sawbridgeworth	d	0933		0952	1003	1015
Harlow Mill	d	0937			1006	1020
Harlow Town	d	0940		1000	1005	1009
Roydon	d				1013	1023
Broxbourne	a	0946		1011	1017	1030
Cheshunt	a	0950		1016	1021	1035
Tottenham Hale	a	1000	1003	1017	1027	1033
Seven Sisters	a					1044
Stratford	DLR a			1040		1048
London Liverpool St	a	1015	1017	1031	1044	1047
						1102
						1110
						1114

XC

		1010	1021	1026	1104
Cambridge	d	1010	1021	1026	1104
Shelford	d		1026		
Whittlesford Parkway	d		1030	1034	1111
Great Chesterford	d		1034		
Audley End	d	1025	1040	1045	1119
Newport (Essex)	d		1043		
Elsenham	d		1049		
Stansted Airport	← a		1040		1100
Stansted Airport	← d	1030	1045	1100	1115
Stansted Mountfitchet	d		1052		1121
Bishop's Stortford	d	1039	1047	1058	1109
Sawbridgeworth	d		1052	1103	1115
Harlow Mill	d			1106	1120
Harlow Town	d		1100	1105	1109
Roydon	d			1113	1126
Broxbourne	a			1111	1117
Cheshunt	a			1116	1121
Tottenham Hale	a	1103	1117	1127	1130
Seven Sisters	a				1133
Stratford	DLR a			1140	1144
London Liverpool St	a	1117	1131	1144	1147
					1203
					1210
					1214
					1217



Now every day is a **THIRDDAY**

1/3 off

For groups of 3-9 adults off peak

Buy online at abelliogreateranglia.co.uk

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC

		1110	1121
Cambridge	d	1110	1121
Shelford	d		1126
Whittlesford Parkway	d		1130
Great Chesterford	d		1134
Audley End	d	1125	1140
Newport (Essex)	d		1143
Elsenham	d		1149
Stansted Airport	← a	1140	
Stansted Airport	← d	1145	
Stansted Mountfitchet	d		1152
Bishop's Stortford	d	1147	1158
Sawbridgeworth	d	1152	1203
Harlow Mill	d		1206
Harlow Town	d	1200	1205 1209
Roydon	d		1213
Broxbourne	a	1211	1217
Cheshunt	a	1216	1221
Tottenham Hale	a	1217	1227 1230
Seven Sisters	a		
Stratford	DLR a		1240
London Liverpool St	a	1233	1244

then at
the same
mins past
each hour
until

		1326	1404
		1326	1404
		1334	1411
		1345	1419
		1400	
		1400	1415
		1409	1415 1421 1432
		1420	
		1423	
		1426	1432 1440
		1430	
		1435	1446
		1444	1444 1450
		1433	1448 1456 1500
			1510
		1447	1502 1514

XC

		1410	1421	1426	1504
Cambridge	d	1410	1421	1426	1504
Shelford	d		1426		
Whittlesford Parkway	d		1430	1434	1511
Great Chesterford	d		1434		
Audley End	d	1425	1440	1445	1519
Newport (Essex)	d		1443		
Elsenham	d		1449		
Stansted Airport	← a	1440		1500	
Stansted Airport	← d	1430	1445	1500	1515 1530
Stansted Mountfitchet	d		1452		1521
Bishop's Stortford	d	1439	1447 1458 1509	1515	1532 1539
Sawbridgeworth	d		1452 1503	1520	
Harlow Mill	d		1506	1523	
Harlow Town	d		1500 1505 1509	1526 1532	1540
Roydon	d		1513	1530	
Broxbourne	a		1511 1517	1535	1546
Cheshunt	a		1516 1521	1544	1544 1550
Tottenham Hale	a	1503	1517 1527 1530 1533	1548	1558 1601 1604
Seven Sisters	a				
Stratford	DLR a		1540		1610
London Liverpool St	a	1518	1531	1545 1547	1602 1615 1617

Fastest to Stansted Airport

Stay on track,
take the train

stansted
express

From only **£8.00**

Price per person, each way when
4 people travel Standard Class return

0640 Cycle restrictions apply. See page 2 for details

For reference to notes, please see page 2

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC												XC	
		101	11	1	10	11	1	11	1	10	11	101	11
Cambridge	d	1510			1521			1526				1551	1610
Shelford	d				1526							1556	
Whittlesford Parkway	d				1530			1534				1600	
Great Chesterford	d				1534							1604	
Audley End	d	1525			1540			1545				1610	1625
Newport (Essex)	d				1543							1613	
Elsenham	d				1549							1619	
Stansted Airport	+ a	1540						1600					1640
Stansted Airport	+ d		1545			1600			1615			1630	
Stansted Mountfitchet	d				1552				1621			1624	
Bishop's Stortford	d			1547	1558	1609		1615				1630	1639
Sawbridgeworth	d			1552	1603			1620					
Harlow Mill	d				1606			1623					
Harlow Town	d	1600	1603	1609				1626	1632			1638	
Roydon	d				1613			1630					
Broxbourne	a		1610	1617				1635			1644		
Cheshunt	a		1614	1621				1644		1644	1648		
Tottenham Hale	a	1616	1626	1630	1633			1648	1658	1701	1704		
Seven Sisters	a												
Stratford	DLR a		1638						1709				
London Liverpool St	a	1633		1644	1647			1702		1716	1718		

												XC	
		1	11	1	10	10	11	11	1	10	11	101	11
Cambridge	d				1621	1640					1651		1710
Shelford	d				1626						1656		
Whittlesford Parkway	d				1630						1700		
Great Chesterford	d				1634						1704		
Audley End	d				1640	1653					1710		1725
Newport (Essex)	d				1643						1713		
Elsenham	d				1649						1719		
Stansted Airport	+ a												1740
Stansted Airport	+ d		1645			1700		1715				1730	
Stansted Mountfitchet	d				1652			1721			1724		
Bishop's Stortford	d	1643			1658	1709	1715				1730	1739	
Sawbridgeworth	d	1648			1703		1720				1735		
Harlow Mill	d	1651					1723				1738		
Harlow Town	d	1654	1700		1708		1726	1732			1741		
Roydon	d	1658					1730						
Broxbourne	a	1703			1714		1735				1747		
Cheshunt	a	1712		1712	1718		1744		1744	1751			
Tottenham Hale	a	1718	1724	1727	1730	1733	1751	1758	1801	1804			
Seven Sisters	a												
Stratford	DLR a		1736						1809				
London Liverpool St	a	1732		1744	1746	1748	1808		1816	1818			

**Sweet, 1/3 off
selected tickets**

For you and up to three adults

With the **Annual Gold
Card Season Ticket**

abelliogreateranglia.co.uk/goldcard



Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC

		1	11	1	11	1	11	1	11	1	11	1	11	1	11
Cambridge	d				1721					1751					1818
Shelford	d				1726					1756					
Whittlesford Parkway	d				1730					1800					
Great Chesterford	d				1734					1804					
Audley End	d				1740					1810					1832
Newport (Essex)	d				1743					1813					
Elsenham	d				1749					1819					
Stansted Airport	+ a														1854
Stansted Airport	+ d		1745			1800			1815			1830	1845		
Stansted Mountfitchet	d				1752				1821		1824				
Bishop's Stortford	d	1747			1758	1809	1815			1830	1839				
Sawbridgeworth	d	1752			1803		1820			1835					
Harlow Mill	d				1806		1823								
Harlow Town	d	1757	1800		1809		1826	1832		1840			1900		
Roydon	d				1813		1830								
Broxbourne	a	1804			1817		1835			1846					
Cheshunt	a	1814		1814	1821		1844			1844	1850				
Tottenham Hale	a	1821	1827	1830	1833		1851	1858	1901	1904	1921				
Seven Sisters	a														
Stratford	DLR a		1838						1909				1938		
London Liverpool St	a		1838		1845	1847		1908		1916	1918	1938			

XC

		11	11	1	11	1	11	11	11	11	11	1	11	1	11
Cambridge	d	1821					1851		1910		1921				
Shelford	d	1826					1856				1926				
Whittlesford Parkway	d	1830					1900				1930				
Great Chesterford	d	1834					1904				1934				
Audley End	d	1840					1910		1925		1940				
Newport (Essex)	d	1843					1913				1943				
Elsenham	d	1849					1919				1949				
Stansted Airport	+ a								1940						
Stansted Airport	+ d		1900		1915			1930		1945		2000			
Stansted Mountfitchet	d	1852			1921		1924				1952				
Bishop's Stortford	d	1858	1909	1915			1930	1939			1958	2009	2015		
Sawbridgeworth	d	1903		1920			1935				2003		2020		
Harlow Mill	d	1906		1923							2006		2023		
Harlow Town	d	1909		1926	1932		1940			2000	2009		2026		
Roydon	d	1913		1930							2013		2030		
Broxbourne	a	1917		1935			1946				2017		2035		
Cheshunt	a	1921		1943			1943	1950			2021		2044		
Tottenham Hale	a	1930	1933		1948	1957	1959	2003		2017	2030	2033			
Seven Sisters	a														
Stratford	DLR a					2010				2037					
London Liverpool St	a	1945	1948		2002		2015	2017		2033	2045	2047			

Save lots of lolly to London



Advance tickets from Cambridge to London Liverpool St direct

The low cost way

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC

		07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Cambridge	d			2004		2010										2021										
Shelford	d															2026										
Whittlesford Parkway	d			2011												2030										
Great Chesterford	d															2034										
Audley End	d			2019		2025										2040										
Newport (Essex)	d															2043										
Elsenham	d															2049										
Stansted Airport	← a					2040																				
Stansted Airport	← d	2015				2030				2045							2100									2115
Stansted Mountfitchet	d	2021														2052										2121
Bishop's Stortford	d			2032		2039				2047						2058		2109								2115
Sawbridgeworth	d									2052						2103										2120
Harlow Mill	d															2106										2123
Harlow Town	d	2032				2040				2057		2100				2109										2126
Roydon	d															2113										2130
Broxbourne	a			2046						2104						2117										2135
Cheshunt	a			2044		2050				2112					2112	2121										2144
Tottenham Hale	a	2047		2056		2100		2103				2117		2122	2130		2133									2148
Seven Sisters	a																									
Stratford	DLR a			2110											2140											
London Liverpool St	a	2103				2114		2117						2131		2144		2147								2202

XC

		07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Cambridge	d		2104		2110											2121										
Shelford	d															2126										
Whittlesford Parkway	d		2111													2130										
Great Chesterford	d															2134										
Audley End	d		2119			2125										2140										
Newport (Essex)	d															2143										
Elsenham	d															2149										
Stansted Airport	← a					2140																				
Stansted Airport	← d			2130				2145								2200									2215	
Stansted Mountfitchet	d															2152										2221
Bishop's Stortford	d		2132	2139						2147	2158	2209					2215									
Sawbridgeworth	d									2152	2203					2206										
Harlow Mill	d															2209										2223
Harlow Town	d		2140					2200		2205	2209						2226								2232	
Roydon	d															2213										2230
Broxbourne	a		2146													2211	2217									2235
Cheshunt	a	2144	2150							2216	2221						2244									2244
Tottenham Hale	a	2156	2200	2203				2217		2227	2230	2233													2248	2256
Seven Sisters	a																									
Stratford	DLR a		2210								2240															2309
London Liverpool St	a		2214	2217				2231				2245	2247												2302	

Fastest to Stansted Airport

Stay on track,
take the train

stansted
express

From only **£8.00**

Price per person, each way when
4 people travel Standard Class return

Cambridge and Stansted Airport to London Liverpool Street

Mondays to Fridays

XC

		1	1	1	1	1	1	1	1	1	1	1	1	1	1
Cambridge	d	2204				2210	2221			2251					
Shelford	d						2226			2256					
Whittlesford Parkway	d	2211					2230			2300					
Great Chesterford	d						2234			2304					
Audley End	d	2219				2225	2240			2310					
Newport (Essex)	d						2243			2313					
Elsenham	d						2249			2319					
Stansted Airport	← a					2252									
Stansted Airport	← d		2230		2245			2300	2315			2330	2345	2359	
Stansted Mountfitchet	d						2252		2321	2324					
Bishop's Stortford	d	2232	2239				2258	2309		2329	2339			0008	
Sawbridgeworth	d						2303			2333					
Harlow Mill	d						2306			2337					
Harlow Town	d	2240			2300		2309		2332	2340		2359	0016		
Roydon	d						2313			2344					
Broxbourne	a	2246					2317			2348					
Cheshunt	a	2250					2321			2352					
Tottenham Hale	a	2300	2303		2317		2330	2333	2348						
Seven Sisters	a									0004	0008	0021			
Stratford	DLR a			2309											
London Liverpool St	a	2314	2317	2318	2331		2344	2347	0001	0018	0022	0036	0051		

		1
Cambridge	d	
Shelford	d	
Whittlesford Parkway	d	
Great Chesterford	d	
Audley End	d	
Newport (Essex)	d	
Elsenham	d	
Stansted Airport	← a	
Stansted Airport	← d	0030
Stansted Mountfitchet	d	
Bishop's Stortford	d	0039
Sawbridgeworth	d	
Harlow Mill	d	
Harlow Town	d	0047
Roydon	d	
Broxbourne	a	
Cheshunt	a	
Tottenham Hale	a	
Seven Sisters	a	
Stratford	DLR a	
London Liverpool St	a	0121

Attractions for a fraction

Over 150 London 2FOR1 offers when you go by train



Madame Tussauds



Tower of London



AccelorMittal Orbit



The London Dungeon



Ripley's



SEA LIFE London Aquarium

Download your vouchers at abelliogreateranglia.co.uk

Attraction offers are subject to change

0640 Cycle restrictions apply. See page 2 for details

For reference to notes, please see page 2

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

		MFO	MFO	XC A	MThF	TWO		XC A				
		0340	0410	0440	0440	0510		0525	0528	0540	0555	
London Liverpool St	⊕ d											
Stratford	DLR ⊕ d											
Seven Sisters	⊕ d											
Tottenham Hale	⊕ d				0452	0459	0522		0537	0540	0552	0607
Cheshunt	⊕ d				0500	0507				0548		
Broxbourne	⊕ d				0505	0512				0553		
Roydon	d									0557		
Harlow Town	⊕ d				0511	0518	0538		0553	0601		0626
Harlow Mill	d									0604		
Sawbridgeworth	d						0543			0608		
Bishop's Stortford	⊕ d				0520	0527	0550	0559	0603	0614	0618	0635
Stansted Mountfitchet	d				0524	0531		0603		0618	0623	
Stansted Airport	← a	0430	0500		0539	0539	0600		0612		0630	0644
Stansted Airport	→ d			0516				0612				
Elsenham	d						0607			0622		
Newport (Essex)	d						0612			0627		
Audley End	d			0537			0615	0624		0630		
Great Chesterford	d						0620			0635		
Whittlesford Parkway	d						0625			0640		
Shelford	d						0629			0644		
Cambridge	⊕ a			0551			0638	0642		0656		

				XC A								
		0558	0610	0625	0628	0640	0655	0658	0710	0725		
London Liverpool St	⊕ d											
Stratford	DLR ⊕ d		0603			0635		0650				
Seven Sisters	⊕ d											
Tottenham Hale	⊕ d	0610	0622	0637	0640	0644	0652	0707	0710	0722	0737	
Cheshunt	⊕ d	0618			0651	0654			0721			
Broxbourne	⊕ d	0625			0655	0659			0726			
Roydon	d	0629			0700				0730			
Harlow Town	⊕ d	0633		0655	0711		0711	0725	0734		0756	
Harlow Mill	d	0636					0715		0737			
Sawbridgeworth	d	0639					0718		0741			
Bishop's Stortford	⊕ d	0646	0650			0714	0718	0728	0747	0751		
Stansted Mountfitchet	d	0650					0732	0736	0751			
Stansted Airport	← a		0659	0712		0730		0743		0800	0813	
Stansted Airport	→ d				0721							
Elsenham	d	0654					0736		0755			
Newport (Essex)	d	0659					0741		0800			
Audley End	d	0702			0737		0744		0803			
Great Chesterford	d	0707					0749		0808			
Whittlesford Parkway	d	0712					0754		0813			
Shelford	d	0716					0758		0817			
Cambridge	⊕ a	0726			0758		0808		0829			

Fastest to Stansted Airport

Stay on track,
take the train

stansted
express

From only **£8.00**

Price per person, each way when
4 people travel Standard Class return

0640 Cycle restrictions apply. See page 2 for details

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

		XC A											
		1	2	3	4	5	6	7	8	9	10	11	12
London Liverpool St	⊖ d	0728			0740			0755	0758	0803			0810
Stratford	DLR ⊖ d			0734								0804	
Seven Sisters	⊖ d												
Tottenham Hale	⊖ d	0741		0747	0752			0807	0811	0815		0818	0822
Cheshunt	⊖ d	0751		0758					0821			0829	
Broxbourne	⊖ d	0756		0810					0825			0839	
Roydon	d	0800		0814								0843	
Harlow Town	⊖ d	0804		0818			0818	0826	0836		0836	0847	0847
Harlow Mill	d	0807					0821						0850
Sawbridgeworth	d	0811					0825				0842		0854
Bishop's Stortford	⊖ d	0817			0821	0832					0847	0851	0902
Stansted Mountfitchet	d	0821						0837			0851		
Stansted Airport	← a				0830			0845					0901
Stansted Airport	← d		0821										
Elsenham	d	0825									0855		
Newport (Essex)	d	0830									0900		
Audley End	d	0833	0838								0903		
Great Chesterford	d	0838									0908		
Whittlesford Parkway	d	0843									0913		
Shelford	d	0847									0917		
Cambridge	⊖ a	0855	0858							0908	0925		

		XC A											
		1	2	3	4	5	6	7	8	9	10	11	12
London Liverpool St	⊖ d	0825	0828	0833				0840			0855	0858	0910
Stratford	DLR ⊖ d						0834						0900
Seven Sisters	⊖ d												
Tottenham Hale	⊖ d	0837u	0840	0845			0848	0852			0907	0910	0913
Cheshunt	⊖ d		0848				0859					0918	0925
Broxbourne	⊖ d		0853				0909					0923	0934
Roydon	d		0857				0913					0939	
Harlow Town	⊖ d	0855	0905		0905		0917			0917	0925	0929	0943
Harlow Mill	d									0920			
Sawbridgeworth	d				0911					0924			
Bishop's Stortford	⊖ d				0917			0921	0932			0939	0945
Stansted Mountfitchet	d				0921						0937		
Stansted Airport	← a	0914						0931			0945		0955
Stansted Airport	← d					0921							
Elsenham	d				0925								
Newport (Essex)	d				0930								
Audley End	d			0922	0933	0939					0951		
Great Chesterford	d				0938								
Whittlesford Parkway	d				0943						0958		
Shelford	d				0947								
Cambridge	⊖ a			0938	0954	0958					1009		

Save lots of lolly to London



Advance tickets from Cambridge to London Liverpool St direct

The low cost way

0640 Cycle restrictions apply. See page 2 for details

For reference to notes, please see page 2

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

XC A											
London Liverpool St	⊖ d		0925	0928		0940		0955	0958		1010
Stratford	DLR ⊖ d				0930					1000	
Seven Sisters	⊖ d										
Tottenham Hale	⊖ d		0937	0940	0943	0952		1007	1010	1013	1022
Cheshunt	⊖ d			0948	0956				1018	1025	
Broxbourne	⊖ d			0953	1005				1023	1034	
Roydon	d	↖		0957			↖			1039	
Harlow Town	⊖ d	0943	0955	1001	1012		1012	1025	1029	1043	
Harlow Mill	d	0946		1004	↖					↖	
Sawbridgeworth	d	0949		1008			1017				
Bishop's Stortford	⊖ d	0956		1014		1018	1023		1039		1045
Stansted Mountfitchet	d			1018				1036			
Stansted Airport	↖ a		1014			1027		1044			1055
Stansted Airport	↖ d	1005			1027						
Elsenham	d			1022							
Newport (Essex)	d			1027							
Audley End	d	1018		1030	1040				1051		
Great Chesterford	d			1035							
Whittlesford Parkway	d	1026		1040					1058		
Shelford	d			1044							
Cambridge	⊖ a	1035		1051	1058				1108		

XC A											
London Liverpool St	⊖ d		1025	1028		1040		1055	1058		1110
Stratford	DLR ⊖ d				1030					1100	
Seven Sisters	⊖ d										
Tottenham Hale	⊖ d		1037	1040	1043	1052		1107	1110	1113	1122
Cheshunt	⊖ d			1048	1052				1118	1125	
Broxbourne	⊖ d			1053	1058				1123	1134	
Roydon	d	↖		1057			↖			1139	
Harlow Town	⊖ d	1043	1055	1101	1111		1111	1125	1129	1143	
Harlow Mill	d	1046		1104	↖					↖	
Sawbridgeworth	d	1049		1108			1117				
Bishop's Stortford	⊖ d	1056		1114		1118	1123		1139		1145
Stansted Mountfitchet	d			1118				1136			
Stansted Airport	↖ a		1114			1127		1144			1155
Stansted Airport	↖ d	1105			1127						
Elsenham	d			1122							
Newport (Essex)	d			1127							
Audley End	d	1118		1130	1140				1151		
Great Chesterford	d			1135							
Whittlesford Parkway	d	1126		1140					1158		
Shelford	d			1144							
Cambridge	⊖ a	1136		1151	1158				1208		

Attractions for a fraction

Over 150 London 2FOR1 offers when you go by train



Madame Tussauds



Tower of London



AccorMittal Orbit



The London Dungeon



Ripley's



SEA LIFE London Aquarium

Download your vouchers at abelliogreateranglia.co.uk

Attraction offers are subject to change

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

XC A												
	0	1	2	3	4	5	6	7	8	9	10	11
London Liverpool St	0	1	2	3	4	5	6	7	8	9	10	11
Stratford DLR	0	1	2	3	4	5	6	7	8	9	10	11
Seven Sisters	0	1	2	3	4	5	6	7	8	9	10	11
Tottenham Hale	0	1	2	3	4	5	6	7	8	9	10	11
Cheshunt	0	1	2	3	4	5	6	7	8	9	10	11
Broxbourne	0	1	2	3	4	5	6	7	8	9	10	11
Roydon	0	1	2	3	4	5	6	7	8	9	10	11
Harlow Town	0	1	2	3	4	5	6	7	8	9	10	11
Harlow Mill	0	1	2	3	4	5	6	7	8	9	10	11
Sawbridgeworth	0	1	2	3	4	5	6	7	8	9	10	11
Bishop's Stortford	0	1	2	3	4	5	6	7	8	9	10	11
Stansted Mountfitchet	0	1	2	3	4	5	6	7	8	9	10	11
Stansted Airport	0	1	2	3	4	5	6	7	8	9	10	11
Stansted Airport	0	1	2	3	4	5	6	7	8	9	10	11
Elsenham	0	1	2	3	4	5	6	7	8	9	10	11
Newport (Essex)	0	1	2	3	4	5	6	7	8	9	10	11
Audley End	0	1	2	3	4	5	6	7	8	9	10	11
Great Chesterford	0	1	2	3	4	5	6	7	8	9	10	11
Whittlesford Parkway	0	1	2	3	4	5	6	7	8	9	10	11
Shelford	0	1	2	3	4	5	6	7	8	9	10	11
Cambridge	0	1	2	3	4	5	6	7	8	9	10	11

XC A												
	0	1	2	3	4	5	6	7	8	9	10	11
London Liverpool St	0	1	2	3	4	5	6	7	8	9	10	11
Stratford DLR	0	1	2	3	4	5	6	7	8	9	10	11
Seven Sisters	0	1	2	3	4	5	6	7	8	9	10	11
Tottenham Hale	0	1	2	3	4	5	6	7	8	9	10	11
Cheshunt	0	1	2	3	4	5	6	7	8	9	10	11
Broxbourne	0	1	2	3	4	5	6	7	8	9	10	11
Roydon	0	1	2	3	4	5	6	7	8	9	10	11
Harlow Town	0	1	2	3	4	5	6	7	8	9	10	11
Harlow Mill	0	1	2	3	4	5	6	7	8	9	10	11
Sawbridgeworth	0	1	2	3	4	5	6	7	8	9	10	11
Bishop's Stortford	0	1	2	3	4	5	6	7	8	9	10	11
Stansted Mountfitchet	0	1	2	3	4	5	6	7	8	9	10	11
Stansted Airport	0	1	2	3	4	5	6	7	8	9	10	11
Stansted Airport	0	1	2	3	4	5	6	7	8	9	10	11
Elsenham	0	1	2	3	4	5	6	7	8	9	10	11
Newport (Essex)	0	1	2	3	4	5	6	7	8	9	10	11
Audley End	0	1	2	3	4	5	6	7	8	9	10	11
Great Chesterford	0	1	2	3	4	5	6	7	8	9	10	11
Whittlesford Parkway	0	1	2	3	4	5	6	7	8	9	10	11
Shelford	0	1	2	3	4	5	6	7	8	9	10	11
Cambridge	0	1	2	3	4	5	6	7	8	9	10	11

Now every day is a **THIRDDAY**

1/3 off

Save a third with GroupSave

For groups of 3-9 adults off peak

Buy online at abelliogreateranglia.co.uk

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

		XC A									
		1	2	3	4	5	6	7	8	9	10
London Liverpool St	⊕ d		1325	1328		1340		1355	1358		1410
Stratford	DLR ⊕ d				1330					1400	
Seven Sisters	⊕ d										
Tottenham Hale	⊕ d		1337	1340	1343	1352		1407	1410	1413	1422
Cheshunt	⊕ d			1348	1352				1418	1425	
Broxbourne	⊕ d			1353	1358				1423	1434	
Roydon	d	↩		1357			↩			1439	
Harlow Town	⊕ d	1343	1355	1401	1411		1411	1425	1429	1443	
Harlow Mill	d	1346		1404	↩					↩	
Sawbridgeworth	d	1349		1408			1417				
Bishop's Stortford	⊕ d	1356		1414		1418	1423		1439		1445
Stansted Mountfitchet	d			1418				1436			
Stansted Airport	↔ a		1414			1427		1444			1455
Stansted Airport	↔ d	1405			1427						
Elsenham	d			1422							
Newport (Essex)	d			1427							
Audley End	d	1418		1430	1440				1451		
Great Chesterford	d			1435							
Whittlesford Parkway	d	1426		1440					1458		
Shelford	d			1444							
Cambridge	⊕ a	1435		1451	1458				1509		

		XC A									
		1	2	3	4	5	6	7	8	9	10
London Liverpool St	⊕ d		1425	1428		1440		1455	1458		1510
Stratford	DLR ⊕ d				1430					1500	
Seven Sisters	⊕ d										
Tottenham Hale	⊕ d		1437	1440	1443	1452		1507	1510	1513	1522
Cheshunt	⊕ d			1448	1452				1518	1525	
Broxbourne	⊕ d			1453	1458				1523	1534	
Roydon	d	↩		1457			↩			1539	
Harlow Town	⊕ d	1443	1455	1501	1511		1511	1525	1529	1543	
Harlow Mill	d	1446		1504	↩					↩	
Sawbridgeworth	d	1449		1508			1517				
Bishop's Stortford	⊕ d	1456		1514		1518	1523		1541		1545
Stansted Mountfitchet	d			1518				1536	1545		
Stansted Airport	↔ a		1514			1527		1544			1555
Stansted Airport	↔ d	1505			1527						
Elsenham	d			1522					1549		
Newport (Essex)	d			1527					1555		
Audley End	d	1518		1530	1540				1559		
Great Chesterford	d			1535					1604		
Whittlesford Parkway	d	1526		1540					1609		
Shelford	d			1544					1613		
Cambridge	⊕ a	1542		1551	1558				1620		

Fastest to Stansted Airport

Stay on track,
take the train

stansted
express

From only **£8.00**

Price per person, each way when
4 people travel Standard Class return

0640 Cycle restrictions apply. See page 2 for details

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

		XC A										B			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
London Liverpool St	⊖ d			1525	1528				1540			1555	1558		1610
Stratford	DLR ⊖ d							1530						1600	
Seven Sisters	⊖ d														
Tottenham Hale	⊖ d			1537	1540			1543	1552			1607	1610	1613	1622
Cheshunt	⊖ d				1548			1552					1618	1626	
Broxbourne	⊖ d				1553			1558					1623	1635	
Roydon	d				1557								1627	1639	
Harlow Town	⊖ d	1543		1555	1601			1611		1611	1625		1631	1643	
Harlow Mill	d	1546			1604								1634		
Sawbridgeworth	d	1549			1608					1617			1638		
Bishop's Stortford	⊖ d	1556			1614				1618	1623			1644		1648
Stansted Mountfitchet	d				1618							1636	1648		
Stansted Airport	↔ a			1614					1627			1644			1701
Stansted Airport	↔ d	1605						1627							
Elsenham	d				1622								1652		
Newport (Essex)	d				1627								1657		
Audley End	d	1618			1630	1640							1700		
Great Chesterford	d				1635								1705		
Whittlesford Parkway	d	1626			1640								1710		
Shelford	d				1644								1714		
Cambridge	↔ a	1636			1651	1658							1721		

		XC A										C			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14
London Liverpool St	⊖ d			1625	1628				1639			1643		1654	1707
Stratford	DLR ⊖ d							1630				1647			
Seven Sisters	⊖ d														
Tottenham Hale	⊖ d			1637	1640			1643	1652			1655	1658	1706	1719
Cheshunt	⊖ d							1658				1704	1713		
Broxbourne	⊖ d				1653			1704				1710	1723		
Roydon	d											1714	1728		
Harlow Town	⊖ d	1643	1656	1700				1713	1718	1721		1726			1740
Harlow Mill	d	1646							1721						
Sawbridgeworth	d	1650			1705					1725					
Bishop's Stortford	⊖ d	1658			1712				1718	1725	1731		1735	1744	
Stansted Mountfitchet	d				1716					1736					1752
Stansted Airport	↔ a			1715					1729				1747		1801
Stansted Airport	↔ d							1727							
Elsenham	d									1739					
Newport (Essex)	d									1745					
Audley End	d				1726	1740				1748				1756	
Great Chesterford	d									1753					
Whittlesford Parkway	d				1733					1758				1804	
Shelford	d									1802					
Cambridge	↔ a			1745	1758					1811				1815	

Save 60% on child fares

With the **Annual Gold Card Season Ticket**

abelliogreateranglia.co.uk/goldcard



London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

		XC A												C				
		1713	1724	1737		1739	1743		1754	1807	1809							
London Liverpool St	DLR		1717					1747										
Stratford	DLR																	
Seven Sisters																		
Tottenham Hale		1725	1736	1749		1752	1755	1758	1806	1819	1822							
Cheshunt		1734					1804	1813										
Broxbourne		1740					1810	1823										
Roydon		1728	1744				1814	1828						1828				
Harlow Town		1743	1748	1756		1810	1818		1826		1840	1843						
Harlow Mill		1746	1751				1821					1846						
Sawbridgeworth		1750	1755			1815	1825							1850				
Bishop's Stortford		1758	1801	1805	1814		1831		1835	1844		1858						
Stansted Mountfitchet		1806					1836					1852						
Stansted Airport			1817			1832			1847			1901						
Stansted Airport					1821													
Elsenham		1809					1839											
Newport (Essex)		1815					1845											
Audley End		1818		1826	1838		1848			1856								
Great Chesterford		1823					1853											
Whittlesford Parkway		1828		1834			1858			1904								
Shelford		1832					1902											
Cambridge		1841		1845	1858		1914			1917								

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

XC A											
	125	128		140		155	158		210		225
London Liverpool St	125	128		140		155	158		210		225
Stratford DLR			1930					2000			
Seven Sisters											
Tottenham Hale	1937	1940	1943	1952		2007	2010	2013	2022		2037
Cheshunt		1949	1955				2018	2025			
Broxbourne		1955	2004				2023	2034			
Roydon		2000	2009		213	2025	2029	2039		2043	2055
Harlow Town	1958	2004	2013		2016					2046	
Harlow Mill		2007			2019		2034			2049	
Sawbridgeworth		2010									
Bishop's Stortford		2017		2021	2028		2040		2045	2056	
Stansted Mountfitchet		2021				2036					
Stansted Airport	2015			2030		2043			2055		2112
Stansted Airport		2021									
Elsenham		2025									
Newport (Essex)		2030									
Audley End		2033	2039				2052				
Great Chesterford		2038									
Whittlesford Parkway		2043					2100				
Shelford		2047									
Cambridge		2056	2059				2109				

XC

	228		240		255	258		2110			2125
London Liverpool St	228		240		255	258		2110			2125
Stratford DLR		2030					2100				
Seven Sisters											
Tottenham Hale	2040	2043	2052		2107	2110	2113	2122			2137
Cheshunt	2048	2052				2118	2125				
Broxbourne	2053	2058				2123	2134				
Roydon	2057			2111	2125	2129	2143		2143		2155
Harlow Town	2101	2111							2146		
Harlow Mill	2104								2149		
Sawbridgeworth	2108			2117		2134			2145	2156	
Bishop's Stortford	2114		2118	2123		2140		2145	2156		
Stansted Mountfitchet	2118				2136						
Stansted Airport			2127		2144			2155			2214
Stansted Airport		2127								2205	
Elsenham	2122										
Newport (Essex)	2127										
Audley End	2130	2140				2152				2218	
Great Chesterford	2135										
Whittlesford Parkway	2140					2200					
Shelford	2144										
Cambridge	2151	2158				2209				2234	

Now every day is a **THIRDDAY**

1/3 off

Save a third with GroupSave

For groups of 3-9 adults off peak

Buy online at abelliogreateranglia.co.uk

London Liverpool Street to Stansted Airport and Cambridge

Mondays to Fridays

XC

XC

		10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
London Liverpool St	⊖ d	2128			2140			2155	2158			2210				2225	
Stratford	DLR ⊖ d			2130								2200					
Seven Sisters	⊖ d																
Tottenham Hale	⊖ d	2140		2143	2152			2207	2210			2213	2222			2237	
Cheshunt	⊖ d	2148		2152					2218			2225					
Broxbourne	⊖ d	2153		2158					2223			2234					
Roydon	d	2157					↖					2239			↖		
Harlow Town	⊖ d	2201		2211				2225	2229			2243			2243	2255	
Harlow Mill	d	2204		↖								↖				2246	
Sawbridgeworth	d	2208					2217		2234							2249	
Bishop's Stortford	⊖ d	2214			2218	2223			2240				2245	2256			
Stansted Mountfitchet	d	2218						2236									
Stansted Airport	↖ a				2227			2243					2257			2312	
Stansted Airport	↖ d			2227					2257								
Elsenham	d	2222															
Newport (Essex)	d	2227															
Audley End	d	2230	2240						2252	2310							
Great Chesterford	d	2235															
Whittlesford Parkway	d	2240							2300								
Shelford	d	2244															
Cambridge	⊖ a	2251	2256						2309	2326							

FX FO

		10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
London Liverpool St	⊖ d	2228			2240			2255	2258			2325	2328	2358	2358		
Stratford	DLR ⊖ d			2230					2300								
Seven Sisters	⊖ d																
Tottenham Hale	⊖ d	2240	2243	2252			2307	2310	2313	2337	2340	0010	0010				
Cheshunt	⊖ d	2248	2252					2318	2325		2348	0018	0018				
Broxbourne	⊖ d	2253	2259					2323	2330		2353	0023	0023				
Roydon	d	2257				↖			2334		2357	0027	0027				
Harlow Town	⊖ d	2301	2311			2311	2325	2329	2338	2355	0001	0031	0031				
Harlow Mill	d	2304	↖						2341		0004	0034	0034				
Sawbridgeworth	d	2308			2317			2334	2345		0008	0038	0038				
Bishop's Stortford	⊖ d	2314		2318	2323			2340	2351	0004	0014	0044	0044				
Stansted Mountfitchet	d	2318					2336				0018		0048				
Stansted Airport	↖ a			2330			2343			0013							
Stansted Airport	↖ d																
Elsenham	d	2322									0022		0052				
Newport (Essex)	d	2327									0027		0057				
Audley End	d	2330						2352			0030		0100				
Great Chesterford	d	2335									0035		0105				
Whittlesford Parkway	d	2340						2359			0040		0110				
Shelford	d	2344									0044						
Cambridge	⊖ a	2351						0009			0051		0119				

Attractions for a fraction

Over 150 London 2FOR1 offers when you go by train



Madame Tussauds



Tower of London



AccelorMittal Orbit



The London Dungeon



Ripley's



SEA LIFE London Aquarium

Download your vouchers at abelliorgreateranglia.co.uk

Attraction offers are subject to change



Victoria Line

First and Last trains

	Mondays to Saturdays							Sundays				
	FIRST			LAST				FIRST			LAST	
BRIXTON	...	...	0526	...	0022	0028	...	0652	...	...	2346	2352
Stockwell	...	...	0528	...	0024	0030	...	0654	...	...	2348	2354
Vauxhall	...	...	0531	...	0026	0032	...	0656	...	...	2351	2356
Pimlico	...	...	0532	...	0027	0033	...	0657	...	...	2352	2357
VICTORIA	...	...	0534	...	0030	0035	...	0700	...	...	2354	2400
Green Park	...	...	0536	...	0031	0037	...	0701	...	...	2356	0001
OXFORD CIRCUS	...	...	0538	...	0033	0039	...	0703	...	...	2358	0003
Warren Street	...	...	0539	...	0035	0041	...	0705	...	...	2359	0005
Euston	...	...	0541	...	0036	0042	...	0706	...	...	0001	0006
KING'S CROSS	...	...	0542	...	0038	0044	...	0708	...	...	0002	0008
Highbury & Islington	...	...	0545	...	0041	0046	...	0711	...	...	0005	0011
Finsbury Park	...	...	0547	...	0043	0051	...	0713	...	...	0007	0014
SEVEN SISTERS	0526	0541	0553	...	0047	0055	...	0717	...	...	0012	0018
Tottenham Hale	0527	0543	0554	...	...	0057	...	0718	...	...	...	0019
Blackhorse Road	0529	0545	0556	...	...	0059	...	0720	...	...	...	0021
WALTHAMSTOW CENTRAL	0532	0548	0559	...	...	0102	...	0723	...	...	...	0024

Notes

WALTHAMSTOW CENTRAL	...	...	0525	0009	0030	0040	0053	...	...	0700	2329	0006
Blackhorse Road	...	...	0527	0011	0032	0042	0055	...	...	0702	2331	0008
Tottenham Hale	...	...	0529	0013	0034	0044	0057	...	...	0704	2333	0010
SEVEN SISTERS	0521	0527	0532	0016	0036	0047	0100	0654	0659	0708	2335	0013
Finsbury Park	0524	0530	0535	0020	...	...	...	0657	0702	0711	2339	...
Highbury & Islington	0526	0532	0538	0022	...	...	...	0659	0704	0714	2341	...
KING'S CROSS	0529	0535	0541	0025	...	...	...	0702	0707	0717	2344	...
Euston	0531	0537	0542	0026	...	...	...	0704	0709	0718	2345	...
Warren Street	0532	0538	0544	0028	...	...	...	0705	0710	0720	2347	...
OXFORD CIRCUS	0534	0540	0545	0030	...	...	...	0707	0712	0721	2349	...
Green Park	0536	0542	0547	0031	...	...	...	0709	0714	0723	2350	...
VICTORIA	0538	0544	0549	0034	...	...	...	0711	0716	0725	2352	...
Pimlico	0540	0546	0551	0036	...	...	...	0713	0717	0727	2354	...
Vauxhall	0541	0547	0552	0037	...	...	...	0714	0719	0728	2356	...
Stockwell	0543	0549	0555	0047	...	...	...	0716	0721	0731	0001	...
BRIXTON	0546	0552	0557	0049	...	...	...	0719	0724	0733	0003	...

Additional trains from Walthamstow Central to Seven Sisters at 00 13 and 00 20 (Mondays to Saturdays only);
23 43, 23 51 and 23 58 (Sundays only).

For further information, call London Travel Information on:

0843 222 1234

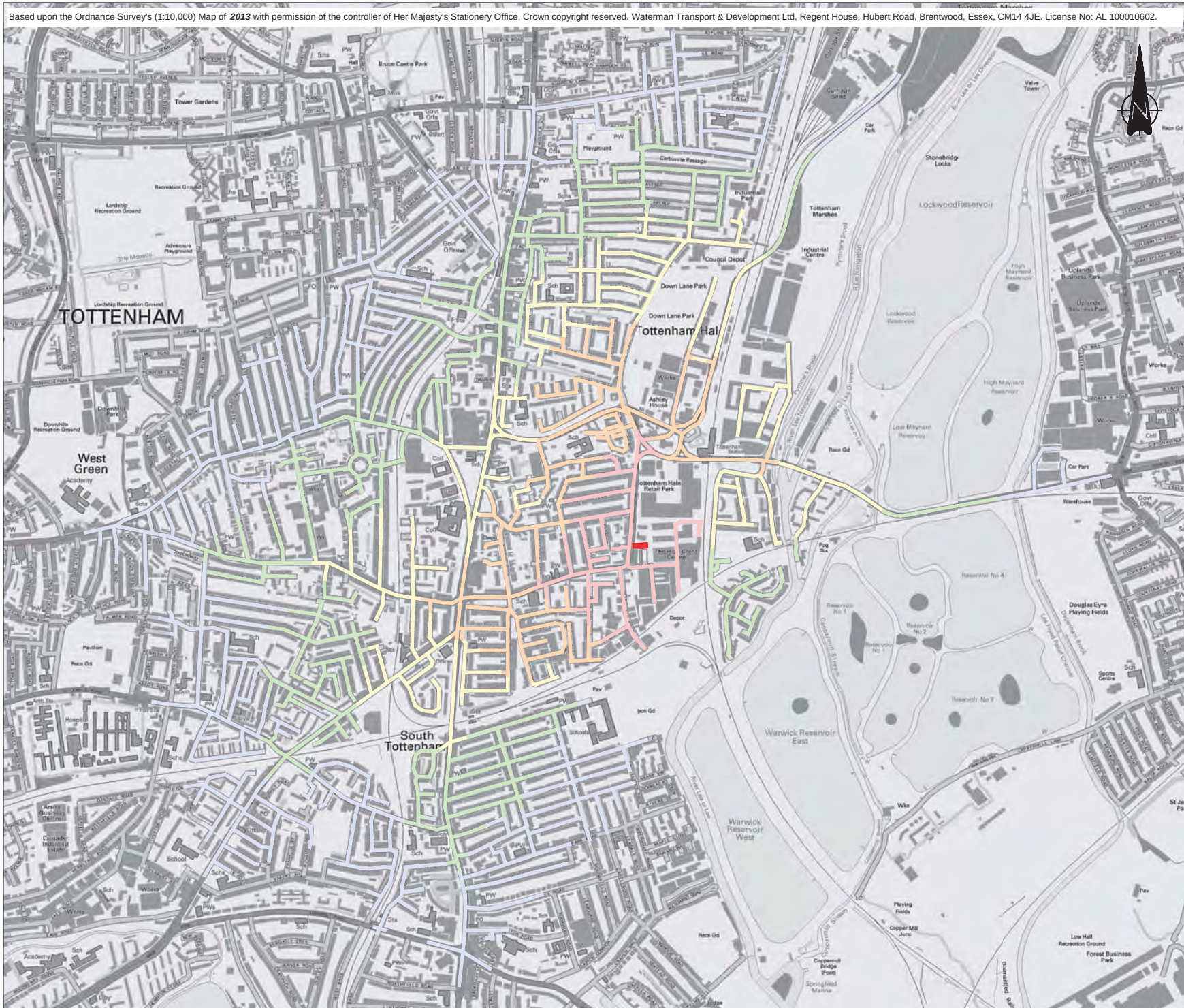
24 hour enquiry service

020 7918 3015

Textphone users only, no voice calls



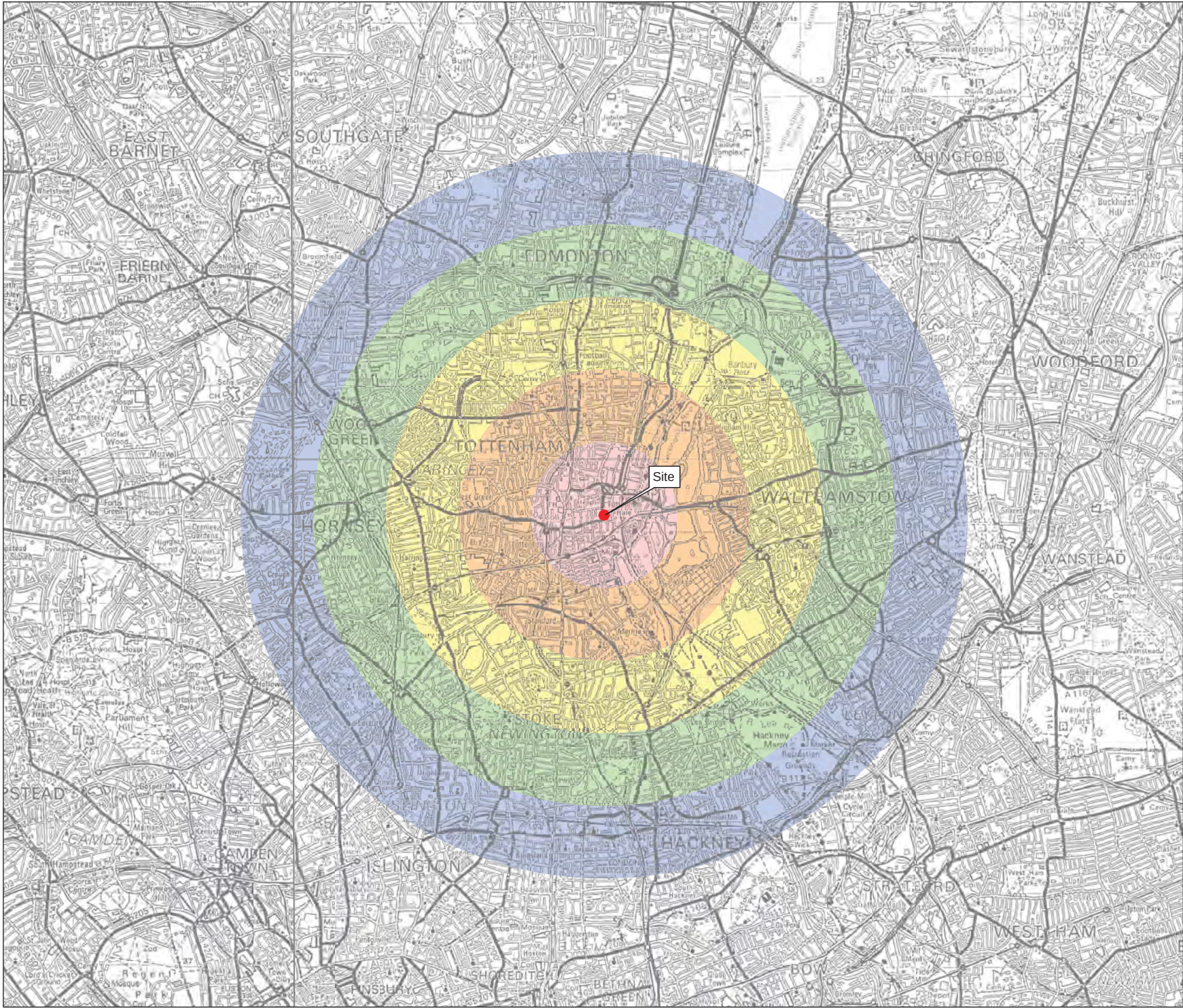
D. Walking Catchment Plan



- Key:
-  Site Location
 -  0 - 400m Catchment
 -  400 - 800m Catchment
 -  800 - 1200m Catchment
 -  1200 - 1600m Catchment
 -  1600 - 2000m Catchment

Rev	Date	Description	By
Amendments			
Project			
Broad Lane, Haringey			
Title			
0-2km Walking Catchment Plan			
Client			
Sigma (Tottenham) Ltd			
			
Regent House, Hubert Road, Brentwood, Essex CM14 4JE t 01277 238 100 f 01277 238 150 mail@watermangroup.com www.watermangroup.com			
Drawing Status			
PRELIMINARY			
Designed by		Checked by	
Drawn by		Date	
DM		February 2014	
Scales @ A3		Computer File No	
work to figured dimensions only		CIV-15537-SA-95-0004.dwg	
Publisher	Zone	Category	Number
CIV	SA	95	0004
		Revision	

E. Cycle Catchment Plan



- 0 - 1km catchment
- 1 - 2km catchment
- 2 - 3km catchment
- 3 - 4km catchment
- 4 - 5km catchment

REV	00.00.00	ISSUED	XXX
Rev	Date	Description	By

Amendments

Project	Broad Lane, Haringey
---------	----------------------

Title	0 - 5km Cycle Catchment Plan
-------	------------------------------

Client	Sigma (Tottenham) Ltd
--------	-----------------------



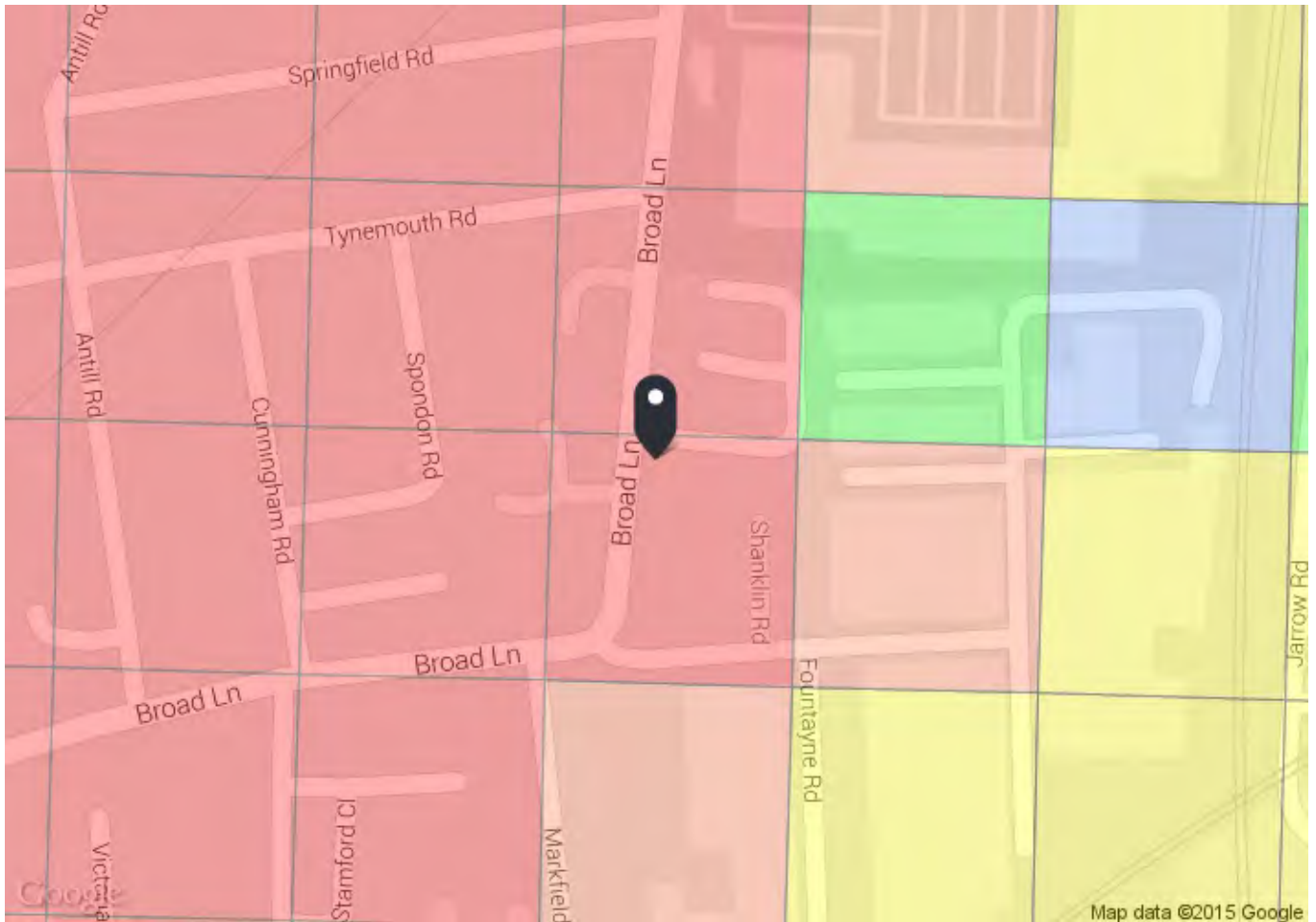
Regent House, Hubert Road, Brentwood, Essex CM14 4JE
t 01277 238 100 f 01277 238 150
mail@watermangroup.com www.watermangroup.com

Drawing Status	PRELIMINARY
----------------	-------------

Designed by	Checked by	Project No
Drawn by	Date	February 2014
DM		CIV15537
Scales @ A3	1:50,000	Computer File No
work to figured dimensions only		CIV-15537-SA-95-0002.dwg
Publisher	Zone	Category
CIV	SA	95
		Number
		0002
		Revision



F. PTAL Calculations



PTAL output for 2011 (Base year)
6a

Easting: 534239, Northing: 189184

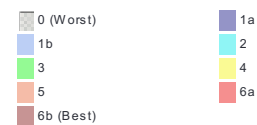
Grid Cell: 126909

Report generated: 27/07/2015

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	20
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	TOTTENHAM HALE STATION	192	593.68	6	7.42	7	14.42	2.08	0.5	1.04
Bus	TOTTENHAM HALE RETAIL PK	W4	178.1	6	2.23	7	9.23	3.25	0.5	1.63
Bus	TOTTENHAM HALE RETAIL PK	41	178.1	12	2.23	4.5	6.73	4.46	1	4.46
Bus	TOTTENHAM HALE FERRY LANE	230	433.83	5	5.42	8	13.42	2.23	0.5	1.12
Bus	TOTTENHAM HALE FERRY LANE	123	433.83	5.5	5.42	7.45	12.88	2.33	0.5	1.16
Rail	Seven Sisters	'CHESHINT-LIVST 2D03'	736.92	2	9.21	17	26.21	1.14	0.5	0.57
Rail	Seven Sisters	'ENFLDTN-LIVST 2U05'	736.92	2	9.21	17	26.21	1.14	0.5	0.57
Rail	Seven Sisters	'ENFLDTN-LIVST 2U07'	736.92	2	9.21	17	26.21	1.14	0.5	0.57
Rail	Seven Sisters	'LIVST-ENFLDTN 2U10'	736.92	3.33	9.21	11.01	20.22	1.48	1	1.48
Rail	Seven Sisters	'LIVST-CHESHINT 2D10'	736.92	0.33	9.21	92.91	102.12	0.29	0.5	0.15
Rail	Seven Sisters	'LIVST-CHESHINT 2D12'	736.92	1	9.21	32	41.21	0.73	0.5	0.36
Rail	Seven Sisters	'LIVST-CHESHINT 2D18'	736.92	0.67	9.21	46.78	55.99	0.54	0.5	0.27
LUL	Seven Sisters	'SevenSisters-Brixton'	736.92	11.67	9.21	4.57	13.78	2.18	0.5	1.09
Rail	Tottenham Hale	'STANAIK-LIVST 1B05'	578.35	1.33	7.23	24.56	31.79	0.94	0.5	0.47
Rail	Tottenham Hale	'STANAIK-LIVST 1B07'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'STANAIK-LIVST 1B09'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B11'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B15'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B17'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'LIVST-STANAIK 1B20'	578.35	1.33	7.23	24.56	31.79	0.94	0.5	0.47
Rail	Tottenham Hale	'STANAIK-LIVST 1B21'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'LIVST-STANAIK 1B22'	578.35	2	7.23	17	24.23	1.24	0.5	0.62
Rail	Tottenham Hale	'LIVST-STANAIK 1B24'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'STANAIK-LIVST 1B25'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H81'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'KLYNN-LIVST 1H83'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H85'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H91'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'CAMBDGE-LIVST 2H05'	578.35	1	7.23	32	39.23	0.76	0.5	0.38
Rail	Tottenham Hale	'CAMBDGE-LIVST 2H07'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'LIVST-CAMBDGE 2H08'	578.35	1.33	7.23	24.56	31.79	0.94	0.5	0.47
Rail	Tottenham Hale	'LIVST-CAMBDGE 2H12'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'HERTFDE-LIVST 2003'	578.35	2	7.23	17	24.23	1.24	0.5	0.62
Rail	Tottenham Hale	'LIVST-HERTFDE 2008'	578.35	2	7.23	17	24.23	1.24	0.5	0.62
Rail	Tottenham Hale	'HERTFDE-STFD 2061'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'STFD-BROXBON 2062'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'BROXBON-STFD 2063'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'STFD-BSHPSFD 2S02'	578.35	1	7.23	32	39.23	0.76	0.5	0.38
Rail	Tottenham Hale	'BSHPSFD-STFD 2S05'	578.35	0.67	7.23	46.78	54.01	0.56	0.5	0.28
Rail	Tottenham Hale	'BSHPSFD-STFD 2S09'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'ELYY-LIVST 2H13'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
Rail	Tottenham Hale	'ELYY-LIVST 2H15'	578.35	0.33	7.23	92.91	100.14	0.3	0.5	0.15
LUL	Tottenham Hale	'Brixton-WalthamstowC'	578.35	15.67	7.23	3.91	11.14	2.69	1	2.69

Total Grid Cell AI: 25.38



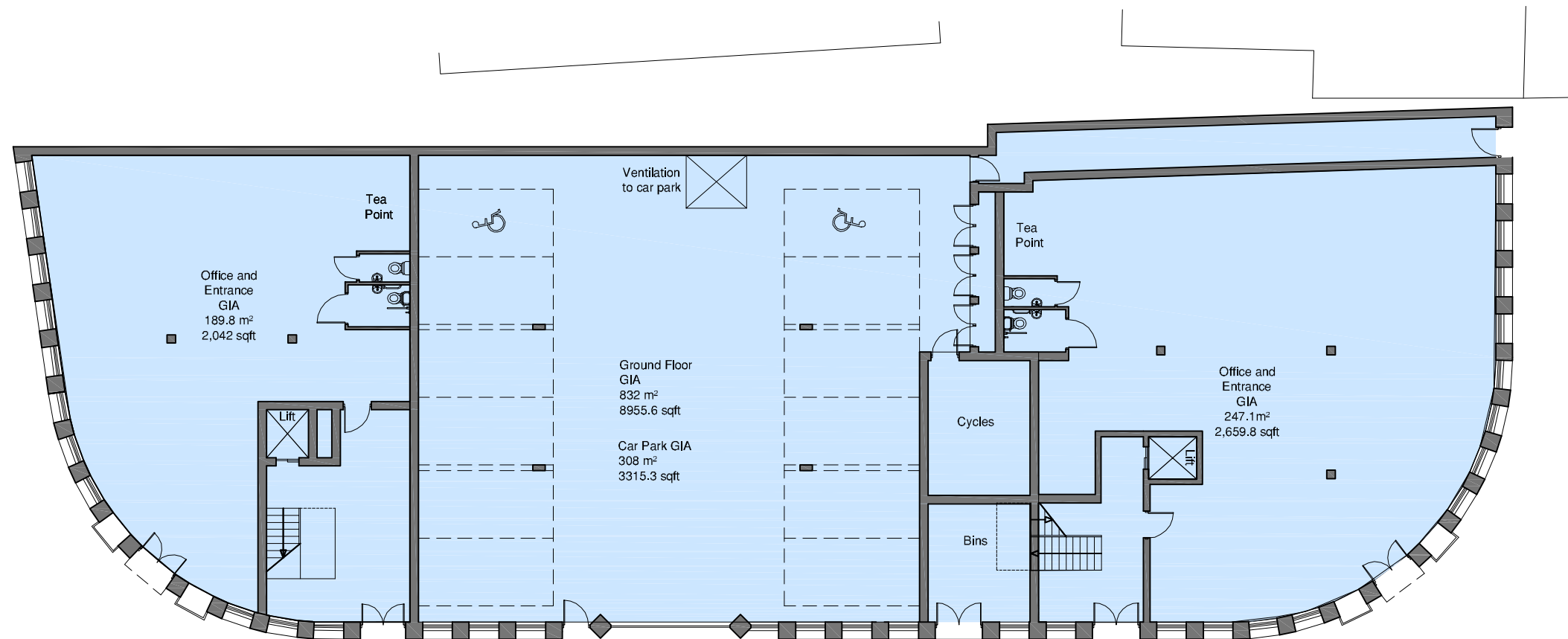
G. Proposed Development Site Plan

PROPOSED BLOCK PLAN
 BROAD LANE, TOTTENHAM HALE, HARINGEY N15
 3006 PL11 E 1:500 @ A3

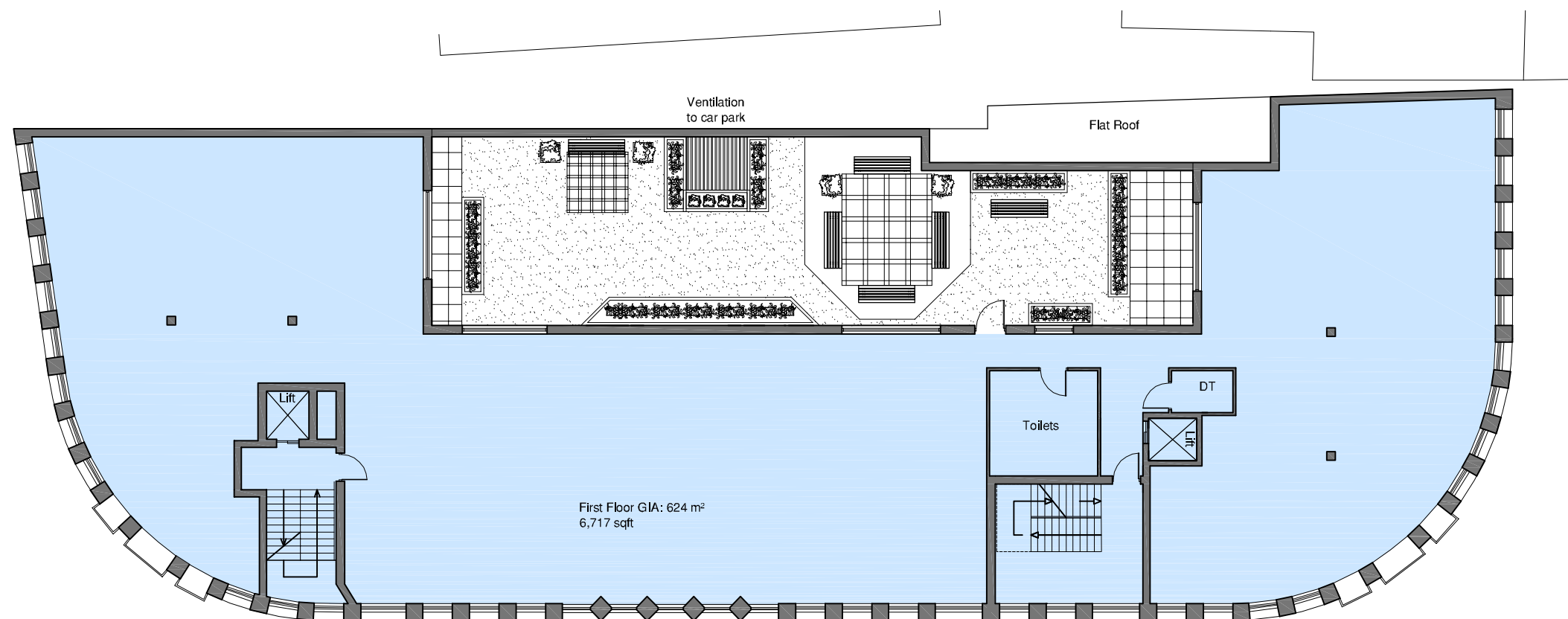


DATE REVISIONS INITIAL





PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

PROPOSED GROUND AND FIRST FLOOR OFFICE PLANS

BROAD LANE, TOTTENHAM HALE, HARINGEY N15

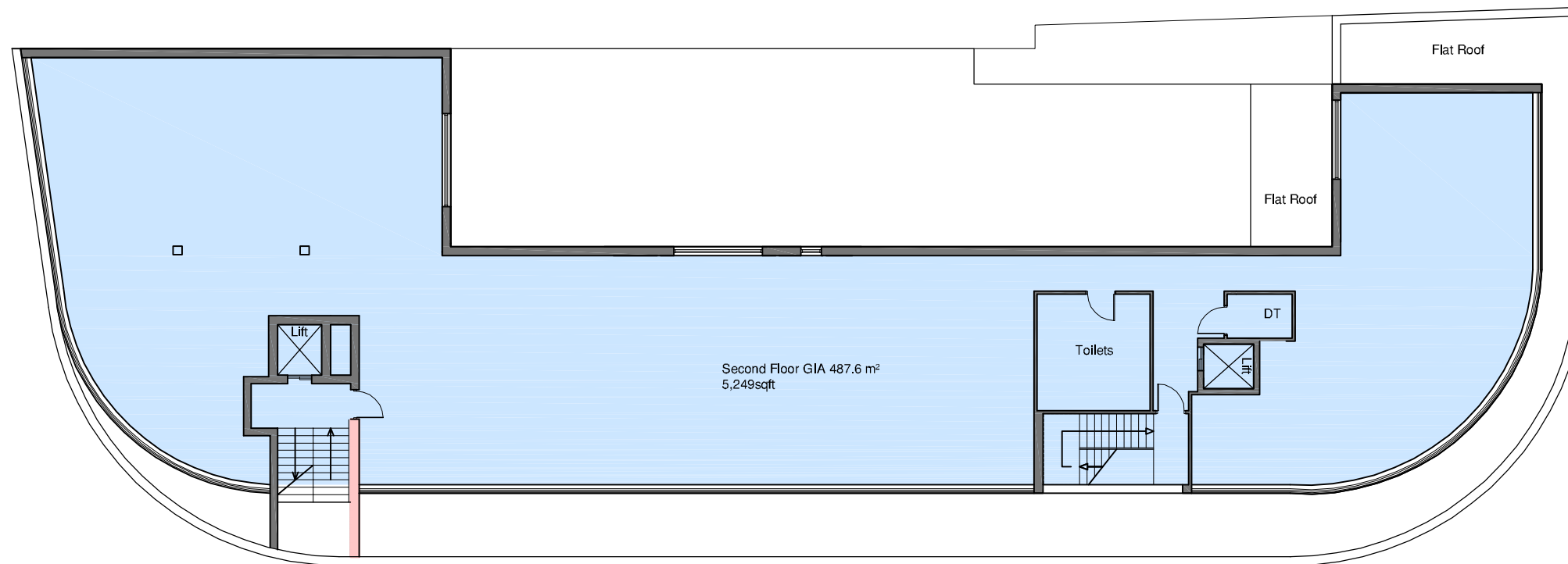
3006 PL12E

1:200 @ A3



DATE REVISIONS INITIAL



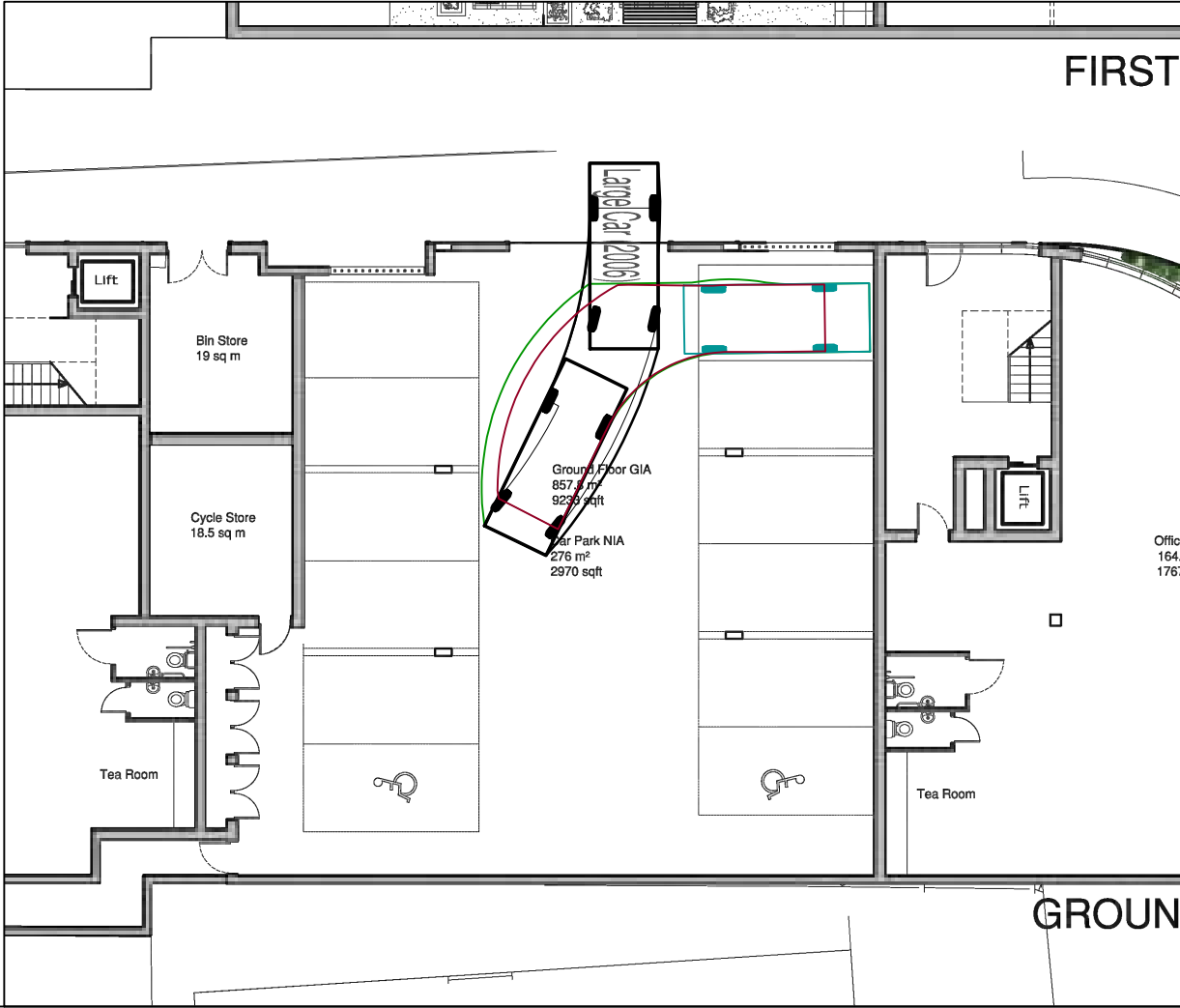
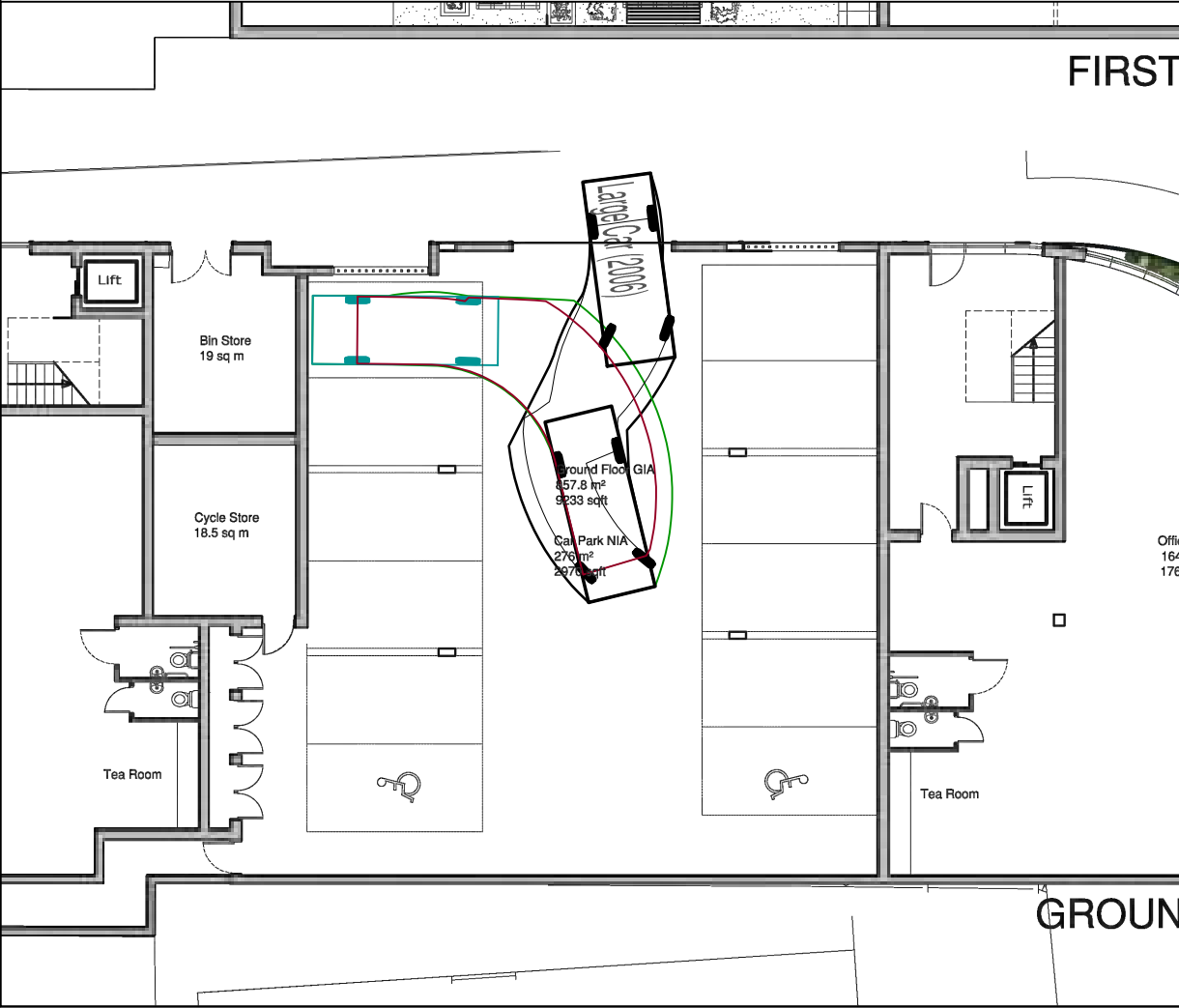
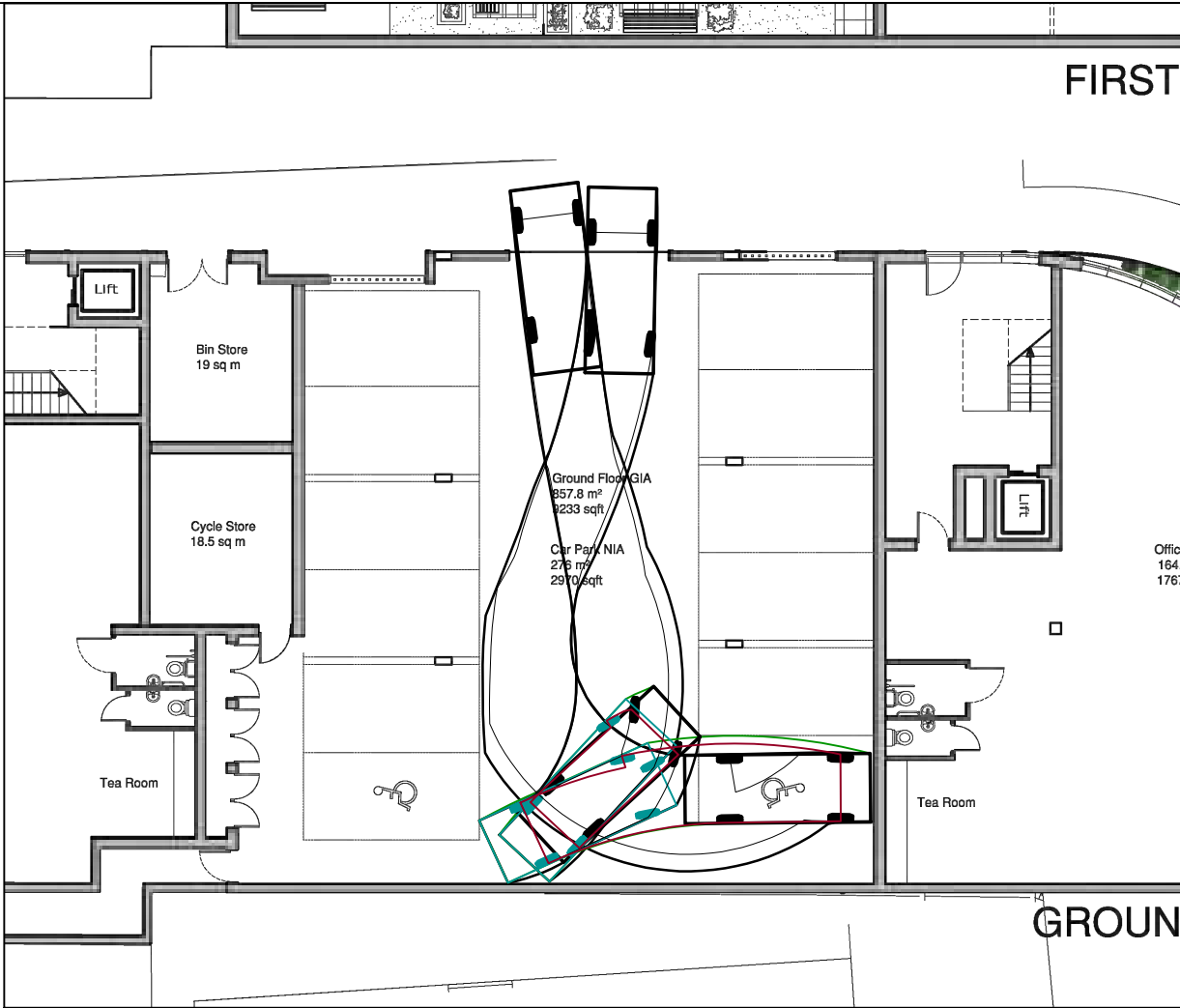
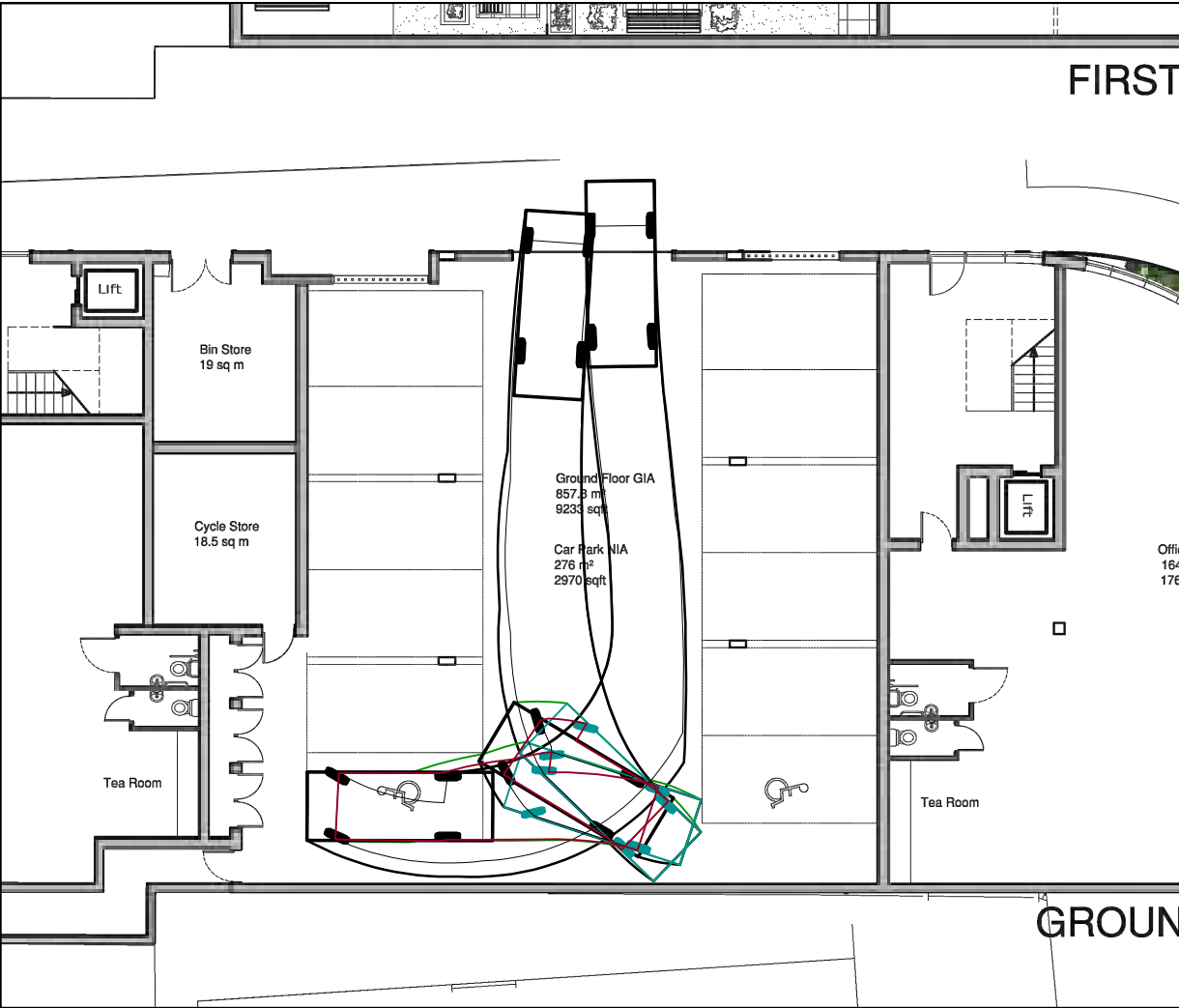


PROPOSED SECOND FLOOR PLAN

PROPOSED SECOND FLOOR
BROAD LANE, TOTTENHAM HALE, HARINGEY N15
3006 PL13E 1:200 @ A3



H. Car Park Layout - Swept Path Analysis



5.079

0.816

3.035



Large Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

5.079m

1.872m

1.525m

0.310m

1.831m

4.00s

5.900m

Rev	Date	Description	By	
Amendments				
Project				
Broad Lane, Haringey				
Title				
Proposed Car Park Layout Swept Path Analysis Large Car				
Client				
Sigma (Tottenham) Ltd				
				
Regent House, Hubert Road, Brentwood, Essex CM14 4JE				
t 01277 238 100 f 01277 238 150				
mail@watermangroup.com www.watermangroup.com				
Drawing Status				
PRELIMINARY				
Designed by		Checked by	Project No	
Drawn by		Date	CIV15537	
Scales @ A3		1:200	Computer File No	
work to figured dimensions only			CIV-15537-SA-95-0008.dwg	
Publisher	Zone	Category	Number	Revision
CIV	SA	95	0008	



I. TRICS Output

Waterman Boreham Regent House Brentwood

Licence No: 701701

TRIP RATE for Land Use 15 - VEHICLE SERVICES/D - CAR WASH

VEHICLES**Calculation factor: 1 hect****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	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	1	0.11	0.000	1	0.11	0.000	1	0.11	0.000
08:00 - 09:00	1	0.11	81.818	1	0.11	54.545	1	0.11	136.363
09:00 - 10:00	1	0.11	109.091	1	0.11	109.091	1	0.11	218.182
10:00 - 11:00	1	0.11	154.545	1	0.11	163.636	1	0.11	318.181
11:00 - 12:00	1	0.11	136.364	1	0.11	136.364	1	0.11	272.728
12:00 - 13:00	1	0.11	209.091	1	0.11	200.000	1	0.11	409.091
13:00 - 14:00	1	0.11	136.364	1	0.11	118.182	1	0.11	254.546
14:00 - 15:00	1	0.11	209.091	1	0.11	236.364	1	0.11	445.455
15:00 - 16:00	1	0.11	209.091	1	0.11	181.818	1	0.11	390.909
16:00 - 17:00	1	0.11	136.364	1	0.11	181.818	1	0.11	318.182
17:00 - 18:00	1	0.11	172.727	1	0.11	127.273	1	0.11	300.000
18:00 - 19:00	1	0.11	18.182	1	0.11	63.636	1	0.11	81.818
19:00 - 20:00	1	0.11	27.273	1	0.11	27.273	1	0.11	54.546
20:00 - 21:00	1	0.11	0.000	1	0.11	0.000	1	0.11	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1600.001			1600.000			3200.001

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:	0.11 to 0.11 (units: hect)
Survey date range:	01/01/05 - 18/06/10
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

LIST OF SITES relevant to selection parameters

1	MR-15-D-01	ARC CAR WASH	MERTON
	HIGH PATH		
	MERTON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Site area:	0.11 hect	
	Survey date: FRIDAY	18/06/10	Survey Type: MANUAL

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

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

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	11	4013	0.131	11	4013	0.039	11	4013	0.170
08:00 - 09:00	11	4013	0.265	11	4013	0.066	11	4013	0.331
09:00 - 10:00	11	4013	0.342	11	4013	0.097	11	4013	0.439
10:00 - 11:00	11	4013	0.222	11	4013	0.147	11	4013	0.369
11:00 - 12:00	11	4013	0.156	11	4013	0.150	11	4013	0.306
12:00 - 13:00	11	4013	0.147	11	4013	0.156	11	4013	0.303
13:00 - 14:00	11	4013	0.113	11	4013	0.136	11	4013	0.249
14:00 - 15:00	11	4013	0.165	11	4013	0.120	11	4013	0.285
15:00 - 16:00	11	4013	0.138	11	4013	0.165	11	4013	0.303
16:00 - 17:00	11	4013	0.082	11	4013	0.183	11	4013	0.265
17:00 - 18:00	11	4013	0.093	11	4013	0.292	11	4013	0.385
18:00 - 19:00	11	4013	0.041	11	4013	0.170	11	4013	0.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.895			1.721			3.616

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: 1215 - 9803 (units: sqm)
 Survey date range: 01/01/01 - 29/11/13
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-701701-150727-0710

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
CI	CITY OF LONDON	3 days
CN	CAMDEN	2 days
IS	ISLINGTON	1 days
MR	MERTON	1 days
SK	SOUTHWARK	1 days
WH	WANDSWORTH	2 days

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

Filtering Stage 2 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: 1215 to 9803 (units: sqm)
 Range Selected by User: 1000 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 29/11/13

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	2 days
Thursday	3 days
Friday	4 days

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

Selected survey types:

Manual count	11 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	5
Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	3
Built-Up Zone	7
High Street	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.

Filtering Stage 3 selection:

Use Class:

B1	11 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 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	7 days
101,000 or More	1 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	10 days

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

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	6 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:

Not Known	1 days
No	10 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.

LIST OF SITES relevant to selection parameters

1	BT-02-A-02 OFFICE WEMBLEY HILL ROAD	BRENT
	WEMBLEY Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 4750 sqm Survey date: TUESDAY 22/06/10	Survey Type: MANUAL
2	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre Built-Up Zone Total Gross floor area: 1386 sqm Survey date: WEDNESDAY 21/10/09	CITY OF LONDON Survey Type: MANUAL
3	CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 9803 sqm Survey date: FRIDAY 29/11/13	CITY OF LONDON Survey Type: MANUAL
4	CI-02-A-03 OFFICES MONUMENT STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 1951 sqm Survey date: FRIDAY 29/11/13	CITY OF LONDON Survey Type: MANUAL
5	CN-02-A-01 OFFICES ELY PLACE HOLBORN CIRCUS HOLBORN Edge of Town Centre Built-Up Zone Total Gross floor area: 4062 sqm Survey date: THURSDAY 23/10/08	CAMDEN Survey Type: MANUAL
6	CN-02-A-02 OFFICES GRAYS INN ROAD	CAMDEN
	CLERKENWELL Town Centre Built-Up Zone Total Gross floor area: 6056 sqm Survey date: WEDNESDAY 22/10/08	Survey Type: MANUAL
7	IS-02-A-01 OFFICES ESSEX ROAD	ISLINGTON
	ISLINGTON Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area: 5500 sqm Survey date: FRIDAY 24/10/08	Survey Type: MANUAL
8	MR-02-A-01 OFFICE THE BROADWAY	MERTON
	WIMBLEDON Edge of Town Centre High Street Total Gross floor area: 1548 sqm Survey date: THURSDAY 10/09/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	SK-02-A-02	OFFICES		SOUTHWARK
	ST OLAV'S COURT			
	ROTHERHITHE			
	Edge of Town Centre			
	Commercial Zone			
	Total Gross floor area:	2371 sqm		
	Survey date: MONDAY	20/10/08		Survey Type: MANUAL
10	WH-02-A-01	IT COMPANY		WANDSWORTH
	UPPER RICHMOND ROAD			
	EAST PUTNEY			
	PUTNEY			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	5500 sqm		
	Survey date: FRIDAY	28/06/02		Survey Type: MANUAL
11	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.



Appendix B

Development Plans

Broad Lane

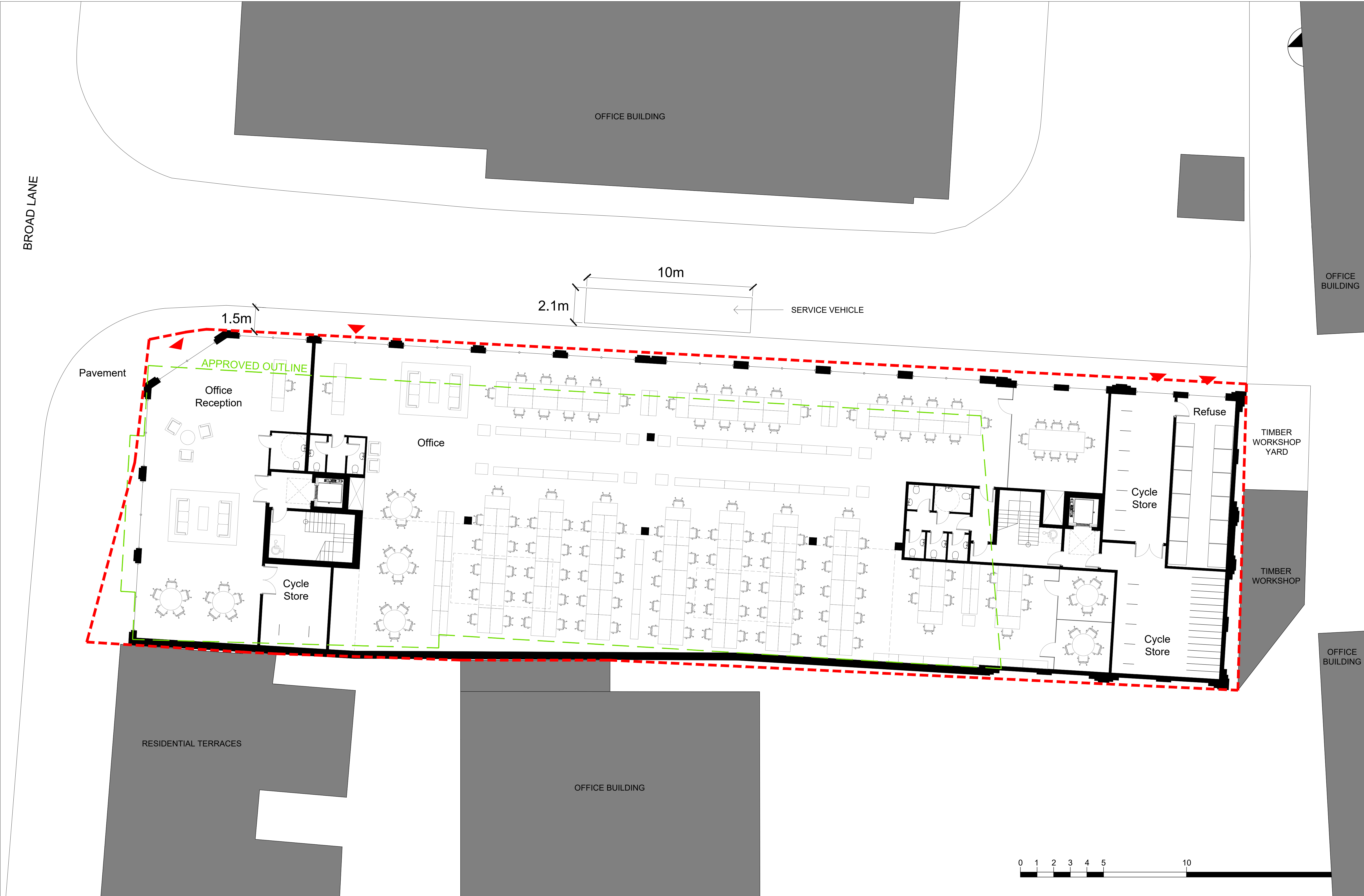
Area Schedule

Level		G.I.A (m.sq.)	G.I.A (sq.ft.)		N.I.A (m.sq.)	N.I.A (sq.ft.)		G.E.A (m.sq.)	G.E.A (sq.ft.)
0		1130	12163		887	9548		1215	13078
1		877	9440		791	8514		970	10441
2		877	9440		791	8514		970	10441
3		873	9397		785	8450		964	10376
4		763	8213		679	7309		850	9149
5		478	5145		422	4542		535	5759
6		232	2497		189	2034		271	2917
7		232	2497		189	2034		271	2917
8		232	2497		189	2034		271	2917

G.I.A. = 5694 sq.m / 61290 sq.ft.

N.I.A. = 4922 sq.m / 52980 sq.ft.

G.E.A. = 6317 sq.m / 67996 sq.ft.



All dimensions to be checked on site prior to construction or manufacture. Refer also to written specification of works where applicable. No dimensions should be scaled from this drawing for construction purposes. Any discrepancies found between this drawing and other drawings should be referred to consultants immediately. This drawing is the property of Mark Smith Architects Limited. Copyright is reserved. This drawing is issued on the condition that it is not retained by any unauthorised person. It may not be reproduced or disclosed or used, either wholly or in part without written consent of Mark Smith Architects Limited.			PROJECT FORMER CAR WASH SITE, BROAD LANE, HARINGEY CLIENT BROAD LANE PROPERTIES LIMITED		DRAWING PROPOSED GROUND FLOOR PLAN SCALE 1:100 @ A1 DATE JULY 2022 CHECKED MS			STATUS PLANNING DRAWING No. 2106_PL_110 REVISION A		Mark Smith Architects Limited
REV	AMENDMENTS	DATE								

Appendix C
Census 2011 Data

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 5 December 2022]

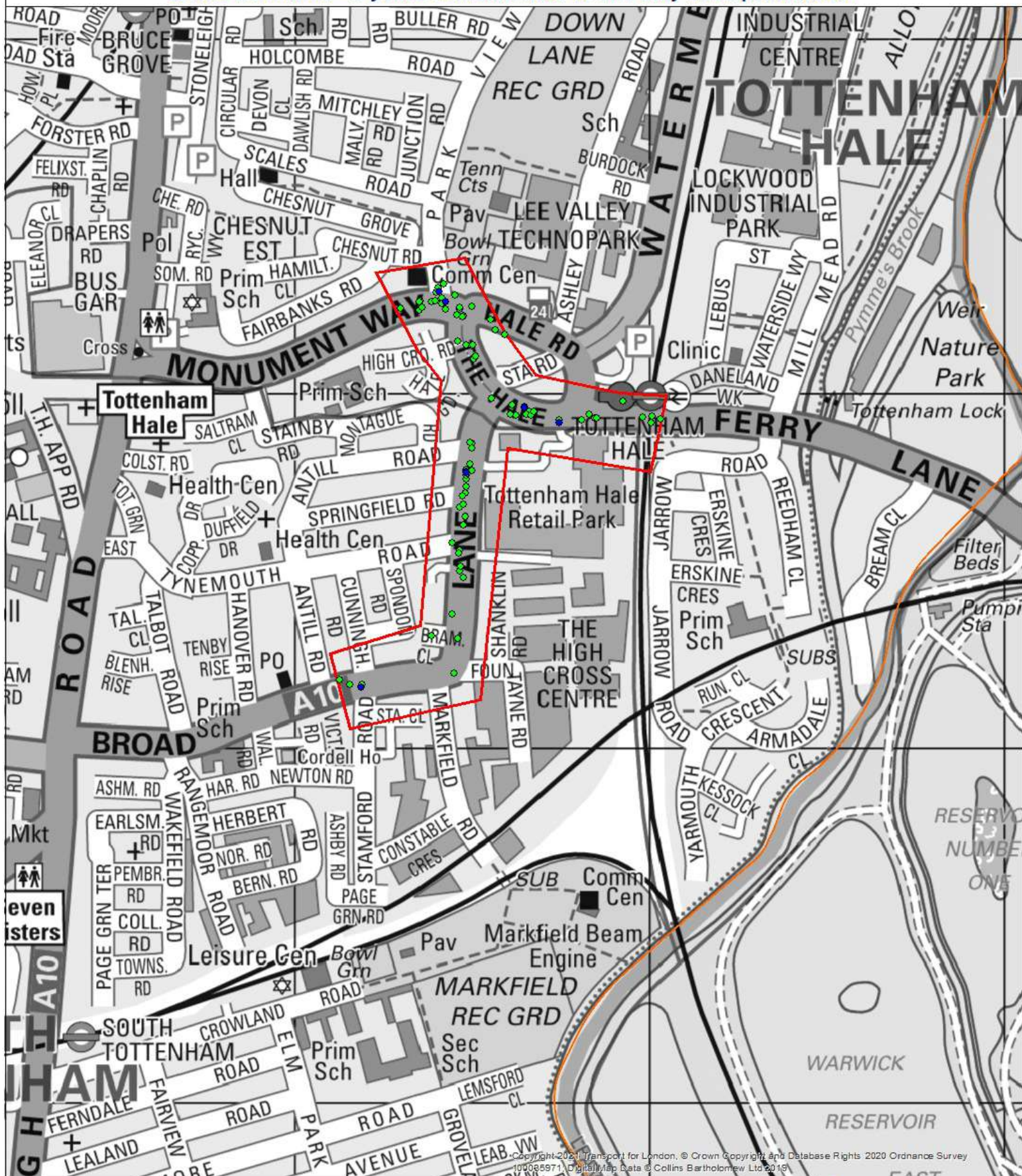
population	All usual residents aged 16 to 74 in employment in the area the week before
units	Persons
area type	2011 super output areas - middle layer
area name	E02000421 : Haringey 025

Method of travel to work	2011
All categories: Method of travel	3,822
Underground, metro, light rail or	654
Train	419
Bus, minibus or coach	748
Taxi	6
Motorcycle, scooter or moped	33
Driving a car or van	1,287
Passenger in a car or van	66
Bicycle	108
On foot	290
Other method of travel to work	12

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D
Personal Injury Accident Data (Obtained from TfL)

Broad Lane area - 5 years collision data to end July 2022 provisional



Severity of collision

Slight	1 (80)	2 (0)	3 (0)	4 (0)	5 (0)
Serious	1 (6)	2 (0)	3 (0)	4 (0)	5 (0)
Fatal	1 (0)	2 (0)	3 (0)	4 (0)	5 (0)



0 0.1 0.2 Km

PRINTED BY:
COLLSTAT S 3 - TfL City Planning

DATE:
08/11/2022



Copyright 2021 Transport for London, © Crown Copyright and Database Rights 2020 Ordnance Survey 100085971, Digital Map Data © Collins Bartholomew Ltd 2016



SUMMARY OF COLLISIONS SELECTED	DATE PERIOD	COLLISION COUNT
SITE REFERENCE AND DESCRIPTION		
TOPIC BASED QUERY		86
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.		

TOPIC BASED QUERY

1

01170051556	TUE 01/08/2017 13:35	LIGHT	FERRY LANE J/W HALE			31 NODE 113	534304/189485
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (002)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(51 YRS - M - REDACT)		U-TURN	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	WC <= 50CC BT - NEG	(19 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	403 (POOR TURN OR MANOEUVRE)			V002	B	405 (FAILED TO LOOK PROPERLY)
V001	B	405 (FAILED TO LOOK PROPERLY)					

2

01170053406	FRI 11/08/2017 19:50	LIGHT	MONUMENT WAY J/W HALE RD			31 NODE 210	534230/189620
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(46 YRS - F - REDA)	SLIGHT	PEDESTRIAN		N BOUND	FROM DRIVERS O/SIDE - MASKED
VEHICLE	001 (000)	CAR BT - NEG	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		SLOWING/STOPPING	(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			U000	A	802 (FAILED TO LOOK PROPERLY)
U000	B	808 (CARELESS, RECKLESS OR IN A HURRY)					

3

01170054273	THU 17/08/2017 09:45		LIGHT	PARK VIEW RD J/W BRD LANE		31 NODE 210		534210/189630		
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	SLIP RD	AUTO SIG		PELICAN OR SIML		CTRL - AUTH PERSON
CASUALTY	001 (002)	(40 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	CAR BT - NEG		(52 YRS - F - REDACT)		MOVING OFF		(SE TO NE) FRONT HIT FIRST	J/P - UNKN E/SLIP RD	
VEHICLE	002 (000)	MC 126-500CC BT - NOT REQ		(40 YRS - M - REDACT)		G/AHEAD - OTHER		(NE TO SE) O/S HIT FIRST	JOURNEY P/O WORK JCT MID	
V001	A	405 (FAILED TO LOOK PROPERLY)				V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))		

4

01170058142	SAT 09/09/2017 13:10		LIGHT	FERRY LANE 20M E OF J/W BRD LANE			31 NODE 113	534328/189476
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(73 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(44 YRS - M - REDACT)			TURNING RIGHT	(S TO E) DID NOT IMPACT	JOURNEY P/O WORK E/MAIN RD
V001	B	999 (OTHER - PLEASE SPECIFY BELOW)						

5

01170062234	TUE 03/10/2017 09:30	LIGHT	HALE RD J/W PARKVIEW RD			31 CELL 534000/189500	534205/189636
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(40 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)					

6

01170062989	WED 27/09/2017 16:45	LIGHT	MONUMENT WAY J/W PARK VIEW RD			31 NODE 210	534190/189630
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (001)	(45 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(45 YRS - F - REDACT)	UNKNOWN S/R	WAITING - HELD UP	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

7

01170065784	SAT 21/10/2017 12:29	LIGHT	HALE J/W HIGH CROSS RD			31 LINK 113-210	534240/189570
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	FOOTBRIDGE/SUBWAY	NONE IN 50M
CASUALTY	001 (002)	(48 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(49 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(N TO E) FRONT HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	CAR BT - NOT PROVD	(48 YRS - F - REDACT)		SLOWING/STOPPING	(N TO NE) BACK HIT FIRST	J/P - UNKN JCT APP
V002	A	408 (SUDDEN BRAKING)			V001	B	405 (FAILED TO LOOK PROPERLY)

8

01170067423	TUE 31/10/2017 20:48	DARK	MONUMENT WAY J/W PARK VIEW RD N17			31 NODE 210	534201/189645
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(12 YRS - M - REDA)	SERIOUS	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NEG	(68 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	805 (DANGEROUS ACTION IN CARRIAGEWAY (EG PLAYING))			C001	A	802 (FAILED TO LOOK PROPERLY)

9

01170067493	WED 01/11/2017 08:47	LIGHT	MONUMENT WAY 20M W OF J/W PARKVIEW RD N17			31 NODE 210	534175/189631
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(6 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	OTHER VEH BT - NEG	(34 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)					

10

01170079562	THU 21/12/2017 14:49	LIGHT	BRD LANE 55M S OF J/W ANTILL RD N15			31 LINK 87-113	534240/189370
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - M - REDACT)		MOVING OFF	(N TO S) O/S HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(30 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN
V001	B	405 (FAILED TO LOOK PROPERLY)			V002	B	405 (FAILED TO LOOK PROPERLY)

11

01180084178	SUN 14/01/2018 12:15	LIGHT	HALE 20M S OF J/W HIGH CROSS RD			31 LINK 113-210	534250/189550
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(? YRS - F - REDA)	SLIGHT	VEH/PILLION PAX			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(21 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) N/S HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

12

01180088283	MON 05/02/2018 07:00	LIGHT	FERRY LANE 100M E OF J/W BRD LANE			31 LINK 113-214	534370/189460
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M	N/A	PELICAN OR SIML	NONE IN 50M
APPARENTLY V002 WAS TRAVELING WEST ON FERRY LANE N17 ON THE CYCLE PATH WHEN AS HE APPROACHED THE ENTRANCE INTO TOTTENHAM HALE RETAIL PARK NEAR THE ARGOS, V001 WENT TO TURN LEFT INTO THE RETAIL PARK WHILST V002 WAS PASSING. SUBSEQUENTLY V001 HIT V002 TRAPPING THE RIDER OF V002 UNDER HIS FRONT TYRE. ACCORDING TO THE RIDER OF V002 HE HAD NOT SEEN THE DRIVER OF V001 SIGNAL TO TURN LEFT INTO THE RETAIL PARK.							
CASUALTY	001 (002)	(33 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(53 YRS - M - REDACT)	TURNING - LEFT		(E TO S) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	PED CYCLE BT - N/A	(33 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	JOURNEY P/O WORK
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			V002	B	405 (FAILED TO LOOK PROPERLY)

13	01180094888	THU 08/03/2018 16:24	LIGHT	BRD LANE J/W FERRY LANE			31 NODE 113	534310/189470
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(31 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
14	01180098330	FRI 16/03/2018 20:20	DARK	NFL BRD LANE 15M S OF J/W SPRINGFIELD RD			31 LINK 87-113	534230/189340
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

15

01180098644	TUE 27/03/2018 14:00	LIGHT	FERRY LANE 20M W OF J/W BRD LANE	31 CELL 534000/189000	534324/189471
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY SLIP RD GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(59 YRS - M - REDA)	SLIGHT PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(36 YRS - F - REDACT)	TURNING - LEFT	(N TO W) J/P - UNKN FRONT HIT E/MAIN RD FIRST
V001	A	405 (FAILED TO LOOK PROPERLY)		C001 A	802 (FAILED TO LOOK PROPERLY)

16

01180102460	WED 18/04/2018 15:44	LIGHT	HIGH CROSS RD J/W HALE	31 LINK 113-210	534228/189575
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY T/STAG JUN AUTH PER	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED					
CASUALTY	001 (001)	(10 YRS - M - REDA)	SLIGHT PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQ	(23 YRS - F - REDACT)	SLOWING/STOPPING	(W TO W) SCHOOL - TAKING FRONT HIT JCT APP FIRST
C001	A	802 (FAILED TO LOOK PROPERLY)			

17

01180102626	THU 19/04/2018 11:00	LIGHT	FERRY LANE 61M S OF J/W HALE			31 LINK 113-214	534330/189470
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M	N/A	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(21 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	MC 51-125CC BT - NOT REQ	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	JOURNEY P/O WORK
V001	B	403 (POOR TURN OR MANOEUVRE)			V002	B	403 (POOR TURN OR MANOEUVRE)

18

01180109499	MON 21/05/2018 20:00	LIGHT	FERRY LANE 10M W OF J/W HALE			31 NODE 113	534335/189475
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(51 YRS - F - REDACT)		U-TURN	(W TO E) O/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	MC 126-500CC BT - NOT REQ	(35 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)			V002	A	605 (LEARNER OR INEXPERIENCED DRIVER)

19

01180113753	TUE 12/06/2018 07:09	LIGHT	BRD LANE J/W ADA NATIONAL COLLEGE FOR DIGITAL SKILLS			31 LINK 87-113	534220/189190
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NEG	(24 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(46 YRS - M - REDACT)	WAITING - TURN RIGHT		(W TO E) FRONT HIT FIRST	J/P - UNKN L/MAIN RD
V002	A	405 (FAILED TO LOOK PROPERLY)					

20

01180115210	MON 18/06/2018 17:39	LIGHT	FERRY LANE 50M E OF J/W HALE			31 LINK 214-712	534460/189490
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(69 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	SEATED PASSENGER		
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ	(30 YRS - M - REDACT)	SLOWING/STOPPING		(S TO N) DID NOT IMPACT	JOURNEY P/O WORK
V001	A	408 (SUDDEN BRAKING)					

21

01180120858	THU 12/07/2018 07:45		LIGHT	BRD LANE J/W TYNEMOUTH RD		31 LINK 87-113		534230/189280	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(32 YRS - M - REDACT)	TURNING RIGHT		(N TO S) O/S HIT FIRST	JOURNEY P/O WORK JCT APP	
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ		(37 YRS - M - REDACT)	O/TAKING - NON MOVING VEH		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP	
V001	B	403 (POOR TURN OR MANOEUVRE)				V001	A	405 (FAILED TO LOOK PROPERLY)	
V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)							

22

01180125536	MON 06/08/2018 19:45		LIGHT	MONUMENT WAY J/W HALE			31 NODE 210		534210/189630	
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M	
APPARENTLY, V001 ((REDACTED)) WAS TRAVELLING ALONG MONUMENT WAY EASTBOUND TOWARDS WATERMEAD WAY. HE WAS IN THE RIGHT LANE AND THERE WAS A VEHICLE IN FRONT OF HIM. WHEN HE WAS APPROACHING THE ISLAND WHICH IS THE JUNCTION FOR THE (REDACTED) AND HALE ROAD, HE NOTICED A MOTORBIKE IN THE LANE TO HIS RIGHT - THE LANE THAT BENDS AROUND TOWARDS THE (REDACTED) - THIS MOTORBIKE AVOIDED THE ISLAND ON THE (REDACTED) AND RODE INTO V001'S LANE IN FRONT OF HIM, COLLIDING RIGHT INTO HIM. V001 FELL STRAIGHT OFF HIS BIKE AND LANDED IN THE ROAD, V002 DID NOT STOP AND SPED OFF (REDACTED).										
CASUALTY	001 (001)	(18 YRS - M - REDA)		SERIOUS	DRIVER/RIDER					
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(18 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) DID NOT IMPACT	J/P - UNKN JCT APP	
VEHICLE	002 (000)	M/C 126-500CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		O/TAKING - NEARSIDE		(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP	
V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)		

23

01180125545	MON 06/08/2018 19:45		LIGHT	MONUMENT WAY J/W HALE RD			31 NODE 210		534210/189620
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	T/STAG JUN	AUTO SIG	PELICAN OR SIML		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(32 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(32 YRS - M - REDACT)		MOVING OFF	(N TO E) DID NOT IMPACT	JOURNEY P/O WORK JCT CLEARED	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(38 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO E) DID NOT IMPACT	J/P - UNKN JCT CLEARED	
V002	A	405 (FAILED TO LOOK PROPERLY)							
24									
01180127226	WED 08/08/2018 09:15		LIGHT	NFL BRAMBLE CLOSE J/W BRAMBLE CLOSE, 30M W OF J/W BRD LANE			31 CELL 534000/189000		534190/189160
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(26 YRS - F - REDA)		SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R	

25

01180130006	SAT 01/09/2018 10:08		LIGHT	BRD LANE J/W LEA COURT N15		31 LINK 87-113		534230/189250		
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT		NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED										
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER					
VEHICLE	001 (000)	M/C >500CC BT - NEG		(30 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID		
VEHICLE	002 (000)	CAR BT - NEG		(19 YRS - M - REDACT)		U-TURN	(N TO N) O/S HIT FIRST	COMMUTING JCT MID		
V002	B	403 (POOR TURN OR MANOEUVRE)								

26

01180131984	SAT 08/09/2018 11:15		LIGHT	BRD LANE J/W TOTTENHAM RETAIL PARK			31 LINK 87-113		534245/189401
SELF-REPORTED	ROAD-DRY		WEATHER-FINE	UNKNOWN	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(36 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(36 YRS - M - REDACT)			UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)			UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

27

01180132360	THU 13/09/2018 07:50	LIGHT	BRD LANE J/W SPRINGFIELD RD			31 LINK 87-113	534240/189380
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(53 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(30 YRS - M - REDACT)		TURNING RIGHT	(S TO NE) FRONT HIT FIRST	JOURNEY P/O WORK L/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A	(53 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	B	602 (CARELESS, RECKLESS OR IN A HURRY)
V001	A	701 (STATIONARY OR PARKED VEHICLE(S))					

28

01180137288	SAT 06/10/2018 13:35	LIGHT	BRD LANE J/W TYNEMOUTH RD			31 LINK 87-113	534220/189290
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(42 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(32 YRS - M - REDACT)		O/TAKING - MOVING VEH	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(42 YRS - F - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			V001	A	403 (POOR TURN OR MANOEUVRE)

29

01180148795	WED 28/11/2018 07:10	LIGHT	BRD LANE J/W SPRINGFIELD RD			31 LINK 87-113	534238/189361
POLICE - AT SCENE	ROAD-WET	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(24 YRS - M - REDA)	SLIGHT	PEDESTRIAN	W BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

30

01180150470	SAT 01/12/2018 22:00	DARK	PARK VIEW RD J/W MONUMENT WAY			31 NODE 210	534200/189650
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(32 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

31	01180152541	SUN 16/12/2018 16:55	DARK	FERRY LANE 10M S OF J/W JARROW RD		31 LINK 214-712	534500/189460
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(46 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (002)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(43 YRS - M - REDACT)		WAITING - HELD UP	(S TO N) BACK HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	CAR BT - NOT REQ	(20 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

32	01180156518	WED 21/11/2018 18:50	DARK	BRD LANE J/W TOTTENHAM RETAIL PARK		31 LINK 87-113	534240/189390
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY, THIS COLLISION HAS OCCURRED WHEN THE DRIVER OF VEH1 HAS BEGUN TO EXIT THE ROADWAY OF TOTTENHAM HALE RETAIL PARK AND ONTO THE MAIN ROAD OF BOUNDS GREEN ROAD AT LOW SPEED, WHEN THE INJURED PARTY, A PEDESTRIAN, HAS CROSSED THE ROAD WITHOUT MAKING PROPER OBSERVATIONS BEFOREHAND, CUTTING ACROSS THE PATH OF THE DRIVER OF VEH1 AND BEING HIT BY HIM. THE DRIVER WAS TRAVELLING AT AROUND 05MPH – 10MPH LEAVING THE EXIT ROADWAY OF THE RETAIL PARK HEADING IN THE DIRECTION OF TOTTENHAM HIGH ROAD VIA BROAD LANE. PEDESTRIAN HAD GOT OFF OF A BUS ON BROAD LANE AND HAD CROSSED THE MAIN ROAD WITHOUT LOOKING. AS SHE HAS RUN ACROSS THE ROAD, THE DRIVER OF VEH1 HAS COLLIDED WITH PEDESTRIAN AT LOW SPEED, KNOCKING HER UNDERNEATH THE FRONT BUMPER CAUSING A BREAK/FRACTURE TO HER RIGHT ANKLE. (REDACTED)							
CASUALTY	001 (001)	(20 YRS - F - REDA)	SERIOUS	PEDESTRIAN	NE BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(28 YRS - M - REDACT)		MOVING OFF	(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
C001	A	802 (FAILED TO LOOK PROPERLY)			C001	A	809 (PEDESTRIAN WEARING DARK CLOTHING AT NIGHT)
C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)					

33

01190156285	TUE 08/01/2019 11:15	LIGHT	BRD LANE, NR JUNCT WTH ANTHILL RD.			31 LINK 87-113	534247/189430
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(34 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(34 YRS - F - REDACT)		WAITING - TURN RIGHT	(S TO W) BACK HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(41 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO W) FRONT HIT FIRST	JCT APP
V002	A	403 (POOR TURN OR MANOEUVRE)					

34

01190172199	SAT 30/03/2019 11:55	LIGHT	BRD LANE, NR JUNCT WTH ANTILL RD.			31 LINK 87-113	534247/189424
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NEG	(28 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(34 YRS - F - REDACT)		MOVING OFF	(E TO N) O/S HIT FIRST	JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)					

35

01190176168	FRI 19/04/2019 23:40	DARK	FERRY LANE, NR JUNCT WTH HALE.			31 NODE 214	534421/189466
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(39 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

36

01190193544	SUN 14/07/2019 13:20	LIGHT	BRD LANE, NR JUNCT WTH RETAIL PARK.			31 LINK 87-113	534240/189386
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT PROVD	(43 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)					

37

01190194007	TUE 16/07/2019 20:25	DARK	BRD LANE, NR JUNCT WTH WATERMEAD WAY.			31 LINK 210-213	534293/189584
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	MULTI JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
APPARENTLY THE DRIVER OF VEH1 HAS BEEN ON THE LEFT HAND SIDE OF THE INNER LANE OF WATERMEAD ROAD APPROACHING THE JUNCTION WITH BROAD LANE. THEY HAVE BEEN MOVING A SLOW SPEED AS THEY HAVE APPROACHED THE JUNCTION. THE DRIVER OF VEH2 HAS NOT SEEN VEH1 AND STRUCK HIM ON HIS RIGHT SIDE CAUSING HIM TO FALL TO THE GROUND. (REDACTED)							
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - NEG	(23 YRS - M - REDACT)	G/AHEAD - OTHER		(E TO W) N/S HIT FIRST	JOURNEY P/O WORK JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(24 YRS - F - REDACT)	G/AHEAD - OTHER		(E TO W) O/S HIT FIRST	COMMUTING JCT APP
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	308 (FOLLOWING TOO CLOSE)
V001	B	506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY)			V002	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

38

01190209102	WED 02/10/2019 16:00	LIGHT	MONUMENT WAY, 44 METRES WEST OF JUNCT WTH PARK VIEW RD.			31 LINK 111-210	534147/189621
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(4 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(61 YRS - M - REDACT)	CHNG LANE - RIGHT		(E TO W) O/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT REQ	(28 YRS - F - REDACT)	CHNG LANE - LEFT		(E TO W) N/S HIT FIRST	J/P - UNKN
V001	A	403 (POOR TURN OR MANOEUVRE)			V002	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)

39	01190209482	FRI 04/10/2019 09:31	LIGHT	BRD LANE, NR JUNCT WTH TYNEMOUTH RD.			31 LINK 87-113	534235/189315
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(18 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS N/SIDE - MASKED	
	VEHICLE	001 (000)	TAXI/PHV BT - NOT REQ	(60 YRS - M - REDACT)		O/TAKING - NEARSIDE	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
	C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			C001	A	802 (FAILED TO LOOK PROPERLY)
40	01190213309	TUE 22/10/2019 10:20	LIGHT	LOCATION UNCERTAIN. ON FERRY LANE, 100 METRES EAST OF JUNCT WTH MONUMENT WAY.			31 LINK 113-214	534402/189463
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE - MASKED	
	CASUALTY	002 (001)	(4 YRS - M - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE - MASKED	
	CASUALTY	003 (001)	(12 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE - MASKED	
	VEHICLE	001 (000)	CAR BT - NOT REQ	(45 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	COMMUTING
	C001	A	801 (CROSSING ROAD MASKED BY STATIONARY OR PARKED VEHICLE)			C001	A	802 (FAILED TO LOOK PROPERLY)
	C001	A	808 (CARELESS, RECKLESS OR IN A HURRY)			C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)

41	01190214545	MON 28/10/2019 08:25	LIGHT	BRD LANE, NR JUNCT WTH BRD LANE N15.			31 LINK 87-113	534222/189107
	POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(38 YRS - F - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	FROM DRIVERS O/SIDE	
	VEHICLE	001 (000)	CAR BT - NOT REQ	(56 YRS - M - REDACT)		WAITING - TURN LEFT	(E TO SW) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
	C001	B	802 (FAILED TO LOOK PROPERLY)		V001	B	405 (FAILED TO LOOK PROPERLY)	

42	01190214725	MON 28/10/2019 14:00	LIGHT	HALE, NR JUNCT WTH HALE.			31 NODE 113	534275/189494
	SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	NO XING FACIL IN 50M	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (002)	(33 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		CHNG LANE - RIGHT	(N TO S) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
	VEHICLE	002 (000)	VAN/GOODS >3.5 - 7.5T BT - NOT REQ	(33 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	E/MAIN RD

43	01190215454	FRI 01/11/2019 17:00	DARK	BRD LANE, 50 METRES SOUTH OF JUNCT WTH ANTIL RD.			31 LINK 87-113	534061/189097
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(66 YRS - M - REDA)	SLIGHT	PEDESTRIAN		STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	PED CYCLE BT - N/A	(22 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))		V001	A		405 (FAILED TO LOOK PROPERLY)	
C002	A	802 (FAILED TO LOOK PROPERLY)						

44	01190226292	FRI 20/12/2019 12:00	LIGHT	BRD LANE, NR JUNCT WTH TOTTENHAM HALE RETAIL PARK.			31 LINK 87-113	534239/189394
POLICE - AT SCENE		ROAD-WET	RAINING	DUAL CWY	OTHER JUN	GIVEWAY /UNCONT	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(50 YRS - F - REDACT)		MOVING OFF		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
VEHICLE	002 (000)	M/C <= 50CC BT - NOT REQ	(32 YRS - M - REDACT)		O/TAKING - NON MOVING VEH		(N TO S) FRONT HIT FIRST	JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

45	01200233300	WED 29/01/2020 07:30	LIGHT	BRD LANE, NR JUNCT WTH SPRINGFIELD RD.			31 LINK 87-113	534235/189344
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	AUTO SIG	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(32 YRS - F - REDA)		SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(59 YRS - M - REDACT)		SLOWING/STOPPING	(N TO S) FRONT HIT FIRST	JCT CLEARED
V001	A	509 (DISTRACTION IN VEHICLE)						
46	01200235466	SUN 09/02/2020 07:00	LIGHT	HALE RD, NR JUNCT WTH PARK VIEW RD.			31 NODE 210	534230/189623
POLICE - AT SCENE		ROAD-DRY	FINE - H WIND	DUAL CWY	SLIP RD	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(62 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(59 YRS - M - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	003 (001)	(62 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT PROVD		(62 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT CLEARED
V001	B	403 (POOR TURN OR MANOEUVRE)				V001	B	503 (FATIGUE)
V001	B	410 (LOSS OF CONTROL)				V001	B	501 (IMPAIRED BY ALCOHOL)

47

01200235656	SAT 08/02/2020 12:30	LIGHT	BRD LANE, NR JUNCT WTH BRD LANE.			31 NODE 113	534321/189481
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - M - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(36 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

48

01200239957	SAT 08/02/2020 23:40	DARK	HALE RD, NR JUNCT WTH HALE RD.			31 NODE 210	534235/189610
SELF-REPORTED	UNKNOWN S/R	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(20 YRS - F - REDA)	SLIGHT	PEDESTRIAN	NW BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	TAXI/PHV BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) DID NOT IMPACT	J/P - UNKN UNKNOWN S/R
VEHICLE	003 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

49

01200243141	WED 18/03/2020 23:59	DARK	BRD LANE, NR JUNCT WTH TYNEMOUTH RD .			31 LINK 87-113	534229/189276
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(28 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(28 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

50

01200245646	FRI 17/04/2020 13:35	LIGHT	HIGH CROSS RD, NR JUNCT WTH HIGH CROSS RD.			31 NODE 210	534205/189628
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	DUAL CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(36 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(36 YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R

51

01200245837	FRI 24/04/2020 18:03		LIGHT	FERRY LANE, NR JUNCT WTH BRD LANE.			31 NODE 113		534301/189472
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C <= 50CC BT - NEG		(41 YRS - M - REDACT)	WAITING - HELD UP		(NW TO SE) BACK HIT FIRST	J/P - UNKN JCT CLEARED	
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP	
V002	A	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)				V002	A	601 (AGGRESSIVE DRIVING)	

52

01200250027	SUN 31/05/2020 11:30		LIGHT	MONUMNET WAY, NR JUNCT WTH HALE.			31 NODE 210		534173/189630
SELF-REPORTED	ROAD-DRY		WEATHER-OTHER	UNKNOWN	OTHER JUN	AUTO SIG	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(23 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(23 YRS - F - REDACT)			UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)			UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

53	01200252170	THU 18/06/2020 08:50	LIGHT	TOTTENHAM HALE, NR JUNCT WTH TOTTENHAM HALE .			31 LINK 214-712	534501/189469
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(40 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - N/A	(40 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
54	01200252232	THU 18/06/2020 16:22	LIGHT	MONUMENT WAY, NR JUNCT WTH PARK VIEW RD.			31 NODE 210	534196/189632
POLICE - AT SCENE		ROAD-DRY	WEATHER- FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(18 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(68 YRS - M - REDACT)		U-TURN		(E TO E) O/S HIT FIRST	JCT APP
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(18 YRS - M - REDACT)		MOVING OFF		(E TO W) FRONT HIT FIRST	JCT APP
V001	A	403 (POOR TURN OR MANOEUVRE)						

55

01200268817	SAT 19/09/2020 18:40	LIGHT	MONUMENT WAY, NR JUNCT WTH PARK VIEW RD.			31 NODE 210	534173/189619
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SLIP ROAD	OTHER JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(33 YRS - M - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
CASUALTY	002 (002)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(33 YRS - M - REDACT)		U-TURN	(S TO S) N/S HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - POS	(30 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)					

56

01200273997	THU 15/10/2020 18:32	DARK	PARK VIEW RD, NR JUNCT WTH MONUMENT WAY .			31 NODE 210	534208/189656
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(57 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(57 YRS - M - REDACT)		WAITING - HELD UP	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(57 YRS - F - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	507 (RIDER WEARING DARK CLOTHING AT NIGHT)			V001	B	605 (LEARNER OR INEXPERIENCED DRIVER)

57

01200274179	FRI 16/10/2020 19:40	DARK	FERRY LANE, NR JUNCT WTH TOTTENHAM HALE BUS STATION.			31 NODE 214	534423/189466
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	SLIP RD	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(45 YRS - M - REDA)	SLIGHT	PEDESTRIAN	S BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ	(66 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	JCT MID
C001	A	806 (IMPAIRED BY ALCOHOL)			C001	A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)
C001	B	808 (CARELESS, RECKLESS OR IN A HURRY)					

58

01200276591	WED 28/10/2020 18:58		DARK	HALE, NR JUNCT WTH HIGH CROSS RD.		31 LINK 113-210		534247/189568
SELF-REPORTED	ROAD-WET	WEATHER-FINE	DUAL CWY	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 126-500CC BT - DRV NOT CONTACTED		(37 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(31 YRS - F - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

59

01200277260	SUN 01/11/2020 16:15	LIGHT	BRD LANE, NR JUNCT WTH BRD LANE.			31 LINK 87-113	534245/189432
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

60

01200279035	SUN 11/10/2020 17:25	DARK	HALE RD, NR JUNCT WTH MONUMENT WAY.			31 NODE 210	534247/189624
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(35 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C >500CC BT - NOT REQ	(39 YRS - M - REDACT)		TURNING RIGHT	(W TO S) O/S HIT FIRST	JCT MID
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(35 YRS - M - REDACT)		G/AHEAD - L-HAND BEND	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)			V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)
V002	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)					

61	01200283124	SUN 06/12/2020 13:35	LIGHT	BRD LANE N15, NR JUNCT WTH BRD LANE N15.			31 LINK 87-113	534240/189391
	SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	SLIP RD	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(? YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	PED CYCLE BT - N/A	(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
	VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R
62	01200284711	TUE 15/12/2020 06:15	DARK	BRD LANE, NR JUNCT WTH BRAMBLE CLOSE.			31 LINK 87-113	534228/189156
	POLICE - AT SCENE	ROAD-WET	WEATHER-UNKNOWN	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
	NOT KNOWN HOW COLLISION OCCURRED							
	CASUALTY	001 (001)	(60 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
	VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT PROVD	(60 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
	VEHICLE	002 (000)	CAR BT - NOT PROVD	(19 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) O/S HIT FIRST	J/P - UNKN JCT APP
	V002	A	410 (LOSS OF CONTROL)			V002 B	103 (SLIPPERY ROAD (DUE TO WEATHER))	

63

01210294172	FRI 19/02/2021 14:00	LIGHT	HALE, NR JUNCT WTH HALE.			31 LINK 113-210	534253/189554
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	UNKNOWN S/R	UNKNOWN S/R	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(27 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(27 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

64

01210303299	THU 22/04/2021 18:05	LIGHT	BRD LANE, NR JUNCT WTH STAMFORD RD.			31 LINK 87-113	534091/189088
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(25 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(25 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(55 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

65	01210305153	SUN 02/05/2021 23:08	DARK	BRD LANE, 20 METRES WEST OF JUNCT WTH CUNNINGHAM RD.			31 LINK 87-113	534075/189091
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(21 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C <= 50CC BT - NOT REQ	(21 YRS - F - REDACT)		SLOWING/STOPPING	(W TO E) FRONT HIT FIRST	JCT APP	
VEHICLE	002 (000)	CAR BT - NOT REQ	(26 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) BACK HIT FIRST	JCT APP	
V001	A	408 (SUDDEN BRAKING)						
66	01210315515	FRI 28/05/2021 21:10	DARK	HALE RD N17, NR JUNCT WTH HALE RD N17.			31 LINK 210-213	534281/189591
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	SLIP RD	AUTO SIG	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(42 YRS - F - REDA)	SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - UNKNOWN - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(42 YRS - F - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	REVERSING	(N TO S) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

67

01210317044	FRI 02/07/2021 18:14	LIGHT	HALE, 40 METRES SOUTH OF JUNCT WTH WATERMEAD WAY.. NREST CLASSIFIED RD WAS A1055			31 LINK 113-210	534248/189570
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	DUAL CWY	NO JUN IN 20M		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (001)	(42 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	003 (001)	(26 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	004 (001)	(55 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	REAR SEAT PASSENGER		
CASUALTY	005 (001)	(40 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(39 YRS - M - REDACT)		MOVING OFF	(W TO E) BACK HIT FIRST	
VEHICLE	002 (000)	CAR BT - NOT REQ	(50 YRS - F - REDACT)		G/AHEAD - OTHER	(W TO E) FRONT HIT FIRST	J/P - UNKN
VEHICLE	003 (000)	CAR BT - NOT REQ	(54 YRS - M - REDACT)		MOVING OFF	(W TO E) BACK HIT FIRST	J/P - UNKN
V002	A	607 (UNFAMILIAR WITH MODEL OF VEHICLE)					

68

01210330626	THU 09/09/2021 14:50	LIGHT	HIGH CROSS RD, NR JUNCT WTH HALE.			31 NODE 210	534226/189612
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(11 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	OTHER VEH BT - DRV NOT CONTACTED	(11 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

69

01210336906	MON 11/10/2021 14:47	LIGHT	BRD LANE, NR JUNCT WTH LEA COURT.			31 LINK 87-113	534231/189257
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(40 YRS - F - REDA)	SLIGHT	PEDESTRIAN	N BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	BUS/COACH >=17 PAX BT - NOT REQ	(55 YRS - M - REDACT)	G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)					

70

01210338073	SUN 17/10/2021 16:52	LIGHT	BRD LANE, NR JUNCT WTH STAMFORD RD.			31 LINK 87-113	534091/189086
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(20 YRS - F - REDA)	SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG	(27 YRS - M - REDACT)	TURNING RIGHT		(S TO E) FRONT HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	M/C 51-125CC BT - NOT PROVD	(20 YRS - F - REDACT)	O/TAKING - NON MOVING VEH		(E TO W) N/S HIT FIRST	JCT MID
V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)			V002	A	403 (POOR TURN OR MANOEUVRE)

71

01210347055	MON 29/11/2021 09:21	LIGHT	BRD LANE, NR JUNCT WTH TOTTENHAM RETAIL PARK.			31 LINK 87-113	534247/189392
SELF-REPORTED	ROAD-WET	WEATHER-UNKNOWN	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(23 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C <= 50CC BT - DRV NOT CONTACTED	(23 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - F - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

72

01210350530	THU 16/12/2021 14:05	LIGHT	BRD LANE, NR JUNCT WTH TYNEMOUTH RD.			31 LINK 87-113	534238/189327
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	PED CYCLE BT - N/A	(37 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R

73

01210350927	SUN 19/12/2021 21:45	DARK	SPRINGFIELD RD N17, NR JUNCT WTH BRD LANE N17.			31 LINK 87-113		534234/189356
SELF-REPORTED	ROAD-WET	RAINING	UNKNOWN	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(20 YRS - M - REDA)	SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NOT REQ	(20 YRS - M - REDACT)		WAITING - TURN LEFT	(E TO SW) N/S HIT FIRST	COMMUTING JCT APP	
VEHICLE	002 (000)	PED CYCLE BT - N/A	(20 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

74

01210352047	WED 22/12/2021 19:40	LIGHT	BRD LANE, NR JUNCT WTH FERRY LANE .			31 NODE 214	534370/189464
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(42 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(42 YRS - M - REDACT)	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	JOURNEY P/O WORK UNKNOWN S/R	

75

01210353049	THU 16/12/2021 14:20		LIGHT	MONUMENT WAY, NR JUNCT WTH PARK VIEW RD.			31 NODE 210		534177/189623
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	MULTI JUN	AUTO SIG	UNKNOWN S/R		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(29 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(29 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

76

01220354362	WED 12/01/2022 20:30		DARK	FERRY LANE, NR JUNCT WTH TOTENHAM HALE UNDERGROUND BUS STATION.			31 LINK 214-712		534488/189467
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	AUTO SIG	PEDN PHASE ATS		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(24 YRS - F - REDA)		SLIGHT	PEDESTRIAN		N BOUND		FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(E TO W) FRONT HIT FIRST	J/P - UNKN JCT APP
V001 C001	A B	405 (FAILED TO LOOK PROPERLY) 802 (FAILED TO LOOK PROPERLY)				V001	B		602 (CARELESS, RECKLESS OR IN A HURRY)

77

01220355903	FRI 21/01/2022 07:55	LIGHT	HALE RD, NR JUNCT WTH MONUMENT WAY.			31 NODE 210	534224/189639
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PEDN PHASE ATS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(32 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(74 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

78

01220356808	SUN 23/01/2022 12:25	LIGHT	FERRY LANE, NR JUNCT WTH JARROW RD.			31 LINK 214-712	534513/189465
SELF-REPORTED	UNKNOWN S/R	WEATHER-OTHER	SINGLE CWY	NO JUN IN 20M		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(43 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(43 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

79

01220362388	SAT 26/02/2022 15:00	LIGHT	HALE RD, 30 METRES SOUTH OF JUNCT WTH A503.. NREST CLASSIFIED RD WAS A503			31 LINK 210-213	534274/189605
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	NO JUN IN 20M		PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(47 YRS - M - REDA)	SLIGHT	PEDESTRIAN	E BOUND	FROM DRIVERS N/SIDE - MASKED	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(24 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(S TO N) DID NOT IMPACT	J/P - UNKN
C001	A	802 (FAILED TO LOOK PROPERLY)			C001 A	804 (WRONG USE OF PEDESTRIAN CROSSING FACILITY)	

80

01220362910	TUE 01/03/2022 10:25	LIGHT	BRD LANE, NR JUNCT WTH TOTTENHAM HALE CAR PARK ENTRANCE.			31 LINK 87-113	534241/189388
POLICE - AT SCENE	ROAD-WET	RAINING	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(21 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(34 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ	(21 YRS - M - REDACT)		O/TAKING - NON MOVING VEH	(N TO S) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ	(34 YRS - F - REDACT)		TURNING RIGHT	(E TO N) O/S HIT FIRST	E/MAIN RD
V001	A	405 (FAILED TO LOOK PROPERLY)			V001 A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	
V001	B	103 (SLIPPERY ROAD (DUE TO WEATHER))			V001 A	602 (CARELESS, RECKLESS OR IN A HURRY)	
V001	A	403 (POOR TURN OR MANOEUVRE)					

81

01220369240	SUN 03/04/2022 01:17	DARK	JARROW RD, NR JUNCT WTH FERRY LANE.			31 NODE 214	534412/189471
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(32 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	MC 51-125CC BT - DRV NOT CONTACTED	(32 YRS - M - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	JOURNEY P/O WORK UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

82

01220375725	WED 11/05/2022 12:30		LIGHT	BRD LANE, 46 METRES SOUTH OF JUNCT WTH TYNEMOUTH RD.			31 LINK 87-113		534235/189242
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	PRIV DRIVE	GIVEWAY /UNCONT	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(? YRS - M - REDA)		SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER		
VEHICLE	001 (000)	CAR BT - NOT REQ		(26 YRS - F - REDACT)		TURNING RIGHT	(N TO W) FRONT HIT FIRST	COMMUTING E/MAIN RD	
V001	A	405 (FAILED TO LOOK PROPERLY)							

83

01220381932	SUN 12/06/2022 23:00	DARK	HALE RD, NR JUNCT WTH HALE.			31 NODE 210	534234/189609
POLICE - AT SCENE	ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	AUTO SIG	PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (002)	(20 YRS - F - REDA)	SLIGHT	DRIVER/RIDER			
CASUALTY	002 (002)	(45 YRS - F - REDA)	SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - R-HAND BEND	(W TO E) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NEG	(20 YRS - F - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JCT APP
V001	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))			V002	B	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))
V001	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)			V002	B	301 (DISOBEYED AUTOMATIC TRAFFIC SIGNAL)

84

01220382830	THU 16/06/2022 23:22	DARK	FERRY LANE, NR JUNCT WTH HALE.			31 NODE 113	534321/189482
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	SINGLE CWY	UNKNOWN S/R	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(26 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED	(26 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

85

01220385196	WED 22/06/2022 03:20	LIGHT	BRD LANE, NR JUNCT WTH CUNNINGHAM RD.			31 LINK 87-113	534092/189091
SELF-REPORTED	ROAD-DRY	WEATHER-FINE	UNKNOWN	UNKNOWN S/R	UNKNOWN S/R	CNTL REFUGE N/O CTRLS	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(16 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(16 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(38 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

86

01220392720	MON 04/07/2022 13:00	LIGHT	PARKVIEW RD, NR JUNCT WTH MONUMENT WAY.			31 NODE 210	534197/189644
SELF-REPORTED	UNKNOWN S/R	WEATHER-UNKNOWN	UNKNOWN	OTHER JUN	UNKNOWN S/R	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED							
CASUALTY	001 (001)	(38 YRS - M - REDA)	SLIGHT	PEDESTRIAN	UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

Appendix E
Active Travel Zone (ATZ) Photos

PHOTOS FROM ATZ ASSESSMENT*

*Please refer to **Drawing Number 2206940-008** for photo references.

Key Route No.1: Site – Bus Stops on Broad Lane



Photo 1.1



Photo 1.2

Key Route No.2: Site – Tottenham Hale Retail Therapy



Photo 2.1



Photo 2.2

Key Route No.3: Site – Tottenham Hale Underground Station and Bus Station



Photo 3.1



Photo 3.2

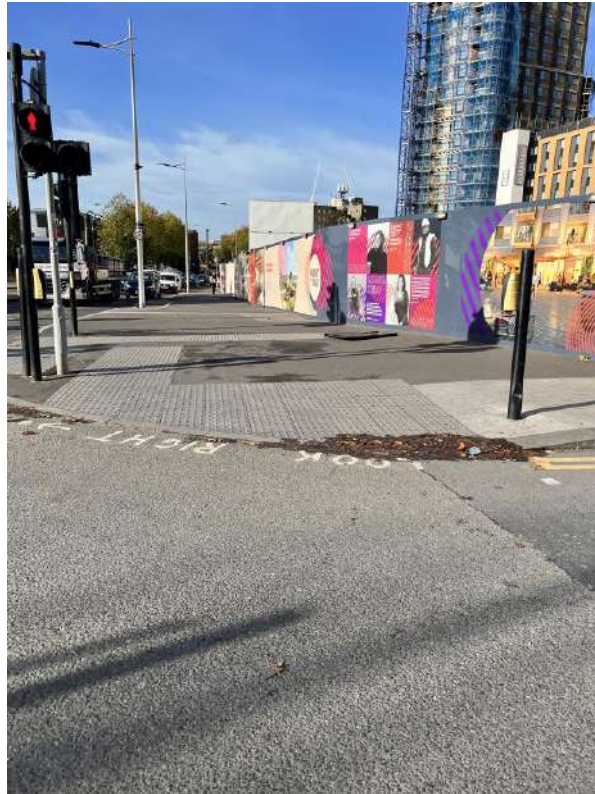


Photo 3.3



Photo 3.4

Key Route No.4: Site – Down Lane Park



Photo 4.1



Photo 4.2



Photo 4.3

Appendix F
TRICS Output

TRICS 7.9.3

Trip Rate P Gross floor area

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

Calculation Factor: 100 sqm

Count Type: TOTAL VEHICLES

Time Range	ARRIVALS		DEPARTURES					
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0.021	2	2352	0.021	2	2352
09:00-10:00	2	2352	0.021	2	2352	0.021	2	2352
10:00-11:00	2	2352	0.043	2	2352	0.021	2	2352
11:00-12:00	2	2352	0.021	2	2352	0	2	2352
12:00-13:00	2	2352	0.043	2	2352	0.043	2	2352
13:00-14:00	2	2352	0	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0.021	2	2352
15:00-16:00	2	2352	0	2	2352	0.021	2	2352
16:00-17:00	2	2352	0.043	2	2352	0.021	2	2352
17:00-18:00	2	2352	0	2	2352	0.021	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.192			0.19		

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

Calculation Factor: 100 sqm

Count Type: TAXIS

Time Range	ARRIVALS		DEPARTURES					
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0.021	2	2352	0.021	2	2352
09:00-10:00	2	2352	0	2	2352	0	2	2352
10:00-11:00	2	2352	0	2	2352	0	2	2352
11:00-12:00	2	2352	0.021	2	2352	0	2	2352
12:00-13:00	2	2352	0.021	2	2352	0.043	2	2352
13:00-14:00	2	2352	0	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0	2	2352
15:00-16:00	2	2352	0	2	2352	0	2	2352
16:00-17:00	2	2352	0.021	2	2352	0.021	2	2352
17:00-18:00	2	2352	0	2	2352	0	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.084			0.085		

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

Calculation Factor: 100 sqm

Count Type: CYCLISTS

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0	2	2352	0	2	2352
09:00-10:00	2	2352	0.085	2	2352	0	2	2352
10:00-11:00	2	2352	0.021	2	2352	0	2	2352
11:00-12:00	2	2352	0.106	2	2352	0.043	2	2352
12:00-13:00	2	2352	0	2	2352	0.021	2	2352
13:00-14:00	2	2352	0.043	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0	2	2352
15:00-16:00	2	2352	0	2	2352	0.043	2	2352
16:00-17:00	2	2352	0	2	2352	0.021	2	2352
17:00-18:00	2	2352	0	2	2352	0.043	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								

23:00-24:00

Daily Trip Rates:

0.255

0.171

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

Calculation Factor: 100 sqm

Count Type: VEHICLE OCCUPANTS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA
			Trip Rate	No. Days		Trip Rate	No. Days	
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0.043	2	2352	0.021	2	2352
09:00-10:00	2	2352	0.021	2	2352	0.021	2	2352
10:00-11:00	2	2352	0.043	2	2352	0.021	2	2352
11:00-12:00	2	2352	0.021	2	2352	0	2	2352
12:00-13:00	2	2352	0.064	2	2352	0.064	2	2352
13:00-14:00	2	2352	0	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0.021	2	2352
15:00-16:00	2	2352	0	2	2352	0.021	2	2352
16:00-17:00	2	2352	0.106	2	2352	0.064	2	2352
17:00-18:00	2	2352	0	2	2352	0.043	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.298			0.276		

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

Calculation Factor: 100 sqm

Count Type: PEDESTRIANS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA
			Trip Rate	No. Days		Trip Rate	No. Days	
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	2	2352	0.638	2	2352	0.064	2	2352
08:00-09:00	2	2352	0.532	2	2352	0.213	2	2352
09:00-10:00	2	2352	0.34	2	2352	0.17	2	2352
10:00-11:00	2	2352	0.234	2	2352	0.34	2	2352
11:00-12:00	2	2352	0.617	2	2352	0.468	2	2352
12:00-13:00	2	2352	0.744	2	2352	1.021	2	2352
13:00-14:00	2	2352	1.276	2	2352	0.872	2	2352
14:00-15:00	2	2352	0.468	2	2352	0.468	2	2352
15:00-16:00	2	2352	0.361	2	2352	0.595	2	2352
16:00-17:00	2	2352	0.255	2	2352	0.936	2	2352
17:00-18:00	2	2352	0.234	2	2352	0.68	2	2352
18:00-19:00	2	2352	0.043	2	2352	0.404	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			5.742			6.231		

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

Calculation Factor: 100 sqm

Count Type: BUS/TRAM PASSENGERS

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0.34	2	2352	0.064	2	2352
08:00-09:00	2	2352	0.872	2	2352	0.064	2	2352
09:00-10:00	2	2352	0.914	2	2352	0.149	2	2352
10:00-11:00	2	2352	0.383	2	2352	0.149	2	2352
11:00-12:00	2	2352	0.276	2	2352	0.255	2	2352
12:00-13:00	2	2352	0.276	2	2352	0.659	2	2352
13:00-14:00	2	2352	0.532	2	2352	0.553	2	2352
14:00-15:00	2	2352	0.298	2	2352	0.298	2	2352
15:00-16:00	2	2352	0.128	2	2352	0.361	2	2352
16:00-17:00	2	2352	0.085	2	2352	0.659	2	2352
17:00-18:00	2	2352	0.043	2	2352	0.765	2	2352
18:00-19:00	2	2352	0	2	2352	0.276	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								

Daily Trip Rates: 4.147 4.252

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

Calculation Factor: 100 sqm

Count Type: TOTAL RAIL PASSENGERS

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0.489	2	2352	0	2	2352
08:00-09:00	2	2352	0.936	2	2352	0.043	2	2352
09:00-10:00	2	2352	0.638	2	2352	0.234	2	2352
10:00-11:00	2	2352	0.404	2	2352	0.085	2	2352
11:00-12:00	2	2352	0.298	2	2352	0.128	2	2352
12:00-13:00	2	2352	0.34	2	2352	0.276	2	2352
13:00-14:00	2	2352	0.383	2	2352	0.191	2	2352
14:00-15:00	2	2352	0.213	2	2352	0.213	2	2352
15:00-16:00	2	2352	0.17	2	2352	0.255	2	2352
16:00-17:00	2	2352	0.149	2	2352	0.617	2	2352
17:00-18:00	2	2352	0	2	2352	0.872	2	2352
18:00-19:00	2	2352	0	2	2352	0.34	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			4.02			3.254		

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

Calculation Factor: 100 sqm

Count Type: COACH PASSENGERS

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0	2	2352	0	2	2352

08:00-09:00	2	2352	0	2	2352	0	2	2352
09:00-10:00	2	2352	0	2	2352	0	2	2352
10:00-11:00	2	2352	0	2	2352	0	2	2352
11:00-12:00	2	2352	0.021	2	2352	0	2	2352
12:00-13:00	2	2352	0	2	2352	0	2	2352
13:00-14:00	2	2352	0.021	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0.021	2	2352
15:00-16:00	2	2352	0	2	2352	0	2	2352
16:00-17:00	2	2352	0	2	2352	0.021	2	2352
17:00-18:00	2	2352	0	2	2352	0	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.042			0.042		

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

Calculation Factor: 100 sqm

Count Type: PUBLIC TRANSPORT USERS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA
			Trip Rate	No. Days		Trip Rate	No. Days	
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	2	2352	0.829	2	2352	0.064	2	2352
08:00-09:00	2	2352	1.807	2	2352	0.106	2	2352
09:00-10:00	2	2352	1.552	2	2352	0.383	2	2352
10:00-11:00	2	2352	0.787	2	2352	0.234	2	2352
11:00-12:00	2	2352	0.595	2	2352	0.383	2	2352
12:00-13:00	2	2352	0.617	2	2352	0.936	2	2352
13:00-14:00	2	2352	0.936	2	2352	0.744	2	2352
14:00-15:00	2	2352	0.51	2	2352	0.532	2	2352
15:00-16:00	2	2352	0.298	2	2352	0.617	2	2352
16:00-17:00	2	2352	0.234	2	2352	1.297	2	2352
17:00-18:00	2	2352	0.043	2	2352	1.637	2	2352
18:00-19:00	2	2352	0	2	2352	0.617	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			8.208			7.55		

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

Calculation Factor: 100 sqm

Count Type: TOTAL PEOPLE

Time Range			ARRIVALS				DEPARTURES	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	1.467	2	2352	0.128	2	2352
08:00-09:00	2	2352	2.381	2	2352	0.34	2	2352
09:00-10:00	2	2352	1.999	2	2352	0.574	2	2352
10:00-11:00	2	2352	1.084	2	2352	0.595	2	2352
11:00-12:00	2	2352	1.34	2	2352	0.893	2	2352
12:00-13:00	2	2352	1.425	2	2352	2.041	2	2352
13:00-14:00	2	2352	2.254	2	2352	1.616	2	2352
14:00-15:00	2	2352	0.978	2	2352	1.021	2	2352
15:00-16:00	2	2352	0.659	2	2352	1.276	2	2352
16:00-17:00	2	2352	0.595	2	2352	2.318	2	2352
17:00-18:00	2	2352	0.276	2	2352	2.403	2	2352
18:00-19:00	2	2352	0.043	2	2352	1.021	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			14.501			14.226		

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

Calculation Factor: 100 sqm

Count Type: CARS

Time Range			ARRIVALS				DEPARTURES	
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0	2	2352	0	2	2352

09:00-10:00	2	2352	0	2	2352	0	2	2352
10:00-11:00	2	2352	0.021	2	2352	0	2	2352
11:00-12:00	2	2352	0	2	2352	0	2	2352
12:00-13:00	2	2352	0	2	2352	0	2	2352
13:00-14:00	2	2352	0	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0	2	2352
15:00-16:00	2	2352	0	2	2352	0.021	2	2352
16:00-17:00	2	2352	0	2	2352	0	2	2352
17:00-18:00	2	2352	0	2	2352	0	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.021				0.021	

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

Calculation Factor: 100 sqm

Count Type: LGVS

Time Range	No. Days	Ave. GFA	ARRIVALS		Ave. GFA	DEPARTURES		Ave. GFA
			Trip Rate	No. Days		Trip Rate	No. Days	
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0	2	2352	0	2	2352
09:00-10:00	2	2352	0.021	2	2352	0.021	2	2352
10:00-11:00	2	2352	0.021	2	2352	0.021	2	2352
11:00-12:00	2	2352	0	2	2352	0	2	2352
12:00-13:00	2	2352	0	2	2352	0	2	2352
13:00-14:00	2	2352	0	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0	2	2352
15:00-16:00	2	2352	0	2	2352	0	2	2352
16:00-17:00	2	2352	0.021	2	2352	0	2	2352
17:00-18:00	2	2352	0	2	2352	0.021	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.063				0.063	

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

Calculation Factor: 100 sqm

Count Type: MOTOR CYCLES

Time Range	ARRIVALS		DEPARTURES		No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
	No. Days	Ave. GFA	No. Days	Ave. GFA						
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	2	2352	0	2	2352	0	2	2352		
08:00-09:00	2	2352	0	2	2352	0	2	2352		
09:00-10:00	2	2352	0	2	2352	0	2	2352		
10:00-11:00	2	2352	0	2	2352	0	2	2352		
11:00-12:00	2	2352	0	2	2352	0	2	2352		
12:00-13:00	2	2352	0.021	2	2352	0	2	2352		
13:00-14:00	2	2352	0	2	2352	0	2	2352		
14:00-15:00	2	2352	0	2	2352	0.021	2	2352		
15:00-16:00	2	2352	0	2	2352	0	2	2352		
16:00-17:00	2	2352	0	2	2352	0	2	2352		
17:00-18:00	2	2352	0	2	2352	0	2	2352		
18:00-19:00	2	2352	0	2	2352	0	2	2352		
19:00-20:00										
20:00-21:00										
21:00-22:00										
22:00-23:00										
23:00-24:00										
Daily Trip Rates:			0.021				0.021			

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

Calculation Factor: 100 sqm

Count Type: Underground Passengers

Time Range	ARRIVALS		DEPARTURES		No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
	No. Days	Ave. GFA	No. Days	Ave. GFA						
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	2	2352	0.425	2	2352	0	2	2352		
08:00-09:00	2	2352	0.851	2	2352	0.043	2	2352		
09:00-10:00	2	2352	0.447	2	2352	0.191	2	2352		

10:00-11:00	2	2352	0.361	2	2352	0.085	2	2352
11:00-12:00	2	2352	0.234	2	2352	0.085	2	2352
12:00-13:00	2	2352	0.191	2	2352	0.213	2	2352
13:00-14:00	2	2352	0.191	2	2352	0.043	2	2352
14:00-15:00	2	2352	0.17	2	2352	0.191	2	2352
15:00-16:00	2	2352	0.106	2	2352	0.17	2	2352
16:00-17:00	2	2352	0.128	2	2352	0.447	2	2352
17:00-18:00	2	2352	0	2	2352	0.723	2	2352
18:00-19:00	2	2352	0	2	2352	0.319	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			3.104			2.51		

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

Calculation Factor: 100 sqm

Count Type: DLR Passengers

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0	2	2352	0	2	2352
09:00-10:00	2	2352	0	2	2352	0	2	2352
10:00-11:00	2	2352	0.021	2	2352	0	2	2352
11:00-12:00	2	2352	0	2	2352	0	2	2352
12:00-13:00	2	2352	0.021	2	2352	0	2	2352
13:00-14:00	2	2352	0	2	2352	0	2	2352
14:00-15:00	2	2352	0	2	2352	0.021	2	2352
15:00-16:00	2	2352	0	2	2352	0	2	2352
16:00-17:00	2	2352	0	2	2352	0.021	2	2352
17:00-18:00	2	2352	0	2	2352	0	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.042			0.042		

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

Calculation Factor: 100 sqm
 Count Type: Overground Passengers

			ARRIVALS		DEPARTURES			
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA
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	2	2352	0.064	2	2352	0	2	2352
08:00-09:00	2	2352	0.064	2	2352	0	2	2352
09:00-10:00	2	2352	0.106	2	2352	0	2	2352
10:00-11:00	2	2352	0	2	2352	0	2	2352
11:00-12:00	2	2352	0.021	2	2352	0.021	2	2352
12:00-13:00	2	2352	0.106	2	2352	0.064	2	2352
13:00-14:00	2	2352	0.106	2	2352	0.043	2	2352
14:00-15:00	2	2352	0.021	2	2352	0	2	2352
15:00-16:00	2	2352	0.043	2	2352	0.043	2	2352
16:00-17:00	2	2352	0	2	2352	0.128	2	2352
17:00-18:00	2	2352	0	2	2352	0.106	2	2352
18:00-19:00	2	2352	0	2	2352	0.021	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.531		0.426			

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 Calculation Factor: 100 sqm
 Count Type: National Rail Passengers

			ARRIVALS		DEPARTURES			
No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA
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	2	2352	0	2	2352	0	2	2352
08:00-09:00	2	2352	0.021	2	2352	0	2	2352
09:00-10:00	2	2352	0.085	2	2352	0.043	2	2352
10:00-11:00	2	2352	0.021	2	2352	0	2	2352

11:00-12:00	2	2352	0.043	2	2352	0.021	2	2352
12:00-13:00	2	2352	0.021	2	2352	0	2	2352
13:00-14:00	2	2352	0.085	2	2352	0.106	2	2352
14:00-15:00	2	2352	0.021	2	2352	0	2	2352
15:00-16:00	2	2352	0.021	2	2352	0.043	2	2352
16:00-17:00	2	2352	0.021	2	2352	0.021	2	2352
17:00-18:00	2	2352	0	2	2352	0.043	2	2352
18:00-19:00	2	2352	0	2	2352	0	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			0.339			0.277		

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
Calculation Factor: 100 sqm
Count Type: Bus Passengers

Time Range	ARRIVALS			DEPARTURES				
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA
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	2	2352	0.34	2	2352	0.064	2	2352
08:00-09:00	2	2352	0.872	2	2352	0.064	2	2352
09:00-10:00	2	2352	0.914	2	2352	0.149	2	2352
10:00-11:00	2	2352	0.383	2	2352	0.149	2	2352
11:00-12:00	2	2352	0.276	2	2352	0.255	2	2352
12:00-13:00	2	2352	0.276	2	2352	0.659	2	2352
13:00-14:00	2	2352	0.532	2	2352	0.553	2	2352
14:00-15:00	2	2352	0.298	2	2352	0.298	2	2352
15:00-16:00	2	2352	0.128	2	2352	0.361	2	2352
16:00-17:00	2	2352	0.085	2	2352	0.659	2	2352
17:00-18:00	2	2352	0.043	2	2352	0.765	2	2352
18:00-19:00	2	2352	0	2	2352	0.276	2	2352
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-24:00								
Daily Trip Rates:			4.147			4.252		

TOTALS

Trip 57
Rate

0	0	0
0.042	1.197	1.197
0.042	1.197	1.197
0.064	2.451	1.197
0.021	1.197	0
0.086	2.451	2.451
0	0	0
0.021	0	1.197
0.021	0	1.197
0.064	2.451	1.197
0.021	0	1.197
0	0	0

0.382 10.944 10.83

TOTALS

Trip
Rate

0
0.042
0
0
0.021
0.064
0
0
0
0.042
0
0

0.169

TOTALS
Trip
Rate

0
0
0.085
0.021
0.149
0.021
0.043
0
0.043
0.021
0.043
0

0.426

TOTALS
Trip
Rate

0
0.064
0.042
0.064
0.021
0.128
0
0.021
0.021
0.17
0.043
0

0.574

TOTALS
Trip
Rate

0.702
0.745
0.51
0.574
1.085
1.765
2.148
0.936
0.956
1.191
0.914
0.447

11.973

TOTALS
Trip
Rate

0.404
0.936
1.063
0.532
0.531
0.935
1.085
0.596
0.489
0.744
0.808
0.276

8.399

TOTALS
Trip
Rate

0.489
0.979
0.872
0.489
0.426
0.616
0.574
0.426
0.425
0.766
0.872
0.34

7.274

TOTALS
Trip
Rate

0
0
0
0.021
0
0.021
0.021
0
0.021
0
0

0.084

TOTALS
Trip
Rate

0.893
1.913
1.935
1.021
0.978
1.553
1.68
1.042
0.915
1.531
1.68
0.617

15.758

TOTALS
Trip
Rate

GIA 57

1.595	84	7	91
2.721	136	19	155
2.573	114	33	147
1.679	62	34	96
2.233	76	51	127
3.466	81	116	198
3.87	128	92	221
1.999	56	58	114
1.935	38	73	110
2.913	34	132	166
2.679	16	137	153
1.064	2	58	61
28.727	827	811	1637

TOTALS
Trip
Rate

0
0

0
0.021
0
0
0
0
0.021
0
0
0

0.042

TOTALS
Trip
Rate

GIA 57

0	0	0	0
0	0	0	0
0.042	1.197	1.197	2.394
0.042	1.197	1.197	2.394
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.021	1.197	0	1.197
0.021	0	1.197	1.197
0	0	0	0

0.126	3.591	3.591	7.182
-------	-------	-------	-------

TOTALS
Trip
Rate

0
0
0
0
0
0.021
0
0.021
0
0
0
0

0.042

TOTALS
Trip
Rate

0.425
0.894
0.638

0.446
0.319
0.404
0.234
0.361
0.276
0.575
0.723
0.319

5.614

TOTALS
Trip
Rate

0
0
0
0.021
0
0.021
0
0.021
0
0.021
0
0

0.084

TOTALS

Trip
Rate

0.064
0.064
0.106
0
0.042
0.17
0.149
0.021
0.086
0.128
0.106
0.021

0.957

TOTALS

Trip
Rate

0
0.021
0.128
0.021

0.064
0.021
0.191
0.021
0.064
0.042
0.043
0

0.616

TOTALS
Trip
Rate

0.404
0.936
1.063
0.532
0.531
0.935
1.085
0.596
0.489
0.744
0.808
0.276

8.399

0
2.394
2.394
3.648
1.197
4.902
0
1.197
1.197
3.648
1.197
0

21.774