

Haringey Civic Centre

Transport Assessment

HCC-BHE-XX-XX-RP-YT-000002

0044501

12 April 2023

Revision P02

Revision	Description	Issued by	Date	Checked
P01	First Client Draft	LS	23.03.23	CM
P02	Final Issue for Planning	LS	12.04.23	CM

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Glossary

Term	Definition
ATC	Automatic Traffic Counter
ATZ	Active Travel Zone
GEA	Gross External Area
GFA	Gross Floor Area
GIA	Gross Internal Area
GLA	Greater London Authority
HCC	Haringey Civic Centre
LBH	London Borough of Haringey
MSOA	Middle Layer Super Output Area
PTAL	Public Transport Accessibility Level
Sqm	Square Metres
TA	Transport Assessment
TCoL	Transport Classification of Londoners
TfL	Transport for London
TP	Travel Plan
TRICS	Trip Rate Information Computer System
WebCAT	Web-based Connectivity Assessment Toolkit

1 Introduction

1.1 Preamble

1.1.1 Buro Happold has been appointed by the London Borough of Haringey (LBH), to produce a Transport Assessment (TA) to support a planning application for the proposed refurbishment and extension to the Haringey Civic Centre (HCC).

1.1.2 The development will see the existing HCC building refurbished, bringing state of the art facilities to the existing building, whilst a new annexe is proposed to be built to the rear of the existing building, providing additional space.

1.2 Site Location

1.2.1 The Site is located within the Haringey, around 350m north of Wood Green Underground station. The Site is bordered by the A105 High Road to the east, the A109 Bounds Green Road to the south, Trinity Primary Academy school to the west and Trinity Road to the north.

1.2.2 Figure 1.1 shows the site location in the context of the surrounding area.

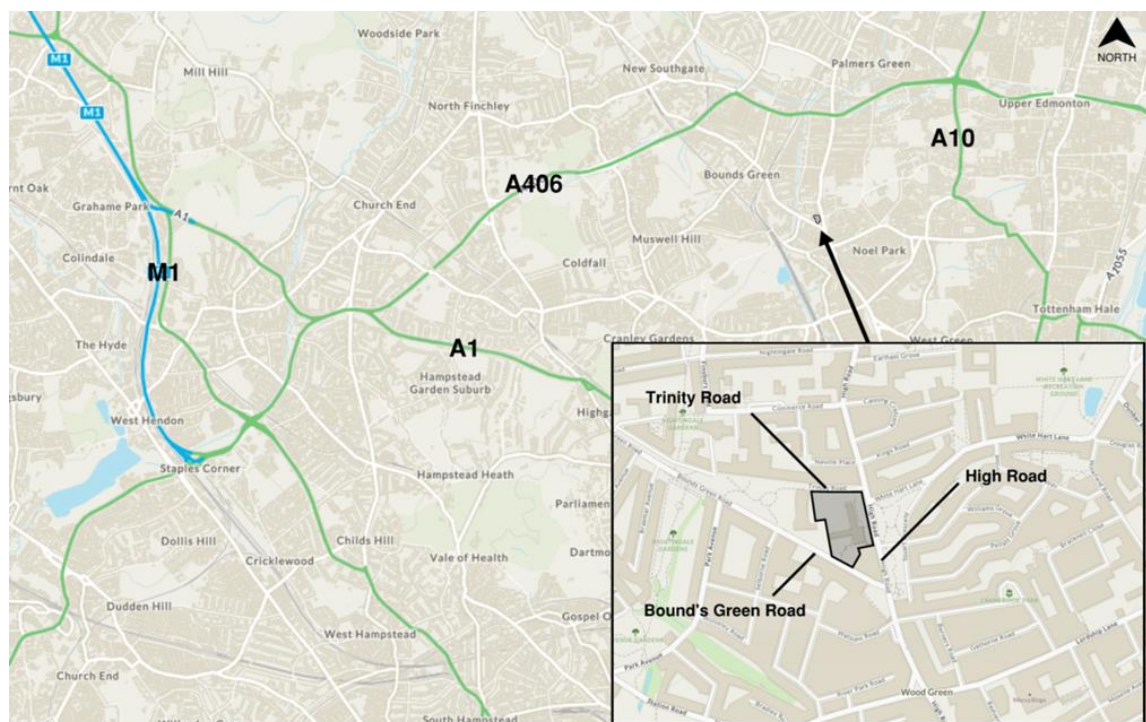


Figure 1.1 Site Location

1.2.3 The red line boundary for the Haringey Civic Centre planning application is shown in Figure 1.2.

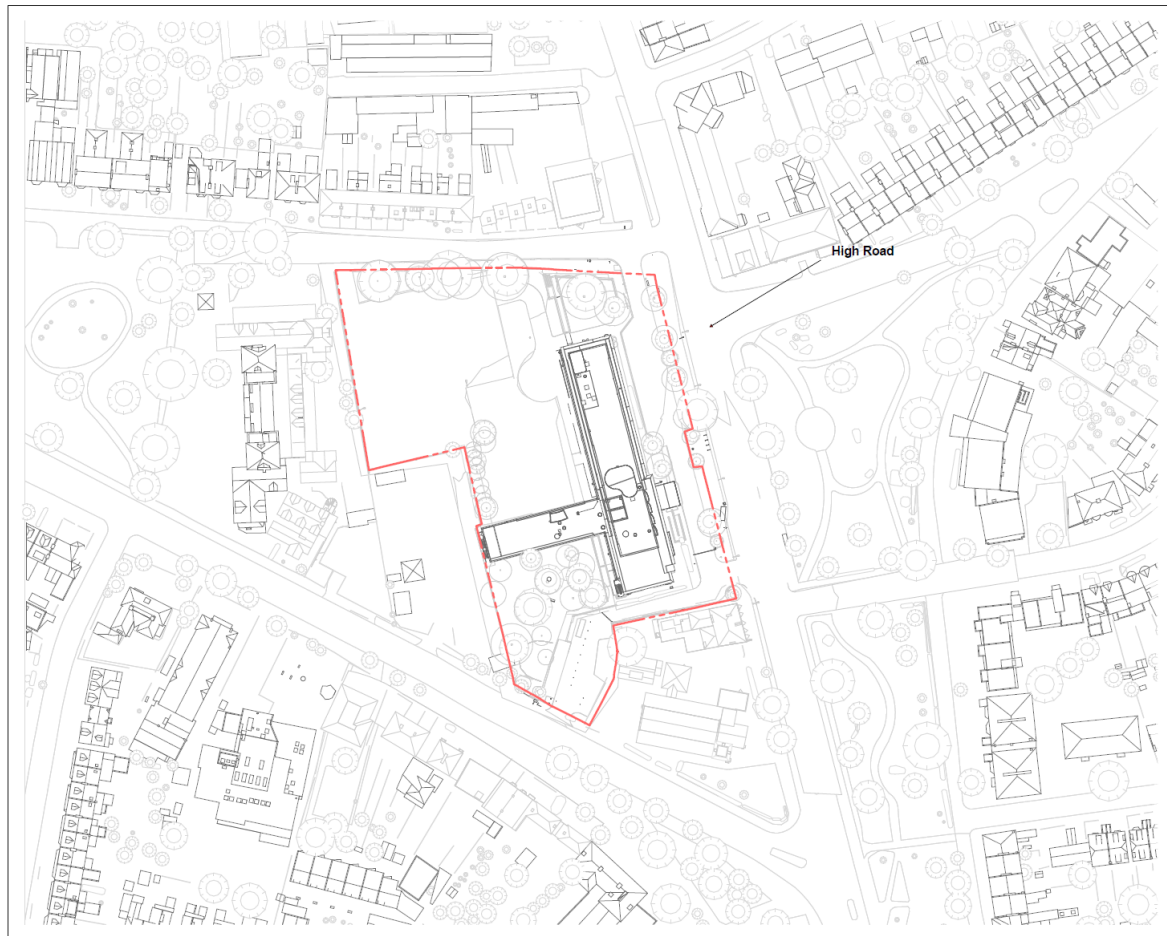


Figure 1.2 Site Application 'Red Line' Boundary

1.3 Proposed Development

1.3.1 Full planning permission and listed building consent is sought for the following description of development:

Refurbishment of existing Civic Centre and offices and redevelopment of the existing rear car park for the erection of a three storey building (plus roof enclosure) comprising of Class E floorspace; 2 x two storey links; creation of central courtyard; and associated landscaping."

1.3.2 The proposed development seeks to rationalise the Council's existing accommodation to reduce office costs and enable investment in other services. As part of this exercise the Council undertook a phased decant of the Civic Centre from 2017, with a view to disposing of the Site for redevelopment. In July 2018 the Civic Centre was Grade II listed, meaning total demolition is no longer likely to be achievable.

1.3.3 The proposed development comprises the following works:

- Replacement of the existing Civic Centre façade;
- Internal alterations to the Civic Centre (further detail is contained within the supporting Heritage Statement);
- Provision of 1,119sqm of civic floorspace (Class F1);

- Extension of the existing Civic Centre, providing 8,320 sqm of Class E office accommodation;
- Roof alterations to the existing Civic Centre to accommodate modern plant requirements;
- Associated landscaping and highway works.

1.3.4 Construction is expected to commence in January 2024 and is expected to last for 20-22 months.

1.3.5 Further detail on the construction programme can be found in Chapter 6.

1.4 Policy Overview

1.4.1 The central aim of The Mayor of London's Transport Strategy, March 2018, is that 80% of all trips in London will be made on foot, by cycle or using public transport by 2041, and that all deaths and serious injuries will be eliminated from London's transport network by 2041. The strategy includes action plans which set out how the Mayor's Transport Strategy proposals will be achieved, including the 'Vision Zero' plan, which focuses on reducing road danger on London's roads by eradicating deaths and serious injuries.

1.4.2 To encourage more Londoners to walk, cycle and use public transport, the Mayor and Transport for London (TfL) have adopted the 'Healthy Streets Approach' which puts people and their health at the centre of decisions about how public spaces are designed, managed and used. It also seeks to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live and work, play and do business. This TA has been prepared in accordance with the TfL's Healthy Streets guidance.

1.4.3 Haringey Council are in the process of developing a Wood Green Area Action Plan as part of their Local Plan, which has been through multiple levels of public consultation. The Action Plan includes plans to support the development of 6,400 new homes, 4,000 new jobs and a thriving, prosperous, green town centre. Appropriate levels of car and cycle parking should also be assessed in line with the London Plan standards.

1.4.4 The scheme proposals align with the Mayor's Transport Strategy and Haringey's Local Plan; high-quality landscaping and public realm is proposed providing connectivity to surrounding existing walking and cycle infrastructure to encourage active travel. Cycle parking proposals exceed London Plan standards to encourage cycling and offer a sustainable alternative to the use of the private car.

1.5 Pre-Application Consultation

1.5.1 A transport scoping note was submitted to LBH Highways on 6 December 2022 to inform pre-application discussions on transport issues related to the proposed development and the wider masterplan context, and to propose a scope for the TA required to support the planning application for the proposed development. Subsequent meetings have been held with various members of LBH's Highways team in order to present the scope to them and reach agreement on the structure of the assessment.

1.5.2 The pre-application correspondence with LBH is included in Appendix A for information. The feedback provided by LBH throughout the pre-application period has been considered by this TA.

1.6 Report Structure

1.6.1 The structure of the TA is as follows:

- **Chapter 2: Transport Planning for People** – describes who the development is for, and why and when users would travel;
- **Chapter 3: Site and Surroundings** – describes how people move around the Site and in its immediate surroundings and the chapter sets out access by all modes of transport before and after development, including servicing and deliveries. A Healthy Streets assessment on the key sections of the public realm before and after development has also been undertaken;
- **Chapter 4: Active Travel Zone Assessment** – describes the extent to which people of all abilities can make key journeys in the ATZ that are essential to support a car-free lifestyle;
- **Chapter 5: London-Wide Network** – the trip generation from the proposed development is presented in this chapter, including the impact of the development on the transport networks and proposed mitigation measures;
- **Chapter 6: Deliveries and Servicing** – the measures proposed to managed deliveries to and servicing of the site are summarised along with mitigation measures; and
- **Chapter 7: Construction** – the impacts of the construction phase have been described, and measures set out to reduce the impact on the highway network, particularly pedestrian and cyclists;
- **Chapter 8: Summary and Conclusion** – concludes the report and summarises how the development supports Healthy Streets and Vision Zero, 2021 London Plan and the Mayor's Transport Strategy.

2 Transport Planning for People

2.1 Future Site Users

2.1.1 The building is designed as the headquarters for the use of the Council as office space and space for the civic functions of the Council. The future site would constitute the following uses:

- Offices
- Evening Events
- Ancillary Café

2.2 Modes of Operation

2.2.1 The following provides a summary of the expected use of the Site on a typical weekday and over the weekend, as provided by the Applicant. The Site would be operational Monday through to Friday and has the potential for use on both Saturdays and Sundays.

2.2.2 Weekday Daytime (08:30-18:00)

2.2.3 There would be approximately 800 office users during core daytime hours of 08:30-18:00, with a number of external visitors attending meetings by appointment during the day, throughout the refurbished existing building and new annexe.

2.2.4 It is reasonable to assume that up to 1,030 people may be in the building at any one time on a typical weekday, comprising maximum 800 staff, 100-120 visitors and community groups of 70-100 people.

2.2.5 The on-site café is unlikely to generate any demand of its own, with users expected to be predominantly linked trips / pass-by trips by people already on-site, working or attending a meeting or function. The café would not be open to the public. Café use would occur throughout the day with a peak usage expected at lunchtime.

2.2.6 Weekday Evening (18:00-22:00)

2.2.7 A certain number of evening events are expected to be hosted at the Site, including monthly council meetings, committee meetings, a full council meeting that is held seven times a year and functions. Up to 350 people could be on-site in the evening, although in most cases many of these people would have already been on-site during the day. During the evening, the office areas would be locked off and become inaccessible.

2.2.8 Weekend (09:00-20:00)

2.2.9 Use of the Site at the weekend is likely to be lower than during the week, with the reception, meeting rooms and welcome space on the ground floor likely to be the only areas in use. There may also be an occasional event in the Council Chamber, meaning up to 350 people may be on-site as a worst-case. No one will be on site after 20:00 at the weekend.

2.3 Transport Classification of Londoners

2.3.1 As per TfL's guidance, the Transport Classification of Londoners report (TCoL, 2017) has been used to identify

the likely demographic and travel characteristics of those living within the borough. These are shown in Figure 2.1.

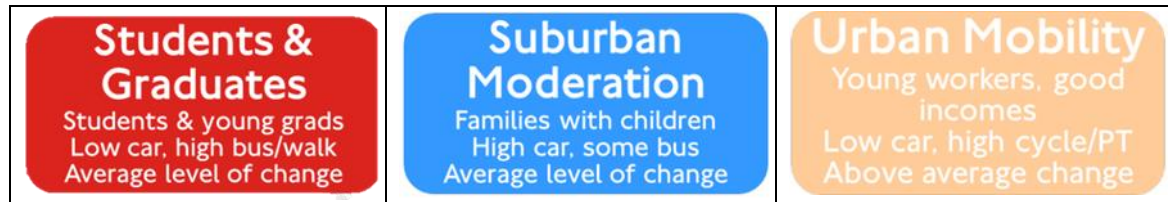


Figure 2.1 HCC – Likely Demographic and Travel Characteristics (Source TfL TCoL 2017)

- 2.3.2 Additionally, TfL's Travel in London Report 15, published in 2022 (TiL15, 2022), revealed a good recovery of public transport use within Haringey, with bus passengers at 82% of the level seen pre-pandemic, and passengers on the London Underground at 72% of the level seen pre-pandemic.
- 2.3.3 The nature of the Site means there is likely to be higher demand in peak times associated with commuting to and from the Site. Very limited car parking is proposed at the Site, which will encourage staff and visitors to travel by public transport, walk or cycle to and from the Site.

3 Site and Surroundings

3.1 Introduction

- 3.1.1 This chapter describes the transport conditions immediately surrounding the Site before and after the proposed development is built. It is noted that the existing Civic Centre building is currently vacant and has been since late 2020, although the Council has made some use of the car parking on-site during this time.

3.2 Walking Accessibility

3.2.1 Existing Baseline

- 3.2.2 The principal pedestrian access points into the Site are from four locations as illustrated on Figure 3.1.



Figure 3.1 Existing Pedestrian Access at the Site

- 3.2.3 It can be seen that the main pedestrian access is from the A105 High Road, allowing pedestrian access to the main entrance. The footway on the western side of the A105 High Road provides pedestrian access directly to the main entrance and to the south of the building. The main entrance provides stepped as well as ramped access for pedestrians.
- 3.2.4 It is also possible for pedestrians to cut through the Site from the A109 Bounds Green Road, via the car park behind St Michael's Church. Further pedestrian access is possible to the rear of the building from Trinity Road, via the car park.

- 3.2.5 Signalised pedestrian crossings are located at the High Road / Bounds Green Road junction, approximately 120m south of the Site. An additional signalised pedestrian crossing is located on High Road approximately 100m north of the Site.
- 3.2.6 The existing pedestrian footways surrounding the Site are of good quality and well-lit. All pedestrian crossings close to the Site have dropped kerbs and tactile paving.
- 3.2.7 In summary, the Site has good access to the surrounding pedestrian network with footways generally provided along all surrounding roads, which are well-lit, in a reasonable state of repair and with dropped kerbs and tactile paving provided at most crossing points.
- 3.2.8 Figure 3.2 shows the areas that can be reached within a 5, 10 and 15-minute walk of the Site.



Figure 3.2 Walking Accessibility

- 3.2.9 The Site is within a few minutes' walk of Wood Green Underground station and around 10 minutes' walk from Alexandra Palace rail station. Bowes Park is an alternative rail station approximately 10 minutes' walk from the site.
- 3.2.10 Typical train journey times from Alexandra Palace to other major stations are described as follows: New Barnet (8 minutes), Highbury & Islington (12 minutes), Moorgate (20 minutes), Welwyn Garden City (30 minutes), Stevenage (45 minutes).
- 3.2.11 From Wood Green Underground station, the following destinations can be reached: Kings Cross St Pancras (~15 minutes), Piccadilly Circus (~23 minutes), Earls Court (~34 minutes) and Heathrow Terminals 2, 3 and 4

(~70 minutes).

- 3.2.12 The Site is also in within a few minutes' walk from numerous amenities situated along High Road as well as the local bus routes along both High Road and Bounds Green Road.
- 3.2.13 A more detailed appraisal of the active travel routes between the Site and key destinations is provided in Chapter 4 as part of the ATZ assessment.

3.3 Proposed Walking Accessibility

- 3.3.1 The proposed development seeks to provide an improvement to pedestrian accessibility. Whilst the principal site access for pedestrians is to remain the front of the main building, the new annexe will facilitate improved access for pedestrians from the front and rear of the building. Those arriving on foot from the north will have a more viable pedestrian route from Trinity Road to the annexe, without the need to cross a car park to do this.

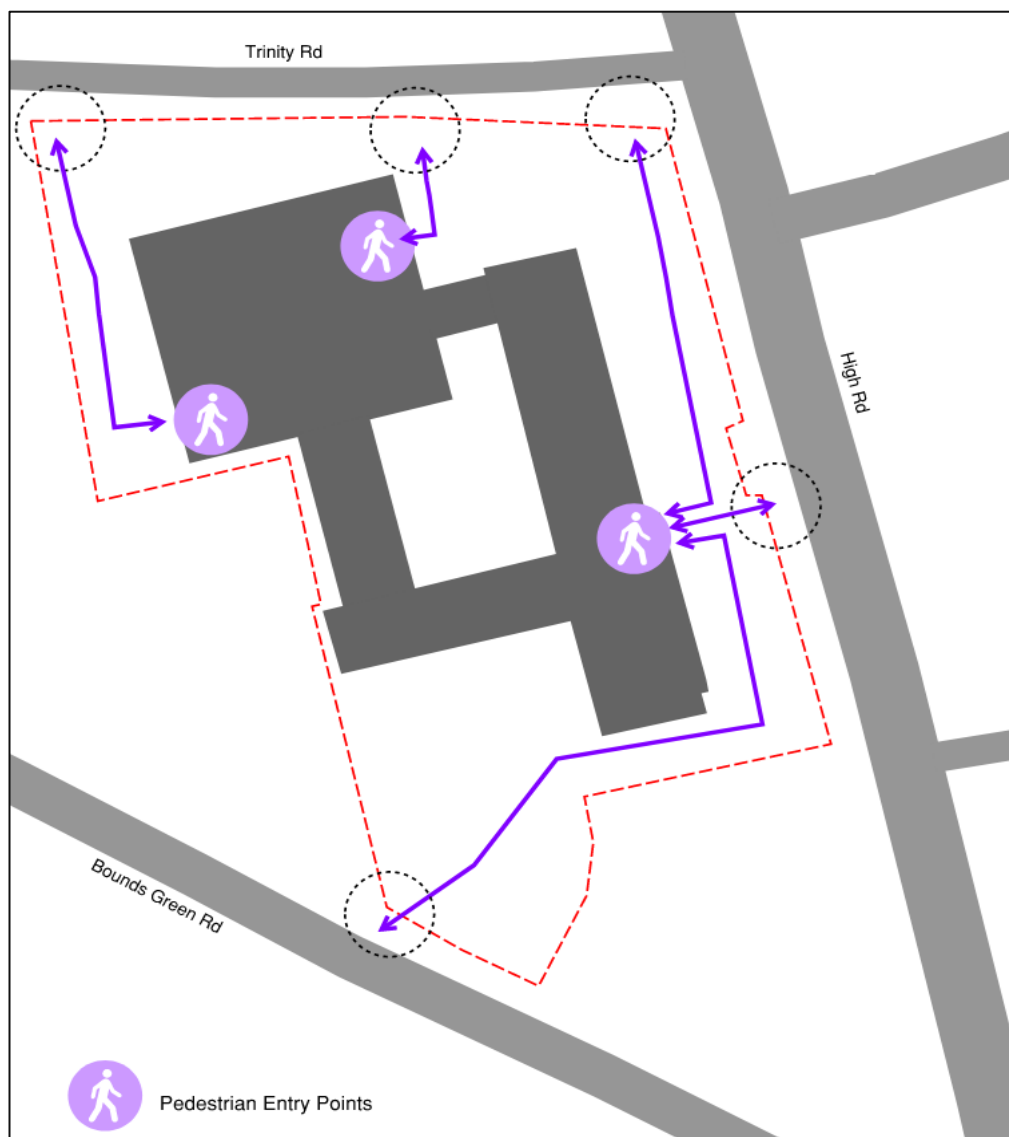


Figure 3.3 Pedestrian Access Points

- 3.3.2 It is anticipated that visitors and staff will access the HCC by the main entrance from the High Road. All visitors to the building will enter the existing main entrance lobby from the High Road where they will be greeted by reception staff at a new reception desk. Staff will also be able to use the front and rear access points to the new annexe building off Trinity Road.
- 3.3.3 The proposals include improvements to the public realm to the front of the building, which improve pedestrian accessibility, including removal of the majority of car parking (details to follow later) and closure of the route along the frontage of the building from the southern access point for vehicles, making a stronger pedestrian connection with the front door of the Civic Centre. This area will be enhanced with benches, plinths, planting and open spaces to better facilitate pedestrian movement and enjoyment. The existing lawn is proposed to be converted into a rain garden, to capture surface water run off as a sustainable alternative to a traditional drainage system.
- 3.3.4 To the south-west of the Site, off Bounds Green Road, it is proposed to enhance the public realm through the provision of planting, gardens and play areas including steppingstones and logs. A new pedestrian route through the woodland gardens will be provided to link Bounds Green Road to the Civic Centre, away from vehicle movement. Further planting, gardens and public realm are proposed to be provided off Trinity Road to the north of the Site with a new pedestrian access to the front and rear of the annex building.

3.4 Cycle Accessibility

3.4.1 Existing Cycle Routes and Parking

- 3.4.2 TfL has a strategic network of signed Cycleways (formerly called Superhighways and Quietways). The closest of these to the Site is C1, which connects from Bruce Castle Park towards Central London, and C20, which connects from the A406 to the north of the Site to Enfield, as well as providing connecting routes to further cycle routes in the north of TfL's Cycleway network.
- 3.4.3 Marked on-street cycle lanes are shown in Figure 3.3, which are located on Bounds Green Road on each side of the carriageway, and cycle docking stations are provided on High Road.
- 3.4.4 Figure 3.4 shows the areas that can be reached within a 20-minute cycle of the Site. Key destinations that can be reached by cycle within 20 minutes include 22 National Train stations and eight Underground stations, from which connections are available to Finchley, Tottenham, Stratford, Bishops Stortford and the Overground towards London Liverpool Street and Cheshunt.

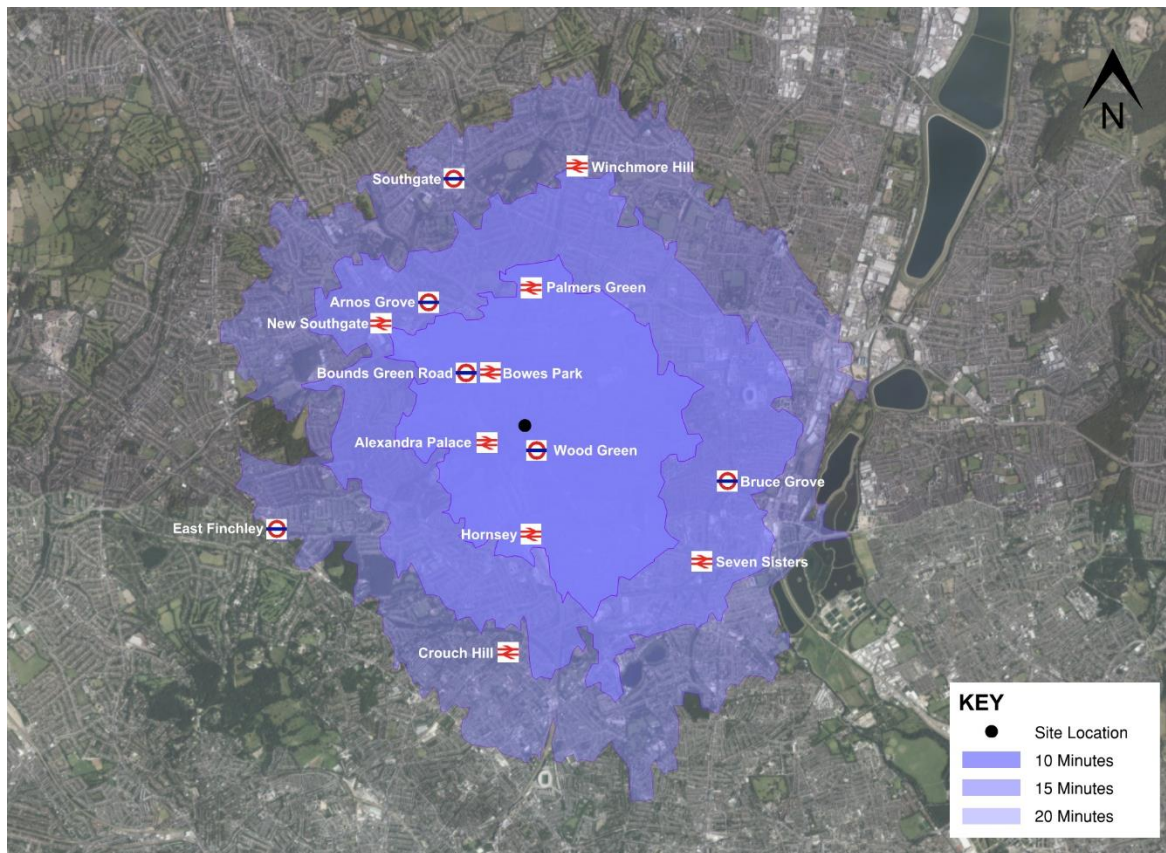


Figure 3.4 Existing Cycle Accessibility

- 3.4.5 There are existing cycle parking stands directly in front of the Civic Centre, with four Sheffield stands positioned on the footway slightly to the north of the main access point for pedestrians. A further two Sheffield stands are located to the south of the vehicular access to the front of the building, as shown in the following Figure.



Figure 3.5 Existing Public Cycle Parking

3.4.6 Proposed Cycle Routes and Parking

- 3.4.7 The proposed development provides access points for cycles that connect with the surrounding cycle network and provide legible routes through the Site to new cycle parking locations. The proposed cycle access routes and cycle parking locations are shown in Figure 3.6.

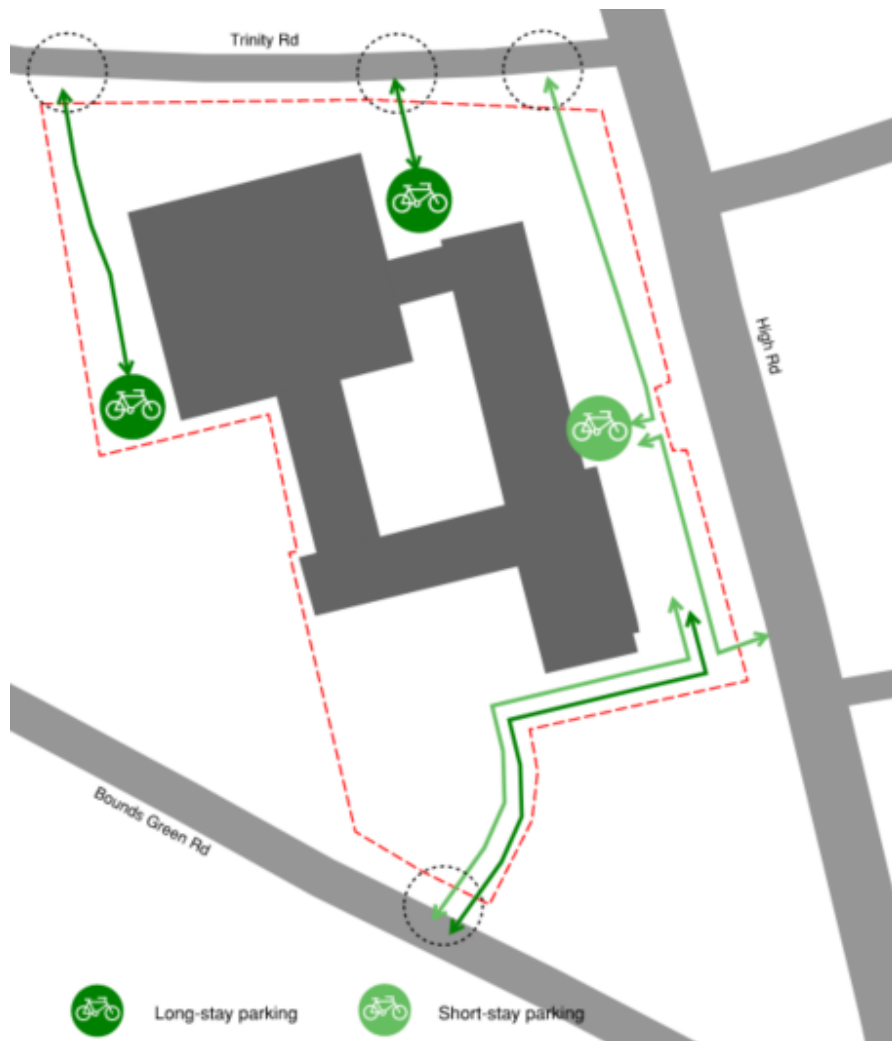


Figure 3.6 Cycle Parking and Access Locations

- 3.4.8 The cycle parking requirements for the proposed development have been generated by applying the 2021 London Plan standards. The standards, adopted in March 2021, describe locations where higher levels of cycle parking are applicable. The Site is located just outside the boundary of the area subject to this requirement as set out in the standards; notwithstanding the higher standard of cycle parking has been applied to provide a higher level of service and encouragement for people to cycle to the Site.
- 3.4.9 The total floor area of the proposed development in gross external floor areas (GEA) is up to 12,299sqm. The split between Class E office and Class F civic function area as GEA is shown in Table 3.1.

Table 3.1 GEA Split in Proposed Floor Area

Land Use	Floor Area (sqm GEA)
Class E Office	10,184
Class F Civic	2,115
Total	12,299

3.4.10 The cycle parking standards have been applied in a bespoke way that best reflects the unique function of the building. The key considerations in this approach are that the building is predominantly an office, with some civic function; and the civic function use would be for visitors attending meetings, plus those who are already on-site. This is similar to the approach taken for cycle parking provision at the new City Hall building – home of the GLA in The Royal Docks, which was approved by the GLA, TfL and London Borough of Newham. The methodology for applying the standards is as follows:

- Office standards applied to the office area, generating both long and short stay provision for staff and office visitors;
- For the civic use, it is assumed that the long-stay staff provision required is already accounted for within the office use provision and no additional long-term parking is required. However, the short-stay parking standard for the civic use is applied to ensure that parking is provided for those attending civic functions / meetings and who are not already in the office.

3.4.11 The cycle parking requirements for the proposed development are shown in Table 3.2. Land-use classes are shown as per the revised land use classifications adopted in September 2020 but have been based on the closest 'old' classifications (B1, Office and D1, Other), as listed in the London Plan.

Table 3.2 Cycle Parking Requirements

Land Use	Long Stay Spaces	Short Stay Spaces
Class E – Office Function	136	12
Class F Civic Function	0	22
Total	136	34

3.4.12 Based on the above standards the proposed cycle parking provision for the Site is shown in Table 3.3.

Table 3.3 Proposed Cycle Parking Provision

Cycle Space Type	Long Stay	Short Stay	Total
Two-tier racks	103	-	103
Sheffield stand spaces	26	34	60
Larger accessible	7	-	7
Total	136	34	170

3.4.13 Feedback from consultation with council staff has guided the location and design of long stay cycle parking for the proposed development. The feedback from staff was that the cycle parking should be prominent in the arrival sequence to the building by being located close to the office (annex) front door, thereby demonstrating its accessibility and the importance of cycling as a travel mode. Conversely other staff indicated that they would not always want to arrive at their office front door in their cycling gear in full view of other staff and would prefer to park their cycles close to the back door of the office (annex) and go to their workstations after using the lockers/showers.

3.4.14 Based on this feedback the long-stay cycle parking has been split into two stores, one located to the front of the annex accessed from a new pedestrian and cycle access from Trinity Road and a second to the rear of the Annex, accessed via the site entrance on Trinity Road that also leads to the service yard.

- 3.4.15 Both cycle stores have been designed in a bespoke fashion taking account comments from LBH officers with regard to designing out criminal and unsociable behaviour and providing high-quality enclosures incorporating secure but convenient door locking systems (proximity card readers for example), lighting and CCTV coverage. The layout of the stands, aisles and doorways is in accordance with the London Cycle Design Standards (LCDS).
- 3.4.16 The cycle parking locations and layouts are shown in Figure 3.7.

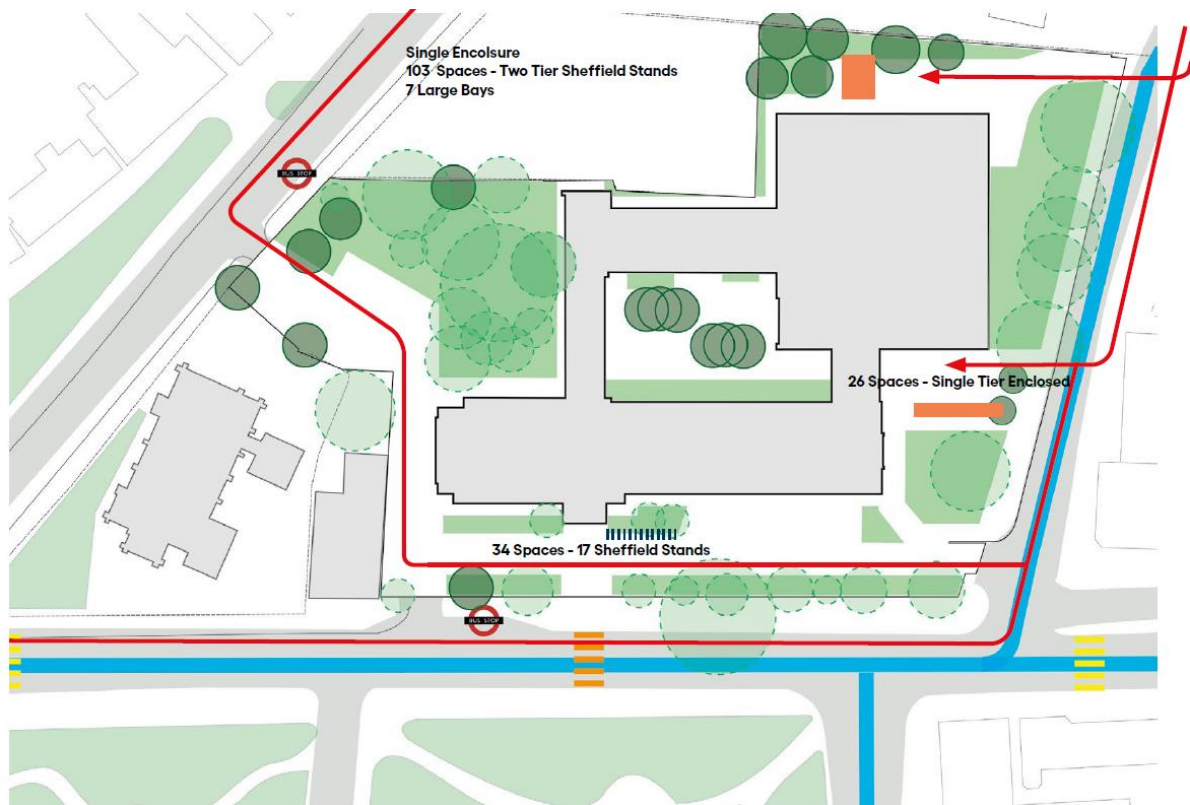


Figure 3.7 Cycle Parking Locations

- 3.4.17 The store to the front of the Annex will contain 13 Sheffield stands (26 spaces). The store to the rear of the Annex will contain 103 spaces housed in double height racks, with a further seven Sheffield stand spaces for oversized cycles. A total of 17 Sheffield stands will be provided for short stay 'visitor' parking next to the main entrance to the Civic Centre off High Road. The below shows the cycle parking layout as provided by the landscape architects.

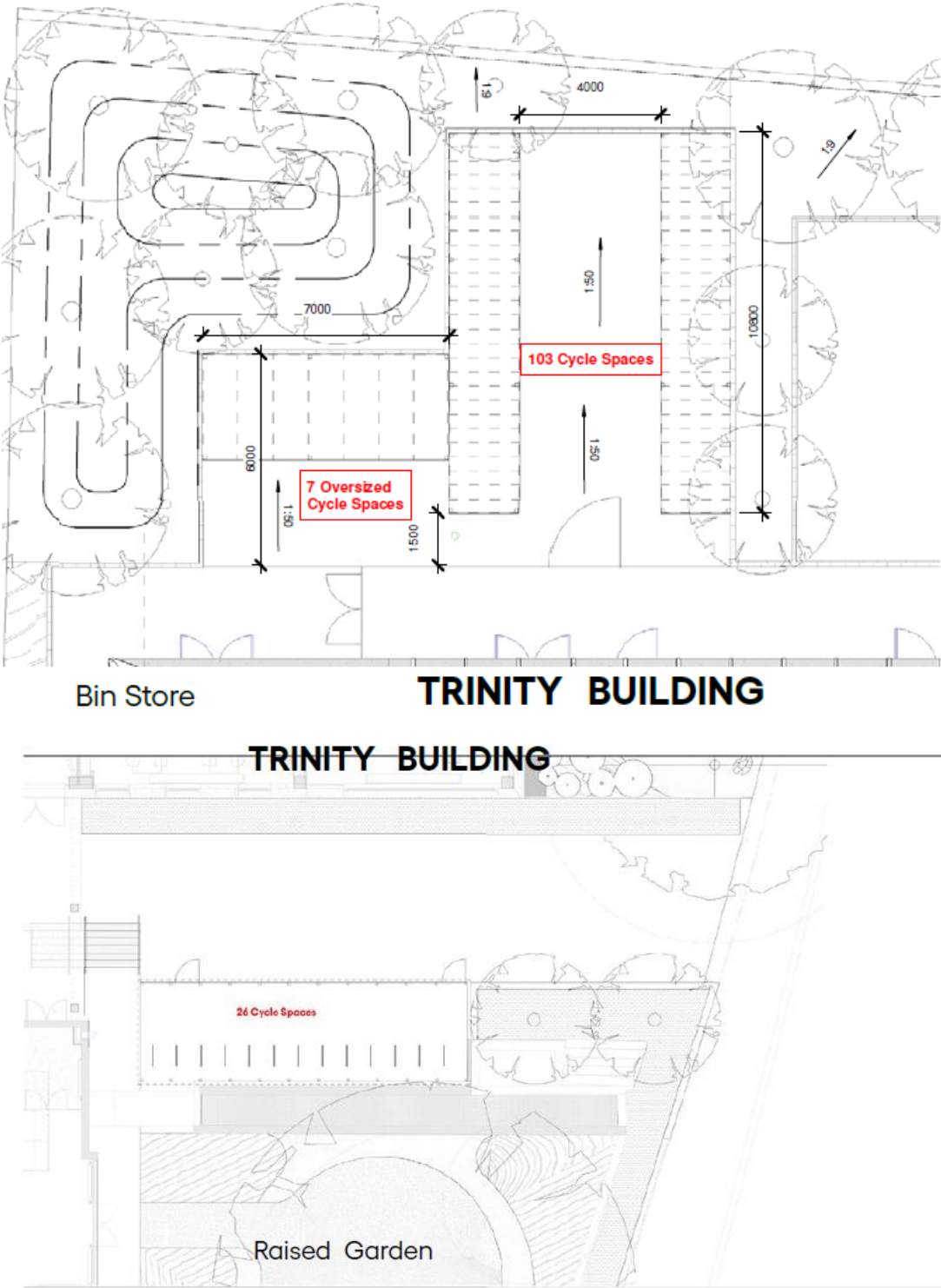


Figure 3.8 Cycle Parking off Trinity Road - Rear of Annex (Top), Front of Annex (Bottom)

3.5 Existing Pedestrian/Cycle Movements in the Vicinity of the Site

3.5.1 Surveys were carried out in January 2023 to record pedestrian and cycle flows on Trinity Road and High Road in the vicinity of the Site.

3.5.2 Tables 3.4 and 3.5 show the detail breakdown of pedestrians and cycle movements between 07:00 and 19:00.

Table 3.4 Pedestrian and Cycle Flows on Trinity Road

From	To	Trinity Road											
		Northern Side Footway				Southern Side Footway				Crossing Trinity Road			
		Eastbound		Westbound		Eastbound		Westbound		Northbound		Southbound	
		PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle
07:00	08:00	9	2	4	0	14	0	9	2	1	0	6	0
08:00	09:00	47	3	70	6	48	0	111	4	11	0	54	0
09:00	10:00	24	1	46	0	30	0	15	1	14	0	1	0
10:00	11:00	67	1	17	0	10	0	12	1	2	0	5	0
11:00	12:00	19	0	10	0	12	0	5	1	3	0	46	0
12:00	13:00	19	0	11	0	19	1	7	0	2	0	3	0
13:00	14:00	15	1	21	0	22	0	6	2	2	0	6	0
14:00	15:00	19	4	11	2	12	0	10	2	1	0	4	0
15:00	16:00	109	4	41	0	49	1	54	2	18	0	22	0
16:00	17:00	26	5	7	1	5	0	13	2	4	0	2	0
17:00	18:00	34	1	11	0	27	0	19	3	4	0	2	0
18:00	19:00	4	3	7	0	2	1	8	1	2	0	3	0
Totals		392	25	256	9	250	12	269	21	64	0	154	0

3.5.3 It can be seen that the peak time for pedestrian flows on Trinity Road accords with peak times for school arrivals and departures attributable to Trinity Primary School. Slightly surprising is how balanced the pedestrian flows are between the north and south footways, given the location of the school on the south side, but in fact with slightly higher flows on the north side.

3.5.4 Tables 3.5 and 3.6 show pedestrian flows on High Road and the pedestrian crossing to the north of the Civic Centre.

Table 3.5 Pedestrian and Cycle Flows on High Road, North of HCC

From	To	High Road (North of HCC)											
		Western Side Footway				Eastern Side Footway				High Road Crossing			
		Northbound		Southbound		Northbound		Southbound		Eastbound		Westbound	
		PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle
07:00	08:00	26	5	48	0	30	0	116	40	15	0	9	0
08:00	09:00	51	13	119	1	50	0	163	44	50	3	95	7
09:00	10:00	38	8	61	1	38	0	86	24	19	0	38	1
10:00	11:00	38	3	50	2	34	1	63	9	70	0	14	1
11:00	12:00	34	8	73	0	52	0	89	12	28	0	48	0
12:00	13:00	39	9	60	0	56	0	83	8	23	0	12	0
13:00	14:00	53	11	84	0	69	1	94	15	21	0	10	0
14:00	15:00	47	10	50	1	57	0	71	13	15	3	15	0
15:00	16:00	116	15	95	2	80	0	177	7	81	0	45	2
16:00	17:00	68	19	68	2	95	1	164	11	39	2	26	0
17:00	18:00	93	41	111	0	172	0	82	15	44	1	16	0
18:00	19:00	67	28	39	0	177	0	54	12	17	1	23	0
Totals		670	170	858	9	910	3	1,242	210	422	10	351	11

Table 3.6 Pedestrian and Cycle Flows on High Road, South of HCC

From	To	High Road (South of HCC)											
		Western Side Footway				Eastern Side Footway				Crossing High Road			
		Northbound		Southbound		Northbound		Southbound		Eastbound		Westbound	
		PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle	PED	Cycle
07:00	08:00	21	6	67	0	29	0	123	29	3	0	1	0
08:00	09:00	67	9	113	1	53	0	178	42	6	0	5	0
09:00	10:00	58	7	80	0	43	0	93	15	0	0	1	0
10:00	11:00	48	3	60	0	35	1	62	6	0	0	2	5
11:00	12:00	37	4	84	0	62	0	86	10	4	0	1	0
12:00	13:00	48	6	74	0	51	0	90	7	0	0	4	0
13:00	14:00	77	12	117	0	73	1	93	16	3	0	5	0
14:00	15:00	52	9	105	0	84	1	106	13	2	0	2	0
15:00	16:00	120	16	99	1	87	0	155	10	4	0	3	0
16:00	17:00	78	20	99	1	100	0	132	11	2	0	0	0
17:00	18:00	112	36	69	0	138	0	83	11	9	0	2	0
18:00	19:00	81	49	48	1	185	2	61	6	1	0	2	0
Totals		799	177	1,015	4	940	5	1,262	176	34	0	28	5

3.5.5 It can be seen that pedestrian and cyclist activity are more balanced on the A105 High Road, with relatively high numbers of pedestrians and cyclists observed throughout the day. As would be expected, the eastern footway on High Road, which bounds the Site, carries more pedestrian traffic than the western side.

3.5.6 Table 3.7 shows the total pedestrian and cycle numbers recorded around the Site and identifies that the peak period of pedestrians and cyclists occurred at 08:00 to 09:00 with 1,424 pedestrians and cyclists recorded during this hour.

Table 3.7 Summary of Pedestrian and Cycle Survey at Various Locations

From	To	Trinity Road		High Road (North of Civic Centre)		High Road (South of Civic Centre)		Total*
		Pedestrian	Cycle	Pedestrian	Cycle	Pedestrian	Cycle	
07:00	08:00	43	4	244	45	244	35	615
08:00	09:00	341	13	528	68	422	52	1,424
09:00	10:00	130	2	280	34	275	22	743
10:00	11:00	113	2	269	16	207	15	622
11:00	12:00	95	1	324	20	274	14	728
12:00	13:00	61	1	273	17	267	13	632
13:00	14:00	72	3	331	27	368	29	830
14:00	15:00	57	8	255	27	351	23	721
15:00	16:00	293	7	594	26	468	27	1,415
16:00	17:00	57	8	460	35	411	32	1,003
17:00	18:00	97	4	518	57	413	47	1,136
18:00	19:00	26	5	377	41	378	58	885

*Totals show peak periods of movement but will include double counting as multiple sites are added

3.5.7 Figure 3.8 shows the numbers of pedestrians and cyclists across the local vicinity at the peak hour for these types of movement (08:00-09:00).



Figure 3.9 Summary of Pedestrian and Cycle Survey at Peak Hour in Vicinity of the Site

3.5.8 It is to be noted that the total number of pedestrians and cyclists is likely to include some double counting as the same pedestrian or cyclist could have been counted in multiple locations.

3.5.9 The pedestrian and cyclist survey data can be found in Appendix B.

3.6 Public Transport Accessibility

3.6.1 Public Transport Accessibility Level (PTAL) is a measure of connectivity by public transport for measuring access to the public transport network across London. PTAL indicators range from 1 to 6 where 1 is 'very poor' and 6 is excellent'. Transport for London's WebCAT (Web-based Connectivity Assessment Toolkit) tool has been used to determine the PTAL of the Site.

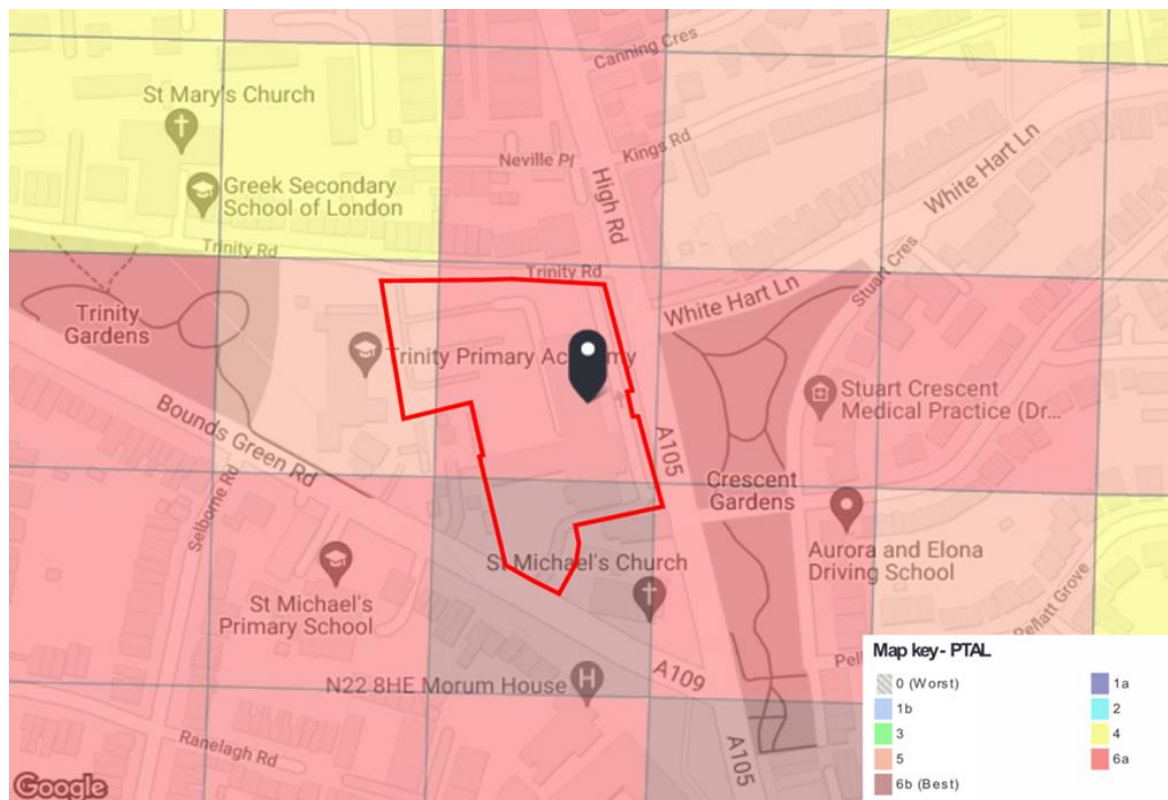


Figure 3.10 Baseline PTAL (Source TfL)

3.6.2 Figure 3.9 shows that the majority of the Site has an excellent level of accessibility to public transport (PTAL 6a / 6b) and a small part of the Site to the west, adjacent to Trinity Primary Academy school, has a very good level of accessibility to public transport (PTAL 5). For planning and assessment purposes, the Site as a whole will be classified as Level 6b as per the London Plan and TfL guidance.

3.6.3 Bus

3.6.4 Figure 3.10 shows the location of the nearest bus stops to the Site and the bus routes that serve them.

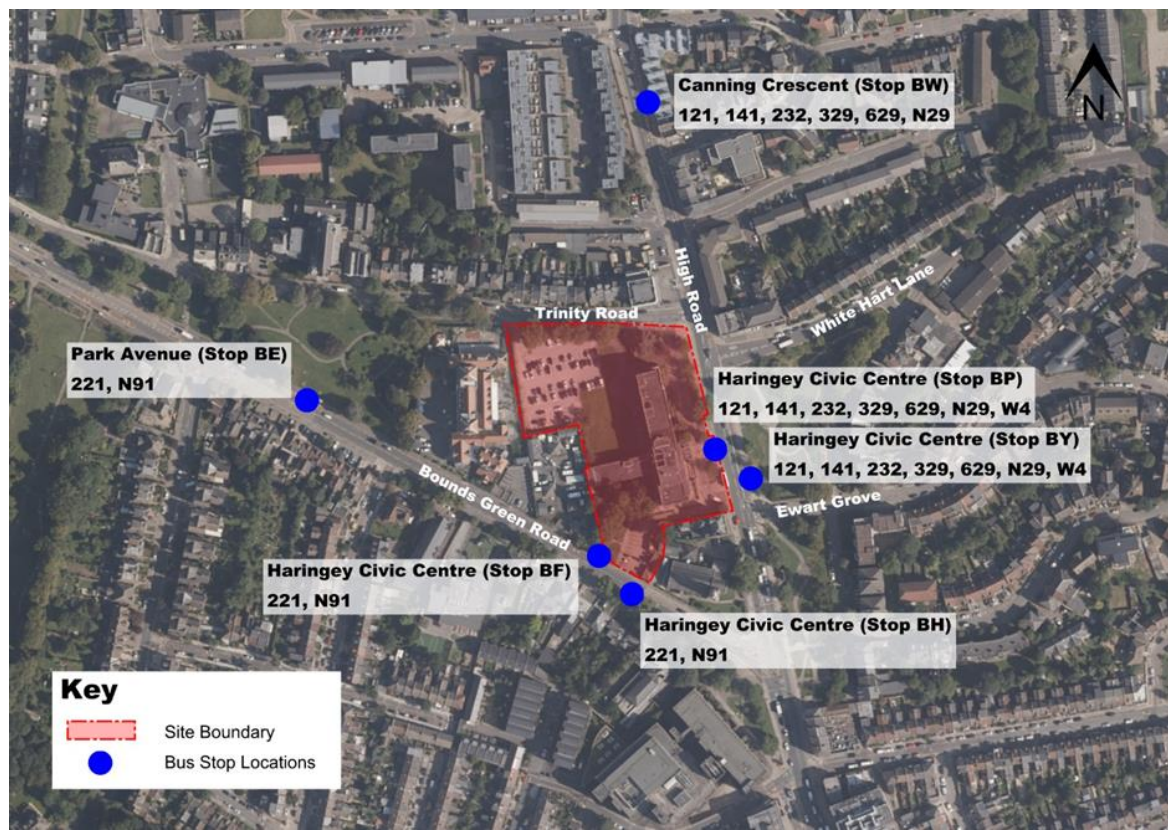


Figure 3.11 Bus Stops and Services in the Vicinity of the Site

- 3.6.5 A summary of the bus services operating along these routes is shown in Table 3.8 together with total service frequencies along each bus route corridor.

Table 3.8 Bus Services and Frequencies in the Vicinity of the Site

Bus Route Corridor	Bus Route Number	No. Bus Services in AM/PM Peak Hours (Typical Weekday)
High Road Northbound	121, 141, 232, 329, 629, N29, W4	35
High Road Southbound	121, 141, 232, 329, 629, N29, W4	35
Bounds Green Road Eastbound	221, N91	7
Bounds Green Road Westbound	221, N91	7
Total Buses in Peak Hour =		84 *

**N29 and N91 are Night Bus services which do not run during the AM/PM peak hours so are not included in the total bus numbers*

- 3.6.6 The 121 service provides a direct route to Palmers Green Rail Station (4-minute journey time).

3.6.7 London Underground

- 3.6.8 The Site is located around 300 metres (2 to 3 minutes' walk) north of Wood Green Underground station.

- 3.6.9 Wood Green is on the Piccadilly Line, with services northbound towards Cockfosters via Arnos Grove and southbound via Kings Cross and Piccadilly Circus to Heathrow Terminals 2, 3, 4 and 5. Services are every 5

minutes approximately.

3.6.10 National Rail

- 3.6.11 The nearest rail station to the Site is Alexandra Palace, which is located around 800 metres (10 minutes' walk) south-west of the Site.
- 3.6.12 Alexandra Palace station is managed by Great Northern with services towards Stevenage, Moorgate, Welwyn Garden City, Hertford North and Gordon Hill. Typical peak hour frequencies from Alexandra Palace are shown in Table 3.9.

Table 3.9 National Rail Services from Alexandra Palace Station

Destination	Weekday Peak Hour Services (trains per hour)
Welwyn Garden City	5
Moorgate	10
Stevenage	2
Hertford North	5
Gordon Hill	2
Total	24

3.7 Highway Accessibility

3.7.1 Existing Highway Conditions

- 3.7.2 Haringey Civic Centre has its frontage along the A105 High Road, which runs north to south in the vicinity of the Site. The A105 continues to the south, via the centre of Wood Green, beyond which it becomes Green Lanes south of Turnpike Lane Underground station. Green Lanes then continues south via Finsbury Park, West Reservoir and beyond, alternating between A-road and B-road status. To the north, the A105 again becomes Green Lanes as it heads towards the A406 North Circular Road (NCR).
- 3.7.3 To the immediate south of the Site, the A109 Bounds Green Road meets the A105 High Road at a signalised junction. The A109 Bounds Green Road runs in a broadly east/west orientation in the vicinity of the Site, with its western extent being its junction with the NCR, via Bounds Green. There are multiple streets with terraced housing connecting to the A109 Bounds Green Road from the south. The A109 is reintroduced to the south-east of the Site, at the junction between Lordship Lane and the A105 High Road. To the east, Lordship Lane becomes the A109 and continues east towards the A10.
- 3.7.4 To the immediate north of the Site, Trinity Road runs in an east-west direction, meeting the A105 High Road at a priority junction. Trinity Road runs north-west from the Site, with a barrier in place outside St Mary's Church meaning there can be no through traffic at this point. Further to the west Trinity Road meets Partridge Way at a priority junction, in close proximity to its priority junction with the A109 Bounds Green Road.
- 3.7.5 To the east of the Site, White Hart Lane meets the A105 High Road via a priority junction. White Hart Lane continues in a broadly east-west direction, incorporating a junction with the A10, before continuing east towards the Tottenham Hotspur Stadium. Also to the east, there are numerous residential streets and estates, with Ewart Grove meeting the A105 High Road via a priority junction and providing one-way eastbound access into these residential estates. These estates can also be accessed from White Hart Lane which runs to the north

of them.

- 3.7.6 Trinity Road, Bounds Green Road and White Hart Lane all have a posted speed limit of 20mph in the vicinity of the Site. The A105 High Road is subject to a 30mph speed limit as it passes Haringey Civic
- 3.7.7 Figure 3.11 summarises the existing traffic flow movements surrounding the Site.



Figure 3.12 Existing Local Highway Access

3.7.8 Proposed Highway Works

- 3.7.9 The proposed access points from the surrounding highway network are shown in the following Figure. This shows the locations proposed for access for general vehicles and servicing vehicles.

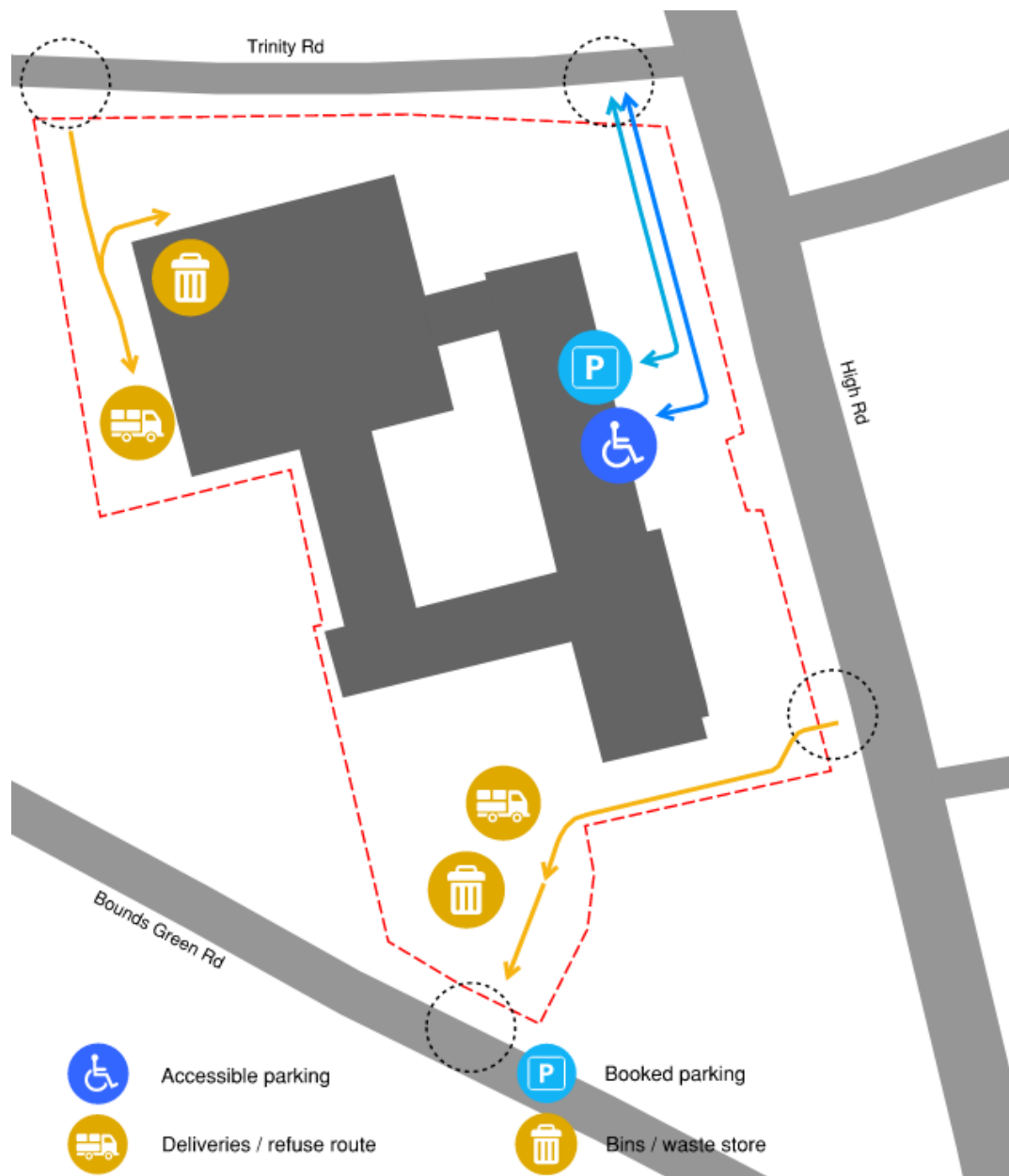


Figure 3.13 Highways Access Points for Vehicles and Servicing

- 3.7.10 To facilitate the above proposals, there is a requirement for minor changes to the existing highways bounding the Site in the locations shown on Figure 3.13 and described following that.



Figure 3.14 Locations Requiring Minor Changes as a Result of the Development Proposals

3.7.11 The proposed changes to the highway to facilitate the development are summarised below, referencing Figure 3.12.

- Location A: The existing access to the Bounds Green Road car park is currently two-way. The proposals would see this becoming one-way outbound only onto Bounds Green Road. The existing access would be reconfigured, and a drop-arm security barrier installed.
- Location B: The existing vehicular access off the High Road would be improved with new markings, pavement finishing, and drop-arm security barrier installed. The access would be one-way inbound from High Road. It would not be possible for general vehicles to turn right on entering the Site across the building frontage. This route would be for pedestrians and cyclists only, and for emergency vehicles.
- Location C: The existing vehicular site access on Trinity Road would be reconfigured for 2-way traffic – cars entering and leaving by this access. The route would only provide access (and egress) for the disabled and flexible parking bays, so it would be very lightly trafficked in reality. The access would also have a drop-arm security barrier installed.
- Location D: The new pedestrian and cycle access proposed to the front of the annex building would require the provision of a dropped kerb on the southern footway of Trinity Road. This change would require amendments to the existing on-street parking bays on the south side of Trinity Road.
- Location E: The existing vehicular access to the car park off Trinity Road would be reconfigured for servicing

vehicles to access the rear service yard behind the annex. The proposed service access requires the existing crossover to be enlarged to accommodate the swept paths of refuse vehicles and amendments to the existing on-street parking bays on the north side of Trinity Road.

- 3.7.12 The proposed highway access arrangements are shown on the draft s278 highways general arrangement plan provided in Appendix C. It is noted that these proposals are for further review with LBH, particularly with regard to the School Street measures becoming permanent for Trinity Road and LBH proposals for improved pedestrian and cycle provision on Trinity Road and High Road.

3.8 Car Parking

3.8.1 Existing Car Parking

- 3.8.2 On-street car parking is located on most streets surrounding the Site, with HCC sitting within the Wood Green Outer Controlled Parking Zone (CPZ). To the north of the site is the Bounds Green CPZ and Woodside West CPZ, whilst the Wood Green Inner CPZ is to the south.
- 3.8.3 On-street parking is located on Trinity Road. Directly north of the Site, the on-street parking on Trinity Road is for resident permit holders only or paid with maximum stay of two hours and no return within two hours. Parking is wholly on-street next to the northern footway, but there is footway parking on the southern footway. West of the Site, the on-street parking on Trinity Road is for resident permit holders only.



Figure 3.15 CPZs in vicinity of site (Source: London Borough of Haringey)

- 3.8.4 On-street car parking within the Wood Green Outer CPZ is only available to those with a permit Monday to Saturday between 08:00-18:30.
- 3.8.5 Additionally, in the existing situation, the Civic Centre has its own car park to the rear of the building, which

previously served staff based at the building. This car park contains 98 parking spaces. To the front of the building, there are nine parking spaces, including two dedicated disabled bays and four bays marked as being reserved for Councillors, and a further 12 parking spaces exist in the Bounds Green Car Park. The proposed development will remove the 98 existing car parking spaces in the Trinity Road car park, as well as the 12 spaces in the Bounds Green car park.

3.8.6 Surveys were carried out in January 2023 which provide a summary of the existing situation with regard to parking on-street and off-street. As per the Lambeth Parking Methodology, the surveys were carried out to include all streets within a 500m radius of the Site, constituting a maximum 7-minute walk from the site. The locations were surveyed on a neutral weekday (07:00-22:00), a Saturday (10:00-22:00) and a Sunday (10:00-22:00), to ascertain the level of parking activity occurring during these three distinct time periods. The extent and scope of the surveys was agreed with LBH prior to them being carried out.

3.8.7 The extent of the surveys is presented below.

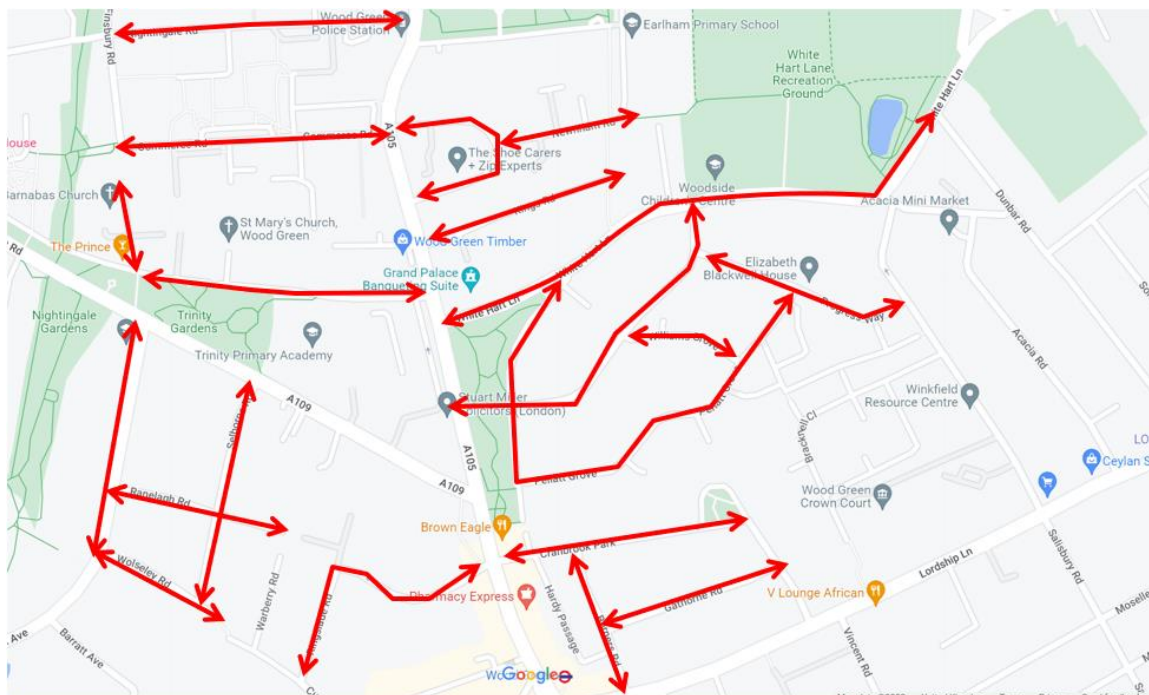


Figure 3.16 On-Street Parking Beat Surveys Extent

3.8.8 The results of the on-street parking surveys across the three days are presented in the below tables. These present the number of available parking spaces on-street, presented as an average across each hour of the day. As per the Lambeth Parking Methodology, a parking space is considered as being 5 metres long. However, as requested by LBH, Appendix D presents the same tables but with the assumption of a parking space being 5.5 metres and 6 metres long. This ensures a level of robustness is applied to the analysis.

3.8.9 The below tables summarise parking availability across the area shown in Figure 3.15 above. The area covers a wide range of on-street parking restrictions, covering 14 different types of restriction. These are summarised in full below.

- R1: Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours

- R2: Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3: Permit Holders Only BGE Mon-Fri 11am-1pm
- R6: Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7: Permit Holders only WW Mon-Fri 11am-1pm
- R8: Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9: Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10: Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11: Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12: Electric Vehicle Parking
- R13: Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14: Business Permit Holders Only WG Mon-Sat 8am-6.30pm

3.8.10 The summary results of the parking survey for the neutral weekday are presented below based on the 5m measurement for a car space.

Table 3.10 Parking Summary: Neutral Weekday

From	To	Parking Spaces Available (Hourly Average)												Total	
		On-street Parking													
		Without Permit		With Permit											
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14		
07:00	08:00	8	5	32	1	1	147	45	29	30	4	4	4	310	
08:00	09:00	8	3	29	1	1	155	49	30	31	4	3	3	317	
09:00	10:00	7	4	27	0	1	164	45	29	25	3	2	2	309	
10:00	11:00	8	4	28	0	1	173	39	33	25	2	2	3	318	
11:00	12:00	8	4	27	1	0	183	38	31	23	2	1	2	320	
12:00	13:00	7	4	24	2	1	194	42	31	25	3	0	2	335	
13:00	14:00	7	3	23	2	1	182	42	33	25	3	2	3	326	
14:00	15:00	7	4	27	2	1	172	37	32	25	3	2	2	314	
15:00	16:00	7	4	27	2	1	160	33	31	28	3	2	2	300	
16:00	17:00	7	2	25	2	1	151	33	30	29	2	3	2	287	
17:00	18:00	7	2	26	2	1	154	35	32	29	3	4	3	298	
18:00	19:00	7	4	27	2	1	156	38	32	27	4	5	4	307	
19:00	20:00	8	4	27	2	1	160	41	33	28	4	5	4	317	
20:00	21:00	8	4	28	2	1	156	42	32	27	4	4	4	312	
21:00	22:00	8	4	28	2	1	155	43	31	28	4	3	4	311	

3.8.11 The number of available parking spaces on the Saturday is summarised as follows.

Table 3.11 Parking Summary: Saturday

From	To	Parking Spaces Available (Hourly Average)												Total
		On-street Parking												
		Without Permit		With Permit										
				R1	R2	R3	R6	R7	R8	R9	R10			
07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	0
08:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	0
09:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	0
10:00	11:00	2	1	19	1	1	172	51	27	30	4	4	2	314
11:00	12:00	2	1	16	1	1	185	52	25	30	4	4	2	323
12:00	13:00	2	2	14	1	1	187	53	29	35	3	3	2	332
13:00	14:00	1	2	14	1	1	193	51	30	35	3	3	2	336
14:00	15:00	2	2	16	1	1	169	53	31	35	2	2	2	316
15:00	16:00	2	2	13	0	1	169	53	31	35	2	2	2	312
16:00	17:00	2	2	13	0	1	180	48	25	33	2	2	2	310
17:00	18:00	2	0	13	0	1	181	47	25	33	2	3	2	309
18:00	19:00	3	2	13	0	1	170	50	23	28	2	3	2	297
19:00	20:00	2	2	13	2	1	151	51	23	28	2	3	2	280
20:00	21:00	2	2	13	2	1	152	51	23	29	3	5	2	285
21:00	22:00	1	1	16	2	1	154	49	24	31	3	5	2	289

3.8.12 The number of available parking spaces on the Sunday is summarised as follows.

Table 3.12 Parking Summary: Sunday

From	To	Parking Spaces Available (Hourly Average)												Total
		On-street Parking												
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	0
08:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	0
09:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	0
10:00	11:00	4	2	20	0	1	156	47	28	32	4	3	2	299
11:00	12:00	4	2	20	0	1	156	47	28	32	4	3	2	299
12:00	13:00	3	2	18	0	1	168	49	27	34	4	2	2	310
13:00	14:00	4	2	18	0	1	168	47	27	32	4	2	2	307
14:00	15:00	4	2	18	0	1	168	47	27	32	4	2	2	307
15:00	16:00	4	2	18	0	1	174	48	30	34	4	2	2	319
16:00	17:00	4	1	17	0	1	173	47	28	33	4	2	2	312
17:00	18:00	4	1	17	0	1	174	47	28	33	4	2	2	313
18:00	19:00	3	1	15	0	1	168	50	26	34	3	2	2	305
19:00	20:00	3	1	13	1	1	164	51	27	33	3	2	2	301
20:00	21:00	4	1	14	1	1	164	50	27	31	3	3	2	301
21:00	22:00	3	1	14	1	1	161	49	27	31	3	3	2	296

3.8.13 The above numbers are summarised below, with the chart showing the overall number of parking spaces available across the local area on each survey day.

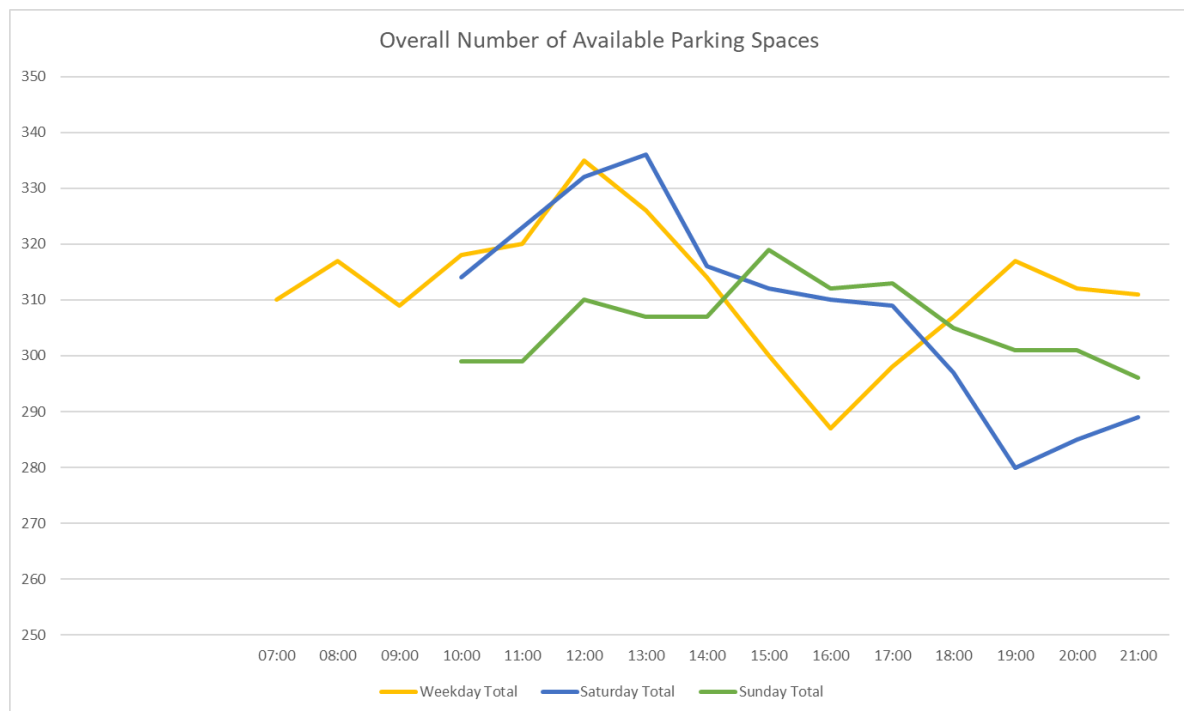


Figure 3.17 Overall Parking Availability

- 3.8.14 It can be seen that there is spare parking capacity across the area on all three survey days.
- 3.8.15 It can be seen that in Table 3.5 above, which deals with the weekday parking, between 08:00-09:00 there are 173 available spaces across the various streets in the local area, which could be used for people with permits that have to drive to the Civic Centre during the weekday core operating hours. The data collected as presented above constitutes a 500m walking radius around the Site. This would mean the maximum time someone would be walking from their car to the site would be 7 minutes, which would be acceptable for most users.
- 3.8.16 It is acknowledged that some of the essential users and visitors to the Site may have access requirements or be less mobile and therefore need to park at/very close to the Site. The development proposals show 8 spaces (3 accessible and 5 enlarged/flexible) proposed along the front of the Civic Centre. The Applicant has advised that in future, priority for parking on-site will be given to disabled badge holders only. There are currently 5 staff listed by the Applicant as having been directly allocated a disabled bay permit, but these bays are all at Alexandra House, not in the Civic Centre. This demonstrates that the proposed scheme has sufficient provision for disabled staff who may be stationed at the Civic Centre in future/visit the Site, as well as some additional visiting members of the public holding blue badges. Should additional Blue Badge parking be needed then some parking may be available on Trinity Road.
- 3.8.17 The roads closer to the Site have also been analysed in more detail to determine if there is spare capacity for visitors (not staff with permits) to park on-street in legal parking spaces. Trinity Road, to the immediate north of the site and from which the new annexe building will be accessed, has 27 spaces which can be utilised for 2 hours without a permit between the hours of 08:00-18:30. The number of available spaces on Trinity Road with this restriction across the three survey days is summarised in the following Figure.



Figure 3.18 Summary of Non-Permit Parking Availability on Trinity Road

- 3.8.18 The Figure shows that across each of the survey days, there was good availability for parking on Trinity Road, with between 7 and 11 spaces available during the day on the neutral weekday, between 11 and 15 spaces available during the day on the Sunday and between 13 and 17 spaces available during the day on the Saturday. After 18:30, this increases to more than 20 available spaces on the weekday and the Saturday.
- 3.8.19 The graph also reflects the fact that the restrictions on Trinity Road apply for the hours between 08:00-18:30, meaning there is greater parking availability after 18:30. This is practical for visitors arriving at the site in the evening for meetings or committee hearings, for example.
- 3.8.20 Similarly, Stuart Crescent, which is approximately 70 metres to the east of the site, on the other side of the A105 High Road, is subject to the same restriction, with cars permitted to park on this road without a permit for 2 hours between the hours of 08:00-18:30. There is a total of 29 spaces subject to this restriction on Stuart Crescent.
- 3.8.21 The numbers of available spaces within this restriction zone across the three survey days are shown below.

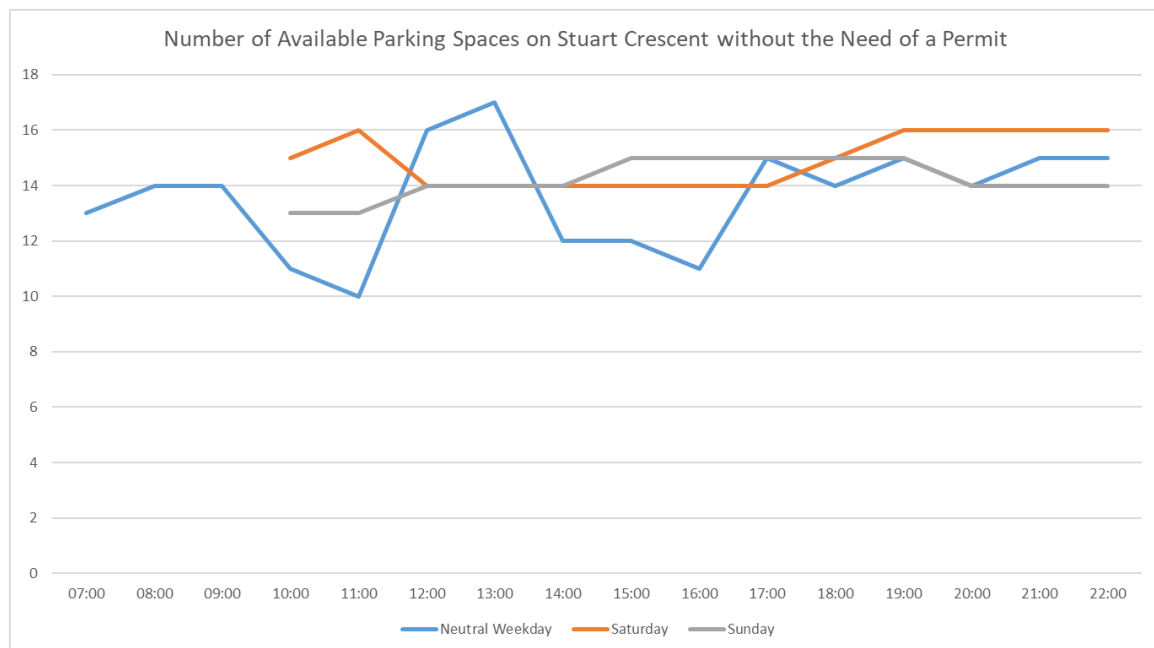


Figure 3.19 Summary of Non-Permit Parking Availability on Stuart Crescent

- 3.8.22 The above shows that between 10 and 17 spaces were available on Stuart Crescent on the neutral weekday, with between 13 and 15 available on the Sunday and between 14 and 16 available on the Saturday.
- 3.8.23 The two figures above show there was observed spare capacity in parking zones where parking is permitted for two hours without the need of a permit. This would be suitable to accommodate visitor parking for HCC for those who need to travel to the Site by car and need to park in very close proximity to the Site. Similarly, when restrictions are lifted after 18:30, the availability of parking spaces increases and there is no time limit applied to parking, so visitors who need to travel to the Site by car in the evenings are able to do so and are likely to find parking availability.
- 3.8.24 As agreed with LBH, off-site parking activity was also surveyed during the neutral weekday in the existing Civic Centre parking areas and in the LBH car park on River Park Road, associated with Alexandra House. The parking on River Park Road covers on-street and off-street parking. The locations included in these surveys are shown in the below figure.

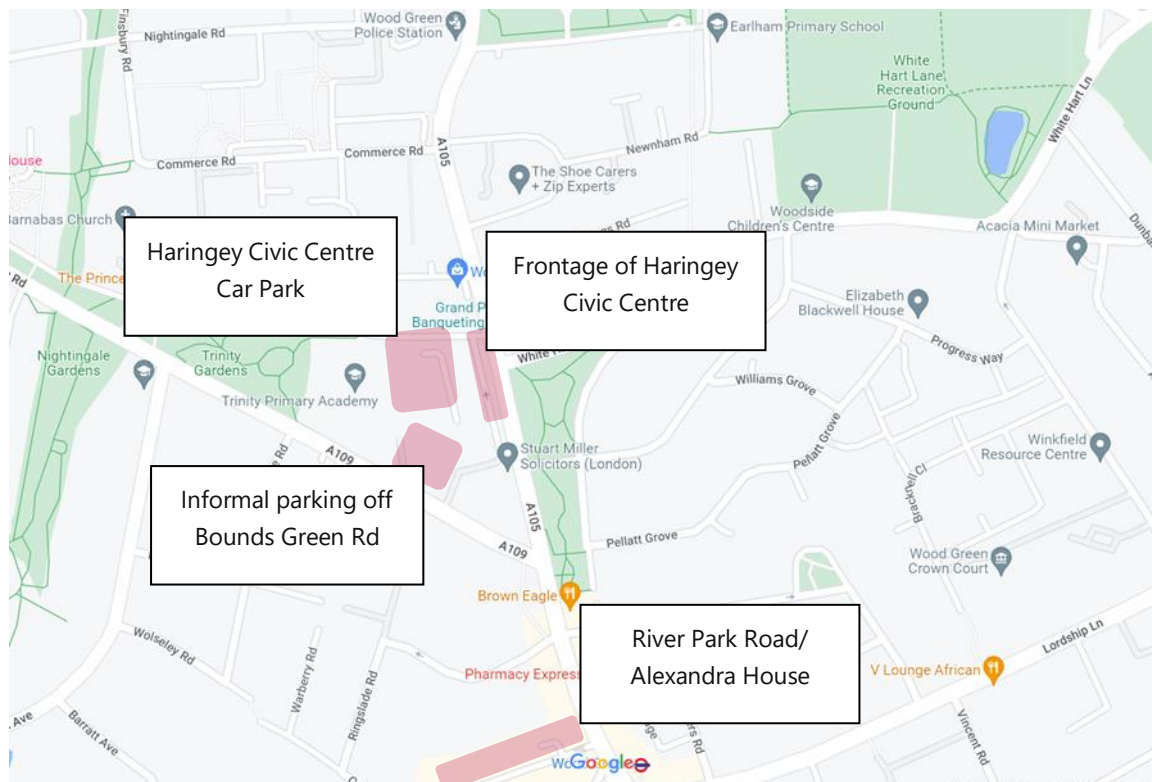


Figure 3.20 Off-Street Car Park Survey Locations

3.8.25 A summary of the off-street parking across the day can be found in the following Table.

Table 3.13 Off-street Parking Summary

From	To	Haringey Civic Centre Car Park			Front of Civic Centre Building			River Park Road (Alexandra House)		
		Overall Spaces	Occupied Spaces	Available Spaces	Overall Spaces	Occupied Spaces	Available Spaces	Overall Spaces	Occupied Spaces	Available Spaces
07:00	08:00	92	5	87	10	0	10	36	36	0
08:00	09:00	92	9	83	10	0	10	36	36	0
09:00	10:00	92	13	79	10	0	10	36	35	1
10:00	11:00	92	14	78	10	0	10	36	35	1
11:00	12:00	92	14	78	10	0	10	36	36	0
12:00	13:00	92	12	80	10	0	10	36	36	0
13:00	14:00	92	12	80	10	0	10	36	36	0
14:00	15:00	92	11	81	10	0	10	36	36	0
15:00	16:00	92	9	83	10	0	10	36	36	0
16:00	17:00	92	7	85	10	0	10	36	36	0
17:00	18:00	92	5	87	10	0	10	36	36	0
18:00	19:00	92	5	87	10	0	10	36	36	0
19:00	20:00	92	5	87	10	0	10	36	34	2
20:00	21:00	92	4	88	10	0	10	36	30	6
21:00	22:00	92	4	88	10	0	10	36	25	11

- 3.8.26 As can be seen, there is little spare capacity in the car park on River Park Road. The Civic Centre car park had little visitation across the day due to the building itself being out of use.

3.8.27 Proposed Car Parking

- 3.8.28 The Civic Centre project responds to LBH's Workforce Strategy and Localities Strategy, which will see staff working from home and from other Council sites across the Borough more often, so there will be less demand for parking spaces in Wood Green.
- 3.8.29 The proposals are consistent with the Workforce Strategy and Localities Strategy and would remove virtually all car parking currently on-site.
- 3.8.30 In terms of accessible parking, the London Plan car parking standards state that a minimum of one accessible car parking bay per element of commercial (non-residential) land use should be provided. Therefore, a minimum of two accessible bays should be provided from the outset – one for the office use and one for the civic use. The proposed car parking is to be located at the front of the Civic Centre building, and the following numbers are proposed.

Table 3.14 Proposed Car Parking Provision

Location	Accessible Parking Spaces	Large/Flexible Car Parking Spaces	Total Car Parking Spaces
Front of HCC Building off A105 High Road	3	5	8

- 3.8.31 The Applicant has advised that in future, priority for parking on-site will be given to disabled badge holders only. There are currently 5 staff listed by the Applicant as having been directly allocated a disabled bay permit, but these bays are all at Alexandra House, not in the Civic Centre. This demonstrates that the proposed scheme has sufficient provision for disabled staff who may be stationed at the Civic Centre in future/visit the Site, as well as some additional visiting members of the public holding blue badges. Should additional Blue Badge parking be needed then some parking may be available on Trinity Road.
- 3.8.32 Three car parking spaces at the Site will be provided with electric vehicle charging points. The proposed infrastructure will provide sufficient capacity for additional charging points to be provided in the future if determined by demand.

3.9 Healthy Streets Assessment

- 3.9.1 The London Plan Policy T2 "Healthy Streets" states that "development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators". Therefore, a Healthy Streets assessment has been undertaken covering Trinity Road, this being the only street in the vicinity undergoing significant change as a result of the proposals.

3.10 Delivery and Servicing

- 3.10.1 The principal servicing access for the development will be via Trinity Road, where a servicing area is proposed to the rear of the annex. A bin / waste store is also proposed at this location. A turning head is proposed on-site to allow vehicles to arrive and depart the site in forward gear. The existing High Road access to the southeast of the Site will form a servicing route along the south of the Site that connects High Road to Bounds

Green Road in a westbound direction only. It is proposed deliveries and waste collection would take place within the Bounds Green servicing area, where an additional servicing area is proposed.

- 3.10.2 Deliveries and servicing would take place outside of peak hours and would avoid the use of the servicing area behind the annex off Trinity Road during the hours when the school street restrictions are in force.
- 3.10.3 Chapter 5 contains further details on delivery and servicing, including trip generation associated with these activities.

4 Active Travel Zone

4.1 Introduction

- 4.1.1 The Active Travel Zone (ATZ) assessment forms an important part of the Healthy Streets approach. The aim is to assess the important active travel routes to and from the Site, such as to bus stops and Underground/rail stations, and identify where improvements could be made.
- 4.1.2 It is important to note that the findings of the assessment provide observations about conditions for active travel on these routes to inform the local highway authority and are not a list of improvements that are required to mitigate the impacts of the proposed development, which are described further in Chapter 5.
- 4.1.3 The ATZ is described as being an area covered by a 20-minute cycle distance from the site. The ATZ for the Site is shown in Figure 4.1; a full image can be found in Appendix E.

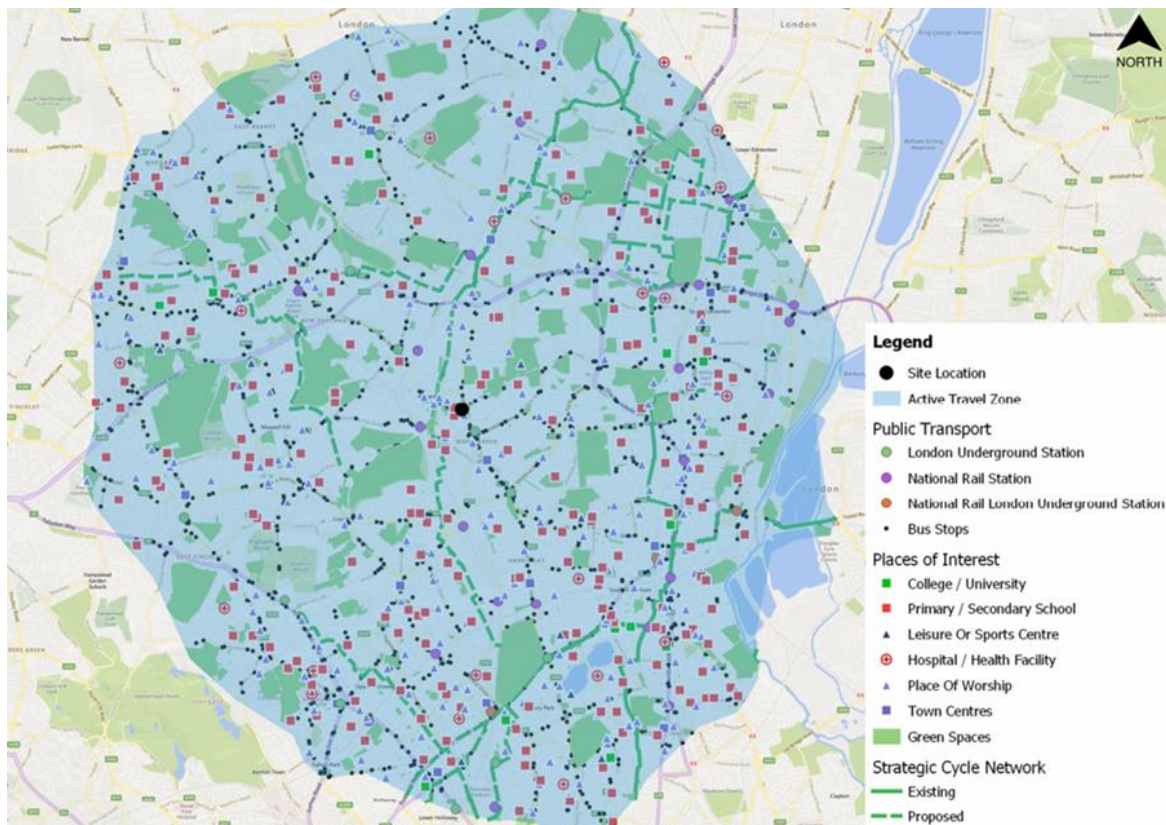


Figure 4.1 Haringey Civic Centre – Active Travel Zone

4.2 Key Active Travel Routes

- 4.2.1 Table 4.1 shows the priority of key destinations from the Site with regards to the likely needs of the proposed development users travelling by active modes.

Table 4.1 Classification of ATZ Destinations

Destination	Priority
London Underground / National Rail station	High
Bus stops	High
Strategic Cycle Network	High
Town Centres	High
Green spaces	Medium
Hospitals / Medical Centres	Low
Schools	Low
Universities	Low

4.2.2 The ATZ Neighbourhood map considers the key public transport nodes and destinations close to the Site that have a high and medium priority. For simplicity, the destinations have been grouped into five key routes, as summarised below:

- Route 1 – Haringey Civic Centre bus stops on High Road (northbound), Wood Green Underground station, Wood Green town centre;
- Route 2 – Haringey Civic Centre bus stops on Bounds Green Road, future strategic cycle network through Nightingale Gardens, Alexandra Palace national rail station;
- Route 3 – Trinity Gardens via Trinity Road;
- Route 4 – Crescent Gardens via High Road and White Hart Lane; and
- Route 5 – White Hart Lane Recreation Ground via White Hart Lane.

4.2.3 The ATZ Neighbourhood area map is shown on Figure 4.2, showing the seven routes from the Site to each of the key destinations. The key destinations and routes were agreed with LBH as part of the pre-application consultation.

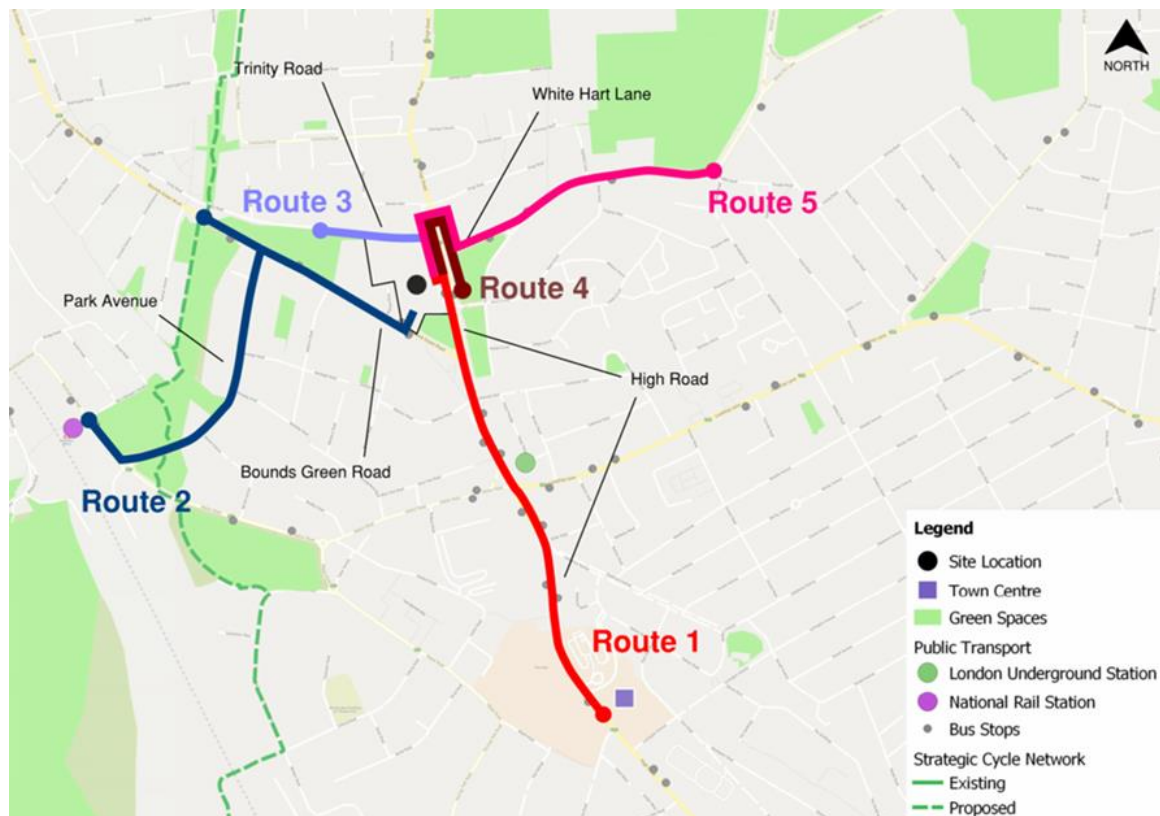


Figure 4.2 Neighbourhood ATZ And Proposed Routes for Assessment

- 4.2.4 The Site is adjacent to A105 High Road and A109 Bounds Green Road to the east and south respectively. Both roads are important local distributor roads that connect local neighbourhoods towards Wood Green town centre and central London beyond. Both roads carry a relatively high volume of traffic, which may be seen as a barrier to active travel between the Site and adjacent neighbourhood areas. Notwithstanding this, both roads have signalised pedestrian crossings throughout their length, including crossings close to the Site.
- 4.2.5 Trinity Road is a local access road that provides access to Trinity Primary Academy, the existing Civic Centre car park and adjacent residential properties. Trinity Road is currently an experimental 'School Street', introduced by LBH as part of a Low Traffic Neighbourhood (LTN) scheme, which prohibits traffic from entering this area between 8:15-9:15am and 2.45-3.45pm, Monday to Friday. Exemptions are given to vehicles accessing adjacent properties. The experimental School Street was launched in March 2022 and will run for 18 months, after which it may be adopted permanently.
- 4.2.6 From pre-app consultation with LBH, it is understood that the council plan to implement further active travel schemes in the vicinity of the Site in the short-term, including improving pedestrian and cycle east-west connections along Trinity Road, on High Road and along White Hart Lane. Pedestrian crossing improvements are also being developed.
- 4.2.7 In addition, it is understood that LBH is developing a cycle route that connects Wood Green to Finsbury Park incorporating the existing cycle lanes on Bounds Green Road directly south of the site, connecting to Wood Green station. Proposals for the route include LTN interventions, modal filters or temporary light segregation and road materials to protect cyclists from traffic.

4.2.8 The ATZ Neighbourhood area map on Figure 4.2 shows that the Site benefits from a high density of public transport stops and services close to the Site. The permeable street network surrounding these encourages people to use public transport and active travel modes.

4.3 Collision Data Analysis

4.3.1 Road traffic collision data for the ATZ Neighbourhood area was sourced from TfL, for the most recent 5 years of data to August 2022 at the time of writing. The collision data was analysed to identify clusters using the following criteria:

- One or more fatal collisions;
 - Two or more collisions that result in serious injury; and
 - 10 or more collisions that result in minor injury.
- Using the criteria above, five collision clusters within the ATZ area were identified, as shown on Figure 4.3.

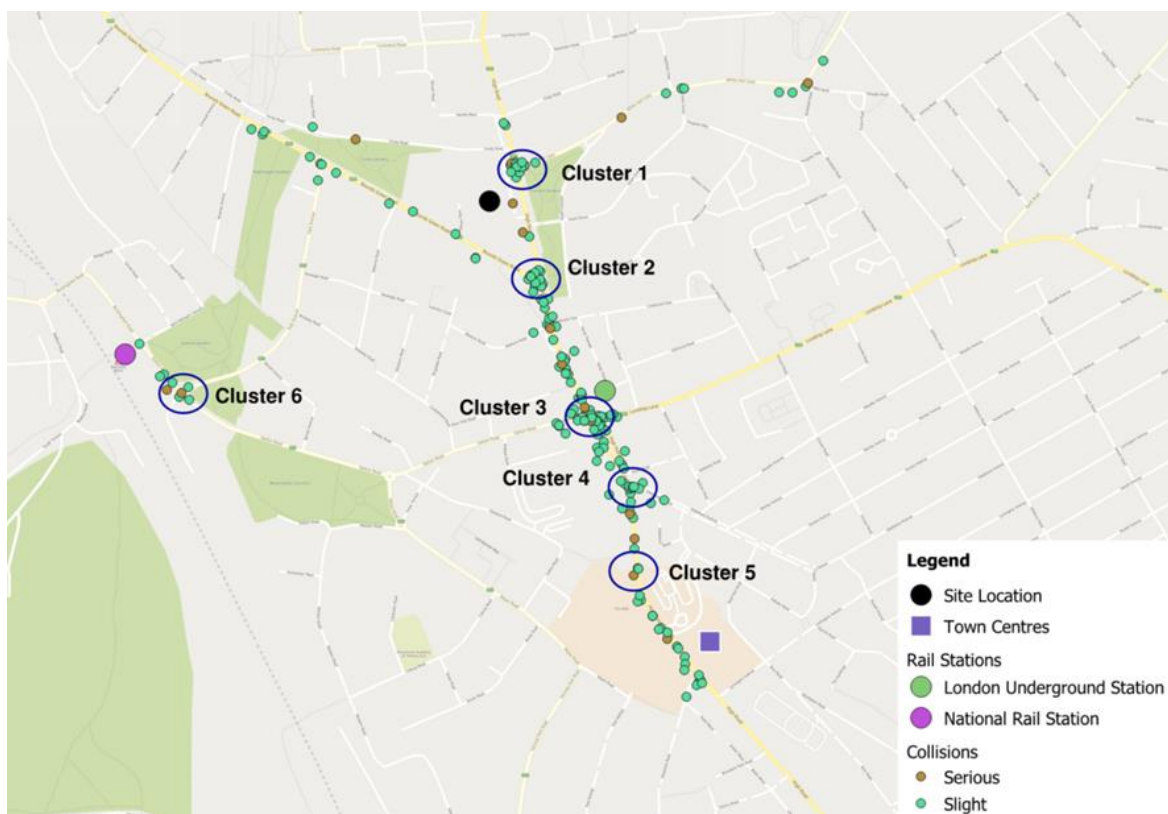


Figure 4.3 Identified Collision Clusters

4.3.2 Table 4.2 describes the location of each collision cluster and the options that could be considered for improving road safety at each location for all road users.

Table 4.2 Options to Consider for Improving Road Safety at Clusters

Cluster Number	Location	Options to Consider
1	A105 High Road – White Hart Lane junction	Consider including tactile paving at the crossing on the southern footway. Potential to improve east-west pedestrian crossing facilities in the immediate area to better align with pedestrian desire lines. Potential for dedicated cycle infrastructure, particularly on White Hart Lane. Consider refreshing white lining.
2	A105 High Road – A109 Bounds Green Road junction	Upgrade signalled junction to include pedestrian crossing facilities on all arms.
3	A105 High Road – Station Road – Lordship Lane junction	Consider refreshing surface treatment to make pedestrian crossings more visible, particularly the diagonal crossing and improve tactile paving.
4	A105 High Road, outside No 183 High Road	Existing pedestrian crossing located close to exit from tunnelled section through the Mall. Consider making crossing more visible with surface treatment.
5	Park Avenue – Station Road junction	Consider providing informal pedestrian crossings on both Station Road approaches to roundabout. Consider improving cycle infrastructure on Station Road.

4.3.3 The raw collision data can be found in Appendix F.

4.4 Active Travel Zone Assessment

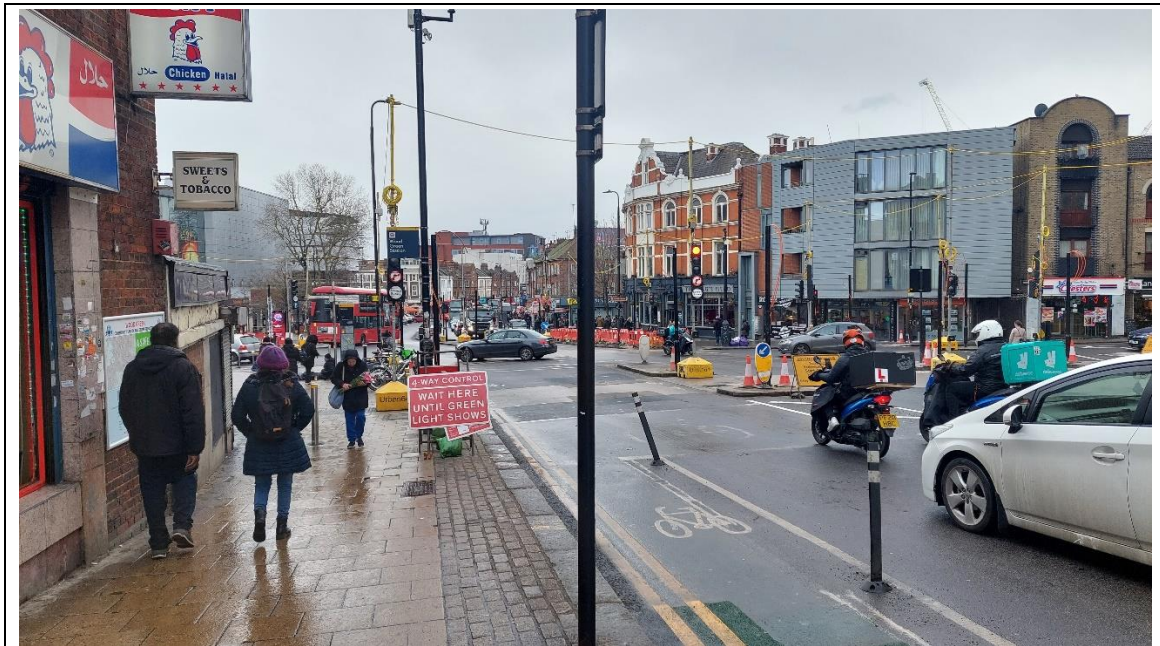
4.4.1 This section describes the results of the ATZ Assessment for the five routes shown on Figure 4.2. Each of the five routes was walked with pictures taken approximately every 150m. The location considered the worst from a Healthy Streets perspective was assessed against each of the Healthy Streets indicators, with suggestions made for how the location could be improved. The pictures taken across all routes can be found in Appendix G.

4.4.2 It is reiterated that the findings of the assessment provide observations about conditions for walking on these routes to inform the local highway authority and are not a list of improvements that are required to mitigate the impacts of the development.

Route 1: High Road, just north of Lordship Lane and Station Road

4.4.3 The ATZ assessment for Route 1 is shown in Table 4.3.

Table 4.3 Route 1 – Active Travel Zone Assessment



Healthy Streets Indicator	Observations	Options to Consider
Easy to cross	High volumes of traffic and long crossing distances create an intimidating crossing environment. Dropped kerbs and tactile paving are on each arm.	Consider refreshing surface treatment to make pedestrian crossings more visible, particularly on the diagonal crossing.
People feel safe	20mph zone. Street is well lit. Natural surveillance as surrounded by a variety of land uses and busy pedestrian environment. Segregated cycle lane on northern arm.	Consider further traffic calming measures to support the 20mph zone.
Things to do and see	Variety of uses, activity on-street and building frontage. Limited green space.	Explore potential to include additional street art or planting.
Places to stop and rest	No seating near entrance to Wood Green station. Some public seating available adjacent to Vue Cinema.	Explore potential to provide seating close to entrance to Wood Green station.
People feel relaxed	Wayfinding at Wood Green station allows pedestrians to orientate. Footway well maintained and includes bins.	Footway feels cluttered but potentially exacerbated by signs for temporary works.
Not too noisy	High volume of traffic at busy junction creates a loud environment.	Further segregated cycle lanes on each arm of the junction to encourage active travel and reduce noise impact.
Clean air	High volume of traffic at busy junction creates a loud environment.	Further segregated cycle lanes on each arm of the junction to encourage active travel and reduce noise.
Shade and shelter	Canopy over entrance to Wood Green station provides shade and shelter.	Consider providing trees for natural shelter, particular within the public realm close to Vue Cinema.

Route 2 Location - Park Avenue

4.4.4 The ATZ assessment for Route 2 is shown in Table 4.4.

Table 4.4 Route 2 – Active Travel Zone Assessment



Healthy Streets Indicator	Observations	Options to Consider
Easy to cross	Low traffic volumes and 20mph zone. Footway parking on both sides reduces opportunities to cross.	Identify key crossing locations and consider potential to remove parking to create space to cross.
People feel safe	20mph zone. Street is well lit. Some natural surveillance from residential properties. Footway parking feels threatening and reduces visibility.	Assumed need for parking for terraced housing limits options for improvement.
Things to do and see	Wholly residential street. Limited activity on-street, but some trees and private green space create interest.	Potential improvements limited due to terraced housing. Consider planting more street trees.
Places to stop and rest	No places for people to stop and rest. Pedestrian space restricted by parking.	Consider where seating could be located.
People feel relaxed	Footway parking creates a threatening environment and very limited space for pedestrians, particularly when passing.	Consider potential to remove some footway parking to create breaks for pedestrians.
Not too noisy	Low volume and 20mph zone.	Limited scope for improvement
Clean air	On-street parking throughout the neighbourhood does not encourage the use of active modes.	Restrict on-street parking. Improved wayfinding to encourage active travel.
Shade and shelter	Some trees provide shade and shelter.	Limited scope for improvement unless additional footway space created. Some potential to plant more street trees

Route 3 Location – Trinity Road

4.4.5 The ATZ assessment for Route 3 is shown in Table 4.5.

Table 4.5 Route 3 – Active Travel Zone Assessment

		
Healthy Streets Indicator	Observations	Options to Consider
Easy to cross	Low traffic volumes and 20mph zone. Low kerb heights. Parking on both sides of carriageway reduces opportunities to cross.	Remove some on-street parking to create pedestrian crossings at key locations.
People feel safe	20mph zone, School Street, with traffic calming measures. Some natural surveillance from neighbouring properties. Well lit.	Improved maintenance of footway. Consider further physical measures to support School Street.
Things to do and see	School, residential and office uses. Trinity Gardens on the south side but virtually continuous fencing along edge of green space restricts access.	Proposed low fencing for boundary should improve views of planting to provide a more interesting view.
Places to stop and rest	No seating provided on-street.	Consider where places to rest could be located, but potentially limited by space of public realm.
People feel relaxed	Footway parking reduces width for pedestrians. Footway is poorly maintained in places.	LBH pedestrian and cycle improvements likely to improve conditions
Not too noisy	Low traffic volume and School Street, not a through route, which limits vehicle noise.	Limited scope for improvement.
Clean air	Low traffic volume. On-street parking throughout the street does not encourage the use of active modes.	LBH pedestrian and cycle improvements likely to improve conditions
Shade and shelter	Trees on south side provide some shade and shelter.	Limited scope for improvement.

Route 4 Location – High Road, north of White Hart Lane

4.4.6 The ATZ assessment for Route 4 is shown in Table 4.6

Table 4.6 Route 4 – Active Travel Zone Assessment



Healthy Streets Indicator	Observations	Options to Consider
Easy to cross	Dropped kerbs and tactile paving at crossing. Care needed when due to high traffic volumes on High Road. Wide carriageway on White Hart Lane.	Consider measures to reduce carriageway width. Measures to increase visibility of crossing on White Hart Lane.
People feel safe	High Road is 30mph posted speed limit at this location. Footway is well lit.	Consider reducing speed limit on High Road to 20mph.
Things to do and see	Spacious area with a variety of uses within close proximity. Park within close walking distance.	Potential to include street art within park for additional interest.
Places to stop and rest	No seating at this location but some located in Crescent Gardens opposite.	Limited scope for improvement at this location due to width of footway.
People feel relaxed	Street is clean and well maintained. Map of Crescent Gardens provided opposite.	Potential to improve wayfinding at this location to signpost towards key destinations such as Wood Green and White Hart Lane Recreation Ground.
Not too noisy	High traffic volumes from adjacent High Road. 30mph posted speed limit.	Consider reducing speed limit on adjacent High Road to 20mph.
Clean air	Wide carriageway and 30mph on High Road. Wide footways and adjacent bus lane encourage use of active travel and public transport.	Consider reducing speed limit on High Road to 20mph to reduce pollution.
Shade and shelter	No shade or shelter at this location.	Potential to provide additional shade and shelter within Crescent Gardens opposite.

Route 5 Location – White Hart Lane

4.4.7 The ATZ assessment for Route 5 is shown in Table 4.7.

Table 4.7 Route 5 – Active Travel Zone Assessment



Healthy Streets Indicator	Observations	Options to Consider
Easy to cross	Low traffic volume, 20mph zone. On-street parking reduces opportunities to cross.	Remove some on-street parking to create pedestrian crossings.
People feel safe	Street is well lit. Overlooking properties provide some natural surveillance.	Limited scope for improvement.
Things to do and see	Crescent Gardens which provides a good recreation space. Some variety of green spaces within front gardens.	Potential to host events within Crescent Gardens to increase social activity and interest in the area.
Places to stop and rest	No seating at this location but some located in Crescent Gardens opposite.	Potential to increase seating along Crescent Gardens frontage
People feel relaxed	Dog mess and household waste observed on-street may indicate some antisocial behaviour. Footway is well maintained but feels cluttered.	Increased enforcement of activity on footway to ensure it is always clean and clear.
Not too noisy	20mph posted speed limit but wide carriageway and little traffic calming on-street to enforce.	Potential to include additional traffic calming measures to reduce vehicle speed and noise.
Clean air	On-street parking and wide carriageway doesn't encourage the use of active travel.	Restrict on-street parking, increase footways and potential to reduce carriageway to encourage active travel.
Shade and shelter	No shade or shelter at this location, but evergreen trees located in Crescent Gardens.	Potential to provide additional shade and shelter within Crescent Gardens.

5 London Wide Network

5.1 Existing Trip Generation

- 5.1.1 Although the Civic Centre building was closed in Spring 2020, the car park was kept open and was in use in 2023. Therefore for the purposes of the trip generation assessment, the baseline assumes the site is part of the baseline.
- 5.1.2 The existing Site has a total parking capacity of 132 spaces: 98 spaces in the Trinity Road car park, 12 spaces in the Bounds Green car park and 22 spaces accessed from High Road along its frontage/side. Information provided by LBH shows that before the building was closed, 134 parking permits issued to staff for parking at the Civic Centre, almost matching the number of parking spaces on-site (132).
- 5.1.3 The trip generation for the existing Site has been undertaken using rates taken from the Trip Rate Information Computer System (TRICS) database, a nationally recognised database of trip rates for developments in the UK.
- 5.1.4 Trips for the proposed development have been estimated using trip rates from council office developments in the UK using the following filters:
- Office land use category
 - Surveys undertaken since 2014
 - Council offices only
 - Greater than 2,000sqm
- 5.1.5 The raw TRICS outputs can be found in Appendix H.
- 5.1.6 Due to a lack of recent London Council office survey sites in TRICS, sites located in the rest of the UK were used as an initial baseline. However, it is acknowledged that Council offices in London may have a different scale of trip making compared to those located outside London. To account for this, the following steps were taken:
- Average trip rates for typical non-Council offices outside London were extracted from TRICS;
 - Average trip rates for typical non-Council offices inside London were extracted from TRICS;
 - A scale factor between the two was derived from the total peak hour trip rates;
 - The scale factor was then applied to the trip rates generated by the non-London council offices, described above. This therefore generated an estimate of trip rates for a council office located in London.
- 5.1.7 Table 5.1 shows how the trip rates for a council office located in London was derived.

Table 5.1 Derivation of Trip Rates for Council Office Located in London (per 100sqm)

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Non-Council Office – Outside London	1.675	0.157	1.832	0.137	1.409	1.546
Non-Council Office – Inside London	1.854	0.123	1.977	0.113	1.905	2.018
London Location Scale factor = 1.18						
Council Office – Outside London	4.139	0.181	4.32	0.154	3.868	4.022
Council Office – Inside London	4.89	0.21	5.109	0.18	4.57	4.757

- 5.1.8 Table 5.1 shows that the peak hour trip rates for council offices are generally much higher than a typical non-Council office.
- 5.1.9 Table 5.2 shows the derived peak hour person trip rates for the existing development. The total floor area for the existing Civic Centre is 5,465sqm GIA, inclusive of areas such as plant and back of house service areas. The TRICS trip rates as based on all internal areas that are accessible to staff and visitors, and directly excludes service areas such as plant. Therefore the trip rates have been applied to the total floor area, minus the back of house plant and service areas located in the basement; this gives a total floor area of 4,356qm GIA.

Table 5.2 Existing Peak Hour Person Trips

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Trip Rate (per 100sqm)	4.89	0.21	5.109	0.18	4.57	4.757
Person Trips	213	9	222	8	199	207

- 5.1.10 The baseline mode split for the Site has been derived from the 2011 Journey to Work census data. The Site is located Middle Layer Super Output Area (MSOA) Haringey 007. However, Haringey 007 stretches north to include mostly residential areas with a low PTAL not fully representative of the site location and its connectivity. The Site itself is located in the far south of Haringey 007, adjacent to the Haringey 016. Haringey 016 generally has a much higher PTAL than 007 and therefore considered more likely to represent the existing travel characteristics of the Site. Therefore the MSOA Haringey 016 has been used to generate the baseline mode split for the Site.
- 5.1.11 When applying the census car mode share to the derived person trips for the existing Civic Centre, the theoretical car parking accumulation is 127 spaces, which aligns closely with the number of permits issued (134) and number of spaces on site (132). This suggests a robust correlation between the estimated trip rates and census mode split with how the Civic Centre was previously used when the full site was in operation. The mode split applied is shown in Table 5.3 for reference.

Table 5.3 Modal Split – Baseline Census

Mode	Census Mode Share
Car driver	30%
Car passenger	2%
Taxi	0%
Motorcycle	0%
Bus	29%
Underground	14%
Train	9%
Cycle	3%
Walking	13%
Total	100%

5.1.12 The trip generation by mode for the existing development is shown in Table 5.4.

Table 5.4 Existing Peak Hour Person Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Car driver	64	3	67	2	60	62
Car passenger	4	0	4	0	4	4
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Bus	62	3	65	2	58	60
Underground	30	1	31	1	28	29
Train	19	1	20	1	18	19
Cycle	6	0	7	0	6	6
Walking	28	1	29	1	26	27
Total	213	9	222	8	199	207

5.2 Proposed Trip Generation

5.2.1 The person trip rates for the proposed development match those derived for the existing development shown in Table 5.2. The total floor area for the proposed development is 10,547sqm GIA, inclusive of areas such as plant and back of house service areas. The TRICS trip rates as based on all internal areas that are accessible to staff and visitors, and directly excludes service areas such as plant. Therefore the trip rates have been applied to the total floor area, minus the back of house plant and service areas located in the basement; this gives a total floor area of 9,438sqm GIA.

5.2.2 The proposed person trips are shown in Table 5.5.

Table 5.5 Proposed Person Trips

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Trip Rate (per 100sqm)	4.89	0.21	5.109	0.18	4.57	4.757
Person Trips	462	20	482	17	432	449

- 5.2.3 The proposed parking capacity on site will be 8 spaces (3 accessible and 5 enlarged/flexible), a significant reduction from 132 spaces in the existing development.
- 5.2.4 The Applicant has advised that of the 134 people who currently have a parking permit for the Civic Centre, priority for parking on-site will be given to disabled badge holders only. There are currently 5 staff listed by the Applicant as having been directly allocated a disabled bay permit, but these bays are all at Alexandra House, not in the Civic Centre. This demonstrates that the proposed scheme has sufficient provision for disabled staff who may be stationed at the Civic Centre in future/visit the Site, as well as some additional visiting members of the public holding blue badges. Should additional Blue Badge parking be needed then some parking may be available on Trinity Road.
- 5.2.5 The Civic Centre project responds to LBH's Workforce Strategy Workforce Strategy and Localities Strategy, which will see staff working from home and from other Council sites across the Borough more often, so there will be less demand for parking spaces in Wood Green.
- 5.2.6 The Applicant has advised that some additional high priority users will also be given permits to park off-street near the site in car parks at Bury Road, George Meehan House and The Mall, as follows:
- Disabled badge holders including those directly allocated, as described above, as well as disabled some service staff
 - Those who currently holder a Civic Centre parking permit and have a top tier priority criterion as identified by the Applicant
- 5.2.7 The total staff fitting the criteria above is 46. Therefore the proposed development will have a maximum parking demand of 46 spaces.
- 5.2.8 The remaining staff who currently have a parking permit for the Civic Centre and do not fall into the categories above (96 staff) would not be issued with a parking permit in the future and would use an alternative mode of transport to travel.
- 5.2.9 Table 5.6 shows the existing and proposed mode split for the Civic Centre. The existing car mode share has been changed so that the maximum accumulation is 46 spaces – this results in a car mode share of 5%. The difference from the existing car mode share has been distributed across the remaining modes.

Table 5.6 Modal Split – Existing and Proposed

Mode	Existing Mode Share	Proposed Adopted Mode Split
Car driver	30%	5%
Car passenger	2%	3%
Taxi	0%	0%
Motorcycle	0%	0%
Bus	29%	39%
Underground	14%	19%
Train	9%	12%
Cycle	3%	4%
Walking	13%	18%
Total	100%	100%

5.2.10 The trip generation by mode for the proposed development is shown in Table 5.7.

Table 5.7 Proposed Peak Hour Person Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Car driver	23	1	24	1	22	22
Car passenger	13	1	13	0	12	12
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Bus	182	8	190	7	170	177
Underground	88	4	92	3	82	85
Train	56	2	59	2	53	55
Cycle	19	1	20	1	18	18
Walking	82	4	85	3	76	79
Total	462	20	482	17	432	449

5.3 Net Change in Trip Generation

5.3.1 The net change in peak hour trips from existing is shown in Table 5.8.

Table 5.8 Net Change in Peak Hour Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Car driver	-41	-2	-43	-2	-38	-40
Car passenger	8	0	9	0	8	8
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Bus	120	5	125	4	112	117
Underground	58	3	60	2	54	56
Train	37	2	39	1	35	36
Cycle	12	1	13	0	12	12
Walking	54	2	56	2	50	52
Total	249	11	260	9	232	241

5.4 Delivery and Servicing Trips

5.4.1 The delivery and service vehicle demands have been derived using typical rates and profiles applied on other comparable developments. The anticipated daily delivery and servicing vehicles are shown in Table 5.9. It is noted that the proposed development includes a café that will be used by staff only. Although it is considered ancillary to the development, from a delivery and servicing demand perspective, it has been treated separately as a worst case.

Table 5.9 Anticipated Daily Delivery and Servicing Vehicles

Land Use	Servicing Trip Rate (per day)	Servicing Vehicles Arrivals Per Day
Workspace / Civic	0.2 veh/100sqm GIA	22
Ancillary café	-	4
Total		26

5.4.2 The majority of deliveries/servicing will be made by vans, including panel vans and small box vans, generally up to 3.5 tonnes in weight and up to c.7m length for the larger examples. A small proportion of deliveries, e.g. furniture, might be made in small box trucks, typically 7.5t GVW and in the order of 8m-9m length.

5.4.3 As discussed, Trinity Road is designated as a School Street, which prevents access by servicing vehicles between the hours of 08:15-09:15 and 14:45-15:45. Therefore, delivery and servicing vehicles would not be permitted to use Trinity Road to access the Site between these hours and would have to use the service area off Bounds Green Road.

5.5 Impact on Walking and Cycling Network

5.5.1 The proposed development will generate a net change of 281 and 261 walking trips during the AM and PM peak hours respectively. This includes walking trips as a main mode as well as those walking to nearest public

transport stations and stops. The increase in pedestrian trips would not have a significant impact based on the available walking route provisions and connectivity.

- 5.5.2 The proposed development will generate a net change of 13 and 12 cycle trips during the AM and PM peak hours respectively. This would not have a significant impact on the surrounding cycle network. The proposed development provides cycle parking that meets the 2021 London Plan and LCDS design standards.

5.6 Impact on the Public Transport Network

- 5.6.1 The proposed development will generate a net change 125 and 117 bus trips during the AM and PM peak hours respectively. The increase in bus trips would be distributed across 84 bus services that are available in the area during the peak hour and is therefore unlikely to have a significant impact on the local bus network.
- 5.6.2 The proposed development will generate a net change 60 and 56 London Underground trips during the AM and PM peak hours respectively. The site is close to Wood Green London Underground station, which has frequent services during the peak hours. The proposed development is therefore unlikely to have a significant impact on the London Underground network.
- 5.6.3 The proposed development will generate a net change 39 and 36 rail trips during the AM and PM peak hours respectively. The site is close to Alexandra Palace station, which has frequent services during the peak hours. The proposed development is therefore unlikely to have a significant impact on the national rail network.

5.7 Impact on the Local Highway Network

- 5.7.1 The proposed development will generate a net change of -43 and -40 car trips on the local highway network during the AM and PM peak hours respectively. This is due to the significant reduction in car parking provided on-site. Therefore the proposed development will have a significantly beneficial impact on the highway network.

5.8 Mitigation

- 5.8.1 The transport impact assessment described in this Chapter has shown that the predicted increase in trips associated with the proposed development would not have a detrimental impact on the local transport network. This is reinforced through the designed-in mitigation, such as an accessible site location with improved connectivity, low levels of car parking, high quality streetscape and connected walk and cycle routes and cycle parking that meets London Plan standards. Notwithstanding this, the mitigation measures described in this section seek to further manage any development impacts during construction and operation particularly in terms of promoting active travel.

5.9 Travel Plan

- 5.9.1 Travel Plans are an established way to promote and support sustainable and active travel of a development. A Travel Plan has been submitted with the planning application as a standalone document and provides an outline of sustainable travel measures tailored to the uses at the Site along with a plan for implementing and monitoring these measures.
- 5.9.2 It includes targets to reduce single occupancy vehicle use and increase cycling and walking by 5% over the 5-

year timeframe of the Travel Plan. It is envisaged that the Travel Plan would be secured through a suitably worded planning condition / s106 obligation.

5.10 Delivery and Servicing Plan

- 5.10.1 A summary of how deliveries and servicing will be managed is set out in Chapter 6. It is envisaged that the Delivery and Servicing Plan would be secured through suitably worded planning condition.

5.11 Construction Logistics Plan

- 5.11.1 A summary of how construction logistics will be managed is set out in Chapter 7. It is envisaged that the Construction Logistics Plan would be secured through suitably worded planning condition.

6 Deliveries and Servicing

- 6.1.1 A summary of how deliveries and servicing will be managed is set out in the following Chapter 6. It is envisaged that a full Delivery and Servicing Plan would be secured through suitably worded planning condition.

6.2 Overview of Servicing Arrangements

- 6.2.1 It is proposed that servicing for the proposed development will take place at two locations within the Site, as shown on Figure 6.1. The main servicing area for deliveries and refuse collection will be to the rear of the annex accessed from Trinity Road; a secondary servicing area for deliveries and refuse collection is located off Bounds Green Road, to the west of the church, accessed from High Road.

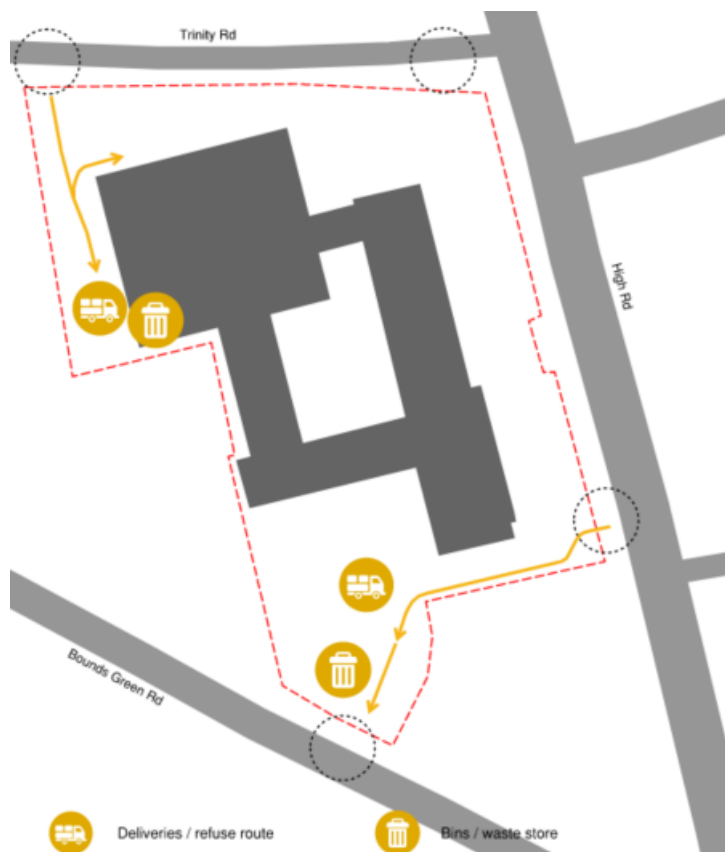


Figure 6.1 Proposed Vehicle Route and Goods Access

6.3 Main Servicing Area – Rear of Annex

- 6.3.1 The main servicing area for the Site would be to the rear of the annex. Servicing vehicles would approach this location from High Road, Trinity Road and turning left into the service area through the lifting-arm security barrier. A turning head is proposed within the servicing area so that vehicles departing the site would leave the same way, in forward gear. The access and servicing area has been designed to accommodate a large refuse vehicle turning into and out of the Site and performing a 3-point turn within the servicing area. The servicing area is sufficiently sized to accommodate two vehicles servicing concurrently. Swept paths (vehicle tracking) for

a large refuse vehicle, and other appropriate delivery and servicing vehicle types, is shown in Appendix I. Potentially 15-20 vehicles per day would be expected to use this area, mainly vans and small box trucks, and the occasional refuse vehicle

- 6.3.2 One of the Site's bin stores is located within the rear façade of the annex at ground floor level, so operatives can wheel the bins to the turning head area where they would be loaded into the waiting refuse vehicle. A more detailed description of the building's refuse collection strategy, including bin numbers and collection frequencies, and internal waste collection routes, can be found in the Operational Waste Management Strategy (OWMS). The OWMS will be submitted alongside this document in support of the planning application.

6.4 Secondary Servicing Area – Bounds Green Road

- 6.4.1 A secondary servicing area for the Site would be located off Bounds Green Road, to the west of the church. Potentially 10-15 vehicles per day would be expected to use this area, mainly vans and small box trucks, and the occasional refuse vehicle, as a secondary bin store for the Site would be located within the servicing area.
- 6.4.2 Servicing vehicles would approach this location from High Road (only) on a one-way route past the side of the Civic Centre and into the servicing area. Service vehicles would then leave the Site via the lifting-arm security barrier onto Bounds Green Road.
- 6.4.3 The servicing route and area has been designed to accommodate a large refuse vehicle. The servicing area is sufficiently sized to accommodate two vehicles servicing concurrently. However, if one of these vehicles was a large refuse vehicle, then other vehicle(s) would have to wait to leave the Site until the refuse vehicle has departed, albeit this would only be for less than 5-minutes whilst waste was collected so the probability of another vehicle needing to pass is low. A more detailed description of the building's refuse collection strategy, including bin numbers and collection frequencies, and internal waste collection routes, can be found in the Operational Waste Management Strategy. Swept paths (vehicle tracking) for the delivery and servicing vehicles is shown in Appendix I.

6.5 Vehicle Type

- 6.5.1 It is anticipated that servicing trips will be made using a combination of heavy and light goods vehicles with approximately 85% comprising Light Goods Vehicles (LGVs) and other smaller service vehicles and 15% comprising Heavy Goods Vehicles (HGVs).
- 6.5.2 LGVs would typically include vehicles up to 3.5 tonnes GVW such as a 3.5 tonne panel van (often referred to generically as 'transit vans'). These vary widely in size from car-derived vans up to 'jumbo vans' of around 7m long (it is noted that some larger vans are officially rated at 4.6 tonnes GVW but would still typically be considered in the LGV grouping for simplicity).
- 6.5.3 For the purpose of this simplification, HGVs are considered to generally comprise vehicles in excess of 3.5 tonnes gross vehicle weight (GVW) such as 7.5t box trucks, generally 8 metres in length, and refuse vehicles.
- 6.5.4 The images below show the types of service vehicles that could be typically used, together with their vehicle specifications.

LGV - Car Derived Van

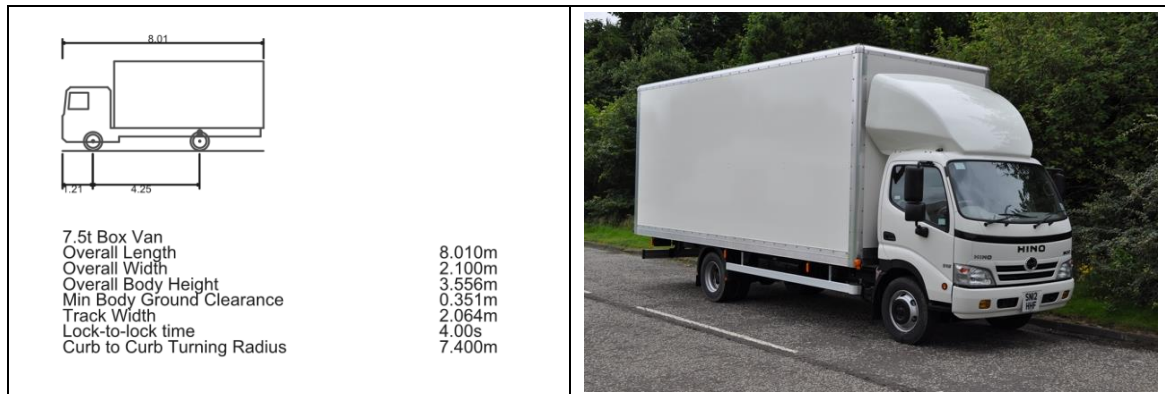
Small (Car Derived) Van	
Overall Length	4.390m
Overall Width	1.832m
Overall Body Height	1.780m
Min Body Ground Clearance	0.271m
Track Width	1.832m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.600m

LGV - Small Box Van

3.5t box van	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	2.741m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.280m

LGV - Panel Van (note – profile shows 4.6t van but also representative of medium size 3.5t van)

4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.000m

HGV - 7.5t Box Van**HGV - Refuse Vehicle (Largest Anticipated)****6.6 Management of Deliveries and Servicing**

6.6.1 An on-site facilities team will put in place a series of measures to mitigate the impact of delivery and servicing trips associated with the proposed development. These are:

- A delivery booking system, to avoid congestion on the surrounding roads:
 - The system can be used to encourage deliveries outside highway peak periods and prevent unexpected deliveries. Notably this would restrain them from using Trinity Road during school street hours and direct them to use the Bounds Green servicing area.
 - The system will monitor and record the time vehicles arrive and depart, which could potentially highlight where improvements could be made;
 - Facilities staff will be required to undertake appropriate training so they can implement the booking system and DSP efficiently;
 - An initial survey of servicing activity will be undertaken by the facilities team within 12 months of occupation;
- Supply chain management and efficiency:

- Contract suppliers registered with a best practice scheme such as Fleet Operator Recognition Scheme (FORS);
- Suppliers will be encouraged to adopt measures to promote safety and sustainability, such as using smaller vehicles where possible, switching to hybrid/electric vehicles, seeking considerate operations such as switching off engines when making deliveries, and ensuring no bins / goods are left on the highway;
- The applicant is committed to pursuing a freight consolidation strategy for the proposed development, particularly for deliveries to the restaurant use, which would reduce the number of daily servicing demand. There will be a commitment by planning condition to provide further detail on this strategy in a detailed Delivery and Servicing Plan once supply chains have been established.

7 Construction

7.1 Introduction

- 7.1.1 It is expected that Site preparation and construction works would generate temporary increases in vehicle movements on the highway in the vicinity of the Site. However, these increases are not continuous throughout the construction period and consideration has been given to the worse-case scenario i.e. the peak of construction traffic activity.

7.2 Construction Programme and Working Hours

- 7.2.1 The construction programme is predicted to span approximately 20-22 months, starting January 2024. Therefore an indicative completion date of November 2025 is currently assumed.
- 7.2.2 The below tables summarise the outline programme for construction for the refurbishment of the existing HCC building and the new Annexe.

Table 7.1 Preliminary Programme (Refurbishment of Existing HCC Building)

Phase	Period
Enabling Works	Jan 2024-April 2024
Preparation/Structure	April 2024 to July 2024
Envelope	April 2024 to November 2024
Core Installations and Finishes	May 2024 to April 2025
Commissioning and Close Out	November 2024 to July 2025

Table 7.2 Preliminary Programme (Annexe)

Phase	Period
Groundworks	February 2024 to June 2024
Superstructure	June 2024 to October 2024
Envelope	August 2024 to February 2025
Roof Works	November 2024 to February 2025
Core Installations and Finishes	October 2024 to October 2025
Commissioning and Close Out	December 2024 to November 2025

7.2.3

- 7.2.4 The anticipated core working hours are standard local authority hours, as follows:

- 08:00 – 18.00 hours Monday – Friday;
- 08:00 – 13:00 hours Saturday; and
- No working on Sundays, Bank or Public Holidays unless with specific agreement of the local authority.

- 7.2.5 Any work outside of these hours will be subject to prior agreement with the local authority and relevant stakeholders with a sufficient notice period given to consider the application. Certain specific construction activities (including highway works) may require extended working hours for reasons of engineering practicability.

7.3 Construction Trip Generation

- 7.3.1 The estimates of the demolition, refurbishment and construction material quantities, together with the outline construction programme, have been used by the construction advisor to estimate the peak vehicle movements over the demolition and construction period. The most intense activity is focused in months 7 and 8 and reduces following this for the remainder of the works, as can be seen in Figure 7.1.

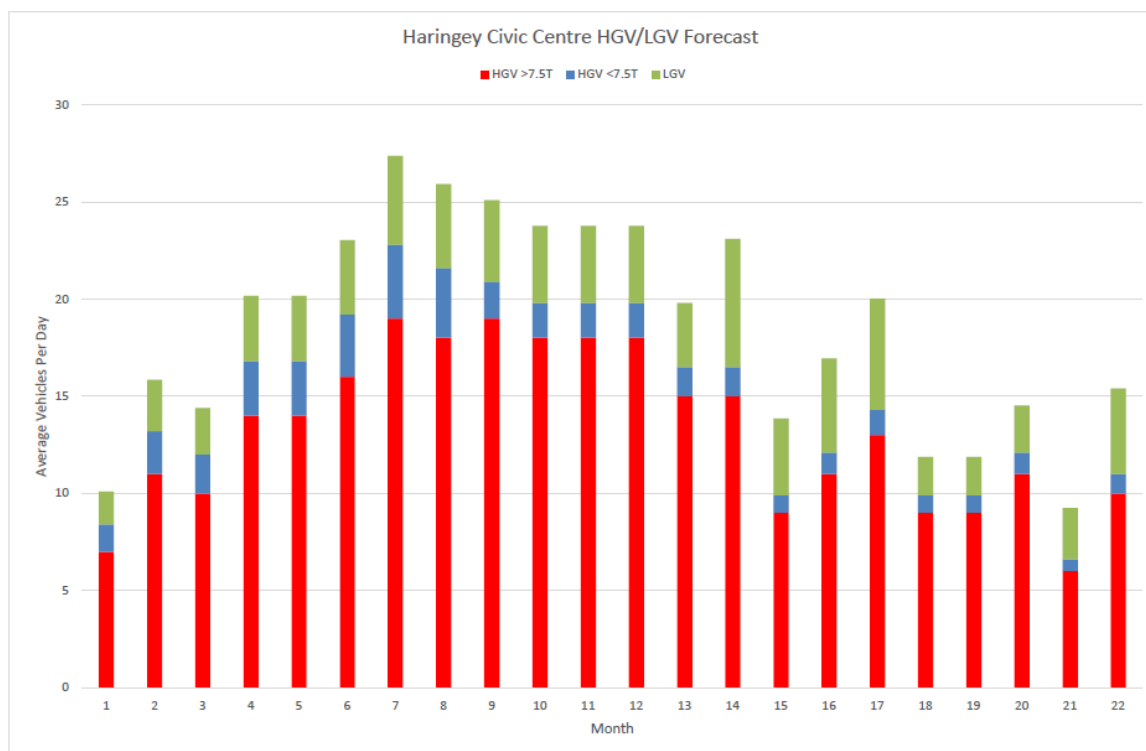


Figure 7.1 Average Monthly Vehicle Arrivals into Site (Same Number of Departures)

- 7.3.2 The peak HGV number during the construction phase is capped at 25 vehicles. As a worst-case, it is assumed that 75% of the construction traffic would use Trinity Road to access the Annexe portion of the development, whilst 25% would use the A105 High Road to access the main building site.

7.4 Construction Traffic Access

- 7.4.1 The proposed routing of construction traffic has been developed by the Applicant's construction advisor, as illustrated in Figure 7.2.

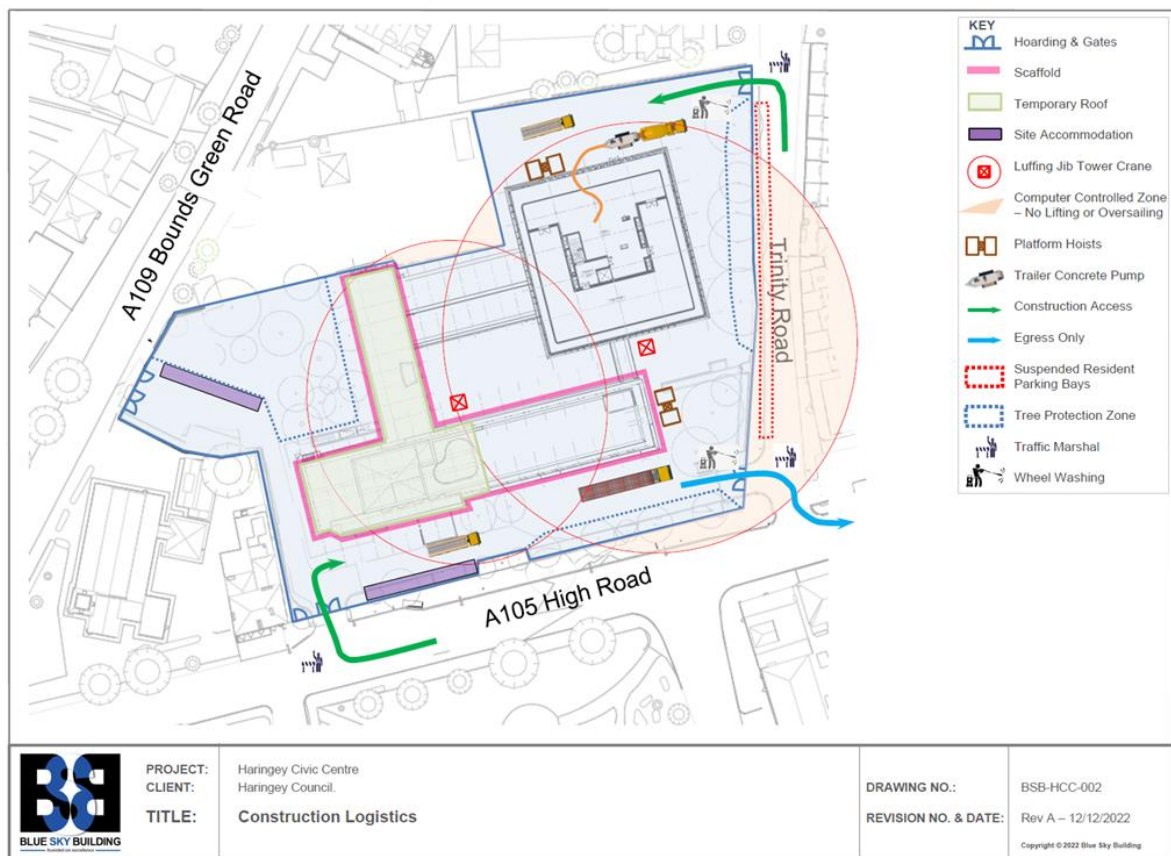


Figure 7.2 Primary Routing for Construction Access

7.4.2 All construction traffic would arrive from the A105 High Road.

7.4.3 Vulnerable road users should be considered throughout the journey, but several particular locations are noted as worthy of extra attention, including:

- Along Trinity Road, particularly in its designation as a School Street; and
- The signalised crossing point north of the junction between the A105 High Road and White Hart Lane.

7.5 Management

7.5.1 Works will be carried out in accordance with all relevant legislation. The contractor will ensure close and effective liaison with surrounding neighbours and relevant stakeholders, so that they are aware of works on Site and how it will affect them.

7.5.2 A Construction Management Plan (CMP) will be developed post-planning by the appointed contractor for the site.

8 Summary and Conclusions

8.1.1 The Transport Impact and Solutions Summary is shown in Table 7.1.

Table 8.1 Transport Impact and Solutions Summary

Topic	Key Transport Impacts / Issues	Solutions Mechanisms
Site and Surroundings	The Site has good walking and cycling accessibility. The Site is within close proximity to numerous amenities, such as schools, community uses and retail uses on High Road. The Site is located around 300 metres (2 to 3 minutes' walk) north of Wood Green Underground Station. Trinity Road to the immediate north of the site is classified as a School Street to support Trinity Primary Academy. This limits the times at which servicing and deliveries can take place, with traffic prohibited from entering this area between 8:15 - 9:15am and 2.45 – 3.45pm Monday to Friday.	To further promote cycling the development will provide 136 long stay and 34 short stay cycle parking spaces, exceeding London Plan standards and in accordance with LBH's policy requirements. The existing car park at the site is to be removed, supporting the development's ambitions to enhance walk and cycle accessibility of the site. A small number of permits will be supplied to essential users of vehicles at the site, to allow them to park on the surrounding streets. Parking beat surveys have demonstrated the availability of a sufficient number of parking spaces to facilitate this. A new access point for cyclists is proposed from Trinity Road, which may require the loss of # parking spaces from Trinity Road. This will prioritise cyclist movements to and from the site. The site will accord with the requirements set out by the School Street designation of Trinity Road, with deliveries and servicing from Trinity Road to take place outside of the times under prohibition.
Active Travel Zone	The ATZ assessment has focused on the walking routes to the nearby public transport nodes and local destinations such as high streets, schools, and medical centres. The worst location on each of the routes was identified, and assessed against each of the Healthy Streets indicators. Collision clusters have also been identified throughout the ATZ.	The ATZ assessment has identified some recommendations for consideration with a view to improving the surrounding active travel infrastructure against each of the Healthy Streets indicators. It is noted that these findings are to inform the local highway authority and are not a list of improvements required to mitigate the impact of the proposed development.
London-Wide Network	The trip generation exercise has demonstrated that the development is likely to lead to a reduction in the number of car-based trips to and from the site, when compared with the existing situation. This is due to the removal of much of the existing car park at the site. Only essential users of vehicles will be provided with permits and permitted to park on surrounding streets. Therefore, a robust modal split has been derived for	Ongoing reviews of the number of essential users will be undertaken to ensure the relevant number of permits are issued to staff. The development proposes designed-in mitigation, such as an accessible site location, low levels of car parking and cycle parking that meets London Plan standards. This provides a comprehensive package of measures to promote active travel and to mitigate the development impacts.

Topic	Key Transport Impacts / Issues	Solutions Mechanisms
	the site, based initially on the modal share for the area in the Census and re-based with the numbers of essential users.	
Construction	An estimate of construction traffic has been presented. All construction traffic would route via the A105 High Road, with the traffic then split between two site compounds, one for the existing building from the A105 High Road and one for the new annexe building from Trinity Road. Construction traffic would use the strategic road network as far as practical to avoid residential roads or other routes with sensitive receptors such as schools, hospitals and community centres.	A Construction Logistics Plan will be submitted as a condition of planning.

Appendix A Pre-Application Correspondence

06 December 2022

London Borough of Haringey
Highways and Transportation

By Email Only

To Whom it May Concern

RE: Haringey Civic Centre: Transport Scoping

Buro Happold have been appointed by London Borough of Haringey (LBH), to provide transport consultancy services in support of a planning application to be submitted to London Borough of Haringey (LBH) in the spring of 2023.

The detailed planning application will be for the refurbishment of the existing Civic Centre, High Road, Wood Green, N22 8LE, alongside the construction of an Annexe building providing additional office space and an ancillary café in the area of the site currently utilised as a car park for the Civic Centre.

This letter describes the context relevant to the proposed development and a suggested scope for the Transport Assessment (TA) and associated reports that will be required for the planning application.

We would value the opportunity to confirm our proposed scope with you as soon as possible so we can work to completing the required assessments for the planning application.

Site Context

The development site is the Haringey Civic Centre, which is currently unoccupied. The Site is bordered by High Road to the east, Trinity Road to the north, Bounds Green Road to the south-west and Trinity Primary Academy school to the west. The site in its existing context is shown in Figure 1 below.

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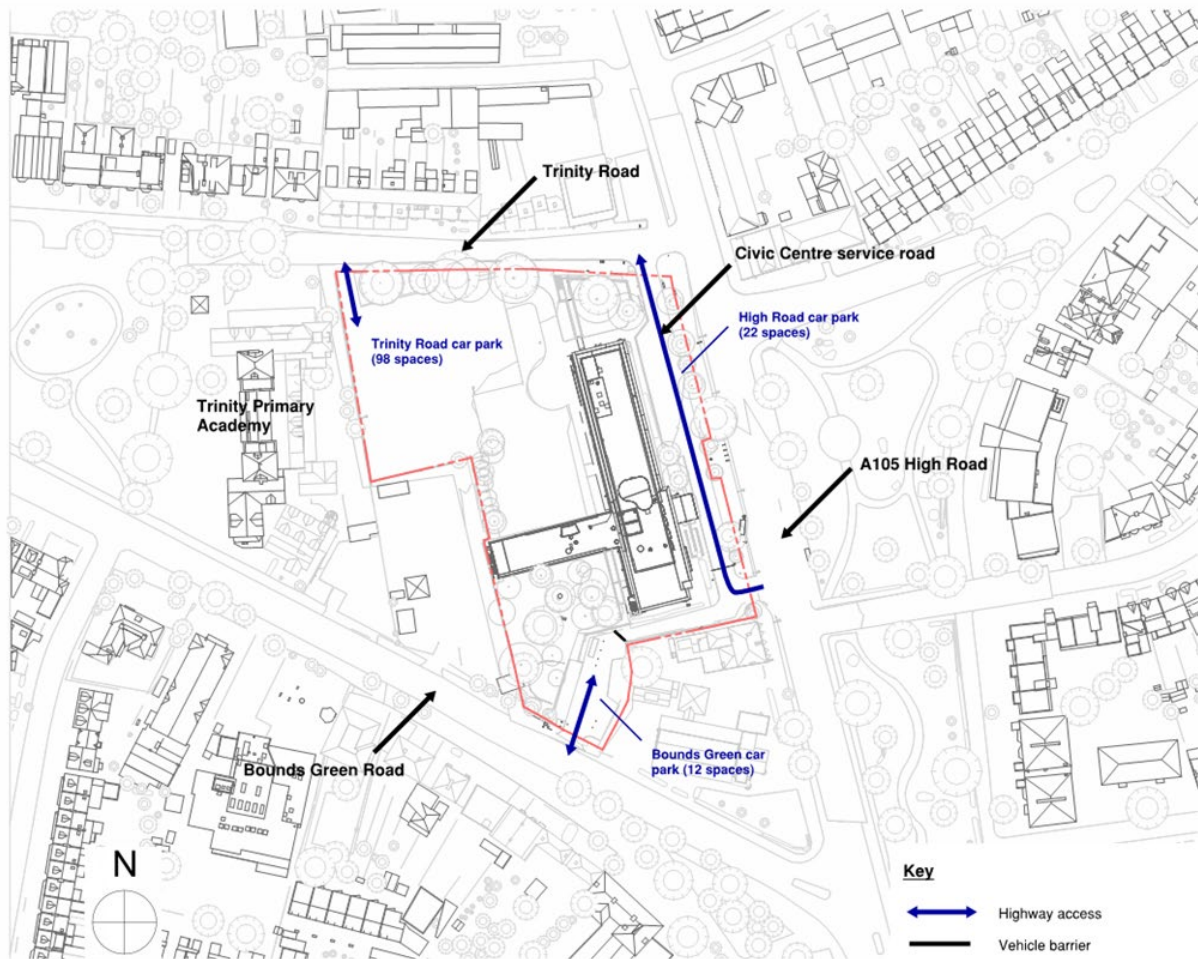


Figure1: Site Location, Indicative Red Line and Access Points

Existing Site Usage

Before moving out of the building, the existing site was used as council offices, with daytime office use combined with civic events such as public functions, council meetings with public attendance and committee meetings sometimes taking place in the evenings.

Proposed Development

The masterplan for the site is in development, however an indicative layout is shown in the following Figure.



Figure 2: Current Landscape Masterplan (Work in Progress)

Proposed Use of the Site

The proposals for the site constitute a refurbishment and extension to the existing Civic Centre building, with a new Annex to be built on land currently used as surface car parking, off Trinity Road, alongside public realm improvements in the grounds of the building. The proposed building is expected to accommodate approximately 900 office users during core daytime hours of 09:00-19:00, with a small number of external visitors attending meeting by appointment during the day. During the evening between 19:00-22:00, the building will mainly host civic events such as public functions, council meetings with public attendance and committee meetings. Attendance during this period is limited by the capacity of the council chamber, but there could be around 300 people on-site concurrently in the evening.

At weekends, the office and civic function spaces would be closed, but the building would be used for community functions.

The proposed uses on-site constitute the following:

Table 1 – Proposed Land Use Areas (Gross External Area – GEA)

Land Use	GEA (sqm)
Workspace	10,093
Civic / meeting rooms	2,063
Total	12,156

Proposed Access

As the proposals are still in design development, specifics regarding access arrangements are subject to change. However, the current principals in terms of site access for different users are shown in the following Figure.



Figure 3: Principle of Access (Work in Progress)

It can be seen from the Figure that there are two main pedestrian entrances towards the front and rear of the main building. The principal pedestrian access to the proposed development will remain on the eastern side of the Civil Centre, adjacent to High Road. A secondary pedestrian access is proposed from Trinity Road. The creation of a staff entrance and access to some of the development's cycle parking

from Trinity Road will likely result in changes being required to the existing 'shared-use' resident/visitor parking on the southern side of the road in order to provide a dropped kerb and footway crossover, which is an area of discussion with Officers.

The principal servicing area is to the rear of the Annex with access from Trinity Road via the existing car park access, which may have to be widened slightly to accommodate service vehicle swept paths. This may also require changes to the existing 'shared-use' resident/visitor parking on both sides of Trinity Road to accommodate the vehicle swept paths. A two-way operation on the access route is proposed so that vehicles arrive and depart via Trinity Road.

The existing access route across the frontage of the Civic Centre building on High Road would typically be prohibited and access likely controlled by a bollard. However, this route would be opened occasionally depending on operational requirements, such as for ceremonial reasons or special events such as school visits, with the access road operating in a one-way direction northbound as per the existing arrangement. This route would also provide access to the disabled parking bays and visitor cycle parking near the main entrance. It is also an emergency access route.

Cycle Parking

Cycle parking requirements have been calculated with a similar approach to that used in the Transport Assessment for The Crystal building - the new home of the GLA and approved by them, TfL and LB Newham. The key considerations in this approach are that the building is predominantly an office, with some civic function; and the "civic function" use would be used by visitors attending meetings, plus those who are already on-site: ie. the "office" use. The approach taken for the office / civic use is summarised as follows:

- Applying the B1 office standards to the office area, generating both long stay and short stay provision for staff and office visitors;
- In terms of the civic use (D1 Other), the standard for long-stay provision is 1 space per 8 FTE staff. However, it is assumed that the long-term staff for the civic use are already accounted for within the office use provision and no additional long-term parking is required. However, the short-term parking standard for the D1 other (civic use) is applied to account for those attending civic functions / meetings and are not already in the office.

The design is targeting providing cycle parking numbers in accordance with the London Plan and LCDS. It is targeted that a proportion of cycle parking spaces will be in the form of two-tier stands, with the remainder being Sheffield stands, and a proportion of these will be larger to accommodate PRM cycles.

Long-stay cycle parking would be located in the north-west of the site with access through the Trinity Road servicing area along a designated route. Additional cycle storage will be provided in dedicated and secure cycle parking shelter adjacent to the northern façade of the Annex, with access from Trinity Road. This will provide a mixture of long-stay spaces and spaces for visitors (short-stay). Additional visitor spaces will be located next to the main entrance to the Civic Centre off High Road. Cycle facilities, such as showers, lockers and changing rooms, will be provided for staff.

Discussions are required with Officers as to how the cycle access proposals can work best with emerging cycle routes planned by the Borough.

Vehicle Parking

The proposed development would remove the 98 existing car parking spaces in the Trinity Road car park, as well as the 12 spaces in the Bounds Green car parking area. The existing car parking on the access road parallel to High Road will be reconfigured to remove the existing parallel parking, and the informal parking around the southern edge of the building will also be removed resulting in a net reduction of c.23 spaces in these two locations.

A total of two accessible bays are proposed in reconfigured bays on the High Road access route. These spaces will be supplemented by an additional c.4 enlarged general parking bays. These additional bays provide flexible capacity for the site to be used by people needing to drive to the site, and are expected to be highly managed, such as through a booking system.

It is targeted that all parking bays will have electric vehicle charging capability.

The proposed net change in car parking is as follows. An initial review of parking in the area suggests some alternative parking availability and a very good PTAL rating to facilitate the proposed reduction in parking.

Table 1 – Proposed Car Parking (Work in Progress)

Car Park	Existing		Proposed		Net	
	Total Spaces	Accessible	Total Spaces	Accessible	Total Spaces	Accessible
Trinity Road	98	0	0	0	-98	0
Bounds Green	12	0	0	0	-12	0
High Road	23	2	6	2	-17	0
Total	133	2	6	2	-127	0

Servicing

The principal servicing access for the development will be via Trinity Road, where a servicing area and turning head is proposed, close by the waste storage area. The turning head has been designed to allow all typically expected vehicles to arrive and depart the site in forward gear, including a large refuse vehicle. The existing High Road access to the southeast of the site will provide a secondary servicing access and route along the south of the site connecting with Bounds Green Road in a westbound direction only. This route will provide access to a secondary waste storage area.

Trinity Road - School Street

It is noted that an application has been made by Trinity Primary Academy to convert Trinity Road to a School Street. The precise requirements for this and any potential impacts on the site are to be discussed with LBH Officers.

Planning Application Transport Deliverables

It is proposed to prepare a TA for submittal with the planning application.

The TA will be prepared in accordance with TfL's Healthy Streets TA guidance. We propose that the following key elements are likely to be included in the TA:

- **Introduction** – description of proposed development, existing uses, why and when the development is proposed and how the development supports the Mayor's Transport Strategy and Vision Zero goals;
- **Transport Planning for People** – will identify the likely users of the site and their reasons for using it, including staff and visitors.
- **Site and Surroundings** – will describe how people move around the site and in its immediate surroundings. The chapter will describe access by all modes of transport before and after development, including servicing and deliveries. A Healthy Streets assessment on streets that are being changed as part of the development will also be provided:
 - **Pedestrian and Cycle Access** – The walking and cycling accessibility of the site will be described, before and after development.
 - **Cycle Parking** – The existing and proposed cycle parking will be described. Detailed layouts of proposed cycle parking will be provided with specification.
 - **Public Transport** – Access to public transport before and after development will be described with reference to TfL's online PTAL mapping database (WebCAT). The nearby public transport infrastructure will be described, including bus stop locations and bus services.
 - **Local Highway Network** – A description of the existing and proposed access to the highway network will be provided, including a description of the existing and proposed parking provision at the Site and delivery and servicing arrangements;
 - **Existing Collision Statistics** – It is proposed to include a high-level analysis of accidents recorded around the Site to demonstrate road safety in the vicinity.
- **Active Travel Zone** – Will provide an audit of the ATZ within which the site sits, using the WebCAT planning tool to identify a 20-minute cycle around the site and a visual representation of the accessibility of the site by active modes.
- **London-Wide Network** – This section will contain the trip generation analysis for the proposed development, the impacts on the surrounding transport networks, and design solutions and/or mitigation measures to reduce these impacts. It is proposed to utilise the industry standard trip-ends database TRICS for the purposes of deriving likely trip generation associated with the expanded site. This is to be discussed, with the possibility of staff surveys as an alternative. Servicing trip generation will also be assessed along with likely usage of the site during occasional events – functions etc.
 - We are proposing to carry out additional traffic surveys for the purpose of generating AADT and AAWT flows for the noise and air quality assessments. This data will be appended to the TA but it will not be used to assess the impact of the development as such within the TA as the level of parking proposed and likely vehicle trip generation of the site will be significantly less than when the site was previously occupied by the Council.
- **Construction** – the impacts of the construction phase will be described, using TfL's construction logistics plan tool. Measures will be set out to reduce the impact that construction will have on the highway network, particularly with regards to pedestrians and cyclists.

- **Summary and Conclusion** - concludes the report and will summarise how the development supports the Healthy Street and Vision Zero, 2019 London Plan and Mayor's Transport Strategy.

It is proposed to submit a Framework Travel Plan with the planning application, which will describe measures to reduce the transport impact of the development and promote the use of sustainable modes. The Travel Plan will consider staff and visitor travel.

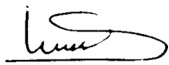
The pre-application advice note provided by LBH requests a Delivery and Servicing Plan should also be provided. This will be discussed further with Officers. It is noted that an Operational Waste Management Strategy is being prepared for the application. This will provide the detail required as set out in the pre-application advice note which will be summarised in the TA for completeness.

Given the importance of construction traffic impacts to local residents, it is proposed to provide a Construction Logistics Plan with the planning application. The details of construction traffic routing and access will be discussed with LBH in advance of the application.

We would value the opportunity to discuss the proposed development and the scope of the planning application deliverables with you further and we will be in contact to discuss a potential meeting regarding this in due course.

Yours sincerely

on behalf of Buro Happold Limited



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Comments on December 2022 proposed scoping for Transport Assessment
Haringey Civic Centre redevelopment

The following are transportation team comments on the proposed scoping for the above project.

Overall, the proposed headings/topics for the TA are appropriate.

There are however a number of aspects that are very critical and important to resolve, where there are potentially adverse impacts on neighbouring residents and streets, and for mobility impaired staff and visitors. These should be fully explored and resolved before any moves to progress towards more detailed development of the project and formal planning.

These critical topics are as follows;

1. Potential impacts on local streets and residents of parking demands from staff and visitors

The proposals include 6 parking spaces in total, 4 'standard' bays (to be bookable) and 2 blue badge bays. The rationale for this numerical provision is required along with commentary on day to day management of these spaces.

It is understood that there were around 600 staff members working out of the Civic Centre, and with the new proposals 900 staff will be based there. With modern ways of working, it is assumed a proportion of staff will work remotely on any given day and that there will be an expected daily 'attendance' at the offices/civic centre. This number or range of numbers should be clarified.

It is also understood that around 40 members of staff will require access to their cars for operational reasons, it is assumed these will be social workers, building control officers and others that require access to their vehicles and will need to park at or close to the Civic Centre.

The TA will therefore need to realistically clarify what car parking demands will materialise from the 900 staff on a daily basis, and associated business related visitors that will drive to the centre. Numbers of essential users that require to park at or close by need to be detailed.

It will also need to present the solutions to meeting these demands to avoid impacting on residents.

The parking stress surveys will record current parking conditions and the TA will need to assess the potential impacts from any staff and visitor demands looking to park in the locality.

Overall there is a high potential for adverse impacts on parking availability and stresses with associated nuisance for residents in the locality of the centre so this needs to be avoided and managed.

2. Blue badge parking for staff and visitors

2 blue badge bays are proposed in total. Are these intended to be for both employees and visitors ? how is it intended to manage them ?

2 bays sounds initially like an under provision. The TA needs to identify actual demands, with 900 staff a small but important proportion that have particular mobility issues may require access to a secure available blue badge bay. Likewise, there will be members of the public and maybe business visitors that equally have the same needs.

The TA needs to detail/identify what the staff and visitor demands will be, and part of the consideration may well be what could be available on street in the immediate locality, however, taking into account the likelihood of additional on street parking being generated and the school street proposals for Trinity Road, on street opportunities within short walking distance of the Civic Centre may be very limited.

Ultimately the new Civic centre should not create a scenario where mobility impaired staff and visitors have difficulties accessing it. Consideration to secure and convenient scooter parking should also be considered.

Remainder of proposed scoping

The above two topics are at this moment considered the most critical and need to be resolved prior to progression of the proposals from the Transportation perspective.

Comments on other aspects of the proposed TA scoping follow, the scoping proposals are in italics and our comments in red;

- *Introduction – description of proposed development, existing uses, why and when the development is proposed and how the development supports the Mayor’s Transport Strategy and Vision Zero goals;*

For reference there should be information on how many staff were based there previously.

- *Transport Planning for People – will identify the likely users of the site and their reasons for using it, including staff and visitors.*

The scoping references functions outside of the working day with up to 300 attending. Transportation are aware that this aspect of the proposals may no longer be included – can this be confirmed ? if they are to be retained, we will need an understanding of how often, what sort of functions ? will be available for hire ? parking demand on streets outside of CPZ operating period (post 6.30)?

- *Site and Surroundings – will describe how people move around the site and in its immediate surroundings. The chapter will describe access by all modes of transport before and after development, including servicing and deliveries. A Healthy Streets assessment on streets that are being changed as part of the development will also be provided:*

o Pedestrian and Cycle Access – The walking and cycling accessibility of the site will be

described, before and after development.

o Cycle Parking – The existing and proposed cycle parking will be described. Detailed layouts of proposed cycle parking will be provided with specification.

For office, B1 levels of cycle parking provision proposed – 1/150 sqm LS, 1/500 sqm SS (up to 5000 sqm then 1/5000 sqm after)

This is roughly 68 long stay and 36 short stay spaces. Can this be reconciled against expected/predicted daily numbers attending the site. What is expected mode share for employees at outset and after 5 years ?

Full dimensional details at early stage to demonstrate meeting numerical requirement and provision of high quality useable cycle parking – for LS/SS – meet TfL LCDS document requirements

o Public Transport – Access to public transport before and after development will be described with reference to TfL's online PTAL mapping database (WebCAT). The nearby public transport infrastructure will be described, including bus stop locations and bus services.

What will the Public Transport mode share be expected to be at outset and in 5 years ?

o Local Highway Network – A description of the existing and proposed access to the highway network will be provided, including a description of the existing and proposed parking provision at the Site and delivery and servicing arrangements;

Parking provision is queried at the start of this note

Usage of pay and display bays in locality – Parking Stress Survey details ?

Usage of blue badge bays in locality - Parking Stress Survey details ?

o Existing Collision Statistics – It is proposed to include a high-level analysis of accidents recorded around the Site to demonstrate road safety in the vicinity.

- Active Travel Zone – Will provide an audit of the ATZ within which the site sits, using the WebCAT planning tool to identify a 20-minute cycle around the site and a visual representation of the accessibility of the site by active modes.*

Identify and provide commentary on key walking, cycling, PT routes to and from the site and identify any required improvements – crossing improvements to High Road and quiet route to Wood Green Station are being developed by the Highways Team in Haringey Council.

- London-Wide Network – This section will contain the trip generation analysis for the proposed development, the impacts on the surrounding transport networks, and design solutions and/or mitigation measures to reduce these impacts. It is proposed to utilise the industry standard tripends database TRICS for the purposes of deriving likely trip generation associated with the expanded site. This is to be discussed, with the possibility of staff surveys as an alternative. TRICS and surveys should be interrogated/provided to get as accurate a picture as possible.*

Trip generation and mode share (particularly over time) should be used to determine appropriate cycle parking provision. Particularly important not only to follow current transportation policy but also because there will effectively be no staff car parking

Servicing trip generation will also be assessed along with likely usage of the site during occasional events – functions etc.

Also, to ensure proposed arrangements within the site will be able to accommodate visiting D&S vehicles and include dwell times to ensure will be completely self contained. TA should

include details of a typical week, demonstrating what can be expected in terms of arrivals and departures of delivery, service waste and recycling collection vehicles, and clearly demonstrate that these can be accommodated and vehicles have sufficient facility/space to dwell, operate and manoeuvre.

o We are proposing to carry out additional traffic surveys for the purpose of generating AADT and AAWT flows for the noise and air quality assessments. This data will be appended to the TA but it will not be used to assess the impact of the development as such within the TA as the level of parking proposed and likely vehicle trip generation of the site will be significantly less than when the site was previously occupied by the Council.

- Construction – the impacts of the construction phase will be described, using TfL’s construction logistics plan tool. Measures will be set out to reduce the impact that construction will have on the highway network, particularly with regards to pedestrians and cyclists.*

- Summary and Conclusion - concludes the report and will summarise how the development supports the Healthy Street and Vision Zero, 2019 London Plan and Mayor’s Transport Strategy.*

It is proposed to submit a Framework Travel Plan with the planning application, which will describe measures to reduce the transport impact of the development and promote the use of sustainable modes.

The Travel Plan will consider staff and visitor travel.

The pre-application advice note provided by LBH requests a Delivery and Servicing Plan should also be provided. This will be discussed further with Officers. It is noted that an Operational Waste Management Strategy is being prepared for the application. This will

provide the detail required as set out in the preapplication advice note which will be summarised in the TA for completeness.

Given the importance of construction traffic impacts to local residents, it is proposed to provide a

Construction Logistics Plan with the planning application. The details of construction traffic routing and access will be discussed with LBH in advance of the application.

Applicant will need to engage with Highways officers to discuss access regime and all normal CLP aspects with regards to construction phase.

Traffic Surveys/parking surveys/ped and cycle surveys

To be carried out during week commencing Jan 13th

Summary

The TA should demonstrate how the civic centre will function in transportation terms on a daily and weekly basis and not impact on adjacent neighbours with respect to parking demands and pressures, delivery and servicing movements and waste/recycling collections.

First thoughts are that there are concerns relating to some fundamentals about the project, and greater clarity/more information is sought about the following;

- Ensuring appropriate Blue badge parking for staff and visitors
- Potential impacts on local streets of new parking demands from staff and visitors
- Potential parking impacts in local area arising from out of working hours evening/weekends functions for up to 300
- What will operational parking requirements be for Council staff that are essential users and require access to their car during the working day
- Provision of sufficient high quality staff cycle parking
- What will mode shares be from outset/after 5 years with respect to walking/cycling/public transport ?

- Demonstration that the proposed delivery and servicing arrangements will efficiently accommodate the levels of vehicle movements anticipated and provide sufficient dwell space/locations

Appendix B Walking and Cycling Survey Data



Trinity Road

TIME	Northern Side Footway						Southern Side Footway						Crossing Trinity Road					
	Eastbound			Westbound			Eastbound			Westbound			Northbound			Southbound		
	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL
07:00 - 07:15	3	1	4	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:15 - 07:30	1	0	1	0	0	0	5	0	5	0	0	0	0	0	0	2	0	2
07:30 - 07:45	2	0	2	2	0	2	3	0	3	3	2	5	0	0	0	2	0	2
07:45 - 08:00	3	1	4	2	0	2	5	0	5	6	0	6	1	0	1	2	0	2
Hourly Total	9	2	11	4	0	4	14	0	14	9	2	11	1	0	1	6	0	6
08:00 - 08:15	4	1	5	7	0	7	7	0	7	2	1	3	0	0	0	4	0	4
08:15 - 08:30	4	0	4	6	0	6	1	0	1	3	0	3	0	0	0	1	0	1
08:30 - 08:45	6	0	6	32	2	34	2	0	2	62	3	65	0	0	0	22	0	22
08:45 - 09:00	33	2	35	25	4	29	38	0	38	44	0	44	11	0	11	27	0	27
Hourly Total	47	3	50	70	6	76	48	0	48	111	4	115	11	0	11	54	0	54
09:00 - 09:15	9	0	9	16	0	16	20	0	20	9	0	9	3	0	3	0	0	0
09:15 - 09:30	5	1	6	10	0	10	5	0	5	5	1	6	5	0	5	0	0	0
09:30 - 09:45	6	0	6	9	0	9	3	0	3	1	0	1	4	0	4	0	0	0
09:45 - 10:00	4	0	4	11	0	11	2	0	2	0	0	0	2	0	2	1	0	1
Hourly Total	24	1	25	46	0	46	30	0	30	15	1	16	14	0	14	1	0	1
10:00 - 10:15	3	0	3	8	0	8	4	0	4	5	0	5	0	0	0	3	0	3
10:15 - 10:30	53	1	54	2	0	2	3	0	3	1	1	2	2	0	2	0	0	0
10:30 - 10:45	7	0	7	4	0	4	0	0	0	5	0	5	0	0	0	2	0	2
10:45 - 11:00	4	0	4	3	0	3	3	0	3	1	0	1	0	0	0	0	0	0
Hourly Total	67	1	68	17	0	17	10	0	10	12	1	13	2	0	2	5	0	5
11:00 - 11:15	2	0	2	4	0	4	1	0	1	0	1	1	1	0	1	0	0	0
11:15 - 11:30	5	0	5	1	0	1	2	0	2	0	0	0	0	0	0	42	0	42
11:30 - 11:45	1	0	1	2	0	2	2	0	2	0	0	0	1	0	1	0	0	0
11:45 - 12:00	11	0	11	3	0	3	7	0	7	5	0	5	1	0	1	4	0	4
Hourly Total	19	0	19	10	0	10	12	0	12	5	1	6	3	0	3	46	0	46
12:00 - 12:15	4	0	4	4	0	4	13	1	14	3	0	3	0	0	0	1	0	1
12:15 - 12:30	2	0	2	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0
12:30 - 12:45	6	0	6	3	0	3	1	0	1	4	0	4	2	0	2	2	0	2
12:45 - 13:00	7	0	7	2	0	2	4	0	4	0	0	0	0	0	0	0	0	0
Hourly Total	19	0	19	11	0	11	19	1	20	7	0	7	2	0	2	3	0	3
13:00 - 13:15	1	1	2	3	0	3	2	0	2	2	1	3	1	0	1	0	0	0
13:15 - 13:30	7	0	7	4	0	4	2	0	2	2	0	2	1	0	1	3	0	3
13:30 - 13:45	2	0	2	6	0	6	2	0	2	1	1	2	0	0	0	2	0	2
13:45 - 14:00	5	0	5	8	0	8	16	0	16	1	0	1	0	0	0	1	0	1
Hourly Total	15	1	16	21	0	21	22	0	22	5	2	8	2	0	2	6	0	6
14:00 - 14:15	4	1	5	1	1	2	7	0	7	1	1	2	0	0	0	2	0	2
14:15 - 14:30	10	0	10	2	0	2	2	0	2	3	0	3	1	0	1	0	0	0
14:30 - 14:45	1	3	4	4	1	5	0	0	0	1	1	2	0	0	0	0	0	0
14:45 - 15:00	4	0	4	4	0	4	3	0	3	5	0	5	0	0	0	2	0	2
Hourly Total	19	4	23	11	2	13	12	0	12	10	2	12	1	0	1	4	0	4
15:00 - 15:15	12	0	12	24	0	24	2	0	2	34	0	34	2	0	2	15	0	15
15:15 - 15:30	87	2	89	6	0	6	44	1	45	15	1	16	14	0	14	7	0	7
15:30 - 15:45	4	2	6	4	0	4	1	0	1	1	1	2	0	0	0	0	0	0
15:45 - 16:00	6	0	6	7	0	7	2	0	2	4	0	4	2	0	2	0	0	0
Hourly Total	109	4	113	41	0	41	49	1	50	54	2	56	18	0	18	22	0	22
16:00 - 16:15	5	1	6	3	1	4	1	0	1	0	0	0	1	0	1	1	0	1
16:15 - 16:30	9	1	10	0	0	0	2	0	2	4	1	5	3	0	3	0	0	0
16:30 - 16:45	6	1	7	1	0	1	2	0	2	5	0	5	0	0	0	0	0	0
16:45 - 17:00	6	2	8	3	0	3	0	0	0	4	1	5	0	0	0	1	0	1
Hourly Total	26	5	31	7	1	8	5	0	5	13	2	15	4	0	4	2	0	2
17:00 - 17:15	9	0	9	4	0	4	2	0	2	6	1	7	0	0	0	1	0	1
17:15 - 17:30	8	0	8	1	0	1	8	0	8	3	1	4	2	0	2	1	0	1
17:30 - 17:45	13	0	13	5	0	5	2	0	2	7	0	7	1	0	1	0	0	0
17:45 - 18:00	4	1	5	1	0	1	15	0	15	3	1	4	1	0	1	0	0	0
Hourly Total	34	1	35	11	0	11	27	0	27	19	3	22	4	0	4	2	0	2
18:00 - 18:15	1	1	2	4	0	4	1	1	2	2	1	3	1	0	1	1	0	1
18:15 - 18:30	0	2	2	0	0	0	1	0	1	2	0	2	0	0	0	2	0	2
18:30 - 18:45	1	0	1	1	0	1	0	0	0	3	0	3	1	0	1	0	0	0
18:45 - 19:00	2	0	2	2	0	2	0	0	0	1	0	1	0	0	0	0	0	0
Hourly Total	4	3	7	7	0	7	2	1	3	8	1	9	2	0	2	3	0	3
TOTAL	392	25	417	256	9	265	250	3	253	269	21	290	64	0	64	154	0	154



A105 (Northern Side)

TIME	Western Side Footway						Eastern Side Footway						Crossing A105					
	Northbound			Southbound			Northbound			Southbound			Eastbound			Westbound		
	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL
07:00 - 07:15	4	1	5	11	0	11	2	0	2	27	12	39	1	0	1	0	0	0
07:15 - 07:30	5	0	5	8	0	8	7	0	7	26	6	32	4	0	4	2	0	2
07:30 - 07:45	6	1	7	10	0	10	8	0	8	23	10	33	5	0	5	5	0	5
07:45 - 08:00	11	3	14	19	0	19	13	0	13	40	12	52	5	0	5	2	0	2
Hourly Total	26	5	31	48	0	48	30	0	30	116	40	156	15	0	15	9	0	9
08:00 - 08:15	7	3	10	17	0	17	8	0	8	41	7	48	6	0	6	6	1	7
08:15 - 08:30	4	3	7	15	0	15	14	0	14	52	16	68	5	0	5	9	0	9
08:30 - 08:45	12	0	12	20	0	20	14	0	14	52	14	66	18	2	20	50	4	54
08:45 - 09:00	28	7	35	17	1	18	14	0	14	18	7	25	21	1	22	30	2	32
Hourly Total	51	13	64	119	1	120	50	0	50	163	44	207	50	3	53	95	7	102
09:00 - 09:15	10	0	10	14	0	14	6	0	6	30	8	38	7	0	7	10	0	10
09:15 - 09:30	10	4	14	17	1	18	12	0	12	23	9	32	3	0	3	9	1	10
09:30 - 09:45	9	2	11	14	0	14	6	0	6	16	4	20	8	0	8	10	0	10
09:45 - 10:00	9	2	11	16	0	16	14	0	14	17	3	20	1	0	1	9	0	9
Hourly Total	38	8	46	61	1	62	38	0	38	86	24	110	19	0	19	38	1	39
10:00 - 10:15	11	2	13	13	2	15	8	1	9	15	3	18	6	0	6	4	0	4
10:15 - 10:30	8	0	8	11	0	11	5	0	5	15	1	16	57	0	57	3	1	4
10:30 - 10:45	12	1	13	12	0	12	13	0	13	15	2	17	5	0	5	3	0	3
10:45 - 11:00	7	0	7	14	0	14	8	0	8	18	3	21	2	0	2	4	0	4
Hourly Total	38	3	41	50	2	52	34	1	35	63	9	72	70	0	70	14	1	15
11:00 - 11:15	5	1	6	27	0	27	14	0	14	22	4	26	6	0	6	11	0	11
11:15 - 11:30	11	0	11	19	0	19	8	0	8	18	0	18	3	0	3	29	0	29
11:30 - 11:45	6	3	9	15	0	15	16	0	16	22	3	25	3	0	3	2	0	2
11:45 - 12:00	12	4	16	12	0	12	14	0	14	27	5	32	16	0	16	6	0	6
Hourly Total	34	8	42	73	0	73	52	0	52	89	12	101	28	0	28	48	0	48
12:00 - 12:15	13	1	14	20	0	20	12	0	12	25	2	27	4	0	4	6	0	6
12:15 - 12:30	6	3	9	12	0	12	19	0	19	13	1	14	1	0	1	1	0	1
12:30 - 12:45	6	0	6	15	0	15	14	0	14	19	2	21	6	0	6	1	0	1
12:45 - 13:00	14	5	19	13	0	13	11	0	11	26	3	29	12	0	12	4	0	4
Hourly Total	39	9	48	60	0	60	56	0	56	83	8	91	23	0	23	12	0	12
13:00 - 13:15	16	3	19	23	0	23	11	0	11	18	3	21	6	0	6	2	0	2
13:15 - 13:30	9	3	12	21	0	21	15	1	16	25	6	31	2	0	2	4	0	4
13:30 - 13:45	13	2	15	15	0	15	27	0	27	21	3	24	4	0	4	2	0	2
13:45 - 14:00	15	3	18	25	0	25	16	0	16	30	3	33	9	0	9	2	0	2
Hourly Total	53	11	64	84	0	84	68	1	70	94	15	109	21	0	21	10	0	10
14:00 - 14:15	17	2	19	9	1	10	20	0	20	15	6	21	7	0	7	2	0	2
14:15 - 14:30	14	2	16	15	0	15	11	0	11	15	2	17	5	0	5	2	0	2
14:30 - 14:45	7	3	10	12	0	12	17	0	17	18	2	20	0	3	3	4	0	4
14:45 - 15:00	9	3	12	14	0	14	9	0	9	23	3	26	3	0	3	7	0	7
Hourly Total	47	10	57	50	1	51	57	0	57	71	13	84	15	3	18	15	0	15
15:00 - 15:15	12	1	13	44	0	44	19	0	19	30	2	32	5	0	5	19	0	19
15:15 - 15:30	67	7	74	26	1	27	15	0	15	87	1	88	53	0	53	9	2	11
15:30 - 15:45	19	3	22	9	0	9	20	0	20	29	3	32	12	0	12	5	0	5
15:45 - 16:00	18	4	22	16	1	17	26	0	26	31	1	32	11	0	11	12	0	12
Hourly Total	116	15	131	95	2	97	80	0	80	177	7	184	81	0	81	45	2	47
16:00 - 16:15	10	5	15	19	0	19	26	1	27	20	3	23	5	0	5	8	0	8
16:15 - 16:30	25	3	28	18	1	19	24	0	24	80	2	82	21	1	22	8	0	8
16:30 - 16:45	19	3	22	13	0	13	20	0	20	37	3	40	6	1	7	5	0	5
16:45 - 17:00	14	8	22	18	1	19	25	0	25	27	3	30	7	0	7	5	0	5
Hourly Total	68	19	87	68	2	70	95	1	96	164	11	175	39	2	41	26	0	26
17:00 - 17:15	12	4	16	79	0	79	23	0	23	20	2	22	4	0	4	5	0	5
17:15 - 17:30	22	5	27	11	0	11	31	0	31	19	2	21	12	0	12	7	0	7
17:30 - 17:45	34	8	42	15	0	15	63	0	63	25	5	30	13	0	13	4	0	4
17:45 - 18:00	25	24	49	6	0	6	55	0	55	18	6	24	15	1	16	0	0	0
Hourly Total	93	41	134	111	0	111	172	0	172	82	15	97	44	1	45	16	0	16
18:00 - 18:15	22	5	27	19	0	19	43	0	43	20	0	20	7	1	8	8	0	8
18:15 - 18:30	19	9	28	8	0	8	36	0	36	13	4	17	4	0	4	3	0	3
18:30 - 18:45	11	9	20	5	0	5	38	0	38	9	3	12	3	0	3	4	0	4
18:45 - 19:00	15	5	20	7	0	7	60	0	60	12	5	17	3	0	3	8	0	8
Hourly Total	67	28	95	39	0	39	177	0	177	54	12	66	17	1	18	23	0	23
TOTAL	670	170	840	858	9	867	910	3	913	1242	210	1452	422	10	432	351	11	362



A105 (Southern Side)

TIME	Western Side Footway						Eastern Side Footway						Crossing A105					
	Northbound			Southbound			Northbound			Southbound			Eastbound			Westbound		
	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL	PEDESTRIAN	CYCLE	TOTAL
07:00 - 07:15	0	0	0	11	0	11	4	0	4	26	7	33	1	0	1	0	0	0
07:15 - 07:30	5	1	6	20	0	20	3	0	3	31	5	36	2	0	2	0	0	0
07:30 - 07:45	7	2	9	16	0	16	12	0	12	27	4	31	0	0	0	1	0	1
07:45 - 08:00	9	3	12	20	0	20	10	0	10	39	13	52	0	0	0	0	0	0
Hourly Total	21	6	27	67	0	67	29	0	29	123	29	152	3	0	3	1	0	1
08:00 - 08:15	7	3	10	25	1	26	17	0	17	44	9	53	2	0	2	0	0	0
08:15 - 08:30	11	1	12	19	0	19	12	0	12	54	13	67	3	0	3	2	0	2
08:30 - 08:45	31	2	33	28	0	28	13	0	13	53	14	67	1	0	1	2	0	2
08:45 - 09:00	18	3	21	41	0	41	11	0	11	27	6	33	0	0	0	1	0	1
Hourly Total	67	9	76	113	1	114	53	0	53	178	42	220	6	0	6	5	0	5
09:00 - 09:15	14	0	14	23	0	23	13	0	13	33	5	38	0	0	0	0	0	0
09:15 - 09:30	19	3	22	23	0	23	9	0	9	25	7	32	0	0	0	0	0	0
09:30 - 09:45	14	3	17	16	0	16	5	0	5	18	3	21	0	0	0	1	0	1
09:45 - 10:00	11	1	12	18	0	18	16	0	16	17	0	17	0	0	0	0	0	0
Hourly Total	58	7	65	80	0	80	43	0	43	93	15	108	0	0	0	1	0	1
10:00 - 10:15	14	1	15	14	0	14	12	1	13	17	0	17	0	0	0	1	5	6
10:15 - 10:30	12	0	12	12	0	12	7	0	7	16	3	19	0	0	0	0	0	0
10:30 - 10:45	12	1	13	15	0	15	11	0	11	14	1	15	0	0	0	0	0	0
10:45 - 11:00	10	1	11	19	0	19	5	0	5	15	2	17	0	0	0	1	0	1
Hourly Total	48	3	51	60	0	60	35	1	36	62	6	68	0	0	0	2	5	7
11:00 - 11:15	5	0	5	29	0	29	20	0	20	20	2	22	2	0	2	0	0	0
11:15 - 11:30	14	1	15	28	0	28	9	0	9	19	2	21	1	0	1	0	0	0
11:30 - 11:45	7	1	8	12	0	12	15	0	15	17	2	19	0	0	0	1	0	1
11:45 - 12:00	11	2	13	15	0	15	18	0	18	30	4	34	1	0	1	0	0	0
Hourly Total	37	4	41	84	0	84	62	0	62	86	10	96	4	0	4	1	0	1
12:00 - 12:15	8	0	8	21	0	21	8	0	8	16	1	17	0	0	0	0	0	0
12:15 - 12:30	11	1	12	20	0	20	21	0	21	22	1	23	0	0	0	2	0	2
12:30 - 12:45	10	1	11	19	0	19	11	0	11	24	3	27	0	0	0	2	0	2
12:45 - 13:00	19	4	23	14	0	14	11	0	11	28	2	30	0	0	0	0	0	0
Hourly Total	48	6	54	74	0	74	51	0	51	90	7	97	0	0	0	4	0	4
13:00 - 13:15	20	5	25	28	0	28	13	0	13	19	4	23	0	0	0	4	0	4
13:15 - 13:30	12	1	13	25	0	25	23	1	24	27	5	32	0	0	0	1	0	1
13:30 - 13:45	25	4	29	20	0	20	20	0	20	26	3	29	2	0	2	0	0	0
13:45 - 14:00	20	2	22	44	0	44	17	0	17	21	4	25	1	0	1	0	0	0
Hourly Total	77	12	89	117	0	117	73	1	74	93	16	109	3	0	3	5	0	5
14:00 - 14:15	19	3	22	14	0	14	20	0	20	17	3	20	1	0	1	0	0	0
14:15 - 14:30	10	2	12	26	0	26	13	0	13	16	2	18	1	0	1	2	0	2
14:30 - 14:45	8	2	10	39	0	39	19	1	20	26	4	30	0	0	0	0	0	0
14:45 - 15:00	15	2	17	26	0	26	32	0	32	47	4	51	0	0	0	0	0	0
Hourly Total	52	9	61	105	0	105	84	1	85	106	13	119	2	0	2	2	0	2
15:00 - 15:15	30	3	33	22	0	22	21	0	21	26	2	28	0	0	0	0	0	0
15:15 - 15:30	32	4	36	45	1	46	23	0	23	83	4	87	1	0	1	2	0	2
15:30 - 15:45	30	4	34	12	0	12	14	0	14	26	3	29	1	0	1	0	0	0
15:45 - 16:00	28	5	33	20	0	20	29	0	29	20	1	21	2	0	2	1	0	1
Hourly Total	120	16	136	99	1	100	87	0	87	155	10	165	4	0	4	3	0	3
16:00 - 16:15	15	7	22	27	0	27	28	0	28	15	5	20	0	0	0	0	0	0
16:15 - 16:30	24	4	28	33	0	33	22	0	22	68	4	72	0	0	0	0	0	0
16:30 - 16:45	24	3	27	16	1	17	24	0	24	25	2	27	2	0	2	0	0	0
16:45 - 17:00	15	6	21	23	0	23	26	0	26	24	0	24	0	0	0	0	0	0
Hourly Total	78	20	98	99	1	100	100	0	100	132	11	143	2	0	2	0	0	0
17:00 - 17:15	20	9	29	22	0	22	23	0	23	27	3	30	0	0	0	0	0	0
17:15 - 17:30	28	8	36	16	0	16	23	0	23	13	0	13	1	0	1	0	0	0
17:30 - 17:45	35	7	42	20	0	20	50	0	50	22	8	30	1	0	1	1	0	1
17:45 - 18:00	29	12	41	11	0	11	42	0	42	21	0	21	7	0	7	1	0	1
Hourly Total	112	36	148	69	0	69	138	0	138	83	11	94	9	0	9	2	0	2
18:00 - 18:15	26	8	34	23	1	24	41	1	42	22	1	23	0	0	0	0	0	0
18:15 - 18:30	21	22	43	8	0	8	40	0	40	13	2	15	0	0	0	0	0	0
18:30 - 18:45	14	11	25	5	0	5	52	0	52	14	2	16	0	0	0	2	0	2
18:45 - 19:00	20	8	28	12	0	12	52	1	53	12	1	13	1	0	1	0	0	0
Hourly Total	81	49	130	48	1	49	185	2	187	61	6	67	1	0	1	2	0	2
TOTAL	799	177	976	1015	4	1019	940	5	945	1262	176	1438	34	0	34	28	5	33

Appendix C Highways General Arrangement Plan

Appendix D Parking Survey Tables

PARKING STRESS TABLES - Thursday 19th January 2023

[illegible]

Restricted 2 Pending Mon-Fri 11am-1pm

Restriction	2	Permit Holders Only BGE w/

[illegible]

Restriction	4	Disabled Parking

[illegible][illegible]

Restriction	6	Permit Holders BGE or Pay
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Location	Date	Time	Event	Attendance		Revenue		Profit		Notes	
				Actual	Target	Actual	Target	Actual	Target	Comments	Issues
North America	USA	2023-01-15	Concert A	1200	1000	\$15000	\$12000	\$3000	\$2000	Great turnout	Minor issues with sound
		2023-01-22	Concert B	950	800	\$12000	\$10000	\$2000	\$1500	Good response	Weather was a bit cold
		2023-02-05	Concert C	1100	900	\$14000	\$11000	\$3000	\$2000	Excellent performance	Some stage equipment issues
		2023-02-12	Concert D	800	700	\$10000	\$8000	\$2000	\$1500	Steady attendance	Good overall
	Canada	2023-02-19	Concert E	700	600	\$9000	\$7000	\$2000	\$1500	Strong local support	Logistics were smooth
		2023-02-26	Concert F	600	500	\$8000	\$6000	\$2000	\$1500	Good turnout	Minor stage issues
		2023-03-05	Concert G	500	400	\$7000	\$5000	\$2000	\$1500	Consistent performance	Good overall
		2023-03-12	Concert H	400	300	\$6000	\$4000	\$2000	\$1500	Steady attendance	Good overall
	Mexico	2023-03-19	Concert I	300	200	\$4000	\$3000	\$1000	\$700	Good turnout	Minor stage issues
		2023-03-26	Concert J	200	150	\$3000	\$2000	\$1000	\$700	Steady attendance	Good overall
		2023-04-02	Concert K	150	100	\$2000	\$1500	\$500	\$300	Good turnout	Minor stage issues
		2023-04-09	Concert L	100	80	\$1500	\$1000	\$500	\$300	Steady attendance	Good overall
Europe	UK	2023-04-16	Concert M	1500	1200	\$18000	\$15000	\$3000	\$2000	Excellent turnout	Minor issues with sound
		2023-04-23	Concert N	1300	1000	\$16000	\$13000	\$3000	\$2000	Good response	Weather was a bit cold
		2023-05-07	Concert O	1100	900	\$14000	\$11000	\$3000	\$2000	Excellent performance	Some stage equipment issues
		2023-05-14	Concert P	900	700	\$12000	\$9000	\$3000	\$2000	Steady attendance	Good overall
	Germany	2023-05-21	Concert Q	800	600	\$10000	\$8000	\$2000	\$1500	Strong local support	Logistics were smooth
		2023-05-28	Concert R	700	500	\$9000	\$7000	\$2000	\$1500	Good turnout	Minor stage issues
		2023-06-04	Concert S	600	400	\$8000	\$6000	\$2000	\$1500	Consistent performance	Good overall
		2023-06-11	Concert T	500	300	\$7000	\$5000	\$2000	\$1500	Steady attendance	Good overall
	France	2023-06-18	Concert U	400	300	\$6000	\$4000	\$2000	\$1500	Good turnout	Minor stage issues
		2023-06-25	Concert V	300	200	\$5000	\$3000	\$2000	\$1500	Steady attendance	Good overall
		2023-07-02	Concert W	200	150	\$4000	\$2000	\$1000	\$700	Good turnout	Minor stage issues
		2023-07-09	Concert X	150	100	\$3000	\$1500	\$1000	\$700	Steady attendance	Good overall
Asia	Japan	2023-07-16	Concert Y	2000	1500	\$25000	\$20000	\$5000	\$3000	Excellent turnout	Minor issues with sound
		2023-07-23	Concert Z	1800	1300	\$22000	\$18000	\$4000	\$2500	Good response	Weather was a bit cold
		2023-08-06	Concert AA	1600	1100	\$20000	\$16000	\$4000	\$2500	Excellent performance	Some stage equipment issues
		2023-08-13	Concert AB	1400	900	\$18000	\$14000	\$4000	\$2500	Steady attendance	Good overall
	South Korea	2023-08-20	Concert AC	1200	800	\$15000	\$12000	\$3000	\$2000	Strong local support	Logistics were smooth
		2023-08-27	Concert AD	1000	700	\$13000	\$10000	\$3000	\$2000	Good turnout	Minor stage issues
		2023-09-03	Concert AE	900	600	\$12000	\$9000	\$3000	\$2000	Consistent performance	Good overall
		2023-09-10	Concert AF	800	500	\$11000	\$8000	\$3000	\$2000	Steady attendance	Good overall
	India	2023-09-17	Concert AG	700	500	\$9000	\$7000	\$2000	\$1500	Good turnout	Minor stage issues
		2023-09-24	Concert AH	600	400	\$8000	\$6000	\$2000	\$1500	Steady attendance	Good overall
		2023-10-01	Concert AI	500	300	\$7000	\$5000	\$2000	\$1500	Consistent performance	Good overall
		2023-10-08	Concert AJ	400	200	\$6000	\$4000	\$2000	\$1500	Steady attendance	Good overall

Restriction		?	Permit Holders only with Waiver

Restriction	Resident Permit Holders Will
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[illegible]

Restriction			9	Resident Permit Holders With

[illegible]

Residential	10	Resident Permit Holders With
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[illegible]

[illegible]

PARKING STRESS TABLES - Saturday 21st January 2023

Restriction				1	Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																Saturday 21st January 2023																						
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Nightingale Road	40	8	0	8	7	1	88%	7	1	88%	7	1	88%	8	0	100%	8	0	100%	8	0	100%	8	0	100%	7	1	88%	7	1	88%	7	1	88%	8	0	100%	8	0	100%			
Commerce Road	45	9	0	9	8	1	89%	8	1	89%	8	1	89%	8	1	89%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	8	1	89%	8	1	89%	8	1	89%	8	1	89%			
Total	85	17	0	17	15	2	88%	15	2	88%	15	2	88%	16	1	94%	15	2	88%	15	2	88%	15	2	88%	14	3	82%	15	2	88%	15	2	88%	16	1	94%	16	1	94%			

Restriction				2	Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																Saturday 21st January 2023																						
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Nightingale Road	40	8	0	8	7	1	88%	7	1	88%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	8	0	100%	6	2	75%	6	2	75%	7	1	88%	7	1	88%			
Total	40	8	0	8	7	1	88%	7	1	88%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	8	0	100%	6	2	75%	6	2	75%	7	1	88%	7	1	88%			

Restriction				3	Permit Holders Only BGE Mon-Fri 11am-1pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																Saturday 21st January 2023																						
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Nightingale Road	280	56	0	56	51	5	91%	54	2	96%	54	2	96%	54	2	96%	52	4	93%	52	4	93%	52	4	93%	53	3	95%	53	3	95%	53	3	95%	52	4	93%	52	4	93%			
Commerce Road	225	45	0	45	31	14	69%	31	14	69%	33	12	73%	33	12	73%	33	12	73%	36	9	80%	36	9	80%	36	9	80%	35	10	78%	35	10	78%	35	10	78%	33	12	73%	33	12	73%
Total	505	101	0	101	82	19	81%	85	16	84%	87	14	86%	87	14	86%	85	16	84%	88	13	87%	88	13	87%	88	13	87%	88	13	87%	88	13	87%	85	16	84%	85	16	84%			

Restriction				4	Disabled Parking																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Nightingale Road	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Park Avenue	10	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%			
Selbourne Road	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Ringslade	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Canning Crescent	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Newnham Road	10	2	0	2	1	1	50%	1	1	50%	0	2	0%	0	2	0%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%			
White Hart Lane	30	6	0	6	0	6	0%	0	6	0%	0	6	0%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	0	6	0%	0	6	0%	0	6	0%	0	6	0%			
Ewart Grove	15	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%			
Progress Way	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Pellatt Grove	30	6	0	6	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%			
Cranbrook Park	15	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%			
Total	135	27	0	27	2	25	7%	2	25	7%	1	26	4%	2	25	7%	3	24	11%	3	24	11%	3	24	11%	3	24	11%	2	25	7%	2	25	7%	2	25	7%	2	25	7%			

Restriction				5	Single Yellow Line (Mon-Sat 8am-6.30pm)																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					N/a			N/a			N/a			N/a			N/a			N/a			N/a			N/a			N/a			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Commerce Road	15	3	0	3		3	0%			3	0%			3	0%			3	0%			3	0%			3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%				
Trinity Road	25	5	0	5		5	0%			5	0%			5	0%			5	0%			5	0%			5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%				
Finsbury Road	60	12	0	12		12	0%			12	0%			12	0%			12	0%			12	0%			12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%				
Park Avenue	30	6	0	6		6	0%			6	0%			6	0%			6	0%			6	0%			6	0%	1	5	17%	1	5	17%	1	5	17%	1	5	17%				
Ranelagh Road	65	13	0	13		13	0%			13	0%			13	0%			13	0%			13	0%			13	0%	2	11	15%	2	11	15%	2	11	15%	2	11	15%				
Wolseley Road	25	5	0	5		5	0%			5	0%			5	0%			5	0%			5	0%			5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%				
Watsons Road	10	2	0	2		2	0%			2	0%			2	0%			2	0%			2	0%			2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%				
Canning Crescent	15	3	0	3		3	0%			3	0%			3	0%			3	0%			3	0%			3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%				
Newnham Road	10	2	0	2		2	0%			2	0%			2	0%			2	0%			2	0%			2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%				
Kings Road	130	26	0	26		26	0%			26	0%			26	0%			26	0%			26	0%			26	0%	0	26	0%	0	26	0%	0	26	0%	0	26	0%				
White Hart Lane	195	39	0	39		39	0%			39	0%			39	0%			39	0%			39	0%			39	0%	1	38	3%	1	38	3%	3	36	8%	3	36	8%				
Stuart Crescent	15	3	0	3		3	0%			3	0%			3	0%			3	0%			3	0%			3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%				
Ewart Grove	40	8	0	8		8	0%			8	0%			8	0%			8	0%			8	0%			8	0%	1	7	13%	1	7	13%	1	7	13%	1	7	13%				
Progress Way	105	21	0	21		21	0%			21	0%			21	0%			21	0%			21	0%			21	0%	2	19	10%	2	19	10%	4	17	19%	4	17	19%				
William's Grove	25	5	0	5		5	0%			5	0%			5	0%			5	0%			5	0%			5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%				
Pellatt Grove	175	35	0	35		35	0%			35	0%			35	0%			35	0%			35	0%			35	0%	3	32	9%	3	32	9%	2	33	6%	2	33	6%				
Cranbrook Park	5	1	0	1		1	0%			1	0%			1	0%			1	0%			1	0%			1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%				
Total	945	189	0	189	0	189	0%	0	189	0%	0	189	0%	0	189	0%	0	189	0%	0	189	0%	0	189	0%	0	189	0%	10	179	5%	10	179	5%	13	176	7%	13	176	7%			

Restriction				6	Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 h																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Nightingale Road	10	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	0	2	0%	0	2	0%	0	2	0%			
Total	10	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	0	2	0%	0	2	0%	0	2	0%			

Restriction				7	Permit Holders only WW Mon-Fri 11am-1pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Commerce Road	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Total	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			

Restriction				8	Resident Permit Holders WG Mon-Sat 8am-6.30pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Trinity Road	90	18	0	18	16	2	89%	13	5	72%	12	6	67%	13	5	72%	12	6	67%	12	6	67%	8	10	44%	8	10	44%	10	8	56%	10	8	56%	10	8	56%	10	8	56%			
Park Avenue	235	47	0	47	25	22	53%	22	25	47%	22	25	47%	19	28	40%	27	20	57%	27	20	57%	22	25	47%	22	25	47%	28	19	60%	28	19	60%	28	19	60%	31	16	66%	31	16	66%
Ranelagh Road	170	34	0	34	22	12	65%	21	13	62%	21	13	62%	19	15	56%	22	12	65%	22	12	65%	21	13	62%	21	13	62%	22	12	65%	22	12	65%	22	12	65%	23	11	68%	23	11	68%
Wolseley Road	160	32	0	32	12	20	38%	13	19	41%	12	20	38%	13	19	41%	15	17	47%	15	17	47%	16	16	50%	16	16	50%	16	16	50%	16	16	50%	16	16	50%	16	16	50%	16	16	50%
Selbourne Road	290	58	0	58	32	26	55%	29	29	50%	28	30	48%	27	31	47%	37	21	64%	37	21	64%	38	20	66%	38	20	66%	33	25	57%	45	13	78%	45	13	78%	42	16	72%	42	16	72%
Canning Crescent	220	44	0	44	29	15	66%	26	18	59%	28	16	64%	26	18	59%	28	16	64%	28	16	64%	22	22	50%	22	22	50%	22	22	50%	25	19	57%	25	19	57%	25	19	57%	25	19	57%
Newnham Road	115	23	0	23	12	11	52%	12	11	52%	12	11	52%	12	11	52%	15	8	65%	15	8	65%	16	7	70%	16	7	70%	16	7	70%	16	7	70%	16	7	70%	16	7	70%	16	7	70%
Kings Road	45	9	0	9	4	5	44%	4	5	44%	6	3	67%	6	3	67%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	5	4	56%	5	4	56%
White Hart Lane	125	25	0	25	13	12	52%	13	12	52%	12	13	48%	12	13	48%	12	13	48%	12	13	48%	14	11	56%	14	11	56%	16	9	64%	16	9	64%	16	9	64%	17	8	68%	17	8	68%
Ewart Grove	245	49	0	49	34	15	69%	36	13	73%	32	17	65%	32	17	65%	28	21	57%	28	21	57%	28	21	57%	30	19	61%	30	19	61%	32	17	65%	32	17	65%	31	18	63%	31	18	63%
Progress Way	205	41	0	41	29	12	71%	28	13	68%	32	9	78%	32	9	78%	30	11	73%	30	11	73%	29	12	71%	29	12	71%	32	9	78%	32	9	78%	30	11	73%	30	11	73%	30	11	73%
William's Grove	140	28	0	28	22	6	79%	20	8	71%	20	8	71%	20	8	71%	20	8	71%	20	8	71%	19	9	68%	19	9	68%	21	7	75%	21	7	75%	22	6	79%	22	6	79%	22	6	79%
Pellatt Grove	265	53	0	53	39	14	74%	39	14	74%	37	16	70%	37	16	70%	39	14	74%	39	14	74%	41	12	77%	38	15	72%	38	15	72%	40	13	75%	40	13	75%	39	14	74%	39	14	74%
Total	###	461	0	461	289	172	63%	276	185	60%	274	187	59%	268	193	58%	292	169	63%	292	169	63%	281	180	61%	280	181	61%	291	170	63%	310	151	67%	309	152	67%	307	154	67%	307	154	67%

Restriction				9	Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No retur																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Trinity Road	135	27	0	27	14	13	52%	14	13	52%	12	15	44%	12	15	44%	12	15	44%	12	15	44%	10	17	37%	12	15	44%	13	14	48%	13	14	48%	13	14	48%	13	14	48%			
Finsbury Road	50	10	0	10	0	10	0%	0	10	0%	0	10	0%	3	7	30%	1	9	10%	1	9	10%	6	4	60%	5	5	50%	3	7	30%	3	7	30%	3	7	30%	3	7	30%			
Selbourne Road	10	2	0	2	1	1	50%	1	1	50%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%			
White Hart Lane	160	32	0	32	20	12	63%	20	12	63%	19	13	59%	19	13	59%	19	13	59%	19	13	59%	21	11	66%	21	11	66%	20	12	63%	20	12	63%	22	10	69%	22	10	69%			
Stuart Crescent	145	29	0	29	14	15	48%	13	16	45%	15	14	52%	15	14	52%	15	14	52%	15	14	52%	15	14	52%	15	14	52%	13	16	45%	13	16	45%	13	16	45%	13	16	45%			
Total	500	100	0	100	49	51	49%	48	52	48%	47	53	47%	49	51	49%	47	53	47%	47	53	47%	52	48	52%	53	47	53%	50	50	50%	49	51	49%	49	51	49%	51	49	51%			

Restriction				10	Resident Permit Holders WG Mon-Sat 8am-10.00pm																																									
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																							
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00					
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Ringslade	190	38	0	38	27	11	71%	29	9	76%	27	11	71%	28	10	74%	28	10	74%	28	10	74%	31	7	82%	31	7	82%	29	9	76%	29	9	76%	29	9	76%	28	10	74%	28	10	74%			
Cranbrook Park	130	26	0	26	22	4	85%	22	4	85%	20	6	77%	20	6	77%	19	7	73%	19	7	73%	21	5	81%	21	5	81%	23	3	88%	23	3	88%	22	4	85%	22	4	85%	22	4	85%			
Gathorne Road	145	29	0	29	17	12	59%	17	12	59%	17	12	59%	15	14	52%	15	14	52%	15	14	52%	16	13	55%	16	13	55%	18	11	62%	18	11	62%	19	10	66%	19	10	66%	19	10	66%			
Total	465	93	0	93	66	27	71%	68	25	73%	64	29	69%	63	30	68%	62	31	67%	62	31	67%	68	25	73%	68	25	73%	70	23	75%	70	23	75%	70	23	75%	69	24	74%	69	24	74%			

Restriction				11	Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm R																																									
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																							
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00					
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)									
Watsons Road	45	9	0	9	7	2	78%	7	2	78%	6	3	67%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	6	3	67%	6	3	67%									
Cranbrook Park	150	30	0	30	18	12	60%	18	12	60%	16	14	53%	16	14	53%	15	15	50%	15	15	50%	17	13	57%	17	13	57%	19	11	63%	19	11	63%	19	11	63%									
Berners Road	100	20	0	20	12	8	60%	12	8	60%	12	8	60%	11	9	55%	12	8	60%	12	8	60%	11	9	55%	11	9	55%	12	8	60%	12	8	60%	11	9	55%									
Gathorne Road	140	28	0	28	20	8	71%	20	8	71%	18	10	64%	18	10	64%	18	10	64%	18	10	64%	19	9	68%	19	9	68%	21	7	75%	21	7	75%	20	8	71%									
Total	435	87	0	87	57	30	66%	57	30	66%	52	35	60%	52	35	60%	52	35	60%	52	35	60%	54	33	62%	54	33	62%	59	28	68%	59	28	68%	58	29	67%									

Restriction				16	Loading Only 8am-10pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Cranbrook Park	15	3	0	3	1	2	33%	1	2	33%	1	2	33%	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	1	2	33%	1	2	33%	1	2	33%			
Total	15	3	0	3	1	2	33%	1	2	33%	1	2	33%	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	1	2	33%	1	2	33%	1	2	33%			

Restriction				17	Car Club Only																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Saturday 21st January 2023																		Saturday 21st January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Cranbrook Park	10	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%			
Total	10	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%			

Illegal/Obstructive Parking														
Location	Description	Saturday 21st January 2023						Saturday 21st January 2023						22:00
		10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	
		Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	Occupied	
Trinity Road	Single Yellow	0	0	0	7	2	2	0	0	0	0	0	0	0
Ranelagh Road	Single Yellow	0	0	0	0	1	1	1	1	1	1	0	0	0
Watsons Road	Single Yellow	0	0	0	0	0	0	0	0	1	2	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0
Total		0	0	0	7	3	3	1	1	2	3	0	0	0

PARKING STRESS TABLES - Sunday 22nd January 2023

Restriction					1	Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours																																					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Nightingale Road	40	8	0	8	6	2	75%	6	2	75%	6	2	75%	5	3	63%	5	3	63%	5	3	63%	6	2	75%	6	2	75%	7	1	88%	7	1	88%	7	1	88%	8	0	100%	8	0	100%
Commerce Road	45	9	0	9	7	2	78%	7	2	78%	8	1	89%	8	1	89%	8	1	89%	8	1	89%	7	2	78%	7	2	78%	7	2	78%	6	3	67%	6	3	67%	6	3	67%			
Total	85	17	0	17	13	4	76%	13	4	76%	14	3	82%	13	4	76%	13	4	76%	13	4	76%	13	4	76%	13	4	76%	14	3	82%	14	3	82%	13	4	76%	14	3	82%	14	3	82%

Restriction					2	Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour																																					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Nightingale Road	40	8	0	8	6	2	75%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	7	1	88%	7	1	88%	7	1	88%	7	1	88%	7	1	88%	7	1	88%	7	1	88%
Total	40	8	0	8	6	2	75%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	6	2	75%	7	1	88%	7	1	88%	7	1	88%	7	1	88%	7	1	88%	7	1	88%	7	1	88%

Restriction					3	Permit Holders Only BGE Mon-Fri 11am-1pm																																					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Nightingale Road	280	56	0	56	48	8	86%	48	8	86%	50	6	89%	50	6	89%	50	6	89%	51	5	91%	50	6	89%	50	6	89%	50	6	89%	52	4	93%	52	4	93%	52	4	93%	52	4	93%
Commerce Road	225	45	0	45	33	12	73%	33	12	73%	33	12	73%	33	12	73%	33	12	73%	32	13	71%	34	11	76%	34	11	76%	36	9	80%	36	9	80%	35	10	78%	35	10	78%	35	10	78%
Total	505	101	0	101	81	20	80%	81	20	80%	83	18	82%	83	18	82%	83	18	82%	83	18	82%	84	17	83%	84	17	83%	86	15	85%	88	13	87%	87	14	86%	87	14	86%	87	14	86%

Restriction				4	Disabled Parking																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Nightingale Road	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Park Avenue	10	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%			
Selbourne Road	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Ringslade	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Canning Crescent	5	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Newnham Road	10	2	0	2	1	1	50%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%			
White Hart Lane	30	6	0	6	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%			
Ewart Grove	15	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%			
Progress Way	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Pellatt Grove	30	6	0	6	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%			
Cranbrook Park	15	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%			
Total	135	27	0	27	4	23	15%	4	23	15%	3	24	11%	3	24	11%	3	24	11%	3	24	11%	2	25	7%	2	25	7%	2	25	7%	2	25	7%	2	25	7%	2	25	7%			

Restriction				5	Single Yellow Line (Mon-Sat 8am-6.30pm)																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Commerce Road	15	3	0	3	1	2	33%	1	2	33%	1	2	33%	1	2	33%	1	2	33%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%
Trinity Road	25	5	0	5	0	5	0%	0	5	0%	0	5	0%	2	3	40%	2	3	40%	2	3	40%	3	2	60%	3	2	60%	3	2	60%	3	2	60%	3	2	60%	2	3	40%	2	3	40%
Finsbury Road	60	12	0	12	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%
Park Avenue	30	6	0	6	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	1	5	17%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%	0	6	0%
Ranelagh Road	65	13	0	13	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	0	13	0%	1	12	8%	1	12	8%
Wolseley Road	25	5	0	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%
Watsons Road	10	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%
Canning Crescent	15	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%
Newnham Road	10	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%
Kings Road	130	26	0	26	3	23	12%	3	23	12%	4	22	15%	4	22	15%	4	22	15%	3	23	12%	2	24	8%	2	24	8%	2	24	8%	2	24	8%	1	25	4%	1	25	4%	1	25	4%
White Hart Lane	195	39	0	39	5	34	13%	5	34	13%	4	35	10%	4	35	10%	4	35	10%	6	33	15%	6	33	15%	4	35	10%	4	35	10%	4	35	10%	4	35	10%	3	36	8%	3	36	8%
Stuart Crescent	15	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%
Ewart Grove	40	8	0	8	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%	1	7	13%
Progress Way	105	21	0	21	3	18	14%	3	18	14%	5	16	24%	5	16	24%	5	16	24%	4	17	19%	4	17	19%	4	17	19%	4	17	19%	4	17	19%	3	18	14%	3	18	14%	3	18	14%
William's Grove	25	5	0	5	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%
Pellatt Grove	175	35	0	35	4	31	11%	4	31	11%	5	30	14%	5	30	14%	5	30	14%	7	28	20%	7	28	20%	7	28	20%	4	31	11%	4	31	11%	3	32	9%	3	32	9%	3	32	9%
Cranbrook Park	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Total	945	189	0	189	18	171	10%	18	171	10%	21	168	11%	23	166	12%	23	166	12%	24	165	13%	23	166	12%	23	166	12%	18	171	10%	18	171	10%	16	173	8%	14	175	7%	14	175	7%

Restriction				6	Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 h																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023															Sunday 22nd January 2023																							
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Nightingale Road	10	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%			
Total	10	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%			

Restriction					7	Permit Holders only WW Mon-Fri 11am-1pm																																					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Commerce Road	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			
Total	5	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%			

Restriction				8	Resident Permit Holders WG Mon-Sat 8am-6.30pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Trinity Road	90	18	0	18	17	1	94%	17	1	94%	15	3	83%	15	3	83%	15	3	83%	14	4	78%	14	4	78%	11	7	61%	11	7	61%	12	6	67%	12	6	67%	11	7	61%	11	7	61%
Park Avenue	235	47	0	47	26	21	55%	26	21	55%	24	23	51%	24	23	51%	24	23	51%	24	23	51%	24	23	51%	27	20	57%	27	20	57%	27	20	57%	26	21	55%	26	21	55%			
Ranelagh Road	170	34	0	34	24	10	71%	24	10	71%	23	11	68%	23	11	68%	23	11	68%	21	13	62%	21	13	62%	24	10	71%	24	10	71%	22	12	65%	22	12	65%	22	12	65%	22	12	65%
Wolseley Road	160	32	0	32	15	17	47%	15	17	47%	14	18	44%	14	18	44%	14	18	44%	15	17	47%	15	17	47%	13	19	41%	13	19	41%	14	18	44%	14	18	44%	15	17	47%	15	17	47%
Selbourne Road	290	58	0	58	31	27	53%	31	27	53%	30	28	52%	30	28	52%	30	28	52%	32	26	55%	35	23	60%	35	23	60%	35	23	60%	38	20	66%	38	20	66%	39	19	67%	39	19	67%
Canning Crescent	220	44	0	44	30	14	68%	30	14	68%	28	16	64%	28	16	64%	28	16	64%	26	18	59%	26	18	59%	26	18	59%	28	16	64%	28	16	64%	27	17	61%	27	17	61%	27	17	61%
Newnham Road	115	23	0	23	13	10	57%	13	10	57%	12	11	52%	12	11	52%	12	11	52%	14	9	61%	14	9	61%	14	9	61%	15	8	65%	15	8	65%	15	8	65%	14	9	61%	14	9	61%
Kings Road	45	9	0	9	6	3	67%	6	3	67%	6	3	67%	6	3	67%	6	3	67%	5	4	56%	5	4	56%	5	4	56%	5	4	56%	6	3	67%	6	3	67%	7	2	78%	7	2	78%
White Hart Lane	125	25	0	25	14	11	56%	14	11	56%	15	10	60%	15	10	60%	15	10	60%	13	12	52%	13	12	52%	14	11	56%	14	11	56%	14	11	56%	15	10	60%	16	9	64%	16	9	64%
Ewart Grove	245	49	0	49	35	14	71%	35	14	71%	33	16	67%	33	16	67%	33	16	67%	31	18	63%	31	18	63%	31	18	63%	29	20	59%	29	20	59%	29	20	59%	32	17	65%	32	17	65%
Progress Way	205	41	0	41	30	11	73%	30	11	73%	31	10	76%	31	10	76%	31	10	76%	29	12	71%	29	12	71%	29	12	71%	31	10	76%	31	10	76%	31	10	76%	30	11	73%	30	11	73%
William's Grove	140	28	0	28	23	5	82%	23	5	82%	22	6	79%	22	6	79%	22	6	79%	22	6	79%	22	6	79%	22	6	79%	21	7	75%	21	7	75%	21	7	75%	21	7	75%	21	7	75%
Pellatt Grove	265	53	0	53	41	12	77%	41	12	77%	40	13	75%	40	13	75%	40	13	75%	39	14	74%	39	14	74%	39	14	74%	40	13	75%	40	13	75%	40	13	75%	40	13	75%	40	13	75%
Total	###	461	0	461	305	156	66%	305	156	66%	293	168	64%	293	168	64%	293	168	64%	287	174	62%	288	173	62%	287	174	62%	293	168	64%	297	164	64%	297	164	64%	300	161	65%	300	161	65%

Restriction				9	Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No retur																																									
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																							
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00					
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)									
Trinity Road	135	27	0	27	16	11	59%	16	11	59%	15	12	56%	15	12	56%	13	14	48%	13	14	48%	12	15	44%	12	15	44%	12	15	44%	13	14	48%	13	14	48%									
Finsbury Road	50	10	0	10	0	10	0%	0	10	0%	2	8	20%	2	8	20%	2	8	20%	3	7	30%	3	7	30%	2	8	20%	2	8	20%	2	8	20%	2	8	20%									
Selbourne Road	10	2	0	2	2	0	100%	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%									
White Hart Lane	160	32	0	32	19	13	59%	19	13	59%	19	13	59%	20	12	63%	20	12	63%	22	10	69%	22	10	69%	20	12	63%	20	12	63%	20	12	63%	20	12	63%									
Stuart Crescent	145	29	0	29	16	13	55%	16	13	55%	15	14	52%	15	14	52%	14	15	48%	14	15	48%	14	15	48%	14	15	48%	15	14	52%	15	14	52%	15	14	52%									
Total	500	100	0	100	53	47	53%	53	47	53%	51	49	51%	53	47	53%	52	48	52%	53	47	53%	50	50	50%	49	51	49%	50	50	50%	51	49	51%	51	49	51%									

Restriction				10	Resident Permit Holders WG Mon-Sat 8am-10.00pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Ringslade	190	38	0	38	26	12	68%	26	12	68%	28	10	74%	28	10	74%	28	10	74%	30	8	79%	30	8	79%	30	8	79%	29	9	76%	29	9	76%	29	9	76%						
Cranbrook Park	130	26	0	26	20	6	77%	20	6	77%	20	6	77%	20	6	77%	19	7	73%	19	7	73%	19	7	73%	20	6	77%	20	6	77%	20	6	77%	21	5	81%	21	5	81%			
Gathorne Road	145	29	0	29	19	10	66%	19	10	66%	18	11	62%	18	11	62%	18	11	62%	16	13	55%	16	13	55%	17	12	59%	17	12	59%	17	12	59%	16	13	55%	16	13	55%			
Total	465	93	0	93	65	28	70%	65	28	70%	66	27	71%	66	27	71%	66	27	71%	63	30	68%	65	28	70%	65	28	70%	66	27	71%	66	27	71%	66	27	71%	66	27	71%			

Restriction				11	Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm R																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Watsons Road	45	9	0	9	6	3	67%	6	3	67%	6	3	67%	6	3	67%	6	3	67%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%	7	2	78%			
Cranbrook Park	150	30	0	30	19	11	63%	19	11	63%	18	12	60%	18	12	60%	18	13	57%	17	13	57%	17	13	57%	17	13	57%	18	12	60%	18	12	60%	18	12	60%	18	12	60%			
Berners Road	100	20	0	20	13	7	65%	13	7	65%	12	8	60%	12	8	60%	12	8	60%	12	8	60%	12	8	60%	11	9	55%	11	9	55%	11	9	55%	11	9	55%	11	9	55%			
Gathorne Road	140	28	0	28	17	11	61%	17	11	61%	17	11	61%	19	9	68%	19	9	68%	18	10	64%	18	10	64%	18	10	64%	18	10	64%	20	8	71%	20	8	71%	20	8	71%			
Total	435	87	0	87	55	32	63%	55	32	63%	53	34	61%	55	32	63%	55	32	63%	53	34	61%	54	33	62%	54	33	62%	53	34	61%	54	33	62%	56	31	64%	56	31	64%			

Restriction				16	Loading Only 8am-10pm																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Sunday 22nd January 2023																		Sunday 22nd January 2023																				
					10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00			20:00			21:00			22:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Cranbrook Park	15	3	0	3	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	1	2	33%	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%			
Total	15	3	0	3	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	1	2	33%	1	2	33%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%			

[illegible][illegible]

Parking Survey Summary - Thursday (Assumed Space Length of 5.5m)

From	To	Parking Spaces Available (Hourly Average)												
		On-street Parking												Total
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	5	3	21	1	1	90	35	21	21	4	3	4	209
08:00	09:00	5	1	18	1	1	98	39	22	22	4	2	3	216
09:00	10:00	5	2	16	0	1	108	35	21	16	3	1	2	210
10:00	11:00	5	2	17	0	1	116	29	25	16	2	1	3	217
11:00	12:00	5	2	16	1	0	126	28	23	14	2	0	2	219
12:00	13:00	4	2	13	2	1	137	32	23	16	3	0	2	235
13:00	14:00	4	1	12	2	1	125	32	25	16	3	1	2	224
14:00	15:00	4	2	16	2	1	115	27	24	16	3	1	2	213
15:00	16:00	4	2	16	2	1	103	23	23	19	3	1	2	199
16:00	17:00	4	0	14	2	1	94	23	22	20	2	2	2	186
17:00	18:00	4	0	15	2	1	97	27	24	20	3	3	2	198
18:00	19:00	4	2	16	2	1	99	28	24	18	4	4	3	205
19:00	20:00	5	2	16	2	1	103	31	25	19	4	4	4	216
20:00	21:00	5	2	17	2	1	99	32	24	18	4	3	4	211
21:00	22:00	5	2	17	2	1	98	33	23	19	4	2	4	210

- R1 Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours
- R2 Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3 Permit Holders Only BGE Mon-Fri 11am-1pm
- R6 Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7 Permit Holders only WW Mon-Fri 11am-1pm
- R8 Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9 Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10 Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11 Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12 Electric Vehicle Parking
- R13 Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14 Business Permit Holders Only WG Mon-Sat 8am-6.30pm

Parking Survey Summary - Saturday (Assumed Space Length of 5.5m)

From	To	Parking Spaces Available (Hourly Average)												
		On-street Parking												Total
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	0
08:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	0
09:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	0
10:00	11:00	0	0	8	1	1	116	41	19	21	4	3	2	216
11:00	12:00	0	0	8	1	1	128	42	17	21	4	3	2	227
12:00	13:00	0	0	6	1	1	130	43	21	26	3	2	2	235
13:00	14:00	0	0	6	1	1	136	41	22	26	3	2	2	240
14:00	15:00	1	0	6	1	1	112	43	23	26	2	1	2	218
15:00	16:00	1	0	3	0	1	112	43	23	26	2	1	2	214
16:00	17:00	1	0	3	0	1	123	38	17	24	2	1	2	212
17:00	18:00	1	0	3	0	1	124	37	17	24	2	2	2	213
18:00	19:00	1	0	4	0	1	113	40	15	19	2	2	2	199
19:00	20:00	0	0	4	2	1	94	41	15	19	2	2	2	182
20:00	21:00	0	0	4	2	1	95	41	15	20	3	4	2	187
21:00	22:00	0	0	6	2	1	97	39	16	22	3	4	2	192

- R1 Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours
- R2 Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3 Permit Holders Only BGE Mon-Fri 11am-1pm
- R6 Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7 Permit Holders only WW Mon-Fri 11am-1pm
- R8 Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9 Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10 Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11 Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12 Electric Vehicle Parking
- R13 Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14 Business Permit Holders Only WG Mon-Sat 8am-6.30pm

Parking Survey Summary - Sunday (Assumed Space Length of 5.5m)

From	To	Parking Spaces Available (Hourly Average)												
		On-street Parking												Total
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	0
08:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	0
09:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	0
10:00	11:00	1	0	9	0	1	101	37	20	23	4	2	2	200
11:00	12:00	1	0	9	0	1	101	37	20	23	4	2	2	200
12:00	13:00	0	0	7	0	1	111	39	19	25	4	1	2	209
13:00	14:00	1	0	7	0	1	111	37	19	23	4	1	2	206
14:00	15:00	1	0	7	0	1	111	37	19	23	4	1	2	206
15:00	16:00	1	0	7	0	1	117	38	22	25	4	1	2	218
16:00	17:00	1	0	6	0	1	116	37	20	24	4	1	2	212
17:00	18:00	1	0	6	0	1	117	37	20	24	4	1	2	213
18:00	19:00	1	0	4	0	1	111	40	18	25	3	1	2	206
19:00	20:00	1	0	3	1	1	107	41	19	24	3	1	2	203
20:00	21:00	2	0	4	1	1	107	40	19	22	3	2	2	203
21:00	22:00	2	0	4	1	1	104	39	19	22	3	2	2	199

- R1 Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours
- R2 Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3 Permit Holders Only BGE Mon-Fri 11am-1pm
- R6 Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7 Permit Holders only WW Mon-Fri 11am-1pm
- R8 Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9 Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10 Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11 Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12 Electric Vehicle Parking
- R13 Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14 Business Permit Holders Only WG Mon-Sat 8am-6.30pm

Parking Survey Summary - Thursday (Assumed Space Length of 6m)

From	To	Parking Spaces Available (Hourly Average)												
		On-street Parking												Total
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	4	3	11	1	1	57	28	13	14	4	2	3	141
08:00	09:00	4	1	8	1	1	66	32	14	16	4	1	2	150
09:00	10:00	5	2	7	0	1	70	28	13	9	3	0	1	139
10:00	11:00	5	2	7	0	1	72	22	17	9	2	0	2	139
11:00	12:00	4	2	6	1	0	82	21	15	7	2	0	1	141
12:00	13:00	3	2	3	2	1	93	25	15	9	3	0	2	158
13:00	14:00	4	1	4	2	1	81	25	17	9	3	0	2	149
14:00	15:00	4	2	7	2	1	71	20	16	9	3	0	1	136
15:00	16:00	4	2	6	2	1	60	17	15	12	3	0	1	123
16:00	17:00	3	0	4	2	1	51	19	14	13	2	1	1	111
17:00	18:00	3	0	5	2	1	54	23	16	13	3	2	2	124
18:00	19:00	3	2	6	2	1	56	24	16	11	4	3	3	131
19:00	20:00	4	2	7	2	1	59	25	17	12	4	3	3	139
20:00	21:00	4	2	7	2	1	55	25	16	11	4	2	3	132
21:00	22:00	4	2	7	2	1	55	26	15	12	4	1	3	132

- R1 Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours
- R2 Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3 Permit Holders Only BGE Mon-Fri 11am-1pm
- R6 Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7 Permit Holders only WW Mon-Fri 11am-1pm
- R8 Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9 Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10 Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11 Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12 Electric Vehicle Parking
- R13 Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14 Business Permit Holders Only WG Mon-Sat 8am-6.30pm

Parking Survey Summary - Saturday (Assumed Space Length of 6m)

From	To	Parking Spaces Available (Hourly Average)												
		On-street Parking												Total
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	0
08:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	0
09:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	0
10:00	11:00	0	0	3	1	1	75	34	12	14	4	2	2	148
11:00	12:00	0	0	3	1	1	85	35	10	14	4	2	2	157
12:00	13:00	0	0	1	1	1	86	36	13	19	3	1	2	163
13:00	14:00	0	0	1	1	1	93	34	14	19	3	1	2	169
14:00	15:00	1	0	1	1	1	68	36	15	19	2	0	2	146
15:00	16:00	1	0	0	0	1	68	36	15	19	2	0	2	144
16:00	17:00	1	0	0	0	1	81	31	9	17	2	0	2	144
17:00	18:00	1	0	0	0	1	80	30	9	17	2	1	2	143
18:00	19:00	1	0	0	0	1	69	33	9	12	2	1	2	130
19:00	20:00	0	0	0	2	1	51	34	9	12	2	1	2	114
20:00	21:00	0	0	0	2	1	52	34	8	13	3	3	2	118
21:00	22:00	0	0	1	2	1	53	32	9	15	3	3	2	121

- R1 Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours
- R2 Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3 Permit Holders Only BGE Mon-Fri 11am-1pm
- R6 Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7 Permit Holders only WW Mon-Fri 11am-1pm
- R8 Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9 Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10 Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11 Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12 Electric Vehicle Parking
- R13 Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14 Business Permit Holders Only WG Mon-Sat 8am-6.30pm

Parking Survey Summary - Sunday (Assumed Space Length of 6m)

From	To	Parking Spaces Available (Hourly Average)												
		On-street Parking												Total
		Without Permit		With Permit										
		R1	R2	R3	R6	R7	R8	R9	R10	R11	R12	R13	R14	
07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	0
08:00	09:00	-	-	-	-	-	-	-	-	-	-	-	-	0
09:00	10:00	-	-	-	-	-	-	-	-	-	-	-	-	0
10:00	11:00	1	0	1	0	1	62	30	12	16	4	1	2	130
11:00	12:00	1	0	1	0	1	62	30	12	16	4	1	2	130
12:00	13:00	0	0	1	0	1	71	32	11	18	4	0	2	140
13:00	14:00	0	0	1	0	1	71	30	11	16	4	0	2	136
14:00	15:00	0	0	1	0	1	71	30	11	16	4	0	2	136
15:00	16:00	0	0	2	0	1	75	31	14	18	4	0	2	147
16:00	17:00	1	0	0	0	1	74	30	12	17	4	0	2	141
17:00	18:00	1	0	0	0	1	73	30	12	17	4	0	2	140
18:00	19:00	1	0	0	0	1	68	33	10	18	3	0	2	136
19:00	20:00	1	0	0	1	1	64	34	11	17	3	0	2	134
20:00	21:00	2	0	0	1	1	64	33	11	15	3	1	2	133
21:00	22:00	2	0	0	1	1	61	32	11	15	3	1	2	129

- R1 Parking Mon-Sat 8am-6.30pm 2 Hours No return within 2 Hours
- R2 Parking Mon-Fri 11am-1pm Pay by Phone Max Stay 1 Hour No Return within 1 Hour
- R3 Permit Holders Only BGE Mon-Fri 11am-1pm
- R6 Permit Holders BGE or Pay by Phone Mon-Fri 11am-1pm Max Stay 1 Hour No Return within 1 hour
- R7 Permit Holders only WW Mon-Fri 11am-1pm
- R8 Resident Permit Holders WG Mon-Sat 8am-6.30pm
- R9 Resident Permit Holders WG or Pay by Phone Mon-Sat 8am-6.30pm Max Stay 2 Hours No return within 2 Hours
- R10 Resident Permit Holders WG Mon-Sat 8am-10.00pm
- R11 Resident Permit Holders WG Mon-Sat 6.30pm-10pm Sunday 8am-10pm Mon-Sat 8am-6.30pm Resident Permit Holders WG or Pay by Phone Max Stay 2 Hours No Return within 2 Hours
- R12 Electric Vehicle Parking
- R13 Free Parking Mon-Sat 8am-6.30pm 2 Hours No Return within 2 Hours
- R14 Business Permit Holders Only WG Mon-Sat 8am-6.30pm

Appendix E Active Travel Zone