Transport Statement

June 2026

EAS

Cleopatra House

Pembroke Road, Hornsey

Barouch Saar

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The content of this report is based on information available as of June 2026, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS on behalf of Barouch Saar (hereinafter referred to as the 'applicant' or 'developer'), regarding the proposed redevelopment of Cleopatra House, at Pembroke Road, Hornsey (hereinafter, the 'site').

The Site

1.2 The site under consideration is located on the north-eastern side of Pembroke Road on a corner position with Boyton Road, within the local neighbourhood of Hornsey, to the north-west of Hornsey Station, and to the south of Alexandra Palace.

1.3 The full address of the site is Cleopatra House, Pembroke Road, London, N8 7RQ.

1.4 London Borough of Haringey ('LBH') is therefore the Local Planning Authority ('LPA'), as well as being the Local Highway Authority ('LHA'). Transport for London ('TfL') administer the wider regional transport networks, including bus, rail, alongside the Red Route arterial road network.

1.5 A map showing the location of the site is contained at **Appendix A**.

The Scheme

1.6 It is proposed to develop the site with 9 residential units, comprising of one 1-bedroom 1-person unit, four 1-bedroom 2-person flats, three 2-bedroom 3-person flats, and one 3-bedroom 4-person apartment.

1.7 It is also proposed to provide secure and covered (long-term) parking for 16 cycles, in line with policy requirements. The scheme is proposed to be developed as a car-lite development, and is to include 1 disabled car parking space.

1.8 The proposed Site Plans are contained at **Appendix B**.

Planning History of the Site and Pre-application Advice

1.9 The site under consideration is empty and is not currently developed.

1.10 A planning application for 9 flatted units was approved under LBH planning application HGY/2021/1412, which was approved in June 2021, and has since lapsed.

1.11 The previously consented scheme included 4 car parking spaces, as well as cycle parking and communal amenity areas. The removal of the car parking is the main contrast with the latest proposed scheme, with the proposed number of units otherwise retained in line with the previous planning consent.

1.12 With the preliminary proposals in mind a combined planning and highways Pre-application Advice process was undertaken with LBH and their planning and design team.

1.13 The main comment in regard to transport related to the following:

- LBH would prefer on-site parking provision for potential disabled users;
- moving the existing vehicular crossover would be supported to provide the parking space; and

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- long- and short-term cycle parking provision is to meet London-wide policy requirements.

Aims and Structure of this Report

1.14 This Transport Statement (TS) has been prepared with regard to the Department of Communities and Local Government ('DCLG') guidance on Travel Plans, Transport Assessments and Statements in decision taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.

1.15 The contents of this report are:

- Section 2 – reviews the applicable transport policy;
- Section 3 – describes the existing site conditions;
- Section 4 – describes the proposed development;
- Section 5 – reviews the transport impacts by the scheme; and
- Section 6 – concludes the statement.

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2 Policy Context

2.1 This section sets out the policy context. Development and growth through policy are encouraged at national, regional, and local level.

2.2 The policy documents reviewed include:

- National Planning Policy Framework;
- the London Plan; and
- the Haringey Local Plan documents.

National Planning Policy Framework

2.3 The revised National Planning Policy Framework ('NPPF') was published in December 2024 (and subsequently revised in February 2025). This document sets out the planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be considered in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In this regard, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a* ***presumption in favour of sustainable development*** *[original emphasis]."*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 109 and 110:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
>
> *a) Making transport consideration an important part of early engagement with local communities;*
> *b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
> *c) understanding and addressing the potential impacts of development on transport networks;*
> *d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage- for example in relation to the scaler, location or density of development that can be accommodated;*
> *e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

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f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure- including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraph 112 states that the following should be considered when setting local parking standards:

a) *"the accessibility of the development;*
b) *the type, mix and use of development;*
c) *the availability of and opportunities for public transport;*
d) *local car ownership levels; and*
e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.9 Paragraph 113 adds that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.10 Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
b) *safe and suitable access to the site can be achieved for all users;*
c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.11 Paragraph 116 states:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

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2.12 Within that context, paragraph 117 states that applications for development should:

a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.13 Paragraph 118 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

2.14 Furthermore, in regard to grey-belt development, paragraphs 155 and 156 state:

"The development of homes, commercial and other development in the Green Belt should also not be regarded as inappropriate where: …

b) *There is a demonstrable unmet need for the type of development proposed;*
c) *The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework;*
d) *Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below."*

And:

"Where major development involving the provision of housing is proposed on land released from the Green Belt through plan preparation or review, or on sites in the Green Belt subject to a planning application, the following contributions ('Golden Rules') should be made:

a) *affordable housing which reflects either: (i) development plan policies produced in accordance with paragraphs 67-68 of this Framework; or (ii) until such policies are in place, the policy set out in paragraph 157 below;*
b) *necessary improvements to local or national infrastructure; and*
c) *the provision of new, or improvements to existing, green spaces that are accessible to the public. New residents should be able to access good quality green spaces within a short walk of their home, whether through onsite provision or through access to offsite spaces."*

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2.15 Finally, paragraph 158 concludes:

"A development which complies with the Golden Rules should be given significant weight in favour of the grant of permission."

2.16 It is also worth mentioning that a completely new draft NPPF has also been issued for early comment in late December 2025. This policy document, although still in early discussion, will certainly result in the changing of a significant number of national transport policies, including highlighting the importance of site connectivity and vision-led development as part of application consideration.

The London Plan

2.17 The London Plan ('LP') was formally published in March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

"The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density."

2.18 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle, or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.19 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

"2) reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.20 Policy T4 of the LP states that:

"A) Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed.
…

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Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger."

2.21 Policy T5 states that developments should provide cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

2.22 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

2.23 Policy T6 also requires that purpose built shared-living and other sui generis residential accommodation should be car free.

2.24 In this regard, table 10.3 of the LP states that sites located a PTAL level 2 cells within Outer London Boroughs are allowed up to 0.75 spaces with each smaller dwelling, and up to 1 space for each larger family dwelling, albeit a car-lite scheme is preferable.

2.25 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing.

2.26 More recently, in March 2026, the Mayor also published the additional Support for Housebuilding LP guidance. This document sets out revised minimum cycle parking standards, depending on the Borough:

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Use	Band 1	Band 2	Band 3
Dwelling: Studio or one bedroom	1.0	0.9	0.7
Dwelling: Two bedroom	1.5	1.3	1.2
Dwelling: Three or more bedroom	1.9	1.6	1.5
Large-scale purpose-built shared living room	0.7	0.6	0.5
Purpose-built student accommodation bedroom	0.7	0.6	0.5

Figure 2.1: London Plan Minimum Cycle Parking Standards

2.27 London Borough of Haringey is located in Band 2 of this table.

2.28 Based upon the above, the proposed 9-unit scheme would require 10 cycle parking spaces.

Haringey Local Plan: Strategic Policies (with Alterations)

2.29 LBH's current Local Plan policies are set out within the Strategic Policies document, which was adopted in July 2017, covering alterations to the 2013 Local Plan: Strategic Policies document.

2.30 Transport policy SP7 sets out the Borough's strategic infrastructure proposals and also provides the following information on 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."*

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Haringey Local Plan: Development Management DPD

2.31 The London Borough of Haringey Local Plan Development Management Development Plan Document ('DPD') was also adopted in July 2017. Section 5 of the DPD sets out the policies that relate to transport and parking. The most relevant policies from this document are set out below.

2.32 Policy DM31 of the DPD 'Sustainable Transport' states:

A) "The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

B) The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

C) The Council will require the submission of a Travel Plan and a Transport Assessment / Statement in support of development proposals in accordance with the Transport for London thresholds."

2.33 Policy DM32, 'Parking' continues:

A) "Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B) The Council will strongly encourage contributions to car club schemes or the provision of a car club bays as an alternative to on-site parking.

C) The Council will support proposals for new development with limited or no on-site parking where:

a) There are alternative and accessible means of transport available;

b) Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;

c) A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;

d) Parking is provided for disabled people; and

e) Parking is designated for occupiers of developments specified as car capped."

2.34 The site is set within the Hornsey North East Controlled Parking Zones ('CPZ') area. All areas within 200 metres of the site are therefore set within a CPZ area.

2.35 Paragraph 5.8 states:

"Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking

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spaces. However, occupiers of defined car free or car capped developments would be eligible for visitor's permits. The Council will use legal agreements to require landowners to advice occupiers of the car free or car capped status of a development. For family sized dwellings (3 or more bedrooms) the Council would expect car parking provision in line with its car parking standards."

2.36 Paragraph 5.9 adds:

"Although residents of car-free housing are less likely to park a long distance away from their home, the Council will seek, in the longer term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development, the Council may seek to augment provision through a section 106 or other legal agreement. The Council will require a section 106 or other legal agreement for all new car-free developments of more than 4 residential units."

2.37 Paragraph 5.9 continues:

"For larger developments the parking requirement will be assessed on an individual bases as part of the Transport Assessment or Statement."

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3 Existing Site Assessment

3.1 The site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network.

Site Location and Local Facilities

3.2 **Appendix A** contains a map showing the site's location.

3.3 The site is located within the north-western parts of Hornsey on the northern side of Pembroke Road (an unnumbered classified street) on a corner position with Boyton Road. Campsbourne Road lies to the south-east of the site and links the local rea to High Street (A504).

3.4 High Street (A504) is located to the south of the site and provides a connection to the A1000 (Great North Road) to the west of the site and Green Lanes in the east (A105), near Turnpike Lane Station.

3.5 The local centre of Hornsey is located to the east of the site, near the eastern end of Pembroke Road and is around 190 metres, or two minutes' walk away, and extends south along High Street. It has a range of shops and businesses that includes all the day-to-day requirements that may need to be accessed by local residents including:

- supermarkets, grocers, and convenience stores;
- a post office;
- council and local library buildings;
- banks and building societies;
- pharmacies and chemists;
- restaurants, take-aways, and bakeries;
- public houses, bars, and cafes; as well as
- a wide range of local shops and businesses.

3.6 There are also a range of schools within walking distance of the proposed development together with a number of places of worship.

Existing Site Function

3.7 The existing site comprises a total of 0.03 hectare (0.07 acres) and remains cleared and empty. The site is currently hoarded.

3.8 The site was formerly accessed directly via dropped kerb access on Boyton Road, near its junction with Pembroke Road.

Active Travel

3.9 The immediate pedestrian environment outside the site is typical of an Outer London location, with excellent quality wide footways on both sides of Pembroke Road.

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3.10 The local streets, including High Street, are restricted to 20 miles per hour, are lit, and generally include dropped kerbs and tactile paving at junctions and desire line crossing points.

3.11 To the south Hornsey town centre is easily accessible on foot via Pembroke Road and Campsbourne Road.

3.12 The local highway network is hence considered to be safe for sharing the road between vehicle and wheeling modes. Similarly, the low local speeds permit safe walking on the carriageway.

3.13 'Cyclestreets', and other third-party websites include online cycle journey planners identifying suitable cycle routes to and from the site.

Public Transport - PTAL

3.14 The Public Transport Accessibility Level ('PTAL') Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTAL) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

3.15 The PTAL assessment calculation for the site undertaken using the TfL web-PTAL tool is contained at **Appendix C**.

3.16 The Public Transport Accessibility Index ('PTAI') is 8.5 which equates to a PTAL classification of 2 or "Poor" (PTAL score of between 5.01 and 10). This index shows that the site includes access to a high variety of public transport services with both bus and rail, available close by.

3.17 Within the PTAL calculation the threshold distance to bus stops is 640 metres and 960 metres to a rail station. There are a number of public transport services beyond this threshold calculation distance which are also accessible, including Turnpike Station at around 1.3 kilometre-walk.

Public Transport - Bus

3.18 There are a pair of existing bus stops located close to the site, the southbound one, stop SA, is opposite the site and the northbound one, stop SD, is around 50 metres south of the site. From these a total of 4 bus services can be boarded, these being the 41, 144, and N41. Bus service W3 is available to the west of the site on Priory Road.

3.19 Route 41 runs between Archway Station and Tottenham Hale Bus Station, via Hornsey, Wood Green, and South Tottenham. There are 11 buses an hour on weekdays, 8 buses an hour on Saturdays, and 6 buses per hour on Sundays.

3.20 Route 144 runs between Muswell Hill Broadway and Edmonton Green Bus Station, via Hornsey, Turnpike Lane, Wood Green, Cambridge Roundabout, and Silver Street. There are 6 buses an hour on a daily basis.

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3.21 Route N41 is a variant of the 41 route, and runs between Trafalgar Square (Charing Cross Station) and Tottenham Hale Bus Station, via Leicester Square, Tottenham Court Road, Gray's Inn Road, Angel, Islington, Holloway, Archway, Hornsey, Turnpike Lane, and Tottenham. There are around 2 buses an hour on weekdays and on weekends.

3.22 A little further away from the site is route W3 which stops around 500 metres to the west, near the junction of High Street with Priory Road and Middle Lane. This route runs between Northumberland Park and Finsbury Park Station, via Tottenham, Wood Green, Alexandra Palace, Hornsey, and Crouch Hill. There are 9 buses an hour on weekdays, 8 buses an hour on Saturdays, and 5 buses an hour on Sundays.

3.23 From the above it can therefore be seen that the area has regular local bus services within 500 metres of the site.

Public Transport - Rail

3.24 Hornsey Rail Station is a train station that forms part of the East Coast Main Line, which is currently operated by the Great Northern network. The station forms part of the TfL's Travelcard zonal fare system, and is located within Zone 3.

3.25 The station is located around 775 metres of the site, and provides around 4 departures per hour in each direction between Moorgate and Welwyn Garden City or Stevenage.

3.26 A little further away, at approximately 1.3 kilometres from the site, is Turnpike Lane Station, which forms part of the Piccadilly Line of the London Underground network.

3.27 Typically, there are 21 trains per hour in each direction on the Piccadilly Line, which runs between Cockfosters in the north and Heathrow Airport or Uxbridge in the east (albeit some services do not run all the way.

3.28 A network map of the local rail services from these stations is contained at **Appendix D**.

The Local Road Network

3.29 Pembroke Road is circa 7 metres wide outside the site, and as noted above vehicle speeds are restricted to 20 miles per hour. Pembroke Road runs east to west, and connects Boyton Road which runs northward from its junction with Pembroke Road near the site.

3.30 To the south Campsbourne Road links Pembroke Road to High Street (A504). The A504 is an important local road linking Hornsey with Muswell Hill and East Finchley in the west, as well as Green Lanes and Tottenham in the east.

3.31 The site currently has a direct vehicular access onto Boyton Road, near its junction with Pembroke Road. The carriageway on Boyton Road is circa 6.5 metres wide.

Local Parking Provision

3.32 Pembroke Road and Boyton Road include double- and single-yellow line parking restrictions along various areas, mixed with resident parking bays and other parking restrictions.

3.33 The local area, being predominantly residential, have residents only parking bays operational from 10:00 to 14:00 on weekdays. The local parking zone is known as Hornsey North East.

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Car Club

3.34 Two Enterprise car club vehicles are available within short walking distance of the site.

3.35 The nearest car club vehicle is located on Riddell Court, off Campsbourne Road, and circa just 75 metres from the site.

3.36 A second car club vehicle is also present on Chadwell Lane, in New River Village, approximately a 400 metre walk from the site.

Population Statistics - General

3.37 A review of the 2011 Census statistics has been undertaken to assess the local population characteristics.

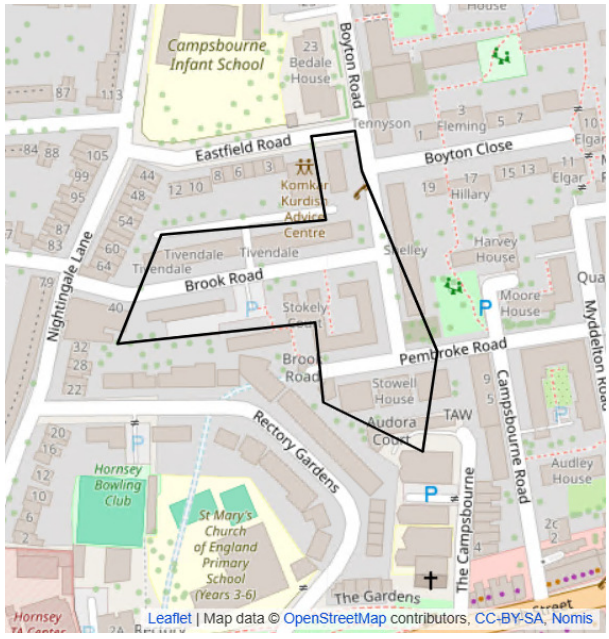
3.38 Releases of data from the 2021 Census have also been issued, including Travel Information statistics. The available statistics from the 2021 census, including the Method of Travel to Work statistics, are therefore also included for comparison.

3.39 It is acknowledged that the more recent census data was influenced by the 'work from home where possible' government guidance, and as such the older dataset is also presented below as a baseline.

3.40 The site is set within local Lower Super Output Area ('LSOA') Haringey 020F, and within the smaller Output Area ('OA') E00010120.



Haringey 020F Area



E00010120 Area

3.41 The local OA includes the nearest parts of Pembroke Road and Boyton Road, as well as most of the nearby Brook Road, whereas the LSOA also includes further dwellings to the north and east of the site, including most of Campsbourne Road, as well as parts of Miles Road and Myddleton Road. The smaller census OA would therefore more accurately reflect the typical population characteristics of this site.

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Population Statistics - Car Ownership

3.42 Data from the Census has been used to assess local levels of car ownership for local residents, residing within both the local Lower Super Output Area and the smaller OA within which the site lies.

3.43 The local information, as extracted from census dataset KS404EW (for the 2011 Census) and TS045 (of the 2021 Census), is also contained at **Appendix E,** and is summarised in table 3.1:

	E00010120 OA				Haringey 020F LSOA			
	2011		2021		2011		2021	
	Units	%age	Units	%age	Units	%age	Units	%age
All Households	136		121		488		512	
No Cars or Vans in household	89	65%	75	62%	301	62%	287	56%
1 Car or Van in household	44	32%	32	26%	164	34%	176	34%
2 cars or vans in household	2	1%	13	11%	21	4%	46	9%
3 cars or vans in household	1	1%	1	1%	2	0%	3	1%
4 or more cars in household	0	0%			0	0%		
Sum/Ratio of all cars or vans	51	0.38	Not available		212	0.43	Not available	

Table 3.1: Census Local Car and Van Ownership

3.44 Table 3.1 shows the number of dwellings with access to a car in the local Lower Super Output Area, Haringey 020F, and the smaller Census OA, E00010120.

3.45 It can be seen from the above data that the average car and van ownership per household in 2011 within the local LSOA was 0.43.

3.46 It can also be noted that 62% of households did not own a car or van at all at this time, and that another 34% of households had access to a single vehicle. Only 4% of all households in the local LSOA owned more than one vehicle.

3.47 Breaking the statistics down further and looking at the smaller E00010120 area around the site, the average car and van ownership per household was even lower, at 0.38 vehicles in 2011.

3.48 65% of households within the local OA did not own a car or van with circa 32% of households having a single vehicle. It is worth adding that just 2% of all households near the site owned more than one vehicle.

3.49 Within the 2021 Census, the local levels of car ownership remained in line with previous estimates, albeit a small percentage of dwellings did keep access to more than one vehicle. In any case, the majority of households still did not keep access to a car or van.

3.50 It is therefore concluded that it is certainly possible to live within the local area without keeping ownership of a private vehicle for commuting, as almost all residents within the immediate local area did not keep ownership of a car at all.

Population Statistics - Journey to Work

3.51 Data from the 2011 and 2021 census have been considered with respect to modal choice of journey to work.

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3.52 It is acknowledged that the 2021 Journey to Work data is somewhat significantly skewed towards people working from home at the time of the census, in line with government guidance of the time to do so where possible. This impacted mostly upon those relying on public transport modes, which over the time of the census data collection exercise was affected by Covid-19 capacity restrictions and more importantly, by user perceptions of being less safe than other modes of travel.

3.53 It is therefore pointed out that this data may not be the typical local pattern of driving choice behaviour.

3.54 The available 2011 and 2021 census data are contained at **Appendix E** and summarised in table 3.2.

	E00010120 OA				Haringey 020F LSOA			
	2011		2021		2011		2021	
	Total	%age	Total	%age	Total	%age	Total	%age
Work from home	7		42		16		171	
Underground, Metro, Tram	26	36%	9	13%	90	25%	56	17%
Train	11	15%	5	7%	37	10%	19	6%
Bus	13	18%	22	31%	85	24%	83	25%
Taxi	1	1%	0	0%	3	1%	2	1%
Motorcycle, Scooter, Moped	1	1%	2	3%	5	1%	4	1%
Car driver	14	19%	24	34%	95	27%	98	30%
Car passenger	1	1%	1	1%	3	1%	5	2%
Bicycle	4	5%	2	3%	11	3%	18	5%
Foot	2	3%	4	6%	27	8%	35	11%
Other	0	0%	2	3%	1	0%	8	2%

Table 3.2: Census Local Journey to Work Data

3.55 Table 3.2 shows the method of journey to work in the local LSOA, Haringey 020F, and the smaller OA, E00010120. The smaller census area most accurately reflects the characteristics of the site.

3.56 It can be seen from the above data that within the larger Haringey 020F area in 2011, 24% took the bus to work, 35% used rail or the London Underground, 8% travelled on foot, 3% cycled to work, 27% were car drivers, and with 1% being car passengers.

3.57 Breaking the statistics down further and looking at the smaller E00010120 OA area just around the site, 18% took the bus to work, 51% used rail or the London Underground, 3% travelled on foot, 5% cycled, and only 19% were car drivers with another 1% being car passengers.

3.58 This shows that most local residents were already using sustainable means, such as walking, cycling or public transport to travel to work.

3.59 Although skewed by the Covid-19 'Work from home where possible' guidance, it is noted that the percentage of people driving in the LSOA is still significantly low at around a third of the residents that actually travelled to work on the day of the census. The overall number of people working from home at the time increases from 16 to 171.

3.60 It is acknowledged that the suitability for comparative use of the recent census data is still yet to be verified and reviewed, although it is certainly the case that the uptake in working

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from home and the technology that allows this has been maintained and new patterns of working from home have emerged since Covid-19.

Site Connectivity

3.61 The Department for Transport launched its Connectivity Tool in December 2025 for public use, which describes how sites in England and Wales are connected to nearby residential, work, shopping, health, education, leisure facilities and services through walking, cycling, public transport, as well as driving.

3.62 The Connectivity Tool Lite is also an integral part of the draft NPPF document, which was published in the same month.

3.63 The Tool gives the site a score of 88, which shows that the site scores very highly in regard using all modes of travel, including the highest brackets for driving and public transport.

3.64 The score breakdown sheet, as extracted from the Connectivity Tool, is contained in **Appendix F**.

Summary

3.65 The site is located within Hornsey on the north-eastern side of Pembroke Road (and unnumbered classified road) on a corner position between Boyton Road and Pembroke Road.

3.66 Hornsey local centre is located to the south and east of the site and is around 190 metres, or six minutes' walk, away. It has a wide range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by local residents.

3.67 The local walking environment around the site is good with good quality footways leading to all local destinations mostly with appropriate road crossing facilities and tactile paving provided where necessary.

3.68 A PTAL assessment shows that the site is classed as a PTAL of 2 or "Poor" and shows that the local area has access to public transport provision, close by. There are around 30 buses an hour available within 400 metres of the site.

3.69 The site is within easy walking distance of Hornsey Train Station, as well as within a walkable range of Turnpike Lane London Underground services on the Piccadilly Line, although the latter services are not included in the TfL PTAL calculation, being located in excess of the 960 metres distance from the site.

3.70 The site also has good road connections with easy links to the Great North Road and Green Lanes via High Street (A504) to the south of the site.

3.71 Census data indicates that around half of residents do not have access to a car and that only just under 30% of local residents use their car to go to work. The local car ownership ratio was similarly noted to be very low.

3.72 The site scores highly (88) in terms of connectivity to nearby facilities and services, and is amongst the highest rated for all modes of travel.

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4 The Proposed Development

4.1 The following section reviews the proposals, including site access, parking, as well as servicing.

The Development Proposals

4.2 A Site Plan layout for the development is contained at **Appendix B**.

4.3 The proposals are for 9 residential units comprising of one 1-bedroom 1-person unit, four 1-bedroom 2-person flats, three 2-bedroom 3-person flats, and one 3-bedroom 4-person apartment.

4.4 The scheme is proposed to be developed as a car-lite scheme, and therefore includes 1 space, which can be allocated for disabled users.

Site Access

4.5 The main access point into the site (via Pembroke Road) will be limited to pedestrian access only.

4.6 Pedestrian and cycle access into the site will also be available via the rear access off Boyton Road.

4.7 A new vehicular crossover is proposed to be installed on Boyton Road, to serve the disabled car parking bay.

4.8 The existing vehicular crossover at the corner of Boyton Road with Pembroke Road will be taken up, and the footway brough to full height.

Cycle Facilities

4.9 There will be secure cycle storage available within the residential development for 16 cycles. The proposed cycle store is located at the rear of the building, on the ground floor of the new building.

4.10 The proposed 16 cycle parking spaces are compliant with Support for Housebuilding London Plan guidance policies, which require 0.9 spaces per 1 bedroom flat, 1.3 spaces for two-bedroom units, and 1.6 spaces for three-bedroom apartments.

4.11 A Sheffield stand is proposed near the main access, providing the 2 short-term spaces required by policy.

Car Parking

4.12 The scheme is proposed as a car-lite scheme, both due to the low car-ownership demand by local residents, and the high connectivity of the site's location. The scheme therefore includes just the 1 disabled car parking space.

4.13 In order to avoid residents making use of on-street parking, the developer will commit to restricting future residents from being able to apply for an on-street parking permit through a Section 106 deed restriction.

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4.14 It is anticipated that given that the proposals comprise of small, flatted units, the need for a car to travel to and from work remains very low. As such, future residents of the site will only be able to accept this compromise in advance of moving in.

4.15 It is also worth adding that should residents need a car, they could hence make use of the nearby Enterprise Car Club spaces, of which two different vehicles are present within 400 metres of the site.

Servicing

4.16 Neighbouring residential is collected outside the respective units.

4.17 It is proposed that waste collection will take place from Boyton Road, using the yellow lines located in front of the site.

4.18 The residential waste areas will be behind locked doors with access limited to the users and the refuse collectors. The doors to the waste collection areas are around 10 metres from where the refuse collection vehicle will wait.

4.19 Residential refuse is likely to be collected weekly by LBH's Waste Collection personnel, with alternate waste and recycling collections, as currently occurs in the area.

4.20 It is expected that refuse collections would be undertaken at known times, and would usually only take several minutes at most to complete. There will therefore be many opportunities for servicing the site.

4.21 Similarly, there should also be sufficient opportunity for any occasional deliveries, such as furniture or white goods, to the residential units.

Summary

4.22 The proposals are for 9 residential units comprising of one 1-bedroom 1-person unit, four 1-bedroom 2-person flats, three 2-bedroom 3-person flats, and one 3-bedroom 4-person apartment.

4.23 Pedestrian access to the development will be from Pembroke Road.

4.24 Secure cycle storage proposed within the residential development for 16 cycles, which is compliant with the London Plan requirements.

4.25 The development is proposed as a car-lite scheme, and includes 1 disabled car parking space, which is appropriate in this highly sustainable location. Car cub spaces are also available nearby, should the remaining residents need to drive.

4.26 Servicing is proposed to be undertaken from outside the site, in line with neighbouring units.

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5 Development Transport Impacts

5.1 This section discusses the sustainability and predicts transport impacts of the development proposals.

Sustainability Assessment

5.2 The site is in a very sustainable location with easy access to all necessary day-to-day facilities. Hornsey Town Centre is within a few minutes' walk and there are also schools and local shops nearby.

5.3 The site has a PTAL of 2. The site is well within the recognised PTAL walking distance to Hornsey Rail Station. The site is also within 400 metres of over 30 bus services per hour.

5.4 There is currently an Enterprise Car Club location close to the site, at Riddell Court which is around 75 metres to the south of the site, with a further space available within 400 metres of the site.

5.5 The site scores highly (88) in terms of connectivity to nearby facilities and services, as noted in Section 3 above.

5.6 The site is therefore considered to be in a highly sustainable location and is clearly suitable for those with no access to a car, as there are many alternative means of accessing services.

Parking

5.7 A total of 1 car parking spaces are proposed for the development of which all are allocated to the development, representing a ratio of 0.11 spaces per unit. The parking space is located in the part-covered area to the side of the development. Vehicular access to the car parking area is from an amended access onto Boyton Road.

5.8 The proposed car parking provision is expected to meet the typical demand generated by the development scheme.

5.9 The car parking is allocated to disabled users of the site, albeit this will be managed by the site management.

5.10 The disabled space will include the charging infrastructure for use by electric vehicles.

5.11 Additionally, it is proposed that a year's free membership to a local car club is provided to all residents.

Trip Generation

5.12 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v8.26.6 assessment has been undertaken for similar types of development within this TRICS database query.

5.13 In this regard, the multi-modal search was also filtered to include:

- land use category 03/C – Privately Owned Flats;
- sites within an Edge of Town Centre or Suburban locations;

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- of less than 25 units in size;
- with a parking space ratio of 1 space per dwelling or less; and
- set within a PTAL 1 or 4 location only.

5.14 Unfortunately, only one site survey (in Enfield was found the be available in the database. This included a significantly higher car parking ratio than the site under consideration.

5.15 A summary of the TRICS trip rate generation for the residential element is shown below in Table 5.1.

5.16 The full TRICS datasheet is contained at **Appendix G**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.062	0.188	0.250	0.062

Table 5.1 TRICS Vehicle Trip Rates

5.17 Based on a development of 9 units for the site the following trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trips	1	2	2	1

Table 5.2 Development Traffic Movements from TRICS (allowing for rounding)

5.18 As can be seen from the figures in Table 5.2 overall predicted vehicular traffic numbers from the proposed scheme are very low with 3 movement (2 departures and 1 arrival) in the AM peak hour and 3 movements (1 departure and 2 arrivals) in the PM peak hour.

5.19 The above is considered to be a worst-case scenario, as the selected TRICS site included higher car parking provision.

Transport Impact

5.20 The proposed scheme would generate a worst case of one new local vehicular trip every 20 minutes.

5.21 This level of vehicular traffic generation is likely to be imperceptible on the local highway network, and is also significantly lower than the trip generation of the former use of the site.

5.22 It is therefore concluded that the proposed change of use is likely to have an imperceptible effect on the local highway.

Summary

5.23 The proposed car parking provision is expected to meet the typical demand generated by the development scheme.

5.24 **1** car parking spaces is proposed which is proposed to meet disabled standards. The parking space is to include EV charging infrastructure.

5.25 Overall predicted traffic flows from the development are very low with 3 movements in each peak hour, or one new trip to or from the site every 20 minutes.

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5.26 This level of traffic generation is likely to be imperceptible on the local highway network, and well within the daily variation of local traffic levels.

5.27 These trips are unlikely to generate any significant effect on the local highway.

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6 Summary and Conclusions

6.1 This Transport Statement has been prepared by EAS Transport Planning Limited on behalf of Barouch Saar, regarding the proposed redevelopment of Cleopatra House, at Pembroke Road, Hornsey.

Summary

6.2 The site is located within Hornsey on the north-eastern side of Pembroke Road (and unnumbered classified road) on a corner position between Boyton Road and Pembroke Road.

6.3 Hornsey local centre is located to the south and east of the site and is around 190 metres, or six minutes' walk, away. It has a wide range of shops and businesses that includes all the day-to-day facilities that may need to be accessed by local residents.

6.4 The local walking environment around the site is good with good quality footways leading to all local destinations mostly with appropriate road crossing facilities and tactile paving provided where necessary.

6.5 A PTAL assessment shows that the site is classed as a PTAL of 2 or "Poor" and shows that the local area has access to public transport provision, close by. There are around 30 buses an hour available within 400 metres of the site.

6.6 The site is within easy walking distance of Hornsey Train Station, as well as within a walkable range of Turnpike Lane London Underground services on the Piccadilly Line, although the latter services are not included in the TfL PTAL calculation, being located in excess of the 960 metres distance from the site.

6.7 The site also has good road connections with easy links to the Great North Road and Green Lanes via High Street (A504) to the south of the site.

6.8 Census data indicates that around half of residents do not have access to a car and that only just under 30% of local residents use their car to go to work. The local car ownership ratio was similarly noted to be very low.

6.9 The site scores highly (88) in terms of connectivity to nearby facilities and services, and is amongst the highest rated for all modes of travel.

6.10 The proposals are for 9 residential units comprising of one 1-bedroom 1-person unit, four 1-bedroom 2-person flats, three 2-bedroom 3-person flats, and one 3-bedroom 4-person apartment.

6.11 Pedestrian access to the development will be from Pembroke Road.

6.12 Secure cycle storage proposed within the residential development for 16 cycles, which is compliant with the London Plan requirements.

6.13 The proposed car parking provision is expected to meet the typical demand generated by the development scheme.

6.14 1 car parking spaces is proposed which is proposed to meet disabled standards. The parking space is to include EV charging infrastructure.

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6.15 Overall predicted traffic flows from the development are very low with 3 movements in each peak hour, or one new trip to or from the site every 20 minutes.

6.16 This level of traffic generation is likely to be imperceptible on the local highway network, and well within the daily variation of local traffic levels.

6.17 These trips are unlikely to generate any significant effect on the local highway.

Conclusion

6.18 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.

6.19 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through increase custom and a higher population density.

6.20 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

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Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - PTAL Report
Appendix: D - Rail Services
Appendix: E - Census Data
Appendix: F - Connectivity Score
Appendix: G - TRICS Datasheet

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Appendix: A - Location Plan

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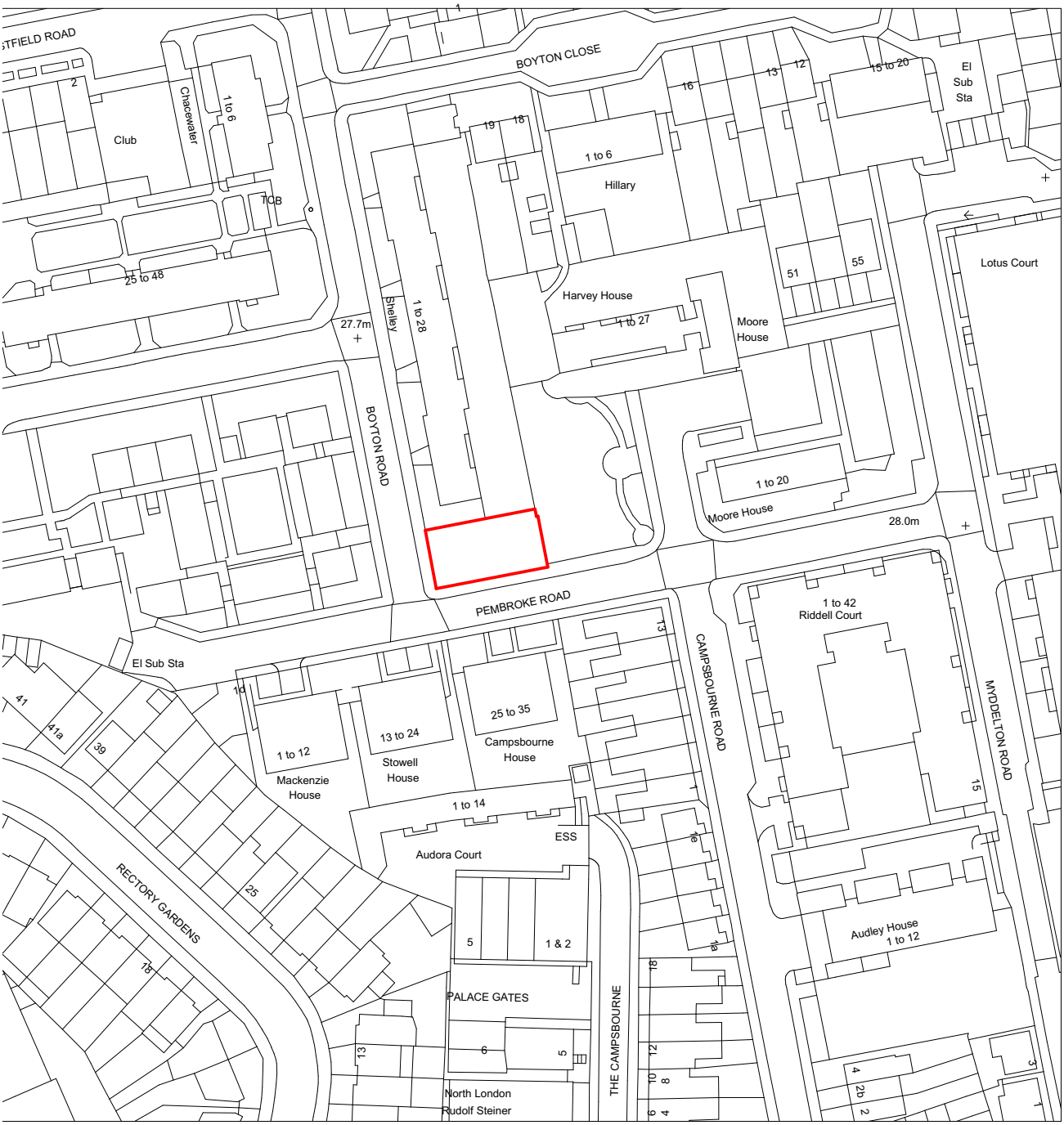
SCALE 1:1250

0 25 50 75 100 125m

PROJECT NORTH



REV	DATE	DESCRIPTION	BY
P1	17/06/26	Planning issued for Planning.	OF
P1	23/03/26	Pre-Planning	OF

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PROJECT
Cleopatra House

DRAWING
Ordnance Survey Map

SCALE 1:1250 @ A4

DRAWN BY OF

PROJECT NO / DRAWING NO
32604/P001

REVISION
P1

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Appendix: B - Proposed Plans

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
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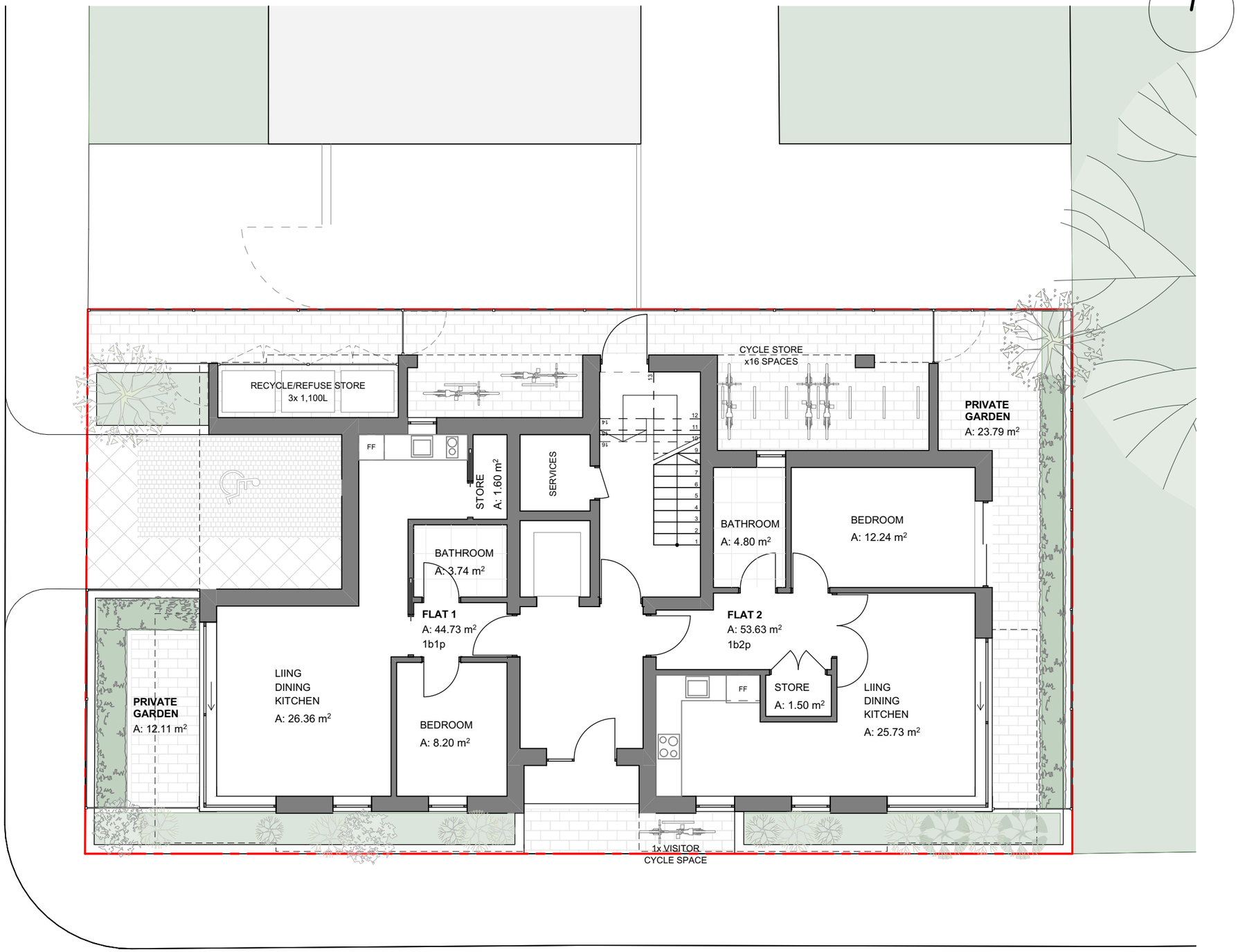
PROJECT NORTH



SCALE 1:100

0 2 4 6 8 10m

REV	DATE	DESCRIPTION	BY
P1	17/06/26	Planning issued for Planning.	OF
P1	23/03/26	Pre-Planning	OF

PLANNING

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PROJECT
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Pembroke Road London N8 7RQ

CLIENT
Mr Barouch Saar

SCALE	DATE	DRAWN BY	APPROVED BY
1:100 @ A3	23/03/26	OF	EM

DRAWING
Proposed Ground Floor Plan

Purpose:

PROJECT NO / DRAWING NO
32604/P003

REVISION
P1

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Appendix: C - PTAL Report

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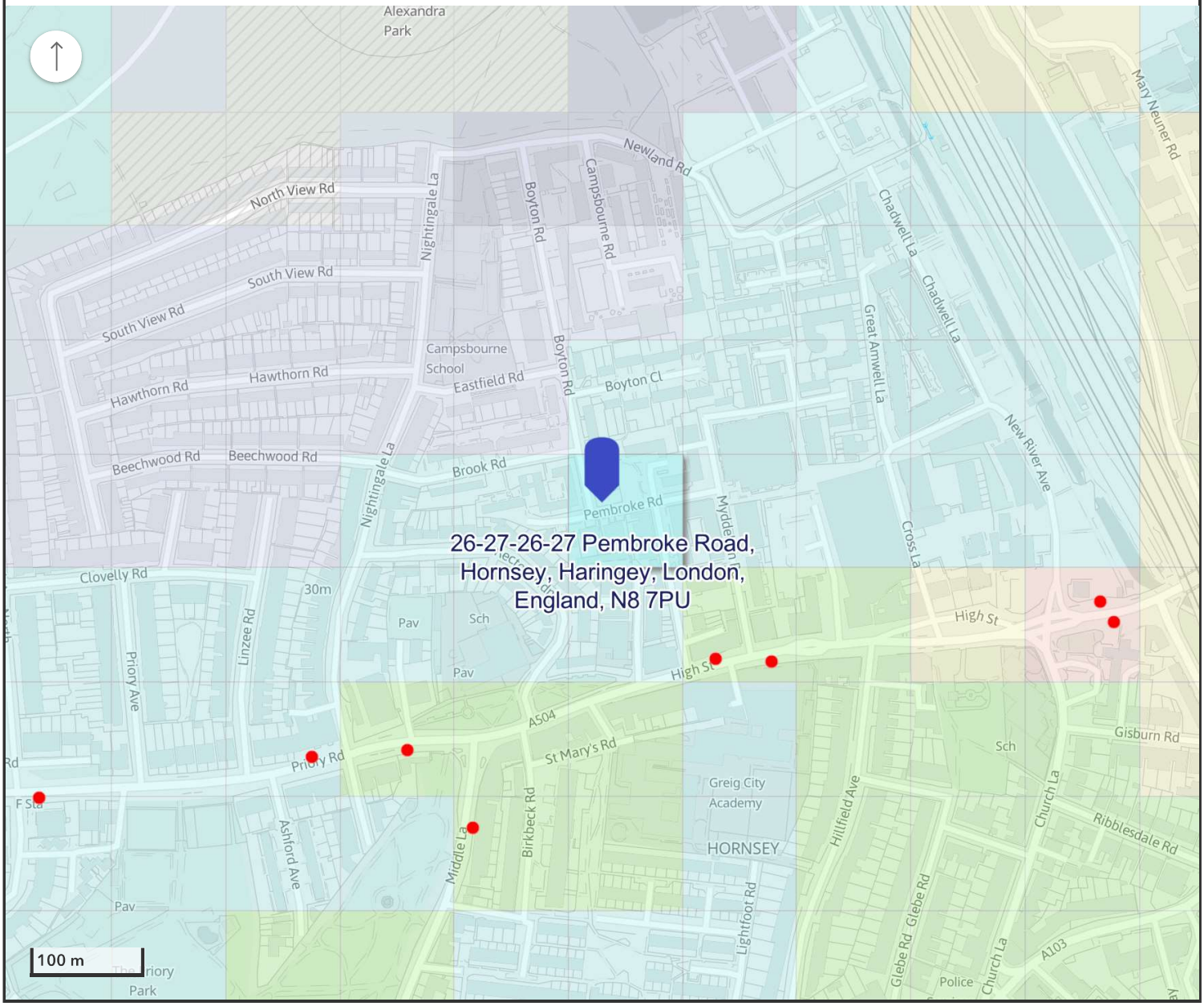
PTAL Report



2024 | Transport for London (TfL) | Transport for London

TfL Stations

Underground Stations

National Rail Stations

Bus Stops

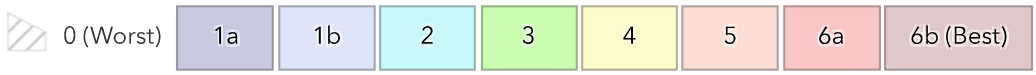
Elizabeth Line Stations

DLR Stations

Overground Stations

Tramlink Stations

PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 128492

Coordinates: 530345,189452 (BNG)

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Myddelton Road	144	7.00	237.12
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Priory Park	W3	10.00	458.66
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
BUS	Tottenham Lane	41	10.00	481.40
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Hornsey	Hertford	2.00	780.52
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Hornsey	Welwyn	2.00	780.52
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Hornsey	Stevenage-Moorgate	1.33	780.52
Mode	**Stop**	**Route**	**Service Frequency**	**Walk Distance (m)**
RAIL	Hornsey	Gordon	0.67	780.52

Appendix: D - Rail Services

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
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SERVICES AND FACILITIES

This is a general guide of the basic daily services, however, not all trains stop at all stations on each coloured line so please check your journey at nationalrail.co.uk or see our website

	REGULAR SERVICE	LIMITED SERVICE
Gatwick Express	●	
Great Northern	●	●
Southern	●	●
Thameslink	●	●

Other train operators may provide additional services along some of our routes.

- Other train operators' routes
- Combined bus and train ticket is available on this route
- Faygate* Limited service stations on our network
- Interchange stations
- Interchange with Docklands Light Railway
- Interchange with the Elizabeth Line
- Interchange with London Underground
- Interchange with London Overground
- Interchange with London Tramlink
- Interchange with Eurostar
- Interchange with other operators' train services
- Interchange with Airports
- Ferry service routes
- Hovercraft service routes

Oyster and Contactless area

oyster — Pay as you go with contactless (card or device) in the grey shaded area

Contactless only area

Pay as you go with contactless card or device (not Oyster) in the pink shaded area

ACCESSIBILITY

- ✓ **Category 'A' Station:** Step-Free access between the street and all platforms, and also between platforms.
- ✓ **Category 'B' Station:** Step-Free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- ~ **Category 'B' Station:** Step-Free access between the street and some platforms
- → **Category 'B' Station:** Step-Free access between the street and platforms but only available for trains in the direction of the arrow
- X **Category 'C' Station:** No step-free access between the street and platforms.

  Staff assistance is required to provide a ramp between trains and the platform

We're committed to accessible travel for all, and this map is intended to give an overview of step-free access at our stations. For more information on the accessibility on our network and the assistance we offer please visit the Assisted Travel section of our website or contact our Assised Travel team.

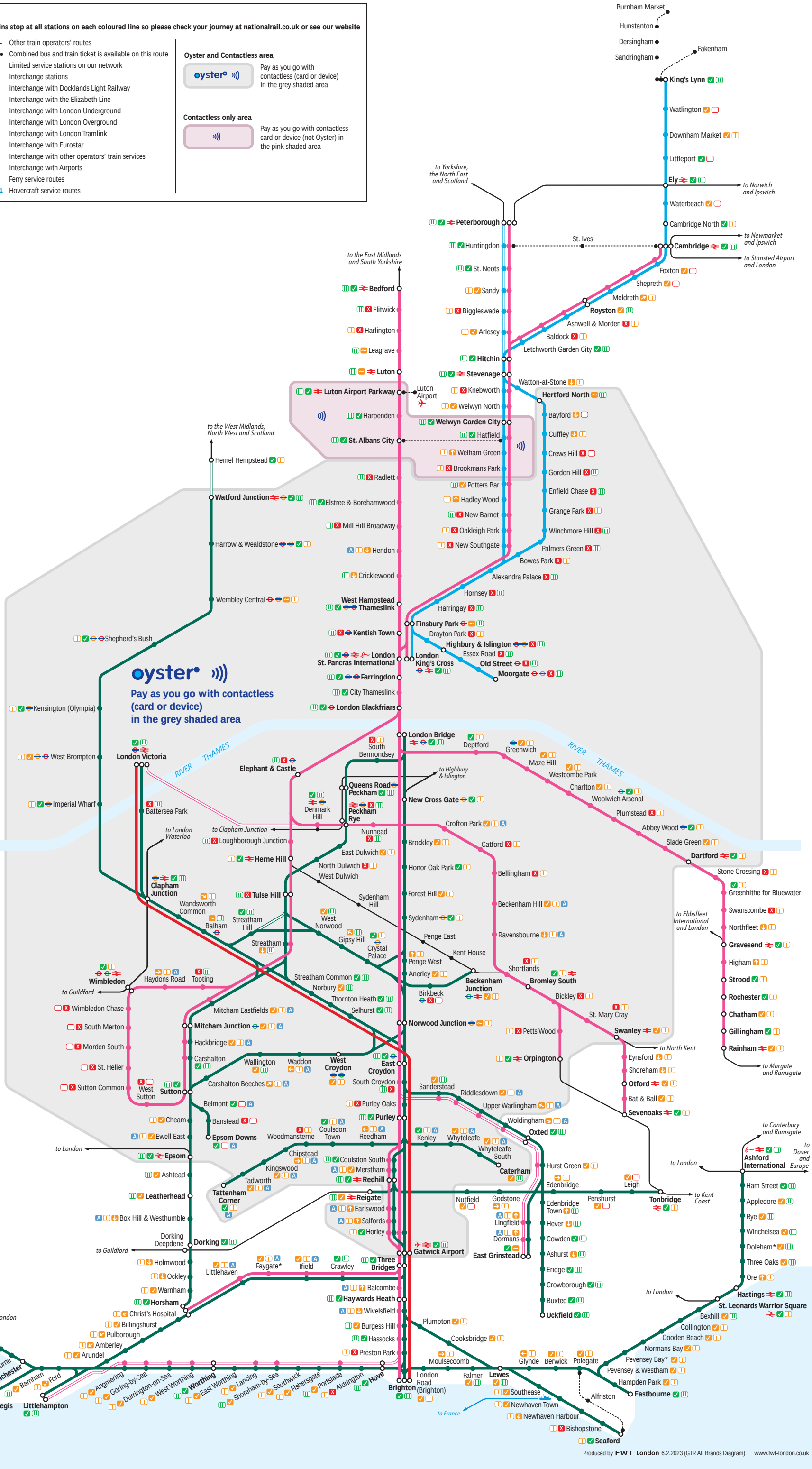
Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844

southernrailway.com/travel-information/travel-help/assisted-travel
gatwickexpress.com/travel-information/travel-help/assisted-travel
thameslinkrailway.com/travel-information/travel-help/assisted-travel
greatnorthernrail.com/travel-information/travel-help/assisted-travel

STAFF AVAILABILITY

- (II) On-train or station staff available **for all trains**
- (I) On-train or station staff available at certain times only
- ▢ No on-train or station staff available
- A Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:
  - pressing the "Emergency" or "Assisted travel" button on the Help Point;
  - calling us on the Freephone number 0808 168 1238 or text to 07970 511077,

  Whether you pre-book your assistance or prefer more flexibility, we recommend arriving **20 minutes before your train is scheduled to depart**.



This information is correct at 27th February 2023
For most up-to-date station facilities see: www.nationarail.co.uk

Produced by FWT London 6.2.2023 (GTR All Brands Diagram) www.fwt-london.co.uk

Appendix: E - Census Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
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KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 16 March 2026]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	oa2011: E00010120		lsoa2011: E01033086: Haringey 020F		msoa2011: E02000416: Haringey 020		ward011qs: E05000273: Hornsey		ualad09: Haringey		mcounty: Inner London		gor: London		country: England	
All categories: Car or van availa	136		488		3,463		5,673		101,955		1,363,817		3,266,173		22,063,368	
No cars or vans in household	89	65%	301	62%	1,833	53%	2,797	49%	52,851	52%	773,940	57%	1,357,251	42%	5,691,251	26%
1 car or van in household	44	32%	164	34%	1,402	40%	2,419	43%	38,911	38%	479,856	35%	1,324,032	41%	9,301,776	42%
2 cars or vans in household	2	1%	21	4%	205	6%	402	7%	8,507	8%	91,913	7%	458,659	14%	5,441,593	25%
3 cars or vans in household	1	1%	2	0%	21	1%	49	1%	1,333	1%	13,919	1%	95,619	3%	1,203,865	5%
4 or more cars or vans in house	0	0%	0	0%	2	0%	6	0%	353	0%	4,189	0%	30,612	1%	424,883	2%
sum of all cars or vans in the ar	51	0.38	212	0.43	1,883	0.54	3,394	0.60	61,515	0.60	725,356	0.53	2,664,414	0.82	25,696,833	1.16

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

TS045 - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 16 March 2026]

population	All households
units	Households
date	2021

Number of cars or vans	oa2021: E00010120		lsoa2021: E01033086: Haringey 020F		msoa2021: E02000416: Haringey 020		ward2022: Hornsey		lacu2023: Haringey			gor: London		country: England	
Total: All households	121		512		3,919		6,704		105,092			3,423,890		23,436,085	
No cars or vans in household	75	62%	287	56%	2,114	54%	3,249	48%	55,410	53%	#DIV/0!	1,440,271	42%	5,516,098	24%
1 car or van in household	32	26%	176	34%	1,564	40%	2,893	43%	39,894	38%	#DIV/0!	1,380,847	40%	9,674,645	41%
2 cars or vans in household	13	11%	46	9%	210	5%	499	7%	8,177	8%	#DIV/0!	464,970	14%	6,106,970	26%
3 or more cars or vans in house	1	1%	3	1%	31	1%	63	1%	1,611	2%	#DIV/0!	137,802	4%	2,138,372	9%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 17 March 2026]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	oa2011: E00010120		lsoa2011: E01033086: Haringey 020F		msoa2011: E02000416: Haringey 020		ward011qs: E05000273: Hornsey		uacounty09: Haringey		mcounty: Inner London		gor: London		country: England	
All categories: Method of travel to work	187		786		5,846		9,924		193,062		2,510,490		6,117,482		38,881,374	
Work mainly at or from home	7		16		214		401		6,910		90,240		202,679		1,349,568	
Underground, metro, light rail, tram	26	36%	90	25%	1,246	34%	2,281	35%	45,384	39%	495,890	32%	902,263	24%	1,027,625	4%
Train	11	15%	37	10%	567	16%	888	14%	9,158	8%	184,732	12%	532,720	14%	1,343,684	6%
Bus, minibus or coach	13	18%	85	24%	480	13%	888	14%	21,738	19%	283,225	18%	561,605	15%	1,886,539	8%
Taxi	1	1%	3	1%	11	0%	15	0%	290	0%	9,232	1%	20,314	1%	131,465	1%
Motorcycle, scooter or moped	1	1%	5	1%	66	2%	106	2%	1,609	1%	21,630	1%	45,976	1%	206,550	1%
Driving a car or van	14	19%	95	27%	747	20%	1,263	20%	23,023	20%	224,909	15%	1,120,826	30%	14,345,882	60%
Passenger in a car or van	1	1%	3	1%	24	1%	47	1%	1,360	1%	14,729	1%	69,659	2%	1,264,553	5%
Bicycle	4	5%	11	3%	250	7%	477	7%	6,142	5%	111,068	7%	161,705	4%	742,675	3%
On foot	2	3%	27	8%	242	7%	453	7%	7,909	7%	188,425	12%	352,612	9%	2,701,453	11%
Other method of travel to work	0	0%	1	0%	24	1%	45	1%	773	1%	13,282	1%	28,538	1%	162,727	1%
Not in employment	107		413		1,975		3,060		68,766		873,128		2,118,585		13,718,653	

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

TS061 - Method used to travel to work

ONS Crown Copyright Reserved [from Nomis on 17 March 2026]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
date	2021

Method of travel to workplace	oa2021: E00010120		lsoa2021: E01033086: Haringey 020F		msoa2021: E02000416: Haringey 020		ward2022: Hornsey		lacu2023: Haringey		gor: London		country: England	
Total: All usual residents aged 16 years a	113		499		4,692		8,344		134,381		4,360,075		26,405,214	
Work mainly at or from home	42		171		2,614		4,764		55,767		1,836,823		8,321,252	
Underground, metro, light rail, tram	9	13%	56	17%	447	22%	774	22%	21,629	28%	431,842	17%	504,716	3%
Train	5	7%	19	6%	166	8%	261	7%	5,273	7%	231,074	9%	517,902	3%
Bus, minibus or coach	22	31%	83	25%	374	18%	583	16%	15,341	20%	386,068	15%	1,129,539	6%
Taxi	0	0%	2	1%	17	1%	32	1%	626	1%	22,544	1%	192,884	1%
Motorcycle, scooter or moped	2	3%	4	1%	27	1%	51	1%	1,107	1%	30,404	1%	124,207	1%
Driving a car or van	24	34%	98	30%	527	25%	914	26%	18,436	23%	897,111	36%	11,751,945	65%
Passenger in a car or van	1	1%	5	2%	42	2%	79	2%	1,457	2%	63,883	3%	1,017,402	6%
Bicycle	2	3%	18	5%	163	8%	325	9%	5,226	7%	128,833	5%	554,215	3%
On foot	4	6%	35	11%	275	13%	494	14%	7,920	10%	279,453	11%	2,016,981	11%
Other method of travel to work	2	3%	8	2%	40	2%	67	2%	1,599	2%	52,040	2%	274,171	2%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.

Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes. Read more about specific quality considerations in our https: //www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021.

Appendix: F - Connectivity Score

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
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Connectivity Tool Lite

Guidance

Explore the score

Square ID	530350_189450
Local authorities	Haringey Greater London
Latitude	51.588833
Longitude	-0.119816



Overall

Type	National score	National distribution
Overall (except driving)	88	Very high (80-90%)
Public transport	90	Highest (90-100%)
Walking	84	Very high (80-90%)
Cycling	89	Very high (80-90%)
Driving	94	Highest (90-100%)

Education

Type	National score	National distribution
Overall (except driving)	87	Very high (80-90%)
Public transport	92	Highest (90-100%)

Type	National score	National distribution
Walking	83	Very high (80-90%)
Cycling	92	Highest (90-100%)
Driving	93	Highest (90-100%)

Leisure

Type	National score	National distribution
Overall (except driving)	86	Very high (80-90%)
Public transport	85	Very high (80-90%)
Walking	85	Very high (80-90%)
Cycling	90	Highest (90-100%)
Driving	94	Highest (90-100%)

Health

Type	National score	National distribution
Overall (except driving)	77	High (70-80%)
Public transport	80	Very high (80-90%)
Walking	72	High (70-80%)
Cycling	79	High (70-80%)
Driving	87	Very high (80-90%)

Shopping

Type	National score	National distribution
Overall (except driving)	88	Very high (80-90%)
Public transport	90	Highest (90-100%)

Type	National score	National distribution
Walking	85	Very high (80-90%)
Cycling	90	Highest (90-100%)
Driving	93	Highest (90-100%)

Residential

Type	National score	National distribution
Overall (except driving)	91	Highest (90-100%)
Public transport	89	Very high (80-90%)
Walking	91	Highest (90-100%)
Cycling	94	Highest (90-100%)
Driving	96	Highest (90-100%)

Workplaces

Type	National score	National distribution
Overall (except driving)	84	Very high (80-90%)
Public transport	92	Highest (90-100%)
Walking	62	Above average (60-70%)
Cycling	84	Very high (80-90%)
Driving	91	Highest (90-100%)

Appendix: G - TRICS Datasheet

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ ENERGY AND SUSTAINABILITY ■ AIR QUALITY
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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: C - FLATS PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 day

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

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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:	DWELLS
Actual Range:	16 to 16 (units:DWELLS)
Range Selected by User:	6 to 25 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	19/07/91 to 26/11/25

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:

Monday	1 days

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

Selected survey types:

Manual count	1
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 undertaking using machines

Selected Locations:

Suburban Area	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

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 Unknown	1 days

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Secondary Filtering Selection:

Use Class:

C3	1 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:

4017 - 4017

Population within 1 mile:

25,001 to 50,000	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	1 surveys

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

Car ownership within 5 miles:

0.5 or Less	1 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.

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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

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

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

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1	**EN-03-C-01**	**BLOCK OF FLATS**	**ENFIELD**

SOUTH STREET
ENFIELD
Suburban Area
Built-Up Zone
Number of dwellings: 16.00 DWELLS
Survey date: Monday 16/11/2015

Survey Type: Unknown

Database right of TRICS Consortium Ltd, 2026. All rights reserved

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

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.125**	**0.062**	**0.187**
08:00-09:00	**1**	**16**	**0.062**	**0.188**	**0.250**
09:00-10:00	**1**	**16**	**0.125**	**0.062**	**0.187**
10:00-11:00	**1**	**16**	**0.000**	**0.062**	**0.062**
11:00-12:00	**1**	**16**	**0.062**	**0.062**	**0.124**
12:00-13:00	**1**	**16**	**0.062**	**0.000**	**0.062**
13:00-14:00	**1**	**16**	**0.125**	**0.125**	**0.250**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.125**	**0.125**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.250**	**0.062**	**0.312**
18:00-19:00	**1**	**16**	**0.062**	**0.000**	**0.062**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.873**	**0.748**	**1.621**

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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
Survey date date range:	16/11/2015 - 16/11/2015
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.000**	**0.000**	**0.000**
08:00-09:00	**1**	**16**	**0.000**	**0.000**	**0.000**
09:00-10:00	**1**	**16**	**0.000**	**0.000**	**0.000**
10:00-11:00	**1**	**16**	**0.000**	**0.000**	**0.000**
11:00-12:00	**1**	**16**	**0.000**	**0.000**	**0.000**
12:00-13:00	**1**	**16**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**16**	**0.000**	**0.000**	**0.000**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.000**	**0.000**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.000**	**0.000**	**0.000**
18:00-19:00	**1**	**16**	**0.000**	**0.000**	**0.000**
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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
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:	0
Surveys manually removed from selection:	0

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

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

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.000**	**0.000**	**0.000**
08:00-09:00	**1**	**16**	**0.000**	**0.000**	**0.000**
09:00-10:00	**1**	**16**	**0.000**	**0.000**	**0.000**
10:00-11:00	**1**	**16**	**0.000**	**0.000**	**0.000**
11:00-12:00	**1**	**16**	**0.000**	**0.000**	**0.000**
12:00-13:00	**1**	**16**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**16**	**0.000**	**0.000**	**0.000**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.000**	**0.000**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.000**	**0.000**	**0.000**
18:00-19:00	**1**	**16**	**0.000**	**0.000**	**0.000**
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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
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:	0
Surveys manually removed from selection:	0

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

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

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.000**	**0.000**	**0.000**
08:00-09:00	**1**	**16**	**0.000**	**0.000**	**0.000**
09:00-10:00	**1**	**16**	**0.000**	**0.000**	**0.000**
10:00-11:00	**1**	**16**	**0.000**	**0.000**	**0.000**
11:00-12:00	**1**	**16**	**0.000**	**0.000**	**0.000**
12:00-13:00	**1**	**16**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**16**	**0.000**	**0.000**	**0.000**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.000**	**0.000**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.000**	**0.000**	**0.000**
18:00-19:00	**1**	**16**	**0.000**	**0.000**	**0.000**
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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
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:	0
Surveys manually removed from selection:	0

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

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

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.000**	**0.000**	**0.000**
08:00-09:00	**1**	**16**	**0.000**	**0.000**	**0.000**
09:00-10:00	**1**	**16**	**0.000**	**0.000**	**0.000**
10:00-11:00	**1**	**16**	**0.000**	**0.000**	**0.000**
11:00-12:00	**1**	**16**	**0.000**	**0.000**	**0.000**
12:00-13:00	**1**	**16**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**16**	**0.000**	**0.000**	**0.000**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.000**	**0.000**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.000**	**0.000**	**0.000**
18:00-19:00	**1**	**16**	**0.000**	**0.000**	**0.000**
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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
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:	0
Surveys manually removed from selection:	0

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

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

Cars

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.125**	**0.062**	**0.187**
08:00-09:00	**1**	**16**	**0.062**	**0.188**	**0.250**
09:00-10:00	**1**	**16**	**0.125**	**0.062**	**0.187**
10:00-11:00	**1**	**16**	**0.000**	**0.062**	**0.062**
11:00-12:00	**1**	**16**	**0.062**	**0.062**	**0.124**
12:00-13:00	**1**	**16**	**0.062**	**0.000**	**0.062**
13:00-14:00	**1**	**16**	**0.000**	**0.000**	**0.000**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.125**	**0.125**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.250**	**0.062**	**0.312**
18:00-19:00	**1**	**16**	**0.062**	**0.000**	**0.062**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.748**	**0.623**	**1.371**

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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
Survey date date range:	16/11/2015 - 16/11/2015
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.000**	**0.000**	**0.000**
08:00-09:00	**1**	**16**	**0.000**	**0.000**	**0.000**
09:00-10:00	**1**	**16**	**0.000**	**0.000**	**0.000**
10:00-11:00	**1**	**16**	**0.000**	**0.000**	**0.000**
11:00-12:00	**1**	**16**	**0.000**	**0.000**	**0.000**
12:00-13:00	**1**	**16**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**16**	**0.125**	**0.125**	**0.250**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.000**	**0.000**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.000**	**0.000**	**0.000**
18:00-19:00	**1**	**16**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.125**	**0.125**	**0.250**

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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
Survey date date range:	16/11/2015 - 16/11/2015
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

Motorcycles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	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	**1**	**16**	**0.000**	**0.000**	**0.000**
08:00-09:00	**1**	**16**	**0.000**	**0.000**	**0.000**
09:00-10:00	**1**	**16**	**0.000**	**0.000**	**0.000**
10:00-11:00	**1**	**16**	**0.000**	**0.000**	**0.000**
11:00-12:00	**1**	**16**	**0.000**	**0.000**	**0.000**
12:00-13:00	**1**	**16**	**0.000**	**0.000**	**0.000**
13:00-14:00	**1**	**16**	**0.000**	**0.000**	**0.000**
14:00-15:00	**1**	**16**	**0.000**	**0.000**	**0.000**
15:00-16:00	**1**	**16**	**0.000**	**0.000**	**0.000**
16:00-17:00	**1**	**16**	**0.000**	**0.000**	**0.000**
17:00-18:00	**1**	**16**	**0.000**	**0.000**	**0.000**
18:00-19:00	**1**	**16**	**0.000**	**0.000**	**0.000**
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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Parameter Summary:

Trip rate parameter range selected:	6 - 25 (units: DWELLS)
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:	0
Surveys manually removed from selection:	0

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

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