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re:shape

Transport Assessment

Ashley Park



Ashley Park, Tottenham Hale

Transport Assessment

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Transport Assessment
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1 INTRODUCTION

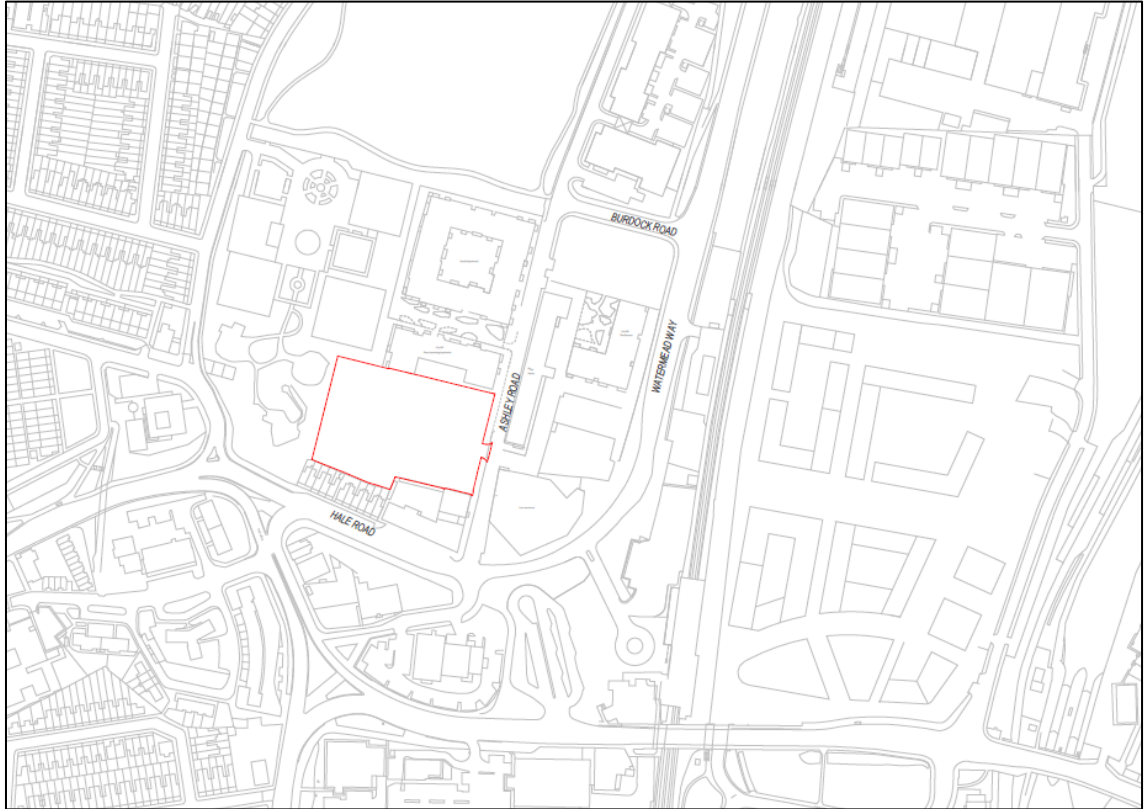
- 1.1 Tetra Tech have been commissioned by Re:shape T Ltd to provide a Healthy Streets Transport Assessment ('HSTA') as part of the scope of transport work associated with a proposed redevelopment scheme at Ashley House in the London Borough of Haringey ('LBH').

Site Location & Context

- 1.2 The site is located in Tottenham Hale, an area of mixed character that includes industrial, commercial, retail and residential uses. The site lies along the main spine of Ashley Road, Ashley House is to the west of Ashley Road, while Down Lane Park is to the west of the proposed development parcel.
- 1.3 The parcel is currently vacant; the previous building was demolished under a previous planning application¹ which was granted permission at appeal in May 2018 as described in more detail elsewhere in this chapter.
- 1.4 The location of the site in context of its surroundings is presented in **Figure 1.1** below.

¹ APP/Y5420/W/19/3232707

Figure 1.1: Site Location



BREEAM Compliance

- 1.5 In order to assess the sustainability of the site in support of the development, a BREEAM assessment has been undertaken.
- 1.6 BREEAM is “the world’s first sustainability rating scheme for the built environment and has contributed much to the strong focus in the UK on sustainability in building design, construction, and use. BREEAM is now an international standard that is locally adapted, operated and applied through a network of international operators, assessors, and industry professionals”².
- 1.7 With regard to transport related matters, the BREEAM assessment contains two sections, namely Tra 01 and Tra 02.
- 1.8 As per the BREEAM UK New Construction³, the aim of Tra 01 is:

“[...] to reward awareness of existing local transport and identify improvements to make it more sustainable” In accordance with the requirements set out in Tra 01 of the BREEAM New Construction 2023 UK

² www.breeam.com

³ Version 6.1 (2023)

document, 2 credits can be awarded for the preparation of a Transport Assessment (or Travel Statement) and a Travel Plan.

- 1.9 In accordance with the requirements set out in Tra 01 of the BREEAM New Construction 2023 UK document, 2 credits can be awarded for the preparation of a Transport Assessment (or Travel Statement) and a Travel Plan.
- 1.10 Tra 01 includes 3 elements, namely:
- Transport Assessment and Travel Plan;
 - Calculation of the Public Transport Accessibility Index (PTAI); and
 - Travel Plan Measures
- 1.11 This Transport Assessment in conjunction with the supporting Travel Plan (794-PLN-TRP-00327-03 Travel Plan) has been prepared in line with the requirements set out in section Tra 01 of the BREEAM guidance.

Proposed Development

- 1.12 The proposed development seeks a full planning application for the site. The full development description is set out below:
- “Mixed use development comprising residential accommodation (Class C3) and shared living accommodation (Sui Generis) alongside commercial/community floorspace (Class E/F2) and public realm, blue-badge and cycle parking, open space, hard and soft landscaping and all other associated works”**
- 1.13 A copy of the masterplan is presented at **Appendix 1**. The development's accommodation schedule and commercial use split are set out in **Table 1.1** and **Table 1.2** respectively .

Table 1.1: Proposed Accommodation Schedule

Land Use	No.
Shared Living Rooms	522
Affordable Housing Units	87
Total	607

Table 1.2: Proposed Commercial / Community Land Use

Land Use	GIA
Commercial	230m ²
Community	126m ²
Total	356m²

Planning History Pre-Application Discussions

Planning History

- 1.14 The site's northern parcel was subject to a planning application⁴ for:
- “Demolition of the existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), up to 265 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works. (Outline planning application)”.**
- 1.15 This was subsequently amended by a Non Material Amendment⁵, approved 09 August 2018 to update the parameter plans approved under the outline planning permission and Reserved Matters Application (RMA)⁶ for appearance, landscaping, layout, scale and access details was approved on in November 2018.
- 1.16 The southern parcel was subject to another planning application⁷ in December 2018 for:
- “Demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 170 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works.”**
- 1.17 The application was subsequently approved at appeal (Ref: APP/Y5420/W/19/3232707) on 16 April 2020.
- 1.18 The implementation of both the 2018 and 2020 planning permissions has been confirmed by the approval of Certificate of Lawfulness (existing use) applications as follows, and both sites therefore have an extant consent.

Report Structure

- 1.19 This HSTA is structured further as follows:
- **Section 2** – outlines the relevant national, regional, and local policies relating to transport and the development site and summarises the expected transport characteristics of future residents and visitors of the proposed development;
 - **Section 3** – summarises the transport characteristics and behaviour of the future residents, visitors, and staff of the site with regards to TfL's Transport Classification for Londoners tool. Which characterises Londoners based on their travel choices and motivations for their travel decisions.

⁴ London Borough of Haringey Planning Reference: HGY/2016/4165

⁵ London Borough of Haringey Planning Reference : HGY/2018/2210

⁶ London Borough of Haringey Planning Reference: HGY/2018/2353

⁷ London Borough of Haringey Planning Reference: HGY/2019/0108

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- **Section 4** – provides details on the site’s location within the greater local context;
 - **Section 5** – outlines and explains the Active Travel Zone (‘ATZ’) assessment undertaken by RPS;
 - **Section 6** – sets out the development proposals;
 - **Section 7** – this chapter evaluate how people of all abilities will travel smoothly and easily from the proposed development to London’s public transport and highway network. It will consider the potential trip generation and any associated impacts relating to the proposed development;
 - **Section 8** – summarises and concludes the report.

1.20 As part of this application, this HSTA is accompanied by the following reports:

- **Framework Travel Plan⁸ (‘FTP’)**: The FTP contains a package of measures tailored to the needs of the development and it is aimed at promoting the opportunities for travel by alternative, more sustainable travel choices for both residents and staff.
- **Outline Construction Logistics Plan⁹ (‘CLP’)**: The Outline CLP aims to minimise the construction impacts of the development proposals through actively managing construction activity with the implementation of appropriate measures.
- **Delivery and Servicing Plan¹⁰ (‘DSP’)**: The DSP aims to assist in minimising the number of servicing and delivery trips, in order to mitigate the impacts on the local highway network.

⁸ 794-PLN-TRP-00327-03

⁹ 794-PLN-TRP-00327-04

¹⁰ 794-PLN-TRP-00327-02

2 TRANSPORT POLICY & GUIDANCE

2.1 This section reviews relevant transport policies and guidance relating to the proposed development and transport. Specifically, it draws on the following to set out how the development proposals and site context conform to the requirements set out at national, regional, and local scales.

2.2 The set of policies and guidance reviewed within this section include the following:

National

- National Planning Policy Framework ('NPPF', 2026); and
- Planning Practice Guidance ('PPG') 'Travel Plans, Transport Assessments and Statements' (2014).

Regional

- London Plan (2021);
- Transport for London Healthy Streets Transport Assessment Guidance (2019);
- Mayor's Transport Strategy for London (2018); and
- Transport for London Guide to the Healthy Streets Indicators (2017).

Local

- Haringey Local Plan (2024).
- Haringey Transport Strategy (2018)

National Policy & Guidance

National Policy Planning Framework ('NPPF', 2026)¹¹

2.3 The most recent version of the NPPF was published in August 2026.

2.4 The NPPF sets out the Government's planning policies for England and how these should be applied. The key driver is achieving sustainable development with economic, social, and environmental objectives.

2.5 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, in Section 15 'Promoting Sustainable Transport'.

2.6 Policy TR1 of Section 15 focuses on a 'vision-led approach to transport planning' and states the following:

Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific

¹¹ [National Planning Policy Framework - 9. Promoting sustainable transport - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/national-planning-policy-framework)

proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places.

This should be done by:

- a. "Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils"
- b. Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure;
- c. Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- d. Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and
- e. Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them.

2.7 TR2, which focuses on local parking standards states:

"Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport."

2.8 Policy TR3, focusing on Locating development in sustainable location states:

"So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location."

2.9 TR6 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

"Development proposals that are likely to generate significant amounts of movement should be supported by:

- a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and
- b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.”

Planning Practice Guidance (‘PPG’) ‘Travel Plans, Transport Assessments and Statements’ (2014)¹²

- 2.10 The National Planning Policy Guidance (PPG) was published in March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. Regarding whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
- 2.11 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health, and quality of life.
- 2.12 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to local circumstances and established at the earliest practicable possible stage of a development proposal.

¹² [Travel Plans, Transport Assessments and Statements - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/281202/PPG2014.pdf)

Regional Policy & Guidance

London Plan (2021)¹³

- 2.13 Adopted in July 2021, the London Plan is the spatial development strategy for Greater London. It sets out a framework for how London will develop over time and the Mayor's vision for good growth.
- 2.14 Within the London Plan, Policy T1 'Strategic Approach to Transport' states that all developments should facilitate the delivery of the Mayor's strategic aim of 80 percent of all trips in London to be made by foot, cycle, or public transport. The policy also states that development should make effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts are mitigated.
- 2.15 Policy T1 'Strategic Approach to Transport' states:
- "Development Plans should support, and development proposals should facilitate:**
- **The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041; and**
 - **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."**
- 2.16 Additionally, Policy T2 'Healthy Streets' states that:
- "Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.**
- Development Plans should:**
- **Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.**
 - **Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant.**
 - **In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel**

¹³ [The London Plan 2021 | London City Hall](#)

and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

Development proposals should:

- Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
- Reduce the dominance of vehicles on London's streets whether stationary or moving.

2.17 Following on, Policy T3 'Transport Capacity, Connectivity and Safeguarding' notes the following:

"Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused."

2.18 Policy T4 'Assessing and Mitigating Transport Impacts' states that:

- **"When required in accordance with national or local guidance transport assessments / statements should be submitted with development proposals to ensure that 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. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. 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;**
- **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;**
- **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 may be contingent on the provision of necessary public transport and active travel infrastructure;**
- **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 considered and mitigated;**
- **Development proposals should not increase road danger."**

2.19 Policy T5 'Cycle Parking' states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through the provision of appropriate levels of cycle parking, which should be fit for purpose,

secure, and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in the London Plan and should be designed and laid out in accordance with the London Cycling Design Standards. New guidance was brought out in March 2026 to support housebuilders, this new guidance provides minimum cycle parking standards until 31 March 2028 or until publication of the revised London Plan, whichever is earlier.

- 2.20 **Table 2.1** sets out the minimum cycle parking standards for land uses relevant to the proposed development. It is noted that Tottenham Hale (LBH) is subject to Band 2 minimum cycle parking standards.

Table 2.1: Minimum Cycle Parking Standards (London Plan Guidance Support for housebuilding, 2025) – Band 2

Use Class	Band 2
Dwelling: Studio or one bedroom	0.9
Dwelling: Two bedrooms	1.3
Dwelling: Three or more bedroom	1.6
Large-scale purpose-built shared living room	0.6
Purpose-built student accommodation bedroom	0.6

Source: London Plan Guidance (November 2025)

- 2.21 Long-stay cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather, ideally in a sheltered cycle store.
- 2.22 Regarding short-stay cycle parking, it is stated that provision must be convenient and readily accessible, having step-free access and located nearby the main residential entrance wherever possible.
- 2.23 Policy T6 ‘Car Parking’ states that:
- **“Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.**
 - **Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.**
 - **An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.**
 - **The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.**
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- Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.
 - Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.
 - Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office Parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.
 - Adequate provision should be made for efficient deliveries and servicing and emergency access.
 - A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.
 - Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.
 - Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy...”

2.24 Policy T6.1 ‘Residential Parking’ states that:

- “New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.
- Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.
- All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.
- Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

- Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.
- The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.”

2.25 **Table 2.2** below shows the maximum residential car parking standards.

Table 2.2: Maximum Residential Parking Standards (London Plan 2021)

Location	Number of beds	Maximum parking provision*
All areas of PTAL 5 - 6	All	Car free

Source: London Plan (March 2021)

2.26 Regarding disabled parking, Policy T6.1 also states that:

“Disabled person parking should be provided for new residential developments. Residential development proposals delivering ten or more units must as a minimum:

- Ensure that at least one designated space disabled person parking bay per dwelling for three percent of dwellings is available from the outset;
- Demonstrate on plan as part of the Car Parking Design and Management Plan how the remaining bays to a total of one per ten percent of dwellings can be requested and provided when required as designated disabled parking in the future. If disabled parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future.”

Healthy Streets for London (2017)¹⁴

2.27 This document draws from the original Healthy Streets movement and helped form the foundation for the Mayor of London’s Transport Strategy for London (2018). It serves as the basis for the Mayor’s approach to reduce the need to use cars and, as part, the approach aims to further consolidate multi-modal network planning to ensure that streets are “pleasant, safe and attractive.”

2.28 The document also states the following:

“The purpose of the Healthy Streets Approach is not to provide an idealised vision for a model street. It is a long-term plan for improving Londoners’ and visitors’ experiences of our streets, helping everyone to be more active and enjoy the health benefits of being on our streets.”

2.29 The document also provides the ‘10 Healthy Streets Indicators’ that categorise and help assess a variety of street-level factors that influence people’s experience on London streets:

¹⁴ [Healthy Streets for London \(tfl.gov.uk\)](https://www.tfl.gov.uk/healthy-streets)

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1. **Pedestrians from all walks of life:** London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.
 2. **People choose to walk, cycle, and use public transport:** Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.
 3. **Clean air:** Improving air quality delivers benefits for everyone and reduces unfair health inequalities.
 4. **People feel safe:** The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
 5. **Not too noisy:** Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments, and encourage active travel and human interaction.
 6. **Easy to cross:** Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
 7. **Places to stop and rest:** A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
 8. **Shade and shelter:** Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.
 9. **People feel relaxed:** A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.
 10. **Things to see and do:** People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances, so they do not need to drive to get to them.
- 2.30 The 10 Indicators above are used by TfL to assess the built environment for existing and new developments.

London Plan Guidance Support for House Building (2026)

- 2.31 The London Plan Guidance (LP.G) is a series of documents which act as supplementary guidance to the London Plan in 2021. The 'Support for House Building' document was adopted in 2026 as part of a series of measures to support house building in London.
- 2.32 Of particular interest, the LP.G sets out long-stay cycle parking standards for residential developments, to apply going forward. These standards have been set out using a zonal
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approach, wherein London Boroughs have been split between three “bands” based on their accessibility contexts. The London Borough of Merton is classified as a “Band 2” area.

2.33 A summary of the relevant standards is set out below.

Table 2.3: London Plan Guidance Cycle Parking Standards (Band 2)

Use Class	Long Stay
1 bedroom or studio dwelling	0.9
2-bedroom dwelling	1.3
3+ bedroom dwelling	1.6
Large scale purpose-built shared living room	0.6

2.34 For the proposed development, the site’s high accessibility to rail, Underground and bus services mean the majority of trips are expected to be undertaken by public transport. Consequently, for the large-scale Shared-Living units a provision of 0.5 long-stay cycle parking spaces per unit is considered appropriate.

Large Scale Purpose-Built Shared Living (2024)¹⁵

2.35 This London Plan guidance document was released in February 2024 to support London Plan Policy H16. It focuses on Large-scale purpose-built shared living (LSPBSL) also referred to as co-living. These developments should be located in a well-connected, well-served area, prioritising locations such as the Central Activities Zone (CAZ), Metropolitan or Major town centres, or areas with high Public Transport Accessibility Levels (PTAL 5 or 6, or Inner London PTAL 4).

2.36 Table 3.2 ‘*Recommended benchmarks*’ provides high level context on cycle storage stating that 0.75 cycle spaces should be provided pre person. It also states that ‘*flexibility may be applied based on the site location, and where onsite shared bicycle schemes are provided as part of the development for residents’ use without charge.*’

2.37 As expressed due to the sites location, with high transport connectivity this flexibility has been used to reduce the cycle parking standard for shared living from 0.75 to 0.5 cycle parking spaces per person.

Mayor’s Transport Strategy for London (2018)¹⁶

2.38 The Mayor’s Transport Strategy for London is a statutory document as part of a strategic policy framework to support and shape the economic and social development of London. It sets out the Mayor’s transport vision and describes how Transport for London (TfL) and its partners – including the London boroughs – will deliver that vision. The joint vision aims:

¹⁵ [Large-scale purpose-built shared living London Plan Guidance - Feb 24](#)

¹⁶ [The Mayor’s Transport Strategy - Transport for London \(tfl.gov.uk\)](#)

“For 80 per cent of all trips in London to be made on foot, cycle or using public transport by 2041.”

2.39 The Strategy specifically utilises the ‘Healthy Streets Approach’ to guide land use and transportation within London towards an interconnected system that prioritises health and the personal experience within the city. TfL provides the following definition for the approach:

“The Healthy Streets Approach focuses on creating streets that are pleasant, safe and attractive, where noise, air pollution, accessibility and lack of seating and shelter are not barriers that prevent people – particularly our most vulnerable people – from getting out and about.”

2.40 Applying the approach is intended to help create:

- **“Healthy Streets and healthy people: streets make up 80% of London’s public spaces – making them Healthy Streets will improve the quality of life for everyone in London;**
- **A good public transport experience: public transport is the most efficient way for people to travel distances that are too long to walk or cycle. A seamless, ‘whole-journey’ experience will provide an attractive alternative to using the car; and**
- **New homes and jobs: London needs 65,000 new homes every year to meet demand, plus around 1.3 million more jobs by 2041. We have an opportunity to reshape London and make sure it grows in a way that improves the quality of life for everyone.”**

Zero Vision¹⁷

2.41 The Vision Zero action plan is a multinational road traffic safety project adopted by TfL to help London meet its commitment to ending the toll of deaths and injuries on its roads and transport networks. London is at the forefront of this approach, and as noted in the MTS, the goal is to eliminate all deaths and serious injuries from London’s transport network by 2041.

2.42 This action plan aims to address the following key areas:

- **Safe speeds:** Encouraging appropriate speeds for a busy and populated city through the widespread introduction of lower speed limits.
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.
- **Safe vehicles:** Reducing the risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London’s entire bus fleet and a new ‘Direct Vision Standard’ for Heavy Goods Vehicles.

¹⁷ [Vision Zero for London - Transport for London](#)

-
- Safe behaviours: Reducing the likelihood of road users making mistakes or behaving in a risky manner through targeted enforcement, marketing campaigns, education programs, and safety training for cyclists, motorcyclists, and moped riders.
 - Post-collision response: Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.
- 2.43 Historic collision data from a five-year period is provided further in TA, particularly as part of the Active Travel Zone (ATZ) Assessment shown in **Figure 5.2** and using TfL collision data in **Figure 4.9**.

Local Policy & Guidance

Haringey Local Plan¹⁸

- 2.44 The Haringey Local Plan, adopted in July 2017 sets out the borough's strategic objectives and statutory planning framework for the borough. The Haringey Local Plan forms part of Haringey's statutory development plan, which includes the London Plan, and the North London Waste Plan.
- 2.45 Of particular relevance to transport related matters, Strategic Policy DM31 'Sustainable Transport' sets out LBH's aim to deliver suitable transport infrastructure, setting out the following objectives:
- "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 a 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".**
- 2.46 In relation to parking policy DM32 states:
- "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 car club bays as an alternative to on-site car parking.**
 - c. The Council will support proposals for new development with limited or no on-site parking where:**
 - i) There are alternative and accessible means of transport available;**

¹⁸ [Haringey Local Plan adopted November 2024 whole document](#)

-
- ii) **Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;**
 - iii) **A Controlled Parking Zone (CPZ exists or will be provided prior to the occupation of the development;**
 - iv) **Parking is provided for disabled people; and**
 - v) **Parking is designated for occupiers of developments specified as car capped.”**

- 2.47 The development is car free and residential led, supporting policies DM31 of the adopted Haringey Local Plan by encouraging a shift from private car use to sustainable travel. The scheme will follow the Healthy Streets approach. These measures support road safety, reduced congestion, improved public health and lower vehicular emissions in line with the Mayor’s Vision Zero and the council’s objectives.
- 2.48 The proposal will provide only the minimum parking necessary given the site accessibility and PTAL, will be permit free where relevant, and will include disabled parking in accordance with London Plan standards with electric vehicle charging where feasible. Any on-site parking, which will be limited to accessible parking only, will be managed to avoid harm to pedestrian amenity or highway safety.

Haringey Transport Strategy¹⁹

- 2.49 The Haringey Transport Strategy 2018 provides the borough-wide policy framework for transport to 2026 and sets the expectation that new development must support sustainable growth by prioritising walking, cycling and public transport, improving air quality, and managing the road network to be safer and less congested.
- 2.50 The Strategy’s vision is:
- “a transport system that matches our growth and prosperity ambitions while improving the environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all” (p.3)**
- 2.51 There are four main outcomes are
- a better public transport network;
 - active travel as the default choice;
 - improved air quality and reduced transport carbon; and
 - a well-maintained, safer road network, (p. 7)
- 2.52 The Strategy requires that developments demonstrate how they will integrate with and support improvements to the public transport network, including connectivity, accessibility and capacity enhancements delivered in partnership with TfL, Network Rail and service operators.

¹⁹ [haringey_transport_strategy_2018.pdf](#)

-
- 2.53 Proposals are expected to minimise car dependency by maximising access to frequent and accessible public transport services and to consider mitigation or contributions where development places additional demand on the public transport network. (p. 7)
- 2.54 Active travel is a central priority: the Council seeks to make Haringey “*one of the most cycling and pedestrian friendly boroughs in London*” and expects developments to provide high-quality pedestrian and cycle connections, secure cycle parking, improved wayfinding and to manage parking demand in ways that support walking and cycling uptake. The Strategy highlights delivery through a Cycling and Walking Action Plan and requires proposals to demonstrate how they will contribute to modal shift toward walking and cycling. (p. 9)
- 2.55 Improving air quality and reducing transport-related carbon emissions are strategic objectives applicable to development proposals. The Strategy expects developments to support measures that reduce vehicle emissions, encourage low-emission modes and align with the borough’s Air Quality Action Plan; developments should assess and mitigate air quality impacts and contribute to borough-wide emissions reduction where appropriate. (p. 9 – 10)
- 2.56 In the case of this development, which will be car-free, public transport and active travel will be the two main modes of transit for future residents.
- 2.57 The Strategy also requires that the road network be managed to reduce congestion, improve safety and limit harmful impacts from freight and inappropriate through-traffic. It emphasises lower traffic speeds (including the safety benefits of 20 mph limits where appropriate), tackling freight rat-running through residential streets, and maintaining footways and carriageways to support safe movement for all users.
- 2.58 Developments must therefore avoid increasing road danger, support speed management and provide appropriate servicing arrangements to prevent adverse impacts on the local road network (p 10–11).
- 2.59 To ensure delivery, the Strategy is implemented through a set of Action Plans and the Local Implementation Plan (LIP), including a Cycling and Walking Action Plan, Parking Action Plan, Sustainable Transport and Travel Action Plan and an Air Quality Action Plan.
- 2.60 The Strategy expects new development to align with these delivery plans and, where necessary, to provide measures, management plans. (p. 11)
-

3 TRANSPORT PLANNING FOR PEOPLE

- 3.1 This section of the HSTA summarises the transport characteristics and behaviour of the future residents, visitors, and staff of the site. To achieve this, TfL's Transport Classification for Londoners ('TCoL') tool has been used, characterising Londoners based on their travel choices and motivations for their travel decisions.
- 3.2 This section will also show how the development proposals will result in a pleasant and convenient place for people of all ages and abilities to travel to and from the site by active travel and public transport.

Transport Classification of Londoners (TCoL)

- 3.3 The TCoL is TfL's multi-modal customer segmentation tool that characterises TfL customers' travel choices and their motivations for decisions to understand their travel behaviour. The tool and its effective use enable better transport planning for people in London for now and for the future.
- 3.4 The Transport Classification of Londoners (TCoL) is **"a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions"**²⁰. This classification was undertaken **"to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future"**.
- 3.5 The methodology for the TCoL approach involves dividing the population into a set of nine segments. A summary of all nine segments and their characteristics are included in **Table 3.1** and **Figure 3.1** below.

Table 3.1: Segment Summary of Londoners

Segment	Characteristics
Affordable Transition	New job and families; low car, high bus, walk, cycle; highest level of change.
City Living	High incomes; high public transport especially Tube / Active travel; average level of change.
Detached Retirement	'Empty Nest' / retired; very high car; very low levels of change.
Educational Advantage	Well-educated, high-income; high public / active transport, low car; higher level of change.
Family Challenge	Low-income families; high bus, average others; higher level of change.
Settled Suburbia	Lower income families; high car; below average level of change.
Students and Graduates	Students and young graduates; low car; high bus / walk; average level of change.

²⁰ Transport Classification of Londoners, TfL, 2017

Suburban Moderation	Families with children; high car, some bus; average level of change.
Urban Mobility	Young workers, good incomes; low car, high cycle / public transport; above average change.

Figure 3.1: Transport Classification of London (TfL)



Source: TfL Borough TCoL Profiles

- 3.6 **Appendix 2** illustrates a map of London, with each area being colour coded with the segment that is most comparable to the area's existing characteristics. **Appendix 3** shows the TCoL composition by borough.
- 3.7 Using the TCoL profiles provided by TfL, **Table 3.2** shows the composition of LBH and the general share of LBH residents represented under each classification.

Table 3.2: LBH TCoL Profile

Classification	Share of LBH Residents
Students & Graduates	29%
Suburban Moderation	28%
Urban Mobility	16%
Detached Retirement	10%
City Living	9%
Family Challenge	4%
Affordable Transitions	3%
Educational Advantage	2%
Settled Suburbia	0%
Total	100%

-
- 3.8 The TCoL segment profiles that primarily comprise the existing travel characteristics of LBH residents include 'Students & Graduates' (29%), 'Suburban Moderation' (28%), 'Urban Mobility' (16%), and 'Detached Retirement' (10%). Given the nature of the development proposals, the site will likely be primarily occupied by Londoners that would typically be classified under the first three categories. For example, the proposed Shared Living units will provide homes primarily for Londoners who fall under the 'Students & Graduates' and 'Urban Mobility' classifications while the Affordable Housing units will provide homes primarily for Londoners who fall under the Suburban Moderation classification.
- 3.9 Overall, the proposed redevelopment scheme will encourage residents to utilise active travel to and from the development by providing ample connections throughout the site and to surrounding destinations and enhancing the public realm. Connections to Tottenham Hale Station will remain to provide a valuable amenity to new residents under all TCoL classifications. The site's proximity to various key local assets, better integration with the surrounding built environment, and mix of dwelling types/ tenancies will provide an enjoyable and fitting environments for all residents.

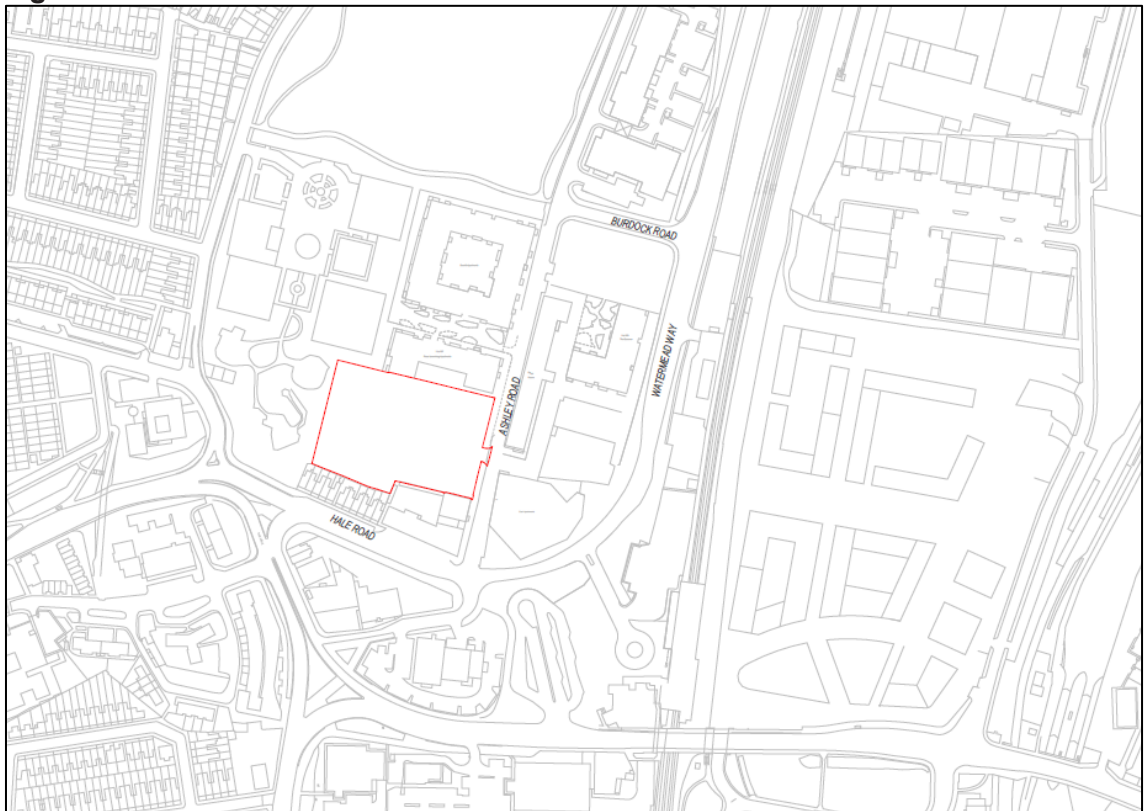
4 SITE & SURROUNDING CONTEXT

- 4.1 This section of the TA describes the existing accessibility of the development site and the surrounding transport networks.

Development Site

- 4.2 As noted above, the site lies within Tottenham Hale, a key mixed-use area within the London Borough of Haringey. It is located along the spine of Ashley Road.
- 4.3 The site's extant permission currently holds two extant permissions as confirmed by the approval of Certificate of Lawfulness.
- 4.4 As aforementioned, one was granted on appeal in 2020, authorised demolition of the previous buildings to enable a mixed-use development comprising retail, commercial and residential uses. The demolition was completed, but construction of the proposed 12-storey building was not, so both parcels currently comprise vacant, undeveloped land.
- 4.5 The second permission comprised the demolitions of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3) and 170sqm of commercial space.
- 4.6 The location of the site in context of its surroundings is presented in **Figure 4.1** below.

Figure 4.1: Site Location



Source: QGIS, © OpenStreetMap contributors

Pedestrian and Cycle Network

Pedestrian Infrastructure

- 4.7 The CIHT's guidance 'Guidelines for Providing for Journeys on Foot' (2000) states in paragraph 3.32 and within Table 3.2 that the preferred maximum walking distance to facilities and local services is 2,000m. The distances for various land uses are outlined in **Table 4.1**.

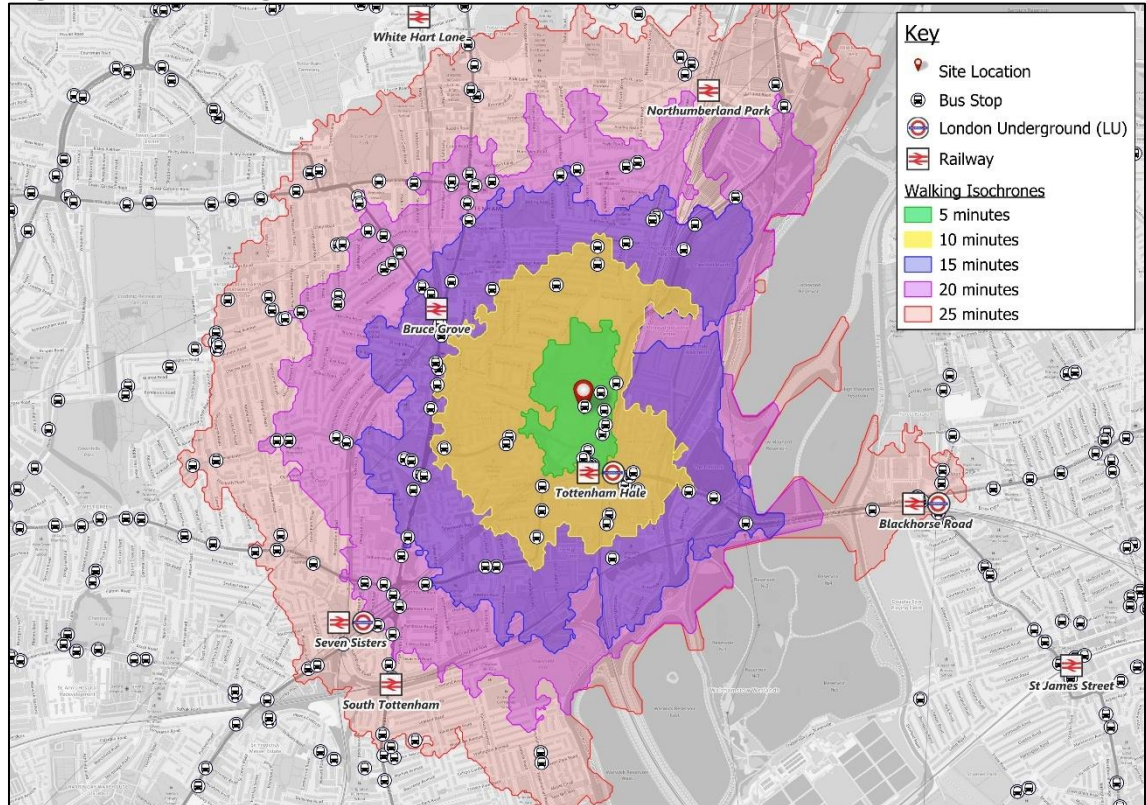
Table 4.1: Acceptable Walking Distances (m)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: CIHT Guidelines for Providing for Journeys on Foot (2000)

- 4.8 There are well-established footways and crossing points in the vicinity of the site. The existing pedestrian routes provide a continuous paved link along Ashley Road and through the surrounding area. Ashley Road features raised tables at various locations, improving pedestrian crossing safety. Ashley Road also gives pedestrians direct access to the A1055 Watermead Way, which connects to the wider pedestrian network.
- 4.9 Footway widths on Ashley Road vary from approximately 3.1 m to 5.5 m. The footway directly along the site frontages measures about 4.5–5.5 m around the perimeter of the southern parcel and about 2.5 m around the perimeter of the northern parcel. Some grass verges are present along parts of Ashley Road, typically around 1.5 m wide. Footways along the A1055 Watermead Way are approximately 2.5 m to 9.0 m wide.
- 4.10 Signal-controlled pedestrian crossings are located along Watermead Way. The nearest crossing to the site is directly opposite the northern parcel's frontage on Watermead Way. This staggered crossing provides a safe route to the eastern footway on Watermead Way.
- 4.11 Approximately 50 m south of the southern parcel there is another signal-controlled crossing adjacent to the Ashley Road / A1055 Watermead Way junction, providing a safe crossing of Watermead Way and onward access toward Tottenham Hale Station and Tottenham Hale Retail Park.
- 4.12 The wide footways on the junction approaches support pedestrian movement and enable efficient operation of the signal-controlled crossings, allowing pedestrians to move through the local network with minimal delay.
- 4.13 An informal pedestrian route through Down Lane Park lies about 20 m from the northern parcel and about 150 m from the southern parcel. This route connects the site to Park View Road and to nearby sports fields.
- 4.14 **Figure 4.2** below shows walking isochrones for 5, 10, 15 and 20 minutes from the site frontage on Ashley Road. The midpoint between the two parcels was used as a proxy to determine the isochrones. As shown, a range of key services and amenities can be reached within a 15-minute walk, with access to bus, Underground and rail services available in under 5 minutes.

Figure 4.2: Walking Isochrones

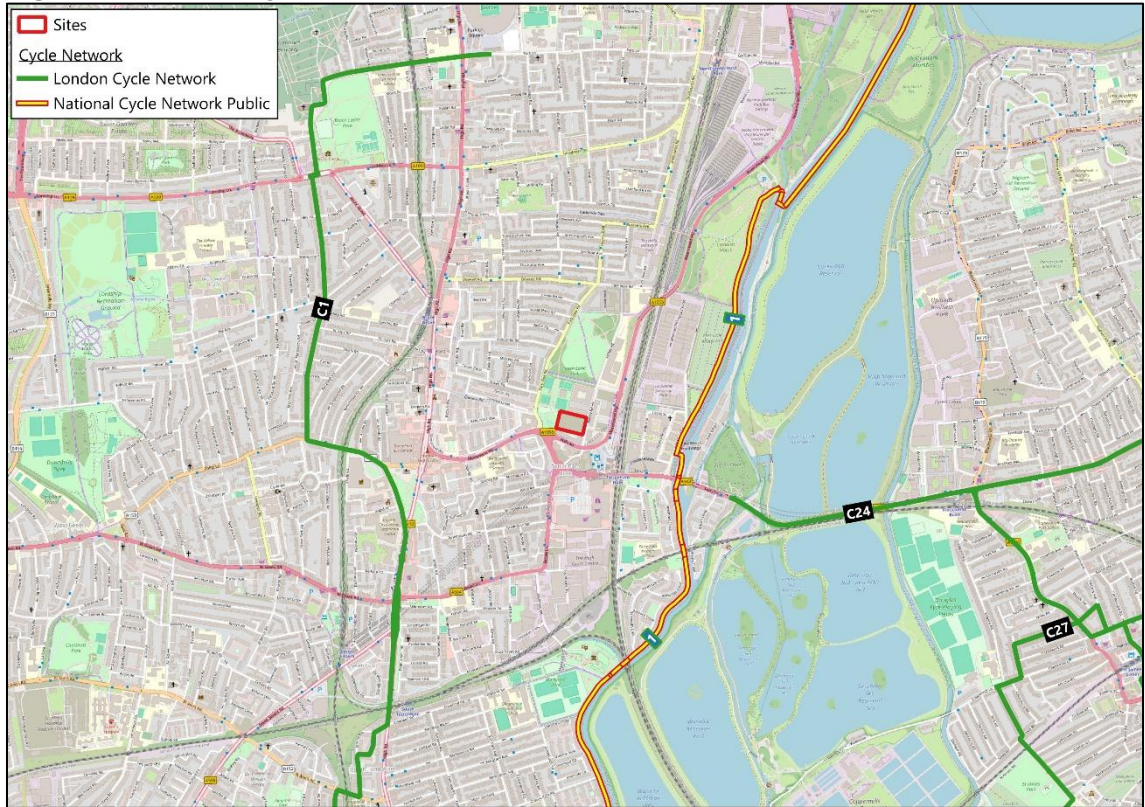


Source: QGIS, © OpenStreetMap contributors & © 2024 TravelTime.

Cycle Infrastructure

- 4.15 Cycling has potential for sustainable journeys, particularly for less than five miles in length. LTN 1/20 'Cycle Infrastructure Design' advises that two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.
- 4.16 While dependent on available infrastructure and other circumstances, these trips, in conjunction with shorter trips also suitable for walking, are an important focus when considering access to local facilities for a proposed development. The distance that people are willing to cycle varies based on their ability, the quality, safety, and provision of infrastructure, and available destinations.
- 4.17 Topography is not an impediment to cycling within the vicinity of the site. Cycle routes around the site are illustrated within **Figure 4.3** while cycle isochrone mapping can be found in **Figure 4.4**.

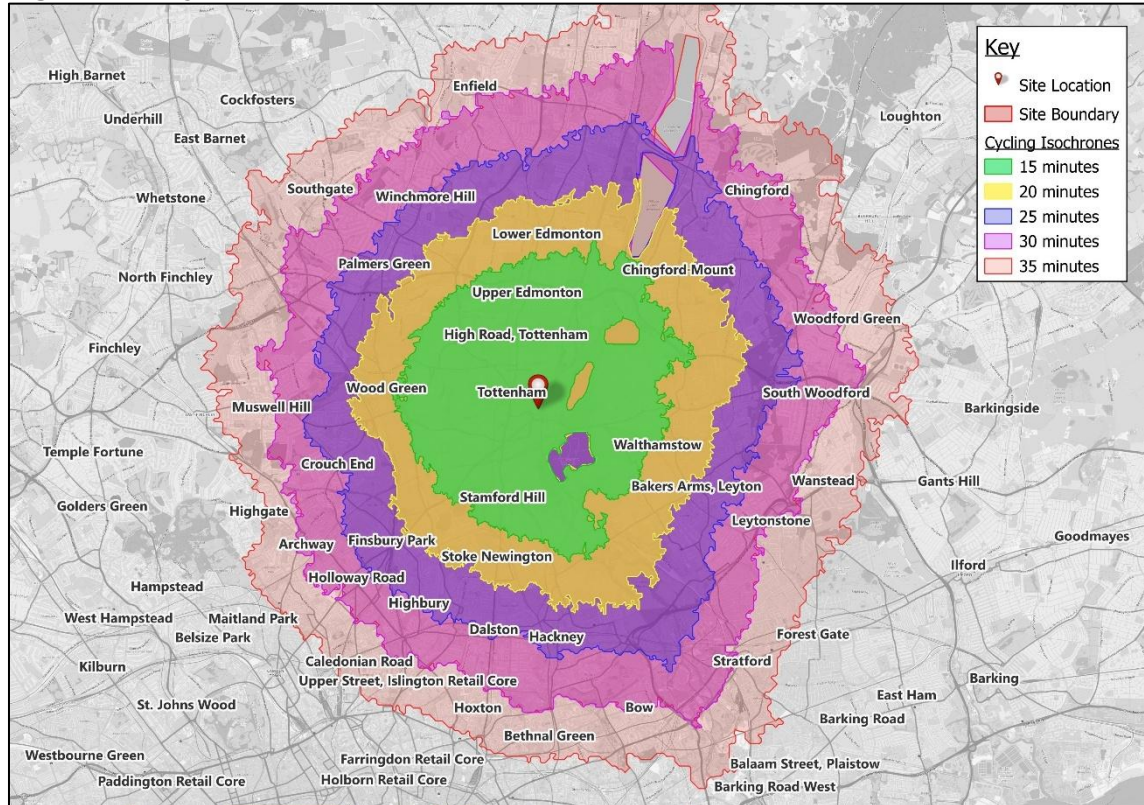
Figure 4.3: Local Cycle Network



Source: QGIS, © OpenStreetMap contributors

- 4.18 The cycle isochrone mapping shown below in **Figure 4.4** provides travel time isochrones from the site. The isochrones illustrate 10, 20, and 30-minute cycle times. Within 10 minutes, all of Tottenham can be reached, while Hackney, Finsbury Park, Palmers Green, Walthamstow and Dalston can be reached within a 25-minute cycle ride. This demonstrates that the site is accessible for journeys to a large area of North London, providing links to onward travel, employment, shopping facilities and leisure activities.

Figure 4.4: Cycle Isochrones



Source: QGIS, © OpenStreetMap contributors & © 2024 TravelTime.

- 4.19 The site is located within reasonable cycling distance of three named routes within London's extensive Cycleway network (LCN) and various unnamed cycle routes which form part of the LCN, offering a wide selection of protected, traffic-free, or low-traffic routes aimed at catering for cyclists of all ages and abilities.
- 4.20 The cycle isochrone figure also shows that to the south of Tottenham Hale station, Ferry Lane forms part of Cycleway 24, a direct route across to Walthamstow and a connection to Cycleway 1, one of London's principal cycle routes providing a direct link to Central London to the south.
- 4.21 Ashley Road also forms part of one of many unclassified cycle routes in the area, running north toward Watermead Way and continuing to C21.
- 4.22 Cycleways aim to promote cycling as a viable and environmentally friendly mode of transport, reducing reliance on cars and improving air quality. **Figure 4.3** shows the abovementioned cycleways in relation to the site's location.
- 4.23 Additional on-street cycle parking is available across the local highway network in the form of Sheffield stands. The nearest on-street facilities are located circa 50m north of the southern parcel and provide 10 cycle parking spaces in the form of 5 Sheffield Stands.
- 4.24 Various e-bikes and e-scooters can also be hired near the site through micromobility companies on a per-use basis. Designated drop-off and pick-up bays are located adjacent to Tottenham Hale Station.

Active Travel Zone

- 4.25 An Active Travel Zone (ATZ) assessment has been undertaken within the locality of the proposed site. As advised within the ATZ – Transport Assessments document on Transport for London's Transport Assessment Guidance website, the assessment considers all key potential destinations that future residents could travel to by walking or cycling.
- 4.26 **Table 4.2** is a list of all the key potential destinations that residents may travel to and the journey times by walking and cycling. This table is not meant to provide an exhaustive list but rather the most likely facilities and amenities that future residents of the proposed development are likely to use.
- 4.27 The Active Travel Zone table located overleaf shows that there are numerous facilities and amenities within reasonable walking and cycling distances of the site. These include:
- Public Transport stations and stops;
 - Local current and future Strategic London-Wide Cycle infrastructure;
 - Town Centres;
 - Schools / Colleges;
 - Parks; and
 - Medical Facilities.

Table 4.2: ATZ Map – Key Potential Destinations from the Site

Facility	Distance from Site	Journey Time (minutes)	
		Walking	Cycling
Public Transport Stops / Stations			
Burdock Road / Lea Valley (Stop G)	260m	3mins	<1min
Tottenham Hale Station	200m	3mins	<1min
Tottenham Hale Bus Station	130m	2mins	<1min
Tottenham Hale Underground Station	180m	2mins	<1mi
Bruce Grove Overground Station	1100m	15mins	4mins
London Cycleways			
Ashley Road Cycleway	5m	<1min	<1min
National Cycle Route 1	500m	6mins	1min
London Cycleway 24 (C24)	220m	3mins	<1min
London Cycleway 1 (C1)	1200m	14mins	6mins
Town Centres			
Bruce Grove Town Centre	800m	10mins	2mins
Parks			
Down Lane Park	130m	2mins	<1min
Down Lane Park Sports Courts	270m	3mins	<1min
Tottenham Marshes	700m	9mins	2mins
Abbey Recreation Grounds	1000m	13mins	2mins
Schools / Colleges			
Harris Academy	200m	3mins	<1min
Hyland House School	800m	10mins	2mins
The Mullberry Primary School	800m	10mins	2mins
Bruce Grove Primary School	1300m	17mins	3mins
London Enterprise College	1900m	24mins	5mins
Place of Worship			
St Francis' at The Engine Room Church	900m	10mins	4mins
Church of the Good Shepherd	650m	9mins	2mins
ICMG UK Mosque	800m	12mins	4mins
Holy Trinity Church	850m	13mins	6mins
Medical Centres / Hospitals			
Tottenham Hale Osteopaths	70m	<1min	<1min
Spire Wimbledon Clinic	290m	4mins	<1min

Charlton House Medical Centre	1500m	19mins	4mins
Work Destinations			
Tottenham Hale Retail Centre	220m	3mins	<1min
Mill Mead Industrial Estate	1400m	18mins	3mins

Note: The walking and cycle length/ times have been calculated from the nearest perimeter of each parcel to the amenity.

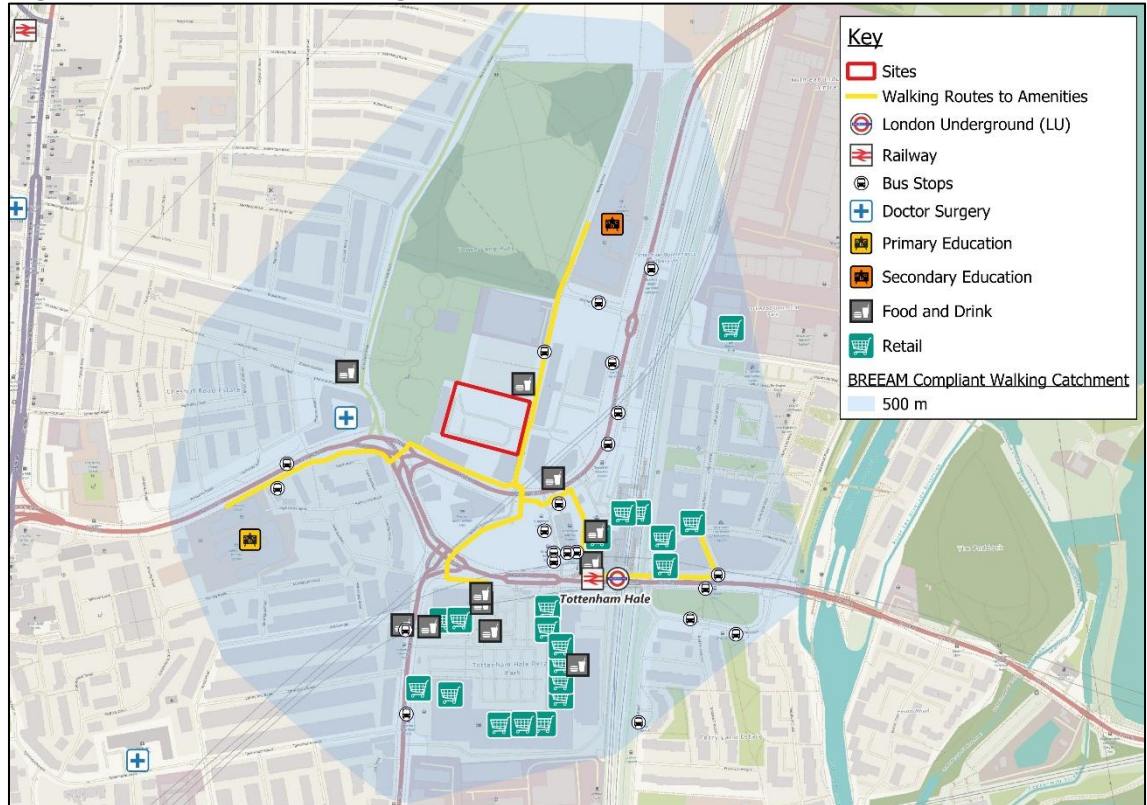
Assumed Walking Speed = 78m / min, Assumed Cycling Speed = 420m / min

- 4.28 It is evident from **Table 4.2** that walking and cycling offers a great potential particularly for shorter trips and shows that many local facilities including key transport nodes are located within short walking and cycling distances from the site.

BREEAM Compliant Amenities

- 4.29 As this Transport Assessment has been produced to comply with BREEAM guidance as set out in the introduction, a review of relevant amenities within 500m walking distance has been identified alongside safe walking routes. These are reproduced in **Figure 4.5**.

Figure 4.5: BREEAM Walking Catchment

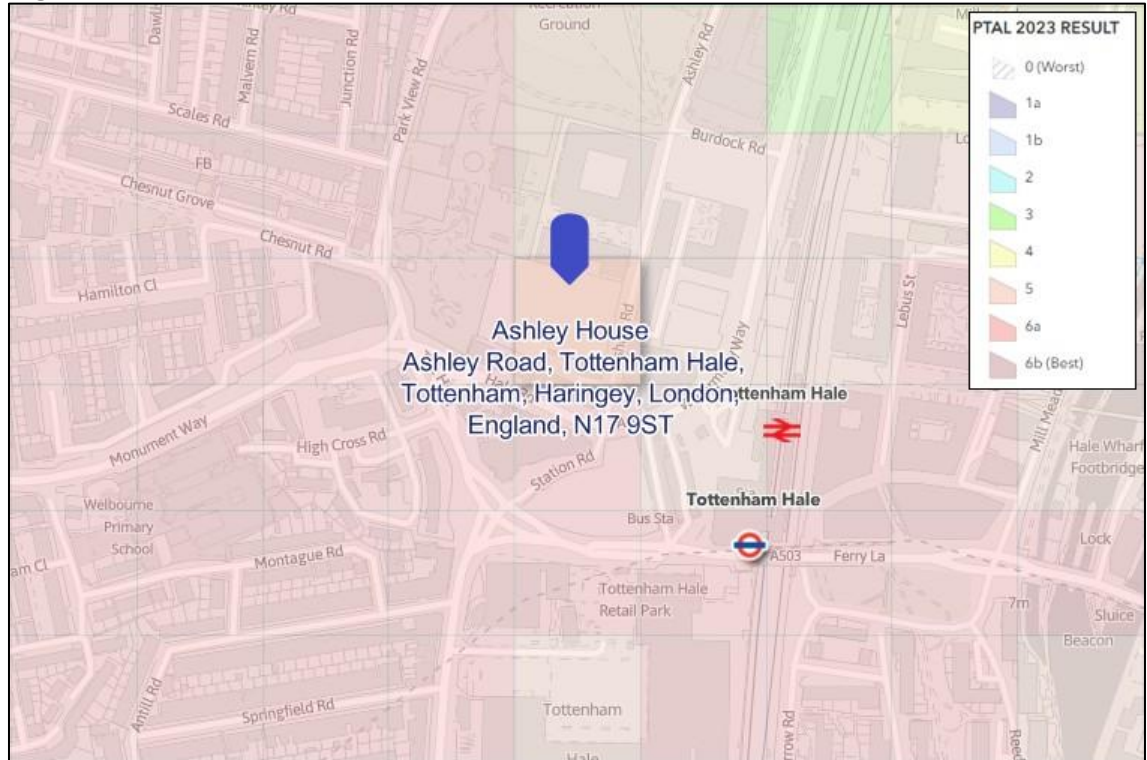


Public Transport Accessibility

PTAL

- 4.30 Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest. TfL's WebCAT tool calculates a PTAL rating 5, showing a high level of public transport accessibility. **Figure 4.6** below shows the PTAL of the site within the context of the surrounding area.

Figure 4.6: Site Area PTAL Map



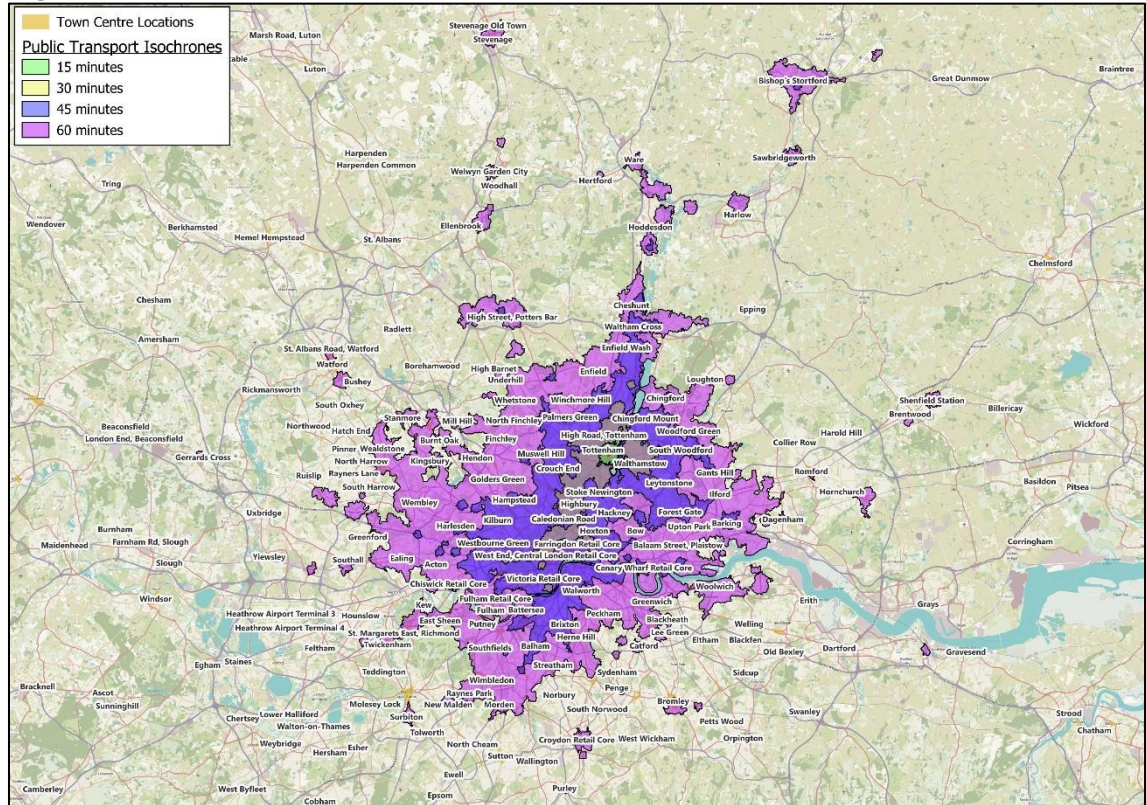
Source: TfL WebCAT Service²¹

Transport Isochrones

- 4.31 The site's high PTAL rating ensures strong public-transport connectivity. As shown, the majority of central London can be reached within 45 minutes; this also includes central locations such as Huddesdon and Bishop's Stortford. Within an hour, most of London can be reached, including outer-London locations such as Croydon, Hornchurch, Brentwood, Shenfield, Watford, Hatfield, Welwyn Garden City, Hertford and Stansted Airport. **Figure 4.7** illustrates areas accessible from the site within 15, 30, 45 and 60 minutes by public transport.

²¹ [WebCAT 3.0 - Web-based Connectivity Assessment Toolkit](#)

Figure 4.7: Public Transport Isochrones



Bus Services

- 4.32 PTAL guidance considers that people are willing to walk up to eight minutes to access bus stops. TfL therefore considers bus stops within 640m of a development (80m x 8 minutes) to be accessible.
- 4.33 The site is served directly by Tottenham Hale Bus Station, which is situated around 110m from the southern part of the development and circa 260m from the northern part of the development. There is also northbound and southbound bus stops on the A1055 Watermead Way. A summary of the services from the bus station and the bus stops on Watermead Way can be found in **Figure 4.3**. As can be seen there are eight bus services which operate close to the site, including two services which run throughout the night.

Table 4.3: Bus Stops Near Site

Service	Route	Frequency			
		AM Peak	PM Peak	Sat	Sun
Tottenham Hale Bus Station					
W4	Tottenham Hale Bus Station – Tottenham Hale Retail Park – College of North East London – Tottenham Town Hall – Bruce Grove Station – Turnpike Lane Station – Wood Green Station	Every 8–12 minutes	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes
N73*	Walthamstow Bus Station – Blackhorse Road – Tottenham Hale Bus Station – Tottenham High Road – Tottenham Court Road – Oxford Circus	N/A	N/A	Night/early-morning pattern (varied)	Night/early-morning pattern (varied)
N41*	Tottenham Hale Bus Station - Seven Sisters Station - Turnpike Lane Bus Station - Hornsey Station Crouch End Broadway - Hornsey Rise - Archway Station - Upper Holloway Station - Holloway Road Station - Highbury & Islington Station - Angel Station - Islington High Street - Vernon Place (for Holborn Station) - Leicester Square Station- Trafalgar Square Whitehall	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern
41	Archway Station (Junction Road) - Crouch End Broadway - Hornsey High Street - Turnpike Lane Station West Green Road - Seven Sisters Station - Tottenham Hale Bus Station	Every 5 – 8 minutes	Every 5 – 8 minutes	Every 5 – 9 minutes	Every 12 – 13 minutes
76	Tottenham Hale Bus Station – Park View Road – Seven Sisters Station – Stoke Newington – Dalston Kingsland – Old Street / Moorgate	Every 6–9 minutes	Every 10–12 minutes	Every 9–13 minutes	Every 11–13 minutes
123	Tottenham Hale Bus Station – Tottenham High Road – Bruce Grove Station – Mount Pleasant Road – Turnpike Lane Bus Station – Ilford / Hainault area	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes	Every 8–12 minutes
230	Tottenham Hale Bus Station – Mill Mead Road – Walthamstow Wetlands – Blackhorse Road – Walthamstow Bus Station – Wood Street	Every 15–20 minutes	Every 15–20 minutes	Every 15–20 minutes	Every 15–20 minutes

Burdock Road / Lee Valley Technopark (Stop G)

192	Burdock Road / Lee Valley Technopark – Northumberland Park / Meridian Water – Edmonton Green – Plevna Road – Edmonton Green Bus Station – Enfield Town	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes	Every 11–13 minutes
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Source: TfL (November 2025)

Notes: * AM and PM frequencies for night services represent peak frequency throughout its service window

- 4.34 As shown in 110m from the site, there is also northbound and southbound bus stops on the A1055 Watermead Way. A summary of the services from the bus station and the bus stops on Watermead Way can be found in

- 4.35 **Table 4.3.** As can be seen there are eight bus services which operate close to the site, including two services which run throughout the night.
- 4.36 **Table 4.4** eight bus services are available within short walking distance of the site. It is anticipated that buses will serve as an important mode of travel for future residents of the development.

London Underground (Victoria Line)

- 4.37 Tottenham Hale Underground Station is 250m to the south of the site, which is on the Victoria Line, **Table 4.4** illustrates the peak frequency.

Table 4.4: Tottenham Hale Underground Services

Line	Route	First Train	Last Train	Average Peak Frequency
District Line	Walthamstow Central – Blackhorse Road – Tottenham Hale – Seven Sisters – Finsbury Park – Highbury & Islington – King’s Cross St. Pancras – Euston – Warren Street – Oxford Circus – Green Park – Victoria – Pimlico – Vauxhall – Stockwell – Brixton	05:28	00:35	27 per hour

Source: TfL Timetable Information (2025)

- 4.38 Access to the Victoria Line at Tottenham Hale Station allows quick and easy access to Central London. Furthermore, there is a direct access from the station to the key London train termini at London King Cross and St Pancras – which includes national services across the UK and international services to mainland Europe.
- 4.39 Given the proximity of Tottenham Hale Station to the site and its level of integration with the rest of the London Underground network, it is anticipated that a substantial proportion of future residents would travel by this mode of transport.

National Rail

- 4.40 Tottenham Hale Station also offers National Rail services are operated by Greater Anglia on the West Anglia Main Line, serving both local trains and faster services. Regular southbound services run into London Liverpool Street with typical journey times of around 9–12 minutes on faster trains and 15–20 minutes on all-stops services; northbound trains serve destinations such as Cheshunt, Broxbourne, Stansted Airport and Cambridge.
- 4.41 Frequency is high during weekday daytime hours, combining multiple routes to provide several trains per hour in each direction, exact frequencies and calling patterns change outside peak periods and at weekends.

Overground - Weaver Line

- 4.42 Bruce Grove Overground Station is located approximately 15 minutes from the sites to the north west. This station is served by the Weaver Line which runs between London Liverpool Street and Cheshunt and Enfield. A breakdown of these services can be found in **Table 4.5** below.

Table 4.5: Bruce Grove Overground Services

Line	Route	First Train	Last Train	Average Peak Frequency
London Liverpool – Enfield Town	London Liverpool Street, Bethnal Green, Cambridge Heath, London Fields, Hackney Downs, Rectory Road, Stoke Newington, Stamford Hill, Seven Sisters, Bruce Grove, White Hart Lane, Silver Street, Edmonton Green, Bush Hill Park, Enfield Town.	06:20	00:20	4 per hour
Weaver London Liverpool – Cheshunt	London Liverpool Street, Bethnal Green, Cambridge Heath, London Fields, Hackney Downs, Rectory Road, Stoke Newington, Stamford Hill, Seven Sisters, Bruce Grove, White Hart Lane, Silver Street, Edmonton Green, Southbury, Turkey Street, Theobalds Grove, Cheshunt.	06:05	00:05	3 per hour

Source: TfL Timetable Information (2025)

Local Highway Network

Ashley Road & Burdock Road

- 4.43 Ashley Road and Burdock Road are both situated directly adjacent to the site. Ashley Road runs in a north–south direction and is one-way from south to north (except for bicycles) from the junction with Watermead Way/Station Road/Hale Road. Ashley Road has a speed limit of 20 mph and is approximately 3 m wide.
- 4.44 Burdock Road is a short, two-way single-carriageway road with a width of approximately 7.3 m. The route runs from Ashley Road in the west to Watermead Way in the east.
- 4.45 The Ashley Road/Station Road/Hale Road/Watermead Way junction is signalised with pedestrian phases. The Burdock Road/A1044 Watermead Way junction to the north is also signalised with pedestrian phases.

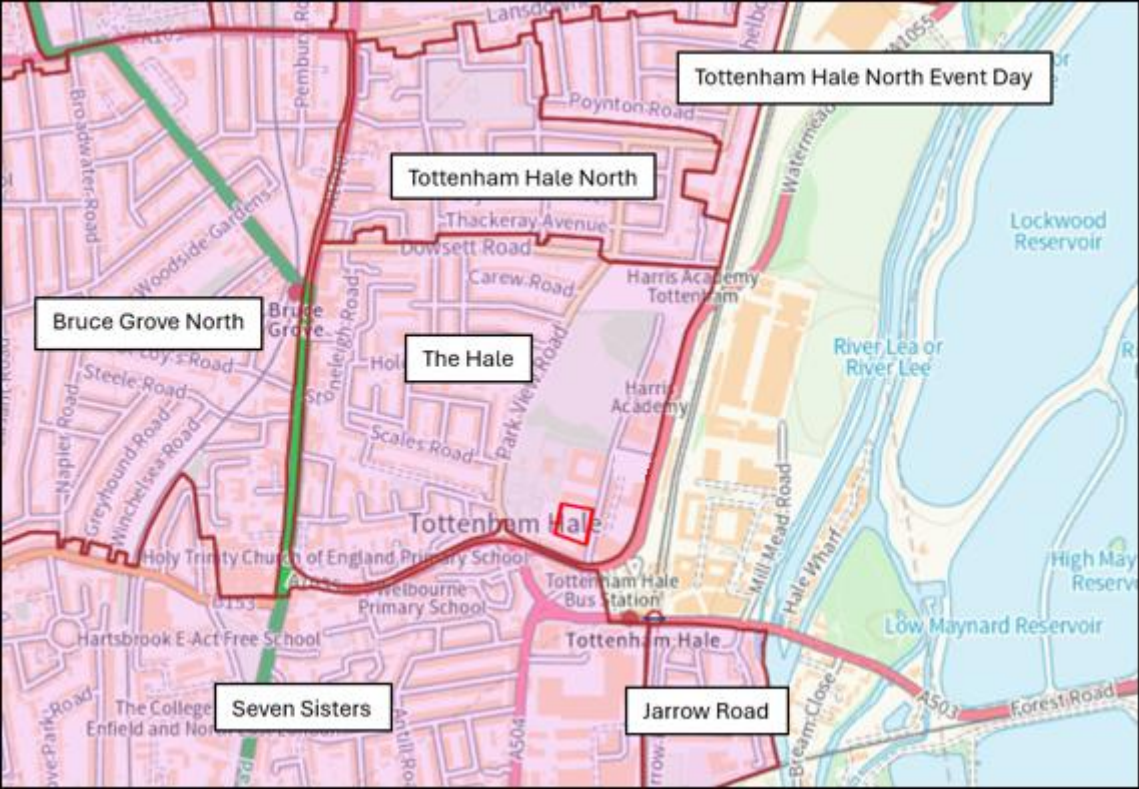
A1044 Watermead Way

- 4.46 The A1044 Watermead Way runs to the east of the site. North of the site the road has two carriageways; the southbound carriageway narrows between two lanes and one lane in the vicinity of the development.

Parking and Waiting Restrictions

- 4.47 As can be seen in **Figure 4.8** the site and immediate surrounding area are located within of one of LBH's Controlled Parking Zone ('CPZ').

Figure 4.8: CPZ Map



Source: [London Borough of Haringey CPZ Map](#)

4.48 As shown above, the site sits within The Hale. The imposed restrictions for each zone are set out in **Table 4.6**

Table 4.6 : CPZ Restrictions

CPZ	Restrictions	Notes
The Hale	Non-event days CPZ hours are Monday to Friday, 8.30am to 6.30pm Parking is free outside these CPZ hours and on bank holidays. Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 8am to 8.30pm Saturday and Sunday, 8am to 8pm bank holidays, 12 noon to 8pm Parking is free outside these CPZ hours.	On-street parking is £2.50 per hour.

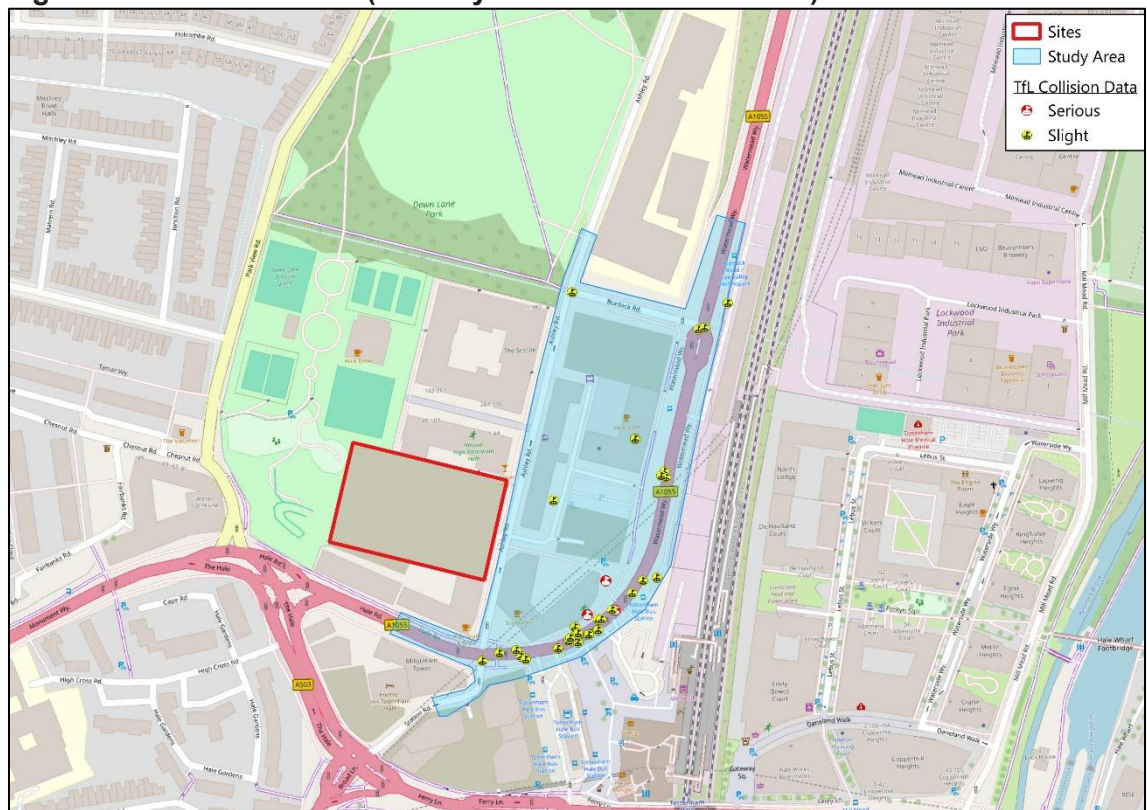
Tottenham Hale North	Non-event days CPZ hours are Monday to Sunday, 8am to 6.30pm. Parking is free outside these CPZ hours and on bank holidays. Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 8am to 8.30pm Saturday and Sunday, 8am to 8pm bank holidays, 12 noon to 8pm Parking is free outside these CPZ hours.	On-street parking is £1.50 per hour.
Tottenham Hale North Event Day	Non-event days You only need a permit to park in this CPZ when events are happening at Tottenham Hotspur Football Stadium. Event days CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 5pm to 8.30pm Saturday, Sunday and bank holidays, 12 noon to 8pm	Parking is free outside of these CPZ hours.
Seven Sisters	CPZ hours are Monday to Saturday, 8am to 6.30pm.	On-street parking is £2.50 per hour. Parking is free outside these CPZ hours and on bank holidays.
Jarrow Road	CPZ hours are Monday to Saturday, 8am to 6.30pm.	On-street parking is £2.50 per hour. Parking is free outside these CPZ hours and on bank holidays.
Bruce Grove North	Non-event days CPZ hours are Monday to Saturday, 8am to 6.30pm. Parking is free outside these CPZ hours and on bank holidays Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium:	On-street parking is £2.50 per hour.

Monday to Friday, 8am to 8.30pm
Saturday and Sunday, 8am to 8pm
bank holidays, 12noon to 8pm
Parking is free outside these CPZ hours.

Road Safety

- 4.49 Personal Injury Collision (PIC) data has been obtained from TfL for the latest available six-year period (January 2020 – December 2025) utilising the TfL road safety dashboard. The study area comprises Ashley Road, Hale Road, Burdock Road, Station Road and A1055 Watermead Way near the site as illustrated in **Figure 4.9**.

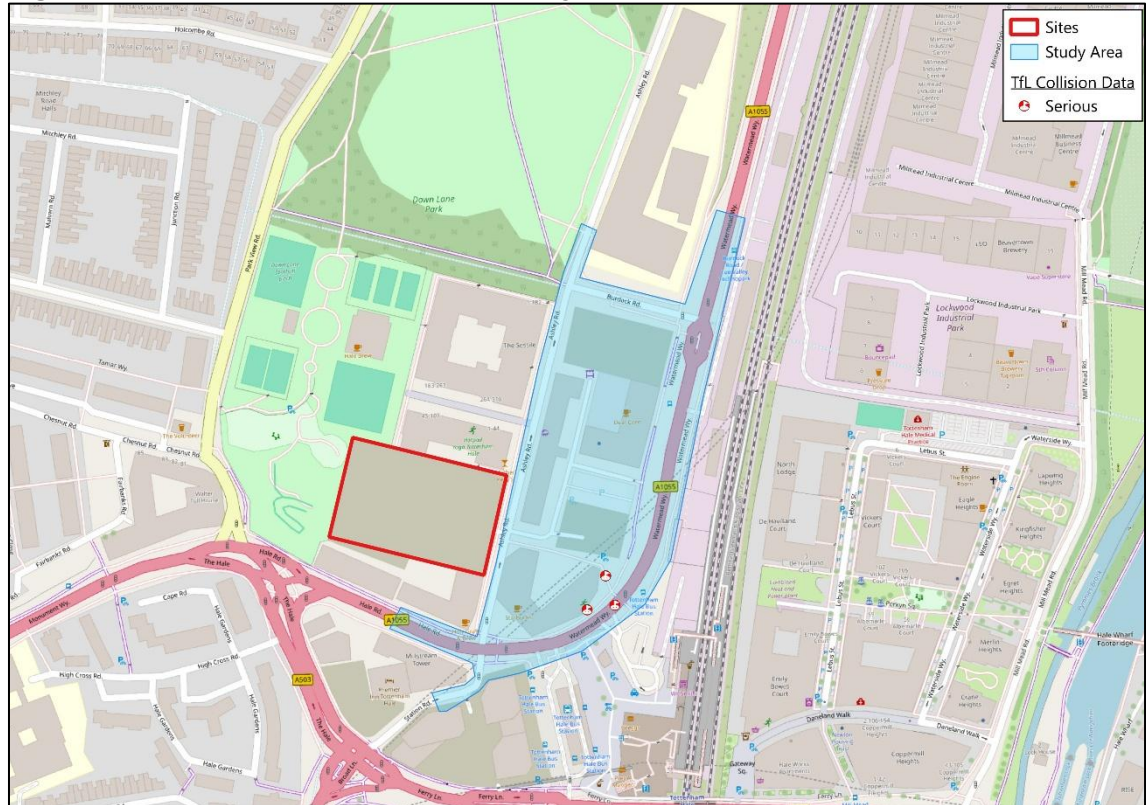
Figure 4.9: Collision Data (January 2019 – December 2024)



Source: TfL Safety Dashboard, QGIS and © OpenStreetMap

- 4.50 During the most recently available six-year period, there were a total of 45 Personal Injury Collisions (PICs) recorded within the study area. These consisted of 42 slight injury collisions and 3 serious injury collisions.
- 4.51 The 3 serious collisions were recorded across the study areas are illustrated in **Figure 4.10** while **Figure 4.11** highlights the different casualty types for the 3 collisions which were vulnerable road users, either pedestrian or cyclists.

Figure 4.10: Data (Serious Incidents Only)



- 4.52 Focusing on vulnerable road user casualties (pedal cycles and pedestrians), details regarding the two identified serious collisions within the study area are as follows:
- 16th August 2020 - A serious collision at 21:20 at on Watermead Way, 1m south of the junction with Cygnet Way. The collision involved a car, resulting in one seriously injured pedestrian. The road was wet with dark conditions.
- 4.53 The frequency of collisions and the lack of any significant incident clusters (three or more occurrences) within the local highway network indicate that there is no identifiable pattern of collisions attributable to public highway design.

Summary

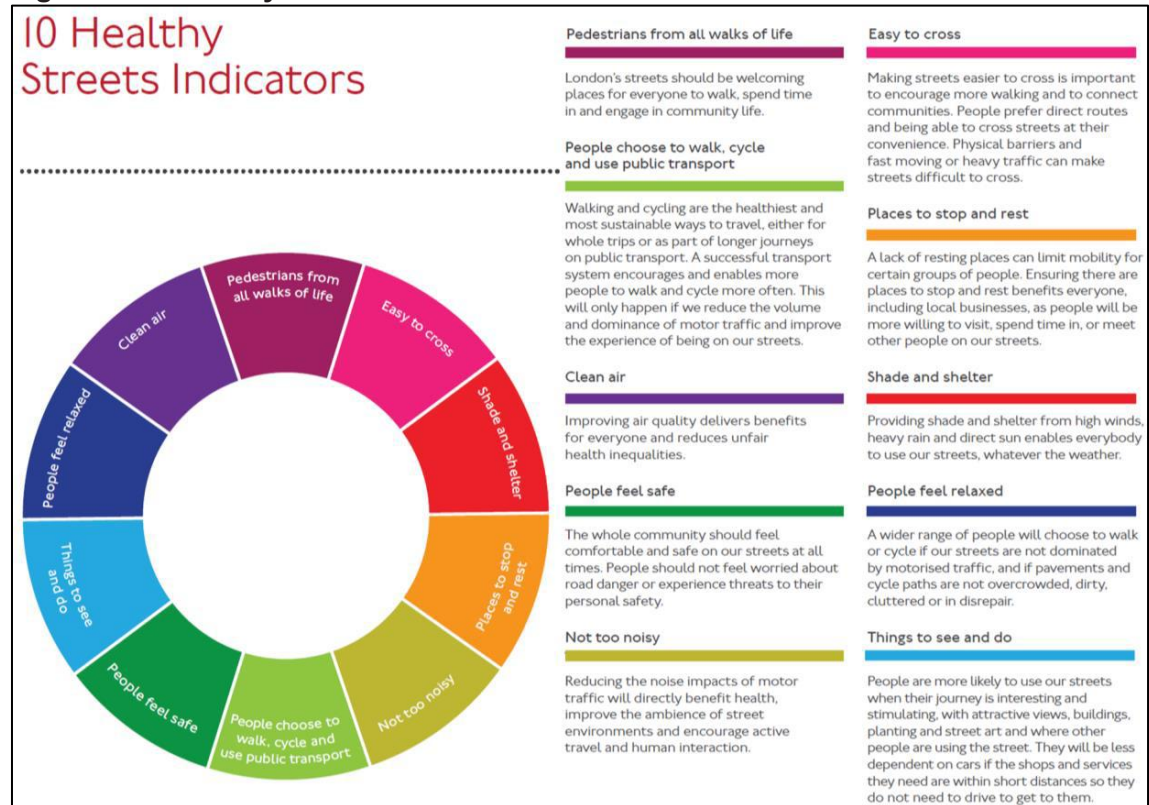
- 4.54 The development site is located in Tottenham Hale, in the London Borough of Haringey, in a mixed-use area and developing area. The sites are situated along the spine road of Ashley Road and bound by the A1055 Watermead Way to the east and south. Burdock Road is adjacent to the north parcel of land.
- 4.55 There are well established footways and crossing points in the vicinity of the site. The existing pedestrian routes provide a continuous paved link along Ashley Road and Watermead Way, this is the consensus for the surrounding area. These road gives pedestrians direct access to the

-
- Tottenham Hale Train Station and the Tottenham Hale Bus Station, which enables in/outbound travel options.
- 4.56 The site is located within reasonable cycling distance of two routes within London's extensive Cycleway network (C1 and C24), offering a wide selection of protected, traffic-free, or low-traffic routes aimed at catering for cyclists of all ages and abilities. National cycle route 1 also runs close to the site, which offers offroad route for cyclists along the wetlands and canals in proximity to the site.
- 4.57 As mentioned, the site is served by Tottenham Hale Bus Station that provide connections to a variety of destinations across London, there are also two-night buses. Tottenham Hale Train Station offers both Victoria line underground services and National Rail services.
- 4.58 The site is well connected to the local highway network via the A1055 Watermead Way to the east and A10 High Road to the west. The roads around the site have low speed limits and are well-lit. A review of PIC data has taken place, and no serious collision clusters have been identified.

5 ACTIVE TRAVEL ZONE ASSESSMENT

- 5.1 The Healthy Streets approach is a system of policies and strategies designed to help Londoners use cars less and walk, cycle, and use public transport more. This approach aims to ensure all Londoners enjoy the benefits of an active lifestyle by walking or cycling for at least 20 minutes a day (one of the three key aims of the Mayor's Transport Strategy, MTS). It requires an integrated living plan for the city, with most journeys being undertaken on London's streets. Therefore, this approach aims to ensure that the environment works for those undertaking journeys by foot, bicycle, and public transport.
- 5.2 This assessment technique aims to ensure the street environment works for all and provides a long-term plan for improving Londoners' and visitors' experiences of London's streets, as well as promoting physical activities organically. The Healthy Streets approach aims to deliver these changes and achieve these policies in the following three ways:
- At Street Level: creating positive changes to the character of London's Streets with spaces for dwellings, walking, and cycling as well as public transport use. This is considered to be aided by providing seating, vegetation and reducing the dominance of vehicles on the landscape;
 - At Network Level: Developing more efficient and affordable services including public transport choices and facilities (including at stations). TfL have also set out a strategy to improve road safety through the provision of on-street enforcement operations, road signals and road work management; and,
 - At Strategic Level: maintain the long-term transport functionality within London for its residents and visitors where walking, cycling and public transport are the primary choices for travel. TfL will aim to develop new housing within the vicinity of rail stations public transport services and interchanges.
- 5.3 In recognition of these targets, TfL has developed ten Healthy Street Indicators to assess the street environment. ATZ Survey has taken place during the day and also at night. The assessment for the daytime surveys can be found in the first part of this chapter, while the nighttime analysis, which focuses on more condensed routes running to transport nodes, can be found in the latter part of this chapter. These indicators are based on the principles of health, fairness, and active travel. A description of these indicators is provided in **Figure 5.1** below.

Figure 5.1: Healthy Streets Indicators



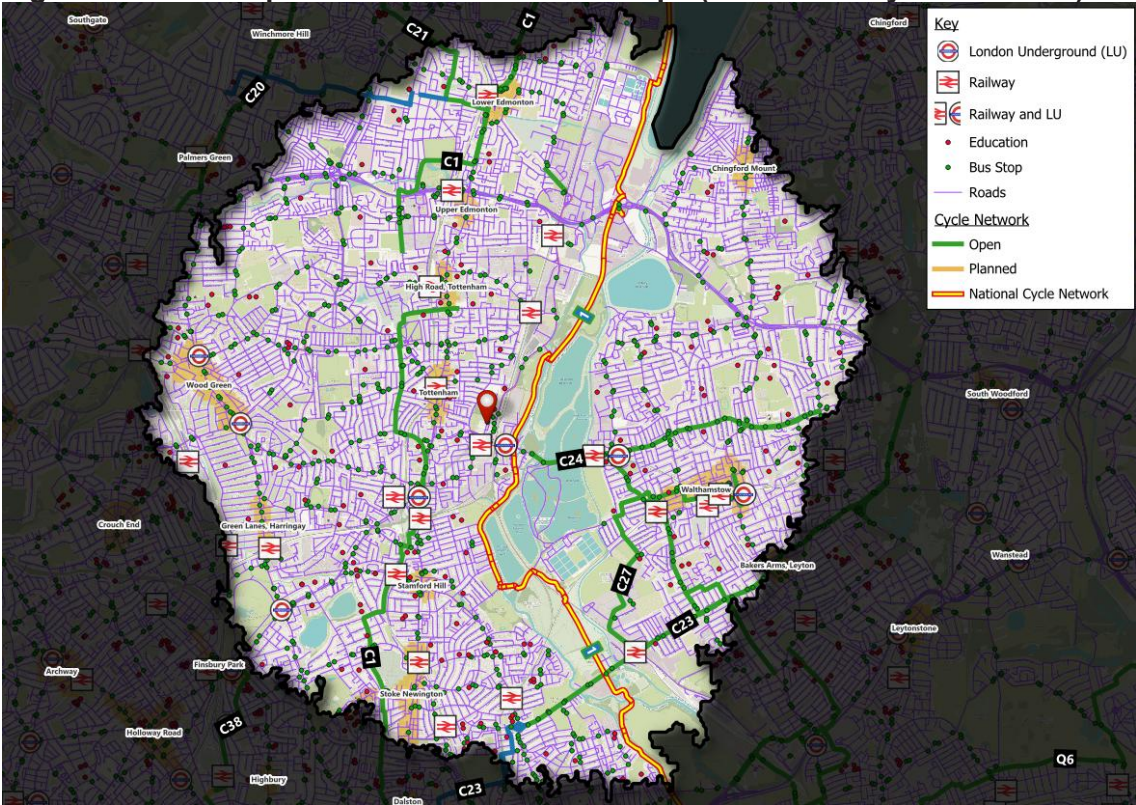
Source: Healthy Streets for London (TfL)

- 5.4 This approach priority is to **“make London a healthier, more sustainable, safer, more connected and, ultimately, more successful city for all Londoners.”**
- 5.5 TfL's guidance adds that:
- “London can become a city where people choose to walk, cycle and use public transport more, bringing huge health and wellbeing benefits to everyone”.**
- 5.6 “Providing more appealing walking, cycling and public transport options is the best way to reduce car use.”
- 5.7 In this instance, the Healthy Streets approach is central to this HSTA and the transport strategy behind the proposed development. While the entire TA is based on the Healthy Streets approach, this chapter will address the impact on active travel through the ATZ Assessment.

ATZ Map 1 – The ATZ and Potential Key Active Travel Destinations

5.8 The 20-minute cycle to and from the site, as extracted from TfL’s WebCAT website, is illustrated in **Figure 5.2**. As shown, it covers a wide area within Haringey.

Figure 5.2: ATZ Map 1 - Active Travel Zone Scope (20 minutes cycle from site)



Source: QGIS, © OpenStreetMap contributors, © 2025 TravelTime and TfL Data

- 5.9 The ATZ guidance requires the identification of all potential key destinations in the ATZ around the site, which can be grouped into seven categories: public transport stops and stations, London’s current and future London-wide strategic cycle network, town centres, parks, schools and colleges, hospitals and doctors, and places of worship.
- 5.10 As can be seen, the ATZ includes a variety of destinations, from public transport stops and stations to a wide range of services and facilities, including some town centre locations. These destinations are listed in **Table 5.1** below, along with their importance and priority for the proposed development. The key attractors in this case are likely to be the closest public transport links (i.e., bus stops and railway/underground stations), schools and education facilities, local shops, and local employment sites.
- 5.11 The ATZ map 1 shown in **Figure 5.2** above shows all the key destinations while **Table 5.1** sets out a summary of the amenities.

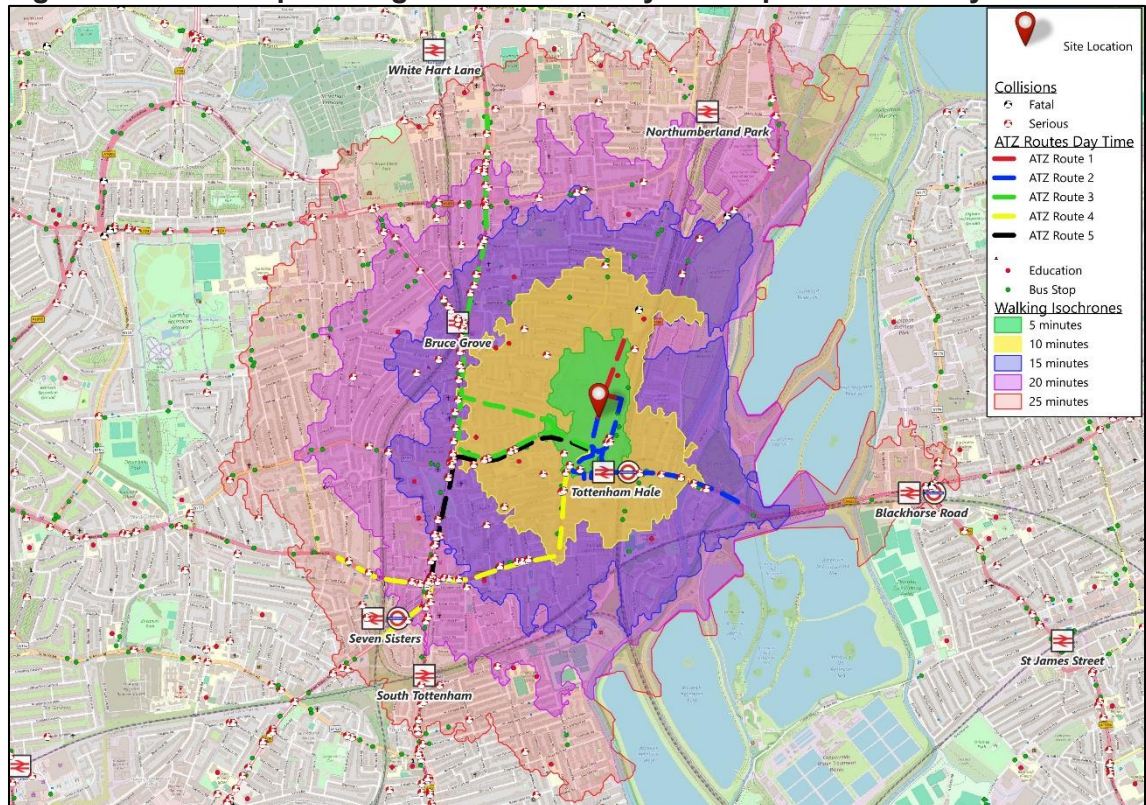
Table 5.1: Services and Facilities with the ATZ with priorities

Category	Destination	Priority	Reason
Public Transport	Burdock Road / Lea Valley (Stop G)	High	Direct connections to public transport network
	Tottenham Hale Station	High	
	Tottenham Hale Bus Station	High	
	Tottenham Hale Underground Station	High	
	Bruce Grove Overground Station	High	
Strategic Cycle Network	National Cycle Route 1	Medium	Direct connections to cycle network
	London Cycleway 24 (C24)	Medium	
	London Cycleway 1 (C1)	Medium	
Town Centres/ Markets	Bruce Grove Town Centre	Medium	Likely origins / destinations of future occupiers carried out for all purposes
Green Space	Down Lane Park	High	Leisure trips
	Down Lane Park Sports Courts		
	Tottenham Marshes		
	Abbey Recreation Grounds		
	Walthamstow Wetlands		
Schools	The main schools which are included with the ATZ route areas include: Harris Academy, Hyland House School, The Mullberry Primary School, Bruce Grove Primary School, London Enterprise College	High	Daily trips for future occupiers of the social housing units
Medical Facilities	Tottenham Hale Osteopaths	Low	It is likely that future occupiers will use this facility but not on a daily occurrence.
	Spire Wimbledon Clinic		
	Charlton House Medical Centre		
Places of Worship	St Francis' at The Engine Room Church	Low	Important to future residents but not for necessarily for daily trips. Trips outside peak hours normally.
	Church of the Good Shepherd		
	ICMG UK Mosque		
	Holy Trinity Church		
Work Destinations	Tottenham Hale Retail Centre	High	Daily trips throughout the working week, therefore key for future occupiers
	Mill Mead Industrial Estate		
	Tottenham Hotspur Stadium		

ATZ Map 2 - Neighbourhood Safety and Important Journeys (Day Time)

- 5.12 **Figure 5.3** below represents the ATZ Neighbourhood, a smaller version of the wider ATZ (Map 1), including only the six most important key destinations prioritised in the previous step.

Figure 5.3 : ATZ Map 2 - Neighbourhood Safety and Important Journeys



Source: QGIS, © OpenStreetMap contributors, © 2025 TravelTime and TfL Data

- 5.13 Map 2 includes data on killed and seriously injured (KSI) personal injury collisions within the audit's extents. To inform this map, five years of KSI data was obtained from TfL and is included in smaller scale in **Appendix 4**. The map shows clusters of KSIs according to TfL guidelines and in line with the Vision Zero approach (i.e., 1 fatal or 2 serious). While KSI clusters are shown for the entire plan for completeness, only those within the identified walking and cycling routes were reviewed due to the significant area extent.
- 5.14 The key walking and cycling routes to the primary destinations of the ATZ are listed in **Table 5.3** below and further explained in the remainder of the chapter.

Table 5.2: ATZ Routes and Destinations (Day-Time)

Route	Approximate Length	Key Destinations
1	450m	Down Lane Park
		Harris Academy, Tottenham
		Bright Gems Nursery Ltd
		Sports Hall for Harris Academy Tottenham
2	1300m	Anytime Fitness, Tottenham Hale
		Tottenham Hale Bus Station
		Tottenham Hale Rail Station
		Tottenham Hale Retail Park
		Hale Village
		Walthamstow Wetlands
3	2700m	Down Lane Park
		Welbourne Primary School
		Holy Trinity Primary School
		Bruce Grove Overground Station
		Bruce Grove Town Centre
		Tottenham Hotspur Stadium
4	1850m	Tottenham Hale Retail Park
		The High Cross Centre
		Earlsmead Primary School
		Seven Sisters High Street
		Seven Sisters Underground and Train Station
5	1150m	Welbourne Primary School
		Tottenham Town Hall
		Holy Trinity Church
		Capital City College Tottenham
		Tottenham Green Leisure Centre
		Tesco Superstore
		Seven Sister Underground Station

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- 5.15 The scope of the assessment has been informed by pre-application discussions with transport and planning officers at LBH and Transport for London, wherein the assessment routes were agreed.

ATZ Neighbourhood Healthy Characteristics Check

- 5.16 ATZ Neighbourhood Healthy Characteristics Check references to three features that affect active, healthy travel:
- Street density: Well-connected streets tend to shorten travel distances and place more likely destinations within walking distance.
 - Public transport density: More public transport stops and services within walking distance mean people are more likely to choose public transport instead of driving.
 - Access to green space: Green spaces serve not only as places where people exercise but also as destinations people walk to and from, getting exercise as they do.
- 5.17 The site is located close to a high street density area with residential suburban streets. This is one of the reasons why some of the ATZ routes to various destinations are relatively short, with many services and facilities within a short walk.
- 5.18 In terms of public transport, the site is in a high-density area, as demonstrated by the number of bus stops, stations, and services available presented within Chapter 4.
- 5.19 The site is well served by bus station/stops, offering connections across Tottenham, Seven Sisters, Walthamstow, and other areas of Haringey. The nearest stops to the site are on the on the A1055 Watermead Way and at Tottenham Hale Bus Station.
- 5.20 Additionally, there is a range of green spaces with sports facilities within the ATZ, varying from small greens to larger parks. These include Down Lane Park, Markfield Park, The Paddock Community Nature Park and the Walthamstow Wetlands.

Healthy Streets Review of ATZ Routes

- 5.21 A full review of the identified routes are presented in Tetra Tech's Healthy Streets Technical Note (Report Reference: 794-PLN-TRP-00327-05), also included in **Appendix 4**.

6 PROPOSED DEVELOPMENT

Site Proposals

- 6.1 This section of the TA describes the development proposals in terms of land use, access arrangements for all modes, car and cycle parking provision, and servicing and refuse collection.
- 6.2 The development is proposed as a residential-led scheme that will include shared living, affordable housing, shared-living and commercial and community aspects.
- 6.3 A summary of the proposed accommodation schedule is set out in **Table 6.1**.

Table 6.1: Proposed Development Schedule

Land Use	Quantum
Shared Living	522 units
Affordable Housing	87 units (293 habitable rooms)
Commercial	230sqm GIA
Community	126sqm GIA

Site Access

Pedestrian Access

- 6.4 Pedestrian access to the proposed site will be from Ashley Road to the east and from Down Lane Park to the west. The new central pedestrian and cycle link will connect Ashley Road to Down Lane Park and will create a new, wide publicly accessible route further improving the good pedestrian connections in the wider area. The pavement links to the proposed development is of a high standard, offering wide footways, tactile paving, and dropped kerbs throughout. There is a signalised junction at the southern end of Ashley Road that provides a controlled crossing for pedestrians; Burdock Road also has a zebra crossing which gives pedestrians priority. Raised tables at the junctions of Watermead Way with Ashley Road and Burdock Road offer step-free crossing opportunities. There is also a signalised pedestrian crossing across Watermead Way towards Tottenham Hale train station.

Cycle Access

- 6.5 Similar to pedestrian access, cyclists will be able to use both Ashley Road and Burdock Road to reach the site in addition to accessing the site from Down Lane Park. Although Ashley Road is a one-way route for vehicular traffic, a dedicated southbound cycle lane runs from the junction of Burdock Road to Watermead Way. This cycle route follows the eastern side of the road and provides direct access across Watermead Way to Station Street, with dedicated signals for cyclists to cross. Cyclists will be able to access the cycle parking directly from Ashley Road. Cyclists can also travel northbound of Ashley Road within the road carriageway.

Vehicle Access

- 6.6 The development is car-free except for blue badge holders and services/deliveries/refuse vehicles. These vehicles will use both Ashley Road and Burdock Road, Ashley Road is a one-way route in a south to north direction. Burdock Road allows two-way traffic movements.

Vehicle Parking Provision

- 6.7 The site sits within an area of high PTAL, London Plan policy states that developments situated within PTALs of 5-6 should be car-free. Blue badge parking only will be provided within the central public realm area between the buildings and will be accessed directly from Ashley Road. The parking area is shown at **Figure 6.1** below.

Figure 6.1: Disabled Parking



Source: AHCF-BOSK-ZZ-00-DR-L-1000-P12

- 6.8 Policy T6.1 of the London Plan sets out that residential sites within London with PTAL of 5/6 should be car free. The adopted London Plan guidance document 'Large-Scale Purpose-Built Shared Living (2024)' indicates that shared living developments should be car-free but refers to Policy T6.1 of the London Plan which recognises the need to cater for disabled persons parking for car free developments.
- 6.9 The location of the site (PTAL 5) has therefore been considered particularly appropriate to meet the needs of its target demographic with regard to residents who do not own a car and where public transport, walking and cycling is able to form the primary method of travel.
- 6.10 From the above policy guidance and sites accessible location that the proposed C3 and shared living units would support a car-free development, particularly when one considers the highly accessible location of the site via sustainable modes of transport and the proximity of local facilities and amenities.

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- 6.11 It is also anticipated that residents would be prohibited from applying for an on-street parking permits, except for blue badge holders, in order to ensure that the site remains car-free. Additionally, all C3 and shared living units would be subject to agreements and would be advertised to residents as being car-free.
- 6.12 Overall, there will be 10 blue badge car parking spaces with 9 blue badge parking bays designated for the 87 C3 affordable units equating to 10.3% of units to have access to a blue badge parking space. The quantum of blue badge parking for the C3 residential meets the London Plan blue badge parking requirements for C3 residential which requires 3% of units to have parking from the outset with a further 7% identified if future demand requires. The provision of the full 10% from the outset ensures that the policy is fully complied with from the outset
- 6.13 Furthermore, bollards will be present in the public realm to control access to disabled spaces. These spaces will be managed by the affordable housing provider once the buildings are in operation and occupied.
- 6.14 With regard to blue badge parking for shared living developments, policy T6.1(G) of the London Plan (2021) states that disabled parking for typical residential units should be made available. The proposals for shared living units are not traditional residential accommodation and therefore policy T6.1 does not relate in the same way as it does for the standard C3 residential accommodation. The shared living units, which have a specific market, typically result in lower levels of car ownership.
- 6.15 The demand for disabled car parking from shared living is further reduced owing to the typical demographic of residents, who tend to be young professionals. Department for Transport data indicates that, nationally, an average of 4% of the population are blue badge holders, however, this falls to 1% for the 25-29 age group and less than 1% for the 20-24 age group, which are more typically associated with shared living.
- 6.16 It is also particularly important to understand that public transport provision is appropriate for disabled users and prospective residents from all proposed uses. Residents with disability needs would be able to reside at the site without the need for a private car.
- 6.17 All TfL London bus routes are step-free and have been designed to cater for all users, as follows:
- All London bus routes operate low floor vehicles which are able to be lowered level with the kerb allowing easy access for all including those in a wheelchair;
 - All London buses have at least one wheelchair space on board;
 - In addition, all bus routes contain access ramps to enable customers to enter or egress the bus safely to/from the street.
- 6.18 This provision outlined above, along with the convenient location of the bus stops and extremely high frequency of bus services locally, would enable disabled staff or residents to access the site safely by bus without the need to travel by car.
- 6.19 In addition, Tottenham Hale Station is step free from street level to platform allowing residents fast and convenient service into Central London. For certain disabilities and for those that would qualify for a blue badge parking space a disability freedom pass for free public transport use is also provided.
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- 6.20 Based on the type of proposed shared living residential accommodation and the lower demand for blue badges from the likely demographic one blue badge space will be provided for the share living use. This will be managed by the shared living operator who will have staff and security on site 24 hours per day.
- 6.21 The overall quantum and location of the blue badge parking bays have been discussed and agreed with LBH planning and highways officers during pre-application discussions due to a known elevated need for more disabled spaces on LBH housing list. The proposed spaces are therefore expected to accommodate any future demand for disabled parking spaces associated with the development.
- 6.22 Swept path analysis for a large car is shown at **Appendix 5** accessing the proposed blue badge parking bays.

Cycle Parking Provision

- 6.23 Long-stay cycle parking will be provided in line with London Plan requirements for the commercial, community, social housing and shared living land uses.
- 6.24 C3 residential cycle parking will be provided in accordance with the London Plan and the London Cycle Design Standards (LCDS), at a rate of 0.9 spaces per studio/one-bedroom dwelling, 1.3 spaces per two-bedroom dwelling and 1.6 spaces per 3+ bedroom dwelling.
- 6.25 A total of 116 long stay cycle parking spaces are proposed for the C3 residential units which are provided in 2 cycle stores integrated into the ground floor of the C3 residential building. The cycle parking includes for 104 two tier parking spaces, 3 standard Sheffield stands (6 cycle spaces) and 3 Sheffield stands (6 spaces) for larger accessible cycle parking spaces.
- 6.26 The higher number of two-tier spaces will be provided due to limitations in available space within the site but will be made accessible through the use of gas assisted mechanisms, ensuring most cycle users will be able to easily make use of two-tier spaces.
- 6.27 In relation to larger accessible spaces, the proposed quantum meets the minimum requirements of the LCDS where only 5% of parking is required for larger accessible cycles. Overall, this provides for 2 more cycle parking spaces than required in the London Plan and also provides additional standard Sheffield stands that are also not an LCDS requirement, meaning the development will provide cycle parking exceeding the minimum provision for residential dwellings.
- 6.28 For the shared living cycle parking provision, the recently published London Plan Guidance Support for House Building (2026) standards which for Band 2 set shared living uses at 0.6 cycle spaces per unit.
- 6.29 However, due to the site being located in a PTAL 5 area, which is highly accessible by rail, underground and bus services, it is considered suitable to provide less long-stay cycle parking spaces per unit. For the proposed shared living use as set out in Table 3.2 of the London Plan Guidance Large Scale Purpose-Built Shared Living (2024) states that *'flexibility may be applied based on the site location, and where onsite shared bicycle schemes are provided as part of the development for residents' use without charge.'* As in recently planning approved scheme for Re:Shape at the Electric Works in Woolwich this approach was approved and Re:Shape would provide an element of share onsite cycles for use by residents if required.
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- 6.30 Therefore a total of 252 (0.5 spaces per unit) long stay cycle parking spaces are proposed for the shared living units, comprising a total of 80% of the required 313 (0.6 spaces per unit) long stay cycle parking spaces. The proposed cycle parking spaces are provided in three cycle stores integrated into the ground floor of the shared living building. The cycle parking includes for 224 two tier parking spaces, 7 standard Sheffield stands (14 cycle spaces) and 7 Sheffield stands (14 cycle spaces) for larger accessible cycle parking spaces. This meets the minimum requirements of the LCDS where only 5% of parking is required for larger accessible cycles. The addition of a further 7b additional standard size Sheffield stands therefore ensures that the minimum requirements of the LCDS are exceeded. The cycle parking type mix of 90% two tier with 5% standard Sheffield stands and 5% larger cycle bays was recommended by TfL and approved by LB Haringey for the shared living scheme at 25-27 Clarendon Road (HGY/2024/2279).
- 6.31 Two areas have also been defined for Lime Cycles that have been integrated into the areas between both buildings. Both lime cycle areas can accommodate a maximum of 12 lime cycles therefore providing overall 24 cycles overall. Initial discussions with Lime have been undertaken, wherein Lime has expressed willingness to provide adequate amounts of micromobility cycle hire, whether that would be on-site or on the public highway. Lime will assess the cycle hire patronage of the development once occupied; if more cycles are deemed necessary, Lime will provide the adequate amount to accommodate demand for the development and the surrounding area.
- 6.32 Further discussions with Lime were also undertaken regarding the cycle micromobility movements through Down Lane Park. They confirmed that it would be possible to limit speeds through the park and the new public realm area to create a safer environment for both pedestrian and cyclists. Lime are able to govern speeds remotely for each cycle when it enters certain areas as programmed using GPS. This would be implemented if LBH deems necessary. It is noted that this is an approach that has been commonly used in other areas of London.
- 6.33 Section 2.3 of the Support for Housebuilding LPG (March 2026) sets out that other types of cycle parking including public cycle hire cycles or scooters can count towards the overall minimum long stay cycle parking provision for the development. Therefore, the combination of lime cycle parking (12 spaces) and on-site long stay shared living cycle parking (252 spaces) meets the latest London Plan guidance and provides an overall quantum of 264 spaces which equates to a ratio of 0.51 spaces per unit.
- 6.34 Residential short stay cycle parking will be provided in accordance with the London Plan, with a requirement of 2 spaces per 5-40 dwellings, plus 1 space per 40 dwellings thereafter. These will be provided in the form of Sheffield stands throughout the site near entry points to buildings and areas where appropriate surveillance and lighting is present.
- 6.35 Cycle parking for the small commercial and community units will also be provided to meet the London Plan standards.

Servicing and Deliveries

- 6.36 It is anticipated that servicing and deliveries would be via Ashley Road. There are loading bays located along the western edge Ashley Road where all loading and servicing activity except for some refuse collection is proposed. A Delivery and Servicing Plan (**794-PLN-TRP-00327-02**) has
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been produced as part of this application which sets out in detail how servicing and deliveries will take place safely and appropriately.

Waste Collection

- 6.37 Refuse and recycle collections will occur as for the existing sites on Ashley Road, refuse vehicles will use Ashley Road, the swept path analysis for the refuse vehicles can be seen in **Appendix 6**. For two refuse stores located in each building towards the western end of the site refuse vehicles will be able to access the site from the eastern side of the site fronting Ashley Road visit the bin stores and exit in a forward motion with the ability to turn on site. A further refuse store in each building is located adjacent Ashley Road therefore the refuse vehicle will be able to use the existing loading Bays on Ashley Road to stop and collect waste.
- 6.38 Further details pertaining to delivery and servicing at the site are included in the supporting Delivery and Servicing Plan prepared by Tetra Tech Consulting Ltd (Ref: 794-PLN-TRP-00327-02).
- 6.39 The plans shown in **Appendix 1** provide an understanding of where the bins stores will be located. Communal bin areas will be conveniently located to ensure ease of access for residents. The general guideline is that communal bin stores should be within 30m of the residential units they serve. It is noted that LBE would undertake refuse collection every two weeks. Waste collection personnel will not have to drag bins more than 10m from the communal bin areas to the refuse vehicles.

Emergency Access

- 6.40 Emergency vehicles will be able to utilise the same access arrangements as the refuse vehicles coming into the site. Fire appliances and other emergency vehicles will access the central area between the building. This space is designed so to enable these vehicles to turn and exit the site in a forward gear. Fire tender can also stop and service the building on Wimbledon bridge and St George's Road if required during a fire.

Construction

- 6.41 An Outline Construction Logistic Plan document number **794-PLN-TRP-00327-04** has been produced as part of the planning application. This document aims to manage all aspects of the construction process, paying particular attention to construction-related vehicle movements and sustainable travel for workers to and from the site. The plan will cover:
- Management of delivery vehicles to ensure the impact to the wider highway network is minimised particularly at peak times;
 - Define routes to/from the site for construction vehicles including vehicle access;
 - Encourage the most efficient use of construction vehicles;
 - Encourage the use of greener vehicles; and
 - Encourage construction workers to use sustainable modes of travel.

Travel Plan Mitigation

- 6.42 A Framework Travel Plan (FTP) (**794-PLN-TRP-00327-03**) has been produced as part of the planning application, with document number
- 6.43 The FTP contains a package of measures tailored to the needs of the development and it is aimed at promoting the opportunities for travel by alternative, more sustainable travel choices. The measures included within the FTP are by no means definitive and other measures could be considered / implemented, if future surveys indicate that there is a demand for them.
- 6.44 Examples of the measures provided to future residents of the development include, but are not limited to:
- Travel Information Pack
 - Personalised Travel Planning
 - Bicycle Vouchers
 - Cycle Hire Vouchers

7 LONDON-WIDE NETWORK

- 7.1 Following TfL's guidelines, this chapter of the HSTA will evaluate how people of all abilities will travel smoothly and easily from the proposed development to London's public transport and highway network. It will present the multi-modal trip generation for the site and the impact on all modes of transport.

Existing vs Consented vs Proposed Comparison

- 7.2 This section of the TA considers the trip generation of the existing site, the consented development and proposed developments to assess the net change in trips and the subsequent transport impacts of the development proposals. **Table 7.1** below shows the difference in residential quantum between the consented and proposed uses. It is noted that the extant permission set out earlier in this Transport Assessment, for applications HGY/2016/4615 and HGY/2019/0108 which was granted permission at appeal (ref. APP/Y5420/W/19/3232707) will be considered the site's consented use.
- 7.3 Therefore the consented land uses will comprise all of the uses included as part of application HGY/2019/0108 and uses associated with buildings 2 and 2a which formed part of application HGY/2016/0108.

Table 7.1: Existing vs Proposed Quantum Comparison

Use	Existing	Consented	Proposed
Shared Living	-		522 Rooms
Affordable Housing	-	89 Units	87 Units
Housing	-	105 Units	-
Commercial (Offices)	-	170m ²	-
Commercial (Retail)	-	350m ²	230m ²
Community	-	375m ²	126m ²

Trip Generation

- 7.4 Total People TRIP rates associated with C3 Residential were estimated using the TRICS database, which has been interrogated to provide total people trip rates and including a breakdown for each mode which the existing site generates. The full TRICS output reports are presented in **Appendix 7**.
- 7.5 For the shared living units, a pro-rata calculation was carried out using a similar development trip rates based on data collected at The Collective's flagship Old Oak site which comprises 544 rooms. This site is located between North Acton and Willesden Junction. It has a PTAL of 3, which is lower than the proposed site; therefore, the trip rates represent a worst-case scenario. This is also a car-free development with provision only for disabled parking, residential will use either public transport or active travel as per the proposed site. The Old Oak site also has a

-
- similar number of rooms, with 546 compared to the proposed 522. The full dataset is also included in **Appendix 8**.
- 7.6 For the retail aspect of the consented and proposed uses, the same methodology included in the consented uses Transport Assessment (CFAH_ES_-_Appendix_E1_-_Transport_Assessment) was established due to its similarities.
- 7.7 Where retail uses are proposed, it has been assumed that the majority, if not all of trips will be generated bypass-by trade either associated with the proposed development itself or drawn from pedestrians already present on the existing network.
- 7.8 These trip-end uses comprise the consented and proposed residential flats (resident trip end generators). Similarly, the proposed includes up to 126sqm of F1 community use. In a similar manner to retail, it is likely that the community uses will draw trade from the development itself and comprise internal trips rather than trip-end or new trips to the network. For assessment purposes, it is reasonable to assume the F1 will use will not generate any material increase in new trips to the site and will comprise pass-by, diverted trips with no additional impact to the existing highway or public transport network,

Modal Share

Residential

- 7.9 In order to estimate the modal share of trips originating from the site and to the site for the proposed commercial (offices) and residential uses, reference was made to 2011 Census data through Nomis, which is the official portal for census statistics. The Nomis query WU03EW Location of usual residence and place of work by method of travel to work provides data at the MSOA level and can offer a representative modal split of the existing trips.
- 7.10 For the residential uses, the site's MSOA was considered the place of usual residence.
- 7.11 Because the proposed development is car free with minimal motor vehicle parking provision, the multi modal trip generation for both developments has been adjusted to reflect the zero-car parking strategy, limited to only disabled parking bays. The adjustment is based on the total proportion of cycling, pedestrian and public transport trips in the 2011 Census data and was used to reallocate the appropriate share of vehicle trips to each mode.

Table 7.2: Modal Share

Mode	Existing Modal Share	Adjusted Modal Share
Social Housing / Private Flats		
Underground, metro, light rail or tram	34%	40%
Train	11%	13%
Bus, minibus or coach	24%	26%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	20%	7%
Passenger in a car or van	1%	1%
Bicycle	2%	3%
On foot	7%	9%
Shared Living		
Underground, metro, light rail or tram	34%	43%
Train	11%	13%
Bus, minibus or coach	24%	30%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	20%	0%
Passenger in a car or van	1%	1%
Bicycle	2%	3%
On foot	7%	9%

Existing Uses

- 7.12 As the existing site comprises two vacant parcels of land, for the purpose of this assessment, it will be assumed that there are no current existing uses at the site, and therefore, no trip are originated or attracted by the site.

Consented Uses

- 7.13 The total consented trip generation is presented in

Table 7.3. This trip generation has been extracted directly from the Transport Statement and Transport Assessment submitted as part of the consented applications (Ref: WSP Transport Statement 70045903-TS and CFAH_ES_-_Appendix_E1_-_Transport_Assessment_(Part_1)).

Table 7.3: Total Multi Modal Consented Development Trips

Mode	Percentage	Arrivals	Departures	Total
Underground, metro, light rail or tram	21%	117	127	244
Train	6%	35	37	72
Bus, minibus or coach	15%	84	90	174
Taxi	2%	12	12	24
Motorcycle, scooter or moped	0%	0	0	0
Driving a car or van	3%	15	17	32
Passenger in a car or van	1%	4	7	11
Bicycle	4%	26	25	51
On foot	47%	278	267	545

- 7.14 The consented development is expected to generate 490 two-way public transport trips, comprising trips by Underground, rail and bus. In addition, 32 two-way car trips, 51 two-way cycle trips, and 545 two-way pedestrian trips are forecast.

Proposed Development

Residential

- 7.15 The following parameters were used to formulate the TRICS trip rate results for the proposed affordable housing use:

Affordable Housing

- Main Land Use: 03 – Residential
- Sub Land Use: D – Affordable
- Regions: Greater London only
- Parameter Range: Number of Dwellings
- Location Type: Town Centre, Edge of Town Centre Locations
- Included Days: Weekdays
- Selected Dates: 01/01/16 to 09/12/2025
- PTAL Rating: 6a and 6b, surveys in PTAL 5 areas included to ensure a more robust number of surveys.
- Sites deselected if COVID-19 restrictions applied.

- 7.16 The resultant total people trip rates are presented in **Table 7.4**.

Table 7.4: Affordable Housing Total People Daily Trip Rate (1 unit)

Mode	Arrivals	Departures
Total People	3.322	3.288

7.17 The resultant multi-modal trip generation is presented in **Table 7.5**.

Table 7.5: Affordable Housing Multi Modal Daily Trip Generation (87 Units)

Mode	Percentage	Arrivals	Departures	Total
Underground, metro, light rail or tram	40%	116	114	230
Train	13%	39	38	77
Bus, minibus or coach	26%	75	74	150
Taxi	0%	0	0	1
Motorcycle, scooter or moped	1%	2	2	5
Driving a car or van	7%	20	20	40
Passenger in a car or van	1%	4	4	7
Bicycle	3%	8	8	16
On foot	9%	25	25	49

7.18 The proposed affordable housing use is expected to generate 457 two-way public transport trips, comprising trips by Underground, rail and bus. In addition, 40 two-way car trips, 16 two-way cycle trips, and 49 two-way pedestrian trips are forecast.

Shared Living

7.19 As aforementioned, for the shared living units, a pro-rata calculation was carried out using a similar development trip rates based on data collected at The Collective's flagship Old Oak site which comprises 544 rooms. The resultant daily total people trip rates are presented in **Table 7.6**.

Table 7.6: Shared Living Total People Daily Trip Rates (1 Unit)

Mode	Arrivals	Departures
Total People	1.206	1.25

7.20 The resultant multi-modal daily trip generation for the shared living units is presented in **Table 7.7**.

Table 7.7: Shared Living Multi Modal Daily Trip Generation (522 Units)

Mode	Percentage	Arrivals	Departures	Total
Underground, metro, light rail or tram	43%	268	278	546
Train	13%	84	87	172
Bus, minibus or coach	30%	188	195	383
Taxi	0%	1	1	2
Motorcycle, scooter or moped	1%	5	5	11
Driving a car or van	0%	0	0	0
Passenger in a car or van	1%	8	8	17
Bicycle	3%	18	19	36
On foot	9%	54	56	110

- 7.21 The proposed shared living development is expected to generate 1,100 two-way public transport trips, comprising trips by Underground, rail and bus. In addition, 36 two-way cycle trips and 110 two-way pedestrian trips are forecast. No two-way car driver trips are expected.

Total Proposed Development Trip Generation

- 7.22 **Table 7.8** below sets out the total multi modal daily trips generated by the proposed development.

Table 7.8: Total Proposed Multi Modal Daily Trip Generation

Mode	Percentage	Arrivals	Departures	Total
Underground, metro, light rail or tram	26%	384	392	776
Train	12%	123	126	249
Bus, minibus or coach	23%	263	269	532
Taxi	0%	2	2	3
Motorcycle, scooter or moped	1%	8	8	16
Driving a car or van	1%	20	20	40
Passenger in a car or van	1%	12	12	24
Bicycle	3%	26	27	53
On foot	34%	79	80	159

- 7.23 The total proposed development is expected to generate 1,557 two-way public transport trips, comprising trips by Underground, rail and bus. In addition, 40 two-way car driver trips, 53 two-way cycle trips, and 159 two-way pedestrian trips are forecast.

Net Impact

- 7.24 Based on the existing and consented trips **Table 7.9** below sets out the net impact of the proposed development.

Table 7.9: Net Impact (Existing and Consented)

Mode	Net Proposed vs Consented
Underground, metro, light rail or tram	532
Train	177
Bus, minibus or coach	358
Taxi	-21
Motorcycle, scooter or moped	16
Driving a car or van	8
Passenger in a car or van	13
Bicycle	2
On foot	-386

- 7.25 Compared with the consented scheme, the proposed development is expected to generate a net increase of 1,313 two-way public transport trips, comprising an additional 532 Underground trips, 358 bus trips and 177 railway trips. With regards to the direction of travel it would be expected that the majority of the train and underground trips would travel towards Central London on the outbound journey
- 7.26 The proposed development is also forecast to generate 8 additional two-way car driver trips, 2 cycle trips while 386 fewer pedestrian trips are expected relative to the consented development. The site is well served by public transport; it is expected the Tottenham Hale underground station will be easily able to cope with the extra demand.
- 7.27 It should be noted that the table above provides a direct comparison between the proposed and consented trip generation forecasts. While the proposed development comprises a greater number of residential units, reflecting the inclusion of 522 shared living rooms, the trip generation profile is expected to differ from that of the consented scheme. Shared living accommodation is typically occupied by young professionals, who are more likely to commute to destinations located further from their place of residence and less likely to undertake local pedestrian trips, such as school pickups and drop offs.
- 7.28 As a result, the proposed development is expected to generate fewer trips on foot, while demand for public transport is anticipated to increase significantly.

8 SUMMARY & CONCLUSION

- 8.1 This Healthy Streets Transport Assessment has been prepared in relation to the proposed redevelopment of the Ashley House, Tottenham Hale.
- 8.2 The site is located in Tottenham Hale, within a mixed-use area comprising industrial, commercial, retail and residential development. It is positioned along Ashley Road, with Ashley House to the west and Down Lane Park to the west of the proposed development parcel. The site is currently vacant, following the demolition of the previous building under a prior planning permission granted on appeal in May 2018.

Existing Accessibility

- 8.3 The site is located in Tottenham Hale, within a well-connected mixed-use area of the London Borough of Haringey, and fronts Ashley Road. The site benefits from an established local movement network, with good pedestrian links, signal-controlled crossings and wide footways in the surrounding area, including direct connections towards Watermead Way, Tottenham Hale Station and Tottenham Hale Retail Park. An informal route through Down Lane Park also provides additional pedestrian connectivity to the wider area.
- 8.4 The site is also well served by cycling infrastructure. It lies within reasonable cycling distance of the London Cycle Network and several designated cycle routes, including Cycleway 24 and Cycleway 1. On-street cycle parking is available nearby, and micromobility services such as e-bikes and e-scooters are also accessible in the vicinity.
- 8.5 Public transport accessibility is strong, with a PTAL of 5. Tottenham Hale Bus Station is close to the site, with further bus stops on Watermead Way, providing access to eight bus services, including two night services. Tottenham Hale Underground Station is also nearby on the Victoria Line, offering direct connections to Central London and onward links via King's Cross St Pancras. Tottenham Hale Station also provides National Rail services on the West Anglia Main Line, while Bruce Grove Overground Station is accessible to the north-west.
- 8.6 The site is served by a local highway network comprising Ashley Road, Burdock Road and Watermead Way. The site lies within the Hale Controlled Parking Zone, meaning parking controls apply on both normal and event days. Collision data for the study area records 45 personal injury collisions over the most recent six-year period, the majority of which were slight. There is no clear evidence of a significant collision pattern or local highway safety problem.

Active Travel Zone Assessment

- 8.7 As this report is a Healthy Street (HS) Transport Assessment and the site is located within London, an Active Travel Zone (ATZ) Assessment has been carried out. The HS approach focuses on walking and cycling. Five Day and Night time ATZ routes were established, running to key destinations in and around the local area. These included transport hubs, educational facilities, shopping areas, services and facilities, and green spaces. Surveys were conducted to assess the routes, with photographs taken along the entirety of each route. This led to an evaluation of the findings. Recommendations were then provided on how these routes could be improved to support active travel users.

-
- 8.8 The ATZ assessment recommends improvement works that may be implemented along each route. It is important to emphasise that any improvement works identified within the ATZ Assessment chapter are not the sole responsibility of the developer. They are intended as suggestions for the LBH regarding possible areas for enhancement.

Development Proposals

Land Use

- 8.9 The proposed development is a residential-led mixed-use scheme comprising shared living accommodation, affordable housing, commercial floorspace and community uses. In total, the scheme would provide 522 shared living units and 87 affordable housing units (293 habitable rooms), along with 230 sqm GIA of commercial space and 126 sqm GIA of community floorspace.
- 8.10 The full site plans can be found in **Appendix 1**.

Access

- 8.11 Pedestrian access to the site will be from Ashley Road. The surrounding area has recently been redeveloped and provides a good standard of pedestrian infrastructure, including wide footways, tactile paving and dropped kerbs. Pedestrian movement is further supported by a signalised crossing at the southern end of Ashley Road, a zebra crossing on Burdock Road, raised tables at the Watermead Way junctions, and a signalised crossing over Watermead Way providing access towards Tottenham Hale Station.
- 8.12 Cycle access to the site will be via Ashley Road. Although Ashley Road is one-way for general traffic, it includes a dedicated cycle lane between Watermead Way and Burdock Road, providing a direct route to the site. This cycle route continues to Watermead Way, where cyclists can cross via dedicated signals to Station Street. Cycle parking will be accessed directly from Ashley Road.
- 8.13 As explained the development is car-free apart from blue badge holders and services/deliveries/refuse vehicles. These vehicles will use both Ashley Road and Burdock Road, Ashley Road is a one-way route in a south to north direction. Burdock Road allows two-way traffic movements.

Parking

Car Parking

- 8.14 The site sits within an area of high PTAL, London Plan policy states that developments situated with in PTALs of 5-6 should be car-free. Blue badge parking will be provided, there will be 10 spaces.

Cycle Parking

- 8.15 Cycle parking will be provided in accordance with the London Plan and London Cycle Design Standards. Residential provision will be based on the relevant unit mix, with visitor cycle parking also provided. Separate cycle parking will be provided for the commercial and community uses in line with London Plan standards. In total, 5% of spaces will be suitable for enlarged, accessible or cargo bikes, and 16 visitor cycle parking spaces will be provided.

Deliveries and Servicing

- 8.16 Servicing and deliveries are expected to take place via Ashley Road and Burdock Road, with swept path analysis demonstrating that these movements can be accommodated. Stopping bays are available along the western edge of Ashley Road and on the southern side of Burdock Road. A Delivery and Servicing Plan has also been prepared, setting out how servicing and deliveries will be managed safely and appropriately.

Trip Generation

- 8.17 In summary, the proposed development is forecast to generate 1,852 two-way person trips during the assessment period. This comprises 1,557 two-way public transport trips (Underground, rail and bus), 40 two-way car driver trips, 53 two-way cycle trips and 159 two-way pedestrian trips.
- 8.18 Compared with the consented scheme, the proposed development is expected to result in a net increase of 1,313 two-way public transport trips and 23 two-way car driver trips. Overall, the proposed development is expected to result in a redistribution of travel demand towards public transport, while maintaining a very low level of car use.

Conclusion

- 8.19 In conclusion, this Healthy Streets Transport Assessment establishes that the development of the former Ashley House site is acceptable to serve the proposed development.
- 8.20 It has been concluded that the impact of the proposed development would not have a severe residual impact on the local highway network, with all delivery and servicing activities taking place on site. Furthermore, the development will provide a safe means of access to the site.
- 8.21 It has been concluded that the development is in a sustainable location and is accessible by sustainable modes of travel. The location of the development offers good access to public transport services, providing opportunities to minimise single occupancy vehicle trips and travel by private car in accordance with the requirements of the NPPF.
- 8.22 As such, there is no transport reason why the development should not be permitted.

Appendices

Appendix 1 – Masterplan



ASHLEY HOUSE SITE - PROPOSED GROUND FLOOR PLAN
1 : 200

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ONLY

REVISIONS

P01	WIP Issue	26/03/2026
P02	WIP Issue	17/04/2026
P03	WIP Issue to RPS	23/04/2026
P04	WIP Issue	15/05/2026
P05	Issue to Relevant Consultants	09/06/2026
P06	WIP Issue	15/06/2026
P07	WIP Issue	18/06/2026
P08	WIP Issue	22/06/2026
P09	WIP Issue	03/07/2026
P10	Design Freeze Information Pack	10/07/2026
P11	Updated Design Freeze	22/07/2026
P12	Updated Design Freeze & Bin Number Updated	05/08/2026
P13	Planning Drawings - Draft	14/08/2026
P14	Final Draft Issue for review	21/08/2026

FOR PLANNING ONLY

These drawings reflect the currently proposed scheme at RIBA
Stage 2. They should be read in conjunction with the Design and
Access Statement prepared by DLA Architecture Ltd.

These should also be read in conjunction with the following
information, prepared by other consultants, to demonstrate a
coordinated design proposal at RIBA Stage 2:

- Structural Engineers Drawings and Specification (Whitby Wood)
- MEP Engineers Drawings and Specification (Meinhardt)
- Fire Report (Ashton Fire)
- Landscape Drawings and Specification (Bosk Studio)

EXTENTS AND BOUNDARIES:

Existing site information, context, surrounding infrastructure,
neighbouring building extents and plots are derived from 2D
Surveys, produced by:
Cloud 10 Ltd
Drawing numbers: 2049-T(2) Topographical Survey

NOTES

- All workspace furniture layouts are indicative only
- All unit layouts are indicative only
- Cycle store layouts are indicative only
- Student and Shared Living amenity spaces are only indicative and
subject to operator specifications

DRAFT

— Ashley House Application
Boundary

NORTH



dlA

1 Naoroji Street Clerkenwell London WC1X 0GB
0207 553 3030
www.dla-architecture.co.uk

PROJECT

Ashley House Tottenham Hale

TITLE

GROUND FLOOR PLAN
ASHLEY HOUSE SITE

SCALE

As indicated @ A1

DATE

21/08/2026

DLA REF

2025-032

DRAWN REVIEWED

VLM CJ

DOCUMENT NUMBER

AHCF-DLA-ZZ-00-DR-A- 20200

DOCUMENT PURPOSE

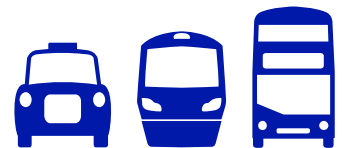
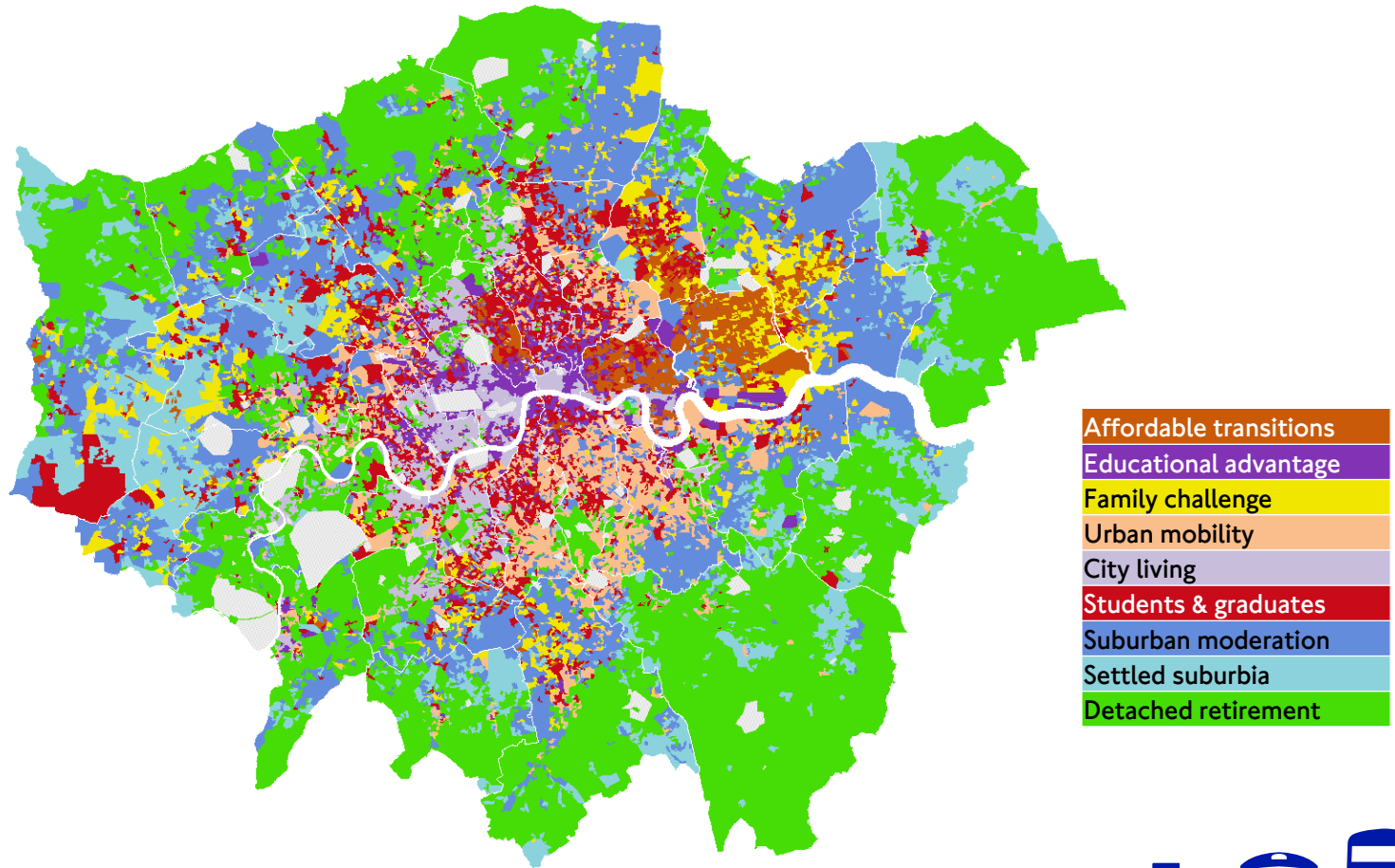
PLANNING

REVISION

P14

Appendix 2 – TCOL Map

Transport Classification of Londoners Map



Appendix 3 – TCOL Classification by Borough

Borough TCoL Profiles

Borough	Affordable transitions	City living	Detached retirement	Educational advantage	Family challenge	Settled suburbia	Students & graduates	Suburban moderation	Urban mobility	Total
Barking and Dagenham	6%	0%	1%	0%	18%	7%	3%	63%	0%	100%
Barnet	0%	1%	45%	3%	9%	3%	10%	25%	4%	100%
Bexley	0%	0%	59%	0%	2%	25%	0%	12%	1%	100%
Brent	1%	1%	2%	3%	13%	23%	20%	27%	11%	100%
Bromley	0%	1%	67%	0%	0%	18%	2%	6%	6%	100%
Camden	19%	24%	6%	22%	0%	0%	23%	0%	4%	100%
City of London	5%	72%	0%	23%	0%	0%	0%	0%	0%	100%
Croydon	1%	0%	29%	1%	12%	9%	6%	32%	8%	100%
Ealing	1%	3%	16%	2%	15%	23%	13%	19%	8%	100%
Enfield	0%	0%	26%	0%	7%	2%	5%	56%	4%	100%
Greenwich	3%	4%	14%	4%	11%	10%	8%	35%	10%	100%
Hackney	2%	2%	2%	16%	4%	0%	30%	8%	37%	100%
Hammersmith and Fulham	0%	21%	3%	18%	1%	0%	32%	5%	21%	100%
Haringey	3%	9%	10%	2%	4%	0%	29%	28%	16%	100%
Harrow	0%	0%	24%	1%	6%	15%	6%	48%	0%	100%
Havering	0%	0%	57%	0%	0%	37%	1%	3%	1%	100%
Hillingdon	1%	0%	31%	0%	7%	30%	4%	26%	0%	100%
Hounslow	1%	3%	11%	2%	13%	29%	8%	30%	4%	100%
Islington	2%	9%	1%	26%	0%	0%	44%	0%	17%	100%
Kensington and Chelsea	0%	51%	3%	24%	0%	0%	12%	0%	10%	100%
Kingston upon Thames	0%	6%	58%	5%	3%	6%	3%	14%	4%	100%
Lambeth	0%	7%	4%	8%	1%	0%	30%	6%	42%	100%
Lewisham	0%	1%	7%	2%	3%	1%	9%	31%	46%	100%
Merton	2%	13%	28%	2%	9%	2%	11%	30%	4%	100%
Newham	58%	0%	0%	4%	22%	0%	3%	11%	1%	100%
Redbridge	11%	1%	18%	1%	32%	3%	3%	31%	0%	100%
Richmond upon Thames	0%	15%	66%	1%	1%	7%	2%	6%	2%	100%
Southwark	1%	7%	6%	12%	1%	0%	23%	7%	42%	100%
Sutton	0%	1%	56%	1%	2%	20%	1%	15%	3%	100%
Tower Hamlets	57%	8%	0%	16%	0%	0%	11%	4%	3%	100%
Waltham Forest	23%	0%	8%	0%	17%	6%	26%	17%	3%	100%
Wandsworth	1%	32%	13%	5%	6%	1%	26%	3%	14%	100%
Westminster	5%	33%	3%	43%	0%	0%	10%	1%	5%	100%
Total	6%	7%	21%	6%	7%	9%	13%	19%	11%	100%



Appendix 4 – ATZ Maps 2

TECHNICAL NOTE

Project Title: Ashley House, Tottenham Hale

Report Reference: 794-PLN-TRP-00327-05

Date: 04 August 2026

ACTIVE TRAVEL ZONE ASSESSMENT TECHNICAL NOTE

Introduction

- 1.1 1.1 This Technical Note (TN) has been prepared by Tetra Tech Consulting Ltd to prepare an Active Travel Zone (ATZ) Assessment as part of the Healthy Streets Transport Assessment (HSTA) (794-PLN-TRP-00327-01) associated with the proposed scheme at Ashley House, Tottenham Hale in the London Borough of Haringey ('LBH'). The scheme is a residential-led development which will include circa 522 Shared Living units, 87 Affordable units, 230sqm of commercial and 125sqm of community uses. This ATZ Assessment is associated with HSTA 794-PLN-TRP-00327-01.
- 1.2 This TN provides a review and write-up of the Day-Time and Night-Time ATZ Assessment that were undertaken for the site, both of which are included within this TN. This ATZ Assessment has been prepared with consideration given to the following documents:
- Safety in Public Space: Women, Girls and Gender Diverse People (Mayor of London's Good Growth by Design).
 - Tackling Violence Against Women & Girls (Home Office).
 - Developing a Night-Time Strategy: Part 2 Guidance, Precedents and Case Studies (Mayor of London).

Background

- 1.3 A site visit was undertaken by Gustavo Ogassawara and Louise Sheppard on 04 March 2026 from 15:00-20:00 to undertake the Daytime and Night-time ATZ Assessment. For context, Gustavo is a male Transport Consultant and Louise is a female Senior Transport Consultant who both live in London. Following the site visit and completion of the report, Louise Sheppard has reviewed the photos taken and the report concluding she would feel safe walking all the routes at night.
- 1.4 Additionally, subsequent with discussions with LBH, another site visit was conducted on 05 August 2026 to extend the assessment scope to include pedestrian links on Chestnut Road and Ferry Lane as well as the route to Tottenham Hotspurs Stadium.

Key Trip Attractors / Origins

- 1.5 The scope of the ATZ has been considered to take into account key routes based on the origin of people's routes. It is noted that Tottenham Hale Retail Park will likely be the destination of an individuals' trip or will be the destination of a pass-by trip associated with other activities in Tottenham Hale (e.g. shopping / retail activities & amenities / services).
- 1.6 It was deemed appropriate to consider the routes from the site to local public transport nodes, including local bus stops and a rail station. It was also deemed appropriate to consider the routes from the site to surrounding High Streets that future visitors may use. Furthermore, it was deemed appropriate to consider the routes from the site to the local residential catchment to north, west, south and east of the site respectively.

ATZ Assessment Routes

- 1.7 This chapter outlines potential improvement works that may be implemented along each route. It is important to emphasise that improvement works identified within this chapter are not solely the responsibility of the developer. They are intended as suggestions for the LBH regarding possible areas for enhancement. The routes were built on feedback from LBH, which include the extension of some of the routes to Tottenham Hotspur Stadium, Chestnut Road and Walthamstow Wetlands.
- 1.8 Based on the key trip attractors and origins for future visitors, the following five routes were undertaken for both the Day-Time and Night-Time ATZ Assessments. These routes are illustrated in **Figure 1.1** and **1.2** and **Appendix TN1**.
- Route 1 – Between the site and Harris Academy Tottenham.
 - Route 2 – Between the site to Walthamstow Wetlands via Hale Village.
 - Route 3 – Between the site to Tottenham Hotspur Stadium via Bruce Grove Station.
 - Route 4 – Between the site and Seven Sisters Underground Station (via High Road).
 - Route 5 – Between the site and Seven Sisters Overground Station via Broad Lane.
 - Route 6 – Between the site and West Green Road.

Figure 1.1: ATZ Assessment Daytime Route Plan

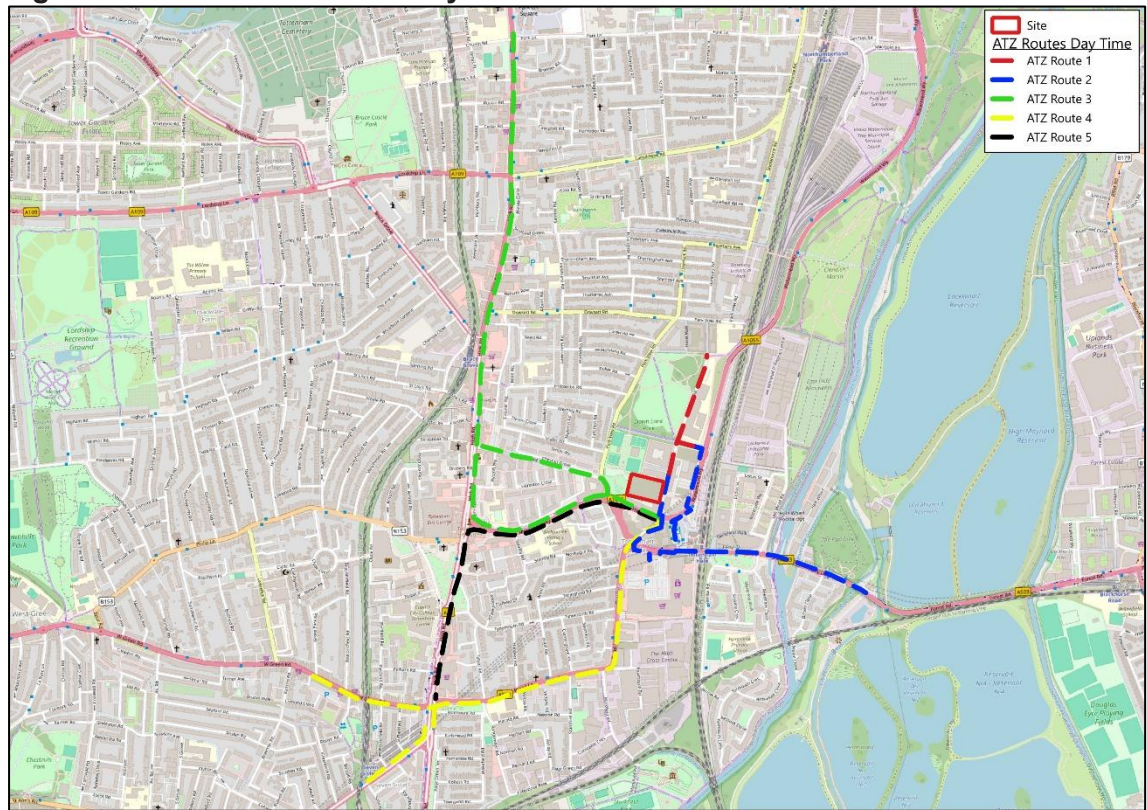
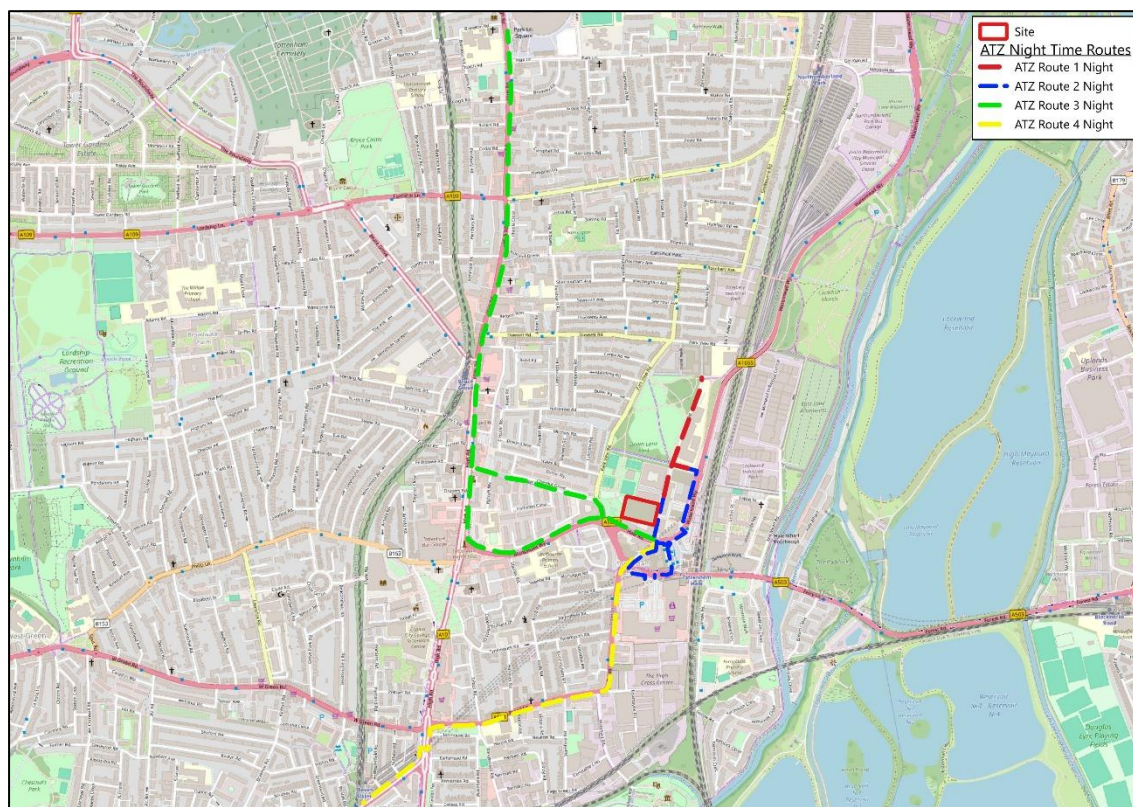


Figure 1.2: ATZ Assessment Night-Time Route Plan



- 1.9 These routes were walked during the afternoon and evening with several photographs taken along each route. In addition, an assessment on the quality of the walking route, the lighting levels at night and the feel, from a safety point of view (particularly for women & girls), was undertaken.
- 1.10 The ten Healthy Streets Indicators are shown in **Figure 2**.

Figure 2: Healthy Streets Indicators



Source: TfL

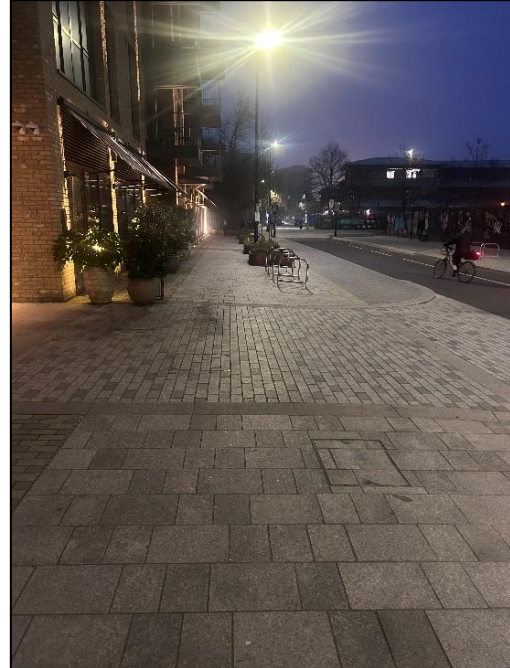
- 1.11 The Day-Time assessment considers all ten Healthy Streets Indicators. Following a review of the Mayor's Safety in Public Space, Tackling Violence Against Women & Girls and Developing a Night-Time Strategy documents, the Night-Time assessment has been limited to the following seven key indicators identified as being particularly important after dark:

1. Pedestrians from all walks of life.
2. Shade and shelter.
3. Not too noisy.
4. People choose to walk, cycle, and use public transport.
5. People feel safe.
6. Things to see and do.
7. People feel relaxed.

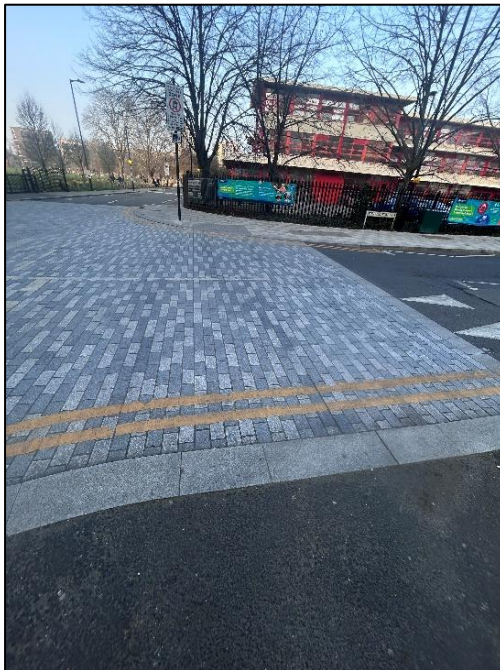
Key Route 1 – Between the Site and Ashley Road

- 1.12 This Key Route initially runs along Ashley Road to the north of the site, then connects to the Down Lane Park, providing pedestrians with access to Harris Academy Tottenham.
- 1.13 **Figures 3 to 13** show this Key Route during the day and night respectively.

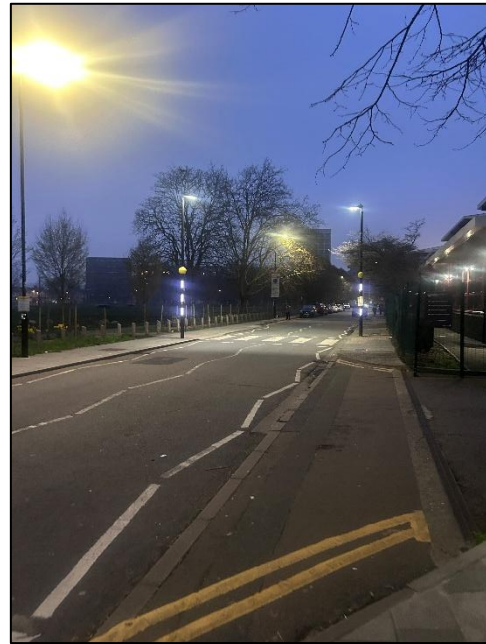
Figures 3 and 4: Ashley Road (Adjacent to Ashley House)



Figures 5 and 6: Ashley Road (Adjacent to Down Lane Park Entrance)



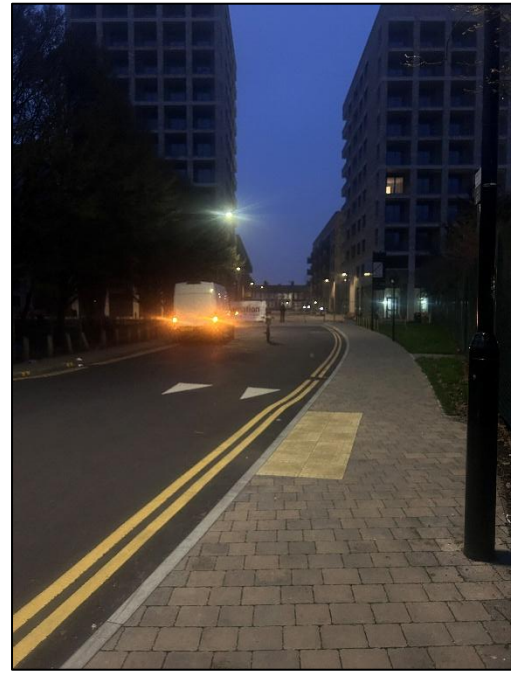
Figures 6 and 7: Ashley Road (Adjacent to Harris Academy Entrance)



Figures 8 and 9: Ashley Road (Adjacent to Bright Gems Nursery)



Figures 10 and 11: Ashley Road (End of road)



Figures 12 and 13: Down Lane Park



- 1.14 This route is generally flat, easy to navigate and walk, with formal crossings points. It is well used by people accessing the local secondary school and nursery, or Down Lane Park

entrance. The existing walking infrastructure has recently been improved in the area as result of recent developments in the area.

- 1.15 **Table 1** provides the observations for Key Route 1 and reviews the route against each of the Healthy Streets indicators.

Table 1: Healthy Streets Indicators for Route 1

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is excellent, with pedestrianised areas and good footway provision for vulnerable and active users. The pedestrianised areas and footways are flat, and there is suitable footway width to feel safe when walking. A range of individuals were observed walking this route during the day and at night, including women.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route includes a zebra crossing on Ashley Road, with a range of infrastructure provided. This infrastructure includes tactile paving, dropped kerbs and Belisha Beacons. Raised tables are also present at the Ashley Road / Burdock Road junction facilitating crossing movements. Tactile paving is not provided at some crossings including arms of the Ashley Road / Burdock Road raised table crossing and at garage entrances along Ashley Road.	Consider providing tactile paving where appropriate
Shade and shelter	Some areas for shade and shelter are provided along all sections of the route where some trees are located.	It is considered that the functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	There are various opportunities to rest within Down Lane Park and along Ashley Road in the form of public benches.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Ashley Road features some traffic restrictions including a one-way system where vehicles are only allowed to travel northbound between Hale Road and Burdock Road, meaning noise levels are generally low.	There is no clear improvement to support reduction in noise.
People choose to walk, cycle and use public transport	As previously mentioned, Ashley Road features traffic restrictions for vehicles along much of its length, with clearly marked cycle lanes provided. The low volume of traffic along Ashley Road also creates an environment that is highly conducive to both pedestrian and cycle movements.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.

People feel safe	The pedestrian crossing facilities situated throughout the route are in an excellent condition and allow people to cross the road with a high degree of safety. The route is well lit and easy to navigate and is heavily utilised by pedestrians accessing the local secondary school. This high volume of pedestrians during school arrival and departure times provides natural surveillance which helps people to feel safe. During the nighttime survey a high volume of pedestrians were routing along Ashley Road and crossing Down Lane Park including women walking on their own. Ashely Road is also well overlooked by residential developments. It is noted that a number of commercial buildings which are currently vacant and waiting for occupiers are present along this route. Once occupied, these will help the area feel safer.	There is no clear improvement to increase safety on this route.
Things to see and do	The route leads directly to Down Lane Park, which provides an expansive area of open green space alongside tennis courts and a playground for public use. Although there are currently no retail services located along this section of Ashley Road, it is observed that retail units are being marketed for rent which may house new facilities in the future. There are a bar and café located along Ashely Road, the bar was well used during the nighttime survey.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	The presence of established motor vehicle restrictions along Ashley Road combined with the generally low volume of motor vehicle traffic contributes to an environment where people feel significantly more relaxed. The substantial presence of pedestrians during school arrival and departure periods enhances the sense of security and ease for those using the route. Additionally, the high volume of pedestrians and the consistent lighting along Ashley Road makes people feel relaxed.	It is considered that the short and functional nature of this route indicates that there is no specific requirement for improvements to enhance the sense of relaxation experienced by those using the path. The brief and direct character of the journey ensures that the current environment remains entirely sufficient for its intended purpose.
Clean air	The route has lower levels of air pollution due to the low number of vehicle traffic.	A reduction in vehicular traffic on Homerton High Street would provide cleaner air along this route.

Summary with Recommendations

Pedestrians from all walks of life

- The route offers an excellent pedestrian environment with flat, wide footways and pedestrianised areas.
- Recommendation: No improvement needed.

Easy to cross

- Crossing facilities are generally good, including zebra crossings, tactile paving, dropped kerbs and raised tables.
- Recommendation: Provide tactile paving where missing, especially at some crossings and garage entrances.

Shade and shelter

- Some shade is available from trees along the route.
- Recommendation: No improvement needed.

Places to stop and rest

- Benches are available in Down Lane Park and along Ashley Road.
- Recommendation: No improvement needed.

Not too noisy

- Noise levels are generally low due to traffic restrictions and low vehicle volumes.
- Recommendation: No improvement needed.

People choose to walk, cycle and use public transport

- The route is well suited to walking and cycling, with traffic restrictions and cycle lanes.
- Recommendation: No improvement needed.

People feel safe

- The route feels safe due to good lighting, strong pedestrian activity, and natural surveillance.
- Recommendation: No improvement needed.

Things to see and do

- The route benefits from access to Down Lane Park, open green space, and some local food and drink uses.
- Recommendation: No improvement needed.

People feel relaxed

- Low traffic, lighting, and strong pedestrian presence contribute to a relaxed environment.
- Recommendation: No improvement needed.

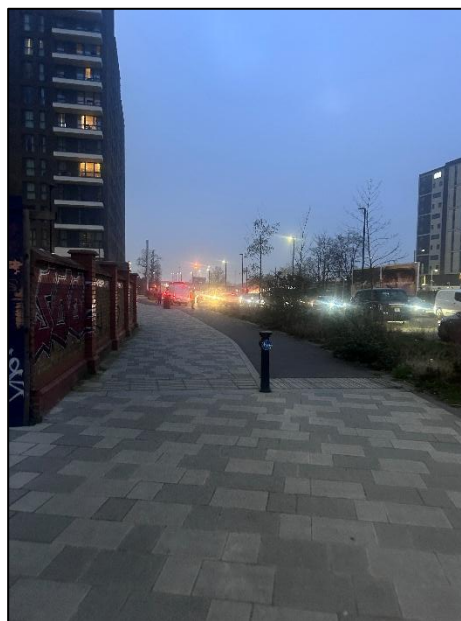
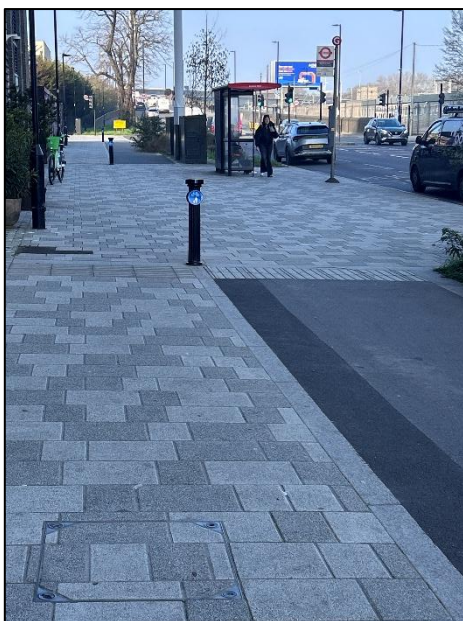
Clean air

- Air quality is generally good because of low vehicle traffic.
- Recommendation: Reduce vehicular traffic on Homerton High Street to further improve air quality.

Key Route 2 – Between the Site and Tottenham Hale Retail Centre

- 1.16 This Key Route diverts to Tottenham Hale Retail Centre, running around the site's perimeter along Ashley Road and Watermead Way. Safe pedestrian crossings are provided at the signal-controlled junctions linking Watermead Way, Tottenham Hale station and Ferry Lane, including a designated crossing onto the western footway at the Ashley Road/Watermead Way junction to serve retail facilities on both sides.
- 1.17 **Figures 14 to 29** show this Key Route during the day and night respectively. It is noted that areas already covered by Key Route 1 were not included.

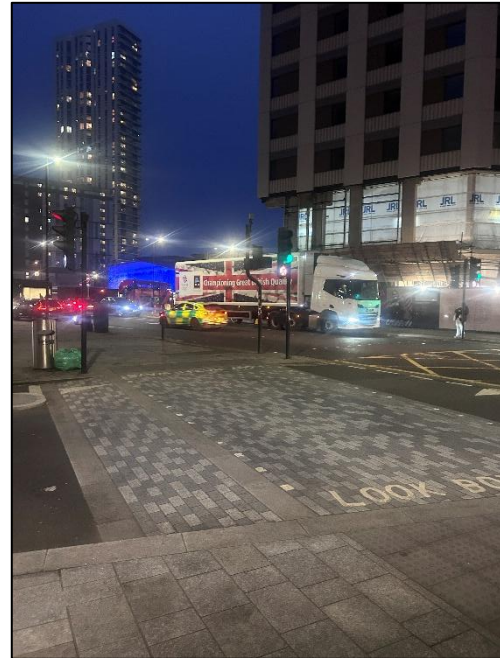
Figures 14 and 15: Watermead Way



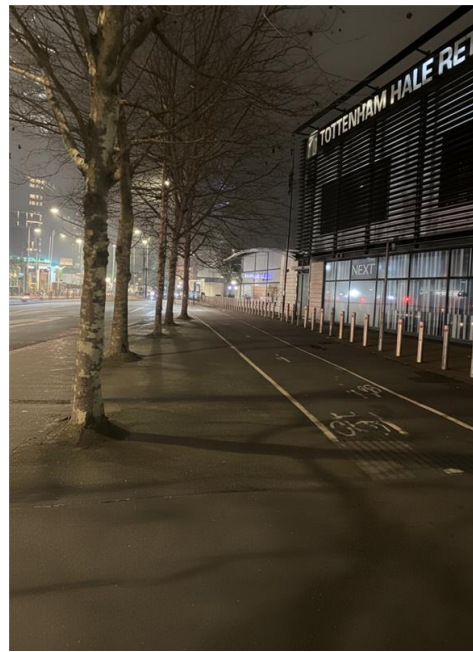
Figures 16 and 17: Watermead Way



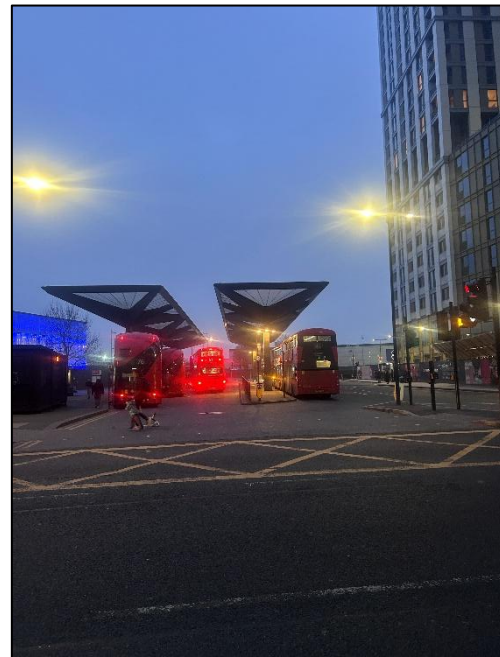
Figures 18 and 19: Watermead Way Crossing onto Tottenham Hale



Figures 20 and 21: Ferry Lane



Figures 22 and 23: Tottenham Hale Bus Station and Underground Station



Figures 24 and 25: Ferry Lane towards Daneland Walk

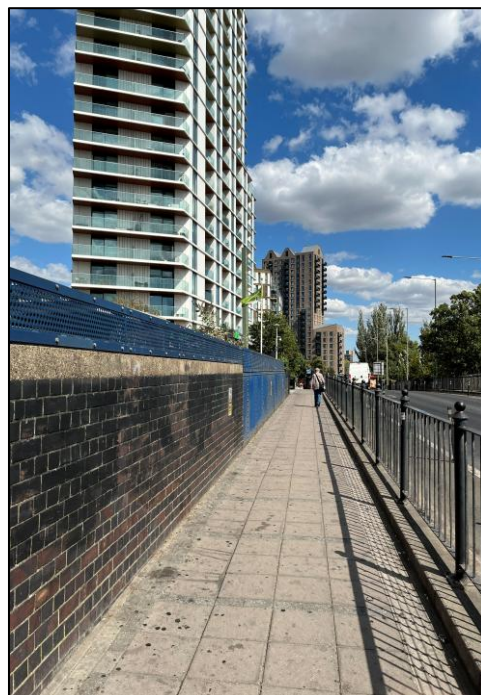
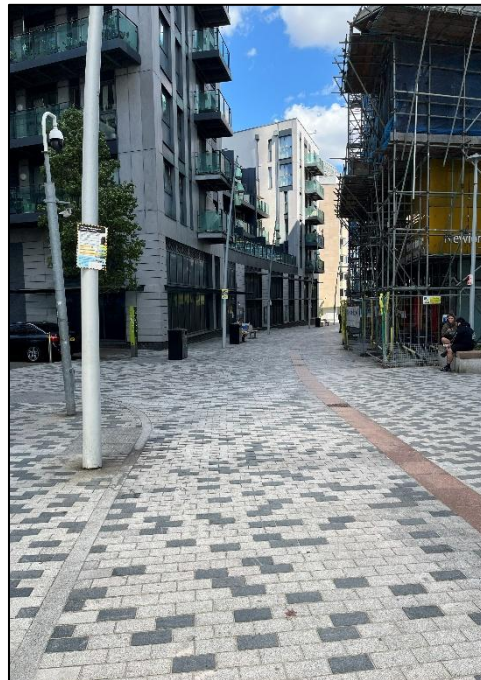
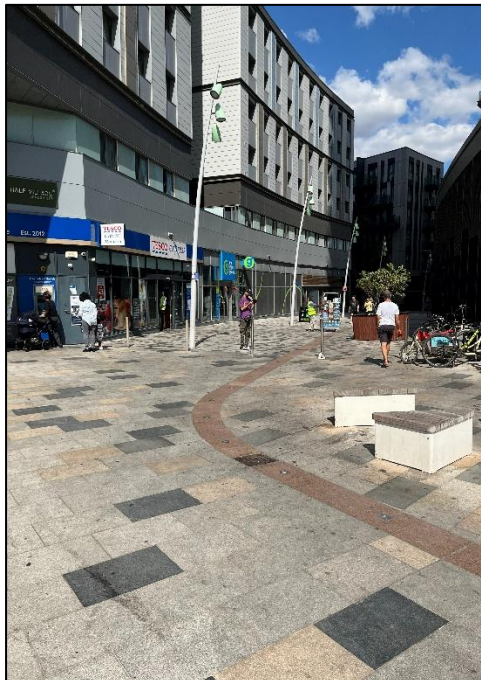


Figure 26 and 27: Daneland Walk and Lebus Street



Figures 28 and 29 Ferry Lane Towards Pymmes Brook and Walthamstow Wetlands



- 1.18 **Table 2** provides the observations for Key Route 2 and reviews the route against each of the Healthy Streets indicators.

Table 2: Healthy Streets Indicators for Route 2

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is appropriate, with pedestrianised areas and good footway provision for vulnerable and active users. The pedestrianised areas and footways are flat, and there is suitable footway width to feel safe when walking throughout most of the route. Shared footway / cycleways are well signed with corduroy paving provided.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route provides controlled crossings at the signal-controlled junctions linking Watermead Way, Tottenham Hale station and Ferry Lane, together with a designated crossing onto the western footway at the Ashley Road and Watermead Way junction. Alternatively, safe crossings are also available at the junction between Station Road / The Hale and Broad Lane, providing access to Tottenham Hale Retail Park. Pedestrian infrastructure including tactile paving, bollards and dropped kerbs are provided at crossing points.	There is no clear improvement to support the crossing points on this route.
Shade and shelter	Shelter is provided at the various bus stops adjacent to Tottenham Hale Station.	It is considered that the short, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Seating in the public realm is provided at the bus stops adjacent to Tottenham Hale Station. Seating is also available at local cafes along the route and on Daneland Walk which provides a pedestrianised through route to Mill Mea Road.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	This route runs alongside the major bus interchange at Tottenham Hale station and is adjacent to the busy highway links of Ferry Lane and Hale Road, resulting in high traffic volumes and elevated noise levels along the route. This is reduced at Daneland Walk due to its pedestrianised nature and distance from Ferry Lane's carriageway.	There is no clear improvement to support reduction in noise.
People choose to walk, cycle and use public transport	Some cycle infrastructure is provided along the route, including Advanced Stop Lines at several traffic signals. The pedestrian areas and footways are generally well maintained and are suitable for all users. Cycle parking is provided for both visitors and residents at various points along the route in the form of Sheffield Stands including outside Tottenham Hale underground station. Shared footway / cycleways are provided along Watermead Way, Station Road and Ferry Lane. To the east of Tottenham Hale Retail Park on-road cycle lanes are provided along Ferry Lane. E-bike hiring services are also available within the area.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.

People feel safe	The pedestrian crossing facilities along the route are in excellent condition and allow people to cross safely. The route is well-lit, easy to navigate and is very well used by pedestrians accessing shops along Tottenham Hale Retail Park, Tottenham Bus Station and Underground Station (both during the day and at night). The high volume of pedestrians provides natural surveillance, helping people to feel safe.	There is no clear improvement to increase safety on this route.
Things to see and do	Several shopping and retail facilities are located within Tottenham Hale Retail Park as well as adjacent to Tottenham Hale Underground Station, including supermarkets, homeware shops and other retail outlets. Tottenham Hale Retail Park functions as the primary retail hub for Tottenham Hale residents and provides the main local centre within close proximity to the site.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	The relatively high number of vehicles flows along the route can lead to people feeling less relaxed when travelling along the route. The high pedestrian footfall along this route helps people feel more relaxed at night.	It is considered that the short and functional nature of this route indicates that there is no specific requirement for improvements to enhance the sense of relaxation experienced by those using the path. The brief and direct character of the journey ensures that the current environment remains entirely sufficient for its intended purpose.
Clean air	The route in proximity to the site has elevated levels of air pollution due to higher volumes of traffic flow.	It is considered that the short, functional nature of this route means that there is no need to improve air quality

Summary with Recommendations

Pedestrians from all walks of life

- The route has good pedestrian provision, with flat footways, pedestrianised areas, and signed shared paths.
- Recommendation: No improvement needed.

Easy to cross

- Crossing points are well provided for, with signal-controlled junctions, tactile paving, bollards, and dropped kerbs.
- Recommendation: No improvement needed.

Shade and shelter

- Shelter is available at bus stops near Tottenham Hale Station.
- Recommendation: No improvement needed.

Places to stop and rest

- Seating is available at bus stops and nearby cafes.
- Recommendation: No improvement needed.

Not too noisy

- Noise levels are high due to nearby bus and highway traffic.
- Recommendation: No clear improvement identified.

People choose to walk, cycle and use public transport

- The route is well served by walking and cycling infrastructure, cycle parking, and e-bike hire.
- Recommendation: No improvement needed.

People feel safe

- The route is well lit, busy, and benefits from good natural surveillance.
- Recommendation: No improvement needed.

Things to see and do

- There are many retail and shopping facilities nearby, especially at Tottenham Hale Retail Park.
- Recommendation: No improvement needed.

People feel relaxed

- Heavy traffic can reduce relaxation, although pedestrian activity helps at night.
- Recommendation: No specific improvement required.

Clean air

- Air quality is affected by high traffic volumes.
- Recommendation: Improve air quality by reducing traffic where possible.

Key Route 3 – Between the Site and Bruce Grove Overground Station

- 1.19 This Key Route runs to Bruce Grove Overground station, providing direct access to Monument Way and Tottenham High Street and linking the site to local transport and retail connections.
- 1.20 **Figures 30 to 47** show this Key Route during the day. It is noted that as the park is unlikely to be a destination during the night hours, this route is not included as part of the night-time assessment.

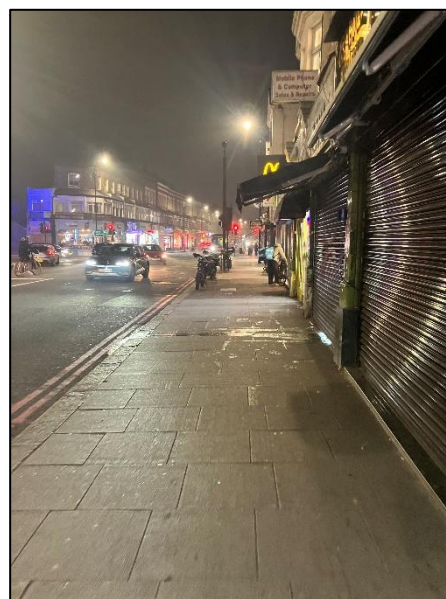
Figures 30 and 31: Monument Way



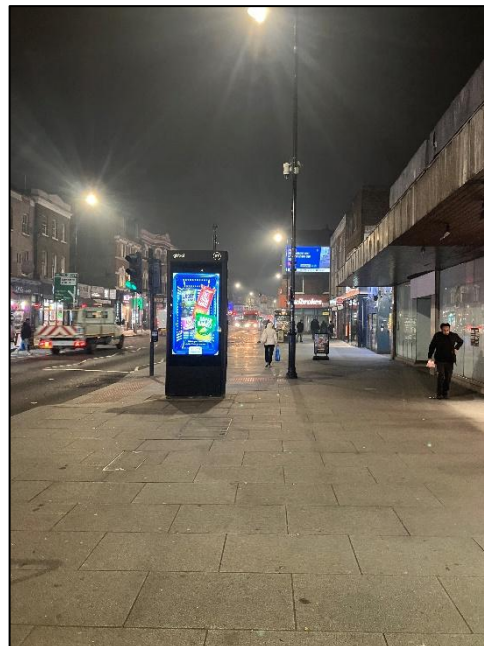
Figures 32 and 33: Monument Way



Figures 34 and 35: Tottenham High Street



Figures 36 and 37: Tottenham High Street



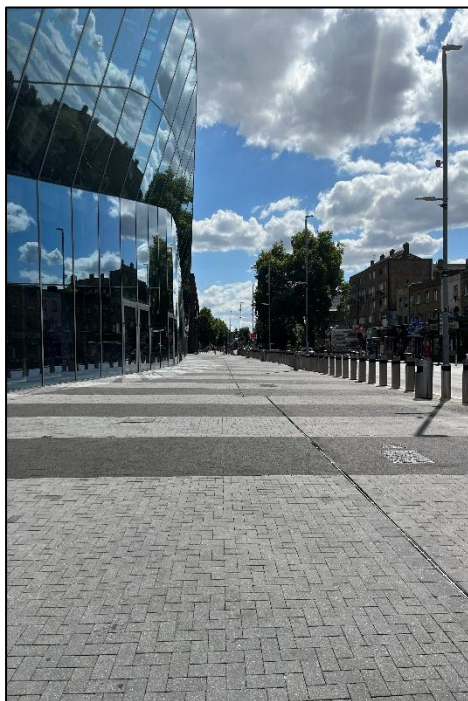
Figures 38 and 39 Tottenham High Street



Figures 40 and 41: Tottenham High Street



Figures 42 and 43: Tottenham High Street near Tottenham Hotspur Stadium



Figures 44 and 45: Alternative Route to High Street via Chestnut Road



Figure 46 and 47: Alternative Route to High Street via Chestnut Road



1.21

Table 3 provides the observations for Key Route 3 and reviews the route against each of the Healthy Streets indicators.

Table 3: Healthy Streets Indicators for Route 3

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is acceptable, with pedestrianised areas and generally good footway provision for vulnerable and active users. However, it was noted that during the night, some sections of Monument Way did not have sufficient lighting, particularly near the Hale Road / Park View Road Junction and opposite the Tottenham Hale Premier Inn. Footway widths along the route are generally adequate to provide a sense of safety for pedestrians, with footway widths seeing a significant increase close to Tottenham Hotspur stadium. A range of people were observed using the route during the day and night.	It is advised that improvements to lighting are made to areas of Monument Way where lighting is currently insufficient.
Easy to cross	This route generally has good signal-controlled crossing points at the Hale Road / Monument Way junction, with a range of infrastructure provided. This infrastructure includes tactile paving, bollards, guard railing and dropped kerbs to provide at-grade crossing points for pedestrians. However, the lack of signals on the Hale Road / Park View Road junction indicating when pedestrian movements are safe can make crossing the junction feel unsafe. Multiple crossing points are present along Tottenham High Road.	Introduce light-controlled crossing at the Hale Road / Park View Road junction, integrating it with the existing traffic signals.
Shade and shelter	Shade and shelter are provided at bus stops along the route, including at Monument Way and Tottenham High Road.	It is considered that the short, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Seating areas are provided at bus stops along the route. Seating is also available near the Church Road junction close to Tottenham Hotspur Stadium.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Tottenham High Road is a noisier environment and experiences slightly higher traffic volumes, but this is expected on a key road link.	It is considered that as the development is proposed to be largely car free, there is no need to minimise the impact on noise levels.
People choose to walk, cycle and use public transport	Cycle parking is provided for both visitors and residents at various points along the route in the form of Sheffield Stands and covered cycle stores.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.

People feel safe	The pedestrian crossing facilities along Tottenham High Road are in excellent condition and allow safe crossing. However, as aforementioned, the lack of signals on the Hale Road / Park View Road junction indicating when pedestrian movements are safe can make crossing the junction feel unsafe. The route is largely well illuminated, with small sections of Monument Way lacking sufficient lighting. Both Monument Way and Tottenham High Road experience substantial daytime footfall. It is noted that a Metropolitan Police Station is located along the route and various police officers were observed patrolling the area during the day. The route is well-lit, easy to navigate and is well used by pedestrians in the vicinity of the site (both during the day and at night). The high volume of pedestrians provides natural surveillance, helping people to feel safe.	It is advised that further lighting is installed along Monument Way where lighting is insufficient.
Things to see and do	Local shops and cafes on Tottenham High Road and Welbourne Health Centre on Monument Way which provides medical services.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	Although the route contains ample footway space and appropriate crossing points, the elevated volume of motor vehicle traffic along Tottenham High Road can alter the perception of the route and make it less relaxing	As the development proposes a largely car-free scheme, improvements to the route's relaxed feeling are not considered to be necessary.
Clean air	The route in proximity to the site has elevated levels of air pollution due to higher volumes of traffic flow.	As the development proposes a largely car-free scheme; no improvements to the levels of air pollution have been identified.

Summary with Recommendations

Pedestrians from all walks of life

- The route is generally suitable for pedestrians, but some sections of Monument Way have poor lighting at night.
- Recommendation: Improve lighting on darker sections of Monument Way, especially near the Hale Road / Park View Road junction and opposite the Tottenham Hale Premier Inn.

Easy to cross

- Most crossings are well provided, but the Hale Road / Park View Road junction lacks signal support for safer pedestrian movement.
- Recommendation: Install signal-controlled crossing facilities at the Hale Road / Park View Road junction.

Shade and shelter

- Shade and shelter are available at bus stops along the route.

- Recommendation: No improvement needed.

Places to stop and rest

- Seating is available at bus stops.
- Recommendation: No improvement needed.

Not too noisy

- Tottenham High Road is noisy due to traffic, but this is expected on a main road.
- Recommendation: No improvement needed.

People choose to walk, cycle and use public transport

- The route has good cycling provision, including cycle parking and covered stores.
- Recommendation: No improvement needed.

People feel safe

- The route is generally safe and well used, but insufficient lighting on Monument Way and the unsignalised junction reduce comfort.
- Recommendation: Add further lighting along Monument Way and improve junction safety at Hale Road / Park View Road.

Things to see and do

- Local shops, cafes, and a health centre are available nearby.
- Recommendation: No improvement needed.

People feel relaxed

- Traffic on Tottenham High Road can make the route feel less relaxing.
- Recommendation: No improvement needed, given the proposed car-free development.

Clean air

- Air pollution is elevated because of traffic.
- Recommendation: No improvement needed, given the proposed car-free development.

Key Route 4 – Between the Site and Seven Sisters Overground Station

- 1.22 This Key Route runs south from the site along its eastern perimeter via Sedgwick Street, then continues west along Broad Lane and south on Seven Sisters Road to Seven Sisters Overground and rail station, providing direct access to the station. The route also covers some of West Green Road which provides access to other shops and services.
- 1.23 **Figures 48 to 55** show this Key Route during the day and night respectively.

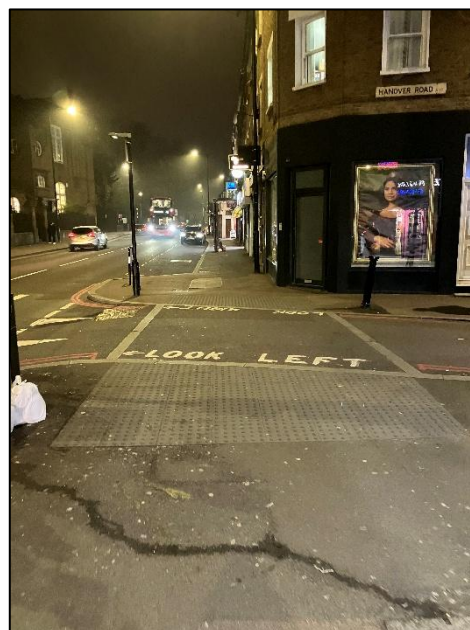
Figures 48 and 49: Broad Lane



Figures 50 and 51: Broad Lane



Figures 52 and 53: Broad Lane



Figures 54 and 55: Seven Sisters Road / West Green Road



- 1.24 The route is generally flat, is easy to navigate and walk along, and is well used by individuals accessing Homerton Station and the local primary school.
- 1.25 **Table 4** provides the observations for Key Route 4 and reviews the route against each of the Healthy Streets indicators.

Table 4: Healthy Streets Indicators for Route 4

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is good, with good footway provision for vulnerable and active travel users. The footways are flat, and there is suitable footway width to feel safe when walking. Crossings are provided regular along this route in the form of raised tables, informal crossings marked with tactile paving and dropped kerbs and Zebra crossings. A range of individuals were observed walking this route during the day, with lower levels of footfall along some sections of Broad Lane during the night.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route benefits from suitable signal-controlled crossings and zebra crossings at various points along both Broad Lane and Seven Sister's Road. At crossing points, a range of infrastructure is provided includes tactile paving, dropped kerbs, some crossings are provided with raised tables.	There is no clear improvement to support the crossing points on this route.
Shade and shelter	Small areas for shade and shelter are provided on Broad Lane where some trees are located. Additional shelter is provided at various bus stops along the route.	It is considered that the, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Page Green Common provides seating and is a nice place to stop and rest. Bus stops along the route also provide seating and shelter. Various cafes and restaurants are located along the route which can also provide seating.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Broad Lane and Seven Sisters Road form a noisier, busier environment with slightly higher traffic volumes, which is typical for a primary road link.	There is no clear improvement to support the decrease of noise along the route.
People choose to walk, cycle and use public transport	The overall footways are well maintained for all pedestrian users. A shared footway / cycleway is provided along Broad Lane between Markfield Road and Ferry Lane, this is well signposted and corduroy paving is provided at entrances and exits to shared surfaces. The shared footway / cycleway is well used by pedestrians and cyclists. Cycle parking is available at various points throughout the route in the form of Sheffield Stands. Bus stops along the route were largely well maintained, offering sheltered seating areas and up to date timetable information.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.
People feel safe	The pedestrian crossing facilities on both Broad Lane and Seven Sisters Road are in suitable condition and allow people to cross safely. A traffic camera is located along this route and therefore helps to promote the reduction of vehicle speeds. The route is well-lit, easy to navigate and is well used by pedestrians in the vicinity of the site (both during the day and at night). The high volume of pedestrians provides natural surveillance, helping people to feel safe. Broad Lane is also well overlooked by residential dwellings and with regular vehicle movements this helps provide additional natural surveillance. Seven Sisters Road and High Road are highly pedestrianised at night which also help provide natural surveillance.	Increase of footfall between the site and Seven Sisters Station will further assist people's perception of safety along the route.
Things to see and do	Several shopping / retail facilities are located on High Street along this route. Outside of these shopping / retail facilities, the short nature of this route means that there are not many things to see or do.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.

People feel relaxed	The route is relatively relaxing to walk with good crossing facilities provided.	There is no clear improvement to the route's relaxed perception.
Clean air	The low motor vehicle traffic in the vicinity of the site means the route has cleaner air with minimal traffic volumes.	There is no clear improvement to the route's air quality.

Summary with Recommendations

Pedestrians from all walks of life

- Good footways, flat surfaces, and regular crossing points support all users.
- Recommendation: No improvement needed.

Easy to cross

- Crossings are well provided with signal control, zebra crossings, tactile paving, dropped kerbs, and some raised tables.
- Recommendation: No improvement needed.

Shade and shelter

- Some shade is available from trees, and bus stops provide shelter.
- Recommendation: No improvement needed.

Places to stop and rest

- Seating is available at Page Green Common, bus stops, and nearby cafes/restaurants.
- Recommendation: No improvement needed.

Not too noisy

- The route is busier and noisier, reflecting its primary road function.
- Recommendation: No clear improvement identified.

People choose to walk, cycle and use public transport

- The route has well-maintained footways, shared cycle facilities, cycle parking, and good bus stop provision.
- Recommendation: No improvement needed.

People feel safe

- Good lighting, surveillance, and well-used crossings contribute to safety.
- Recommendation: Increase footfall between the site and Seven Sisters Station to further improve perceived safety.

Things to see and do

- Some retail and shopping uses are present, but the route is short and functional.

- Recommendation: No improvement needed.

People feel relaxed

- The route feels reasonably relaxing due to good crossings and safe pedestrian conditions.
- Recommendation: No improvement needed.

Clean air

- Low traffic levels mean air quality is generally good.
- Recommendation: No improvement needed.

Key Route 5 – Between the Site and Seven Sisters Station (via High Road)

- 1.26 This Key Route runs southwest toward Seven Sisters Underground station via Tottenham High Road. Monument Way was assessed under a previous route, so this assessment covers only the section along Tottenham High Road.
- 1.27 **Figures 56 to 61** show this Key Route during the day.

Figures 56 and 57: Seven Sisters Road



Figures 58 and 59: Tottenham High Road



Figures 60 and 61: Tottenham High Road



1.28 **Table 5** provides the observations for Key Route 5 and reviews the route against each of the Healthy Streets indicators.

Table 5: Healthy Streets Indicators for Route 5

Healthy Streets Indicator	Observations	Area for Improvement
Pedestrians from all walks of life	Overall, the pedestrian environment is good, with ample footway provision for vulnerable and active pedestrians. A slight gradient is present along Tottenham High Road. Footways are wide and allow pedestrians to feel secure when walking. A range of people were observed using the route during the day, including women.	There is no clear improvement to support pedestrians from all walks of life on this route.
Easy to cross	This route includes signal controlled crossings at multiple locations along Tottenham High Road and is served by pedestrian infrastructure such as tactile paving, dropped kerbs and refuge islands.	There is no clear improvement to support the crossing points on this route.
Shade and shelter	Small areas for shade and shelter are provided on High Street where some trees are located. Additional shelter is provided at various bus stops along the route.	It is considered that the short, functional nature of this route means that there is no need to improve the shade and shelter.
Places to stop and rest	Shade and shelter are provided at bus stops along the route. There are several cafes and restaurants along the route which offer seating and opportunity for resting.	It is considered that the short, functional nature of this route means that there is no need to improve the places to stop and rest.
Not too noisy	Tottenham High Road sees a reasonable level of traffic flow, resulting in an increased level of noise. This is expected on a key road link.	It is considered that as the development is proposed to be largely car free, there is no need to minimise the impact on noise levels.
People choose to walk, cycle and use public transport	Wide footways and safe crossing points at multiple locations along the route support pedestrian movement and encourage footfall. Several electric bike parking bays for rental services and multiple Sheffield stands provide short term cycle parking. Cycle lanes are provided on the western footway of the assessed section of Tottenham High Road.	It is considered that the short nature of this route means that there is no need to improve the public transport accessibility, and the existing pedestrian / cycling infrastructure in the vicinity of the site is excellent.
People feel safe	The pedestrian crossing facilities on Tottenham High Road are in suitable condition and allow people to cross safely. The route is well lit, easy to navigate and is well used by pedestrians, particularly through Homerton High Street. High pedestrian numbers provide natural surveillance and help people to feel safe. However, the western footway features a two-way cycleway, and several e bikes were observed travelling on the footway outside the designated cycle lane, which reduced the perceived safety along the route.	Increase enforcement on Tottenham High Road to ensure e bikes use the designated cycle lanes. Measures could include targeted patrols, clearer signage, monitoring and cooperation with rental operators, and appropriate penalties for noncompliance to improve compliance and perceived safety.
Things to see and do	Several shopping / retail facilities are located on Tottenham High Road along this route.	It is considered that the short, functional nature of this route means that there is no need to improve the things to see and do.
People feel relaxed	The route is relatively relaxing to walk with good crossing facilities provided, although this is impacted by the presence of e-bikes outside of the designated cycle lanes.	Improved policing and enforcement of cycle lane use will help users of the route feel more relaxed and safer.

Clean air	The route has elevated levels of air pollution due to higher volumes of traffic flow.	As the development proposes a largely car-free scheme; no improvements to the levels of air pollution have been identified.
-----------	---	---

Summary with Recommendations

Pedestrians from all walks of life

- Good footways and a generally secure walking environment support a wide range of users.
- Recommendation: No improvement needed.

Easy to cross

- Signal-controlled crossings, tactile paving, dropped kerbs, and refuge islands are already provided.
- Recommendation: No improvement needed.

Shade and shelter

- Some shade and shelter are available from trees and bus stops.
- Recommendation: No improvement needed.

Places to stop and rest

- Bus stops, cafes, and restaurants provide opportunities to rest.
- Recommendation: No improvement needed.

Not too noisy

- Traffic levels create some noise, but this is expected on a main road.
- Recommendation: No improvement needed.

People choose to walk, cycle and use public transport

- Wide footways, crossings, cycle parking, and cycle lanes support walking and cycling.
- Recommendation: No improvement needed.

People feel safe

- The route is well lit and busy, but e-bikes using footways reduce perceived safety.
- Recommendation: Increase enforcement to keep e-bikes in designated cycle lanes.

Things to see and do

- Shops and retail facilities are available along the route.
- Recommendation: No improvement needed.

People feel relaxed

- The route is generally relaxing, but inappropriate e-bike use affects comfort.
- Recommendation: Improve policing and enforcement of cycle lane use.

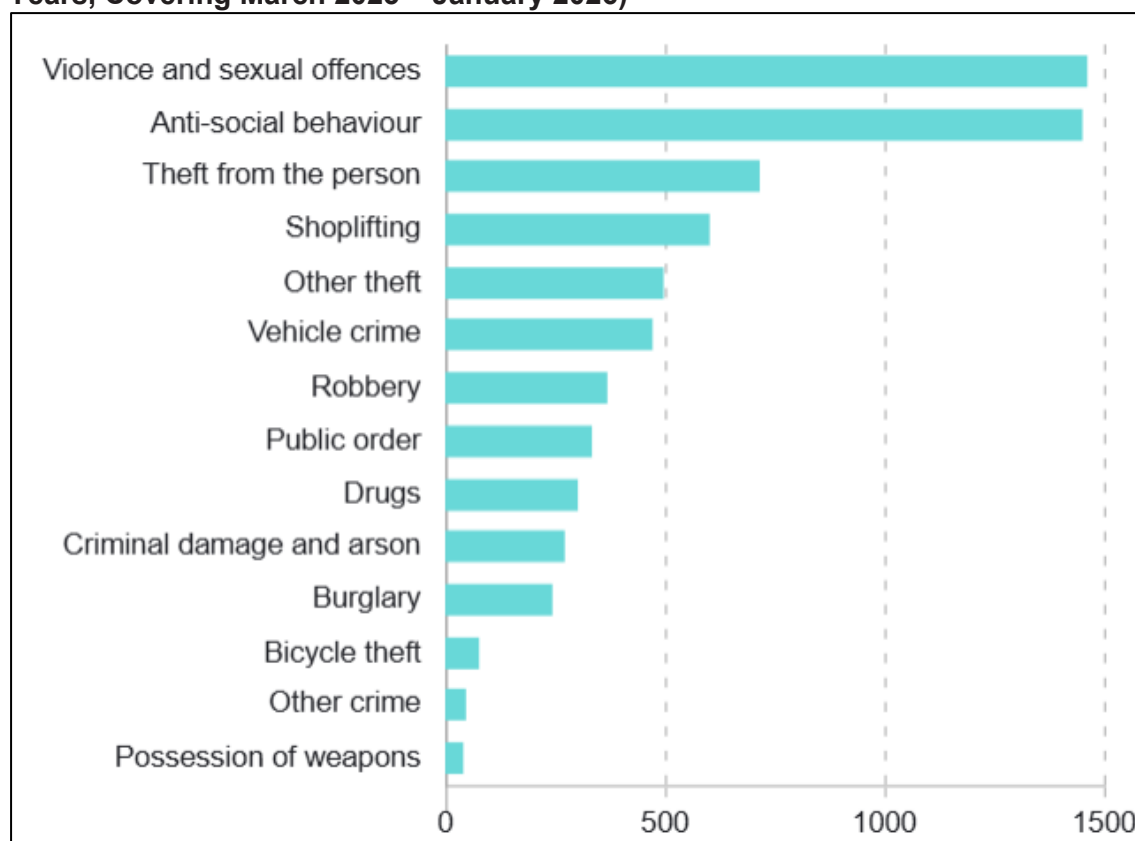
Clean air

- Air pollution is higher due to traffic.
- Recommendation: No improvement needed, given the proposed car-free development.

Crime Statistics

- 1.29 Crime statistics have been obtained and reviewed from the Police website (www.police.uk) for the Homerton area.
- 1.30 Over the last three years, the number of reported crimes per quarter has remained reasonably consistent in the Tottenham Hale (approximately 566 reported per quarter). The breakdown by type of reported crime during this period is shown in **Figure 50**.

Figure 50: Description of Reported Crime Types in Tottenham Hale Last Three Years, Covering March 2023 – January 2026)



Source: Police.UK Website.

- 1.31 Details of policing priorities (issued November 2025) have been extracted from the Police website which shows the following three targets for Tottenham Hale:

- Tottenham Hale's ward priority 1 is to combat Robberies in and around Hale village N17 - The team will action this priority by carrying out weapon sweeps to open areas known to be frequented by offenders. Offenders to be disrupted and Stop and Search powers to be utilised where possible.
- Tottenham Hale's ward priority 2 is to tackle Shoplifting from Aldi, Hough road N17 – The team will action this priority by carrying out High Visibility patrolling, conducting safer business action days, Partnership working and crime prevention visits.
- Tottenham Hale's ward priority 3 is to reduce Burglary in Hale village – The team will action this priority by delivering Crime prevention advice. Leaflet dropping and working with partner agencies. Regular high Visibility patrols and partnership working

1.32 The policing priorities show a number of actions being taken by the police to address the three target areas, enhancing safety in the Tottenham Hale.

Summary

1.33 This ATZ Assessment provides a review of the key pedestrian and cycling routes to and from the site against the relevant Healthy Streets indicators during both the day and at night.

1.34 These routes provide an effective summary of the context of the site relative to key local public transport stations / stops, car parks and the surrounding residential catchment areas via routes that are most likely to be used by future visitors at the site.

1.35 This Day-Time and Night-Time ATZ Assessment shows that local public transport stations / stops and the surrounding residential catchment areas are easily accessible from the site on foot. These routes are of good quality, are well used and lit during hours of darkness and provide a safe means of access to / from the site. It is considered that these routes are suitable to support access to the development (both during both the day and at night) in line with the Healthy Streets indicators.

1.36 Across the assessments, most indicators required no significant improvement, reflecting the short and functional nature of the routes and the generally positive walking environment. However, a few recurring issues were identified:

- Lighting improvements were needed in some locations, particularly on darker sections of Monument Way.
- Crossing safety could be improved at specific junctions where signal control is limited.
- Tactile paving should be added where missing at certain crossing points.
- Enforcement of cycle lane use is needed in areas where e-bikes were observed using footways.
- Air quality and noise were generally influenced by traffic, although in some cases the proposed car-free nature of development reduces the need for mitigation.

Appendices

Appendix TN1 – ATZ Assessment Route Plan

 Site Location

Collisions

-  Fatal
-  Serious

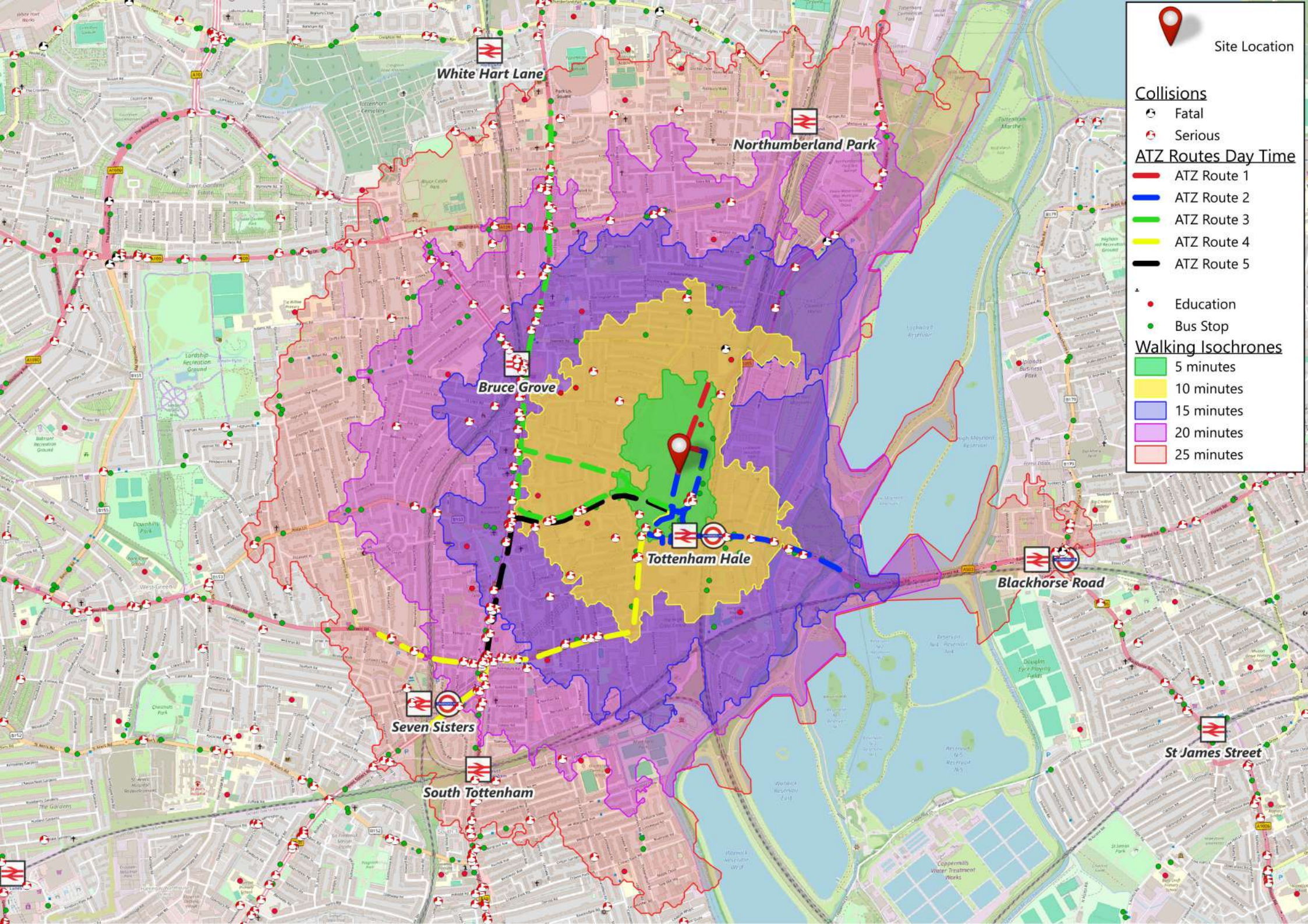
ATZ Routes Day Time

-  ATZ Route 1
-  ATZ Route 2
-  ATZ Route 3
-  ATZ Route 4
-  ATZ Route 5

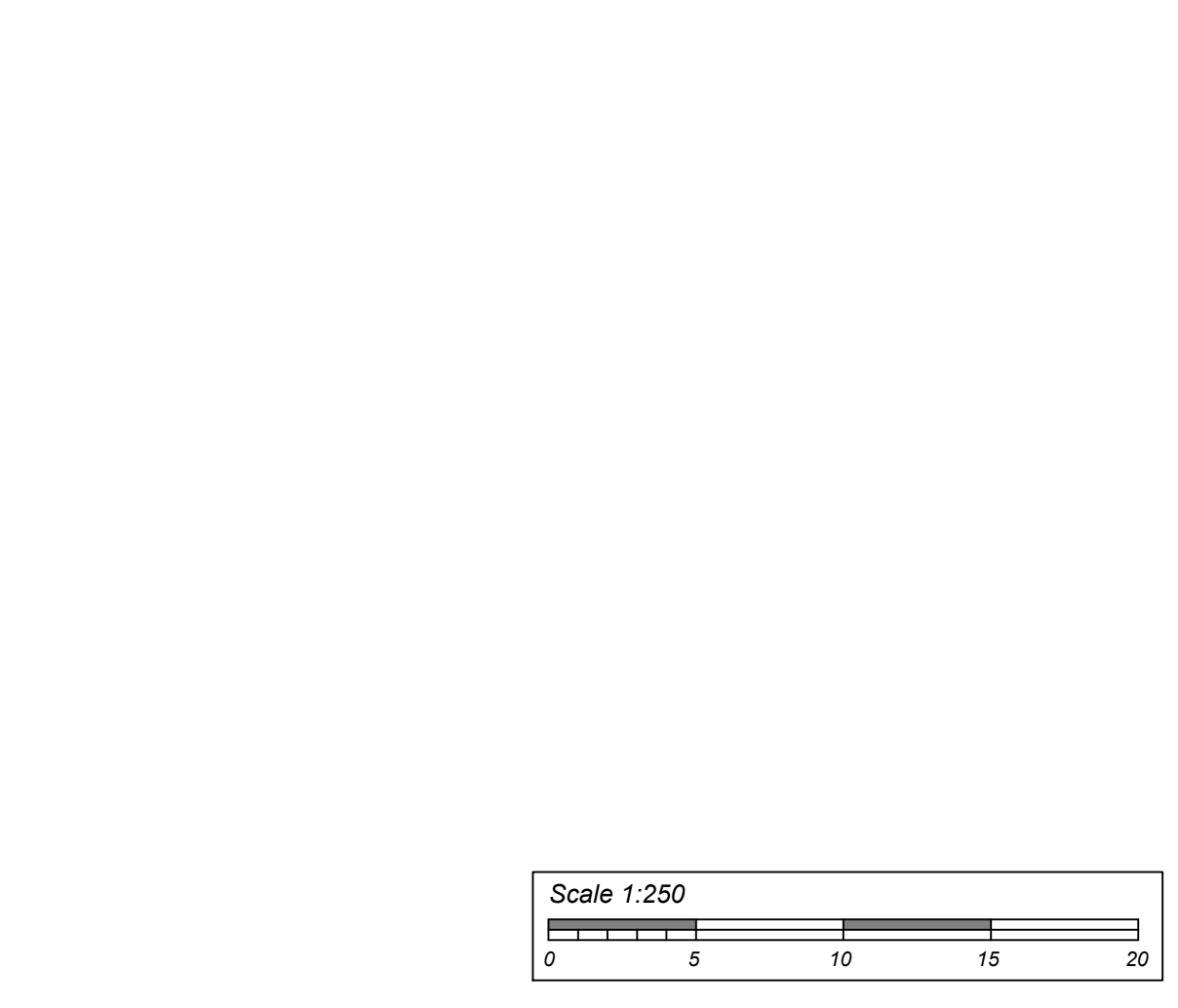
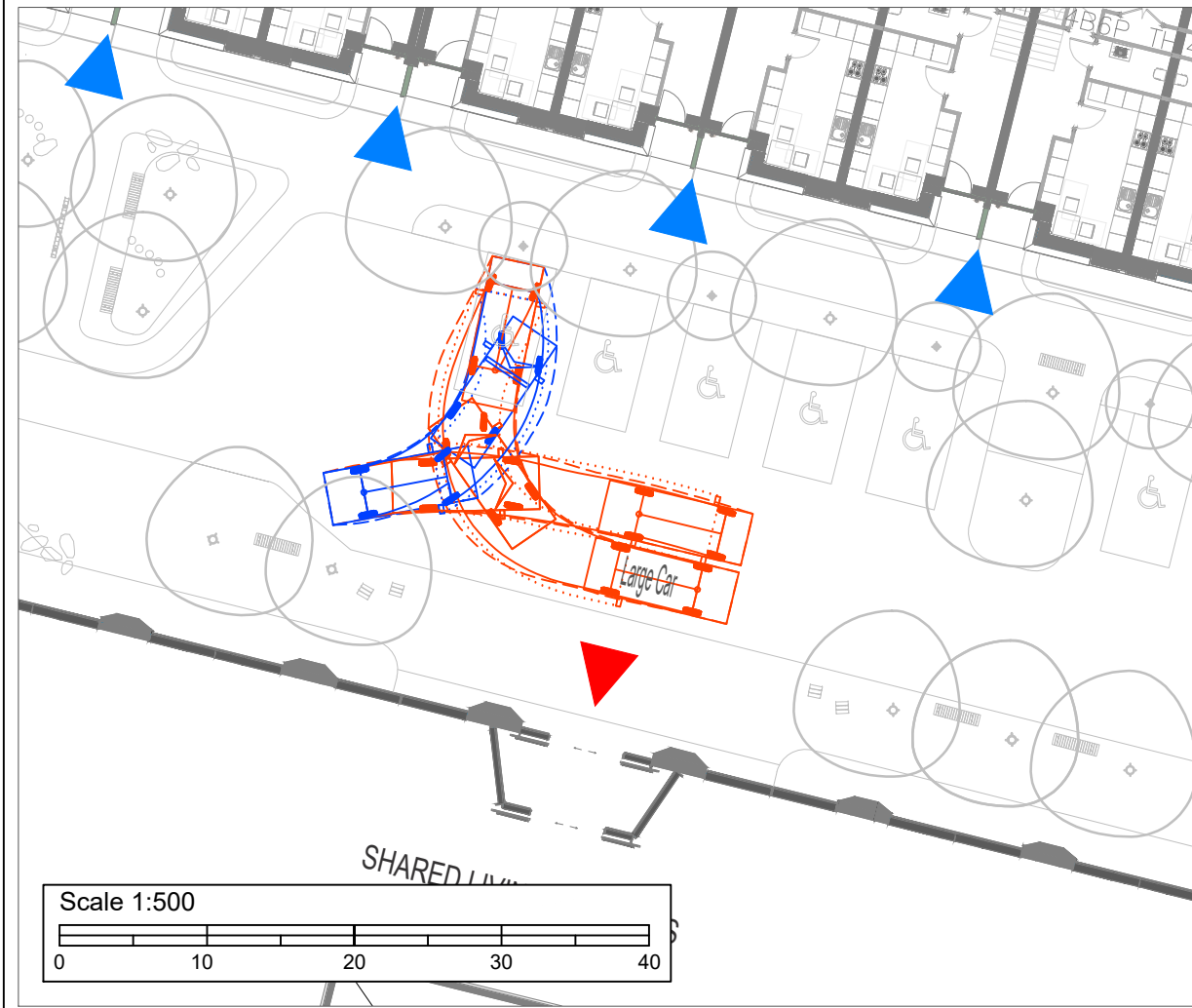
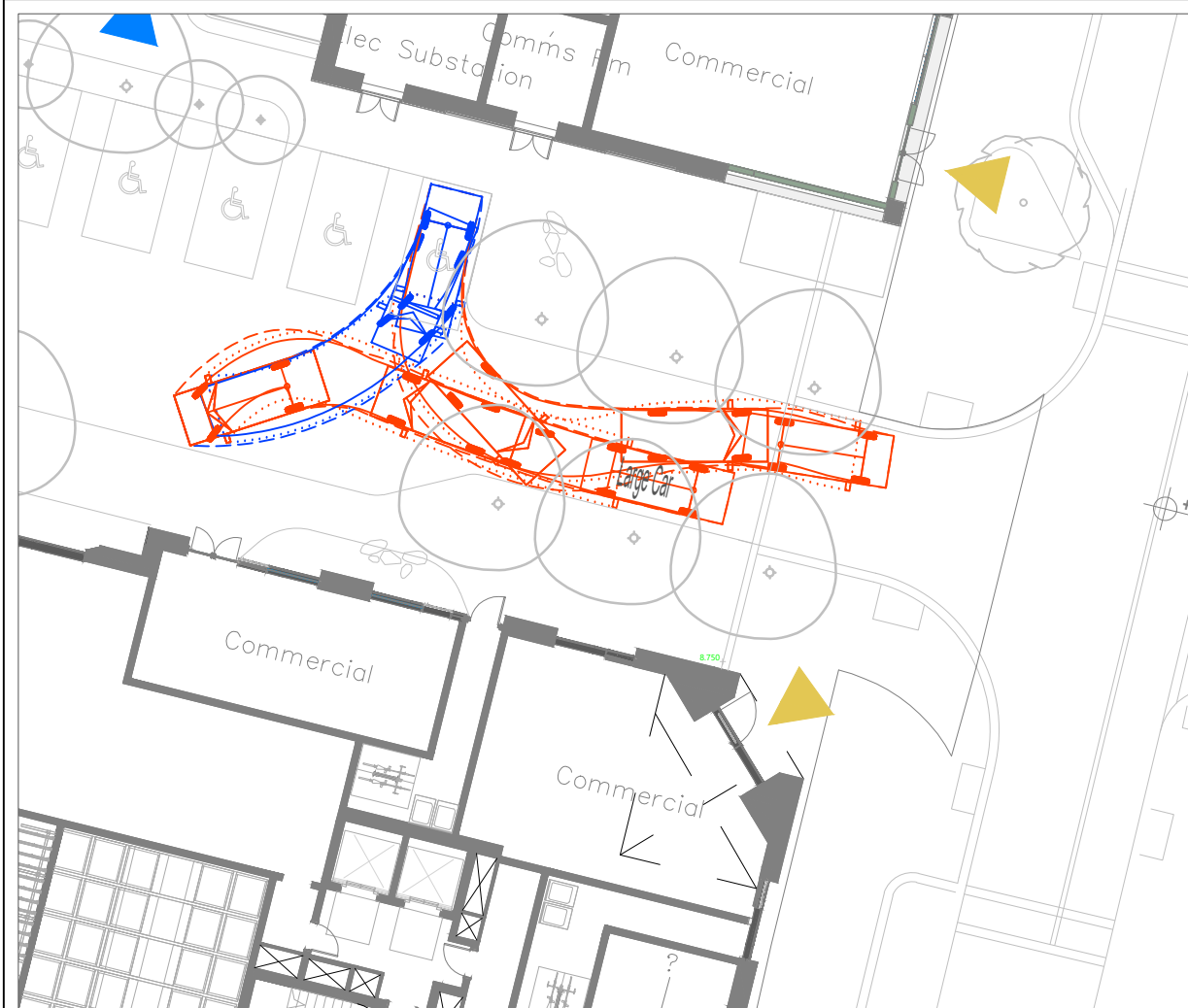
-  Education
-  Bus Stop

Walking Isochrones

-  5 minutes
-  10 minutes
-  15 minutes
-  20 minutes
-  25 minutes



Appendix 5 – Swept Path Analysis (Parking Bays)



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Large Car	4.988m
Overall Length	1.793m
Overall Width	1.502m
Overall Body Height	0.287m
Min Body Ground Clearance	1.700m
Track Width	4.00s
Lock to lock time	6.200m
Kerb to Kerb Turning Radius	

Swept Path Key:

- Body path
- Chassis path
- Wing mirror path
- Red=forward movement
- Blue=reverse movement

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INFORMATION
ONLY

D	Latest layout added (AHCF-DLA-ZZ-00-DR-A-20200-GROUND FLOOR PLAN-P14)	GKO	AC	27/08/26
C	Latest layout added (AHCF-BOSK-ZZ-00-DR-L-1000-P12)	GKO	AC	10/08/26
B	Latest layout added (26.009-BOSK-AH-00-DR-L-1000 P08 bound)	AJ	JC	13/07/26
A	Latest layout added (26.009-BOSK-AH-00-DR-L-1000 P07 bound)	AJ	JC	13/07/26
Rev	Description	By	CB	Date



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T: +44(0)20 3691 5500 E: transport@rps.tetrattech.com

Client re:shapeliving

Project Ashley House

Title Large Car
Swept Path Analysis

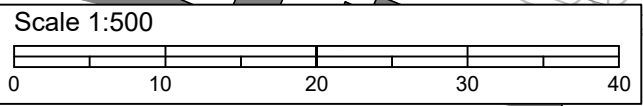
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INFORMATION	AJ	JC
Project Number	Scale @ A3	Date Created
TRP-00327-BP	1:250	09/07/2026

RPS Drawing/Figure Number
TRP-00327-BP-DR-016

Rev
D

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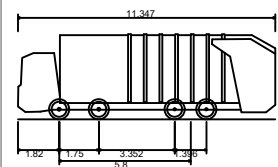
Appendix 6 – Swept Path Analysis (Refuse and Emergency Vehicles)



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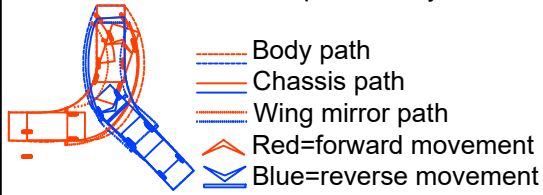
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Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

Swept Path Key:



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A	Latest layout added (26.009-BOSK-AH-00-DR-L-1000 P07 bound)	AJ	JC	13/07/26
Rev	Description	By	CB	Date



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Project Ashley House

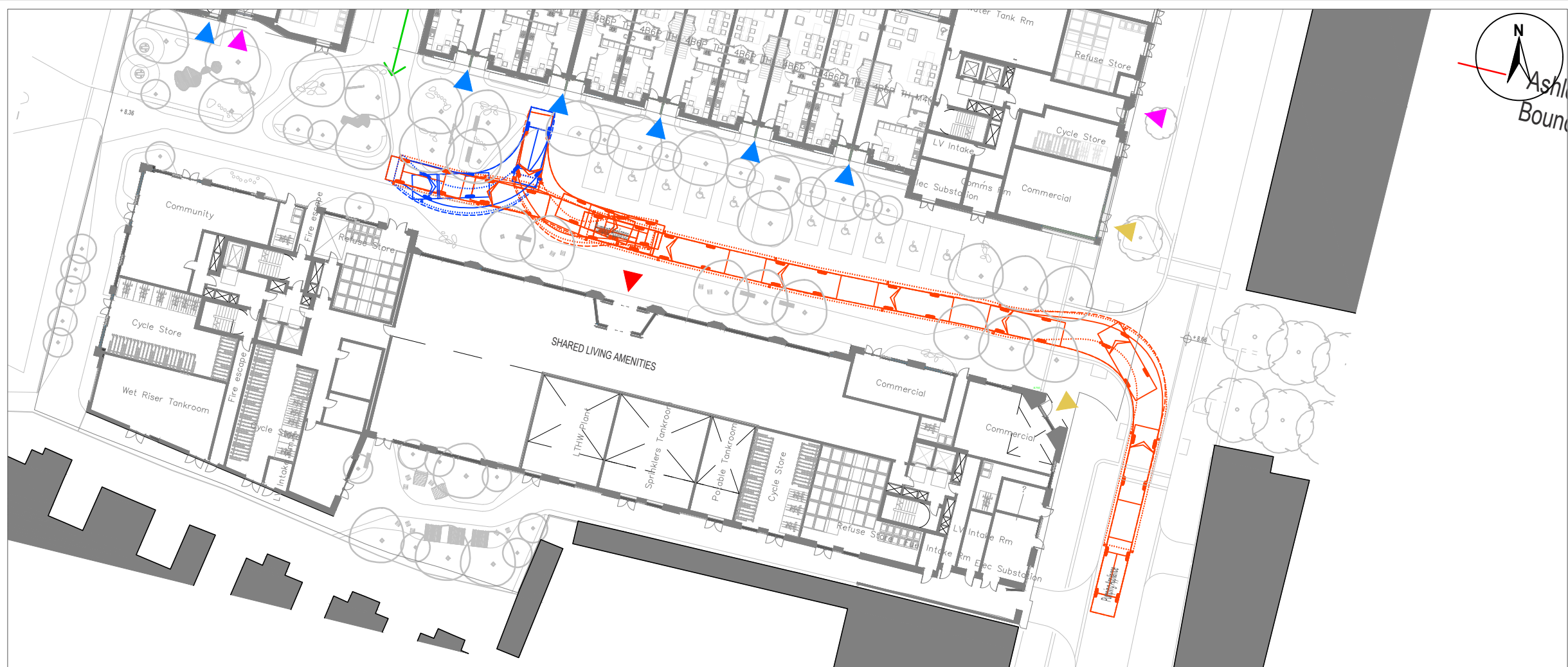
Title Refuse Vehicle
Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	AJ	JC
Project Number	Scale @ A3	Date Created
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RPS Drawing/Figure Number
TRP-00327-BP-DR-014

Rev
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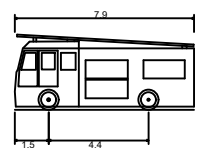
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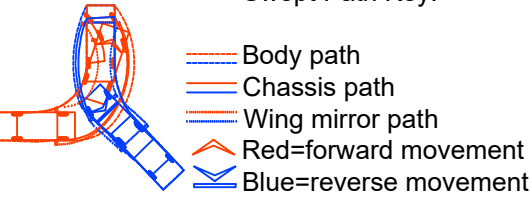
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Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

Swept Path Key:



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D	Latest layout added (AHCF-DLA-ZZ-00-DR-A-20200-GROUND FLOOR PLAN-P14)	GKO	AC	27/08/26
C	Latest layout added (AHCF-BOSK-ZZ-00-DR-L-1000-P12)	GKO	AC	10/08/26
B	Latest layout added (26.009-BOSK-AH-00-DR-L-1000 P08 bound)	AJ	JC	13/07/26
A	Latest layout added (26.009-BOSK-AH-00-DR-L-1000 P07 bound)	AJ	JC	13/07/26
Rev	Description	By	CB	Date



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Client re:shapeliving

Project Ashley House

Title Emergency Fire Vehicle
Swept Path Analysis

Status	Drawn By	PM/Checked by
INFORMATION	AJ	JC
Project Number	Scale @ A3	Date Created
TRP-00327-BP	1:500	09/07/2026

RPS Drawing/Figure Number	Rev
TRP-00327-BP-DR-015	D

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Appendix 7 – TRICS Output

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Filtering Summary:

Land Use: 03/C RESIDENTIAL/FLATS PRIVATELY OWNED

Selected Trip Rate Calculation Parameter Range: 6 - 832 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 832 DWELLS

Date Range: Minimum: 01/01/2016 Maximum: 26/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 3835 14642

Days of the week selected:

Monday	3
Tuesday	4
Wednesday	1

Main Location Types selected:

Town Centre	4
Edge of Town Centre	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	8
-----------------------------	---

Population <1 Mile ranges selected:

25,001 to 50,000	1
50,001 to 100,000	4
100,001 or More	3

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Population <5 Mile ranges selected:

250,001 to 500,000	1
500,001 or More	7

Car Ownership <5 Mile ranges selected:

0.5 or Less	4
0.6 to 1.0	4

PTAL Rating:

4 - Good	3
No PTAL Present	5

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	
	BM	BROMLEY 1 day
	EG	EALING 1 day
	HM	HAMMERSMITH AND FULHAM 1 day
	IS	ISLINGTON 3 days
	TH	TOWER HAMLETS 1 day
	WF	WALTHAM FOREST 1 day

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



Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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:	6 to 832 (units:DWELLS)
Range Selected by User:	6 to 832 (units:DWELLS)
Parking Spaces Range:	0 - 550

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/16 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	3 days
Tuesday	4 days
Wednesday	1 days

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

Selected survey types:	
Manual count	8
Direction ATC Count	0

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

Selected Locations:	
Town Centre	4 days
Edge of Town Centre	4 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	4 days
Development Zone	1 days
Residential Zone	3 days

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

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Included	8 days

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Secondary Filtering Selection:

Use Class:

C3	8 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:

3835 - 14642

Population within 1 mile:

25,001 to 50,000	1 surveys
50,001 to 100,000	4 surveys
100,001 or More	3 surveys

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

Population within 5 miles:

250,001 to 500,000	1 surveys
500,001 or More	7 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	4 surveys
0.6 to 1.0	4 surveys

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	4 surveys
Yes	4 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:

5 - Very good	3 surveys
6a - Excellent	3 surveys
6b - Excellent	2 surveys

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

COVID-19 Restrictions:

No

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

LIST OF SITES relevant to selection parameters:

Site 1:	BM-03-C-01	Number of dwellings:	160.00 DWELLS
Development Name:	BLOCKS OF FLATS	Survey Date:	12/11/2018
Location:	BROMLEY	Survey Day:	Monday
Postcode:	BR1 1HR		
Main Location Type:	Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	6A		
Site 2:	EG-03-C-03	Number of dwellings:	116.00 DWELLS
Development Name:	BLOCKS OF FLATS	Survey Date:	03/03/2025
Location:	ACTON	Survey Day:	Monday
Postcode:	W3 9DP		
Main Location Type:	Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	5		
Site 3:	HM-03-C-02	Number of dwellings:	194.00 DWELLS
Development Name:	BLOCKS OF FLATS	Survey Date:	30/04/2019
Location:	HAMMERSMITH	Survey Day:	Tuesday
Postcode:	W6 0BU		
Main Location Type:	Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	6B		
Site 4:	IS-03-C-05	Number of dwellings:	15.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	29/06/2016
Location:	FINSBURY	Survey Day:	Wednesday
Postcode:	EC1V 3QY		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	6A		
Site 5:	IS-03-C-06	Number of dwellings:	14.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	27/06/2016
Location:	HOLLOWAY	Survey Day:	Monday
Postcode:	N7 9RB		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	6A		
Site 6:	IS-03-C-09	Number of dwellings:	190.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	22/10/2024
Location:	ISLINGTON	Survey Day:	Tuesday
Postcode:	EC1V 1AD		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Development Zone		
PTAL:	5		
Site 7:	TH-03-C-05	Number of dwellings:	83.00 DWELLS
Development Name:	BLOCKS OF FLATS	Survey Date:	24/06/2025
Location:	ALDGATE	Survey Day:	Tuesday
Postcode:	E1 7PH		
Main Location Type:	Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	6B		
Site 8:	WF-03-C-01	Number of dwellings:	97.00 DWELLS
Development Name:	BLOCKS OF FLATS	Survey Date:	05/11/2019
Location:	WALTHAMSTOW	Survey Day:	Tuesday
Postcode:	E17 6GR		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	5		

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
IS-03-C-04	14-07-2016	Removed: Site re-surveyed by IS-03-C-07
IS-03-C-07	06-06-2019	Removed: Site re-surveyed by IS-03-C-08
IS-03-C-08	20-10-2022	Removed: Site re-surveyed by IS-03-C-09

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.011	0.011	0.022
07:00-08:00	8	109	0.023	0.036	0.059
08:00-09:00	8	109	0.021	0.040	0.061
09:00-10:00	8	109	0.037	0.036	0.073
10:00-11:00	8	109	0.039	0.030	0.069
11:00-12:00	8	109	0.024	0.036	0.060
12:00-13:00	8	109	0.026	0.033	0.059
13:00-14:00	8	109	0.023	0.026	0.049
14:00-15:00	8	109	0.016	0.023	0.039
15:00-16:00	8	109	0.035	0.028	0.063
16:00-17:00	8	109	0.031	0.024	0.055
17:00-18:00	8	109	0.033	0.023	0.056
18:00-19:00	8	109	0.036	0.030	0.066
19:00-20:00	8	109	0.038	0.029	0.067
20:00-21:00	8	109	0.022	0.021	0.043
21:00-22:00	1	190	0.011	0.016	0.027
22:00-23:00					
23:00-00:00					
Total Rates:			0.426	0.442	0.868

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Total People

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	1	190	0.011	0.032	0.043
07:00-08:00	8	109	0.049	0.243	0.292
08:00-09:00	8	109	0.076	0.425	0.501
09:00-10:00	8	109	0.100	0.239	0.339
10:00-11:00	8	109	0.115	0.157	0.272
11:00-12:00	8	109	0.100	0.136	0.236
12:00-13:00	8	109	0.123	0.116	0.239
13:00-14:00	8	109	0.106	0.123	0.229
14:00-15:00	8	109	0.124	0.128	0.252
15:00-16:00	8	109	0.181	0.130	0.311
16:00-17:00	8	109	0.216	0.135	0.351
17:00-18:00	8	109	0.237	0.148	0.385
18:00-19:00	8	109	0.375	0.185	0.560
19:00-20:00	8	109	0.306	0.117	0.423
20:00-21:00	8	109	0.177	0.090	0.267
21:00-22:00	1	190	0.163	0.047	0.210
22:00-23:00					
23:00-00:00					
Total Rates:			2.459	2.451	4.910

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.005	0.016	0.021
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.001	0.013	0.014
09:00-10:00	8	109	0.002	0.008	0.010
10:00-11:00	8	109	0.001	0.006	0.007
11:00-12:00	8	109	0.005	0.003	0.008
12:00-13:00	8	109	0.003	0.005	0.008
13:00-14:00	8	109	0.006	0.007	0.013
14:00-15:00	8	109	0.009	0.007	0.016
15:00-16:00	8	109	0.001	0.002	0.003
16:00-17:00	8	109	0.008	0.006	0.014
17:00-18:00	8	109	0.006	0.005	0.011
18:00-19:00	8	109	0.013	0.012	0.025
19:00-20:00	8	109	0.017	0.005	0.022
20:00-21:00	8	109	0.013	0.006	0.019
21:00-22:00	1	190	0.037	0.026	0.063
22:00-23:00					
23:00-00:00					
Total Rates:			0.127	0.127	0.254

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.000	0.001	0.001
09:00-10:00	8	109	0.000	0.001	0.001
10:00-11:00	8	109	0.000	0.000	0.000
11:00-12:00	8	109	0.000	0.002	0.002
12:00-13:00	8	109	0.000	0.003	0.003
13:00-14:00	8	109	0.000	0.001	0.001
14:00-15:00	8	109	0.000	0.000	0.000
15:00-16:00	8	109	0.000	0.001	0.001
16:00-17:00	8	109	0.000	0.001	0.001
17:00-18:00	8	109	0.000	0.000	0.000
18:00-19:00	8	109	0.000	0.000	0.000
19:00-20:00	8	109	0.000	0.000	0.000
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.010	0.010

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	12/11/2018 - 12/11/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.001	0.001	0.002
09:00-10:00	8	109	0.003	0.003	0.006
10:00-11:00	8	109	0.001	0.000	0.001
11:00-12:00	8	109	0.003	0.005	0.008
12:00-13:00	8	109	0.001	0.000	0.001
13:00-14:00	8	109	0.000	0.001	0.001
14:00-15:00	8	109	0.003	0.003	0.006
15:00-16:00	8	109	0.000	0.000	0.000
16:00-17:00	8	109	0.000	0.000	0.000
17:00-18:00	8	109	0.000	0.000	0.000
18:00-19:00	8	109	0.000	0.000	0.000
19:00-20:00	8	109	0.000	0.000	0.000
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.012	0.013	0.025

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 03/03/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.011	0.011	0.022
07:00-08:00	8	109	0.007	0.007	0.014
08:00-09:00	8	109	0.005	0.005	0.010
09:00-10:00	8	109	0.009	0.010	0.019
10:00-11:00	8	109	0.007	0.007	0.014
11:00-12:00	8	109	0.003	0.003	0.006
12:00-13:00	8	109	0.002	0.002	0.004
13:00-14:00	8	109	0.003	0.003	0.006
14:00-15:00	8	109	0.002	0.002	0.004
15:00-16:00	8	109	0.005	0.005	0.010
16:00-17:00	8	109	0.002	0.002	0.004
17:00-18:00	8	109	0.006	0.006	0.012
18:00-19:00	8	109	0.003	0.003	0.006
19:00-20:00	8	109	0.008	0.008	0.016
20:00-21:00	8	109	0.005	0.003	0.008
21:00-22:00	1	190	0.011	0.011	0.022
22:00-23:00					
23:00-00:00					
Total Rates:			0.089	0.088	0.177

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.014	0.026	0.040
08:00-09:00	8	109	0.006	0.026	0.032
09:00-10:00	8	109	0.007	0.006	0.013
10:00-11:00	8	109	0.012	0.009	0.021
11:00-12:00	8	109	0.008	0.012	0.020
12:00-13:00	8	109	0.007	0.008	0.015
13:00-14:00	8	109	0.009	0.009	0.018
14:00-15:00	8	109	0.006	0.010	0.016
15:00-16:00	8	109	0.017	0.009	0.026
16:00-17:00	8	109	0.016	0.006	0.022
17:00-18:00	8	109	0.022	0.010	0.032
18:00-19:00	8	109	0.024	0.018	0.042
19:00-20:00	8	109	0.021	0.012	0.033
20:00-21:00	8	109	0.010	0.013	0.023
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.179	0.174	0.353

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 03/03/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.002	0.002	0.004
08:00-09:00	8	109	0.009	0.007	0.016
09:00-10:00	8	109	0.017	0.015	0.032
10:00-11:00	8	109	0.014	0.010	0.024
11:00-12:00	8	109	0.008	0.012	0.020
12:00-13:00	8	109	0.016	0.018	0.034
13:00-14:00	8	109	0.008	0.009	0.017
14:00-15:00	8	109	0.003	0.006	0.009
15:00-16:00	8	109	0.008	0.008	0.016
16:00-17:00	8	109	0.009	0.010	0.019
17:00-18:00	8	109	0.003	0.005	0.008
18:00-19:00	8	109	0.003	0.003	0.006
19:00-20:00	8	109	0.003	0.003	0.006
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.103	0.108	0.211

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.000	0.000	0.000
09:00-10:00	8	109	0.000	0.000	0.000
10:00-11:00	8	109	0.006	0.003	0.009
11:00-12:00	8	109	0.001	0.002	0.003
12:00-13:00	8	109	0.000	0.001	0.001
13:00-14:00	8	109	0.002	0.002	0.004
14:00-15:00	8	109	0.001	0.001	0.002
15:00-16:00	8	109	0.005	0.005	0.010
16:00-17:00	8	109	0.003	0.005	0.008
17:00-18:00	8	109	0.002	0.002	0.004
18:00-19:00	8	109	0.005	0.005	0.010
19:00-20:00	8	109	0.006	0.006	0.012
20:00-21:00	8	109	0.007	0.005	0.012
21:00-22:00	1	190	0.000	0.005	0.005
22:00-23:00					
23:00-00:00					
Total Rates:			0.038	0.042	0.080

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Servicing 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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.005	0.005	0.010
08:00-09:00	8	109	0.012	0.009	0.021
09:00-10:00	8	109	0.021	0.017	0.038
10:00-11:00	8	109	0.015	0.012	0.027
11:00-12:00	8	109	0.014	0.018	0.032
12:00-13:00	8	109	0.017	0.018	0.035
13:00-14:00	8	109	0.012	0.013	0.025
14:00-15:00	8	109	0.007	0.006	0.013
15:00-16:00	8	109	0.013	0.012	0.025
16:00-17:00	8	109	0.012	0.013	0.025
17:00-18:00	8	109	0.006	0.007	0.013
18:00-19:00	8	109	0.006	0.006	0.012
19:00-20:00	8	109	0.007	0.007	0.014
20:00-21:00	8	109	0.005	0.003	0.008
21:00-22:00	1	190	0.000	0.005	0.005
22:00-23:00					
23:00-00:00					
Total Rates:			0.152	0.151	0.303

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Vehicle Occupants

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	1	190	0.000	0.011	0.011
07:00-08:00	8	109	0.021	0.041	0.062
08:00-09:00	8	109	0.017	0.051	0.068
09:00-10:00	8	109	0.031	0.038	0.069
10:00-11:00	8	109	0.037	0.035	0.072
11:00-12:00	8	109	0.022	0.039	0.061
12:00-13:00	8	109	0.026	0.031	0.057
13:00-14:00	8	109	0.022	0.029	0.051
14:00-15:00	8	109	0.017	0.026	0.043
15:00-16:00	8	109	0.041	0.029	0.070
16:00-17:00	8	109	0.038	0.023	0.061
17:00-18:00	8	109	0.038	0.023	0.061
18:00-19:00	8	109	0.045	0.032	0.077
19:00-20:00	8	109	0.046	0.028	0.074
20:00-21:00	8	109	0.022	0.018	0.040
21:00-22:00	1	190	0.011	0.005	0.016
22:00-23:00					
23:00-00:00					
Total Rates:			0.434	0.459	0.893

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Pedestrians

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	1	190	0.005	0.000	0.005
07:00-08:00	8	109	0.014	0.049	0.063
08:00-09:00	8	109	0.035	0.130	0.165
09:00-10:00	8	109	0.037	0.104	0.141
10:00-11:00	8	109	0.047	0.064	0.111
11:00-12:00	8	109	0.049	0.051	0.100
12:00-13:00	8	109	0.055	0.045	0.100
13:00-14:00	8	109	0.049	0.052	0.101
14:00-15:00	8	109	0.061	0.064	0.125
15:00-16:00	8	109	0.079	0.062	0.141
16:00-17:00	8	109	0.110	0.064	0.174
17:00-18:00	8	109	0.093	0.077	0.170
18:00-19:00	8	109	0.131	0.089	0.220
19:00-20:00	8	109	0.102	0.064	0.166
20:00-21:00	8	109	0.081	0.053	0.134
21:00-22:00	1	190	0.058	0.016	0.074
22:00-23:00					
23:00-00:00					
Total Rates:			1.006	0.984	1.990

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Public Transport Users

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	1	190	0.000	0.005	0.005
07:00-08:00	8	109	0.015	0.151	0.166
08:00-09:00	8	109	0.022	0.230	0.252
09:00-10:00	8	109	0.030	0.090	0.120
10:00-11:00	8	109	0.030	0.052	0.082
11:00-12:00	8	109	0.024	0.043	0.067
12:00-13:00	8	109	0.037	0.036	0.073
13:00-14:00	8	109	0.029	0.036	0.065
14:00-15:00	8	109	0.037	0.030	0.067
15:00-16:00	8	109	0.059	0.037	0.096
16:00-17:00	8	109	0.060	0.041	0.101
17:00-18:00	8	109	0.100	0.044	0.144
18:00-19:00	8	109	0.186	0.053	0.239
19:00-20:00	8	109	0.140	0.021	0.161
20:00-21:00	8	109	0.062	0.013	0.075
21:00-22:00	1	190	0.058	0.000	0.058
22:00-23:00					
23:00-00:00					
Total Rates:			0.889	0.882	1.771

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Bus/Tram Passengers

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	1	190	0.000	0.005	0.005
07:00-08:00	8	109	0.003	0.032	0.035
08:00-09:00	8	109	0.006	0.069	0.075
09:00-10:00	8	109	0.010	0.036	0.046
10:00-11:00	8	109	0.009	0.024	0.033
11:00-12:00	8	109	0.008	0.012	0.020
12:00-13:00	8	109	0.015	0.009	0.024
13:00-14:00	8	109	0.012	0.010	0.022
14:00-15:00	8	109	0.014	0.012	0.026
15:00-16:00	8	109	0.026	0.014	0.040
16:00-17:00	8	109	0.026	0.012	0.038
17:00-18:00	8	109	0.036	0.018	0.054
18:00-19:00	8	109	0.055	0.017	0.072
19:00-20:00	8	109	0.039	0.012	0.051
20:00-21:00	8	109	0.015	0.008	0.023
21:00-22:00	1	190	0.032	0.000	0.032
22:00-23:00					
23:00-00:00					
Total Rates:			0.306	0.290	0.596

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Coach Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.000	0.000	0.000
09:00-10:00	8	109	0.000	0.000	0.000
10:00-11:00	8	109	0.000	0.000	0.000
11:00-12:00	8	109	0.000	0.000	0.000
12:00-13:00	8	109	0.000	0.000	0.000
13:00-14:00	8	109	0.000	0.000	0.000
14:00-15:00	8	109	0.000	0.000	0.000
15:00-16:00	8	109	0.000	0.000	0.000
16:00-17:00	8	109	0.000	0.000	0.000
17:00-18:00	8	109	0.000	0.000	0.000
18:00-19:00	8	109	0.000	0.000	0.000
19:00-20:00	8	109	0.000	0.000	0.000
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (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:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Total Rail Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.012	0.119	0.131
08:00-09:00	8	109	0.016	0.161	0.177
09:00-10:00	8	109	0.020	0.054	0.074
10:00-11:00	8	109	0.021	0.028	0.049
11:00-12:00	8	109	0.016	0.031	0.047
12:00-13:00	8	109	0.022	0.026	0.048
13:00-14:00	8	109	0.017	0.025	0.042
14:00-15:00	8	109	0.023	0.018	0.041
15:00-16:00	8	109	0.032	0.023	0.055
16:00-17:00	8	109	0.033	0.030	0.063
17:00-18:00	8	109	0.064	0.025	0.089
18:00-19:00	8	109	0.131	0.036	0.167
19:00-20:00	8	109	0.101	0.009	0.110
20:00-21:00	8	109	0.047	0.005	0.052
21:00-22:00	1	190	0.026	0.000	0.026
22:00-23:00					
23:00-00:00					
Total Rates:			0.581	0.590	1.171

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Underground Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.008	0.056	0.064
08:00-09:00	8	109	0.013	0.107	0.120
09:00-10:00	8	109	0.017	0.037	0.054
10:00-11:00	8	109	0.017	0.023	0.040
11:00-12:00	8	109	0.014	0.024	0.038
12:00-13:00	8	109	0.016	0.023	0.039
13:00-14:00	8	109	0.014	0.017	0.031
14:00-15:00	8	109	0.020	0.016	0.036
15:00-16:00	8	109	0.025	0.022	0.047
16:00-17:00	8	109	0.023	0.020	0.043
17:00-18:00	8	109	0.038	0.021	0.059
18:00-19:00	8	109	0.084	0.028	0.112
19:00-20:00	8	109	0.061	0.009	0.070
20:00-21:00	8	109	0.038	0.005	0.043
21:00-22:00	1	190	0.026	0.000	0.026
22:00-23:00					
23:00-00:00					
Total Rates:			0.414	0.408	0.822

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

DLR Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.001	0.001
08:00-09:00	8	109	0.000	0.000	0.000
09:00-10:00	8	109	0.000	0.001	0.001
10:00-11:00	8	109	0.001	0.000	0.001
11:00-12:00	8	109	0.000	0.001	0.001
12:00-13:00	8	109	0.001	0.000	0.001
13:00-14:00	8	109	0.000	0.000	0.000
14:00-15:00	8	109	0.000	0.000	0.000
15:00-16:00	8	109	0.001	0.000	0.001
16:00-17:00	8	109	0.000	0.000	0.000
17:00-18:00	8	109	0.000	0.001	0.001
18:00-19:00	8	109	0.001	0.000	0.001
19:00-20:00	8	109	0.000	0.000	0.000
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.004	0.004	0.008

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	05/11/2019 - 05/11/2019
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Overground Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.001	0.001	0.002
08:00-09:00	8	109	0.000	0.005	0.005
09:00-10:00	8	109	0.001	0.003	0.004
10:00-11:00	8	109	0.001	0.001	0.002
11:00-12:00	8	109	0.001	0.001	0.002
12:00-13:00	8	109	0.000	0.001	0.001
13:00-14:00	8	109	0.001	0.001	0.002
14:00-15:00	8	109	0.002	0.000	0.002
15:00-16:00	8	109	0.003	0.000	0.003
16:00-17:00	8	109	0.003	0.001	0.004
17:00-18:00	8	109	0.002	0.001	0.003
18:00-19:00	8	109	0.003	0.002	0.005
19:00-20:00	8	109	0.001	0.000	0.001
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.019	0.017	0.036

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	30/04/2019 - 03/03/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

National Rail Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.002	0.060	0.062
08:00-09:00	8	109	0.003	0.049	0.052
09:00-10:00	8	109	0.001	0.013	0.014
10:00-11:00	8	109	0.001	0.003	0.004
11:00-12:00	8	109	0.001	0.005	0.006
12:00-13:00	8	109	0.005	0.002	0.007
13:00-14:00	8	109	0.002	0.007	0.009
14:00-15:00	8	109	0.001	0.002	0.003
15:00-16:00	8	109	0.002	0.001	0.003
16:00-17:00	8	109	0.007	0.009	0.016
17:00-18:00	8	109	0.024	0.002	0.026
18:00-19:00	8	109	0.043	0.006	0.049
19:00-20:00	8	109	0.039	0.000	0.039
20:00-21:00	8	109	0.009	0.000	0.009
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.140	0.159	0.299

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	29/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Tram Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.000	0.000	0.000
09:00-10:00	8	109	0.000	0.000	0.000
10:00-11:00	8	109	0.000	0.000	0.000
11:00-12:00	8	109	0.000	0.000	0.000
12:00-13:00	8	109	0.000	0.000	0.000
13:00-14:00	8	109	0.000	0.000	0.000
14:00-15:00	8	109	0.000	0.000	0.000
15:00-16:00	8	109	0.000	0.000	0.000
16:00-17:00	8	109	0.000	0.000	0.000
17:00-18:00	8	109	0.000	0.000	0.000
18:00-19:00	8	109	0.000	0.000	0.000
19:00-20:00	8	109	0.000	0.000	0.000
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (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:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Water Service Passengers

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	1	190	0.000	0.000	0.000
07:00-08:00	8	109	0.000	0.000	0.000
08:00-09:00	8	109	0.000	0.000	0.000
09:00-10:00	8	109	0.000	0.000	0.000
10:00-11:00	8	109	0.000	0.000	0.000
11:00-12:00	8	109	0.000	0.000	0.000
12:00-13:00	8	109	0.000	0.000	0.000
13:00-14:00	8	109	0.000	0.000	0.000
14:00-15:00	8	109	0.000	0.000	0.000
15:00-16:00	8	109	0.000	0.000	0.000
16:00-17:00	8	109	0.000	0.000	0.000
17:00-18:00	8	109	0.000	0.000	0.000
18:00-19:00	8	109	0.000	0.000	0.000
19:00-20:00	8	109	0.000	0.000	0.000
20:00-21:00	8	109	0.000	0.000	0.000
21:00-22:00	1	190	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (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:	3
Surveys manually removed from selection:	0

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

Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

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

Bus Passengers

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	1	190	0.000	0.005	0.005
07:00-08:00	8	109	0.003	0.032	0.035
08:00-09:00	8	109	0.006	0.069	0.075
09:00-10:00	8	109	0.010	0.036	0.046
10:00-11:00	8	109	0.009	0.024	0.033
11:00-12:00	8	109	0.008	0.012	0.020
12:00-13:00	8	109	0.015	0.009	0.024
13:00-14:00	8	109	0.012	0.010	0.022
14:00-15:00	8	109	0.014	0.012	0.026
15:00-16:00	8	109	0.026	0.014	0.040
16:00-17:00	8	109	0.026	0.012	0.038
17:00-18:00	8	109	0.036	0.018	0.054
18:00-19:00	8	109	0.055	0.017	0.072
19:00-20:00	8	109	0.039	0.012	0.051
20:00-21:00	8	109	0.015	0.008	0.023
21:00-22:00	1	190	0.032	0.000	0.032
22:00-23:00					
23:00-00:00					
Total Rates:			0.306	0.290	0.596

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

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

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Audit Code: 71bee311-acfd-4439-b64e-69cce37b1d4c

Parameter Summary:

Trip rate parameter range selected:	6 - 832 (units: DWELLS)
Survey date date range:	27/06/2016 - 24/06/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.

Appendix 8 – The Collective’s Trip Rates

Calculation Reference: AUDIT-705125-240606-0634

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
IS ISLINGTON2 days

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

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: No of Dwellings
Actual Range: 14 to 15 (units:)
Range Selected by User: 6 to 28 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 25/05/21

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
Wednesday 1 days

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

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2

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

Selected Location Sub Categories:

Residential Zone 1
Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C3 2 days

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:

All Surveys Included

RPS 1st Floor West London

Licence No: 705125

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	2 days
-------------	--------

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

6a Excellent	2 days
--------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone		
	Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL

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

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 256 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.069	17.655	2	15	0.069	17.655	2	15	0.138	35.310
08:00 - 09:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.069	17.655	2	15	0.069	17.655	2	15	0.138	35.310
11:00 - 12:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
12:00 - 13:00	2	15	0.034	8.828	2	15	0.000	0.000	2	15	0.034	8.828
13:00 - 14:00	2	15	0.103	26.483	2	15	0.069	17.655	2	15	0.172	44.138
14:00 - 15:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.069	17.655	2	15	0.069	17.655	2	15	0.138	35.310
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.034	8.828	2	15	0.069	17.655	2	15	0.103	26.483
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.034	8.828	2	15	0.069	17.655	2	15	0.103	26.483
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.446	114.760			0.516	132.414			0.962	247.174

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:

14 - 15 (units:)

Survey date date range:

01/01/16 - 25/05/21

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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RPS 1st Floor West London

Licence No: 705125

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

TAXIS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 256 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
08:00 - 09:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
11:00 - 12:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
12:00 - 13:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
13:00 - 14:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
14:00 - 15:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.102	26.484			0.102	26.484			0.204	52.968

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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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 256 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
08:00 - 09:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
11:00 - 12:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
12:00 - 13:00	2	15	0.034	8.828	2	15	0.000	0.000	2	15	0.034	8.828
13:00 - 14:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
14:00 - 15:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.034	8.828			0.034	8.828			0.068	17.656

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.

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

CARS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 256 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
08:00 - 09:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
11:00 - 12:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
12:00 - 13:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
13:00 - 14:00	2	15	0.069	17.655	2	15	0.000	0.000	2	15	0.069	17.655
14:00 - 15:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.034	8.828	2	15	0.034	8.828
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.171	44.139			0.238	61.796			0.409	105.935

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.

RPS1st Floor WestLondon

Licence No: 705125

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 LGVS
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 256 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
08:00 - 09:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
11:00 - 12:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
12:00 - 13:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
13:00 - 14:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
14:00 - 15:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.102	26.484			0.102	26.484			0.204	52.968

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 Servicing Vehicles
 Calculation factor: 1 DWELLS
 Estimated TRIP rate value per 256 DWELLS shown in shaded columns
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
08:00 - 09:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
09:00 - 10:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
10:00 - 11:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
11:00 - 12:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
12:00 - 13:00	2	15	0.034	8.828	2	15	0.000	0.000	2	15	0.034	8.828
13:00 - 14:00	2	15	0.034	8.828	2	15	0.069	17.655	2	15	0.103	26.483
14:00 - 15:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
15:00 - 16:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
16:00 - 17:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
17:00 - 18:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
18:00 - 19:00	2	15	0.034	8.828	2	15	0.034	8.828	2	15	0.068	17.656
19:00 - 20:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
20:00 - 21:00	2	15	0.000	0.000	2	15	0.000	0.000	2	15	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.136	35.312			0.137	35.311			0.273	70.623

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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RPS 1st Floor West London

Licence No: 705125

Calculation Reference: AUDIT-705125-240925-0934

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
	EC CHESHIRE EAST	1 days
	LC LANCASHIRE	2 days
09	NORTH	
	CU CUMBERLAND	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	FI FIFE	1 days
12	CONNAUGHT	
	MA MAYO	1 days
13	MUNSTER	
	KE KERRY	1 days
14	LEINSTER	
	KK KILKENNY	2 days
	WX WEXFORD	1 days

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

RPS 1st Floor West London

Licence No: 705125

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: Gross floor area
Actual Range: 260 to 9216 (units: sqm)
Range Selected by User: 150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

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:

Wednesday 2 days
Thursday 12 days
Friday 5 days

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

Selected survey types:

Manual count 19 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 19

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:

Industrial Zone 19

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 Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 17 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 19 days

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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

RPS 1st Floor West London

Licence No: 705125

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	7 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	4 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	10 days
1.6 to 2.0	1 days

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

Travel Plan:

No	19 days
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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:

No PTAL Present	19 days
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This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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RPS 1st Floor West London

Licence No: 705125

LIST OF SITES relevant to selection parameters

1	BO-02-C-01 POSTLEY ROAD BEDFORD KEMPSTON Edge of Town Industrial Zone Total Gross floor area: 1045 sqm Survey date: THURSDAY 15/10/20	PUMPS, MOTORS & FANS	BEDFORD	Survey Type: MANUAL
2	BP-02-C-01 CHORLEY ROAD BLACKPOOL LITTLE CARLETON Edge of Town Industrial Zone Total Gross floor area: 1010 sqm Survey date: THURSDAY 20/06/19	POWDER COATINGS	BLACKPOOL	Survey Type: MANUAL
3	CU-02-C-01 BLACKDYKE ROAD CARLISLE KINGSTOWN IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 715 sqm Survey date: FRIDAY 15/10/21	STEEL FABRICATION	CUMBERLAND	Survey Type: MANUAL
4	EC-02-C-02 CHARTER WAY MACCLESFIELD HURDSFIELD Edge of Town Industrial Zone Total Gross floor area: 3200 sqm Survey date: FRIDAY 07/05/21	FABRICS MANUFACTURE	CHESHIRE EAST	Survey Type: MANUAL
5	FI-02-C-02 DICKSON STREET DUNFERMLINE Edge of Town Industrial Zone Total Gross floor area: 1240 sqm Survey date: THURSDAY 20/04/23	GLASS SPECIALISTS	FIFE	Survey Type: MANUAL
6	GS-02-C-02 DAVY WAY GLOUCESTER HARDWICKE Edge of Town Industrial Zone Total Gross floor area: 1630 sqm Survey date: FRIDAY 23/04/21	MARINE ENGINE PRODUCTION	GLOUCESTERSHIRE	Survey Type: MANUAL
7	HC-02-C-01 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Total Gross floor area: 3000 sqm Survey date: THURSDAY 16/06/16	ENGINEERING COMPANY	HAMPSHIRE	Survey Type: MANUAL
8	KE-02-C-01 WOODLANDS ROAD KILLARNEY Edge of Town Industrial Zone Total Gross floor area: 600 sqm Survey date: THURSDAY 17/10/19	PRINT & GRAPHIC DESIGN	KERRY	Survey Type: MANUAL

RPS 1st Floor West London

Licence No: 705125

LIST OF SITES relevant to selection parameters (Cont.)

9	KK-02-C-01	VEHICLE UPHOLSTERY CENTRE HEBRON IND. ESTATE KILKENNY	KILKENNY
		Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 26/10/17	Survey Type: MANUAL
10	KK-02-C-02	COOLING SYSTEMS COMPANY HEBRON ROAD KILKENNY	KILKENNY
		Edge of Town Industrial Zone Total Gross floor area: 3572 sqm Survey date: FRIDAY 04/10/19	Survey Type: MANUAL
11	LC-02-C-05	NUTRITION MANUFACTURE FURNESS DRIVE POULTON-LE-FYLDE	LANCASHIRE
		Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21	Survey Type: MANUAL
12	LC-02-C-06	STEEL FABRICATION TOLLGATE ROAD BURSCOUGH	LANCASHIRE
		Edge of Town Industrial Zone Total Gross floor area: 700 sqm Survey date: THURSDAY 21/04/22	Survey Type: MANUAL
13	MA-02-C-01	MECHANICAL ENGINEERING KILMAINE ROAD BALLINROBE	MAYO
		Edge of Town Industrial Zone Total Gross floor area: 1130 sqm Survey date: FRIDAY 09/10/20	Survey Type: MANUAL
14	NF-02-C-03	SHEET METAL CONTRACTOR ELVIN WAY NORWICH HELLESDON	NORFOLK
		Edge of Town Industrial Zone Total Gross floor area: 260 sqm Survey date: THURSDAY 07/11/19	Survey Type: MANUAL
15	NY-02-C-03	WORKWEAR MANUFACTURER WETHERBY ROAD KNARESBOROUGH	NORTH YORKSHIRE
		Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 29/06/23	Survey Type: MANUAL
16	PB-02-C-01	STEEL FABRICATOR NEWARK ROAD PETERBOROUGH FENGATE	PETERBOROUGH
		Edge of Town Industrial Zone Total Gross floor area: 1772 sqm Survey date: THURSDAY 29/09/22	Survey Type: MANUAL

RPS 1st Floor West London

Licence No: 705125

LIST OF SITES relevant to selection parameters (Cont.)

17	VG-02-C-01 VERLON CLOSE BARRY	ALCOHOL ANALYSIS PRODUCTS	VALE OF GLAMORGAN
	Edge of Town Industrial Zone Total Gross floor area: 1500 sqm Survey date: THURSDAY 06/05/21		Survey Type: MANUAL
18	WK-02-C-01 CASTLE MOUND WAY RUGBY	MACHINE ENGINEERING	WARWICKSHIRE
	Edge of Town Industrial Zone Total Gross floor area: 9216 sqm Survey date: WEDNESDAY 10/11/21		Survey Type: MANUAL
19	WX-02-C-01 CLONARD ROAD WEXFORD WHITEMILL	WHOLESALE BAKERY	WEXFORD
	Edge of Town Industrial Zone Total Gross floor area: 2466 sqm Survey date: THURSDAY 20/04/23		Survey Type: MANUAL

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

RPS 1st Floor West London

Licence No: 705125

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 100 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00	7	2751	0.057	0.000	7	2751	0.000	0.000	7	2751	0.057	0.000
06:00 - 07:00	9	2459	0.131	0.000	9	2459	0.018	0.000	9	2459	0.149	0.000
07:00 - 08:00	19	1953	0.469	0.000	19	1953	0.035	0.000	19	1953	0.504	0.000
08:00 - 09:00	19	1953	0.482	0.000	19	1953	0.078	0.000	19	1953	0.560	0.000
09:00 - 10:00	19	1953	0.234	0.000	19	1953	0.137	0.000	19	1953	0.371	0.000
10:00 - 11:00	19	1953	0.181	0.000	19	1953	0.178	0.000	19	1953	0.359	0.000
11:00 - 12:00	19	1953	0.140	0.000	19	1953	0.159	0.000	19	1953	0.299	0.000
12:00 - 13:00	19	1953	0.151	0.000	19	1953	0.216	0.000	19	1953	0.367	0.000
13:00 - 14:00	19	1953	0.189	0.000	19	1953	0.275	0.000	19	1953	0.464	0.000
14:00 - 15:00	19	1953	0.151	0.000	19	1953	0.181	0.000	19	1953	0.332	0.000
15:00 - 16:00	19	1953	0.089	0.000	19	1953	0.197	0.000	19	1953	0.286	0.000
16:00 - 17:00	19	1953	0.062	0.000	19	1953	0.380	0.000	19	1953	0.442	0.000
17:00 - 18:00	19	1953	0.035	0.000	19	1953	0.342	0.000	19	1953	0.377	0.000
18:00 - 19:00	18	1992	0.028	0.000	18	1992	0.103	0.000	18	1992	0.131	0.000
19:00 - 20:00	7	2751	0.010	0.000	7	2751	0.031	0.000	7	2751	0.041	0.000
20:00 - 21:00	7	2751	0.000	0.000	7	2751	0.010	0.000	7	2751	0.010	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.409	0.000			2.340	0.000			4.749	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:	260 - 9216 (units: sqm)
Survey date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	19
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Co-Living Trip Rates

Time Range	No. Days	ARRIVALS			No. Days	DEPARTURES			No. Days	TOTALS	
		Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
07:00-08:00	1		11		1		139		1		150
08:00-09:00	1		20		1		170		1		190
09:00-10:00	1		34		1		69		1		103
10:00-11:00	1		41		1		41		1		82
11:00-12:00	1		36		1		47		1		83
12:00-13:00	1		26		1		44		1		70
13:00-14:00	1		27		1		37		1		64
14:00-15:00	1		31		1		25		1		56
15:00-16:00	1		30		1		25		1		55
16:00-17:00	1		55		1		18		1		73
17:00-18:00	1		106		1		28		1		134
18:00-19:00	1		157		1		17		1		174
19:00-20:00	1		54		1		12		1		66
20:00-21:00	1		28		1		8		1		36
			656				680				1336

Pro Rata Calcs

Time Range	No. Days	ARRIVALS			No. Days	DEPARTURES			No. Days	TOTALS	
		Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate			Trip Rate	Estimated Trip Rate
07:00-08:00	1	0.020	5		1	0.256	57		1	0.276	62
08:00-09:00	1	0.037	8		1	0.313	70		1	0.349	78
09:00-10:00	1	0.063	14		1	0.127	28		1	0.189	42
10:00-11:00	1	0.075	17		1	0.075	17		1	0.151	34
11:00-12:00	1	0.066	15		1	0.086	19		1	0.153	34
12:00-13:00	1	0.048	11		1	0.081	18		1	0.129	29
13:00-14:00	1	0.050	11		1	0.068	15		1	0.118	26
14:00-15:00	1	0.057	13		1	0.046	10		1	0.103	23
15:00-16:00	1	0.055	12		1	0.046	10		1	0.101	23
16:00-17:00	1	0.101	23		1	0.033	7		1	0.134	30
17:00-18:00	1	0.195	44		1	0.051	12		1	0.246	55
18:00-19:00	1	0.289	65		1	0.031	7		1	0.320	72
19:00-20:00	1	0.099	22		1	0.022	5		1	0.121	27
20:00-21:00	1	0.051	12		1	0.015	3		1	0.066	15
			270				280				550

Dwellings

544 Trip rates for the proposed co-living units have been based on data collected at The Collective's flagship Old Oak site which comprises 544 rooms. A survey was undertaken on Wednesday 12th September 2018 and the corresponding data was included in a technical note for an approved planning application (P/2555/18) at No.55-59 Palmerston Road, in the London Borough of Harrow.

The data has subsequently been included in Trewint Street, SW18 4HA, Wandsworth (2019/1083) and 1-25 and 41-47 Chatfield Road, SW11 3SE, Wandsworth (2019/5484). Following this, a certified TRICS compliant survey was undertaken on 5th March 2020, recording the number of people who enter and leave the development site across a standard day, with the information included within the TRICS database (Ref: BT-16-B-01)

Dwellings

224

Census Data			Daily			Annual		
Method of Travel to Work 2011	Mode Share	Adjusted Mode Share	Arrivals	Departure	Total	Arrivals	Departure	Total
DLR	21%	17%	46	48	94	16761	17374	34135
Crossrail	0%	17%	46	48	94	16761	17374	34135
Train	19%	17%	46	48	94	16761	17374	34135
Bus	23%	27%	73	76	149	26620	27594	54214
Taxi	0%	0%	0	0	0	0	0	0
Motorcycle	1%	1%	3	3	6	986	1022	2008
Car / Van Driver	22%	3%	8	8	17	2958	3066	6024
Car / Van Passenger	1%	1%	3	3	6	986	1022	2008
Bicycle	2%	2%	5	6	11	1972	2044	4016
On Foot	9%	13%	35	36	72	12817	13286	26103
Other	2%	2%	5	6	11	1972	2044	4016
Total	100%	100%	270	280	550	98593	102200	200793