



Healthy Streets Transport Assessment

Assunnah Islamic Centre, High Road, Tottenham, N17 6SN

Assunnah Islamic Centre

23 July 2026

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1 Introduction

1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by Assunnah Islamic Centre to provide the Transport Assessment to support the Planning Application for the redevelopment of the religious centre. The site address is at Assunnah Islamic Centre, High Road, Tottenham, N17 6SN. This accompanies the Planning Application to the Local Authority (London Borough of Haringey (LBH)) for consent to undertake the proposed work at the site.

The proposal comprises the partial demolition of the existing buildings and the erection of a replacement three-storey building with basement, for use as an Islamic Centre (Use Class F1), together with associated external works.

The development seeks to enhance and modernise the existing facility to provide improved religious, educational, and community spaces, while maintaining the established use of the site. The proposals include reconfiguration of internal spaces, improved accessibility, and upgrades to the building's environmental performance.

This Transport Assessment will appraise the effects of the proposed changes at the site on the local highway network, footways and cycleways and on-street parking conditions.

Good practice guidelines have been followed in this TA, including the National Planning Policy Framework (NPPF) (2025) and current Planning Guidance documents for LBH.

1.2 Site Location

Figure 1.1 shows the site location. The proposed development site is located off Tottenham High Road within the London Borough of Haringey, at High Road, Tottenham, N17 6SN. It occupies a backland position to the west of the main High Road frontage, accessed via an established route between existing commercial premises. The site falls within the Bruce Grove Conservation Area and Scotland Green Conservation Area. It comprises a locally listed building currently used as an Islamic school, together with associated external areas.

The surrounding context is mixed in character, with active retail and commercial uses fronting Tottenham High Road to the east and commercial premises at Morrison Yard immediately to the west. Beyond this lies a railway corridor running broadly north-south, with predominantly low-rise residential properties further west. Building heights in the vicinity generally range from one to four storeys, and the townscape is defined by traditional brick and rendered façades typical of the area.

In transport terms, the site benefits from a highly sustainable urban location. Tottenham High Road forms a key transport corridor served by frequent local bus routes, and Bruce Grove Station is located within convenient walking distance, providing London Overground services to the wider network. The site is therefore well connected by public transport and accessible on foot and by cycle, consistent with its town centre setting.

The site is located in an area of PTAL 5, which indicates that the public transport facilities are very good.



Figure 1.1: Site Location (image source: Google Maps)

1.3 Report Structure

The remainder of this TA is presented in the following order:

- Chapter 2: Relevant national and regional applicable policies;
- Chapter 3: Existing Baseline Conditions;
- Chapter 4: Development Proposal;
- Chapter 5: Forecast Trip Generation and Transport Impacts; and
- Chapter 6: Conclusion.

2 Policy and Guidance

This section lists all the latest regional and local policies, and statutory and non-statutory guidelines relevant to the proposed development.

2.1 National Guidance

2.1.1 National Planning Policy Framework (2024)

The principal national planning policy guidance concerning the proposed development is the National Planning Policy Framework (NPPF). The most recent NPPF is dated December 2024. There were minor updates in February 2025, but this did not constitute a change from the version published in December 2024. The NPPF sets out the government's planning policies for England and how these are expected to be applied.

The draft NPPF that was consulted on between December 2025 – March 2026 is likely to be adopted during the course of this Planning Application.

Three dimensions of sustainable development have been identified in the NPPF: economic, social, and environmental.

The proposed development complies with the guidance and requirements set out in this Revised NPPF.

The NPPF still has a “presumption in favour of sustainable development” and includes the following principles of relevance to this site:

- To drive and support economic development;
- To seek to secure high-quality design; and
- Manage growth by making full use of public transport, walking and cycling and focusing development on locations which are or can be made sustainable.

The policy suggests that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable modes can be maximised. Development should be located and designed where practical to achieve the following:

- Give priority to pedestrian and cycle movements, and have access to high-quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians; and
- Consider the needs of disabled people by all modes of transport.

2.1.2 National Planning Practice Guidance (NPPG, 2014)

Lessening the Traffic Generation NPPG is a web-based resource that brings together planning guidance on various topics in one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

The guidance note on 'Travel Plans, Transport Assessments and Statements' provides advice on when Transport Assessments and Transport Statements (TS) are required, and what they should contain. This has been referred to when preparing this report.

The above web-based NPPG replaces The Guidance on Transport Assessments (GTA) which was withdrawn in 2014. In it, the overarching principles in the preparation of Transport Assessments, Transport Statements, and Travel Plans (TPs) are laid out.

It advises that a TS is a 'lighter touch' assessment, whereas a TA is a more thorough assessment. A TS can be used in the case of developments with anticipated limited transport impacts (and limited vehicle impacts) and where fewer than 80 units are proposed.

The guidance highlights that TAs, TSs, and TPs are important because they can positively contribute to:

- Encouraging sustainable travel;
- and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new developments to increase existing road capacity or provide new roads.

2.2 Regional Policy

2.2.1 The Adopted London Plan (March 2021)

The London Plan sets out the integrated economic, environment, transport and social framework for the development of London over the next 20 – 25 years. The London Plan was adopted in January 2011, and has subsequently been revised a number of times, with a recent version prior to this being the ItP Draft London Plan (Dec 2019) and then the Publication London Plan (Dec 2020).

It is, however, the most up-to-date London Plan (March 2021) that has been referred to here. Commercial parking standards, cycle parking standards, public realm and accessibility policies relevant to this application have all been drawn from this version of the London Plan.

Specific transport policies are described in Chapter 6 of the London Plan with parking policies discussed in Sections 6.1 and 6.2. Without reproducing the detailed content of each policy, integrating transport and development is the central theme, with an aspiration to encourage development that reduces the need to travel, especially by car, and locating developments that generate high levels of trips at locations with either current or committed high levels of accessibility to public transport, cycling and pedestrian networks.

The London Plan identifies that development proposals should support sustainable travel through the inclusion of appropriate cycle parking and facilities, high-quality pedestrian environments and details car parking standards for various forms of land use.

2.2.2 The Mayor's Transport Strategy

The Mayor's Transport Strategy 2018 are a set of plans set out by the Mayor of London to transform the streets of London, to improve public transports and to create opportunities for new homes and jobs. The main method of achieving this goal is to encourage more people to walk, cycle and use public transport.

Policy 21 highlights the principles of Good Growth in relation to new homes and jobs:

"The Mayor, through TfL and the boroughs, and working with stakeholders, will ensure that new homes and jobs in London are delivered in line with the transport principles of Good Growth for current and future Londoners by using transport to:

- A. Create high-density, mixed-use places, and*
- B. Unlock growth potential in underdeveloped parts of the city"*

2.2.3 Vision Zero

As part of the Mayor's Transport Strategy 2018 Action Plans, the Vision Zero action plan is to "eliminate all deaths and serious injuries on London's transport system. This plan focuses on the area where our greatest challenges lie - London's streets". By 2041, all deaths and serious injuries will be eliminated from London's transport network.

The actions plan as part of the Vision Zero are as follows:

1. Safe speeds: Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
2. Safe streets: Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
3. Safe vehicles: Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
4. Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders
5. Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.3 Local Policy

2.3.1 London Borough of Haringey Local Plan (March 2013)

The LBH Draft Local Plan is designed for the years 2013-2026. The Sustainable Transport and Infrastructure Policy includes all the relevant information and sub-policies regarding transport.

Policy SP7 - Transport states that:

“Delivering Regeneration and Access

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor’s Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey’s regeneration and local/strategic access to London, employment areas and local services;

- *The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;*
- *Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;*
- *Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;*
- *Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;*
- *Improvements to interchanges at Tottenham Hale and Seven Sisters;*
- *Improvements to the Tottenham Gyratory; and*
- *Improvements to east - west bus routes as well as promoting new east - west routes.*

Delivering Action on Climate Change and Quality and Healthy Places

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

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particularly in town centres and close to local services; ▪ Promoting car sharing and establishing car clubs;*

- *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
- *Adopting maximum car parking standards and car free housing wherever feasible;*
- *Seeking to mitigate the impact of road based freight and promote alternatives;*
- *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.”.*

2.4 Overall Guidance

The proposed development has been considered in the context of national guidance, the London Borough of Haringey Draft Local Plan (2013–2026), and the London Plan. In particular, Policy SP7 – Transport sets out the Council's strategic approach to delivering regeneration, improving accessibility and promoting sustainable travel across the borough.

Policy SP7 seeks to enhance local and strategic connectivity in line with the Mayor's Transport Strategy and the Local Implementation Plan. This includes improvements to key public transport corridors and interchanges, such as enhancements to Bruce Grove Station and wider Overground services, as well as improved bus connectivity and safer pedestrian environments in town centres. Given the site's location within a highly accessible urban area off Tottenham High Road, the proposal aligns with the policy objective of locating development in areas with strong public transport provision and established access to local services.

Policy SP7 also places significant emphasis on climate change mitigation, congestion reduction and the creation of healthy places. Development proposals are expected to minimise reliance on the private car, promote walking, cycling and public transport use, and adhere to maximum car parking standards. The London Plan reinforces this approach by prioritising active travel, public transport accessibility, car-free development in well-connected locations, and the provision of high-quality cycle parking in accordance with adopted standards.

In this context, the site's sustainable location supports the principle of limited car parking provision and a strong emphasis on non-car modes. The scale and nature of the proposed development are consistent with the objective of integrating land use and transport planning, ensuring that trip generation is accommodated by existing public transport capacity and local infrastructure. Furthermore, the preparation of a Transport Assessment accords with SP7 requirements and Transport for London guidance, demonstrating that the proposal appropriately considers traffic impact, accessibility, servicing and opportunities to encourage sustainable travel behaviour.

Overall, the development accords with the strategic transport objectives of the Local Plan and the London Plan by supporting regeneration in a well-connected location, promoting sustainable travel choices, minimising environmental impacts and contributing to a safer, healthier urban environment.

3 Existing Transport Conditions

3.1 Existing Site

The site is currently occupied by the Assunnah Islamic Centre, comprising a locally listed building and associated ancillary areas used for religious worship, education and community activities. The site is arranged in a back land configuration to the west of the High Road frontage and is accessed via an established route between existing commercial premises. The existing use generates regular daily movements associated with prayer times, teaching sessions and community events, with activity levels varying throughout the week and during religious occasions.

The travel questionnaire results reinforce the site's sustainable accessibility (PTAL 5) and demonstrate that most trips are currently undertaken by walking and public transport, with walking forming the dominant final stage of many journeys; accordingly, the proposals will prioritise safe pedestrian access, enhanced cycle facilities, and controlled servicing arrangements.

3.2 Site Location

The site is located off Tottenham High Road within the London Borough of Haringey (N17 6SN). It lies within the Bruce Grove and Scotland Green Conservation Areas. The surrounding area is characterised by a mix of town centre commercial uses along the High Road, with Morrison Yard commercial premises immediately to the west and residential neighbourhoods beyond the railway corridor. The site occupies a sustainable urban location with access to a wide range of services and facilities within walking distance.

The site is located in an area of PTAL 5, which indicates that the public transport facilities are very good.

Appendix A presents a site location regional map, showing local transport routes.

3.3 Existing Local Area Conditions

3.3.1 Pedestrian Facilities

The surrounding area benefits from well-established pedestrian infrastructure. Tottenham High Road provides continuous footways on both sides, generally of adequate width, with dropped kerbs and tactile paving at key crossing points. Street lighting and active frontages contribute to a safe and attractive pedestrian environment. Formal and informal crossing opportunities are available nearby, supporting safe access to bus stops, rail stations and local amenities. The overall environment is conducive to walking for short and medium-length trips.

3.3.2 Cycle Network

Cycling is supported by the urban nature of the surrounding road network and relatively flat topography. Tottenham High Road forms part of a key north–south corridor, providing connections to surrounding areas and linking into wider cycle routes across

North London. While much of the network operates on-carriageway, traffic speeds are generally consistent with an urban environment. The location offers realistic opportunities for cycling to and from the site, particularly for local journeys.

3.3.3 Public Transport Facilities

The site benefits from a high level of accessibility by a range of public transport modes. Tottenham High Road is served by frequent bus routes operating throughout the day and evening, providing direct connections to key destinations including Wood Green, Enfield, Stamford Hill and Central London. Bus stops are located within short walking distance of the site, offering convenient access for visitors and staff.

Rail services are available at Bruce Grove Station, which provides London Overground connections to Liverpool Street, Enfield Town and Cheshunt, enabling interchange with the wider rail and Underground network. Seven Sisters Station is also accessible on foot and offers Victoria Line Underground services, providing fast connections to King's Cross, Oxford Circus and Victoria, together with National Rail services towards Hertfordshire.

This combination of local and strategic bus and rail options ensures that the site is well connected at both borough and London-wide levels, supporting sustainable travel patterns and reducing reliance on private car use.

3.3.4 Road Network

Tottenham High Road forms part of the A10 corridor, a key north–south arterial route linking Central London with North London and areas beyond the M25. The route accommodates a mix of general traffic, buses, servicing vehicles and pedestrian activity and operates within a controlled urban environment subject to standard speed restrictions and signalised junctions.

In the vicinity of the site, the High Road benefits from established junction arrangements, including signal-controlled intersections and priority side roads, which regulate traffic flow and provide pedestrian crossing opportunities. The road also functions as a public transport corridor, with bus priority measures in sections, contributing to efficient movement of buses while moderating general traffic speeds.

To the west of the site, the local highway network comprises secondary streets providing access to residential and commercial premises. These roads are typical of an inner-London urban area, generally single carriageway in nature with on-street parking controls. The existing network is considered capable of accommodating the modest level of traffic associated with the proposed development, and no alterations to the wider highway infrastructure are required as part of the scheme.

3.3.5 Local Parking Facilities

Parking provision in the surrounding area is controlled through on-street parking restrictions, including resident permit bays, limited waiting bays and operational controls along the High Road. These measures help to manage parking demand associated with town centre uses and residential properties. Short-stay parking is

available in designated areas to serve retail and commercial activity, while longer-stay commuter parking is generally discouraged.

3.3.6 Accident Data Analysis

As illustrated in Figure 3.1, recorded collisions are primarily concentrated along High Road and are predominantly classified as slight, with a smaller number of serious incidents and no fatal accidents recorded within the surrounding road network over the five-year period (2020–2024). This distribution reflects the function of High Road as a busy urban corridor characterised by high traffic flows, frequent junctions, on-street servicing activity, bus movements, and significant pedestrian footfall associated with surrounding retail, leisure, and community uses.

The absence of fatal collisions and the limited number of serious incidents suggest that, while conflicts do occur, the overall severity of incidents is relatively low and typical of a heavily trafficked town-centre environment. There is no evidence of an abnormal accident pattern, cluster, or recurring causation that would indicate an existing highway safety deficiency at or near the site access.

In the context of the proposed development, the accident record does not raise any material highway safety concerns. Nonetheless, the scheme will incorporate appropriate mitigation and precautionary measures to ensure safety is maintained and, where possible, enhanced. These include maintaining clear and legible pedestrian routes, ensuring suitable visibility at access points, and aligning vehicle access and servicing arrangements with established highway standards. In addition, construction and servicing activities will be managed to minimise conflict with pedestrians and cyclists on High Road, particularly during peak periods.

Subject to these measures, the proposed development is not expected to result in a material increase in accident risk and is considered acceptable from a highway safety perspective.

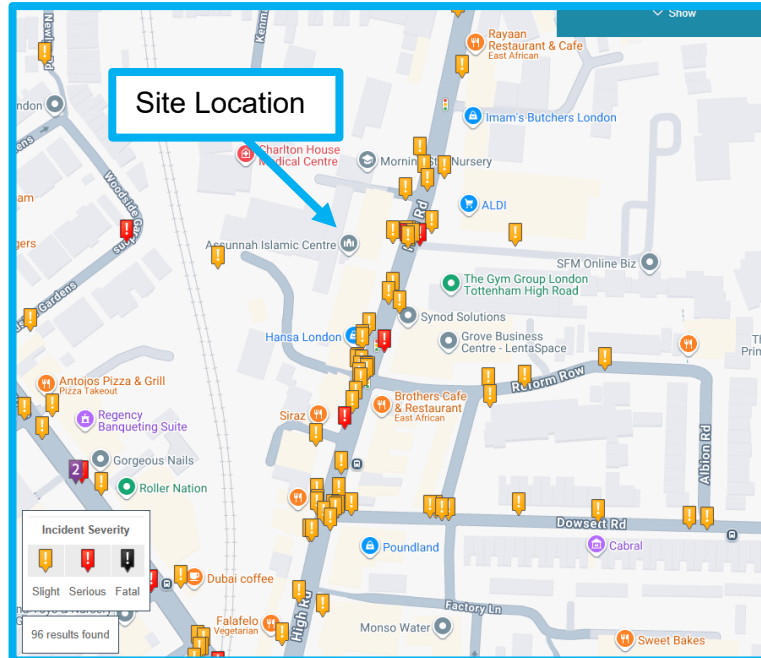


Figure 3.1: Map of Recorded Accidents from 2020-2024 (obtained from CrashMap).

3.4 Current Travel Patterns

3.4.1 Survey Overview

A travel questionnaire was undertaken to understand how visitors currently travel to the [Assunnah Islamic Centre – Travel Questionnaire \(1-224\)](#) site. The dataset contains 224 responses, recorded between 7 April 2026 and 26 April 2026.

Respondents were asked to identify:

- their main mode of travel (mode used for the longest portion of the trip);
- their final mode on arrival (e.g., walk from public transport);
- where relevant, car occupancy, parking behaviour, and whether secure cycle parking would encourage cycling.

3.4.2 Existing Mode Share (Main Mode)

The survey indicates that the existing travel patterns are strongly weighted towards sustainable modes, consistent with the site's PTAL 5 location and good access to bus/rail services and town centre amenities (as described in Sections 3.3.1–3.3.3).

Main mode split (n = 224):

- Walk: 113 responses (50.4%)

- Bus: 71 responses (31.7%)
- Car: 29 responses (12.9%)
- Train/Rail: 8 responses (3.6%)
- Underground/Tube: 2 responses (0.9%)
- Mixed / other (e.g. “Scooter, walk and car”): 1 response (0.4%)

Analysis:

- Over four-fifths of respondents selected Walk or Bus as their main mode (82.1% combined), indicating the centre is already accessed primarily by modes that are aligned with sustainable transport objectives for town-centre locations.
- The car main-mode share (12.9%) is comparatively low for a community destination, which suggests that the surrounding public transport offer and local catchment support non-car travel choices.

3.4.3 Final Mode on Arrival (Last-Leg Behaviour)

The “final mode” responses show a clear walk-last-leg pattern, which is typical for trips that involve public transport (walking from stops/stations) and reinforces the importance of pedestrian permeability and safe access routes between the High Road frontage and the backland site.

Final mode split (n = 224):

- Walk: 141 responses (62.9%)
- Bus: 45 responses (20.1%)
- Car: 29 responses (12.9%)
- Train/Rail: 7 responses (3.1%)
- Other (e.g. “Scooter, walk or car”, Underground/Tube): 2 responses (0.9% combined)

Analysis:

- The increase from 50.4% (main mode walking) to 62.9% (final mode walking) indicates many people walk as the last segment even when using bus/rail for the longer leg—supporting your narrative that the local environment is conducive to walking and that bus stops/rail stations are within reasonable walking distance.
- This finding is especially relevant given the site’s backland access: it highlights that pedestrian route quality, width, lighting, legibility, and conflict management at the access point are key considerations.

3.4.4 Car Use Characteristics (Occupancy + Parking)

Although car is not the dominant mode, the questionnaire provides useful insight into how people who do travel by car currently behave. Based on the spreadsheet fields (car type and/or car main mode), there are 97 responses with car-related entries.

Car occupancy (of car-related responses, n = 97):

- Car share with others attending the centre: 53 responses (54.6%)
- Travel alone (single occupancy): 33 responses (34.0%)
- No response: 11 responses (11.3%)

Analysis:

- Where car travel occurs, it is frequently shared, suggesting trips are often undertaken by households/groups attending at similar times (e.g., prayer times/events), which can moderate the number of vehicle trips compared with a purely single-occupancy profile.
- A meaningful minority still report single occupancy, which implies there is scope for further reductions in car trip-making through targeted travel planning and better cycling provision.

Parking behaviour (qualitative themes from the free-text parking field):

- The most frequently referenced parking location is ALDI, appearing in 30 of the car-related parking responses.
- Smaller numbers reference High Road / high street parking (6), side/residential roads (8), and occasional references to pay/paid parking (3), permits/blue badge (2), and difficulty finding parking (3).

Analysis:

- The repeated references to retail car parks and on-street locations indicates that car-based attendance currently relies on general public parking supply, rather than dedicated on-site provision.
- The occasional mentions of difficulty/fines indicate potential parking stress at peak periods (e.g., event days), which supports a cautious approach to managing arrival/departure peaks and servicing activity.

3.4.5 Cycle Parking Appetite (Potential for Mode Shift)

Respondents were asked whether covered and secure cycle parking would encourage them to cycle.

Results (n = 224):

- Yes: 101 responses (45.1%)
- No: 65 responses (29.0%)
- No response: 58 responses (25.9%)

Analysis:

- A substantial proportion (45.1%) indicates that improved cycle parking could directly support increased cycling to the centre.

- Even allowing for “no response,” the data provides a clear evidence base for incorporating secure, covered cycle parking as a practical, low-impact measure aligned with sustainable travel aims.

3.4.6 Summary

The travel questionnaire results demonstrate that the Assunnah Islamic Centre is already accessed predominantly by sustainable modes, with walking and bus travel accounting for most trips. Car use is relatively limited and, where it does occur, is often shared rather than single-occupancy. The strong walk-last-leg pattern reflects the site’s excellent public transport accessibility (PTAL 5) and reinforces the importance of safe pedestrian access to the backland site. The findings also indicate clear potential to further encourage sustainable travel, particularly through the provision of secure cycle parking, while appropriate access, servicing, and parking management measures will ensure that the proposals do not give rise to transport or highway safety concerns.

Table 3.1 Survey-Derived Trip Generation – Assunnah Islamic Centre (Existing Use)

Mode	Arrivals	Departures	Total Daily Trips
Walk	113	113	226
Bus	71	71	142
Train / Rail	8	8	16
Underground / Tube	2	2	4
Car (all types)	29	29	58
Scooter / Mixed modes	1	1	2
Total	246	246	492

3.5 Active Travel Zone Assessment (ATZA)

The Active Travel Zone Assessment undertaken by, and produced by Aval Consulting Group evaluates the walking, cycling, and public transport environment surrounding the proposed redevelopment of the Assunnah Islamic Centre on Tottenham High Road. It finds that the site is located in a highly accessible urban area, with strong connections to Bruce Grove Station, frequent bus services, nearby schools, parks, and local amenities. As a result, there is excellent potential for trips to be made by sustainable modes, and the surrounding area already benefits from continuous wide footways and high levels of pedestrian activity. Refer to the full report, results and tables in Appendix B.

However, the quality of the active travel environment is inconsistent. The route between Bruce Grove Station and the site is direct and legible, supported by formal crossings and consistent footway presence. However, the corridor remains constrained and cluttered in some places, which is not a problem as the footway is wide.

Key strengths of the local active travel environment include:

- Continuous wide footways along both sides of the High Road and along key connecting streets.
- Direct and intuitive pedestrian routes linking the site with Bruce Grove Station, Tottenham Green, surrounding shops, and community destinations.
- High-quality public transport accessibility, supported by numerous bus corridors and Overground rail services.
- Good levels of natural surveillance due to active retail frontages and steady pedestrian presence.

However, the assessment also highlights a few minor constraints that currently limit the overall quality, comfort, and safety of active travel within the study area. Across the four priority routes, the site audits and photographic evidence show high footway occupancy, long or poorly aligned crossings, and a general absence of protected cycling infrastructure. Traffic dominance remains a defining characteristic of the High Road corridor, with multi lane sections, frequent bus movements, and turning activity reducing perceived safety—particularly for children, families, and less confident users.

Despite these challenges, the assessment identifies clear and achievable opportunities to deliver meaningful improvement. Measures such as inclusive kerb treatments and improved lighting would strengthen the safety and accessibility of key routes. Rationalising street furniture and improving wayfinding would further support legibility and comfort for everyday journeys.

The assessment concludes that although the site benefits from excellent transport connectivity and proximity to key community destinations, the surrounding street environment requires some minor upgrades to meet Healthy Streets expectations. The recommended improvements—covering pedestrian, cycling, safety, and public realm measures—will help create a safer, more inclusive, and more welcoming environment for users of the Islamic Centre and surrounding community. Their implementation will support healthier travel choices, reduce car dependency, and enhance the overall quality of the High Road corridor.

The full report with results and tables can be found in Appendix B.

4 Proposed Development

4.1 Proposed Development

The proposed development comprises the partial demolition of the existing buildings and the erection of a replacement three-storey building with basement, for use as an Islamic Centre (Use Class F1), together with associated external works.

The development seeks to enhance and modernise the existing facility to provide improved religious, educational, and community spaces, while maintaining the established use of the site. The proposals include reconfiguration of internal spaces, improved accessibility, and upgrades to the building's environmental performance.

A timetable listing the activities, educational classes and events that will be held at the venue is provided in Appendix D.

The site occupies a sensitive urban context, with part of the existing building locally listed and the site spanning the Bruce Grove and Scotland Green Conservation Areas. The design has therefore been developed to respect the surrounding townscape while improving the functionality of the site.

As set out in Section 5, the nature of the proposals is not expected to fundamentally alter the existing trip profile, but rather to formalise and better manage current patterns of activity.

The proposed site layout plan is provided in Appendix C.

4.2 Site Access

The site benefits from three existing access points from Tottenham High Road, each serving distinct functions. These access arrangements will be retained and clarified as part of the proposed development:

- Primary Entrance (Pedestrian Focused):

Located on Tottenham High Road, this forms the main access for visitors attending the Islamic Centre. It provides direct pedestrian access to the building entrance and will accommodate the majority of users. This access has steps.

- Secondary Access (Servicing and Managed Vehicle Access):

A secondary access point will be used for servicing, waste collection, and occasional managed vehicle access (including drop-off/pick-up). This access will operate on a controlled basis to minimise interaction with pedestrian flows.

- Tertiary Access (Ancillary / Flexible Use):

A third access point will provide flexibility for site management, including emergency access and occasional operational use where required.

The access points are located within an established town centre environment, where vehicle speeds are moderated by the character of Tottenham High Road and surrounding activity. Visibility and operation are consistent with an urban street context.

No changes to the public highway or creation of new access points are proposed, and the existing arrangements are considered appropriate to support the development.

4.3 Parking Provision

4.3.1 Car Parking

The proposed development will operate on a car-free basis, in accordance with the London Plan and the transport objectives of the London Borough of Haringey. No general on-site car parking will be provided.

This approach reflects:

- The site's high Public Transport Accessibility Level (PTAL 5)
- Strong pedestrian connectivity to Tottenham High Road
- The short-duration and high-turnover nature of trips identified in Section 5

The car-free strategy supports wider policy objectives to reduce reliance on private vehicles, minimise congestion, and improve air quality.

4.3.2 Cycle Parking Spaces

Cycle parking will be provided in accordance with London Plan standards and will support both short-stay (visitor) and long-stay (staff) demand. The London Plan sets minimum cycle parking standards for all new developments in London. These standards appear in the London Plan (2021) and are reiterated in more recent London Plan Guidance documents.

The number of cycle spaces that will be provided on site will reflect the size of the proposed development, which is 1403.24 sqm GEA, representing the active area of the scheme.

Mosques and community centres fall under the London Plan's "D1 Non-Residential Institutions / Religious Use" (now Use Class F1/F2) for the purpose of cycle parking standards. The London Plan does not publish mosque-specific cycle parking rates and so the general D1/F1 standards, plus any uplift justified by peak-time demand (e.g., Friday prayers) are applied.

Based on this cycle policy, long-stay (staff) need to have a minimum of 1 space per 8 full-time equivalent (FTE) staff and short-stay (visitors / worshippers / community users) need to have a minimum of 1 space per 100 m² GEA. This is the standard applied to D1 religious and community-use floorspace.

There will be 47 FTE staff at the site, although they will not all be on site at the same time given the different activities, classes and prayers. However, as cycling is to be encouraged amongst the staff, the FTE of 47 staff has been used for this calculation. Therefore 6 cycle parking spaces will be provided in a locked secure cycle store on site for staff to use. The design of the cycle store will comply with the Cycle Design Standards in the new location.

Using a GEA of 1403.24sqm, there will need to be a minimum of 14 cycle parking spaces for visitors. Taking account of the fact the site is in a high PTAL 5 area, cycling will be encouraged and there will be an uplift for peak-time demand, a total of 16 cycle parking spaces will be provided for visitors. These will be provided in outdoor Sheffield cycle stands close to the staff cycle store. There will be 8 Sheffield cycle stands (2 bicycles can park per stand).

Long-stay cycle parking will be secure and located within the site in a covered and protected environment, suitable for staff. This will be within a secure locked cycle store adjacent to the building. The design of the cycle store will comply with the Cycle Design Standards in the new location.

The level of provision has been informed by the scale and nature of the development, as well as the identified potential for increased cycling based on the site's accessible location.

All cycle parking will be:

- Secure and well-lit
- Conveniently located
- Designed to allow easy access without conflict with pedestrian routes

This provision forms a key part of the sustainable transport strategy and supports a shift towards active travel modes.

4.3.3 Blue Badge / Inclusive Access and Drop-Off

While the development is car-free, inclusive access is fully integrated into the scheme design.

- Step-free access is provided at the northern entrance into the building and at the southern entrance into the site/grounds. The main entrance from the High Street has steps.
- Accessible routes are provided throughout the building to accommodate wheelchair users and those with reduced mobility.

A managed drop-off/pick-up arrangement will be accommodated at the secondary access point, allowing:

- Community transport vehicles
- Blue Badge users
- Pre-arranged drop-off activity during peak periods

This ensures that users with mobility needs can be safely accommodated without the need for dedicated on-site parking bays.

4.4 Waste and Recycling Storage Provision / Waste Strategy

Dedicated waste and recycling storage areas will be provided within the site boundary, as per the existing situation, designed to accommodate separate waste streams, including general waste and dry mixed recycling.

The storage area will be:

- Appropriately sized to meet operational needs and collection frequency
- Screened and ventilated
- Conveniently located for users while minimising visual impact

Servicing Arrangements

Refuse collection and servicing will take place via the southern access point.

- The site will be serviced by standard local authority refuse vehicles as it is at present.
- Vehicle dwell times will be short and limited to scheduled collection periods
- Manoeuvring will be undertaken safely from the carriageway in accordance with existing practice

On collection days:

- Bins will be moved from the designated storage area to an agreed collection point
- The route will be level and suitable for safe movement in accordance with best practice
- Servicing will be managed to avoid conflict with peak pedestrian periods where possible

The proposed arrangements ensure that waste collection and servicing can be undertaken safely and efficiently without adverse impact on the public highway or surrounding area.

5 Forecast Trip Generation and Transport Impacts

5.1 Introduction

This chapter considers the forecast trip generation associated with the proposed community and religious use of the site, informed by both TRICS data and a detailed first-principles assessment of site operation.

In line with pre-application advice, the assessment is based on a clear understanding of how the site currently operates and how it will function post-development. This includes the timing, duration, and attendance of daily activities, weekly peak periods, and occasional events, presented in a structured diary format. A timetable listing the activities, educational classes and events that will be held at the venue is provided in Appendix D.

The site is already established as a place of worship and community facility, generating regular trips associated with prayer, education, and community use. The proposed development formalises and enhances this existing use rather than introducing a wholly new trip generator.

Accordingly, the assessment focuses on how trips are distributed, timed, and managed, rather than assuming that all movements represent new demand on the highway network. Many trips that will be associated with the proposed improved venue are already on the network currently attending the site.

5.2 Forecast Trip Generation

5.2.1 TRICS Benchmark

To estimate the trips likely to be generated by the proposed development, reference has been made to the national TRICS on-line database, using trip rates for comparable Place of Worship / community facilities. Sites with similar land uses, operational characteristics, and comparable accessibility profiles were reviewed to provide an appropriate benchmark for assessment.

The resulting trip rates have been proportioned to reflect the size of the proposed development. In this case, the assessment has been scaled to 1403.24 sqm GEA.

The TRICS-derived outputs present hourly arrival and departure profiles across a range of transport modes, reflecting the time-specific nature of trips associated with religious use. These outputs are presented in Table 5.1-5.9, while the full TRICS interrogation and details of the selected comparator sites are provided in Appendix E.

Table 5.1 Total Vehicles Proposed (From TRICS Analysis)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	3	1	14	3
11:00-12:00	11	0	47	0
12:00-13:00	69	25	294	108

13:00-14:00	52	85	223	366
14:00-15:00	30	53	129	225
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	165	164	708	702

While the TRICS outputs provide a useful indication of overall trip magnitudes, they do not fully reflect the highly time-specific and short-duration nature of trips associated with places of worship. As such, a first-principles approach has been undertaken to provide a more accurate reflection of site operation, which also includes educational classes and evening events, as set out in Section 2.2.2.

Table 5.2 Total People (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	6	1	25	3
11:00-12:00	39	1	168	3
12:00-13:00	281	136	1204	582
13:00-14:00	212	334	909	1433
14:00-15:00	97	159	415	683
15:00-16:00	2	5	9	22
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	637	636	2731	2726

Table 5.3 Total Cars (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0

10:00-11:00	3	1	14	3
11:00-12:00	11	0	46	0
12:00-13:00	67	23	286	99
13:00-14:00	50	84	214	360
14:00-15:00	30	51	128	221
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	160	159	688	683

Table 5.4 Total Taxis (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	1	1	4	4
13:00-14:00	1	1	3	3
14:00-15:00	0	0	0	0
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	2	2	8	8

Table 5.5 Total Motorcycles (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0

12:00-13:00	1	1	2	2
13:00-14:00	1	0	3	1
14:00-15:00	0	1	1	3
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	2	2	7	7

Table 5.6 Total Cyclists (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	1	0	3	0
12:00-13:00	2	1	9	2
13:00-14:00	1	2	3	10
14:00-15:00	1	2	2	7
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	4	4	18	19

Table 5.7 Total Public Transport Users (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	1	0	3	0
11:00-12:00	8	1	33	2
12:00-13:00	51	12	220	52
13:00-14:00	38	69	165	297

14:00-15:00	16	31	68	134
15:00-16:00	0	3	0	11
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	114	116	489	496

Table 5.8 Total Bus/Tram Passengers (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	1	0	3	0
11:00-12:00	8	1	33	2
12:00-13:00	51	12	219	52
13:00-14:00	38	69	164	296
14:00-15:00	16	31	68	133
15:00-16:00	0	3	0	11
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	114	115	487	494

Table 5.9 Total Rail Passengers (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	0	0	0	0
11:00-12:00	0	0	0	0
12:00-13:00	0	0	1	0
13:00-14:00	0	0	1	1
14:00-15:00	0	0	0	1
15:00-16:00	0	0	0	0

16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	1	1	2	2

Table 5.10 Total Vehicle Occupants (TRICS)

Time Period	Existing Arr	Existing Dep	Proposed Arr	Proposed Dep
08:00-09:00	0	0	0	0
09:00-10:00	0	0	0	0
10:00-11:00	3	1	14	3
11:00-12:00	14	0	61	0
12:00-13:00	90	33	385	142
13:00-14:00	70	105	301	448
14:00-15:00	35	62	149	265
15:00-16:00	0	0	0	0
16:00-17:00	0	0	0	0
17:00-18:00	0	0	0	0
18:00-19:00	0	0	0	0
19:00-20:00	0	0	0	0
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-00:00	0	0	0	0
Daily Total	212	200	911	858

As discussed above, while the TRICS outputs provide a useful indication of overall trip magnitudes, they do not fully reflect the highly time-specific and short-duration nature of trips associated with places of worship. As such, a first-principles approach has been undertaken to provide a more accurate reflection of the site operation given it offers a community use and educational classes, as set out below.

The trip generation data indicates that movements associated with the Place of Worship are highly time-specific, with activity concentrated within a limited window during the middle of the day. The majority of arrivals occur prior to scheduled prayer times, followed by a corresponding peak in departures shortly afterwards. Outside of these defined periods, trip activity is minimal. This is not the case with this site, as the trips will be more spread evenly throughout the day.

Pedestrian and public transport movements will also account for a substantial proportion of overall trips, highlighting the role of sustainable modes in accessing the

site. Vehicle-based trips, including cars, taxis and motorcycles, occur in much lower numbers and are similarly concentrated around peak periods. There is no on-site car park and most attendees will travel from the local area and so walk and bus are expected to be the most popular forms of travel.

5.2.2 First Principles Assessment (Diary Approach)

A more accurate trip generation forecast is provided here, taking account of the proposed activities on site, such as the planned activities, clubs, educational classes and prayers.

Each table below represents a different type of day.

Table 5.11 Typical Weekday Operational Diary

Time Period	Activity	Typical Attendance (Existing)	Typical Attendance (Proposed)	Duration	Travel Behaviour
06:00–07:00	Early morning prayer	15–25	20–35	20–30 mins	Primarily walk / local
12:00–14:00	Midday prayer (Zuhr)	80–120	150–250	30–45 mins	Majority walk / PT, some car
15:30–16:30	Afternoon prayer (Asr)	40–70	80–120	20–30 mins	Mostly local trips
18:30–19:30	Evening prayer (Maghrib)	60–100	120–180	20–30 mins	Walk / PT dominant
20:30–22:00	Night prayer (Isha)	50–80	100–150	20–30 mins	Walk / PT dominant
Throughout day	Informal use / education	10–20	20–40	Variable	Low trip generation

Table 5.12 Friday (Peak Day) Operational Diary

Time Period	Activity	Existing Attendance	Proposed Attendance	Duration	Trip Profile
11:30–13:30	Friday Jummah (main peak)	200–300	400–600	~45–60 mins	Sharp arrivals before, departures immediately after

Time Period	Activity	Existing Attendance	Proposed Attendance	Duration	Trip Profile
13:30–14:30	Secondary dispersal	-	-	-	Rapid exit phase
Remainder of day	Standard prayer cycle	As weekday	Increased baseline	Short duration	Similar pattern to weekday

Table 5.13 Weekend / Community Use

Time Period	Activity	Attendance (Typical)	Duration	Notes
Morning–Afternoon	General prayer + community use	50–150	20–45 mins	Spread across day
Occasional events	Community gatherings	100–300	1–2 hours	Managed, infrequent

Table 5.14 Hourly Trip Profile (First Principles Summary)

Time Period	Vehicle Arrivals	Vehicle Departures	Walk/PT Arrivals	Walk/PT Departures
06:00–07:00	0	0	20-35	20-35
08:00–10:00	0–5	0–5	5–15	5–15
10:00–11:00	10–15	5–10	25–50	10–20
12:00–13:00 (Peak)	70–120	20–50	200–400	100–200
13:00–14:00 (Peak)	40–80	100–200	150–300	300–500
14:00–15:00	20–40	30–60	80–150	100–200
Evening periods	10–30 per hour	Similar	30–80	Similar
Rest of day	Minimal	Minimal	Low	Low

5.3 Transport Impact

The assessment of transport impact has been informed by both the TRICS benchmark analysis and the detailed first-principles, diary-based assessment of site operation set out in Section 5.2.2. In line with pre-application advice, greater weight has been given to the first-principles approach, as this more accurately reflects the timing, duration, and nature of trips associated with the proposed use.

The diary-based assessment demonstrates that travel demand is not continuous throughout the day, but instead occurs within short, clearly defined peaks associated with prayer times and scheduled activities. These peaks are characterised by:

- Concentrated arrivals immediately prior to events
- Rapid dispersal following completion, typically within 20–45 minutes
- High turnover of visitors, rather than sustained on-site accumulation

This operational profile results in short-lived increases in activity, rather than prolonged pressure on the local highway network or parking environment.

The first-principles analysis also confirms that a significant proportion of trips associated with the proposed development are already occurring under the existing use of the site and within the local area. As such, the forecast uplift in activity primarily reflects the formalisation and better management of existing demand, rather than the introduction of entirely new trip patterns.

In terms of mode share, both the travel questionnaire and observed site operation indicate that most visitors access the site via walking and public transport, supported by the site's highly accessible urban location. Vehicular trips represent a relatively small proportion of total attendance and are typically associated with:

- Visitors travelling from outside the immediate catchment
- Short stay drop-off and pick-up movements, particularly during peak periods
- Limited turnover parking associated with longer stays

While TRICS suggests higher overall vehicle trip totals when scaled, this is considered to overstate the likely impact in this case, as it does not account for the highly localised catchment, short duration of visits, and strong sustainable mode share identified through the first-principles assessment.

When considered against the existing conditions of the surrounding highway network (as set out in Section 3), the forecast level of vehicular activity is:

- Modest in scale relative to total attendance
- Highly time-bound, with peaks confined to short periods
- Comparable to existing patterns already accommodated locally

The local road network is therefore considered to have sufficient capacity to absorb the forecast movements without material impact on highway operation, safety, or congestion. On-site parking provision, combined with the high turnover nature of visits,

will further reduce reliance on on-street parking, and any residual demand is expected to be negligible and temporary in nature.

Overall, when assessed in the context of the operational characteristics set out in Sections 3, 4, and 5, the proposed development is not expected to give rise to any material adverse transport impacts. The surrounding transport network is considered capable of accommodating the forecast level of activity without the need for mitigation.

6 Sustainable Travel

6.1 Travel Planning

A Travel Plan (TP) will be submitted in support of the proposed development and should be read alongside this Transport Statement. The purpose of the Travel Plan is to reinforce and formalise the existing sustainable travel patterns associated with the Assunnah Islamic Centre, rather than fundamentally change how the site is accessed.

As demonstrated through the travel questionnaire and the first-principles assessment set out in Section 5, the majority of users already travel to the site by walking and public transport, with only limited reliance on private vehicles. This reflects both the highly accessible urban location and the localised catchment of the centre. The Travel Plan will therefore focus on maintaining and strengthening these established behaviours.

The proposed development does not introduce a materially different use but instead enhances and better manages the existing community and religious function. As such, the Travel Plan will build on the observed travel patterns by supporting sustainable modes and managing the timing and operation of peak periods identified in the diary-based assessment.

Implementation of the Travel Plan will be overseen by a nominated Travel Plan Coordinator, likely to be fulfilled by a Facilities or Site Manager. The Travel Plan will include a programme of monitoring and periodic review to ensure it remains effective and responsive to how the site operates over time.

In accordance with the London Plan and the transport objectives of the London Borough of Haringey, the development will operate on a car-free basis, with no general on-site parking provision. This approach is appropriate given:

- The site's high Public Transport Accessibility Level (PTAL 5)
- Strong pedestrian connectivity to Tottenham High Road
- The short-duration, high-turnover nature of visits identified in Section 5

This strategy ensures that reliance on private vehicles remains limited and consistent with both existing behaviour and policy expectations.

To support active travel, cycle parking will be provided in line with London Plan standards. Six cycle parking spaces will be provided in a locked secure cycle store on site for staff to use. The design of the cycle store will comply with the Cycle Design Standards in the new location.

A total of 16 cycle parking spaces will be provided for visitors. These will be provided in Sheffield cycle stands. There will be 8 Sheffield cycle stands (2 bicycles can park per stand). Short-stay cycle parking will be located close to the staff cycle store to provide convenient access for visitors. Facilities will be secure, conveniently located, and (where feasible) covered, ensuring they are practical and attractive for both staff and visitors. The design will ensure safe and convenient access without conflict with pedestrian routes.

Inclusive access is embedded within the design of the development. Step-free access will be provided from two of the three access points, with internal layouts accommodating wheelchair users and those with reduced mobility. Where occasional vehicle access is required (for example, community transport or managed drop-off/pick-up activity during peak periods), this will be operationally controlled without introducing dedicated parking provision, ensuring accessibility is maintained alongside the car-free approach.

The Travel Plan will include a range of proportionate measures, including:

- Promotion of walking and cycling, supported by clear information on local routes and high-quality cycle parking
- Provision of up-to-date public transport information for staff and regular users
- Encouragement of shared travel (such as car sharing) where vehicle trips are necessary

These measures will support the continued use of sustainable modes, align with the operational characteristics of the site identified in the diary-based assessment, and ensure that travel demand remains effectively managed over the long term.

7 Conclusion

This Transport Assessment has been prepared in support of the proposed redevelopment of the Assunnah Islamic Centre at Tottenham High Road, within the London Borough of Haringey. The assessment has considered the proposals in the context of planning policy, existing transport conditions, observed travel behaviour, and a detailed first-principles assessment of trip generation.

The site is located in a highly sustainable urban area (PTAL 5), with excellent access to public transport services and strong pedestrian connectivity. The surrounding highway network operates within a typical town centre environment and is well suited to accommodate localised community activity.

Evidence from the travel questionnaire confirms that the site is already accessed predominantly by walking and public transport, with limited car usage typically associated with short duration visits and drop-off activity.

In response to pre-application advice, trip generation has been assessed using a first-principles, diary-based approach, supported by TRICS as a high-level benchmark. This assessment demonstrates that trips are:

- Time-specific, aligned with prayer schedules and community activities
- Short in duration, with rapid turnover of visitors
- Concentrated within defined peak periods, rather than continuous throughout the day

The analysis also confirms that a significant proportion of trips already occur under the existing use, meaning the development largely represents a formalisation and improved management of existing demand, rather than the creation of new trip patterns.

The proposed development will operate on a car-free basis, with appropriate provision for pedestrians and cyclists and full adherence to inclusive access principles. Occasional vehicle access will be carefully managed and will not generate sustained parking demand.

Six cycle parking spaces will be provided in a locked secure cycle store on site for staff to use. The design of the cycle store will comply with the Cycle Design Standards in the new location.

A total of 16 cycle parking spaces will be provided for visitors. These will be provided in Sheffield cycle stands close to the staff cycle store. There will be 8 Sheffield cycle stands (2 bicycles can park per stand).

Overall, the assessment demonstrates that:

- The proposed development accords with national, London and local transport policy
- Travel demand will remain sustainable and well managed
- There will be no material adverse impact on highway capacity, safety, or congestion

The surrounding transport network is therefore considered capable of accommodating the proposed development without the need for mitigation.

Appendix A : Location Plan and Local Roads



Source: Google Maps

Transport Assessment
Assunnah Islamic Centre, High Road, Tottenham, N17 6SN
Assunnah Islamic Centre
Project Reference: 95002



Appendix B : ATZ Survey and Report



Active Travel Zone Assessment

565a High Road, London, N17 6SB

Assunnah Islamic Centre

23 July 2026

Project Information	
Title	Active Travel Zone Assessment
Job Code	95002
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Revision	B
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Disclaimer
This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. This report may include data obtained from trusted third-party consultants/laboratories that have been supplied to us in good faith. Whilst we do everything, we can to ensure the quality of all the data we use, we cannot be held responsible for the accuracy or integrity of third party data.

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1 Introduction

1.1 Overview

AVAL Consulting Group Limited (ACGL) has been commissioned by the Islamic Centre (the “Client”) to prepare this Active Travel Zone (ATZ) Assessment in support of the proposed development at 565a High Road, London, N17 6SB, within the London Borough of Haringey. The proposal comprises the redevelopment of the existing Islamic Centre, including the partial demolition of the current place of worship and the construction of a replacement facility maintaining the same use.

This assessment has been prepared to accompany the planning application and addresses the requirements of the local planning authority in relation to sustainable transport, active travel, and Healthy Streets outcomes.

The ATZ Assessment has been undertaken in accordance with Transport for London (TfL) ATZ methodology and applies the Healthy Streets Approach, with regard to the London Plan, Haringey’s Local Plan, and associated transport and public realm policies. Its purpose is to evaluate the quality of the existing walking and cycling environment around the site, identify constraints affecting active travel, and recommend proportionate improvements that will help support healthier, safer, and more accessible travel choices for future users of the redeveloped centre.

This report provides the necessary evidence base to address relevant planning transport requirements associated with the proposed scheme.

Site Context

The site is located on High Road (A1010), a major corridor running through Tottenham and connecting Edmonton to Seven Sisters. The surrounding area includes residential neighbourhoods, local shops, community facilities, schools, and public transport services within convenient walking distance. Notable nearby destinations include Bruce Grove Station, Seven Sisters Station, Tottenham Green, Bruce Castle Park, and local shopping and service centres along the High Road. The corridor experiences high pedestrian activity, substantial bus flows, and varying-quality walking and cycling conditions, with some sections constrained by narrower footways, traffic dominance, and limited cycle infrastructure.

Notable nearby destinations include:

- Tottenham Hotspur Stadium
- Bruce Grove Station
- Seven Sisters Station
- Tottenham Green
- Local shopping and service centres along the High Road
- Several nearby primary and secondary schools

The High Road experiences high pedestrian activity, substantial bus flows, and variable-quality cycling conditions. While several crossings and footways have been improved in recent years, some sections exhibit constrained widths, vehicle dominance, and limited dedicated cycling provision.

Purpose of the ATZ Assessment

The purpose of this ATZ Assessment is to:

- Understand how future occupants and visitors are likely to travel to and from the site.
- Assess the quality, accessibility, and safety of existing walking and cycling routes.
- Identify barriers to active and sustainable travel.
- Recommend proportionate improvements that support Healthy Streets outcomes.

Local Authority and Highways Responsibilities

The London Borough of Haringey is both the local planning authority and the local highway authority for the site. Transport for London (TfL) has strategic oversight for any interventions affecting the A1010 (High Road), the Strategic Road Network, cycling strategy, or bus services.

Site visits were undertaken during both daytime and evening periods in order to capture variations in traffic conditions, pedestrian activity, lighting levels, and personal security. These visits included walking and cycling audits of the main routes connecting the site to key destinations. Photographs were taken to record existing conditions, and GIS-based mapping was produced to illustrate ATZ boundaries, destinations, and priority routes.

This report sets out:

- The ATZ assessment process and methodology.
- The findings of route audits and Healthy Streets scoring.
- The identification of key destinations and priority routes.
- A summary of issues, opportunities, and recommended improvements.
- A concluding statement on how the proposals support sustainable and healthy travel.

2 Active Travel Zone Assessment Process

Site visits were undertaken during daytime and evening periods to capture variations in traffic, pedestrian activity, lighting, and personal security. These visits included walking and cycling audits of the primary routes connecting the site to key destinations. Photographs were taken to document existing conditions, and GIS-based mapping was used to define ATZ boundaries, key destinations, and priority routes.

The first stage involved defining catchment areas from the site, comprising a 5–10-minute walking catchment (approximately 400–800 metres) and a 10–15-minute cycling catchment (approximately 2–4 kilometres). These catchments were mapped using GIS tools and used to identify the destinations that are realistically accessible by active modes for future users of the development.

Key destinations were then identified using TfL ATZ destination categories, including public transport nodes, schools, parks, retail centres, healthcare facilities, and community uses. These destinations were prioritised based on their relevance to likely trip purposes, such as commuting, education, shopping, and leisure.

The assessment methodology included:

- Daytime and evening walking and cycling audits of routes linking the site to priority destinations.
- Review of footway widths, surface quality, gradients, lighting, traffic speeds, and crossing provision.
- Assessment of each route against the 10 Healthy Streets Indicators.
- Identification of accessibility barriers affecting disabled users, parents with buggies, and older people.
- Review of available collision and safety data, including any known KSI clusters.

Photographs were taken at representative locations along each route to provide a visual record of existing conditions and to support the audit findings. A series of maps were produced to illustrate:

- The ATZ boundary.
- Key destinations within the catchments.
- Priority walking and cycling routes.
- Neighbourhood safety characteristics and Healthy Streets feature.
 - This structured process ensures that the assessment is transparent, proportionate, and consistent with TfL and local authority expectations.

3 Active Travel Zone Assessment

The ATZ Assessment identifies a range of key local destinations within walking and cycling catchments that are highly relevant to future users of the Islamic Centre at 565a High Road (N17 6SB), located immediately south of Bruce Grove Overground Station (Zone 3) on the A1010/Tottenham High Road corridor. Key destinations include:

- Bruce Grove Station (London Overground), one stop north of Seven Sisters and south of White Hart Lane, with frequent services to Liverpool Street, Enfield Town, and Cheshunt.
- Tottenham High Road / Bruce Grove bus stops, with frequent routes 149, 243, 318, 341, 349, 476 at the station stops and additional routes 123, 259, 279, N279, W4 at nearby stops.
- Seven Sisters Station (Victoria line & Overground) and Tottenham Hale (Victoria line & National Rail) as major onward interchange hubs (strategic context for longer trips).
- Local parks and civic spaces, notably Bruce Castle Park (to the north) and Tottenham Green (to the south).
- Nearby schools which generate peak-time footfall, including Assunnah Primary School (on-site), Bruce Grove Primary School, Harris Academy Tottenham, Welbourne Primary School, and others in the Bruce Grove/High Road area.

This ATZ has been prepared in line with TfL's ATZ methodology and the Healthy Streets Approach, having regard to the London Plan and borough transport policies.

Priority routes assessed:

Following TfL's ATZ method (mapping key destinations and selecting priority walk/cycle routes to the site), four core links are considered most relevant to day-to-day users of the Islamic Centre.

3.1 Routes from the chosen areas to the site - Route 1

Route 1: Bruce Grove Station → Site (High Road)

Context

This route forms the primary pedestrian link between Bruce Grove Station and the Islamic Centre/Assunnah Primary School. As shown in Figure 1.1, the corridor reflects a busy high-street environment, with active shopfronts, bus stops, cycle stands, and a wide multi-lane carriageway that shapes user movement along the High Road.

Observations

The images in Figure 1.1 clearly show that footway continuity along the High Road is maintained, but the effective width is slightly constrained by street furniture and commercial frontage activity. In the first and third images, lamp columns, railings, signage poles, shutters, and shopfront clutter narrow the walking zone in some places, creating pinch points that restrict pedestrian flows. The majority of the route is unaffected by this, and a wide footway is maintained.

Figure 1.1 also illustrates the traffic-dominated character of the route. The second image shows a wide, multi-lane carriageway with a signal-controlled crossing. The crossing includes tactile paving and a central refuge island. This layout may encourage informal crossing when traffic gaps appear, particularly during peak periods.

Across all images in Figure 1.1, cyclists are required to share the carriageway with buses and general traffic. The bicycle stands shown in the first image highlight user demand but also emphasise the absence of dedicated on-carriageway provision.

The public realm, as shown throughout Figure 1.1, is functional. Multiple vertical elements—poles, bollards, railings, and signage—add to the sense of crowding. The corridor lacks greenery, shading, seating, or soft landscaping, contributing to a hard and exposed streetscape. Lighting columns are visible, which is positive.

Route Summary

Based on the photographic evidence presented in Figure 1.1, the route between Bruce Grove Station and the site is direct and legible, supported by formal crossings and consistent footway presence. However, the corridor remains constrained and cluttered in some places, which is not a problem as the footway is wide. The photos show the generous width of the footway but reinforce the need for improvements to decluttering and public realm quality to better meet Healthy Streets principles.



Figure 1.1 – Bruce Grove Station → Site - Pictures

Table 1. Healthy Streets scoring – Route 1 Bruce Grove Station → Site (High Road (indicative, 1–5):

Indicator	Score (1–5)
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Pedestrians from all walks of life	3
People choose to walk/cycle/PT	4
Clean air	2
People feel safe	3
Not too noisy	2
Easy to cross	2
Places to stop and rest	2
Shade and shelter	3
Things to see and do	4
People feel relaxed	2

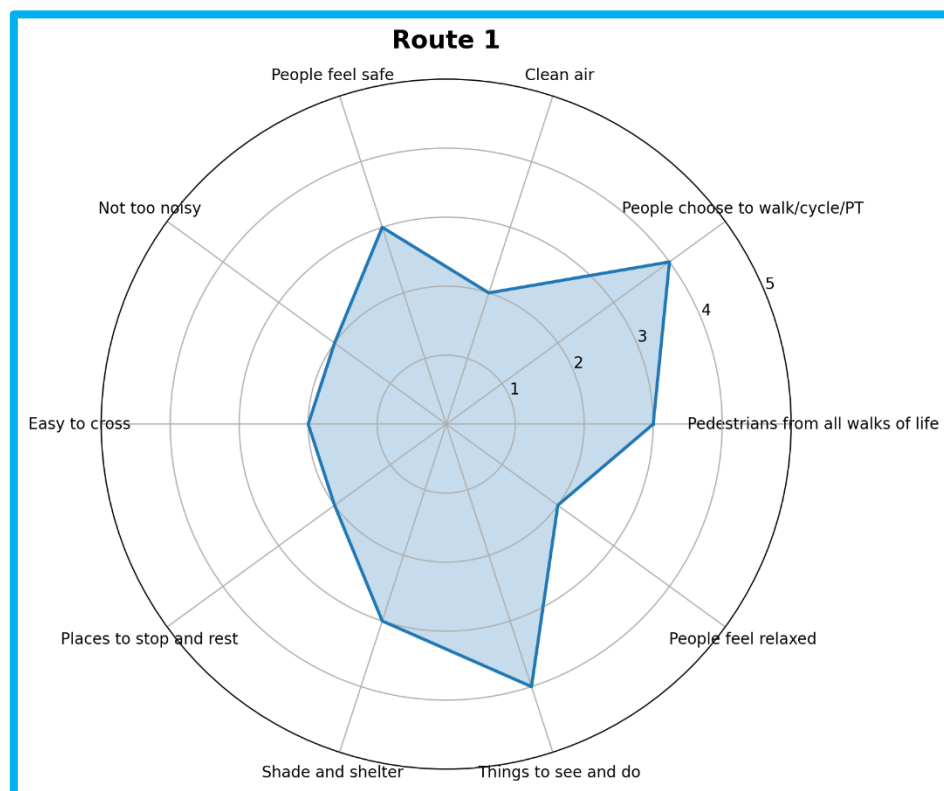


Figure 1.2 – Healthy Streets Scoring Spider Gram for Route 1 (Bruce Grove Station → Site)

Bus Stops and Interchange Function

Bruce Grove Station forms a key multimodal node on the High Road frontage, with London Overground services and dense bus activity concentrated around the

Tottenham High Road / Bruce Grove Stn stops. These stops accommodate high-frequency services including 149, 243, 318, 341, 349, 476, with additional nearby stops also serving 123, 259, 279, N279, W4.

This creates a constant flow of waiting passengers, interchange movements, and bus dwell activity, contributing to footway congestion, especially during peak periods..

For the Islamic Centre's users—many of whom will arrive via public transport—this interchange is highly significant. The bus stop environment supports connectivity and provides support during peak arrival/departure periods.

Crossing Provision and Movement Patterns

Formal pedestrian crossings are provided along the High Road at various signalised junctions, but the multi-stage nature of several signals and potential long cycle times mean walking journeys may feel interrupted. These characteristics are consistent with TfL's understanding of traffic-dominated corridors requiring Healthy Streets improvements. (Professional judgement informed by TfL methodology). Interchange movements between rail and bus stops frequently produce informal diagonal pedestrian flows, especially during station peaks and on match/event days at the Tottenham Hotspur Stadium, when some bus routes temporarily divert but return to the High Road soon after final whistle.

Lighting and General Safety

According to National Rail and TfL sources, Bruce Grove Station is staffed for long service periods and has Help Points, CCTV and public information systems. The immediate station approach typically benefits from enhanced lighting and passive surveillance, improving perceived safety.

Cycling Conditions

The High Road currently provides no dedicated or protected cycle tracks along this frontage. Cyclists must share the general carriageway with bus activity, which can discourage less confident users.

While Cycleway 1 (Tottenham to the City) exists in the wider area, users must navigate the High Road environment to access it; mapping this connection will be included in ATZ Map 3.

Inclusivity and Accessibility

The interchange has tactile paving at many formal crossings, but some footway pinch points near bus stops may hinder wheelchair users and those with pushchairs. Given the Centre's community role, inclusive access along this approach route is a key ATZ consideration.

Based on the photographic evidence in Figure 1.1, the route between Bruce Grove Station and the site is direct and legible, with continuous footways and formal crossings. However, the corridor remains constrained by street clutter and a traffic-dominated environment. The lack of cycling protection and the presence of wide multi-lane junctions reduce comfort and inclusivity. Improvements to footway space,

crossing design, and decluttering would better align this strategic approach route with Healthy Streets principles.

3.2 Routes from the chosen areas to the site - Route 2

Route 2: Tottenham Green / Town Centre corridor (High Road south) → Site

Context

This route forms the primary southern approach from Tottenham Green and the wider town centre area toward the Islamic Centre and Assunnah Primary School. As shown in Figure 2.1, this section of the High Road is characterised by intensive bus activity, active retail frontage, and high pedestrian flows, creating a complex environment where multiple modes interact.

Observations

The images in Figure 2.1 clearly demonstrate that footways along this corridor are wide, but are slightly affected by bus stop infrastructure and adjacent building lines. In the first two photographs, large bus shelters positioned close to the kerb, combined with litter bins limit the usable footway width. This results in pedestrian crowding, especially at busy times, and forces people to navigate between obstacles in close proximity to moving buses.

Figure 2.1 also shows that the town centre section of the High Road contains several closely spaced bus stops, each with shelters, timetable totems, and signage mounted directly onto the footway. In the second and fourth photographs, the brick building frontage sits immediately behind the shelter, providing very little lateral space for movement. This creates pronounced pinch points where through-movement, waiting passengers, and those alighting from buses must share a confined space.

Crossing infrastructure is also clearly represented in Figure 2.1, particularly in the third photograph, which shows a zebra crossing south of the town centre area. The crossing appears well marked, but the street layout indicates that pedestrians may experience long crossing distances and multiple traffic stages at nearby junctions. The absence of raised tables or additional pedestrian priority features suggests movement across the High Road is still governed largely by vehicle flow.

Cycling conditions along this corridor remain unprotected, as evidenced in all five images. There are no visible cycle lanes, segregation, or advisory markings, and the carriageway is heavily used by buses and general traffic. In several images, the kerbside is fully occupied by bus operations, leaving no safe space for cycling and making conditions uncomfortable for less confident riders.

The public realm in Figure 2.1 appears utilitarian and hard-surfaced, with an emphasis on bus passenger facilities rather than pedestrian comfort. There is minimal greenery, no shade, and few resting opportunities outside the bus shelters. The corridor is visually uncluttered in some stretches — as in the fifth photograph — but these clearer sections are still dominated by bus stop poles and wide carriageways. Lighting columns are present but appear inconsistently spaced, suggesting that night-time conditions should be checked during the evening site audit.

Route Summary

Based on the photographic evidence shown in Figure 2.1, the southern approach from Tottenham Green to the site presents a highly constrained pedestrian environment, shaped largely by bus infrastructure and limited footway space. Although continuous and well connected, the corridor is affected by crowding and long crossing distances. Cycling facilities are absent, and the public realm lacks greenery or features that would enhance comfort or legibility. Improvements focusing on footway widening, bus stop rationalisation, enhanced pedestrian crossings, and cycling protection would raise the Healthy Streets performance of this important town-centre route.

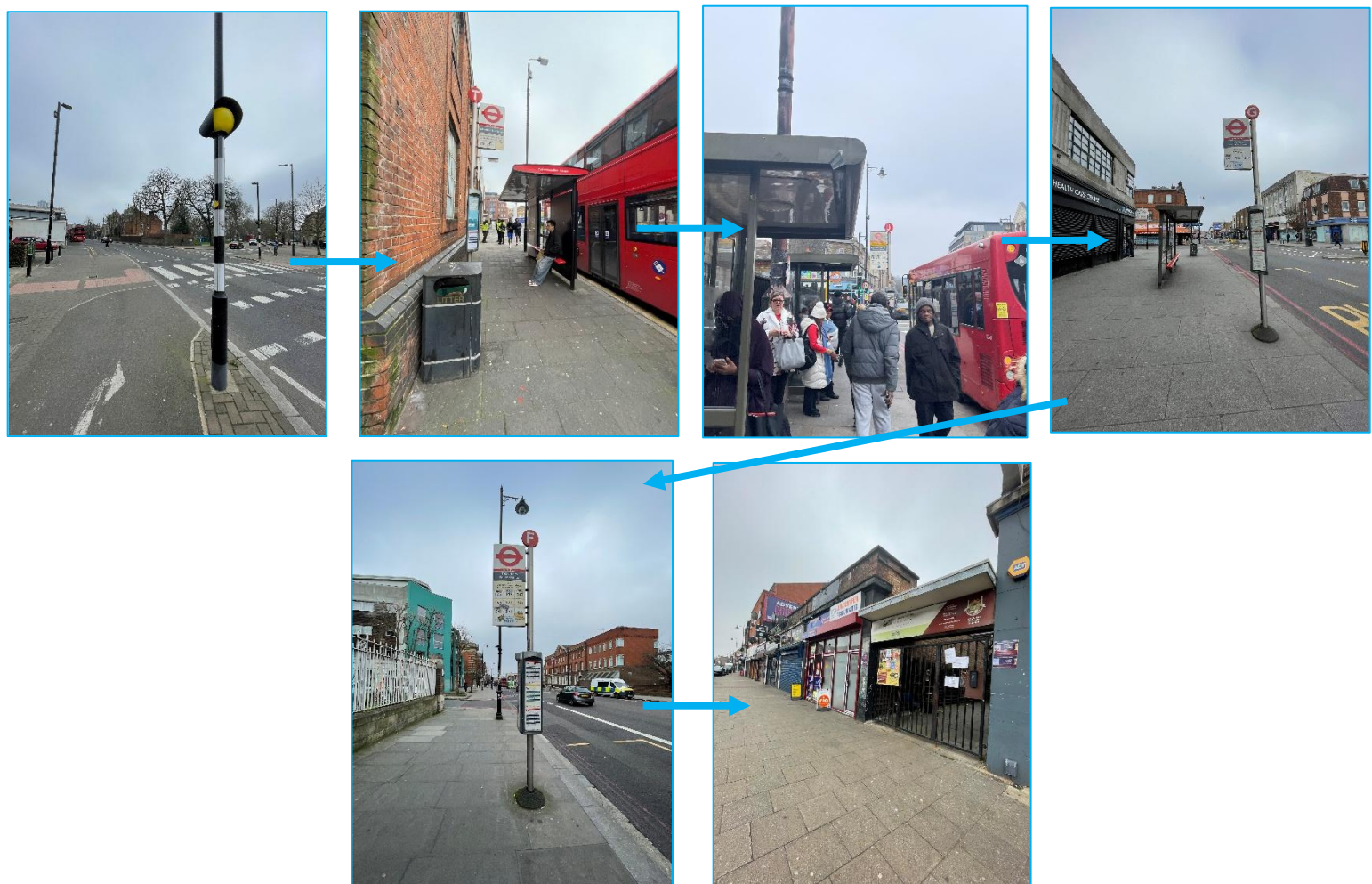


Figure 2.1 – Tottenham Green / Town Centre corridor (High Road south) → Site - Pictures

Table 2. Healthy Streets scoring – Route 2 Tottenham Green / Town Centre corridor (High Road south) → Site (indicative, 1–5):

Indicator	Score (1–5)
Pedestrians from all walks of life	3
People choose to walk/cycle/PT	4
Clean air	2
People feel safe	3
Not too noisy	2
Easy to cross	2
Places to stop and rest	2
Shade and shelter	2
Things to see and do	4
People feel relaxed	2

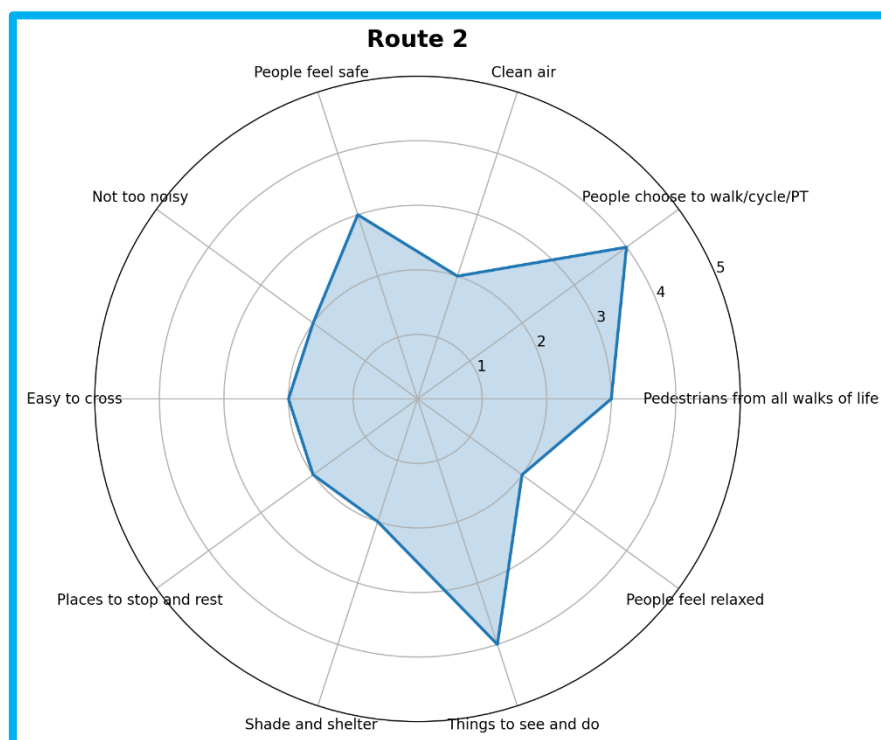


Figure 2.2 – Healthy Streets Scoring Spider Gram for Route 2 (Tottenham Green / Town Centre → Site)

Bus Services and Stop Environment

The southern High Road corridor around Tottenham Green and Tottenham Police Station supports intensive bus activity, including routes 149, 243, 259, 279, 349, 476, N279, and others.

These provide excellent accessibility but create high passenger turnover, queueing, and footway clutter. Retail spill-out, café seating, A-boards and delivery activity in the town centre further reduce pedestrian capacity.

Crossings and Junctions

Formal crossings are located at major junctions along the High Road, but their positioning does not always align with desire lines, especially where people move between retail destinations, bus stops and Tottenham Green. (Professional judgement pending on-site verification.)

Crossing distances may be long, with central refuges and staggered arrangements typical of major corridors. Detailed timings will be captured during the audit.

Public Realm and Lighting

The Tottenham Green area has undergone improvements and provides a civic space with seating, activity nodes and event capacity.

Lighting quality is generally good in this civic heart but reduces gradually along residential side streets leading back to the High Road. Variations in illumination can affect women, older adults and those travelling after evening prayers at the Islamic Centre.

Cycling Conditions

As on Route 1, cycling remains largely unprotected along this corridor. Traffic volumes and bus operations are likely to discourage independent cycling, particularly among younger or less confident users. However, improvements stemming from Haringey's transport and cycling action plans may create future opportunities.

Inclusivity and Footway Condition

Footways are continuous but vary in usable width. Certain locations suffer from uneven surfaces or patch repairs, requiring detailed review during the audit.

The southern approach from Tottenham Green to the site presents a busy, constrained pedestrian environment shaped by bus operations, retail frontage, and street furniture. While footways are wide and continuous, they are sometimes narrowed by shelters, bins, and signage, resulting in pinch points and crowding. Crossing distances are long, cycling facilities are absent, and the public realm lacks greenery or resting opportunities. Enhancements such as improved crossings would improve conditions along this key town-centre corridor.

3.3 Routes from the chosen areas to the site - Route 3

Route 3: Bruce Castle Park (north) → Site

Context

This route connects Bruce Castle Park, a major local green space north of the site, to the High Road corridor leading to the Islamic Centre and Assunnah Primary School. As illustrated in Figure 3.1, the route transitions from a quieter, greener environment at the park edge to a more urban, traffic-dominated section closer to the High Road.

Observations

The photographs in Figure 3.1 show that the park entrance area offers an open, visually pleasant environment, with established trees, grass verges, and a quieter street edge. The first image clearly shows the transition point where the park meets the pavement, with a gated entrance set back from the footway. This provides good visibility at the junction between the park exit and the adjoining street, though the surfacing around the entrance shows some uneven patching.

As the route proceeds south, Figure 3.1 shows that the footway remains continuous and relatively wide; however, the environmental quality changes sharply. The second image highlights the wider arterial layout, with a long, straight road, multiple traffic lanes, and a 20-mph zone sign mounted on a tall pole. Despite the presence of mature trees, the character is more exposed and dominated by motor traffic. The broad footway provides room to walk, but the proximity to fast-moving traffic can reduce comfort.

Further along the route, Figure 3.1 reveals an area undergoing temporary construction works, as demonstrated by the line of red and white barriers and a temporary closure sign shown in the third image. The works narrow the available pedestrian space and potentially interrupt direct desire lines. During construction phases, this creates an inconsistent experience and requires users to navigate around works, increasing travel time and reducing accessibility.

Street lighting and signage are visible at intervals in several images; however, Figure 3.1 indicates variation in lighting column spacing. The fourth and fifth photos show tall lantern columns set along the carriageway edge, suggesting that illumination might be less uniform on the footway side. This will need to be confirmed during the night-time audit, but the imagery suggests potential for shadowing near building lines and railings, especially where overhanging trees are present.

The later images in Figure 3.1 depict the final approach back toward the High Road, where the street environment becomes more urban. Shopfronts, bus stops, railings, and multi-lane crossings reappear. The last photograph shows a wide signalised junction with railings and tactile paving, marking the point at which pedestrians must navigate a busy intersection to re-enter the main High Road corridor. This reaffirms that formal crossing provision is present but may involve long waiting times and multi-stage movements.

Route Summary

The route from Bruce Castle Park to the site provides an initially pleasant and spacious walking environment, with greenery and open views. However, as seen in Figure 3.1, the transition toward the High Road exposes users to traffic-dominated conditions,

construction-related obstructions, inconsistent lighting, and long crossing distances at major junctions. While footways are generally wide and continuous, the comfort and safety levels vary along the route. Enhancements focusing on crossing quality, lighting consistency, clutter reduction, and improved temporary works management would strengthen the route's alignment with Healthy Streets principles.



Figure 3.1 – Bruce Castle Park (north) → Site - Pictures

Healthy Streets scoring – Route 3 (indicative, 1–5):

Indicator	Score (1–5)
Pedestrians from all walks of life	3
People choose to walk/cycle/PT	3
Clean air	3
People feel safe	3
Not too noisy	3
Easy to cross	2
Places to stop and rest	2
Shade and shelter	3
Things to see and do	3
People feel relaxed	3

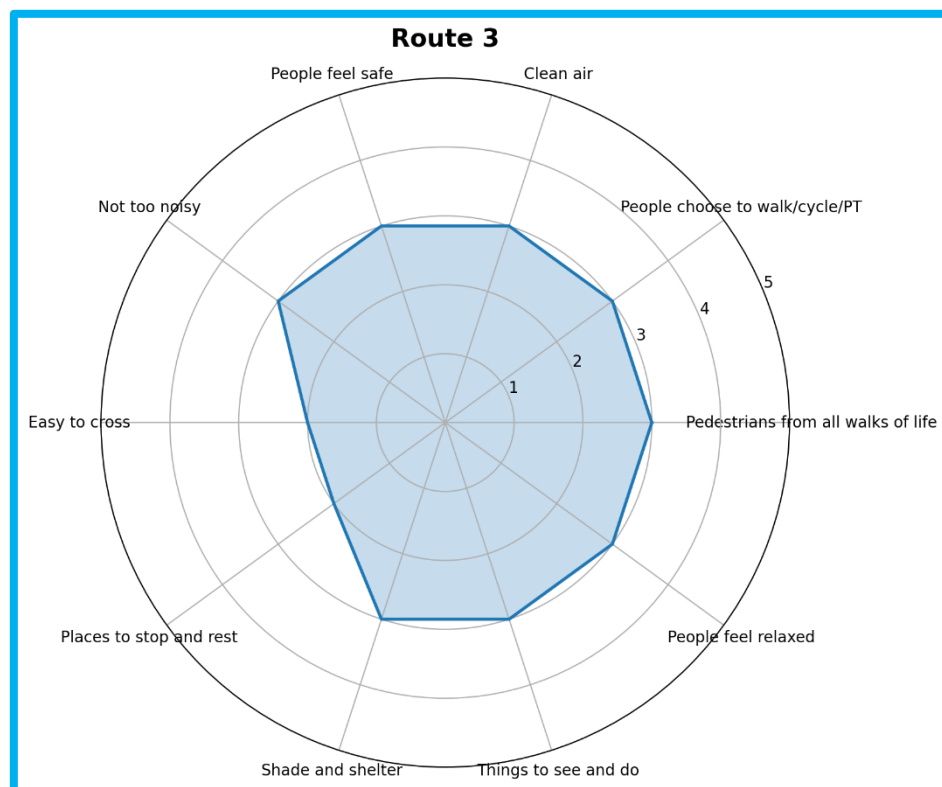


Figure 3 – Healthy Streets Scoring Spider Gram for Route 3 (Bruce Castle Park → Site)

Park Environment and Pedestrian Comfort

Bruce Castle Park is a Green Flag Award-winning 8-hectare open space with important heritage assets, sports facilities, woodland areas, and an historic oak tree.

It generates walking activity, particularly recreational trips and family movements, contributing positively to Healthy Streets indicators such as “Not too noisy,” “Clean air,” and “Things to see and do.” [haringey.gov.uk]

Transition to the High Road Corridor

While internal park paths offer a tranquil walking environment, transitioning towards the High Road results in a sharp change in ambience. Traffic noise increases, carriageway widths expand, and informal park-exit desire lines may not align with formal crossing points, potentially resulting in riskier informal crossings. (Professional judgement.)

Crossing Provision

Formal crossing points north of the site are less frequent than in the southern High Road segment. This is particularly relevant near the park boundaries, where vegetation, curvature and parked vehicles can impede visibility. These constraints will be mapped and photographed in the audit.

Lighting and Evening Travel

According to Haringey Council, Bruce Castle Park is open 24 hours, but the park’s path illumination varies and external lighting on boundary roads can be sparse.

For evening events at the Islamic Centre, users travelling via this route may experience sections of reduced visibility, requiring careful interpretation in the ATZ mitigation strategy. [haringey.gov.uk]

Cycling Conditions

Streets around the park provide calmer environments than the High Road but still lack continuous protected cycling infrastructure. This route has potential to become a safer, quieter feeder route into the Centre if minor improvements are delivered.

The approach from Bruce Castle Park provides an initially pleasant, open walking environment with greenery and wide footways. However, conditions deteriorate as the route transitions south: traffic intensity increases, temporary construction works obstruct movement, and lighting appears inconsistent. Major junctions present long crossing distances and limited pedestrian priority. Improvements to lighting, crossing provision, temporary works management and decluttering would strengthen safety and comfort along this important recreational link.

3.4 Routes from the chosen areas to the site - Route 4

Route 4: School Routes – local primaries/secondaries → Site

Context

This route focuses on pedestrian movement around Assunnah Primary School, which is co-located with the Islamic Centre at 565A High Road, and the wider network of nearby schools including Bruce Grove Primary School and Harris Academy Tottenham. These institutions generate substantial AM and PM peak pedestrian flows, with families, pupils and learners accessing the High Road via a constrained and highly active streetscape. As shown in Figure 4.1, the school frontage sits directly on a busy commercial section of the High Road where retail units, shutters, signage poles, and street furniture all contribute to congestion and movement complexity.

Observations

The photograph in Figure 4.1 illustrates that the footway outside Assunnah Primary School and the Islamic Centre is continuous but spatially constrained. The shopfronts, security grilles, bollards, poles, and signage along the building line reduce the available passing width. Pavement surfacing appears uneven in places, with small level changes visible near thresholds.

As Figure 4.1 shows, the immediate school frontage does not benefit from any controlled or informal crossing facility directly aligned with the building entrance. Instead, the nearest signals or zebra crossings are positioned further along the High Road, meaning that pupil desire lines do not naturally align with formal pedestrian infrastructure. This increases the likelihood of informal crossing behaviour, particularly when families or groups attempt to cross the road to reach bus stops on the opposite side.

The conditions for children cycling along this corridor are limited. The image in Figure 4.1 reinforces the absence of protected cycle infrastructure, with no cycle lanes, segregation or calming features present. The High Road operates as a multi-lane corridor with bus presence, making it unsuitable for less confident or younger cyclists.

The wider environment, also reflected in Figure 4.1, shows minimal shade or landscaping. Lighting columns are present but spaced at intervals that may leave parts of the route feeling less well illuminated during winter early mornings or late afternoon school dispersal—times when children are frequently travelling to and from the Centre. Improvements to lighting consistency would benefit overall route safety.



Figure 4.1 – Assunnah Primary School → Site – Pictures

Table 4. Healthy Streets scoring – Route 4 Assunnah Primary School → Site (indicative, 1–5):

Indicator	Score (1–5)
Pedestrians from all walks of life	2
People choose to walk/cycle/PT	3
Clean air	2
People feel safe	2
Not too noisy	2
Easy to cross	1
Places to stop and rest	2
Shade and shelter	2
Things to see and do	2
People feel relaxed	2

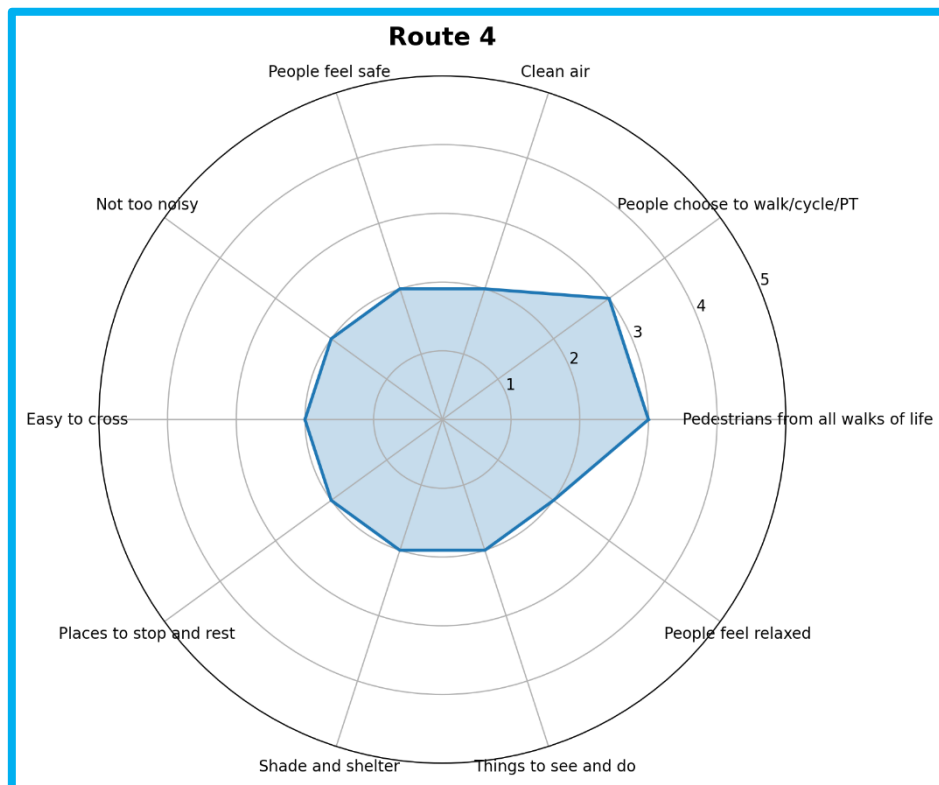


Figure 4.2 – Healthy Streets Scoring Spider Gram for Route 4 (School Routes → Site)

Peak-Time Pressures and Footway Crowd Dynamics

School routes in this area experience pedestrian crowding during AM and PM periods. Families, children, buggies, and bus passengers overlap within the constrained footway environment shown in Figure 4.1. Retail spill-out, street furniture and bus stop queueing further limit movement width, creating a congested environment where pedestrians must navigate closely against the kerb edge.

Bus Environment and Conflicts

A high frequency of bus services—including 149, 243, 259, 279, 349, 476, and N279—operate along the High Road. At peak school times, queueing at stops and the movement of passengers boarding and alighting often conflicts with walking desire lines. This creates a dynamic and unpredictable pedestrian environment, particularly challenging for children travelling independently.

Crossing Safety and Child-Friendly Infrastructure

Crossings exist along the wider corridor, but not directly outside the school frontage, meaning learners often use informal locations to cross the road. This increases risk where vehicle dominance is high and where traffic speeds remain elevated. For a

child-focused route, crossings need to be better aligned with desire lines and include refuge space, shorter crossing distances, or raised table entry treatments.

Lighting, Visibility, and Security

While lighting along the High Road is generally present, surrounding side streets and footway niches may experience lower illumination. This is particularly relevant for children attending early classes, winter sessions, or evening religious activities at the Centre. Improving visibility and ensuring uniform lighting distribution would support greater perceived and actual safety.

Opportunities Under Local Policy Frameworks

Haringey's transport and active travel policies strongly support child-friendly environments. There is clear potential for:

- Continuous footways at side roads
- Improved tactile paving and kerb alignment
- Speed reduction measures
- Timed School Street restrictions where feasible
- Wayfinding between local schools and the Centre

Such interventions would meaningfully support the Safe, Clean and Healthy Streets outcomes relevant to school travel.

The area outside Assunnah Primary School and nearby school routes experiences high pedestrian volumes during peak periods.

3.5 Summary of walk/cycle environment and bus/rail access:

- **Walk access:** Continuous footways line Tottenham High Road (A1010) and link directly to the site and Bruce Grove Station. The local bus/rail interchange provides frequent, legible public transport access for short and longer trips. Detailed crossing quality (wait times, staging, alignment), footway effective widths near bus stops, and surface condition will be confirmed through the site audit.
- **Cycle access:** While the immediate High Road frontage lacks continuous protection, the wider area benefits from Cycleway 1 (Tottenham–City of London) and borough policies prioritising walking and cycling via the Healthy Streets Approach. (Exact proximity/wayfinding to C1 to be mapped in the audit outputs.)
- **Buses:** Multiple frequent services operate on the High Road (149, 243, 259, 279, 318, 341, 349, 476, plus N279), with several stops clustered around Bruce Grove and Tottenham Police Station. Service patterns are subject to diversions on major event days at Tottenham Hotspur Stadium but quickly return to High Road post-event.
- **Rail/Tube interchanges:** Bruce Grove (Overground) is adjacent; Seven Sisters and Tottenham Hale provide Victoria line and greater rail connectivity for regional and central London trips.

- Parks & civic spaces: Bruce Castle Park and Tottenham Green provide nearby recreational destinations and community space within the ATZ, supporting local active travel demand.

Continuous footways line the High Road and link directly to Bruce Grove Station and other key destinations. Public transport access is strong, with frequent buses and Overground services. However, walking comfort is reduced by bus stop congestion, street clutter, and long crossing distances. Cycling access is poor due to the absence of protected infrastructure. These constraints highlight clear opportunities for targeted Healthy Streets improvements consistent with ATZ methodology and local transport policy.

4 ATZ Assessment Summary and Identified Improvements

The ATZ Assessment for 565A High Road confirms that the site occupies a highly accessible urban location, with strong proximity to key local destinations including Bruce Grove Station, multiple high-frequency bus routes, Assunnah Primary School, nearby secondary schools, Tottenham Green, and Bruce Castle Park. These attractors generate consistent footfall throughout the day and create a natural foundation for journeys to be made on foot, by cycle, or via public transport. However, the quality of the active travel environment varies along the four assessed routes, and a few observed characteristics fall short of Healthy Streets objectives—particularly in relation to safety, comfort, legibility, and inclusive access.

Key strengths of the local active travel environment include:

- Continuous wide footways along both sides of the High Road and along key connecting streets.
- Direct and intuitive pedestrian routes linking the site with Bruce Grove Station, Tottenham Green, surrounding shops, and community destinations.
- High-quality public transport accessibility, supported by numerous bus corridors and Overground rail services.
- Good levels of natural surveillance due to active retail frontages and steady pedestrian presence.

Some weaknesses identified through the audits include a small amount of footway crowding, absence of protected cycle facilities, inconsistent lighting, and high levels of traffic dominance. These challenges could reduce comfort, accessibility, and perceived safety, particularly for vulnerable users such as children, older adults, and people with mobility impairments. However, shop frontage and an active street environment help to create a sense of place and improve the public realm.

Recommended improvements include resurfacing in some areas, consistent tactile paving, protected cycle facilities where feasible (this is not always possible), upgraded lighting in some places, decluttered public realm (although the footways are wide enough to accommodate this and so this is not viewed as necessary near the site). These interventions will improve safety, comfort, and accessibility for all users.

Overall Outcome

These interventions collectively strengthen the High Road corridor by improving safety, comfort, permeability, and inclusivity for pedestrians and cyclists. They also support broader policy aims to reduce car dependency, improve air quality, and foster healthier, more community-friendly streets. Implementing these measures would ensure that the redevelopment of the Islamic Centre contribute positively to the wider Tottenham area, enhancing active travel conditions for local families, visitors, and the broader community.

5 Conclusion

The Active Travel Zone Assessment for 565A High Road demonstrates that the proposed redevelopment of the Assunnah Islamic Centre is well positioned within a highly accessible part of Tottenham, supported by strong connections to public transport, local amenities, schools, and community facilities. The surrounding area provides a rich foundation for sustainable travel, with continuous footways, high-frequency bus services, and close proximity to Bruce Grove Station creating favourable conditions for walking, cycling, and public transport use.

However, the assessment also highlights a number of minor constraints that currently limit the overall quality, comfort, and safety of active travel within the study area. Across the four priority routes, the site audits and photographic evidence show high footway occupancy, long or poorly aligned crossings, and a general absence of protected cycling infrastructure. Traffic dominance remains a defining characteristic of the High Road corridor, with multi-lane sections, frequent bus movements, and turning activity reducing perceived safety—particularly for children, families, and less confident users.

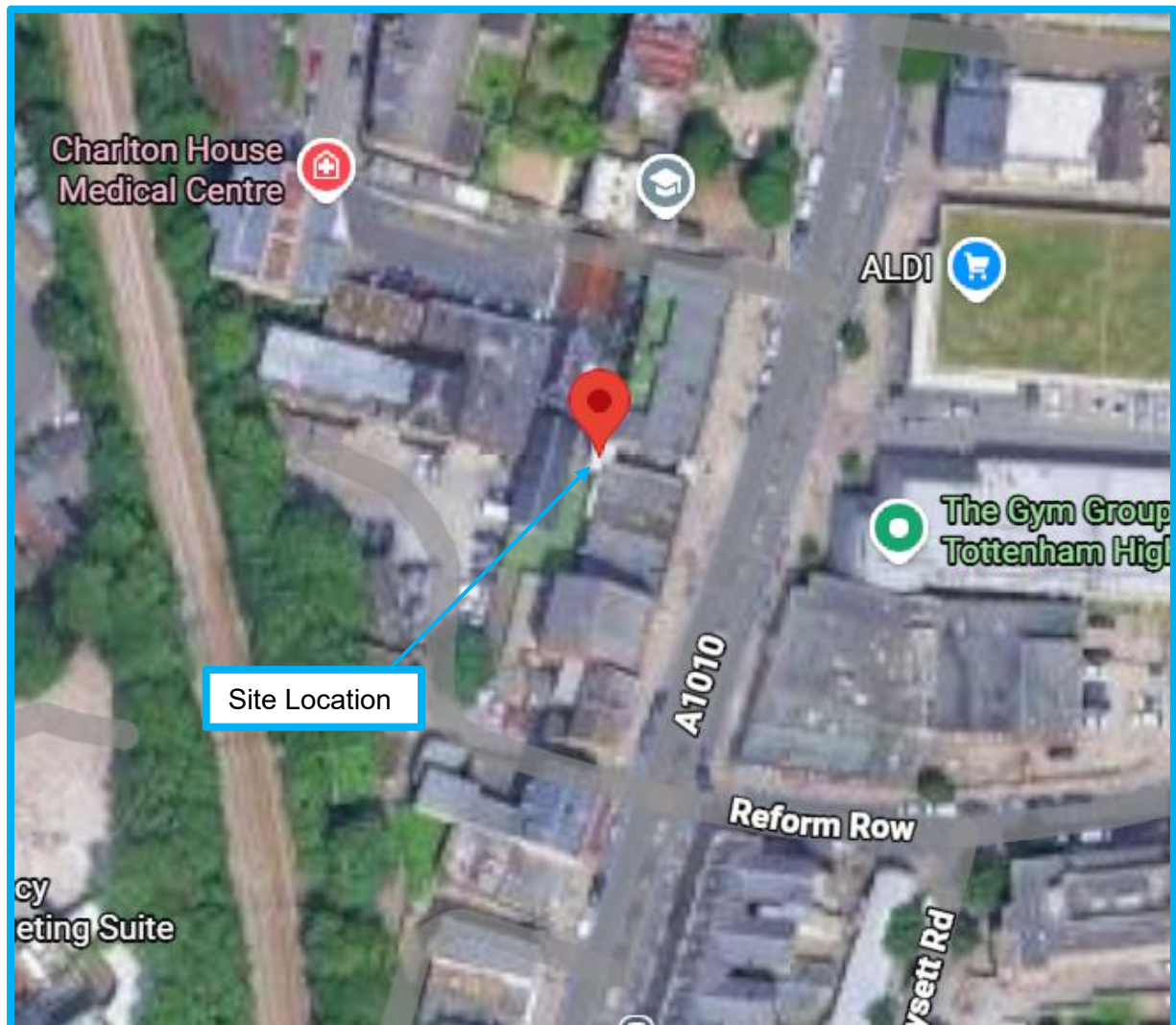
Despite these challenges, the assessment identifies clear and achievable opportunities to deliver meaningful improvement. Measures such as crossing upgrades, inclusive kerb treatments and improved lighting would strengthen the safety and accessibility of key routes. Enhancing bus stop layouts, rationalising street furniture, and improving wayfinding would further support legibility and comfort for everyday journeys.

The recommended interventions are proportionate, targeted, and aligned with the Healthy Streets Approach, the London Plan, and Haringey's transport and active travel strategies. Implementing them would not only address existing constraints but would also maximise the benefits of the redevelopment by enabling healthier, safer, and more sustainable travel choices for all users of the Islamic Centre and the surrounding community.

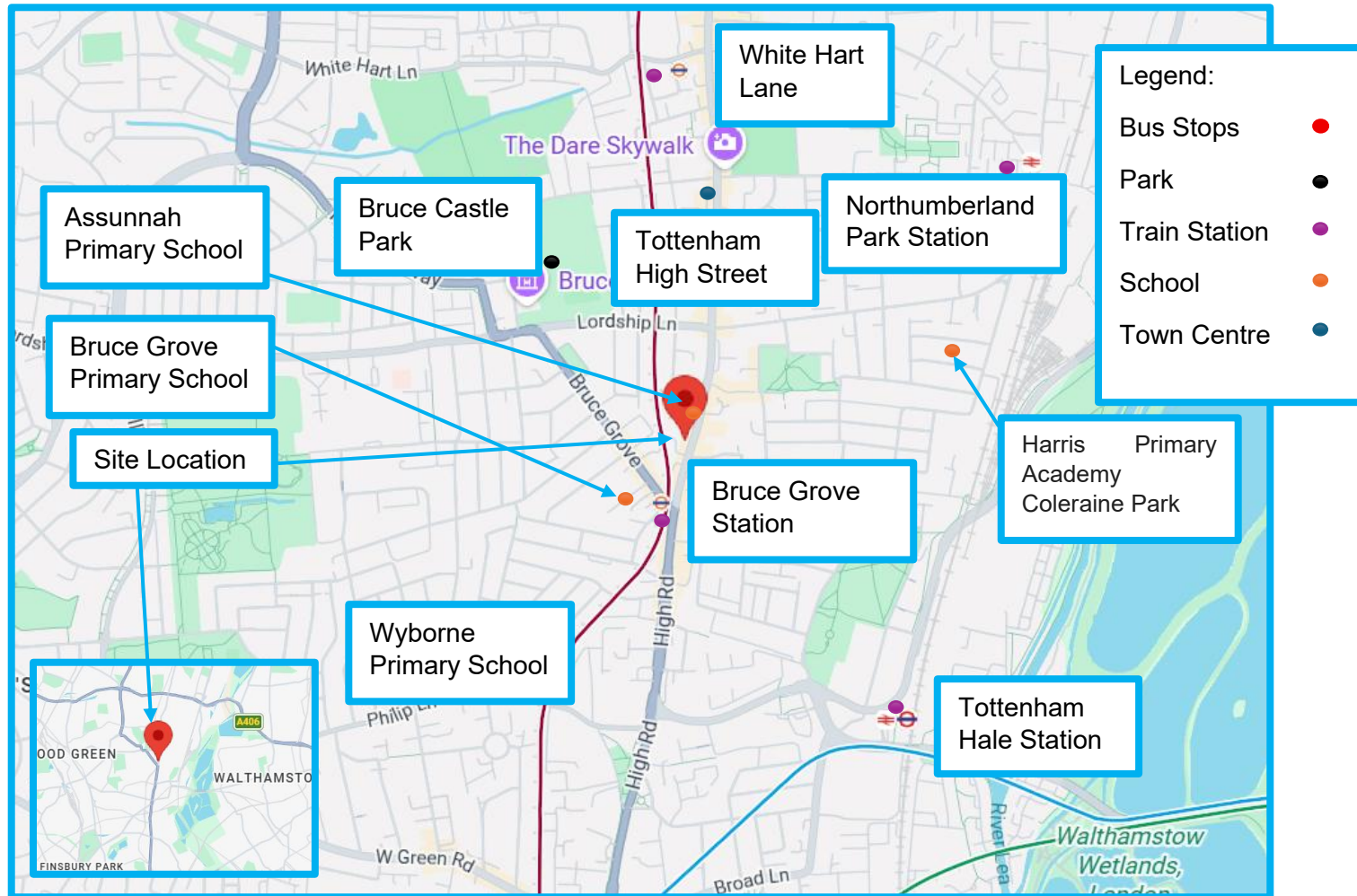
The ATZ Assessment demonstrates that although the site benefits from excellent transport connectivity and proximity to key community destinations, the surrounding street environment requires some minor upgrades to meet Healthy Streets expectations. The recommended improvements—covering pedestrian, cycling, safety, and public realm measures—will help create a safer, more inclusive, and more welcoming environment for users of the Islamic Centre and surrounding community. Their implementation will support healthier travel choices, reduce car dependency, and enhance the overall quality of the High Road corridor.

Appendices

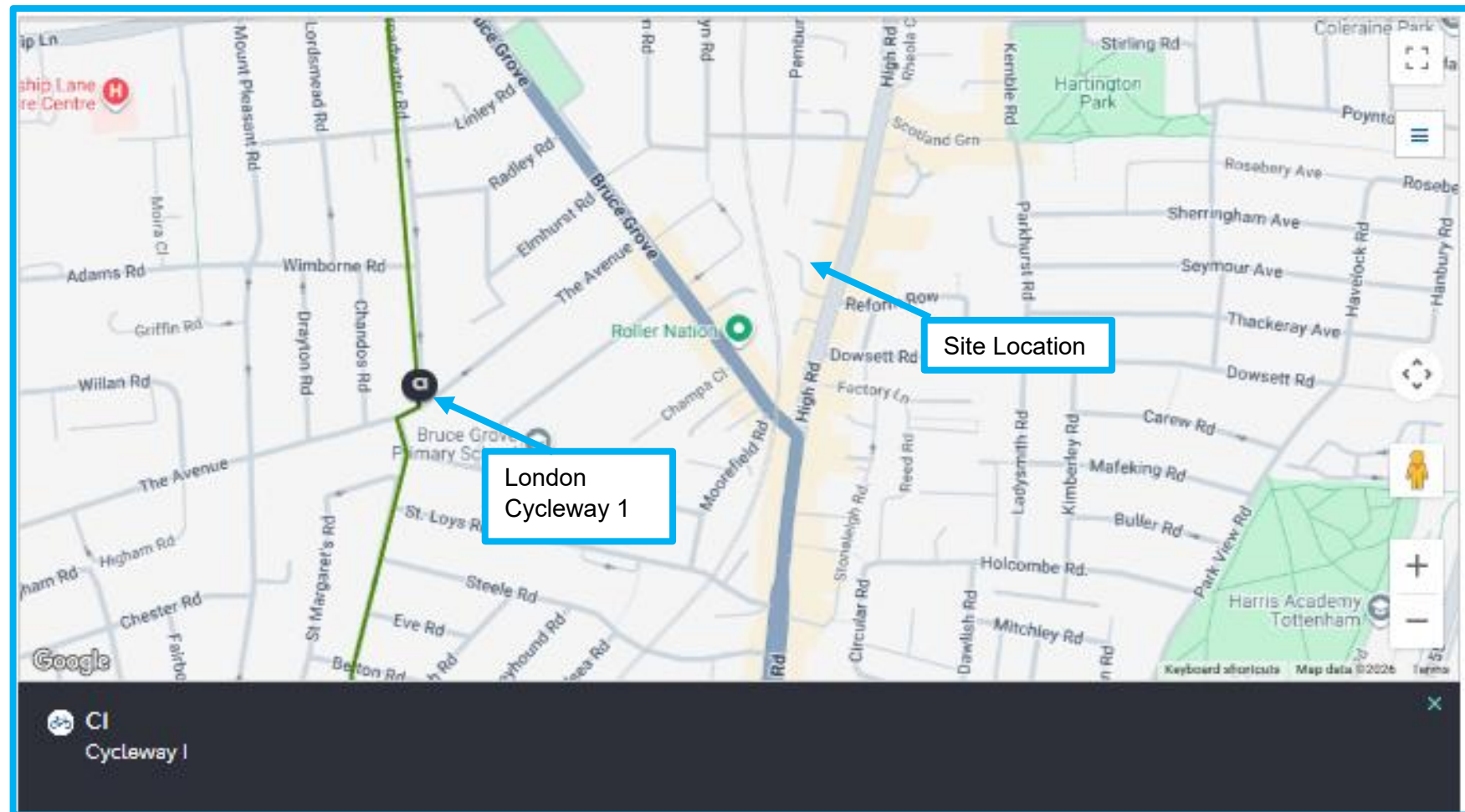
Appendix A – Site Location Plan



Appendix B – ATZ Map (Key Destinations and Routes)

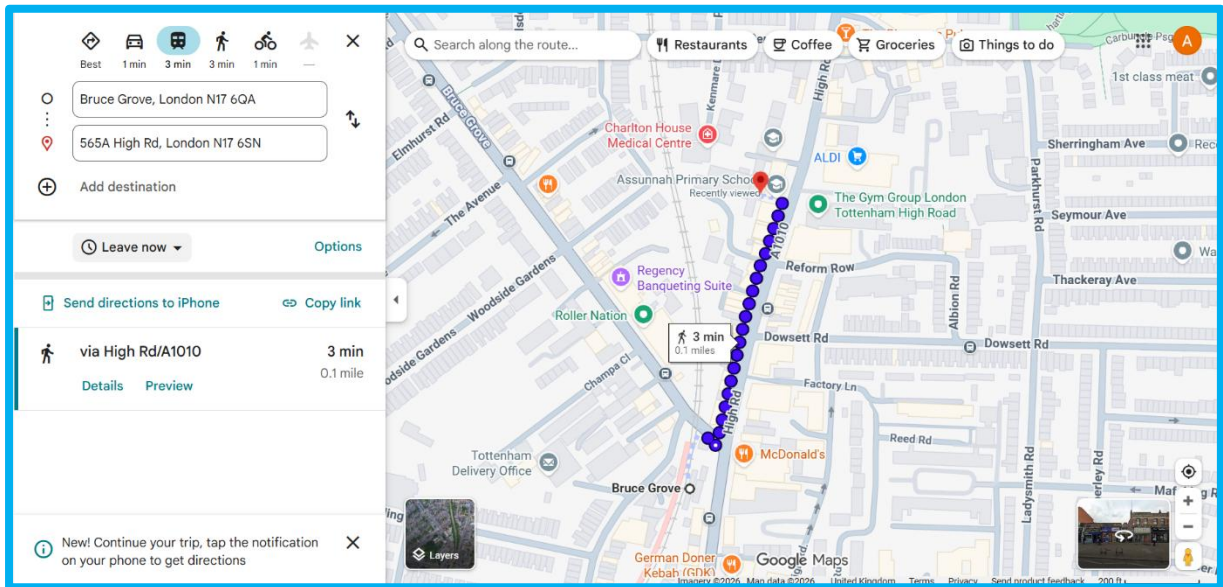


Appendix C – Cycle Network Maps



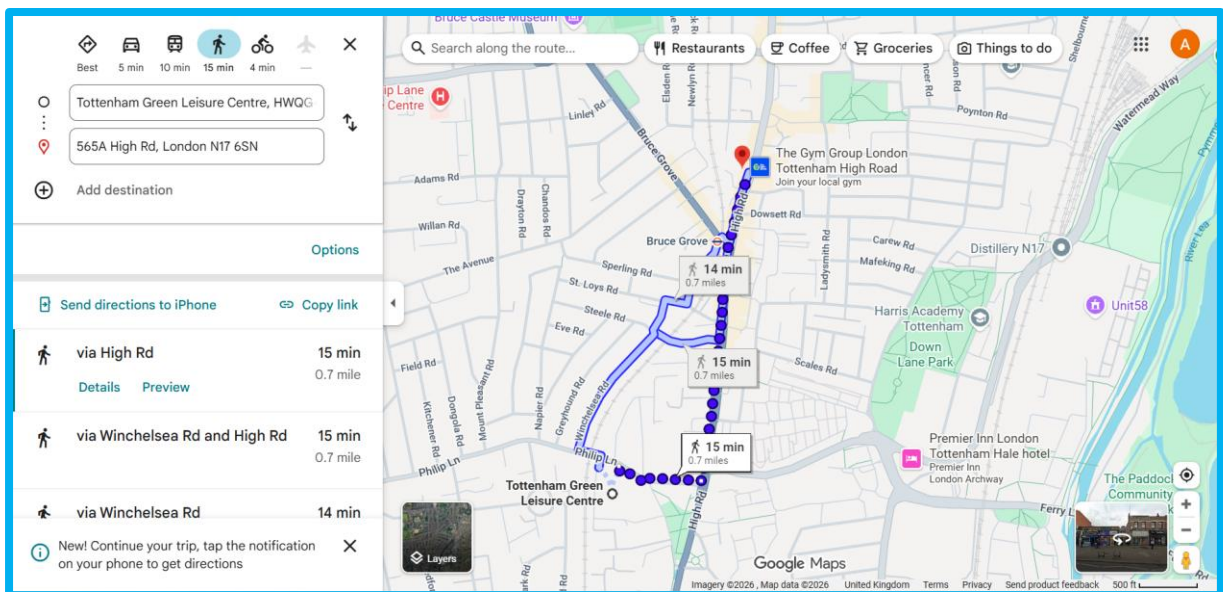
Appendix D – Photo Survey Log

- Bruce Grove Station → 565A High Road (Site)



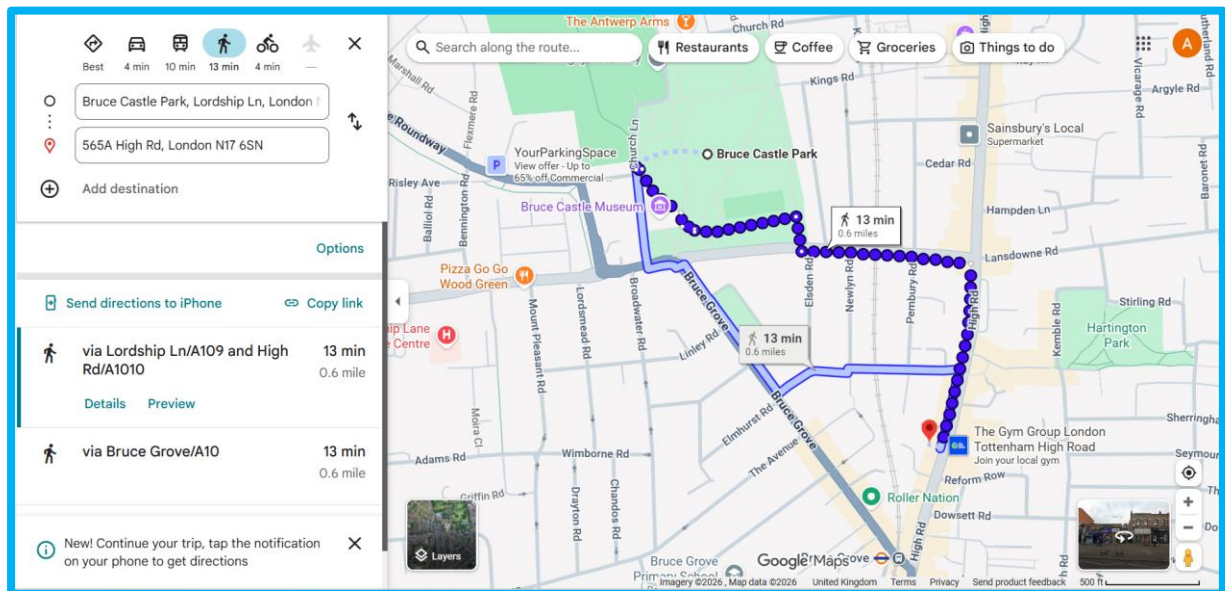
Source: Google Maps

- Tottenham Green & High Road South → 565A High Road (Site)



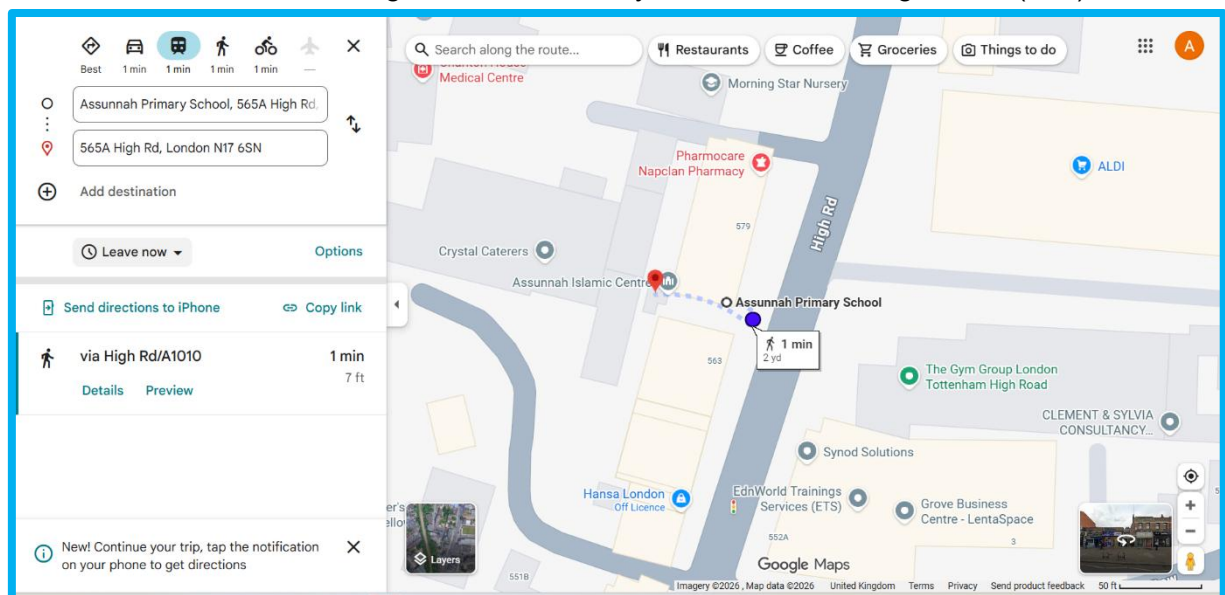
Source: Google Maps

- Bruce Castle Park → 565A High Road (Site)



Source: Google Maps

- School Routes Serving Assunnah Primary School → 565A High Road (Site).



Source: Google Maps

Appendix E – Route Audit Sheets

Route Audit Sheet 1:

Route: Bruce Grove Station ↔ 565A High Road (Site)

Route Function: Rail–bus interchange route and primary pedestrian/cycle access to the Islamic Centre and Primary School

Key Bus Services: 149, 243, 259, 279, 318, 341, 349, 476, N279

Key Bus Stops: Tottenham High Road / Bruce Grove Station; Bruce Grove; Tottenham Police Station

Issue	Description	Severity	Recommendation
Footway congestion at station stops	High passenger volumes at Bruce Grove Station bus stops reduce effective footway width, especially during peak and school times	High	Review bus stop layouts and consider footway widening or relocation of shelters and poles
Bus stop infrastructure pinch points	Shelters, signage, and railings create some narrow sections restricting movement	Medium	Rationalise stop infrastructure; remove redundant street furniture
Pedestrian–bus conflict	Buses pulling in/out of stops create conflicts with pedestrians crossing informally between stops	Medium	Assess potential for kerb build-outs, improved markings, or bus stop consolidation
Long pedestrian waiting times	Signalised crossings near the station may operate	High	Review and adjust signal timings to

Issue	Description	Severity	Recommendation
	with long cycle times, encouraging informal crossing		increase pedestrian priority
Accessibility inconsistencies	Dropped kerbs and tactile paving vary in quality or are absent at minor side streets	Medium	Upgrade crossings to consistent inclusive design standards
Uneven lighting	Some sections between the station and the site have inadequate evening lighting	Low	Upgrade lighting columns to improve visibility and perceived safety

Route: Tottenham Green / High Road South ↔ 565A High Road (Site)

Route Function: Town centre pedestrian corridor with heavy bus movements and commercial activity

Key Bus Services: 149, 243, 259, 279, 349, 476, N279

Key Bus Stops: Tottenham Green; Tottenham High Road / Monument Way; Tottenham Police Station

Issue	Description	Severity	Recommendation
Footway congestion	High pedestrian volumes, retail spill-out and queueing at bus stops reduce usable footway space	High	Investigate footway widening, decluttering and controls on retail display encroachment
Bus stop pinch points	Shelters and poles reduce effective width on already	Medium	Relocate or redesign bus stop infrastructure to

	constrained town-centre footways		increase walking zone clear
Long crossing distances	Multiple junctions require multi-stage crossings with low pedestrian priority	Medium	Upgrade crossings; consider single-stage options where feasible
Worn or inconsistent tactile paving	Older tactile installations reduce accessibility	Low	Replace tactile paving as part of ongoing public realm maintenance
Variable lighting	Lighting levels diminish away from central Tottenham Green area	Low	Enhance lighting on connecting streets for safety and comfort

Route: Bruce Castle Park ↔ 565A High Road (Site)

Route Function: Recreational and residential walking route connecting park users to the High Road and community facilities

Key Bus Services: 149, 279, 318, 341, 349, 476

Key Bus Stops: Bruce Castle; Scotland Green; High Road (north of the site)

Issue	Description	Severity	Recommendation
Limited bus stop facilities	Northern stops often provide only flags or minimal infrastructure, offering little weather protection	Medium	Upgrade with modest shelters where footway widths allow
Lack of formal crossings near park edges	Park users rely on informal crossing points where desire lines meet High Road	High	Introduce formal crossings aligned with park entrances and key walking routes

Issue	Description	Severity	Recommendation
Restricted visibility	Vegetation, parked vehicles and curvature near park exits reduce visibility	Medium	Manage vegetation, review parking restrictions and improve sightlines
Low lighting levels	Lighting diminishes on streets approaching the park boundary, reducing safety at night	Medium	Install additional lighting columns to increase night-time comfort

Route: School Routes – Assunnah Primary School, Bruce Grove Primary School, Harris Academy Tottenham

Route Function: Child-focused routes with AM/PM peak activity

Key Bus Services: 149, 243, 259, 279, 318, 341, 349, 476, N279

Key Bus Stops: Bruce Grove Station stops; Tottenham Police Station; bus stops directly outside Assunnah Primary School

Issue	Description	Severity	Recommendation
Peak-time pedestrian congestion	Pupils, parents and bus passengers create heavy footway crowding and spill-out onto carriageway edge	High	Review footway widths, manage bus stop locations and explore timed footway priority measures
Bus stop conflicts	Stops located directly outside school gates increase conflict between pedestrians and	High	Explore bus stop relocation or installation of protective kerb build-outs

Issue	Description	Severity	Recommendation
	turning/bus traffic		
Inadequate crossing provision	Key desire lines for pupils do not align with existing controlled crossings	High	Add new crossings near school entrances or reposition existing ones
Accessibility inconsistencies	Dropped kerbs and tactile paving are inconsistent or missing at key school-route junctions	Medium	Upgrade routes to inclusive standards with continuous accessible kerbs
Lack of School Street or timed restrictions	No restrictions currently manage traffic during school peak periods	Medium	Consider implementing a School Street, part-time closures or reduced-speed environment

Appendix F – Additional ATZ Maps

Neighbourhood safety

The photographs provided show multiple locations along the corridor between Bruce Castle Park (north) and Tottenham Green / High Road (south), capturing a mix of park edges, residential street frontage, major junctions, bus stops, temporary construction areas, and unsignalised/signalised crossings.

These images collectively illustrate a transition area where neighbourhood safety conditions vary considerably depending on proximity to traffic, visibility, footway constraints, and ongoing engineering works.

1. Park-Edge Safety Environment

The images taken near the entrance to Bruce Castle Park show a calmer, greener edge environment. Large mature trees and open green areas soften the streetscape and reduce the sense of traffic intensity. The park-side footway is wide, unobstructed, and benefits from natural surveillance. Signage indicating park boundaries and information boards contributes to route legibility.

While this area provides a comfortable walking environment, the images show no dedicated crossing point immediately outside the park entrance. The lack of a formal pedestrian facility at this location creates potential conflicts with through-traffic, especially given the wide carriageway and 20 mph signage visible further along the corridor. This reinforces the importance of reviewing safe crossing provision at park-edge desire lines.

2. Traffic-Calming and Speed Management Features

Further along the route, the photographs show a major section of High Road with a 20-mph sign mounted on a tall lamp column, supported by a speed-enforcement camera sign. The wide, straight alignment of the carriageway, however, suggests that vehicle speeds may feel higher than posted, even with speed-calming signage present.

The footway in this section is relatively wide, though visually exposed due to the combination of a setback verge and open carriageway. This may reduce perceived safety during peak or low-light periods. Railings at crossing points appear in some images, indicating locations where pedestrians require additional protection from vehicles, but the overall traffic dominance remains evident.

3. Temporary Construction and Route Obstruction

One of the images shows an extended section of the corridor undergoing culvert repairs, with a temporary closure marked by red-and-white barriers. The sign indicates “Temporary closure for safety reasons until underground culvert repairs are carried out,” suggesting that this section of footway or cycleway is currently unavailable.

This obstruction restricts route continuity, forcing pedestrians to reroute around the works, potentially into less comfortable or less direct alignments. Temporary conditions like this increase exposure to traffic and reduce overall accessibility. Where temporary narrowing occurs, additional measures—such as clearer signage or temporary priority arrangements—would improve safety.

4. Bus Stop and Residential Street Safety Environment

(Based on images showing residential frontage, bus stop posts, and footway layouts)

The photographs of residential streets leading south toward the site show closely spaced terraced houses and standard bus stop posts (Stop S). The footways appear unobstructed but provide limited width, with minimal verge or buffer between pedestrians and the live carriageway.

Streetlighting columns are visible but spaced relatively far apart, meaning night-time conditions may be unevenly lit.

5. Major Junction Crossing Environment

The large, signalised junction visible in one image represents a key crossing point within the local street network. The crossing includes tactile paving, pedestrian guardrails, and clear markings such as “LOOK RIGHT” painted on the pavement. Despite this, the junction itself is wide, multi-lane, and vehicle-dominated, requiring pedestrians to cross significant distances.

While the infrastructure is clearly defined, the wide roadway and turning vehicle movements suggest that crossing may feel unsafe or slow during peak hours. This reinforces the need for pedestrian-friendly signal timings, shorter crossing distances, or raised-junction treatments where feasible.

Summary – Neighbourhood Safety Observations Based on Photographs

Across all images reviewed, several safety-relevant themes emerge:

Positive Elements

- Wide and continuous footways in some locations.
- Strong visibility at park edges.
- Clear regulatory signage (20 mph, enforcement camera).
- Well-marked signalised junctions with tactile paving.
- Passive surveillance from retail and residential frontage.

Areas of Concern

- Lack of formal crossings at key desire lines near the park and schools.
- Temporary works obstructing footways and reducing route continuity.
- High vehicle dominance on multi-lane sections.
- Footway widths constrained near shopfronts and bus stops.

- Lighting spacing may reduce safety during early mornings/evenings.

Accident Data Analysis

The collision data within the immediate vicinity of 565A High Road shows 32 recorded incidents, with a clear concentration at the junction outside Assunnah Primary School and the Assunnah Islamic Centre. This clustering reflects the heavy pedestrian activity generated by the school, community facilities, and nearby shops, combined with high traffic volumes along the A1010. The pattern identifies this part of the High Road as a localised collision hotspot that warrants careful consideration within the ATZ assessment.

Along the wider corridor, incidents range from slight to serious, but only three serious collisions occur within the immediate surroundings of the proposed development. Despite this relatively small number, there is a distinct cluster of both slight and serious incidents directly adjacent to the site frontage, indicating ongoing conflict between pedestrians and traffic even where severity is lower.

Several serious injury incidents (red markers) are located at the frontage, though no fatalities are recorded. These incidents align with key pedestrian desire lines used by children and families, suggesting the current environment does not provide sufficient protection for vulnerable users during busy school periods.

Local land uses—including a medical centre, nurseries, shops, cafés, and multiple bus stops—generate continuous footfall and frequent short pedestrian trips. Many of these do not coincide with formal crossing points, increasing the likelihood of informal crossing behaviour. Bus stop activity further contributes to risk through stepping-out behaviour and constrained footway widths.

Behavioural and environmental factors also play a role. Children often cross where convenient rather than at designated crossings, particularly when visibility is reduced by parked vehicles or when pavements are crowded. Steady traffic flows along the A1010, including buses and turning vehicles, create a traffic-dominated environment that conflicts with Healthy Streets principles.

Overall, although only a small number of serious incidents are located close to the development, the combination of three local serious injuries and a cluster of slight and serious incidents directly outside the site highlights persistent safety concerns. These patterns indicate a clear need for targeted interventions—such as improved crossings, widened footways, adjustments to bus stop layouts, and potential School Street-type measures—to support Healthy Streets and Vision Zero objectives. These considerations will inform the mitigation measures presented in the following chapter.

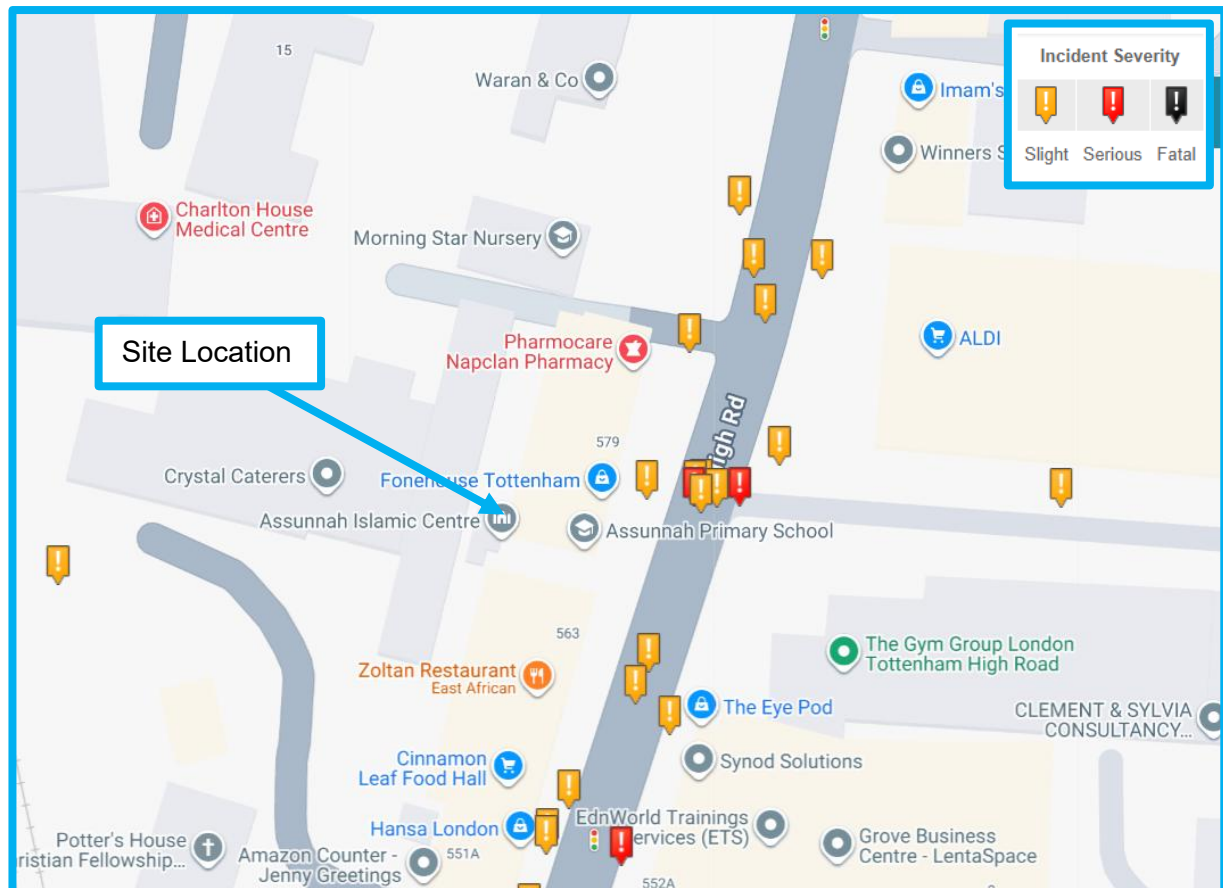
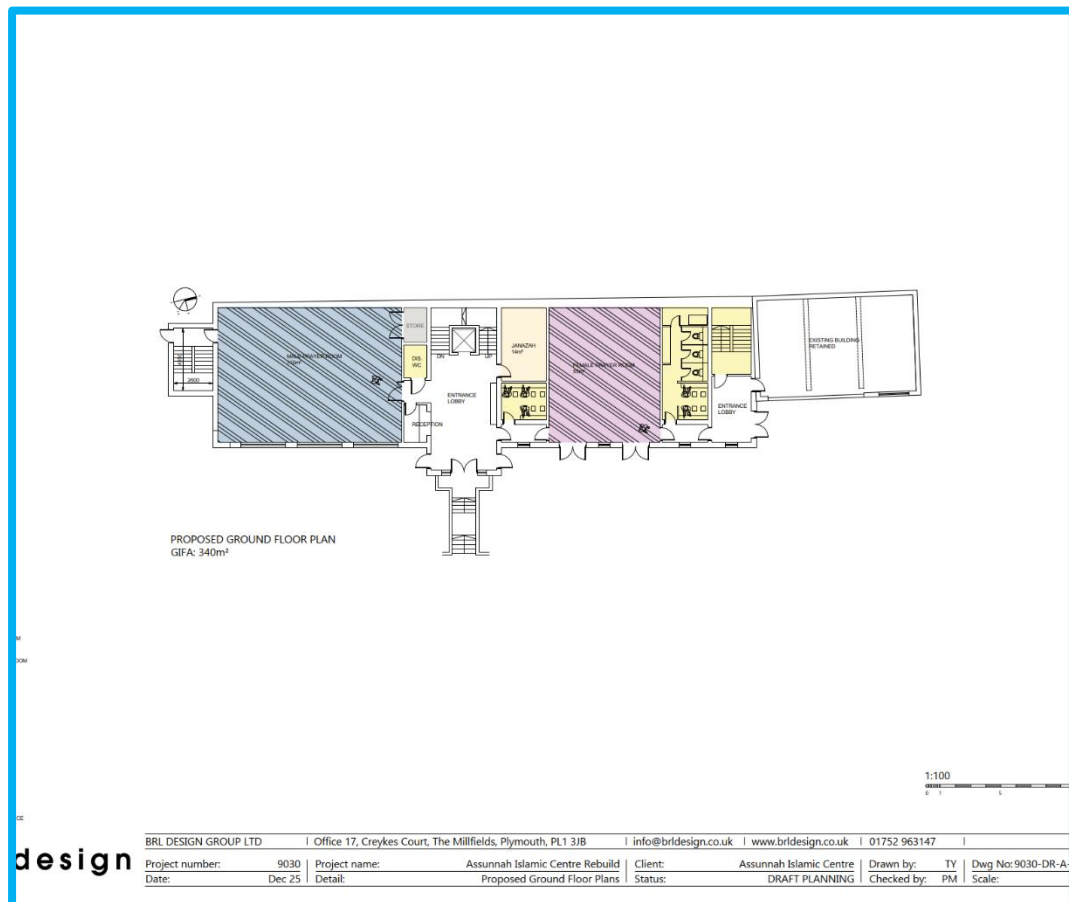
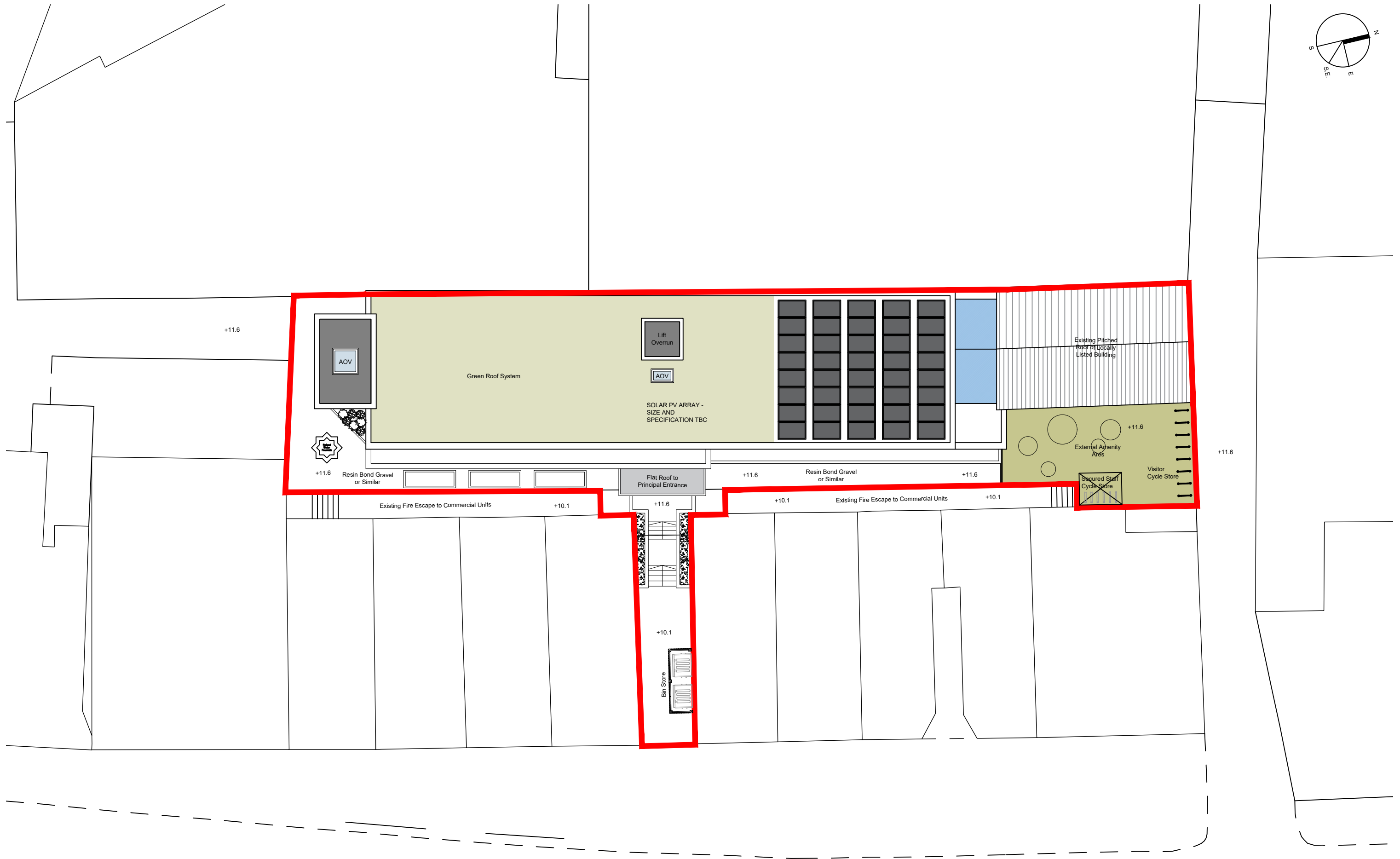
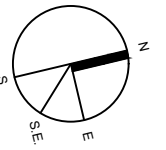


Figure: Map of Recorded Accidents from 2020-2024 (obtained from CrashMap).

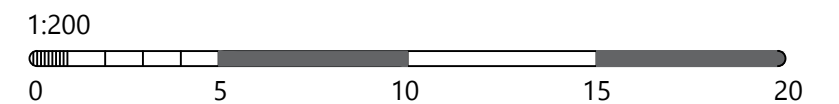
Appendix C : Proposed Site Plans



Source: Client



— APPLICATION SITE BOUNDARY
— SITE OWNERSHIP BOUNDARY



BRL design

BRL DESIGN GROUP LTD		Office 17, Creykes Court, The Millfields, Plymouth, PL1 3JB		info@brldesign.co.uk		www.brldesign.co.uk		01752 963147	
Project number:	9030	Project name:	Assunnah Islamic Centre	Client:	Assunnah Islamic Centre	Drawn by:	TY	Dwg No:9030-DR-A-X-1100 D	
Date:	JAN 26	Detail:	Proposed Site Plan	Status:	PLANNING	Checked by:	MB	Scale:	1:200 A3

Appendix D : Proposed Weekly Timetable and Activities

Assunnah Islamic Centre - Weekly Timetable

Monday – Thursday

Activity	Time	Attendance	Building Usage
Primary School	08:00 – 15:30	100 students & staff	Women's building
Duhr Prayer	-	200 worshippers	Men's building (males & females)
Asr Prayer	-	200 worshippers	Men's building (males & females)
Female Qur'an Class	17:00 – 19:00	30 students	Women's building
Islamic Classes (Children)	17:00 – 19:00	250 students & staff	Both buildings
Islamic Classes (Adults - Mon & Thu)	19:00 - 20:00	50 students	Both buildings
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Friday

Activity	Time	Attendance	Building Usage
Primary School	08:00 – 11:30	100 students & staff	Women's building
Friday Prayer (Jumu'ah)	12:30 / 13:30	600 worshippers	Both buildings + Outside courtyard
Asr Prayer	-	200 worshippers	Men's building (males & females)
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Saturday

Activity	Time	Attendance	Building Usage
Islamic Classes (Children)	09:00 – 13:30	350 students & staff	Both buildings
Duhr Prayer	-	300 worshippers	Men's building (males & females)
Asr Prayer	-	300 worshippers	Men's building (males & females)
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Sunday

Activity	Time	Attendance	Building Usage
Islamic Classes (Children)	09:00 – 13:30	350 students & staff	Both buildings
Islamic Classes (Adults)	15:00 – 16:00	30–40 students	-
Duhr Prayer	-	300 worshippers	Men's building (males & females)
Asr Prayer	-	300 worshippers	Men's building (males & females)
Maghrib Prayer	-	300 worshippers	Males: Men's / Females: Women's
Isha Prayer	-	300 worshippers	Males: Men's / Females: Women's

Appendix E : Trip Rates from TRICS

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: T - PLACE OF WORSHIP

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	GREATER LONDON	
	BM	BROMLEY 1 day
	HO	HOUNSLOW 1 day

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Primary Filtering Selection:

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

Parameter:	GFA
Actual Range:	240 to 2355 (units:sqm)
Range Selected by User:	240 to 2355 (units:sqm)
Parking Spaces Range:	0 - 148

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	11/06/06 to 06/04/25

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

Selected survey days:

Friday	2 days
--------	--------

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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

Selected Locations:

Neighbourhood Centre	1 days
Town Centre	1 days

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

Selected Location Sub Categories:

Built-Up Zone	1 days
Residential Zone	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
-----------------------------	--------

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Secondary Filtering Selection:

Use Class:

F1(f)	2 surveys
-------	-----------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

290 - 10155

Population within 1 mile:

15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

500,001 or More	2 surveys
-----------------	-----------

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

Car ownership within 5 miles:

1.1 to 1.5	2 surveys
------------	-----------

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	1 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

2 - Poor	1 surveys
3 - Moderate	1 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

1	BM-07-T-01	MOSQUE	BROMLEY
PUMP LANE HAYES Town Centre Built-Up Zone Gross floor area: 1000.00 sqm Survey date: Friday 15/07/2016			
			Survey Type: Unknown
2	HO-07-T-01	MOSQUE	HOUNSLOW
PARK LANE CRANFORD Neighbourhood Centre Residential Zone Gross floor area: 650.00 sqm Survey date: Friday 20/03/2015			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
CA-07-T-02 07-06-2018	07-06-2018	unavailbale
CF-07-T-02 07-05-2017	07-05-2017	unavailbale
CS-07-T-01 27-10-2013	27-10-2013	unavailbale
DC-07-T-01 30-03-2014	30-03-2014	unavailbale
DC-07-T-02 26-03-2014	26-03-2014	unavailbale
EC-07-T-01 18-09-2016	18-09-2016	unavailbale
EG-07-T-01 26-06-2016	26-06-2016	unavailbale
GM-07-T-01 17-09-2023	17-09-2023	unavailbale
IS-07-T-01 19-11-2017	19-11-2017	unavailbale
LN-07-T-01 13-05-2007	13-05-2007	unavailbale
LS-07-T-01 30-09-2007	30-09-2007	unavailbale
MG-07-T-01 20-11-2016	20-11-2016	unavailbale
MM-07-T-01 07-10-2007	07-10-2007	unavailbale
NE-07-T-01 11-05-2014	11-05-2014	unavailbale
NY-07-T-01 16-10-2011	16-10-2011	unavailbale
PB-07-T-01 16-10-2011	16-10-2011	unavailbale
PE-07-T-01 19-11-2023	19-11-2023	unavailbale
SE-07-T-01 11-06-2023	11-06-2023	unavailbale
TW-07-T-02 09-04-2017	09-04-2017	unavailbale
WO-07-T-01 25-05-2014	25-05-2014	unavailbale

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.769	0.154	0.923
11:00-12:00	2	825	2.545	0.000	2.545
12:00-13:00	2	825	16.000	5.879	21.879
13:00-14:00	2	825	12.121	19.879	32.000
14:00-15:00	2	825	7.030	12.242	19.272
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			38.465	38.154	76.619

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	1.385	0.154	1.539
11:00-12:00	2	825	9.152	0.182	9.334
12:00-13:00	2	825	65.394	31.636	97.030
13:00-14:00	2	825	49.394	77.879	127.273
14:00-15:00	2	825	22.545	37.091	59.636
15:00-16:00	1	1000	0.500	1.200	1.700
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			148.370	148.142	296.512

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.182	0.000	0.182
12:00-13:00	2	825	0.485	0.121	0.606
13:00-14:00	2	825	0.182	0.545	0.727
14:00-15:00	2	825	0.121	0.364	0.485
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.970	1.030	2.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.242	0.242	0.484
13:00-14:00	2	825	0.182	0.182	0.364
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.424	0.424	0.848

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.769	0.154	0.923
11:00-12:00	2	825	2.485	0.000	2.485
12:00-13:00	2	825	15.515	5.394	20.909
13:00-14:00	2	825	11.636	19.576	31.212
14:00-15:00	2	825	6.970	12.000	18.970
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			37.375	37.124	74.499

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.121	0.121	0.242
13:00-14:00	2	825	0.182	0.061	0.243
14:00-15:00	2	825	0.061	0.182	0.243
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.364	0.364	0.728

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Servicing Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.769	0.154	0.923
11:00-12:00	2	825	3.333	0.000	3.333
12:00-13:00	2	825	20.909	7.697	28.606
13:00-14:00	2	825	16.364	24.364	40.728
14:00-15:00	2	825	8.121	14.424	22.545
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			49.496	46.639	96.135

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.462	0.000	0.462
11:00-12:00	2	825	3.818	0.061	3.879
12:00-13:00	2	825	32.061	20.970	53.031
13:00-14:00	2	825	23.879	36.848	60.727
14:00-15:00	2	825	10.606	15.030	25.636
15:00-16:00	1	1000	0.500	0.600	1.100
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			71.326	73.509	144.835

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.154	0.000	0.154
11:00-12:00	2	825	1.818	0.121	1.939
12:00-13:00	2	825	11.939	2.848	14.787
13:00-14:00	2	825	8.970	16.121	25.091
14:00-15:00	2	825	3.697	7.273	10.970
15:00-16:00	1	1000	0.000	0.600	0.600
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			26.578	26.963	53.541

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Bus/Tram Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.154	0.000	0.154
11:00-12:00	2	825	1.818	0.121	1.939
12:00-13:00	2	825	11.879	2.848	14.727
13:00-14:00	2	825	8.909	16.061	24.970
14:00-15:00	2	825	3.697	7.212	10.909
15:00-16:00	1	1000	0.000	0.600	0.600
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			26.457	26.842	53.299

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	20/03/2015 - 15/07/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Coach Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.000	0.000	0.000
13:00-14:00	2	825	0.000	0.000	0.000
14:00-15:00	2	825	0.000	0.000	0.000
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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

Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

Total Rail Passengers

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	1	650	0.000	0.000	0.000
11:00-12:00	2	825	0.000	0.000	0.000
12:00-13:00	2	825	0.061	0.000	0.061
13:00-14:00	2	825	0.061	0.061	0.122
14:00-15:00	2	825	0.000	0.061	0.061
15:00-16:00	1	1000	0.000	0.000	0.000
16:00-17:00					
17:00-18:00					
18:00-19:00					
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.122	0.122	0.244

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: b67eb86d-0fd2-4699-a985-1e77c2a5f7ba

Parameter Summary:

Trip rate parameter range selected:	240 - 2355 (units: sqm)
Survey date date range:	15/07/2016 - 15/07/2016
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	20
Surveys manually removed from selection:	0

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