CANEPARO ASSOCIATES
Transport Planning & Highway Design

Arden Property

Land to the rear of 132 Station Road, London, N22 7SS

Transport Statement

March 2020

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1 INTRODUCTION

1.1 This Transport Statement has been prepared by Caneparo Associates on behalf of Arden Property (the 'Applicant') in support of a planning application in relation to the redevelopment of Land to the rear of 132 Station Road (the 'Site'), within the London Borough of Haringey (LBH).

1.2 The Site comprises existing outbuildings and undeveloped land. The proposals are for the redevelopment of the Site to provide a total of 6 residential dwellings, with access taken from Station Road. A copy of the Architect's relevant proposed plans is included at **Appendix A**.

1.3 The site was the subject of a previous planning application for the demolition of existing structures and redevelopment of the site to provide 3 No two storey family sized dwellings (LBH ref: HGY/2017/2182), which was refused by notice dated 22 January 2018. The proposal was subsequently subject to an appeal, which was dismissed in June 2018, however, no traffic / transport (or access) issues were cited as warranting the withholding of planning permission. A copy of the Appeal Decision is attached at **Appendix B** of this Transport Statement.

1.4 This Transport Statement has been prepared with the benefit of a pre-application response provided by LBH (a copy of which is attached at **Appendix C**) and seeks to address the traffic and transport comments included within the pre-application response. In particular, it addresses the following: car parking; cycle parking; (emergency) access arrangements; and, refuse and servicing – in the context of the 2018 appeal decision.

1.5 It concludes that the proposed development will result in no adverse material impact on the surrounding highway and transport network and, therefore, that there are no reasons to withhold planning permission on traffic / transport grounds.

1.6 The remainder of the report is set out as follows:

- Section 2 - describes the existing Site conditions;
- Section 3 - details the accessibility of the Site by various modes of travel;
- Section 4 - summarises the development proposal;
- Section 5 - extracts the relevant transport planning policy;

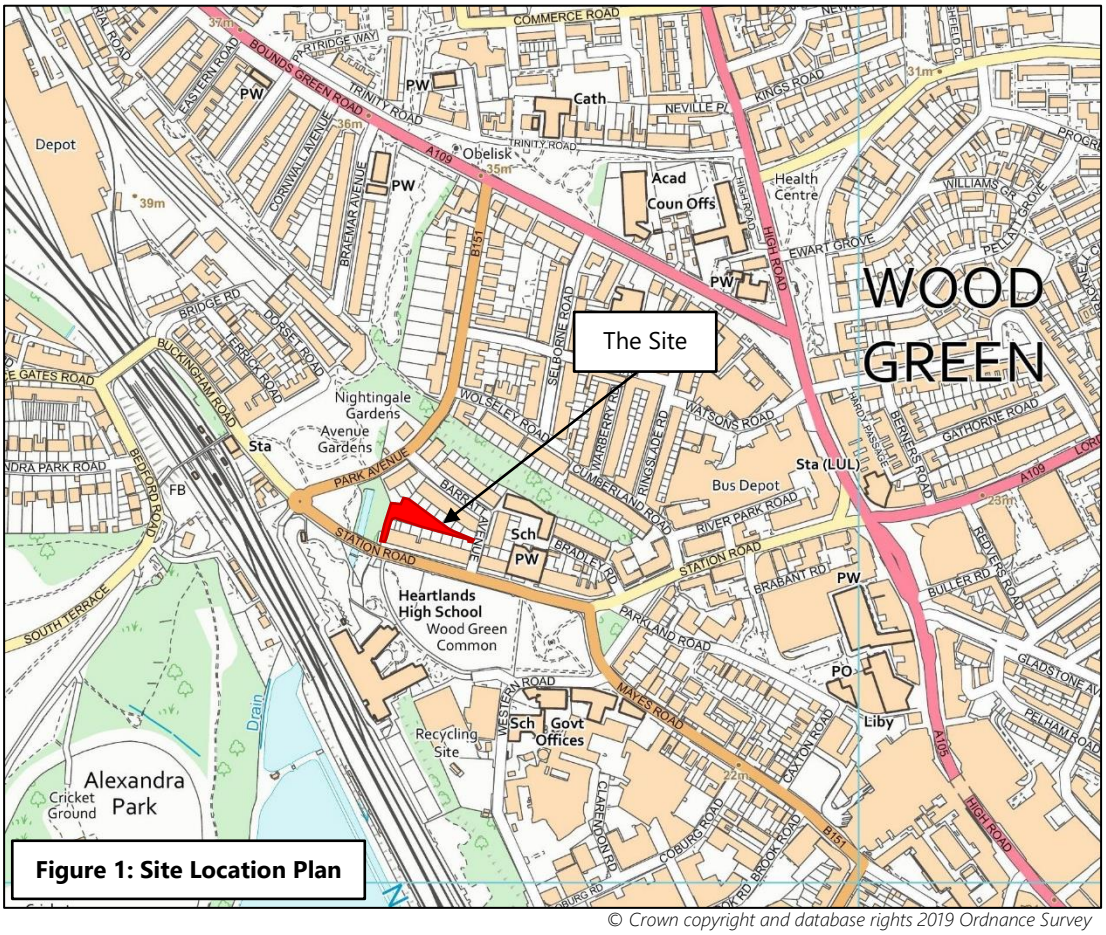
- Section 6 - assesses the effects of the development proposal; and
- Section 7 - provides a summary and conclusion.

2 EXISTING SITUATION

Site Location

2.1 The Site is located in Wood Green, near Alexandra Park and approximately 200m southeast of Alexandra Palace Station. The Site is bound by residential dwellings to the north, south and east with New River situated to the west.

2.2 The surrounding area is largely residential in nature, with the area towards High Road, Wood Green comprising primarily of retail and commercial uses. The Site location with



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respect to the local highway network is shown at **Figure 1** below.

Local Highway Network

Station Road

2.3 The site takes access from Station Road which is a route providing two-way movement for vehicles between the Buckingham Road junction to the northwest and the Lordship Lane / High Road junction to the east. Station Road operates a 20mph speed limit, with single yellow line restrictions in place along the southern kerb, while resident permit holder bays are provided on the northern side of the carriageway. On the section of the route towards the High Road junction, double yellow line restrictions with double yellow kerb blips are in place to prohibit any stopping / loading activity.

2.4 Footways of an adequate width are provided on both sides of the carriageway, with raised tables and tactile paving provided at crossing points along the route.

Barratt Avenue

2.5 The residential dwellings which border the Site to the north take frontage on Barratt Avenue to the north. The route is a minor residential road connecting Park Avenue to the north with Station Road. One-way access is provided for vehicles travelling southbound from Park Avenue onto Station Road only, although cyclists are permitted to travel in both directions between the two roads.

Controlled Parking Zone

2.6 The Site is located within a Controlled Parking Zone (CPZ) Wood Green Outer Zone (WG), for which restrictions are in place between 08:00-18:30 Monday to Saturday.

3 ACCESSIBILITY

3.1 The Healthy Streets approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end TfL have defined 20-minute walking and cycling distances as the suitable distances for travel by active modes.

Walking

3.2 The Site benefits from excellent pedestrian facilities in the surrounding area which provides footways of adequate width and crossing points provided on raised tables, with colour contrasted tactile paving. Signalised crossings are also provided approximately 300m to the east of the Site on Station Road.

3.3 **Table 3.1** sets out details of approximate distances between the Site and local amenities and public transport services which are all located within a 20-minute walk.

Table 3.1: Approximate Distances to Local Amenities & Public Transport Opportunities

Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
Local Amenities			
Morrisons Supermarket	Parkland Road	550	6
NatWest Bank	High Road	650	7
Wood Green Library	High Road	750	9
Civic Centre	High Road	850	11
Shopping Centre	High Road	900	11
Public Transport Opportunities			
Barratt Avenue (Stop K)	Station Road	110	1
Barratt Avenue (Stop H)	Station Road	180	2
Alexandra Palace Station	Station Road	200	2
Wood Green Underground Station	High Road	550	7

3.4 The table above demonstrates that several amenities and facilities will be available to residents of the Site within a short walking distance.

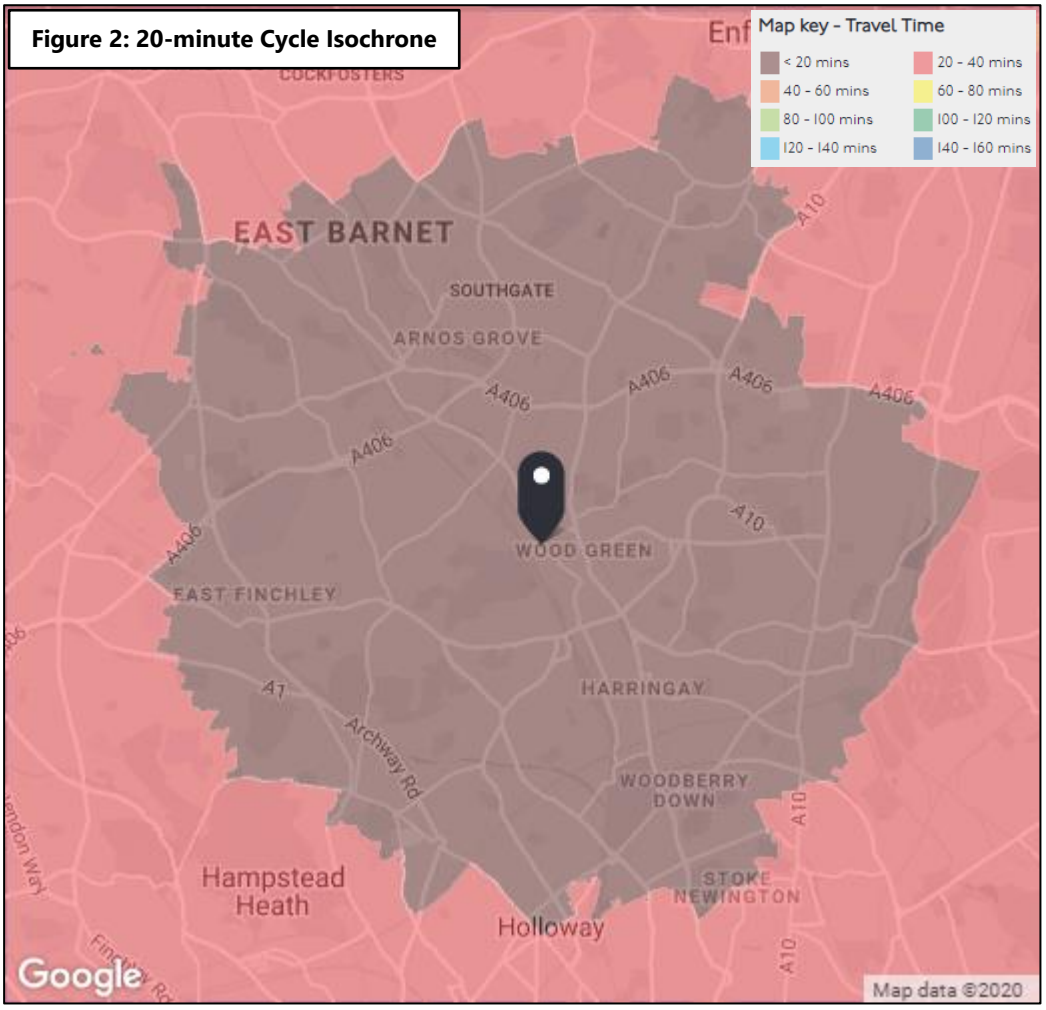
Cycling

3.5 Station Road provides a good environment for cyclists with cycle lanes marked on both the eastbound and westbound carriageways. Barratt Avenue also prioritises cyclists, with two-way movement permitted for cyclists indicated by road markings and signage, on the one-way vehicular route.

3.6 On-street cycle parking facilities are available adjacent to Alexandra Palace Station, at the Station Road / High Road junction, at Wood Green Station and in various locations along the entirety of High Road.

3.7 **Figure 2** below indicates a 20-minute cycle distance from the Site, which includes areas such as Crouch End, Finsbury Park, Seven Sisters, Northumberland Park, Palmers Green, Winchmore Hill, Southgate, Arnos Grove, North Finchley and Muswell Hill.

Figure 2: 20-minute Cycle Isochrone



Bus Services

3.8 The nearest bus stop to the Site, Barratt Avenue (Stop K), is located 110m from the Site on Station Road and provides westbound services. The nearest eastbound bus stop is also located on Station Road approximately 180m from the Site.

3.9 **Table 3.2** below provides a summary of frequencies and routes of bus services available within walking distance of the Site.

Table 3.2: Bus Services and Frequencies

Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
29	Lordship Lane – Trafalgar Square / Charing Cross Station	4 – 8	5 – 8	6 – 9
67	Lordship Lane – Forest Road	8 – 12	10 – 12	11 – 12
121	Enfield Island Village – Turnpike Lane Station	10 – 12	9 – 12	13 – 14
123	Lordship Lane – Hainault Street	7 – 11	9 – 12	13 – 14
141	Tottenhall Road – London Bridge Station	4 – 8	6 – 10	10 – 13
184	Turnpike Lane Bus Station - Chesterfield Road	7 – 11	8 – 12	10 – 14
221	Edgware Bus Station – Turnpike Lane Station	6 – 10	7 – 9	11 – 14
230	Fyfield Road – Wood Green Station	13 – 14	13 – 14	14 – 15
232	Mitchell Way – Turnpike Lane Station	10 – 14	10 – 14	19 – 20
329	Little Park Gardens – Turnpike Lane Station	5 – 9	6 – 10	7 – 10
W3	Northumberland Park – Finsbury Park Station	5 – 9	7 – 11	10 – 12
W4	Ulster Gardens – Ferry Lane Primary School	9 – 11	9 – 11	14 – 15

Rail Services

3.10 Alexandra Palace Rail Station is located approximately 200m to the north west of the Site on Station Road. The Station provides access to services operated by Great Northern. Trains to the following destinations call at the Station at the following frequencies (off-peak):

- Moorgate (8 trains per hour)
- Watton-at-Stone (2 trains per hour)

- Welwyn Garden City (4 trains per hour)
- Hertford North (2 trains per hour)

Underground Services

3.10 Wood Green Underground Station is also located approximately 550m to the east of the Site on High Road. The Station provides access to Piccadilly Line services which operate between Cockfosters and Uxbridge / Heathrow Terminals. Up to 24 southbound services and 24 northbound trains operate from the Station each hour.

Car Clubs

3.11 Car club bays and vehicles operated by Zipcar are located in the vicinity of the Site, as summarised below.

- 2 cars - River Park Road, Wood Green – 500m east of the Site
- 1 car / 1 van – Parkland Road, Wood Green – 500m southeast of the Site
- 2 cars – Cranbrook Park, Wood Green – 700m northeast of the Site

Public Transport Accessibility Level (PTAL) Rating

3.12 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability.

3.13 The PTAL is categorised in six levels, 1 to 6 where 6 represents an excellent level of accessibility and 1 a poor level of accessibility.

3.14 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and

- The level of service at the public transport access points – i.e. average waiting time.

3.15 The Site has a PTAL rating of 5, demonstrating 'very good' access to public transport facilities. A copy of the PTAL Assessment for the Site is provided at **Appendix D.**

4 TRANSPORT PLANNING POLICY

4.1 This section summarises the key transport policies at a national, regional and local level that are relevant to this proposal.

National Transport Policy

National Planning Policy Framework (February 2019)

4.2 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 102 setting out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

a) The potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

4.4 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) is summarised below.

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

110. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Regional Transport Policy

The London Plan (March 2016)

4.5 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.

4.6 Policy 6.1 sets out a number of strategic aims, key aims include:

a) "Encouraging patterns and modes of development that reduce the need to travel, especially by car;

b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;

c) supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

d) promoting walking by ensuring an improved urban realm."

The Draft New London Plan (Intend to Publish Version, December 2019)

4.7 Though currently in draft format, the new London Plan still forms a material consideration in planning decisions and, as such, is included within this report. Six core 'good growth' policies are identified and state the following with regards to transport:

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.8 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B. "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 in accordance with relevant Transport for London guidance."

4.9 Policy T6.1 outlines residential cycle parking standards, stating the following at Point G:

G. Disabled persons parking should be provided for new residential developments. Residential development proposals delivery ten or more units must, as a minimum:

1) Ensure that for three percent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

4.10 Table 10.4 of the Draft New London Plan sets out the relevant maximum residential car parking standards and is included at **Table 4.1**.

Table 4.1: Car Parking Standards (Residential)	
Location	**Maximum Parking Provision**
All areas of PTAL 5 - 6	Car-Free (with the exception of disabled persons parking, see Policy T6.1 G)

4.11 In regard to cycle parking, **Table 4.2** below sets out the draft cycle parking minimum standards.

Table 4.2: Cycle Parking Minimum Standards (Higher cycle parking area)		
Use Class	**Long-stay**	**Short-stay**
C3 Residential	1 space per studio or 1 person 1-bedroom dwelling. 1.5 spaces per 2 person 1 bedroom dwelling; 2 spaces per all other dwellings	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm

Mayor's Transport Strategy (March 2018)

4.12 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

4.13 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

4.14 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

Local Transport Policy

Local Plan Strategic Policies 2013 – 2026 (March 2013)

4.15 Haringey's Local Plan Strategic Policies document (formerly the Core Strategy) sets out the vision and key policies for the future development of Haringey through to 2026. The document outlines how the Council will address local and strategic development needs including housing, employment, leisure and retail provision.

4.16 One of the key principles of the spatial vision, is the following:

'*Integrate transport and land use – creating a comprehensive public transport network that is accessible and safe for all and encourages residents to choose more sustainable modes of transport including public transport, walking and cycling.*'

4.17 The Policy SP7 priority is to deliver regeneration and access. In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local / strategic access to London, employment areas and local services.

4.18 The targets of SP7 are as follows:

a. *Promote public transport, walking and cycling (including minimum cycle parking standards).*
b. *Delivery of 80 additional car club bays across the borough.*
c. *Adopt maximum car parking standards.*

d. *Minimise congestion and address the environmental impacts of travel.*

e. *Promote road safety and pedestrian movement particularly in town centres and close to local services.*

f. *Locate major trip generating developments in areas with good access to public transport.*

g. *Mitigate the impact of road-based freight and promote alternatives.*

h. *Support measures to influence behavioural change.*

i. *Require the submission of transport assessments and travel plans for large scale proposals.*

j. *Delivery of key transport infrastructure programmes as set out in the Infrastructure Delivery Plan.*

4.19 Policy M9 Car free Residential Developments, of the Haringey Unitary Development Plan Saved Policies (UDP) (post Local Plan Adoption) was saved March 2013 as part of the current Local Plan. The UDP was originally adopted in July 2006.

4.20 Policy M9 states the following:

'Proposals for new development without the provision of car parking will be permitted in locations where:

a) *There are alternative and accessible means of transport available.*

b) *Public accessibility is good; and*

c) *A controlled parking zone exists or will be provided prior to occupation of the development.*

Residential developments without car parking provision are only likely to be viable where there are alternative and accessible means of transport available, in particular a good level of public transport accessibility and where a Controlled Parking Zone (CPZ) is in existence or planned within the timescale of the development.'

Wood Green Area Action Plan

4.21 The Wood Green Area Action Plan (AAP) is an emerging Local Plan document, which will establish the statutory basis for determining planning applications in Haringey. When adopted, it will form part of the Haringey Local Plan. Wood Green is identified as a Growth Area in Haringey's Local Plan, with the AAP identifying a narrative to deliver new jobs and homes, improvements to the town centre offer, its environment, local connections and social infrastructure.

Policy Summary

4.22 As evidenced within this section, transport policy at all levels advocates new development located within well connected areas, which can be easily accessed by sustainable or active modes of travel. The accessible location and car-free nature of the scheme is also compliant with transport policy, as residents will be encouraged to use the surrounding public transport network and walk / cycle to reach their destination. The proposed development is therefore in line with guidance at a national, regional and local level

5 DEVELOPMENT PROPOSALS

Description of Development

5.1 The Site currently comprises existing outbuildings with adjacent undeveloped land which is currently bound by the rear of the existing residential dwellings taking frontage to Station Road and Barratt Avenue. A single vehicular access is provided into the Site from Station Road.

5.2 The proposals are for the construction of six residential dwellings at the Site, including the redevelopment of the existing outbuilding. A copy of the relevant Architect's layout plans is included at **Appendix A**.

Car Parking

5.3 The Site will be car-free, providing no parking for residents.

5.4 The Applicant is willing to enter into a permit-free agreement with the Council to prevent residents from obtaining permits to park on-street.

Cycle Parking

5.5 Long-stay cycle parking for 2 bicycles will be provided within each residential unit.

5.6 Short-stay cycle parking will be provided within the Site boundary in the form of the two Sheffield stands for visitor use.

5.7 The Architect's layout plans (included at **Appendix A**) show the location of the long and short stay cycle parking.

Access

5.8 Access into the Site will continue to be provided via the existing point of access from Station Road.

5.9 An additional pedestrian access, which will be secured by an electronic gate with key code, is also available to/from Barratt Avenue to the east.

5.10 The existing access has historic evidence of vehicle use, although once the proposed development becomes operational it will not be used by vehicles, due to the car-free nature of the scheme. As such, the access will be used by pedestrians / cyclists and a bollard will be placed at the Site entrance to prevent private vehicle access.

5.11 Access for fire vehicles will not be required, as sprinkler systems will be installed in each home. The applicant confirms that it is willing to remove the existing crossover serving the site via a Section 278 Agreement (or a minor works licence), if the Planning / Highway Authority consider that this is necessary / appropriate.

Servicing and Refuse

5.12 Servicing and refuse collection for the development will be undertaken on-street in the same way as with the other surrounding residential units.

5.13 Further details of the servicing and refuse collection strategy for the development are provided in Section 6.

6 EFFECTS OF THE DEVELOPMENT PROPOSAL

6.1 This Section of the report considers the effects of the proposed development in terms of trip generation, parking, servicing and refuse collection.

6.2 In particular, it considers the effects in the context of comments received at the pre-application stage and, also, in the context of the findings / conclusions of the Inspector at the 2018 Appeal.

Trip Generation

6.3 A multi-modal trip generation assessment has been undertaken to determine the trip generation and subsequent impact of the proposed residential use. All trip rates presented within this assessment have been obtained from the TRICS database for sites of similar uses located within London, demonstrating the resultant trip generation for the AM Peak (08:00-09:00), PM (17:00-18:00) and daily (07:00-21:00), as shown in **Table 6.1** below. The TRICS output has been provided at **Appendix E**.

Table 6.1: Total Person Residential Trip Generation (6 units)

Period	Trip Rates			Trip Generation		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.222	1.667	1.889	1	10	11
PM Peak Hour	0.889	0.111	1.000	5	1	6
Daily	5.109	5.332	10.441	31	32	63

*minor numerical discrepancies are due to rounding

6.4 The modal split shown in **Table 6.2** for the proposed residential trips have been based on the 2011 Census 'Method of Travel to Work' data for the Haringey 007 area. The data has been adjusted accordingly to reflect the car-free nature of the proposed scheme.

Table 6.2: Proposed Residential Trips by Mode*											
Mode	Census Split	Adjusted Modal Split	AM Trips			PM Trips			Daily Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Underground	48%	60%	1	6	7	3	1	4	18	19	38
Train	6%	8%	0	1	1	0	0	0	2	2	5
Bus	16%	20%	0	2	2	1	0	1	6	6	13
Taxi	0%	0%	0	0	0	0	0	0	0	0	0
Motorcycle	1%	1%	0	0	0	0	0	0	0	0	1
Car Driver	18%	0%	0	0	0	0	0	0	0	0	0
Car Passenger	1%	0%	0	0	0	0	0	0	0	0	0
Cycle	3%	3%	0	0	0	0	0	0	1	1	2
Walk	6%	8%	0	1	1	0	0	0	2	2	5
Total	**100%**	**100%**	**1**	**10**	**11**	**5**	**1**	**6**	**31**	**32**	**63**

discrepancies are due to rounding

6.5 The modal split presented above indicates that the majority of the trips to and from the Site will be made via public transport, with up to 7 additional Underground trips made during the worst-case peak hour.

Access

6.6 As shown on the Architect's plans included at **Appendix A**, access into the Site will be provided via both the existing access from Station Road and, also, the link to/from Barratt Avenue (to the east).

6.7 As the development will be car-free, vehicle access will not be provided.

6.8 In terms of emergency vehicles, access for fire vehicles will not be required at the Site, as sprinkler systems will be installed within each residential unit. The 2018 Appeal Inspector acknowledged that this approach was necessary (and appropriate) at paragraph 15 of her Report, where she stated "*In terms of access for fire-fighting, the installation of sprinkler*

*systems within the new dwellings would be required by Building Regulations to mitigate fire risk, **and so the scheme is acceptable in this regard**."* [our emphasis]

6.9 With respect to access for ambulances, there is no formal standard which requires ambulances to be able to get within a specified distance of a residential dwelling.

6.10 There are numerous examples of backland / infill developments, where vehicular access is not possible and/or major developments where vehicular access is not possible to the "front door". Additionally, it is pertinent to note that ambulances will be able to stop on the surrounding highway on either Station Road or Barratt Avenue and be located within 70m of the entire Site, this being (significantly) less than the distance that ambulances would be able to get within at 20+ storey residential towers (where access cannot be guaranteed via lift, for example, in the event of mechanical failure and/or fires).

Car Parking

6.11 The proposed development will be car-free, providing no general parking for residents. As noted in the previous Section, the Applicant is willing to enter into a permit free agreement with the Council, to prevent residents from obtaining parking permits.

6.12 While the development produces a negligible requirement for disabled parking (as 3% of the residential dwellings is equal to 0.18 units), the Applicant is willing to contribute to the provision of a disabled parking space on-street, should demand for blue badge parking arise amongst residents.

6.13 In order to determine whether existing capacity is available on the adjacent highway network for the provision of a disabled parking bay, Parking Beat Surveys were undertaken by K&M Traffic Surveys on Tuesday 4th February and Wednesday 5th February 2020 at 03:30 on both days. The surveys were undertaken in accordance with the Lambeth methodology, with all roads within a 200m radius included within the survey. The survey results are included at **Appendix F.**

6.14 Station Road provides 84.8m of resident permit holder bays, which equates to 16 parking bays (each bay measured at 5m). Of the two surveyed days, Wednesday 5th February provided the worst-case scenario, where a total of 9 vehicles were found to be parked within resident permit holder bays on Station Road and 6 vacant spaces were observed.

Therefore, parking stress on the route reached 60.0% during the overnight beat, when most residents are expected to have their vehicles parked on-street.

6.15 Should a single existing permit holder bay be converted for the provision of an accessible bay, it can be calculated that parking stress would reach 67%, which still provides plenty of capacity for residents to park their vehicles (given that the level at which saturation is typically considered to occur is 90%).

6.16 It is therefore considered that the potential conversion of an existing residents permit holder bay would be appropriate, should the requirement arise.

6.17 Furthermore, the issue of car parking and, in particular, issues associated with mobility impaired and elderly residents was considered by the Inspector in her determination of the 2018 Appeal and she stated (at paragraph 17) in her Report: "*the Council refers to the issues of access for mobility impaired and elderly users. It is clear that the development would not be suitable for those dependent on the use of the car for mobility. However, it is not unusual in densely populated urban areas for a proportion of residences to be inaccessible directly by car, and car-free developments are common in areas with good public transport links. Therefore, a conflict would arise with DPD Polocy DM2, insofar as it requires new developments to be able to be used by all. Nonetheless, having regard to the policy's aims, it would otherwise provide an acceptable standard of access and therefore is not in conflict with the policy as a whole.* ***I therefore find that the conflict in this case would not be so harmful as to warrant the withholding of planning permission***." [our emphasis]

Cycle Parking

6.18 Cycle parking will be provided in accordance with new Draft London Plan standards (ie a minimum of 2 spaces for any / all 3+ bed residential dwelling), with 2 long stay spaces provided within each residential unit.

6.19 Short stay cycle parking will be provided in excess of London Plan standards (which require 2 space per 40 units or part thereof) in a convenient location within the Site landscaping where 2 Sheffield stands will be provided for visitors.

6.20 The location of the long and short stay spaces is shown in the architects' layout plans at **Appendix A**.

Public Transport

6.21 As evidenced above, during the worst-case peak hour, it has been calculated that up to 10 public transport trips will be undertaken to / from the Site. It is considered that the impact of these vehicles on the local public transport network will be negligible, particularly when considering the large number of available services across bus, rail and London Underground.

Servicing and Refuse Collection

Servicing

6.22 Whilst the number of deliveries generated by residential developments has increased in recent years with increasing reliance on home-food deliveries and Amazon etc, our own research (based on surveys in London) indicates that residential units generate demand for circa 0.15 deliveries per day (compared to circa 0.08 per unit per day a few years ago), indicating the proposed development will generate approximately one delivery per day.

6.23 Deliveries for residential units typically comprise of smaller packages ordered online which can be made by couriers also delivering packages to other local residential units. As deliveries for the development can be integrated into existing delivery rounds, it is considered that the development will have a negligible impact in terms of servicing.

6.24 The proposed approach to servicing / deliveries is as per the 2017 application, which was considered by the Inspector at the time of the 2018 Appeal at which time, she stated (at paragraph 16 of her Report) that "*home deliveries are part of modern life, but there is little evidence to suggest that these could not be accommodated*".

Refuse Storage and Collection

6.25 Refuse and recycling for the Site will be stored towards the front of the Site along the access route, where bins for all dwellings will be located.

6.26 It is considered that residents will be able to easily deposit their waste whenever required while walking past the bins when leaving the Site.

6.27 Refuse collection operatives will therefore collect waste for the Site on-street, in line with the existing strategy for other surrounding residential units. The bins will be conveniently located within 10m drag distance of the highway where collection will take place.

6.28 The proposed refuse strategy is as per that proposed in relation to the 2017 application / 2018 Appeal and which the Inspector determined was acceptable (at paragraph 15 of her Report): "*the refuse storage area would be located adjacent to the end of the access track, and I do not consider the distance from the street to be excessive. The Council has suggested a condition be imposed, in the event that I were to allow the appeal, seeking details of a scheme for the storage and collection of refuse from the premises. I am satisfied that such a condition would be sufficient to address this matter*."

6.29 The applicant confirms that it would be willing to accept a Condition to formally set out the way in which refuse will be managed.

Section Summary

6.30 This Section has considered the (traffic / transport / access) effects of the proposed development in the context of pre-application feedback provided by LBH in relation to the current scheme and, also, the 2018 Appeal Inspector's Report in which she considered and commented on the key traffic / access issues arising.

6.31 The 2018 Appeal Inspector did not identify any traffic / access issues that would warrant withholding planning permission (had she not concluded that the 2017 application proposal would unacceptably harm the character and appearance of the conservation area) and stated at paragraph 18 of her Report that: "*I therefore conclude that the proposed development would provide adequate living conditions for future residents in terms of access arrangements. It would thus accord with DPD Policy DM7, which amongst other things, seeks to ensure good access, and with the overall aims of DPD Policy DM2*."

7 SUMMARY AND CONCLUSION

Summary

7.1 Caneparo Associates Limited is retained by Arden Property ('the Applicant') to provide traffic and transportation advice with regard to the proposed development at Land to the rear of 132 Station Road, London, N22 7SS, located in the London Borough of Haringey.

7.2 The proposal includes the redevelopment of the existing outbuilding at the Site alongside the development of 5 further residential units on the adjacent undeveloped land. The proposal has been assessed taking into consideration policy and existing conditions and can be summarised as follows:

- The Site is located within a highly accessible location (PTAL 5), located approximately 110m from the nearest bus stop, 200m from Alexandra Palace Rail Station and 550m from Wood Green Underground Station.
- The proposed development will be car-free, which is in line with policy at the national, regional and local level. Due to the absence of parking provision, the Applicant is willing to enter into a permit free agreement.
- Should demand for disabled parking arise amongst residents, the Applicant is willing to provide a contribution to provide an on-street disabled parking. A Parking Beat Survey has been undertaken in accordance with the Lambeth Methodology, demonstrating that spare parking capacity is available on Station Road, from which the Site takes access. Therefore, should a disabled parking space be required, it would be suitable for it to be located on Station Road.
- As the development will be car-free, the main access route will be provided primarily for pedestrians and cyclists. Access for fire vehicles will not be required at the Site as sprinkler systems will be installed within each residential unit. In the event of an emergency, ambulances will be able to stop on the adjacent highway within 70m of all residential units.
- In order to prevent private vehicle access, a bollard will be placed at the Site entrance which may only be unlocked by emergency services personnel.

- Long and Short stay cycle parking will be provided at the Site in line with new Draft London Plan standards.

- A multi-modal trip generation exercise has been undertaken for the proposals, demonstrating that the development will generate up to 11 trips during the peak hour, inclusive of 10 public transport trips, as the worst-case scenario.

- All servicing and refuse collection will be undertaken off-site on the adjacent highway to integrate with the existing regimes for the surrounding residential units.

Conclusion

7.3 In conclusion, it is considered that the development proposals will have no material impact on the local transport network, and are in accordance with relevant adopted national, regional and local policy guidance.

7.4 The proposal is therefore considered to accord with the NPPF's statement at paragraph 109 relating to the overall impact of a proposal which states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"

Appendix A

Architect's Layout Plans

Only figured dimensions are to be used. All dimensions to be checked on site.

Please note: Refer to 'type' of drawing below; planning drawings should only be treated as such.

Notes

PRE-APPLICATION
ADVICE

LRA
LIAM RUSSELL ARCHITECTS

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JOB	CHECKED
SWEET HOUSES STATION ROAD LONDON, N22 7SX	LRA
	DRAWN LRA
CLIENT ARDEN PROPERTY	DATE 02.20
	SCALE 1:100 @ A1 1:200 @ A3
DRAWING PROPOSED GROUND FLOOR PLAN	REVISION B
	NUMBER 1678-FE-002

24 Windlesham Road, Brighton, East Sussex BN1 3AG, UK
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Liam Russell Architects Ltd registered in England and Wales: 04958636

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+00 Proposed ground floor plan - scale 1:100 at A1

Scale in Metres
0 1 2 3 4 5 10

N

Appendix B

Appeal Decision

The Planning Inspectorate

Appeal Decision

Site visit made on 13 June 2018

by Elaine Gray MA(Hons) MSc IHBC

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 29th June 2018

Appeal Ref: APP/Y5420/W/18/3196614
Land at the rear of 132 Station Road, Wood Green, London N22 7SX

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr Danny Sofizade against the decision of the Council of the London Borough of Haringey.
- The application Ref HGY/2017/2182, dated 21 June 2017, was refused by notice dated 22 January 2018.
- The development proposed is demolition of existing structures and redevelopment of the site to provide 3 no. two storey family sized dwellings (with basement floors) and associated refuse shelters, cycle parking and additional landscaping.

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The description of the development varies between the application form and the subsequent documents. I have used the version given on the decision notice, as it describes the proposal more accurately.

Main Issues

3. The main issues are the effect of the development on the character or appearance of the Wood Green Common Conservation Area, and whether the development would provide adequate living conditions for future occupants, with particular reference to access arrangements to the site.

Reasons

Conservation area

4. The Wood Green Common Conservation Area (CA) is characterised by terraces of residential buildings which are interspersed with large areas of green space that were previously combined as a large common. A number of other building types are present, such as institutional, educational and retail premises. The appeal site comprises a triangular piece of land that is confined on three sides by terraces on Barratt Avenue, Park Avenue and Station Road. These streets comprise predominantly two storey buildings whose traditional character is typical of that found in the CA.

5. The appeal site is currently occupied by a number of structures associated with its use as a garden area for 132 Station Road. It is subservient in terms of the small scale and impermanent nature of the buildings, and its informal, natural

appearance. The historic maps indicate that the site has remained largely undeveloped since it was enclosed by the surrounding development. As a result, its historic form and layout remain clearly legible.

6. The site also provides an important contrast to the bustle of the surrounding streets in a busy urban area. Although largely hidden from public view, it is overlooked by a substantial number of private residences. It is quiet and tranquil, providing a degree of spaciousness within the tight grain of the terraces. The existing planting softens the site's appearance, and provides a buffer between the buildings, promoting an ambiance of privacy and seclusion. I note that the Wood Green Common Conservation Area Appraisal identifies the site as a neutral contributor to the area. However, in my view, all these attributes contribute positively to the significance of the CA.

7. The development would create three detached new dwellings, whose access would be taken from Station Road along the existing lane. The proposed new dwellings would broadly reflect the footprints of the existing structures, and their position closest to the access track. However, the development would introduce a cluster of principal dwellings within an area that is defined by ancillary structures. It therefore would be at odds with the prevailing historic pattern of development in the CA, whereby the principal elevations of the houses face directly onto the street, rather than a secondary space.

8. The new dwellings would be built with a basement level so as to appear single storey in height, and would be installed with green roofs. However, the green roofs would not have the same visual qualities as the garden land. The scheme would also provide landscaped gardens, reflecting to a degree the existing appearance of the site. Nonetheless, by its nature and usage, the residential development would fundamentally alter the character of the site, introducing hardscaping, lighting and domestic paraphernalia where none currently exist. Whilst the development would be physically lower in height than the terraces, the significance of the site as a subordinate space would be lost, and as a result, the character and appearance of the CA would be unacceptably harmed.

9. Accordingly, overall, the proposal conflicts with the overarching statutory duty as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990, which must be given considerable importance and weight, and with the National Planning Policy Framework (the NPPF), which seeks to protect heritage assets. In addition, it would fail to comply with Policy SP11 of the Haringey Local Plan, which requires development to respect local character and historic significance, and Policy DM1 of the Haringey Development Management DPD (DPD), insofar as it seeks a positive contribution to the distinctive character of the local area.

10. It would also conflict with DPD Policy DM9 and Policy 7.8 of the London Plan (LP), which jointly seek to protect heritage assets, LP Policy 7.4, which relates to local character, and LP Policy 7.6, insofar as it requires development design to be appropriate to its context.

11. Although serious, the harm to the heritage asset in this case would be less than substantial, within the meaning of the term in paragraph 133 of the NPPF. Paragraph 134 requires that, where a proposal would lead to less than substantial harm, the harm should be weighed against the public benefits of the proposal.

12. The scheme would add three dwellings to the housing supply in an accessible location, which is to be given significant weight. Were it able to be achieved, the removal of the metal gate would result in a small visual improvement to the CA. However, these factors would not outweigh the harm I have identified.

13. Paragraph 132 of the NPPF states that great weight should be given to the conservation of a designated heritage asset and any harm requires clear and convincing justification. Drawing all the above factors together, the combined public benefits do not outweigh the harm I have identified to the heritage assets.

Living conditions

14. The Council's second reason for refusal relates to the proposed general access arrangements to the site for services. I note that there would be no vehicle access to the development.

15. However, the refuse storage area would be located adjacent to the end of the access track, and I do not consider the distance from the street to be excessive. The Council has suggested a condition be imposed, in the event that I were to allow the appeal, seeking details of a scheme for the storage and collection of refuse from the premises. I am satisfied that such a condition would be sufficient to address this matter. In terms of access for fire-fighting, the installation of sprinkler systems within the new dwellings would be required by Building Regulations to mitigate fire risk, and so the scheme is acceptable in this regard.

16. The track is fairly wide, and is mostly visible from Station Road, and so would benefit from natural surveillance. On my visit, it did not strike me as being unappealing or potentially unsafe, and there is little evidence before me of the security problems alluded to be the Council. I agree that home deliveries are part of modern life, but there is little evidence to suggest that these could not be accommodated.

17. In its statement of case, the Council refers to the issues of access for mobility impaired and elderly users. It is clear that the development would not be suitable for those dependent on the use of the car for mobility. However, it is not unusual in densely populated urban areas for a proportion of residences to be inaccessible directly by car, and car-free developments are common in areas with good public transport links. Therefore, a conflict would arise with DPD Policy DM2, insofar as it requires new developments to be able to be used by all. Nonetheless, having regard to the policy's aims, it would otherwise provide an acceptable standard of access and therefore is not in conflict with the policy as a whole. I therefore find that the conflict in this case would not be so harmful as to warrant the withholding of planning permission.

18. I therefore conclude that the proposed development would provide adequate living conditions for future residents in terms of access arrangements. It would thus accord with DPD Policy DM7, which amongst other things, seeks to ensure good access, and with the overall aims of DPD Policy DM2.

Other Matters

19. The grade II listed tunnel entrance to the New River is located to the west of the site. However, it would not appear to be intervisible with the appeal site,

and there is no compelling evidence to show that its setting would be harmed by the development proposal.

20. I note that the scheme has undergone a number of revisions, and that the planning officer's report was favourable towards the development. I have also had regard to Policy H2 of the Draft London Plan, which relates to small sites. However, these matters have not led me to a different conclusion.

21. My attention has been drawn to four approved developments within the same Council area that the appellant considers comparable to the appeal scheme. All four related to land either within, or on the edge of a conservation area. However, I am not aware of the full details of the circumstances that led to these proposals being accepted, and so I cannot be sure that they represent a direct parallel to the appeal proposal. Whilst these examples demonstrate that the development of small backland sites was acceptable in each of these cases, I am bound to consider the appeal scheme on its own merits, and on the evidence before me.

22. I note that the first two examples, one at land to the rear of Cornwall Avenue and one at the rear of 60-68 Cecile Park, were determined in 2008, and so they pre-date the adoption of the NPPF, which further limits the weight I can afford them. I have also taken into account the recent court judgement, *Dorothy Bohm v SSCLG [2017] EWHC 3217,* which is cited by the appellant. However, I am satisfied that the scheme as a whole has been fully considered in this case.

23. I acknowledge the appellant's stance that the site is a wasted resource, and that the appeal scheme would be an efficient use of the land. However, I do not share the view that open, undeveloped spaces within conservation areas, particularly those within urban locations, are inherently without value. Furthermore, the aim of optimising the development potential of the site would not strike an acceptable balance with the harm I have identified.

Conclusion

24. Despite the fact that the development would provide adequate living conditions for future occupiers, it would unacceptably harm the character and appearance of the conservation area. The proposed development would thus conflict with the development plan as a whole, and so the appeal is dismissed.

Elaine Gray

INSPECTOR

Appendix C

LBH Pre-Application Feedback

HGY/2017/2182 - Land at the rear of 132 Station Road London N22 7SX London

Demolition of existing structures and redevelopment of the site to provide 3 no. two storey family sized dwellings (with basement floors) and associated car-parking, refuse shelters and landscaping.

This application site is located to the north side of Station Road, east of the roundabout junction of Station Road with Park Avenue. It is a backland site, accessible from Station Road via an existing track immediately to the west of No. 138 Station Road. This access track is also adjacent to an electrical substation and the New River corridor.

The site itself totals approximately 765 sqm and according to the application was formerly used as a garage for car-parking in association with the residential terraced property at No.132 Station Road. The site includes two large single storey structures, which comprise a derelict garage and a large storage shed. There are also two smaller shed type structures at the site.

The site is located within the Wood Green Outer CPZ, which has operating hours of Monday to Saturday, 0800 – 1830. It has a PTAL value of 5 which is considered 'very good' access to public transport services. 2 bus services are accessible within two minutes' walk of the site, a third is a seven minute walk away, and Alexandra Palace station is only 3 minutes away. Wood Green Underground Station is 8 minutes away.

The proposal includes three dwellings (2 No. 3 bedroom and 1 No. 4 bedroom). The houses will be provided as single storey structures above ground with a single basement level. It is proposed to provide car parking for each unit at the site as well as a communal blue-badge car-parking space.

From the Transportation perspective, there are the following comments and observations;

- There doesn't appear to be any detail of the access way widths apart from one dimension shown at the parking spaces. The application drawings show the access way widening as it progresses into the site but there are no widths provided for the immediate access point off Station Road which appears to be the narrowest. These need to be provided as part of overall assessment of the proposal.
- The proposed vehicle access/parking area seems quite tight for space – there could well be difficulties in being able to access and egress the proposed parking spaces, and for the layout proposed swept path plots would need to be provided to demonstrate the ability to make the required manoeuvres and also access off Station Road.
- Related to the above emergency services access could be an issue which is another reason more detail as to the widths of the access way are required, along with commentary from the Emergency Services.
- The cycle parking appears to be communal adjacent to car parking spaces. With separate houses, it would be preferable for the cycle parking to be within the dwelling. As proposed, it would be vulnerable to theft and it isn't clear how the cycle parking would be both fully secure and weatherproof.
- Following on from the above points, the site has very good accessibility to public transport services, and it would be appropriate as a permit free site. Although the dwellings proposed are family sized units, it could be appropriate for lower car parking to be provided at the site considering likely car ownership and the very good accessibility to public transport services. However, this would need to be considered carefully to avoid adding parking stress in the locality.
- Construction logistics will be a consideration, given the tight access and space, and the proposal to provide basements to the three dwellings, a detailed draft Construction Logistics

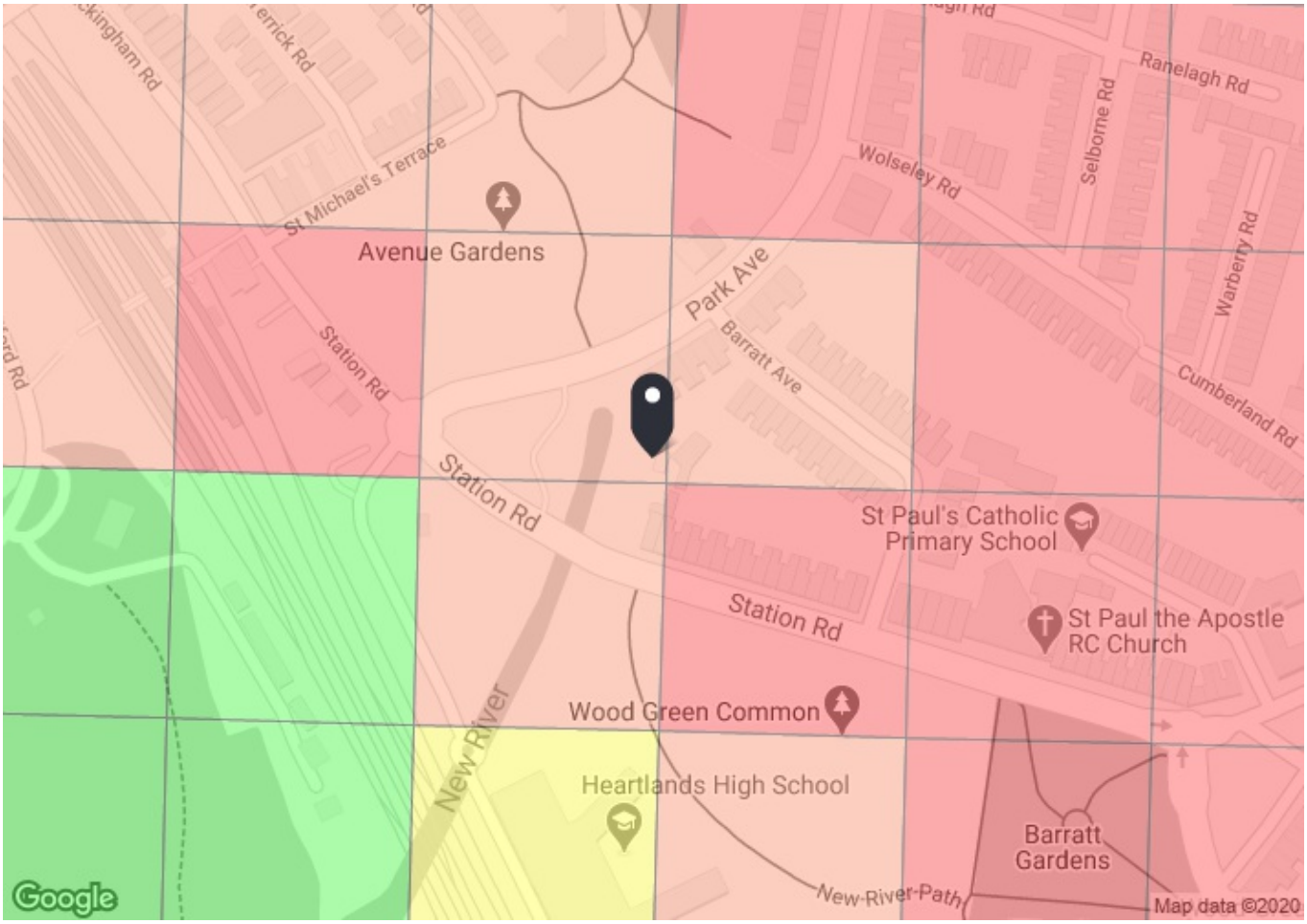
Plan will be required to detail how the works will be carried out, and safely accessed. Full details of how the construction phase will be managed, and how impacts on adjacent neighbours and the safe operation of the Highway will be both maintained and managed will be required.

Summarising, this application seeks to demolish the existing buildings and structures in the backland plot behind No. 132 Station Road and construct three bungalows with basements. To enable Transportation to come to a final view on the application, more detail is needed with respect to the access way and proposed parking layout as submitted. This needs to demonstrate the safe access can be achieved and that the proposed provision of parking spaces will work in transport terms. Emergency services access and arrangements also need to be clarified and detailed.

Appendix D

PTAL Output

TRANSPORT FOR LONDON



PTAL output for Base Year
5

140 Station Rd, Wood Green, London N22 7SX, UK
Easting: 530492, Northing: 190405

Grid Cell: 133858

Report generated: 02/03/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ALEX PALACE STN E SIDE	184	165.21	7	2.07	6.29	8.35	3.59	0.5	1.8
Bus	ALEX PALACE STN E SIDE	W3	165.21	11.5	2.07	4.61	6.67	4.5	1	4.5
Bus	BOUNDS GRN R PARK AVENUE	221	415.97	5	5.2	8	13.2	2.27	0.5	1.14
Rail	Alexandra Palace	'WLWYNGC-KNGX 2Y13'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'MRGT-HFDN 2B09'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'MRGT-HFDN 2B99'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'MRGT-STEVNGE 2F05'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'MRGT-LTCE 2F06'	201	1	2.51	30.75	33.26	0.9	0.5	0.45
Rail	Alexandra Palace	'MRGT-GORDONH 2G98'	201	0.33	2.51	91.66	94.17	0.32	0.5	0.16
Rail	Alexandra Palace	'HFDN-MRGT 2J08'	201	1	2.51	30.75	33.26	0.9	0.5	0.45
Rail	Alexandra Palace	'GORDONH-MRGT 2J10'	201	1.67	2.51	18.71	21.23	1.41	0.5	0.71
Rail	Alexandra Palace	'HFDN-MRGT 2J14'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'STEVNGE-MRGT 2J17'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'HFDN-MRGT 2J18'	201	0.33	2.51	91.66	94.17	0.32	0.5	0.16
Rail	Alexandra Palace	'GORDONH-MRGT 2J22'	201	0.67	2.51	45.53	48.04	0.62	0.5	0.31
Rail	Alexandra Palace	'HFDN-MRGT 2J23'	201	0.33	2.51	91.66	94.17	0.32	0.5	0.16
Rail	Alexandra Palace	'STEVNGE-MRGT 2J25'	201	0.33	2.51	91.66	94.17	0.32	0.5	0.16
Rail	Alexandra Palace	'WLWYNGC-MRGT 2K03'	201	2.67	2.51	11.99	14.5	2.07	1	2.07
Rail	Alexandra Palace	'MRGT-WLWYNGC 2V05'	201	2.67	2.51	11.99	14.5	2.07	0.5	1.03
LUL	Wood Green	'Cockfosters-LHRT4LT'	739.68	4.67	9.25	7.17	16.42	1.83	0.5	0.91
LUL	Wood Green	'RayLane-Cockfosters'	739.68	3.67	9.25	8.92	18.17	1.65	0.5	0.83
LUL	Wood Green	'LHRT4LT-ArnosGrove'	739.68	4.67	9.25	7.17	16.42	1.83	0.5	0.91
LUL	Wood Green	'ArnosGrove-RayLane'	739.68	0.33	9.25	91.66	100.91	0.3	0.5	0.15
LUL	Wood Green	'ArnosGrove-Nthfields'	739.68	3	9.25	10.75	20	1.5	0.5	0.75
LUL	Wood Green	'Oakwood-RayLane'	739.68	0.33	9.25	91.66	100.91	0.3	0.5	0.15
LUL	Wood Green	'Nthfields-Cockfoster'	739.68	1	9.25	30.75	40	0.75	0.5	0.38
LUL	Wood Green	'LHRT5-Cockfosters'	739.68	6	9.25	5.75	15	2	1	2
LUL	Wood Green	'Uxbridge-Cockfosters'	739.68	3.67	9.25	8.92	18.17	1.65	0.5	0.83
LUL	Wood Green	'Ruislip-Cockfosters'	739.68	2.33	9.25	13.63	22.87	1.31	0.5	0.66
LUL	Wood Green	'ArnosGrove-Uxbridge'	739.68	1	9.25	30.75	40	0.75	0.5	0.38
LUL	Wood Green	'Oakwood-Uxbridge'	739.68	0.33	9.25	91.66	100.91	0.3	0.5	0.15
LUL	Wood Green	'Oakwood-Ruislip'	739.68	0.33	9.25	91.66	100.91	0.3	0.5	0.15
									Total Grid Cell AI:	**23.2**

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Appendix E

TRICS Output

Calculation Reference: AUDIT-358901-200303-0341

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:
01 GREATER LONDON
WF WALTHAM FOREST 1 days

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

Secondary 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: Number of dwellings
Actual Range: 9 to 9 (units:)
Range Selected by User: 9 to 82 (units:)

Parking Spaces 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: 01/01/11 to 06/06/19

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:
Thursday 1 days

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

Selected survey types:
Manual count 1 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 1

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

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.

Secondary Filtering selection:

Use Class:
C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:
50,001 to 100,000 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 1 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 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 1 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:
5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1 WF-03-A-02 SEMI DETACHED & TERRACED WALTHAM FOREST
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY *06/06/19* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BN-03-A-02	ptal
HO-03-A-02	parking & ptal

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	9	0.000	1	9	0.444	1	9	0.444
08:00 - 09:00	1	9	0.222	1	9	1.667	1	9	1.889
09:00 - 10:00	1	9	0.222	1	9	0.889	1	9	1.111
10:00 - 11:00	1	9	0.111	1	9	0.444	1	9	0.555
11:00 - 12:00	1	9	0.111	1	9	0.222	1	9	0.333
12:00 - 13:00	1	9	0.333	1	9	0.000	1	9	0.333
13:00 - 14:00	1	9	0.556	1	9	0.111	1	9	0.667
14:00 - 15:00	1	9	0.333	1	9	0.556	1	9	0.889
15:00 - 16:00	1	9	0.444	1	9	0.333	1	9	0.777
16:00 - 17:00	1	9	0.333	1	9	0.111	1	9	0.444
17:00 - 18:00	1	9	0.889	1	9	0.111	1	9	1.000
18:00 - 19:00	1	9	0.444	1	9	0.333	1	9	0.777
19:00 - 20:00	1	9	0.444	1	9	0.111	1	9	0.555
20:00 - 21:00	1	9	0.667	1	9	0.000	1	9	0.667
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.109			5.332			10.441

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.*

Appendix F

Parking Beat Survey Data

K&M TRAFFIC SURVEYS K&M TRAFFIC SURVEYS

DATE : DATE: 4TH, 5TH FEBRUARY 2020.

DAY : DAY: TUESDAY, WEDNESDAY.

LOCATION : LOCATION: WOOD GREEN, N22 7EZ.

					TUESDAY 4TH FEBRUARY 2020			WEDNESDAY 5TH FEBRUARY 2020		
					TIME : 0330			TIME : 0330		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES= 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
PARK AVE	1	DOUBLE YELLOW LINE	42.9							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	35.9	7	2	4	33.3%	3	2	60.0%
		PEDESTRIAN CROSSING	41.9							
STATION RD	2	DOUBLE YELLOW LINE	43.3							
		PEDESTRIAN CROSSING	44.4							
		SINGLE YELLOW LINE	14.2							
		DROPPED KERB	9.7							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	84.8	16	9	7	56.3%	9	6	60.0%
BARATT AVE	3	DOUBLE YELLOW LINE	23.4							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	116.4	22	18	1	94.7%	19	2	90.5%
		DROPPED KERB	12.9							
		SINGLE YELLOW LINE	15.3							
		DISABLED BAY	6.1	1	1	0	100.0%	0	1	0.0%
	4	DOUBLE YELLOW LINE	23.2							
		B) RESIDENT PERMIT HOLDER MON-SAT 0800-1830 PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 2 HOURS	18.2	3	3	0	100.0%	3	0	100.0%
		DROPPED KERB	15.1		1					
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	117.7	22	19	1	95.0%	19	1	95.0%
		SINGLE YELLOW LINE	10							
STATION RD	5	DOUBLE YELLOW LINE	66.5							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	26	5	4	1	80.0%	4	0	100.0%
		BUS STOP	17.3							
		SINGLE YELLOW LINE	15.2							
	6	DOUBLE YELLOW LINE	37.2							
BRADLEY RD	7	DOUBLE YELLOW LINE	9.3							
		DISABLED BAY	5.7	1	1	0	100.0%	1	0	100.0%
		C) 0800-2200 RESIDENT PERMIT HOLDER	42.5	7	7	1	87.5%	5	3	62.5%
		DROPPED KERB	25.3							
		SCHOOL KEEP CLEAR	13.9							
	8	SCHOOL KEEP CLEAR	7							
		C) 0800-2200 RESIDENT PERMIT HOLDER	79	15	11	2	84.6%	11	2	84.6%
		DROPPED KERB	5.7							
		SINGLE YELLOW LINE	2.5							
		DOUBLE YELLOW LINE	9							
STATION RD	9	PEDESTRIAN CROSSING	41.4							
		DOUBLE YELLOW LINE	21							
	10	DOUBLE YELLOW LINE	26.3							
		PEDESTRIAN CROSSING	43.1							
PARKLAND RD	11	DOUBLE YELLOW LINE	8.2							
		SINGLE YELLOW LINE	19							
TOWER TERRACE	12	DOUBLE YELLOW LINE	14.8							
		C) 0800-2200 RESIDENT PERMIT HOLDER	37.7	6	6	0	100.0%	6	0	100.0%
		DISABLED BAY	5.5	1	1	0	100.0%	1	0	100.0%
	13	DOUBLE YELLOW LINE	56							
PARKLAND RD	14	DOUBLE YELLOW LINE	23.1							
		DISABLED BAY	5.1	1	0	1	0.0%	0	1	0.0%
STATION RD	15	DOUBLE YELLOW LINE	12.4							
MAYES RD	16	DOUBLE YELLOW LINE	31.8							
		PEDESTRIAN CROSSING	22.4							
	17	DOUBLE YELLOW LINE	41.4							
		PEDESTRIAN CROSSING	27.6							
STATION RD	18	DOUBLE YELLOW LINE	108.1							
		SINGLE YELLOW LINE	156.9							
		DROPPED KERB	9							
		BUS STOP	17.3							
		PEDESTRIAN CROSSING	45.7							
	19	DOUBLE YELLOW LINE	34.7							
		SINGLE YELLOW LINE	30.4		2			1		
		DROPPED KERB	12							
		PEDESTRIAN CROSSING	8.6							
	20	PEDESTRIAN CROSSING	8.6							
		BUS STOP	26.5							
		D) MON-SAT 0800-1830 PAY BY PHONE MAX 2 HOURS NO RETURN WITHIN 2 HOURS	22	4	0	4	0.0%	0	4	0.0%
		DOUBLE YELLOW LINE	27.1							
PARK AVE	21	DOUBLE YELLOW LINE	46.2							
		PEDESTRIAN CROSSING	84.6							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	36.6	6	2	4	33.3%	4	2	66.7%
		DROPPED KERB	15.1							
		SINGLE YELLOW LINE	39.7							
WOLSELEY RD	22	DOUBLE YELLOW LINE	16.6							
		SINGLE YELLOW LINE	30.1		1					
		DROPPED KERB	9.1							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	47.3	8	8	0	100.0%	8	0	100.0%
	23	DOUBLE YELLOW LINE	6.8							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	9.8	1	2	0	100.0%	2	0	100.0%
		TURNING AREA / DROPPED KERB	22.5							
	24	A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	108.4	20	18	0	100.0%	17	0	100.0%
		DROPPED KERB	17							
		DOUBLE YELLOW LINE	7.9							
PARK AVE	25	DOUBLE YELLOW LINE	11.3							
		SINGLE YELLOW LINE	16.2							
		PEDESTRIAN CROSSING	45.5							
		A) RESIDENT PERMIT HOLDER MON-SAT 0800-1830	6	1	1	0	100.0%	1	0	100.0%