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Transport Statement

105 Brantwood Road, London, N17 0DX

Prepared for ADP London

By YES Engineering Group Limited

August 2024

Revision History

Revision Nº	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	K Backhouse		August 2024
Reviewed by	J Willis		August 2024
Approved by	P Willis		August 2024
on behalf of	YES Engineering Group Ltd		

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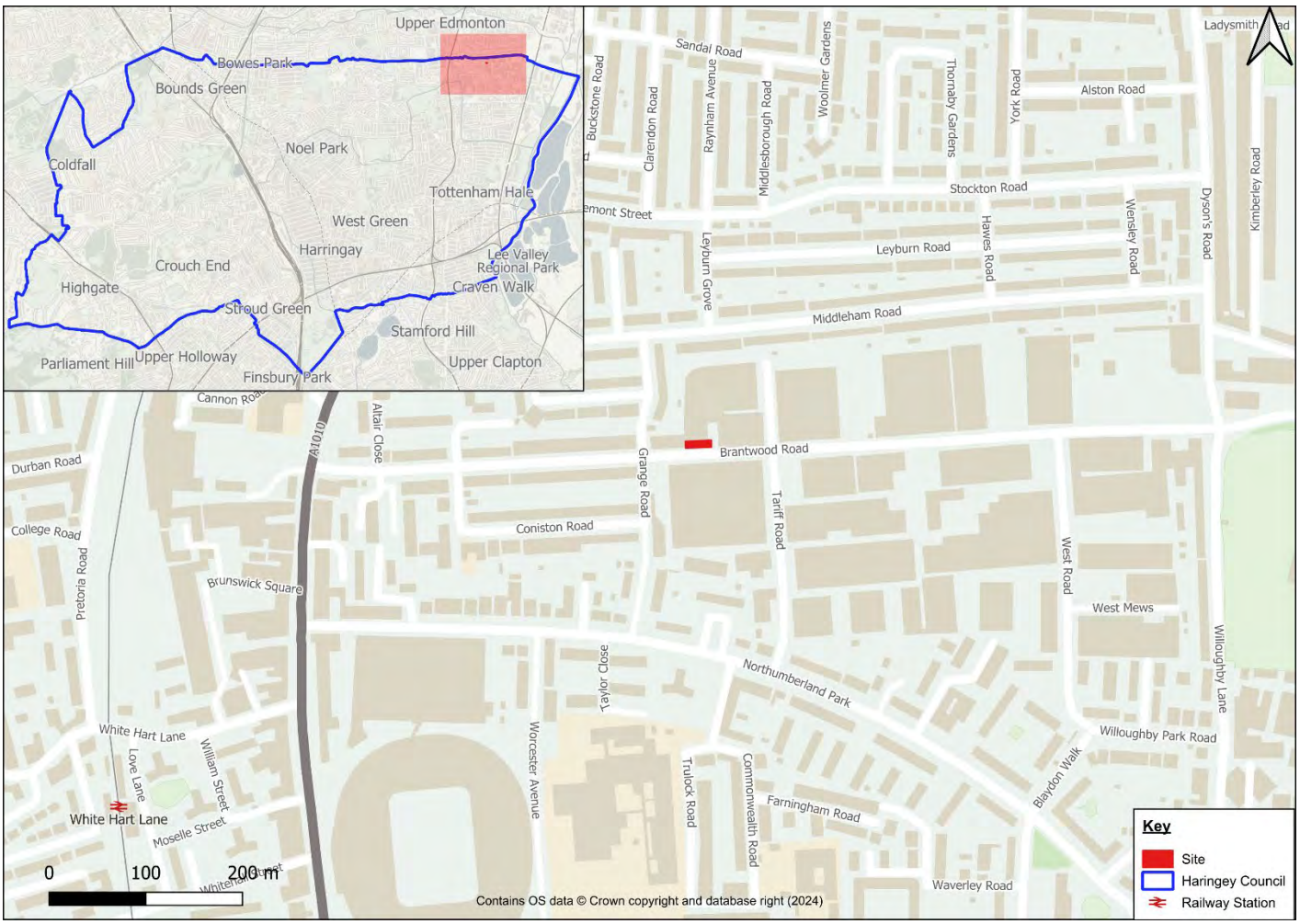
1 Introduction

YES Engineering Group Ltd was appointed by ADP London to produce a Transport Statement (TS) to accompany a change of use application from commercial to residential land use at the site located at 105 Brantwood Road, London, N17 0DX (the 'Site').

A location plan is shown at **Figure 1.1** below, where it can be seen that the development is located on the northern side of Brantwood Drive.

Figure 1.1 - Site Location



The Site lies within the administrative area of London Borough of Haringey (LBH) (local planning authority) and the Greater London Authority (GLA) (highways authority).

1.1 Development Proposals

The development proposals are for the change of use from commercial to residential land use. The anticipated accommodation schedule will comprise:

- 4 x 1-bed/2-person units
- 2 x 2-bed/3-person units

- The architects' proposed layout plan is attached as **Appendix A**.

Access

Pedestrian access to the Site will be facilitated through a shared entrance located on the north side of Brantwood Road.

Parking

It is proposed that the development will be 'car-free' to reflect the good accessibility of the Site. The Site has good access to public transport (PTAL Rating of 3) and located within in a CPZ. The car free status is in accordance with London Plan guidance and will encourage more sustainable forms of travel.

The London Plan Policy T6 states "*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')."*

It is proposed that 10 long stay cycle parking spaces are provided in secure and covered stores, 2 short stay spaces will also be provided. This is in accordance with the London Plan and LBH standards.

The architects' proposed layout plan is attached as **Appendix A.**

Servicing

Refuse collection will be conducted on the street, in line with the existing properties on Brantwood Road. A dedicated bin store which will accommodate all waste streams will be located at the east side of the Site to allow waste operatives easy access within the required 10m drag distance.

Other service vehicles (on-line shopping, Amazon etc) can stop on-street along Brantwood Road to stop and deliver goods. This is in line with existing properties on Brantwood Road.

1.2 Previous Planning Applications

A review of relevant previous planning applications for the last 5 years was undertaken on the Haringey Planning Portal. The following application for the Site was made in March 2023 (reference HGY/2023/0633):

Increase in height of roof, creation of a new mezzanine/third storey level and installation of a new row of upper-level windows in the front elevation of the office building fronting Brantwood Road (part retrospective application)

The application was approved on 4th April 2024 (subject to conditions).

1.3 Scope of the Transport Statement

Following this introduction, the Transport Statement is set out in the following manner:

Section 2.0, Policy: Sets out planning policy for the Site relating to transport.

Section 3.0, Baseline Conditions: Describes the Site, the local highway network. Investigates the infrastructure and services available for occupants and visitors to the Site travelling via alternative modes of transport to the private car.

Section 4.0, Development Proposals and Parking Provision: Provides a summary of the planning application including parking arrangements.

Section 5.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 Policy

2.1 National Policy

National Planning Policy Framework (NPPF) (2023)

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Section 9 – Promoting Sustainable Transport is relevant and is reproduced below.

108. 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.

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

110. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time–taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

111. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

113. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

114. 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;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

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

115. 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.

116. 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.

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

2.2 Regional Policy

London Plan (2021)

The latest version of the London Plan was adopted in March 2021 and Chapter 10 deals with transport. The relevant policies relating to transport are set out below.

Policy T1 - Strategic approach to transport

A. Development Plans should support, and development proposals should facilitate:

1) 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

2) the proposed transport schemes set out in Table 10.1.

B. 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.

Policy T2 - Healthy Streets

A Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B Development Plans should:

1) 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.

2) 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.

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

D Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

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

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

Policy T3 - Transport capacity, connectivity and safeguarding

A Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.

B Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary)

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing

3) safeguarding London's walking and cycling networks

C Development Plans should appropriately safeguard the schemes outlined in Table 10.1. 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.

D In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail

2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.

E Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed.

Policy T4 - Assessing and mitigating transport impacts

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

B When required in accordance with national or local guidance,179 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.180

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

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

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

F Development proposals should not increase road danger.

Policy T5 - Cycling

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals

should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Policy T6 - Car parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B 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.

C 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.

D 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.

E 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.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G 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.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J 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.

K 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.

L 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. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

Policy T6.1 - Residential parking

A 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.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C 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.

D 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.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

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

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

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H All disabled persons parking bays associated with residential development must:

1) be for residents' use only (whether M4(2) or M4(3) dwellings)

2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling

3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)

4) count towards the maximum parking provision for the development

5) be designed in accordance with the design guidance in BS8300vol.1

6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface.

Table 10.3 - Maximum residential parking standards

Location	Number of Beds	2021 London Plan
Central Activity Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5-6 Inner London PTAL 4	N/A	Car-free~
Inner London PTAL 3	N/A	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	N/A	Up to 0.5 spaces per dwelling
Inner London PTAL 0-1	N/A	Up to 0.75 spaces per dwelling

Location	Number of Beds	2021 London Plan
Outer London PTAL 4	1-2	Up to 0.5-0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5-0.75 spaces per dwelling+
Outer London PTAL 2-3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2-3	3+	Up to 1 space per dwelling
Outer London PTAL 0-1	1-2	Up to 1.5 spaces per dwelling
Outer London PTAL 0-1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed:

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

Policy T7 - Deliveries, servicing and construction

A Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road.

B Development Plans, Opportunity Area Planning Frameworks, Area Action Plans and other area-based plans should include freight strategies. These should seek to:

1) reduce freight trips to, from and within these areas

2) coordinate the provision of infrastructure and facilities to manage freight at an area-wide level

3) reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

Such strategies should be developed through policy or through the formulation of a masterplan for a planning application

C To support carbon-free travel from 2050, the provision of hydrogen refuelling stations and rapid electric vehicle charging points at logistics and industrial locations is supported.

D Development Plans should safeguard railheads unless it can be demonstrated that a railhead is no longer viable or capable of being made viable for rail-based freight-handling. The factors to consider in assessing the viability of a railhead include:

- planning history, environmental impact and its relationship to surrounding land use context – recognising that the Agent of Change principle will apply
- location, proximity to the strategic road network and existing/potential markets
- the existing and potential contribution the railhead can make towards catering for freight movements by non-road modes
- the location and availability of capacity at alternative railheads, in light of current and projected capacity and market demands.

E Consolidation and distribution sites at all scales should be designed to enable 24-hour operation to encourage and support out-of-peak deliveries.

F Development proposals for new consolidation and distribution facilities should be supported provided that they do not cause unacceptable impacts on London's strategic road networks and:

1) reduce road danger, noise and emissions from freight trips

2) enable sustainable last-mile movements, including by cycle and electric vehicle

3) deliver mode shift from road to water or rail where possible (without adversely impacting existing or planned passenger services).

G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.

H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

J Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.

K During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

2.3 Local Policy

Haringey Local Plan Strategic Policies 2013- 2026

Haringey's Local Plan Strategic Policies was adopted in March 2013 as a replacement for the Core Strategy. The Local Plan sets out key visions and policies for the future development of the borough up to 2026.

The Council has developed a series of strategic objectives that aim to meet the spatial strategy for Haringey up to 2026.

Haringey's Sustainable Community Strategy priority is an Environmentally Sustainable Future which commits the Council and all its partners to respond to climate change and to

manage our environmental resources more effectively to make Haringey one of London's greenest boroughs. The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aim. SP7 focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport, in line with the Government's transport objectives set out in section 4 of the NPPF and the Mayor of London's strategic transport approach in the London Plan

Policy SP7 Transport:

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

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

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

- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards and car free housing wherever feasible;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change such as promoting low carbon vehicles; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

Haringey Unitary Development Plan

The Unitary Development Plan (UDP) was adopted in 2006, a number of policies were superseded by the Local Plan, however, some policies were saved in March 2013.

UDP3: General Principles outlines that: *"The council will require development proposals to demonstrate that:*

- *The proposals would not significantly affect the public and private transport networks, including highways or traffic conditions;*
- *There is access to and around the site and that the mobility needs of pedestrians,, cyclist and people with difficulties (including wheelchair users and carers with pushchairs) have been taken into account;"*

Core policy M9: Car-Free Developments states that:

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

- *There are alternative and accessible means of transport available;*
- *Public accessibility is good; and*
- *A controlled parking zone exists or will be provided prior to the occupation of the development."*

Advice is also given regarding servicing vehicles movements. The UDP confirms that all developments should take into account their loading/unloading and servicing needs within the curtilage of the site.

Core Policy M10: Parking for Development

Development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary according to Policy UD1.

As PPG 13 Transport notes [para 49], "The availability of car parking has a major influence on the means of transport people choose for their journeys". A limitation on the provision of private non-residential (PNR) parking for new development can help to restrain car use.

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

3 Baseline Conditions

3.1 Existing Land Uses

The existing building is a detached warehouse and office situated on a self-contained Site. It consists of several interconnected areas accessible from a secure yard, with two-storey offices facing Brantwood Road. These offices are primarily arranged as open-plan spaces, providing ample office accommodation.

The Site was most recently used as offices (Class E) for a catering company. Currently, the office space is vacant.

3.2 Local Highway Network

Brantwood Road features a mix of commercial and residential properties, with commercial premises predominantly located to the east and residential areas to the west. The road is approximately 9m wide, accommodating a single lane of traffic in each direction, running east to west. There are pavements and street lighting either side of the carriageway, the road is subject to a 20mph speed restrictions.

To the west Brantwood Road intersect with Grange Road. At the junction of Grange Road on Brantwood Road there are width restrictions of 2m x 6'6", these are designed from preventing large industrial traffic from entering the predominantly residential area to the west.

The Site sits within the Tottenham Event Day (TED) Controlled parking Zone (CPZ). These restrictions are in place during events at Tottenham Hotspur Football Stadium to manage traffic and parking during events. The restricted times are from Monday to Friday between 5:00 PM and 8:30 PM, and on Saturdays, Sundays, and public holidays from 12.00pm until 8:00 PM. These restrictions do not apply on non-event days, allowing regular parking outside of the specified hours. Business owners or residents can apply for a permit to park during these times.

To the west the CPZ changes to Tottenham North (TN) where in addition to the above restrictions on event days the CPZ hours are limited to permit holders Monday to Saturday, 8am to 6.30pm. Parking is free outside these hours and on bank holidays. In addition to these restrictions from midnight to 8:00 AM and from 6:30 PM to midnight. vehicles exceeding 5 tonnes, as well as buses, are not permitted to park in the designated area.

3.3 Rail

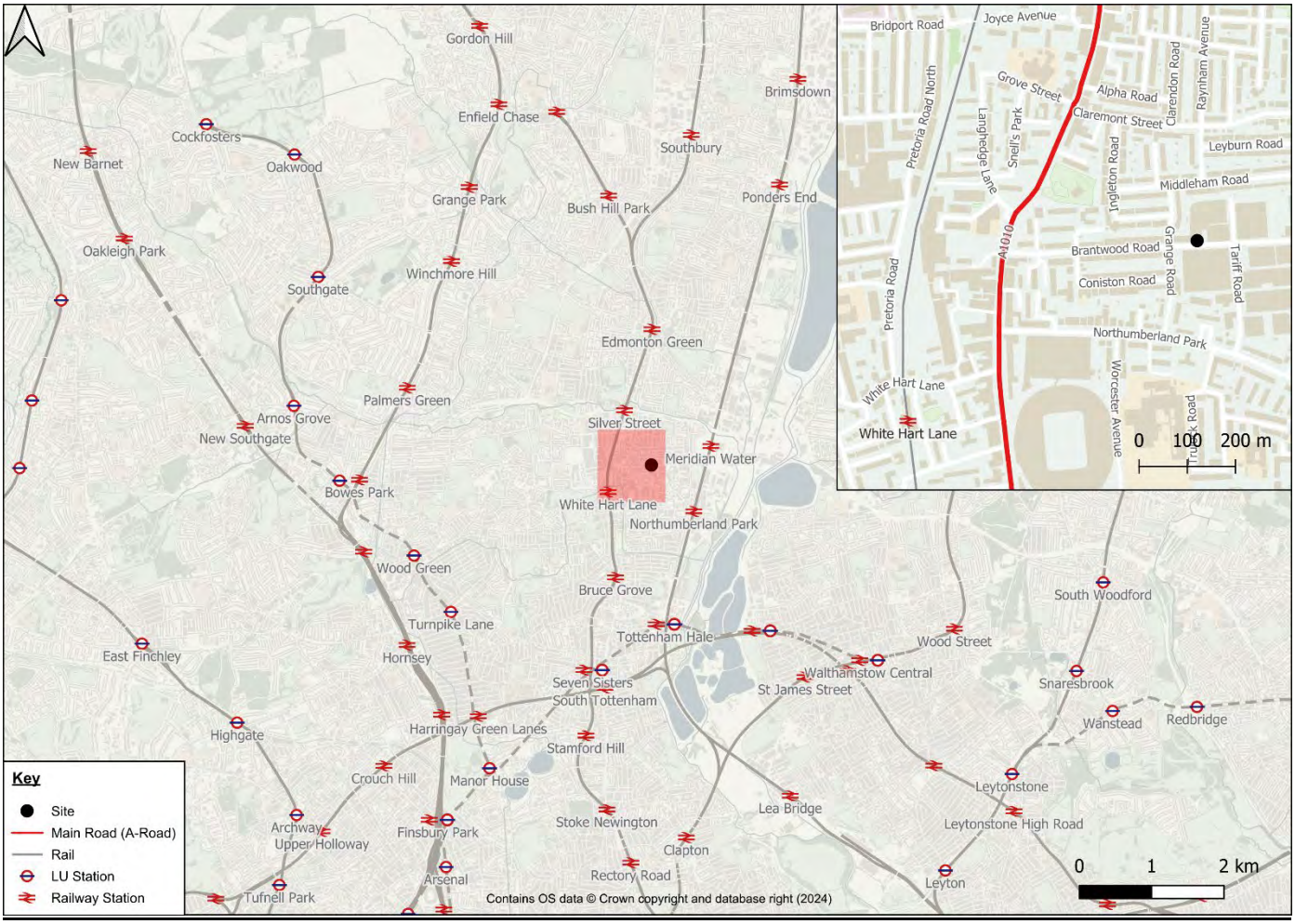
White Hart Lane rail station is located 900m (4-minute walk) from the proposed development and provides London Overground train services. The typical off-peak service in trains per hour.

- 4 trains per hour to London Liverpool Street
- 2 trains per hour to Cheshunt
- 2 Trains per hour to Enfield Town

Additional services call at the station during peak hours and on matchdays.

Figure 3.1 below is a map of the rail network, which shows the rail connections for future residents.

Figure 3.1 - Rail connections Map

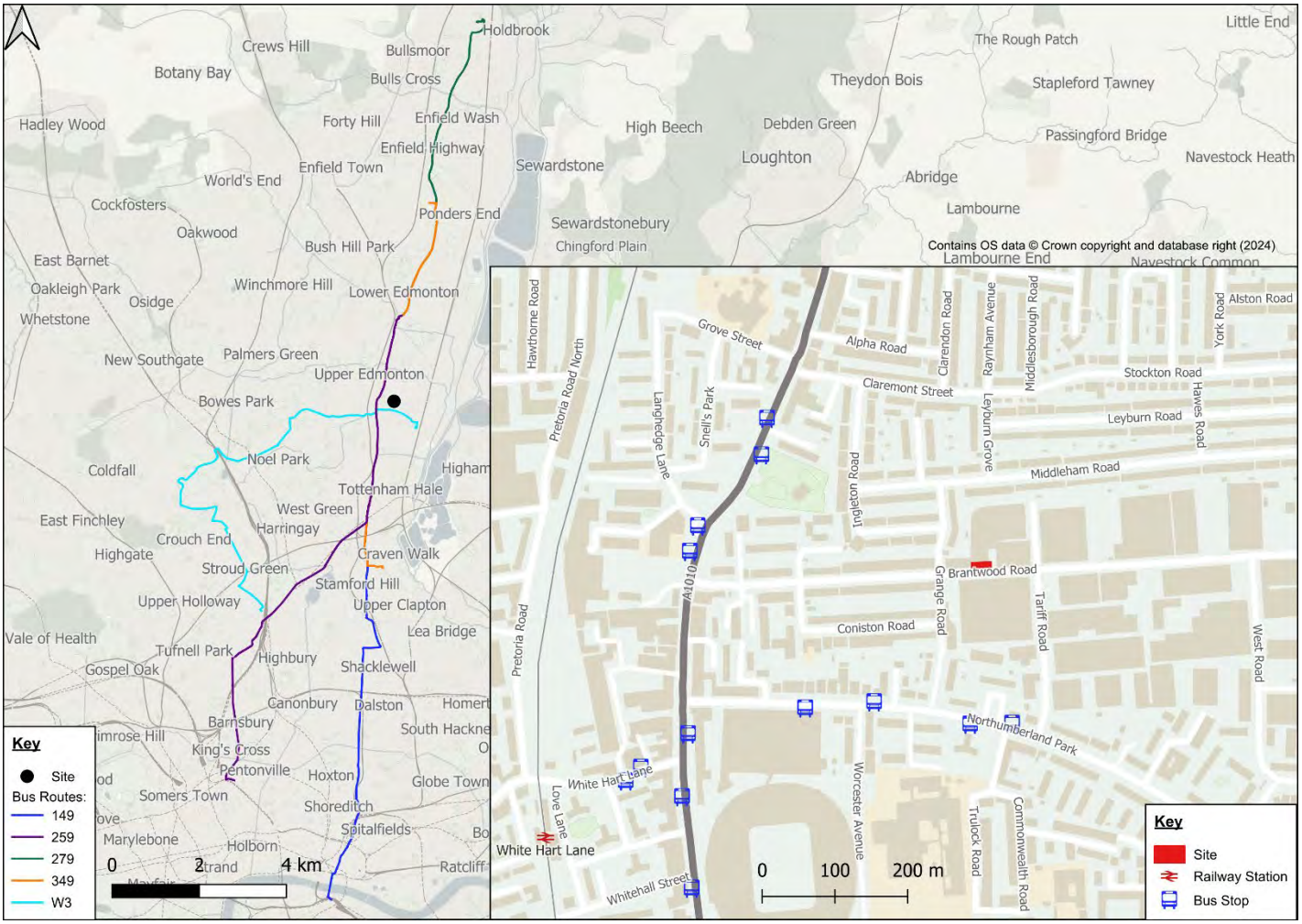


3.4 Buses

There are 5 bus services within the 640m Public Transport Accessibility Level (PTAL) threshold from the development. The nearest bus stops to the Site are situated around 450m (2-minute walk) of the proposed Site on Northumberland Park and the High Road.

A map is provided in **Figure 3.2** overleaf which shows all the services which are accessible within this area.

Figure 3.2 - Bus Services near the Site



Details of the closest bus services with regards to the route and the general frequency of the service provision is outlined in **Table 3.1**.

Table 3.1 – General Daytime Frequency of Bus Services (frequency per hour)

Number	Route	Frequency	Distance to Stop (m)
149	Edmonton – London Bridge	6	450m
259	Edmonton – Kings Cross	5	450m
279	Waltham Cross – Manor House Stn	7	450m
349	Ponders End – Stamford Hill	4	450m
W3	Finsbury Park – Northumberland Park	6	450m

3.5 Public Transport Accessibility Level (PTAL)

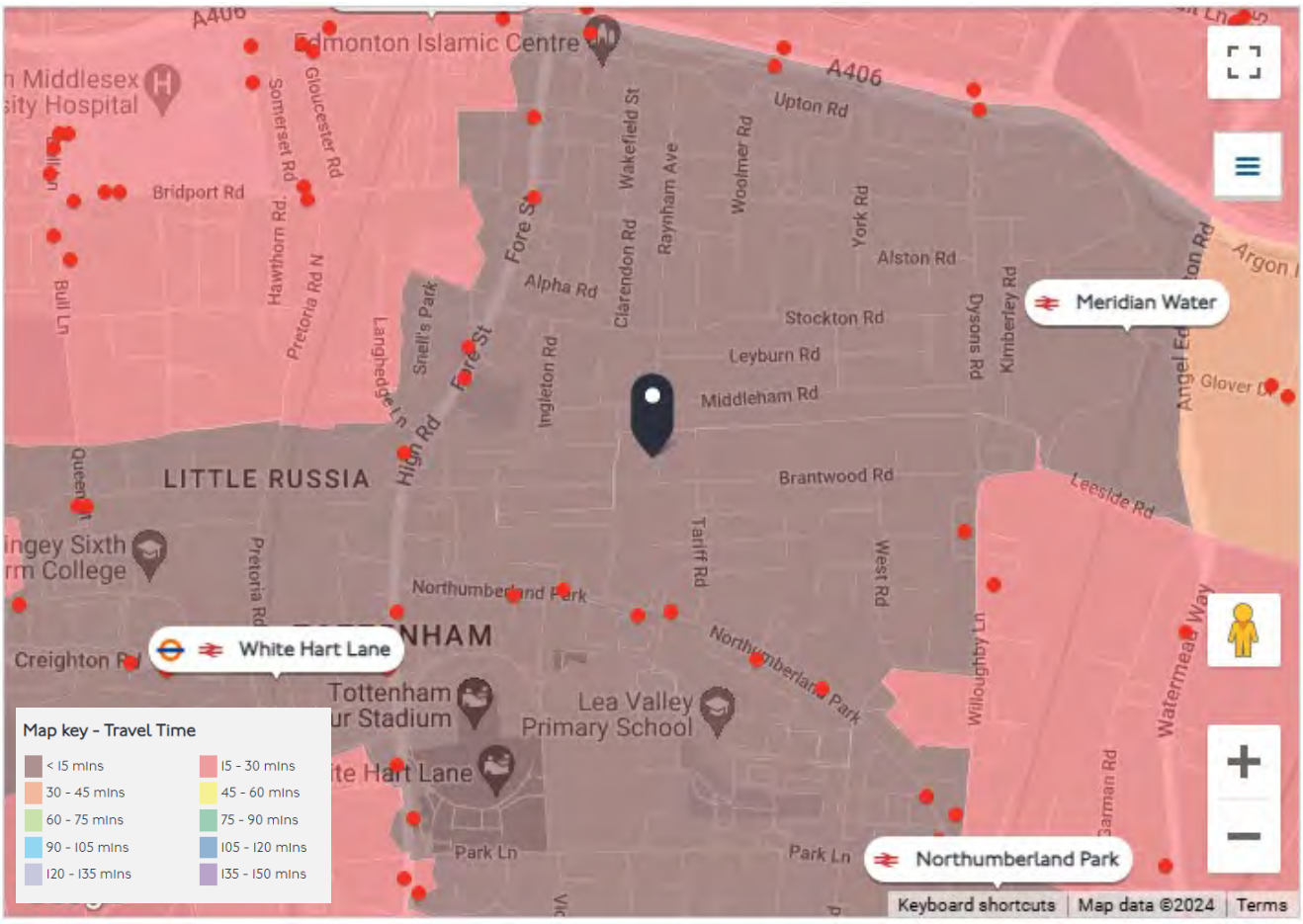
For sites in London PTALs (Public Transport Accessibility Levels) are the most widely recognised form of measuring accessibility to the public transport network. The assessment combines data regarding the frequency of public transport services and walking distance between the Site and the service to establish a measure of the relative density of the public transport network. PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.

The address of the Site was put in TfL's Planning Information Database https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat in order to establish the PTAL. The results attached as **Appendix B** give an accessibility index of 12.35 providing a corresponding PTAL of 3, representing a good level of public transport accessibility.

3.6 Time Mapping (TIM)

TfL's Time Mapping analysis (TIM) assesses connectivity through the transport network or, in other words, how far a traveller can go within a given time from a specific destination. As shown in **Figure 3.3** from the Site a large area is accessible within 15 minutes allowing convenient access to numerous, retail, leisure, employment and commercial land uses.

Figure 3.3 – TfL TIM Output



3.7 Walking & Cycling

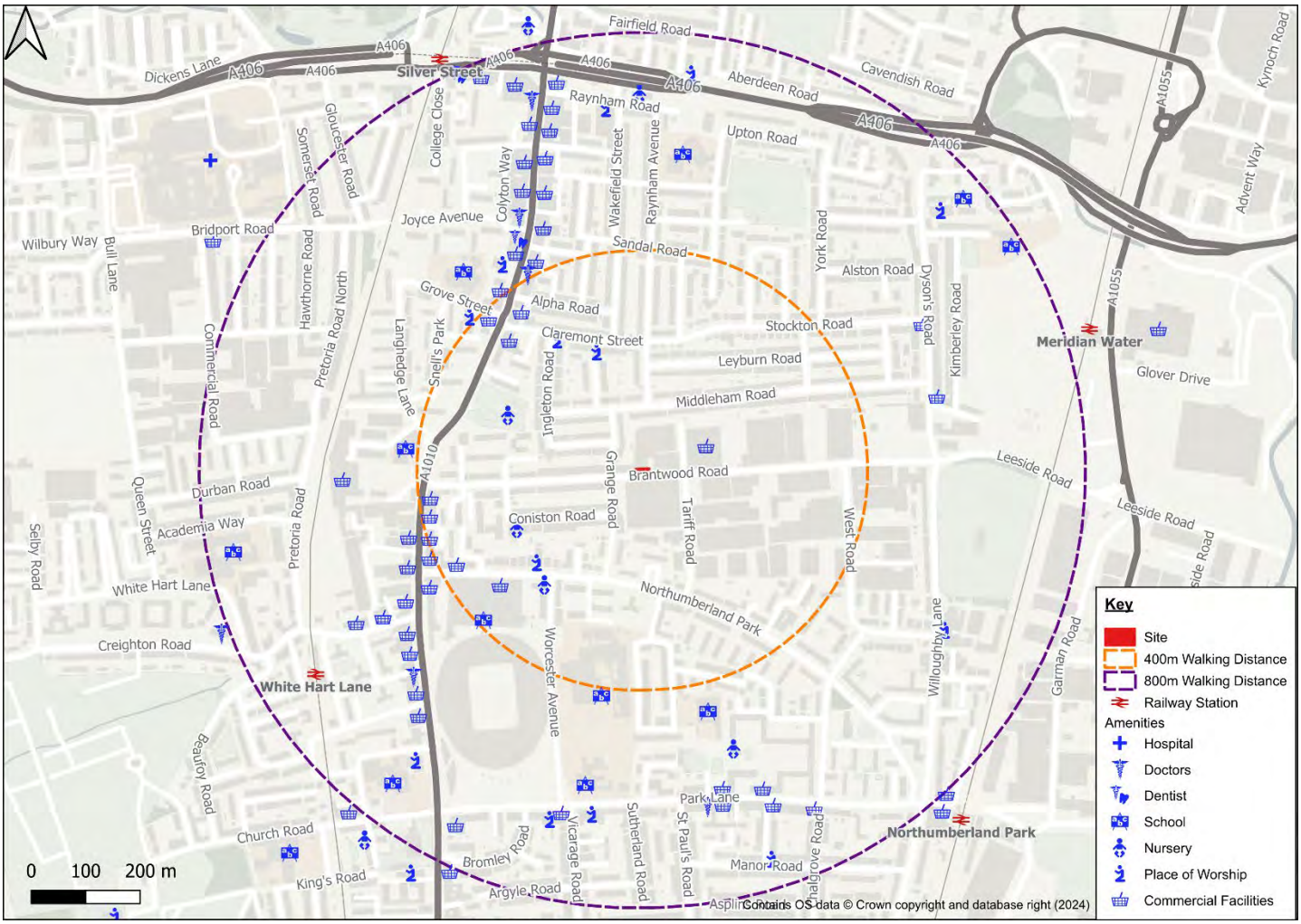
Situated within a mixed residential and commercial area. The Site enjoys favourable conditions for walking and cycling, including low speed limits (20mph), street lighting, and continuous footways. To the southeast and southwest of the Site the High Road (A1010) offers access to numerous local amenities such as shops, cafes/restaurants, doctors, dentists, schools, and nurseries.

Sunrise Pre-school is the closest, situated approximately 190m (3-minute walk). Brook House Primary School is 460m from the Site, (5-minute walk). St John & St James C of E Primary School is 730m (9-minute to walk). These nearby schools provide accessible educational options for residents in the area.

With a wealth of amenities accessible within an 800m radius (equivalent to a 10-minute walk) of the Site, it is evident that future residents will have little necessity for private car ownership.

Figure 3.4 shows the amenities near the Site.

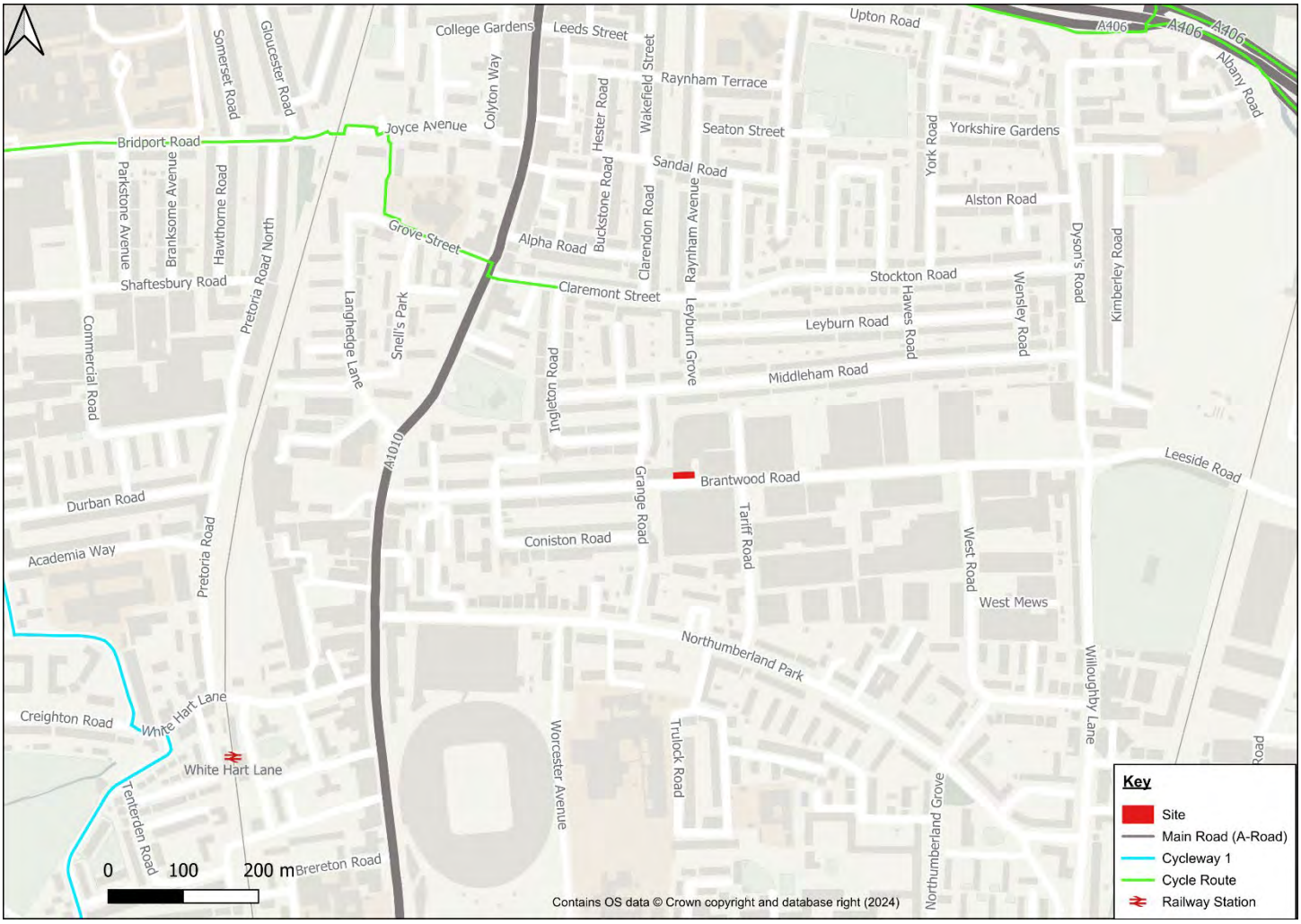
Figure 3.4 - Amenities near the Site



Cycle routes in the vicinity of the Site are depicted in **Figure 3.5** overleaf. Cycleway 1, also is a prominent cycling route in London that provides a safe and direct path for cyclists. It runs from Tottenham to the City of London, passing through areas such as Stoke Newington and Shoreditch. This cycleway is designed to facilitate seamless cycling with dedicated lanes and improved infrastructure to ensure safety for cyclists. The option offers residents and visitors a convenient route for commuting and leisure cycling.

The cycleway is easily accessible from nearby White Hart Lane, making it an excellent option for those looking to travel towards central London or connect to other nearby locations.

Figure 3.4 - Local Cycle Routes



It is evident that the Site is situated in a highly sustainable area, minimising the necessity for residents to rely on private car usage.

3.8 Census Data

The E02000398 Haringey 002 Super Output Middle Layer Census data was examined to establish the profile of residents' method of travel to work. This information is attached at **Appendix C** and set out in **Table 3.2** overleaf. The 2011 Census Data has been examined as it is noted that the 2021 Census was undertaken during the Covid-19 lockdown period where a large percentage of the population worked from home so does not provide a robust assessment.

Table 3.2 – Method of Travel to Work – The E02000398 Haringey 002 Ward

Main Mode	Number of People	Percentage
Work mainly at or from home	62	1%
Underground, metro, light rail, tram	537	11%
Train	226	5%
Bus, minibus or coach	724	14%
Taxi	5	0%
Motorcycle, scooter or moped	15	0%
Driving a car or van	588	12%
Passenger in a car or van	36	1%
Bicycle	49	1%
On foot	185	4%
Other method of travel to work	18	0%
Not in employment	2549	51%
Total	**4994**	**100%**

The data indicates that only 12% of residents utilise a car as their mode of transportation to work, while 5% prefer walking or cycling, and approximately 30% rely on public transport. However, it's worth noting that this census data is over 12 years old and may not accurately reflect current working patterns. With increasingly flexible working arrangements and the adoption of sustainable lifestyles becoming more prevalent, there is a growing trend. This includes not only working from home but also prioritising eco-friendly modes of transportation, reducing carbon footprints, and making conscious choices to promote environmental sustainability in daily activities.

4 TRIP GENERATION

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning (from 08:00 to 09:00) and evening (from 17:00 to 18:00) peak periods.

4.1 Existing Use

The existing building is a detached warehouse and office situated on a self-contained Site. It consists of several interconnected areas accessible from a secure yard, with two-storey offices facing Brantwood Road. These offices are primarily arranged as open-plan spaces, providing ample office accommodation.

The Site was most recently used as offices (Class E) for a catering company. Currently, the office space is vacant.

Proposed Use

As outlined in **Section 1.1**, the development proposals are for the construction of a 6-unit residential development.

The TRICS data was used to obtain trip rates for private properties in the London with a PTAL of 3 (**Appendix D**). The peak hour trip rate per residential unit is summarised in **Table 4.1** and these trip rates are used to predict the trips predicted to be generated as a consequence of the 6 residential units in **Table 4.2**.

Table 4.1 - Predicted Peak Hour Trip Rates (per residential unit)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0.035	0.091	0.126	0.099
Car	0.031	0.085	0.107	0.087
Public transport	0.000	0.188	0.115	0.021
LGV	0.002	0.004	0.012	0.008
OGV	0.002	0.000	0.000	0.000

Table 4.2 - Predicted Peak Hour Trips (6 residential units)

Mode	Morning Peak Hour		Evening Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	0	1	1	1
Car	0	1	1	1
Public transport	0	1	1	0
LGV	0	0	0	0
OGV	0	0	0	0

Table 4.2 shows that based on the trip rates the proposed development is predicted to generate any 1 vehicle movement in the morning peak hour and 2 vehicle movements in the evening peak hours. As the scheme will be car free it is anticipated that the actual number of car movements would be less than those presented above.

There are no service vehicle movements in peak hours, which will take place on-street in accordance with neighbouring properties and such movements are not anticipated to occur during the network peak hours.

5 CONSTRUCTION

The development of the Site is to provide 6 residential units following demolition of the existing property. It is anticipated that scaffolding will be needed within the Site and hoarding erected along the Site boundary to protect pedestrians.

5.1 Construction Routes

The construction routes will be established once it is known where the materials are going to be sourced.

5.2 Hours of Construction

Working hours will be agreed with the LBH Council, but are expected to be in accordance with the Control of Pollution and Noise from Demolition & Construction Sites (May 2008) Code of practice development used by London Boroughs

- Monday – Friday 08:00 – 18:00.
- Saturday 08:00 – 13:00.
- Sundays and Bank Holidays the Site would be closed.

Vehicles would only travel to and from Site between the hours set out above in order to avoid noise being generated by heavy goods vehicles close to residential properties around the Site.

Notwithstanding this there may be certain occasions when work outside these hours may be necessary. In the event of this, work would only be carried out following consultation and agreement with LBH.

The Site will be staffed during the working hours set out above.

5.3 Deliveries

This Site will operate a material delivery scheduling and booking system to ensure that congestion is avoided on the surrounding highway. Each delivery will be allocated a delivery time period and an allotted area from which to load or unload. Clear instructions will be issued to all direct suppliers and subcontractors detailing access routes. Only one delivery will be permitted to visit the Site at any one time.

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored and they will be required to book a delivery slot with the Traffic Controller.

"Just in Time" scheduling of deliveries will be used where possible will minimise storage capacity required. Where "Just in Time" deliveries are not economic or practical, Site storage of materials and plant will be very carefully controlled by restricted allocation of zones.

Although abnormal loads are not anticipated, should it be necessary to deliver using abnormal loads the Local Authorities/Police will be notified in advance. All deliveries to Site will be scheduled by the Site manager.

5.4 Environmental Considerations

The Site is located within an area that contains residential properties and it is the developer's intention to minimise the impact that the construction process could cause to the Local Environment and the neighbouring community. All care will be taken not to cause the primary environmental nuisances, noise and dust pollution. Below are some actions that will be carried out to abate these problems.

Reduction in Construction Noise:

- Coordinated delivery times and efficient traffic management to prevent queues of traffic accessing the Site.
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).
- Utilising construction techniques that minimise the production of noise.
- Using Acoustic hoarding where necessary.

Reduction in Dust Pollution and other Airborne Debris:

- Ensure that all materials transported to and from Site are in enclosed containers or fully sheeted.
- During dry periods the works are to be damped down to control the generation of dust.
- Ensuring materials have a minimum of packaging.
- Ensuring all polystyrene and similar light weight materials are weighted down.
- Making sure all dust generating materials are adequately packaged.
- Ensuring loads are covered where spoil or demolition material is being removed.
- Provide regular road cleaning using road sweepers or brushes to control dust and mud.
- Keeping the loading drop heights of spoil into lorries as low as possible.

Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

5.5 Impacts on Pedestrian Routes/Footways

It is considered that the impact on the pedestrian routes will be negligible given work and deliveries will take place within the Site. Hoarding will protect pedestrians and lead to minimal impact during construction.

6 Impacts

6.1 Road Network

The data provided in **Table 4.2** above demonstrates that based on TRICS trip rates the proposed development of 6 residential units is only predicted to generate any 3 total vehicle movements during the peak hours. The TRICS data for the existing use has not been taken into account when assessing these figures which as a catering company would generate a higher volume of traffic.

Servicing will take place on-street in accordance with neighbouring properties and such movements are not anticipated to occur during the network peak hours.

The overwhelming majority of residents will be travelling by public transport or walking or cycling. It is therefore unnecessary to assess the impact on the road network.

The London Plan states: "Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant effects in influencing transport choices and addressing congestion". As no parking spaces will be provided, it follows that little vehicular traffic will be generated by the proposal.

6.2 Parking Standards

London Borough of Haringey use the residential car parking standards set out in Table 10.3 and cycle parking standards set out in Table 10.2 of the London Plan and presented in **Tables 6.1** and **6.2** below:

Table 6.1 – London Plan Maximum Car Parking Standards and Minimum Cycle Parking Standards

Location	Number of Beds	2021 London Plan Maximum Parking Standards
PTAL 3 (inner London)	All	Up to 0.25 per unit

Table 6.2 – 2021 London Plan Minimum Cycle Parking Standards

Land Use	Long-Stay	Short-Stay
C3 Dwellings	▪ 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	▪ 5 to 40 dwellings: 2 spaces ▪ Thereafter: 1 space per 40 dwellings

6.3 Parking Provision

It is proposed that the development will be 'car-free' to reflect the good accessibility of the Site. The car free status is in accordance with London Plan guidance and will encourage more sustainable forms of travel.

Policy T6 of the London Plan states *"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')".

The Site benefits from being situated within a PTAL of 3 (good accessibility), offering convenient access to a diverse array of local amenities and employment opportunities within easy walking distance. Moreover, it has easy connectivity to 5 bus routes, as well as White Hart Lane railway station. Census data underscores the community's preference for sustainable transportation options, with only 12% of residents opting for cars as their mode of transportation to work, while 35% choose walking, cycling or use public transport.

Furthermore, the Site is in an area of extensive parking restrictions so residents will be unable to own or run a car. Future residents will be fully aware if the property they were buying/renting came without a car parking space and would be less likely to purchase/rent a property if they required a parking space.

A car free development is therefore considered appropriate for this scheme in line with London Plan policy.

Cycle parking will be provided in line with 2021 London Plan Standards to encourage sustainable travel at 10 long term spaces and 2 short stay spaces will be provided.

The storage will comply with the London Cycle Design Standards and will follow 'Secure By Design' principles, ensuring the secure and accessible storage of cycles.

Cycle parking is shown on the architect's plans attached at **Appendix A**.

6.4 Servicing

Refuse collection will be conducted on the street, in line with the existing properties on Brantwood Road. A dedicated bin store which will accommodate all waste streams will be located at the east side of the Site to allow waste operatives easy access within the required 10m drag distance.

Other service vehicles (on-line shopping, Amazon etc) can stop on-street along Brantwood Road to stop and deliver goods. This is in line with existing properties on Brantwood Road.

7 Summary and Conclusions

a. YES Engineering Group Ltd was appointed by ADP London to produce a Transport Statement (TS) to accompany a change of use application from commercial to residential land use for the development located at 105 Brantwood Road, London, N17 0DX (the 'Site').

b. Pedestrian access to the Site will be facilitated through a shared entrance located on the north side of Brantwood Road.

c. It is proposed that the development will be 'car-free' to reflect the good accessibility of the Site. The Site has good access to public transport and is located within in a CPZ. The car free status is in accordance with London Plan guidance and will encourage more sustainable forms of travel.

d. The Site benefits from being situated within a PTAL of 3 (good accessibility), offering convenient access to a diverse array of local amenities and employment opportunities within easy walking distance. Moreover, it has easy connectivity to 5 bus routes, as well as White Hart Lane railway station. Census data underscores the community's preference for sustainable transportation options, with only 12% of residents opting for cars as their mode of transportation to work, while 35% choose walking, cycling or use public transport.

e. The Site sits within the Tottenham Event Day (TED) Controlled parking Zone (CPZ). These restrictions are in place during events at Tottenham Hotspur Football Stadium to manage traffic and parking during events. The restricted times are from Monday to Friday between 5:00 PM and 8:30 PM, and on Saturdays, Sundays, and public holidays from 12.00pm until 8:00 PM. These restrictions do not apply on non-event days, allowing regular parking outside of the specified hours. Business owners or residents can apply for a permit to park during these times.

f. Cycle parking will be provided in line with 2021 London Plan Standards to encourage sustainable travel at 10 long term covered and secure spaces and 2 short stay spaces will be provided.

g. Refuse collection will be conducted on the street, in line with the existing properties on Brantwood Road. A dedicated bin store which will accommodate all waste streams will be located at the east side of the Site to allow waste operatives easy access within the required 10m drag distance.

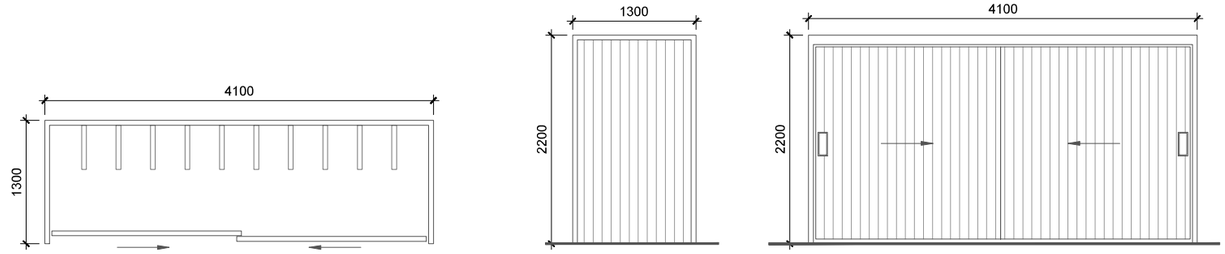
h. Other service vehicles (on-line shopping, Amazon etc) can stop on-street along Brantwood Road to stop and deliver goods. This is in line with existing properties on Brantwood Road.

i. TRICs data indicates there are no service vehicle movements in peak hours and only 3 total vehicle movements in peak hours.

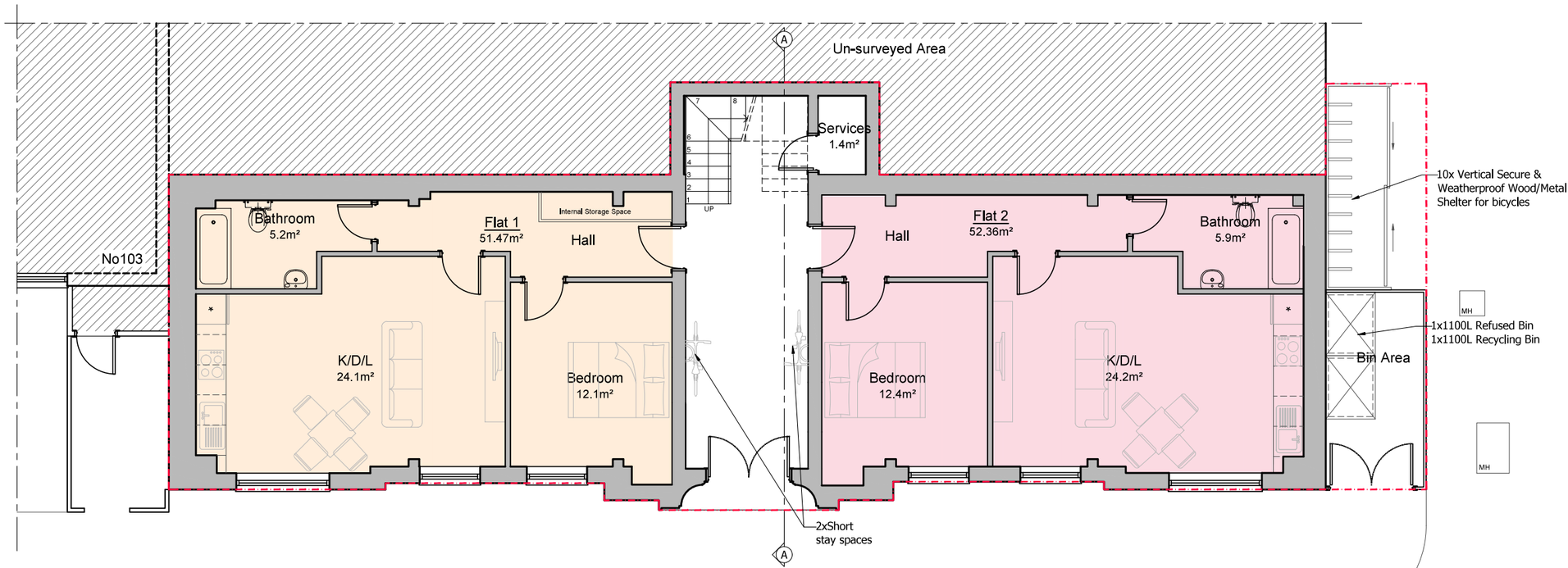
j. NPPF paragraph 115 states that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*.' As demonstrated within this report no adverse highway impacts have been identified.

Appendices

Appendix A – Proposed Ground Floor Layout Plan



Vertical Secure & weatherproof wood/metal Shelter for bicycles



PROPOSED GROUND FLOOR PLAN

GIA: 127.56m²

FLATS LEGEND:

TYPE	BEDROOM NO.	NO. OF PERSONS	GIA (m^2)	L/D/K (m^2)	Bathroom (m^2)	Bedroom1 (m^2)	Bedroom2 (m^2)	Storage (m^2)	Hall (m^2)
FLAT 1	1 Bed	2 Person	51.71	24.1	5.2	12.1	-	1.5	8.3
FLAT 2	1 Bed	2 Person	52.36	24.2	5.9	12.4	-	1.4	8.4
FLAT 3	1 Bed	2 Person	52.71	23.6	5.8	12.1	-	5.8	8.9
FLAT 4	2 Bed	3 Person	64.24	25.3	5.4	9.7	11.7	1.5	9.3
FLAT 5	1 Bed	2 Person	52.71	24.0	5.7	12.1	-	1.5	5.7
FLAT 6	2 Bed	3 Person	63.42	25.2	5.3	11.7	11.7	1.3	5.3

FOR PLANNING

Notes

1. This drawing is not for construction
2. All Dimensions are in millimeters
3. Dimensions are not to be scaled directly from drawings
4. All dimensions are to be checked on site and the Architect is to be informed of any discrepancies before construction commences
5. All references to drawings refer to current revision of that drawing
6. The Copyright of this drawing belongs to Architectural Design Point Limited.

Scale 1:100

0 1 2 3 6m

Legend

Existing Wall

Rev.	Date	Revisions
-	-	-

8-10 Silver Street,
Enfield,
EN1 3ED

Office: 0208 367 7479
Email: info@adplondon.co.uk

Client	Mr Dogan		
Address	105 Brantwood Road, N17 0DX		
Scale	1:100@ A3	**Date**	AUG 2024
Drawn by	IC	**Checked by**	HC
Project No.		**Drawing No.**	**Revision**
240503-01		A105	-

Drawing title

Proposed Floor Plans

Appendix B - PTAL

WebCAT PTAL Report
==========
Site Details

Grid Cell: 140758

Easting: 534245
Northing: 191752

Report Date: 31/07/2024
Scenario: Base Year

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH RD OPP BRANTWOOD RD		349	473.89	7.5	5.92	6	11.92	2.52	0.5	1.26
Bus	HIGH RD OPP BRANTWOOD RD		259	473.89	8	5.92	5.75	11.67	2.57	0.5	1.28
Bus	HIGH RD OPP BRANTWOOD RD		279	473.89	10	5.92	5	10.92	2.75	0.5	1.37
Bus	HIGH RD OPP BRANTWOOD RD		149	473.89	12	5.92	4.5	10.42	2.88	0.5	1.44
Bus	NORTHUMBERLAND ARMS	W3	387.08	11.5	4.84	4.61	9.45	3.18	1	3.18	
Rail	White Heart Lane	'CHESHNT-LIVST 2D03 '	923.11	2	11.54	15.75	27.29	1.1	0.5	0.55	
Rail	White Heart Lane	'ENFLDTN-LIVST 2U05 '	923.11	2	11.54	15.75	27.29	1.1	0.5	0.55	
Rail	White Heart Lane	'ENFLDTN-LIVST 2U07 '	923.11	2	11.54	15.75	27.29	1.1	0.5	0.55	
Rail	White Heart Lane	'LIVST-ENFLDTN 2U10 '	923.11	3.33	11.54	9.76	21.3	1.41	1	1.41	
Rail	White Heart Lane	'LIVST-CHESHNT 2D10 '	923.11	0.33	11.54	91.66	103.2	0.29	0.5	0.15	
Rail	White Heart Lane	'LIVST-CHESHNT 2D12 '	923.11	1	11.54	30.75	42.29	0.71	0.5	0.35	
Rail	White Heart Lane	'LIVST-CHESHNT 2D18 '	923.11	0.67	11.54	45.53	57.06	0.53	0.5	0.26	

Total Grid Cell AI: 12.35

PTAL: 3

Appendix C – Census Data

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - middle layer
area name	E02000398 : Haringey 002
rural urban	Total

Method of Travel to Work	2011	
All categories: Method of tra	4,994	
Work mainly at or from hom	62	1%
Underground, metro, light ra	537	11%
Train	226	5%
Bus, minibus or coach	724	14%
Taxi	5	0%
Motorcycle, scooter or mope	15	0%
Driving a car or van	588	12%
Passenger in a car or van	36	1%
Bicycle	49	1%
On foot	185	4%
Other method of travel to w	18	0%
Not in employment	2,549	51%

In order to protect against disclosure of personal information, records have been swapped between diff

Appendix D – TRICS Data – Residential Use

Yes Transport Services Limited 75 East Road London Licence No: 460201

Calculation Reference: AUDIT-460201-240731-0714

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BN	BARNET	1 days
	BT	BRENT	1 days
	HO	HOUNSLOW	1 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: 33 to 203 (units:)
Range Selected by User: 6 to 493 (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 16/11/23

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:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local 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:

Development Zone	1
Residential Zone	3

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	29 days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	4 days

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 days
500,001 or More	3 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	4 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:

Yes	2 days
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:

3 Moderate	4 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BN-03-C-01 FLATS IN HOUSES BARNET
VICTORIA ROAD
NEW BARNET

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: THURSDAY *09/06/22* *Survey Type: MANUAL*

3 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

4 HO-03-C-04 BLOCKS OF FLATS HOUNSLOW
LONDON ROAD
ISLEWORTH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey date: TUESDAY *03/07/18* *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
WF-03-C-03	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.81

	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	4	121	0.054	4	121	0.082	4	121	0.136
08:00 - 09:00	4	121	0.035	4	121	0.091	4	121	0.126
09:00 - 10:00	4	121	0.047	4	121	0.058	4	121	0.105
10:00 - 11:00	4	121	0.074	4	121	0.101	4	121	0.175
11:00 - 12:00	4	121	0.068	4	121	0.087	4	121	0.155
12:00 - 13:00	4	121	0.047	4	121	0.080	4	121	0.127
13:00 - 14:00	4	121	0.068	4	121	0.089	4	121	0.157
14:00 - 15:00	4	121	0.037	4	121	0.039	4	121	0.076
15:00 - 16:00	4	121	0.072	4	121	0.070	4	121	0.142
16:00 - 17:00	4	121	0.082	4	121	0.062	4	121	0.144
17:00 - 18:00	4	121	0.126	4	121	0.099	4	121	0.225
18:00 - 19:00	4	121	0.111	4	121	0.087	4	121	0.198
19:00 - 20:00	3	151	0.119	3	151	0.066	3	151	0.185
20:00 - 21:00	3	151	0.088	3	151	0.060	3	151	0.148
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.028			1.071			2.099

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.*

Parameter summary

Trip rate parameter range selected:	33 - 203 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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.

Yes Transport Services Limited 75 East Road London Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
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	4	121	0.004	4	121	0.004	4	121	0.008
08:00 - 09:00	4	121	0.002	4	121	0.000	4	121	0.002
09:00 - 10:00	4	121	0.004	4	121	0.002	4	121	0.006
10:00 - 11:00	4	121	0.021	4	121	0.014	4	121	0.035
11:00 - 12:00	4	121	0.002	4	121	0.010	4	121	0.012
12:00 - 13:00	4	121	0.000	4	121	0.002	4	121	0.002
13:00 - 14:00	4	121	0.000	4	121	0.000	4	121	0.000
14:00 - 15:00	4	121	0.000	4	121	0.000	4	121	0.000
15:00 - 16:00	4	121	0.002	4	121	0.000	4	121	0.002
16:00 - 17:00	4	121	0.000	4	121	0.002	4	121	0.002
17:00 - 18:00	4	121	0.000	4	121	0.000	4	121	0.000
18:00 - 19:00	4	121	0.000	4	121	0.000	4	121	0.000
19:00 - 20:00	3	151	0.000	3	151	0.000	3	151	0.000
20:00 - 21:00	3	151	0.000	3	151	0.000	3	151	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.034			0.069

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
MULTI-MODAL PUBLIC TRANSPORT USERS
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	4	121	0.006	4	121	0.148	4	121	0.154
08:00 - 09:00	4	121	0.000	4	121	0.188	4	121	0.188
09:00 - 10:00	4	121	0.008	4	121	0.072	4	121	0.080
10:00 - 11:00	4	121	0.010	4	121	0.043	4	121	0.053
11:00 - 12:00	4	121	0.021	4	121	0.054	4	121	0.075
12:00 - 13:00	4	121	0.035	4	121	0.025	4	121	0.060
13:00 - 14:00	4	121	0.031	4	121	0.023	4	121	0.054
14:00 - 15:00	4	121	0.033	4	121	0.021	4	121	0.054
15:00 - 16:00	4	121	0.043	4	121	0.047	4	121	0.090
16:00 - 17:00	4	121	0.060	4	121	0.023	4	121	0.083
17:00 - 18:00	4	121	0.115	4	121	0.021	4	121	0.136
18:00 - 19:00	4	121	0.126	4	121	0.027	4	121	0.153
19:00 - 20:00	3	151	0.146	3	151	0.018	3	151	0.164
20:00 - 21:00	3	151	0.088	3	151	0.015	3	151	0.103
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.722			0.725			1.447

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.*

Yes Transport Services Limited 75 East Road London Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
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	4	121	0.037	4	121	0.062	4	121	0.099
08:00 - 09:00	4	121	0.031	4	121	0.085	4	121	0.116
09:00 - 10:00	4	121	0.029	4	121	0.037	4	121	0.066
10:00 - 11:00	4	121	0.033	4	121	0.049	4	121	0.082
11:00 - 12:00	4	121	0.043	4	121	0.049	4	121	0.092
12:00 - 13:00	4	121	0.021	4	121	0.047	4	121	0.068
13:00 - 14:00	4	121	0.041	4	121	0.058	4	121	0.099
14:00 - 15:00	4	121	0.035	4	121	0.035	4	121	0.070
15:00 - 16:00	4	121	0.052	4	121	0.054	4	121	0.106
16:00 - 17:00	4	121	0.066	4	121	0.052	4	121	0.118
17:00 - 18:00	4	121	0.107	4	121	0.087	4	121	0.194
18:00 - 19:00	4	121	0.085	4	121	0.070	4	121	0.155
19:00 - 20:00	3	151	0.093	3	151	0.049	3	151	0.142
20:00 - 21:00	3	151	0.082	3	151	0.055	3	151	0.137
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.755			0.789			1.544

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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Yes Transport Services Limited 75 East Road London Licence No: 460201

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
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	4	121	0.010	4	121	0.014	4	121	0.024
08:00 - 09:00	4	121	0.002	4	121	0.004	4	121	0.006
09:00 - 10:00	4	121	0.008	4	121	0.008	4	121	0.016
10:00 - 11:00	4	121	0.014	4	121	0.029	4	121	0.043
11:00 - 12:00	4	121	0.021	4	121	0.025	4	121	0.046
12:00 - 13:00	4	121	0.023	4	121	0.025	4	121	0.048
13:00 - 14:00	4	121	0.019	4	121	0.023	4	121	0.042
14:00 - 15:00	4	121	0.002	4	121	0.004	4	121	0.006
15:00 - 16:00	4	121	0.010	4	121	0.008	4	121	0.018
16:00 - 17:00	4	121	0.014	4	121	0.006	4	121	0.020
17:00 - 18:00	4	121	0.012	4	121	0.008	4	121	0.020
18:00 - 19:00	4	121	0.014	4	121	0.008	4	121	0.022
19:00 - 20:00	3	151	0.007	3	151	0.004	3	151	0.011
20:00 - 21:00	3	151	0.004	3	151	0.000	3	151	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.166			0.326

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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