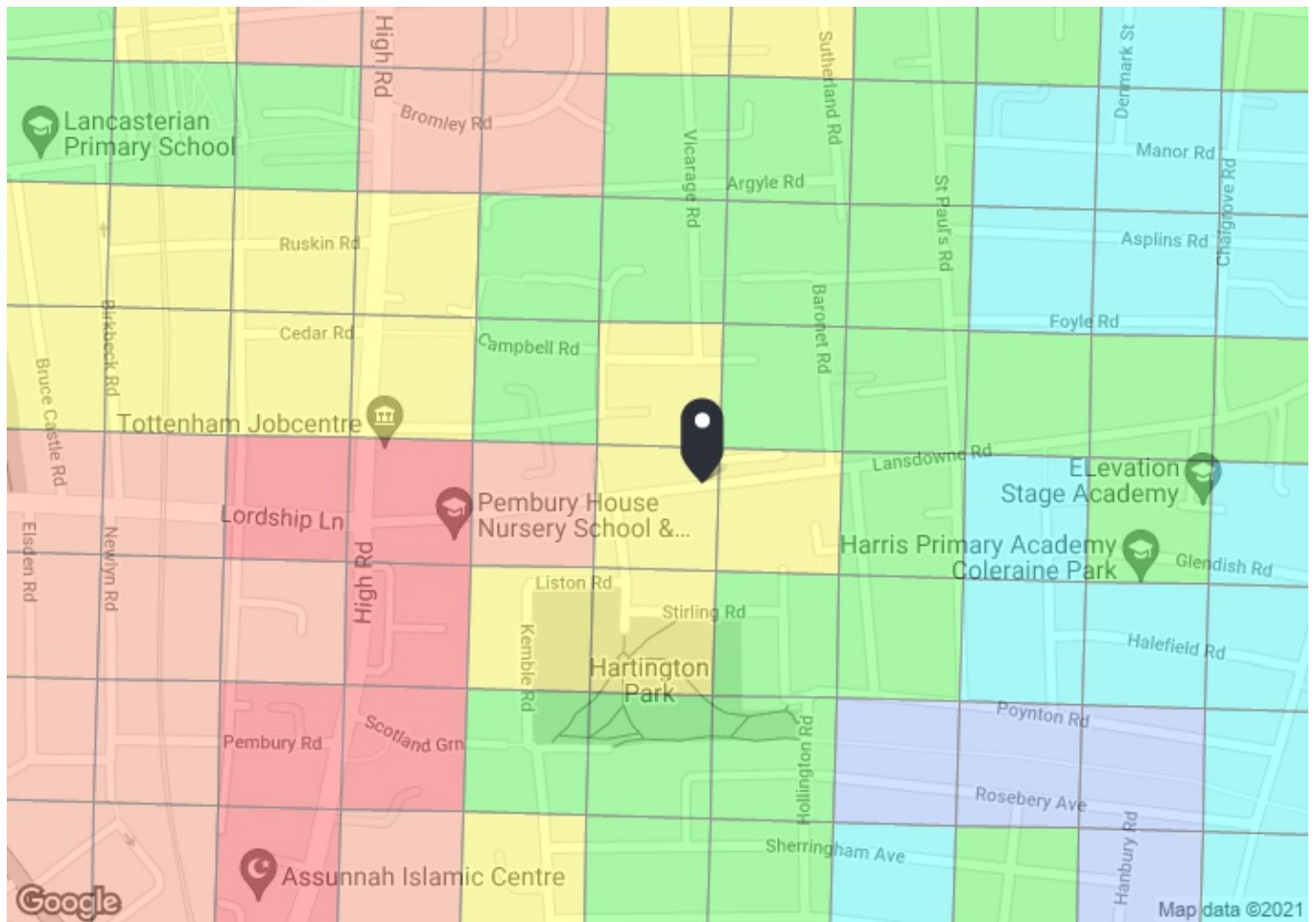


Appendix: E – TfL WebCAT 'Current' PTAL Output



PTAL output for Base Year 4

15 Lansdowne Rd, London N17 0LL, UK
Easting: 534185, Northing: 190664

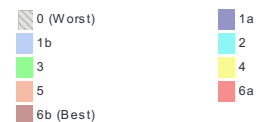
Grid Cell: 134958

Report generated: 19/11/2021

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

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH ROAD LORDSHIP LANE	349	258.52	7.5	3.23	6	9.23	3.25	0.5	1.62
Bus	HIGH ROAD LORDSHIP LANE	259	258.52	8	3.23	5.75	8.98	3.34	0.5	1.67
Bus	HIGH ROAD LORDSHIP LANE	279	258.52	10.5	3.23	4.86	8.09	3.71	0.5	1.85
Bus	HIGH ROAD LORDSHIP LANE	149	258.52	12	3.23	4.5	7.73	3.88	1	3.88
Bus	LANSDOWNNE RD BARONET RD	318	162.75	4	2.03	9.5	11.53	2.6	0.5	1.3
Bus	LANSDOWNNE RD BARONET RD	476	162.75	7.5	2.03	6	8.03	3.73	0.5	1.87
Bus	LANSDOWNNE RD BARONET RD	341	162.75	6	2.03	7	9.03	3.32	0.5	1.66
Rail	Bruce Grove	'CHESHNT-LIVST 2D03'	782.04	2	9.78	15.75	25.53	1.18	0.5	0.59
Rail	Bruce Grove	'ENFLDTN-LIVST 2U05'	782.04	2	9.78	15.75	25.53	1.18	0.5	0.59
Rail	Bruce Grove	'ENFLDTN-LIVST 2U07'	782.04	2	9.78	15.75	25.53	1.18	0.5	0.59
Rail	Bruce Grove	'LIVST-ENFLDTN 2U10'	782.04	3.33	9.78	9.76	19.53	1.54	1	1.54
Rail	Bruce Grove	'LIVST-CHESHNT 2D10'	782.04	0.33	9.78	91.66	101.43	0.3	0.5	0.15
Rail	Bruce Grove	'LIVST-CHESHNT 2D12'	782.04	1	9.78	30.75	40.53	0.74	0.5	0.37
Rail	Bruce Grove	'LIVST-CHESHNT 2D18'	782.04	0.67	9.78	45.53	55.3	0.54	0.5	0.27
Rail	Northumberland Park	'HERTFDE-STFD 2O61'	832.79	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Rail	Northumberland Park	'STFD-BROXBRN 2O62'	832.79	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	Northumberland Park	'BROXBRN-STFD 2O63'	832.79	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	Northumberland Park	'STFD-BSHPSFD 2S02'	832.79	1	10.41	30.75	41.16	0.73	0.5	0.36
Rail	Northumberland Park	'BSHPSFD-STFD 2S05'	832.79	0.67	10.41	45.53	55.94	0.54	0.5	0.27
Rail	Northumberland Park	'BSHPSFD-STFD 2S09'	832.79	0.33	10.41	91.66	102.07	0.29	0.5	0.15
Total Grid Cell AI:										19.43

Appendix: F – Garage Removal Impact Assessment Letter

Jon Southern
Project Manager
LB Haringey



By email

jon.southern@haringey.gov.uk

Unit 23 The Maltings
Stanstead Abbots
Hertfordshire SG12 8HG

Tel 01920 871 777
e: contact@eastp.co.uk
www.eastp.co.uk

18th September 2021

Dear Jon,

Arundel and Baldewyne Courts, Lansdowne Road – existing garages

This letter has been prepared by EAS to support the planning applications for the provision of additional social housing units at Arundel, Baldewyne, Ashdowne and Fiske Courts, located directly off Lansdowne Road, or off adjacent side roads, in the Northumberland Park area of LB Haringey, around N17 0LS. The four courts comprise three application sites, with Arundel and Baldewyne Courts, sited directly opposite each other, comprising a single application site. The proposed developments aim to provide residential units in place of existing off-street car parking spaces and garages associated with existing social housing units at the courts. Although, some of the garages are rented by non-residents of the courts.

Extensive analysis has been carried out to quantify the likely impact of the loss of existing off-street parking spaces, and provision of additional residential units, on parking stress in the vicinity of the sites, both individually and cumulatively. This analysis and quantification was carried out early in the design process, informing the preparation of proposed schemes. However, LB Haringey Highways has raised concerns over the loss of existing garages at the site, advising that unless information can be provided to the contrary, that each lost garage must be considered to result in an additional vehicle to be parked on-street in the vicinity of the courts.

Based on Homes for Haringey's (HfH) knowledge of the ownership/use of these garages, as well as data available on general usage of garages, the potential for further increases in on-street parking demand in the vicinity of the sites through the removal of the garages has been estimated.

Information from Homes for Haringey (HfH)

Having discussed with HfH estate services personnel, HfH Technical Design Manager James Viljoen advised in an email to the project team that before 2019, garages were designated for car parking only. However, due to low uptake – because of changes in vehicle sizes and lifestyles – HfH policy was amended to allowed other storage uses. The email goes on to explain that less than 60% of the garages were occupied at the time of the change in HfH policy, but that no monitoring took place, meaning the proportion used to store cars could have been less than 60%, and suggests using a figure of 60% to estimate the number of cars stored in the garages. However, this supposition is extraneous and erroneous as this figure has no bearing on current garage leasehold, the location of leaseholder residence relative to the courts, and the proportion of garages that could be expected to store cars, with these being the key pieces of information required. The email sent by James Viljoen of HfH is contained at **Appendix A**.

HfH collated a spreadsheet that identifies details of leaseholds of the existing garages at the four courts. The spreadsheet prepared by HfH is included at **Appendix B** with names and full addresses removed, leaving just post codes, for purposes of data protection/GDPR.

Existing Residents of the Four Courts

Of the 58 garages currently under leasehold, 17 are leased by residents of the four courts (it should be noted that the aforementioned email from James Viljoen of HfH incorrectly states that 19 garages are leased by residents of the four courts).

Local car ownership data from the 2011 census, comprising the average ownership per flat across the three LSOAs that cover the four courts – a methodology advised upon previously by LB Haringey Highways and used in previous assessments of potential increases in local parking stress – gives an ownership figure of 0.36 vehicles per flat. It is therefore expected that residents of the existing 230 flats across the four courts have access to 83 cars between them. There are however 113 existing off-site parking spaces across the four courts, or 0.49 spaces per unit. Additionally, as part of Lambeth Methodology parking stress surveying carried out in September 2021 it was found that 77 cars were parked across the four courts. This gives a car ownership level of 0.34 cars per unit which accords to the 0.36 identified from the 2011 Census. It also indicates that there is an oversupply of on-site parking spaces (which comprises 0.49 spaces per unit).

It is therefore considered highly unlikely that garages leased by residents of the courts would be used for the storage of cars, particularly when considering the potential difficulties in accessing garages due to increasing sizes of cars; a 2018 review by *Direct Line Group* reports that in the 20 years leading to 2018 the most-popular car models increased in width by 17%, while other analyses report increases in the region of 50% to 60% over the last 50 or so years. The role of increasing car sizes on limiting use of garages for car storage was suggested by James Viljoen of HfH, and indeed a 2014 survey by *RAC Home Insurance* reported that one in five people who park in their garages had difficulty doing so, while a 2021 *RAC Foundation* report discusses evidence provided by various councils that reaffirms this issue.

Thus, it is reasoned that the 17 garages leased by existing residents of the courts are not used to store cars, and their removal will therefore not lead to an increase in local parking stress.

Other Leaseholders

Through reviewing mailing post codes of other garage leaseholders it was found that the residences of leaseholders ranged from within a 100m walk of the site to several kilometres away. The distance between leaseholders' residences and their garage is key, as a 200m walk is considered the furthest distance that most people will walk between their house and their parked car, hence this distance being part of the Lambeth Methodology parking stress survey.

It was found that the one resident lived at a circa 80m walk to their nearest court; were they to use their garage to park a car, its removal would likely result in their car being parked on-street within the area surveyed to estimate existing and potential parking stress, and would therefore contribute to increases in local parking stress associated with the redevelopment.

Four residents were found to live between a circa 180m to 200m walk to their nearest court. It is reasoned that there is a roughly 50/50 chance that if being required to move their car from the garage to on-street through the removal of their garage, that this would be parked on-street within the 200m Lambeth Methodology survey area. On this basis it is considered that there is potential additional parking demand of two cars from these four garages.

Another resident lived circa 250m walk from their nearest court, and a further two at circa 350m walk. The former would have a roughly 1/4 chance of choosing to park within the parking stress survey area of the four courts, while the latter two each have a roughly 1/8 chance of doing so. These fractions sum to a half, which for robustness is rounded up to one.

All other leaseholders live further than a 400m walking distance to their closest court, and therefore based on the assumptions of the Lambeth Methodology it is considered unlikely that in living such a distance away that their garage would be used for car storage in any case, and moreover that even if they did currently park a car in their garage, that their new choice of parking space would not be within the parking stress survey area associated with the proposed redevelopments, and therefore would not contribute to increased parking stress. While it is important to acknowledge the wider impacts on parking demand and stress generated through the proposed redevelopments, to consider and quantify the impacts on parking stress of an additional one or two cars outside of the key survey area that would experience the bulk of the additional parking stress increase is deemed unnecessary.

It is therefore reasoned that there would be four garages with the potential to contribute to increase on-street parking demand and therefore parking stress in the locale of the four courts, i.e. the Lambeth Methodology parking stress survey area.

Use of Residential Garages

A 2014 survey by *RAC Home Insurance* reports that just 38% of residential garages are used to store cars, and as identified previously the owners of one in five of these struggled to park within their garages, owing to the increasing size of cars over time. 2019 research by *Admiral Loans* reaffirms these findings in reporting that just 34% of people store a car in their garage. It should be noted that this reduction from 38% in 2014 to 34% in 2019 reflects trends in Department for Transport (DfT) Table NTS0908 which reports a reduction in the proportion of cars stored in garages in urban cities and towns from 12% in 2014 to 9% in 2018. It is therefore considered reasonable to take the 34% figure reported by *Admiral* two years ago, rather than the 38% reported by *RAC Home Insurance* seven years ago, to estimate garage use in 2021.

As such, taking the four garages with potential to contribute to increasing local parking stress through the removal of the garages, and assuming that 34% of these are used to store cars, it is reasoned that there would be just one (1.36) additional cars parked on-street within the locale of the sites, in which parking stress has been quantified as per the Lambeth Methodology, following the removal of the existing garages at the four courts.

Summary

It is clear from local car ownership data from the 2011 Census that there is ample external on-site parking for residents of the courts, which would indeed prove easier to park in than a garage, so it is thus reasoned that the 17 garages leased by residents of the four courts are not used to store vehicles.

Based on the walking distances of the other garage leaseholders to their nearest court, with regard to the 200m walking distance used within the Lambeth Methodology parking stress survey, it is reasoned that an average of four garages, if used to store cars, would potentially result in a car being parked within the parking stress survey area of the four courts, through the removal of the garages.

Based on data from insurance/loan providers, and from the DfT, it is reasoned that 34% of these four garages would be used to store cars. Of these four garages with the potential to contribute to local parking

stress, this would equate to additional parking demand of one (1.36) cars through removal of the garages. The impact of this additional car being parked on-street through removal of the garages will be considered within the ongoing assessments of potential parking stress.

Yours sincerely,



Ben McKeown

Transport Planner

EAS

Appendices:

Appendix A – Email from Homes for Haringey

Appendix B – Garage Leasehold Information Prepared by Homes for Haringey

Appendix A – Email from Homes for Haringey

From: Viljoen James <James.Viljoen@HomesforHaringey.org>
Sent: 05 August 2021 13:44
To: Cowie Martin; Ben McKeown; Hussain Rashida; AHilton@bptw.co.uk; Dominic Kilbey; Tom Hicks
Cc: Doherty David
Subject: RE: Pre-application request - Lansdowne Road area Council led development sites Arundel Court and Baldewyne Court - PPA/2021/0003 UPDATED NOTE JULY 29th 2021

Hi All

Following a discussion with HfH estate services members, I have received the following guidance:

Before 2019, garages were specifically designated for car parking only, however, due to a low uptake from residents, (mainly due to changes in vehicle sizes, and lifestyles), a review of this policy took place, and the decision was made to increase the scope of use for garages to include storage, so as to increase revenue.

Estates team members report that at the time, less than 60% of garages were occupied, however, no monitoring actually took place to ensure that only cars were stored within, so it is possible that even less than 60% were actually used for cars.

One point to note, there are 19 residents in the 4 blocks who rent garages, and could be affected by this, however, I also see residents in Foyle road (X2), Baronet Road, and St Pauls road on the list, all of which looks to be within the 200 m zone, thus, it looks like it may be 23 potential displacements into the neighbourhood @60% would be roughly 13 cars

Hope this helps? Happy to be contacted directly if anyone wants to discuss this more.

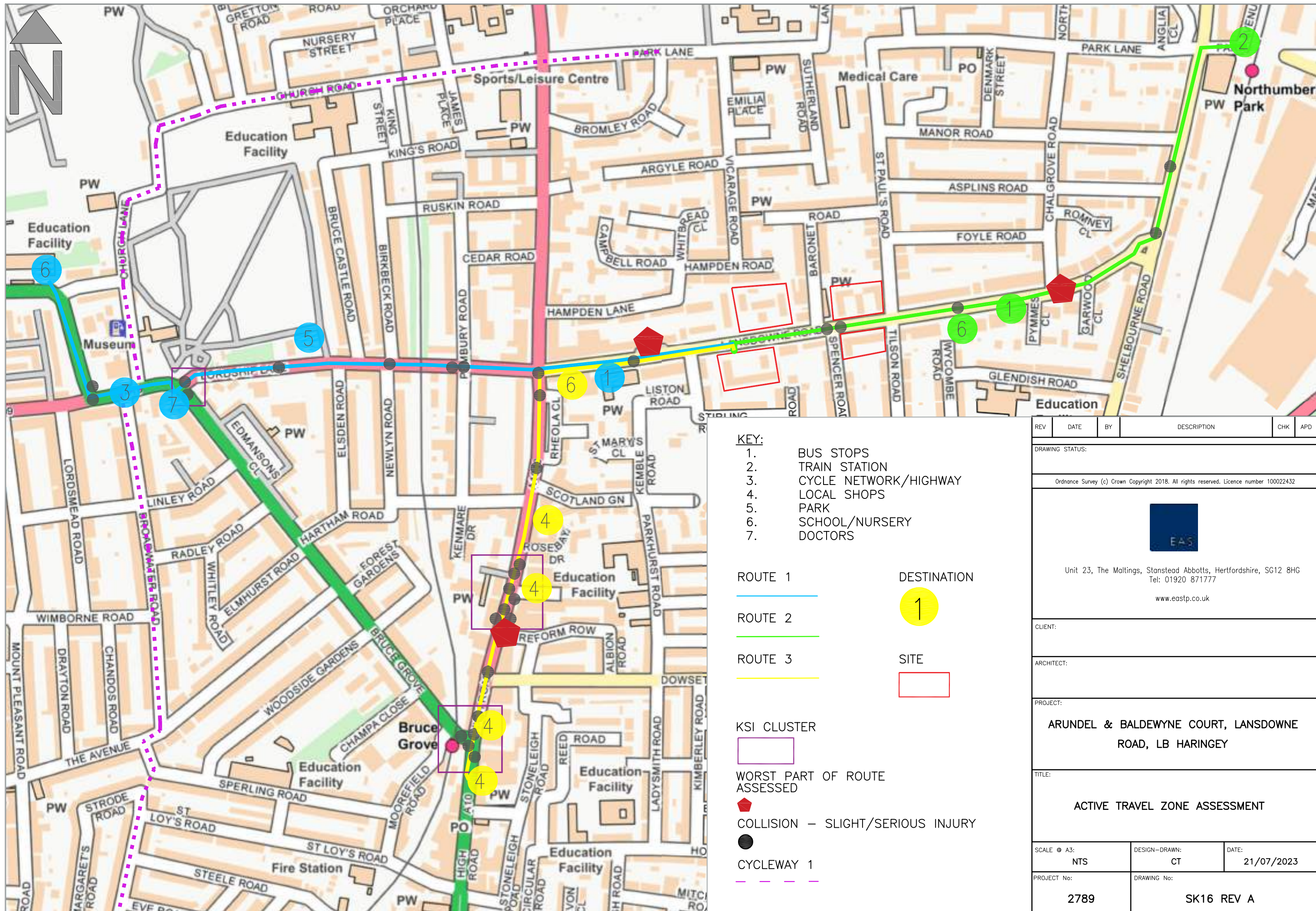
Regards,

James Viljoen
Technical Design Manager
Homes for Haringey
www.homesforharingey.org
[@homes4haringey](https://twitter.com/homes4haringey)

Appendix B – Garage Leasehold Information Prepared by Homes for Haringey

ACCOUNT_NO	UPRN	Garage Address	Location	Garage Number	TENANT1	TENANT2	MAILING_NAME	MAILING_ADDRESS1	MAILING_ADDRESS2	MAILING_ADDRESS3	MAILING_POSTCODE
3037630021418	303763	21 ARUNDEL COURT LANSDOWNE ROAD	Arundel Court	21	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
3037750021412	303775	22 ARUNDEL COURT LANSDOWNE ROAD	Arundel Court	22	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
3037870021416	303787	23 ARUNDEL COURT LANSDOWNE ROAD	Arundel Court	23	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
			Arundel Court								N17 0LR
			Arundel Court								N18 2DU
			Arundel Court								N17 0LR
			Arundel Court								N17 9XH
			Arundel Court								N13 4BS
			Arundel Court								N17 9LR
			Arundel Court								N17 0LR
			Arundel Court								N17 0LR
			Arundel Court								N17 9EN
			Arundel Court								N8 0JP
			Arundel Court								N17 0LR
			Arundel Court								N17 9XT
			Arundel Court								N17 0LR
			Arundel Court								EN1 3UW
			Arundel Court								N17 9PH
			Arundel Court								N17 0LR
			Arundel Court								N17 0LU
			Ashdowne Court								N17 0NL
			Ashdowne Court								N17 0TF
			Ashdowne Court								N17 9GB
			Ashdowne Court								N17 9EF
			Baldewyne Court								N17 9XH
			Baldewyne Court								N17 9XH
			Baldewyne Court								N17 9XH
			Baldewyne Court								N17 9XH
			Baldewyne Court								N17 0BE
			Baldewyne Court								N17 9XH
3043410041410	304341	29,BALDEWYNE COURT LANSDOWNE ROAD	Baldewyne Court	29	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
3043530021418	304353	30,BALDEWYNE COURT LANSDOWNE ROAD	Baldewyne Court	30	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
			Fiske Court								SE1 4PU
			Fiske Court								N17 0NN
			Fiske Court								N17 9DU
			Fiske Court								N17 0PW
			Fiske Court								N17 0EX
			Fiske Court								N15 5DF
			Fiske Court								N17 0NA
			Fiske Court								N17 9XT
			Fiske Court								N17 0DP
			Fiske Court								CM7 9FQ
			Fiske Court								N17 0NJ
			Fiske Court								E10 7LZ
			Fiske Court								E10 7LZ
3068060101417	306806	20 FISKE COURT LANSDOWNE ROAD	Fiske Court	20	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
			Fiske Court								N15 5DF
			Fiske Court								N17 9EZ
3068560051418	306856	25 FISKE COURT LANSDOWNE ROAD	Fiske Court	25	. . ESTATE AND NEIGHBOURHOOD SERVICES		Homes for Haringey	c/o Peter Purdie	2nd floor	48 Station Road London	N22 7TY
			Fiske Court								N17 0DZ
			Fiske Court								N17 0NL
			Fiske Court								N15 6SP
			Fiske Court								N17 0NA
			Fiske Court								E10 7LZ
			Fiske Court								N17 7DH
			Fiske Court								N17 0IJ
			Lansdowne Road								N17 0NN

Appendix: G – ATZ Assessment Map



- KEY:
- 1. BUS STOPS
 - 2. TRAIN STATION
 - 3. CYCLE NETWORK/HIGHWAY
 - 4. LOCAL SHOPS
 - 5. PARK
 - 6. SCHOOL/NURSERY
 - 7. DOCTORS

ROUTE 1

ROUTE 2

ROUTE 3

DESTINATION

1

SITE

- КСІ CLUSTER
- WORST PART OF ROUTE ASSESSED
- COLLISION – SLIGHT/SERIOUS INJURY
- CYCLEWAY 1

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
 Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: ARUNDEL & BALDEWYNE COURT, LANSDOWNE ROAD, LB HARINGEY					
TITLE: ACTIVE TRAVEL ZONE ASSESSMENT					
SCALE Ⓢ A3: NTS		DESIGN—DRAWN: CT		DATE: 21/07/2023	
PROJECT No: 2789		DRAWING No: SK16 REV A			

Appendix: H – Access Visibility Splays



2.4m x 25m VISIBILITY SPLAYS CAN BE
ACHIEVED TO THE NEAR SIDE KERBLINE FOR
ALL FOUR ACCESSES IN ACCORDANCE WITH
MANUAL FOR STREETS REQUIREMENTS FOR
A 20mph SPEED LIMIT

(51 to 15)

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire,
SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

LB HARINGEY

ARCHITECT:

PROJECT:

ARUNDEL &BALDEWYNE COURT, LANSDOWNE
ROAD, LB HARINGEY

TITLE:

ARUNDEL & BALDEWYNE COURT
VISIBILTY SPLAYS

SCALE @ A3:

1:500

DESIGN-DRAWN:

CT

DATE:

16/11/2021

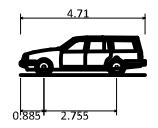
PROJECT No:

2789

DRAWING No:

SK 23

Appendix: I – Swept Path Analysis - Car Parking



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.005m
Kerb to Kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT: LB HARINGEY

ARCHITECT:

PROJECT: ARUNDEL & BALDEWYNE COURTS,
LANSDOWNE ROAD

TITLE: CAR PARKING SWEEP PATH
ANALYSIS

SCALE @ A2: 1:500	DESIGN DRAWN: BM	DATE: 10/01/2024
----------------------	---------------------	---------------------

PROJECT No: 2789	DRAWING No: SK11 REV C
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Appendix: J – Car Club Intent Letters



Lansdowne Road **London Borough of Haringey** **EAS Transport Planning Ltd**

Proposal: July 21

David Lang
UK Property Developments

DD: 0203 004 7860
dlang@zipcar.co.uk

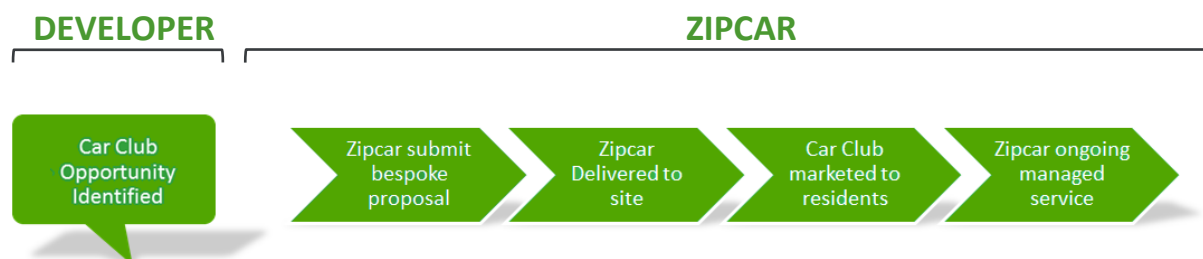


Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

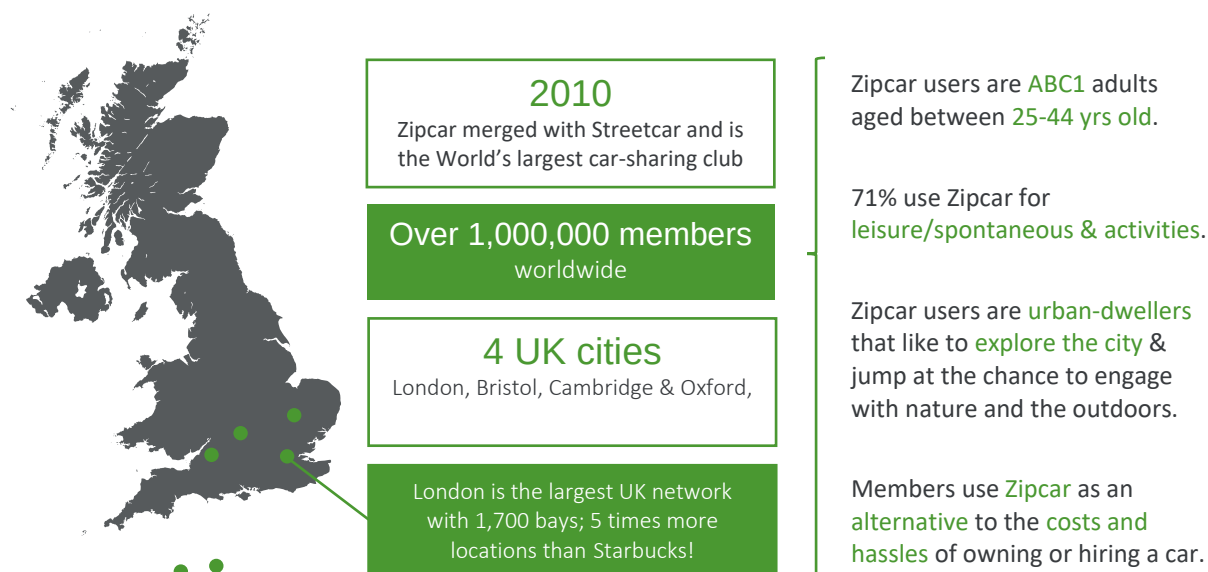
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

Working with Zipcar – 5 Simple Steps



What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



Best of both worlds

Zipcar is the only operator that give residents access to both a flexible per minute hire and long term hourly and daily model. Residents can just pick and choose whichever suits their trip. The Flex model has launched in 13 boroughs and we are looking to roll this across the city over the next 18 months.

Roundtrip

Perfect for longer trips that go full circle. Need to lug some flat-pack back from Ikea? Or escaping to the country for a weekend? A Roundtrip is the easy way to do it. Book a vehicle, drive and return to the bay you picked it up from.

Flex

Ideal for spontaneous one-way journeys. Pick up a Flex vehicle from the home zone and your friends enroute. Dashing to a meeting across town? Flex it in no time.

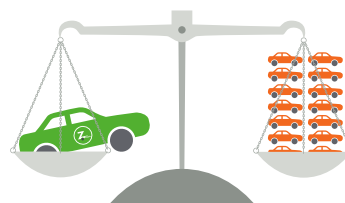
Current Flex Home Zone



A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world's largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-14 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.



join



reserve



unlock



drive

Development Viability

Zipcar has been operating in the borough of Haringey since 2007 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 67 locations in the borough and over 16,500 members. The cars are performing well, being used approximately 8-10 hours a day.

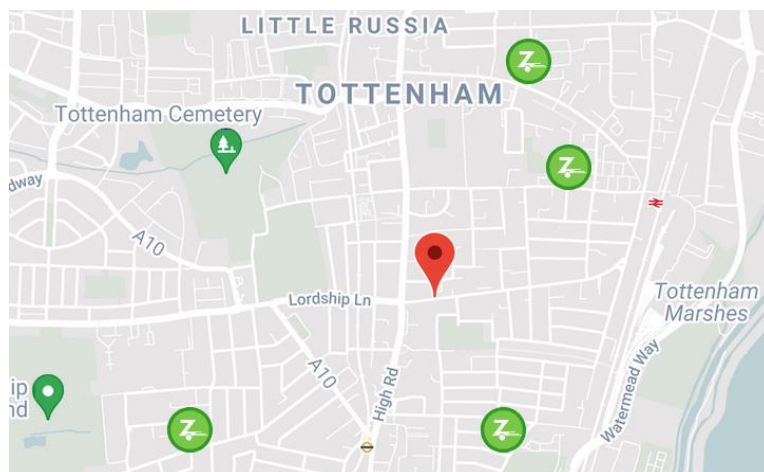
In our opinion a car club could work well at this location given support from the developer in the early phases of the development. The current proximity to local transport links is very good (approximately PTAL 5) which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of this development will not need a car for work – essential to the success of the scheme.

The low parking on site should ultimately ensure good uptake of the car club. We normally rely on a parking ratio of less than 0.7 to guarantee car club success.

A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently the time taken to reach commercial viability will be minimised. We anticipate up to two car club vehicles should be required. The first vehicle would be installed from the date of first occupations and the second vehicle would be added to meet demand. When the first vehicle achieves a utilization 15% points above the fleet average, for a period of 8 weeks, a second will be added. If possible Zipcar would prefer the car club vehicles to be situated in dedicated bays in an accessible location – either privately off-street, or in conjunction with the Local Authority on-street (any Traffic Management Order costs associated with an on-street bay need to be met by the developer). This enables local residents to access the service easily whilst still providing a convenient option for the residents of the development.

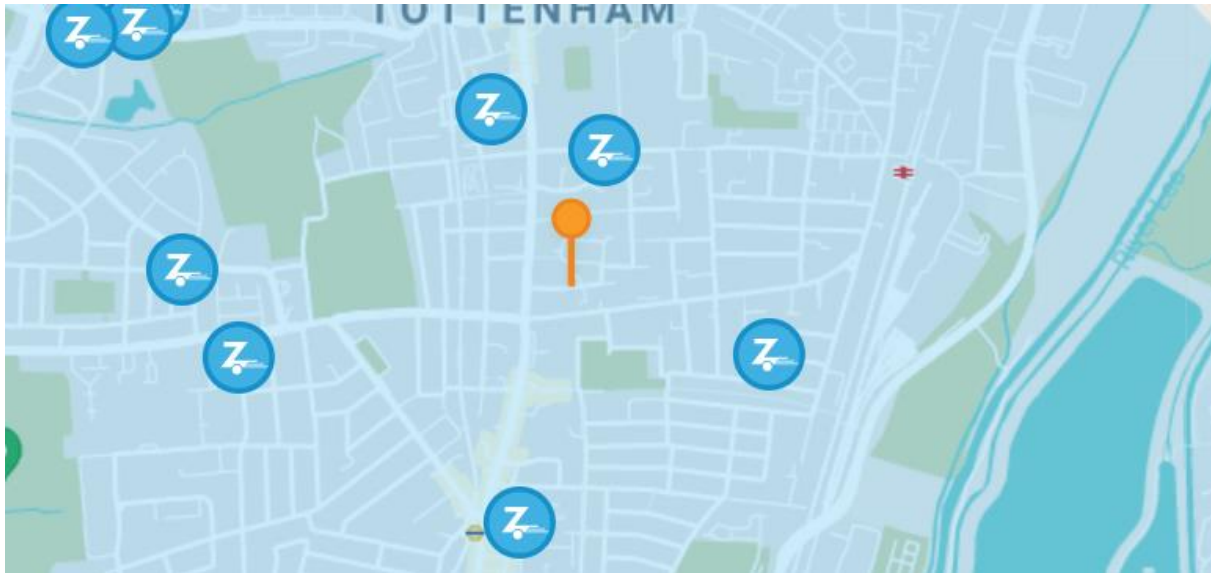
The wider Zipcar membership base will require access to the bay and this access needs to be 24/7. Wherever possible the car club location must not be underground as phone signal is required to operate the service. If the bay is a private off-street space, we will require that the bay is either enforceable via permits or a managing agent. If that is not possible, an alternative solution is to install a bollard to prevent rogue parking from other residents or members of the public.

Existing Network



Flex vehicles – one-way

These will move fluidly across the home zone, but a snapshot today shows vehicles in the area (blue pins):



Lansdowne Road Proposal

Zipcar recommends installing up to 2 vehicles at the development. Zipcar will provide a fully managed service, which includes the following:

- Procuring and maintaining the vehicles for the duration of the contract
- Offering 3 years' membership to all 267 homes
- Designing all marketing collateral for the development communications team
- Managing the sign-up process (including licence and insurance eligibility processes)
- Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch

This comes to a total contribution of **£25,000 +VAT**. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the 3 years will receive 3 years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer. A contribution of **£13,350 +VAT from Zipcar**.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

The Zipcar development product

Zipcar have over 16 years of experience working with developers, travel planners and local authorities and have met the car club commitment on over 1,000 sites, ranging from ten to

thousands of new homes. You will have dedicated support from our London based development specialists and we will support you from planning stage, through to installation and activation at the development.

Zipcar will create bespoke marketing collateral for the development managers and residents and work with our marketing partners to deliver a package that will create awareness of the car club on-site. Where required, Zipcar's operation team will install signage and branding for the Zipcar bays at no further cost to the developer.

Post launch, Zipcar will ensure that there are vehicles in the area to support development trip requests, not a feature of the standard product. We will also provide any necessary reporting data that is required to discharge any reporting clauses of the S106.

Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

Bespoke marketing material: This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Hyundai i20 / Ford Fiesta	£6.50 / £59	£8.00 / £69
VW Golf / Ford Focus	£7.50 / £69	£9.00 / £79
VW GTE (PHEV)	£7.50 / £69	£9.00/£79
Audi A3	£10.50 / £99	£12 / £109
Ford CMAX (7 Seater)	£8.50 / £79	£10.00 / £89
VW Transporter	£10.50 / £99	£12.00 / £109

Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).

14th August 2020

To Whom it May Concern at the London Borough of Haringey

Dear Sir or Madam

Car Club provision at Northumberland Park, Haringey. Proposed Redevelopment of site to locate 272 housing units

Enterprise Car Club are in discussions with EAS and would like to express interest in providing a car club service and vehicle(s) at the above address.

These discussions include providing

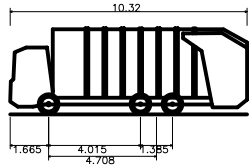
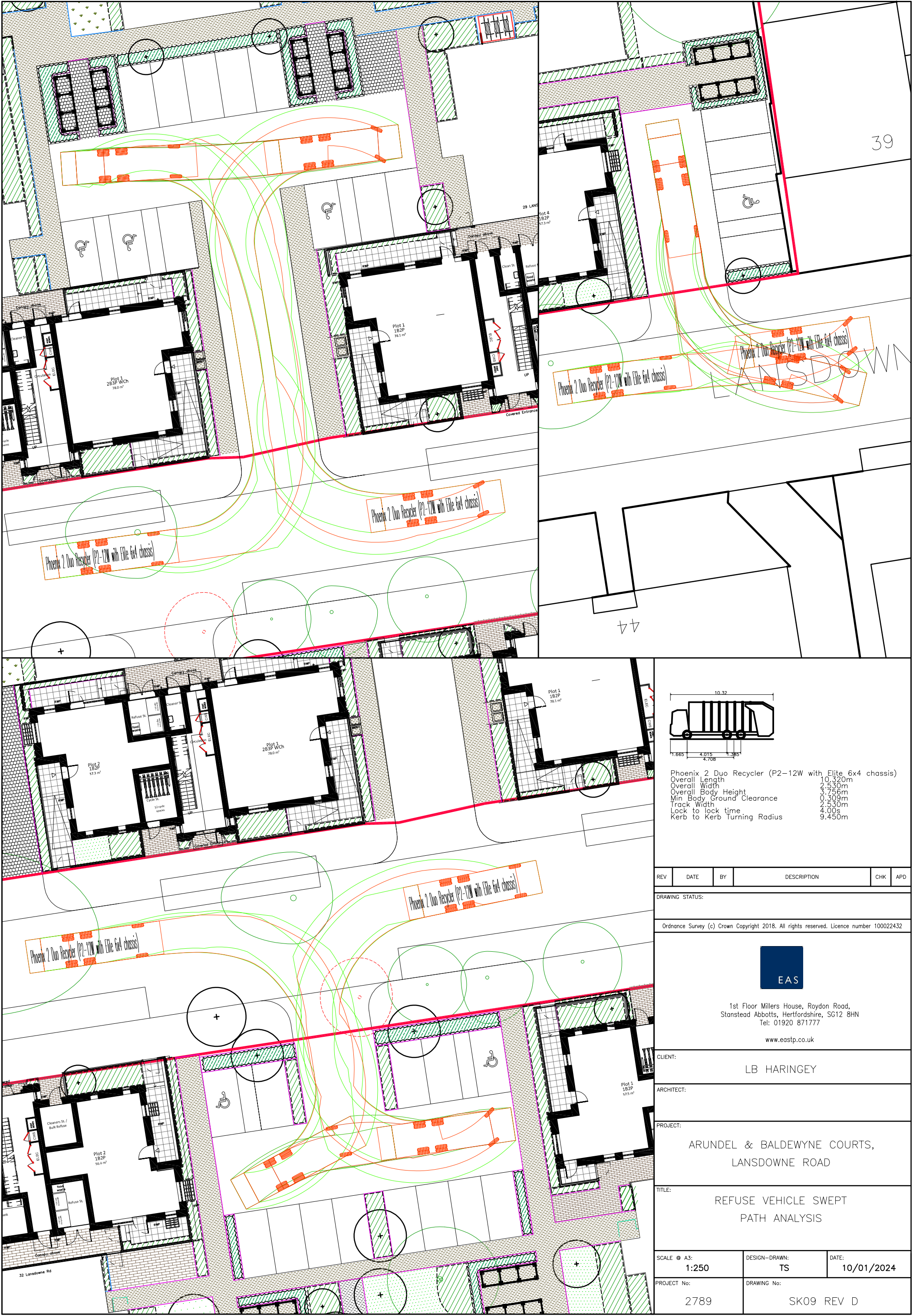
- Car Club Vehicle(s)
- Free Car Club membership for residents.
- Access for residents to [all car club vehicles in the UK](#).
- Discount for active car club members with Enterprise Rent-A-Car.
- The car club vehicles would also serve the surrounding community in Haringey

The above car club service and package will be introduced to new residents, employees and users as early to reduce the need to own a vehicle.

Yours faithfully

Tony Barnard
Head of Car Club South East Region – Enterprise Car Club

Appendix: K – Swept Path Analysis - Refuse Vehicle



Phoenix 2 Duo Recycler (P2-12W with Elite 6x4 chassis)
Overall Length 10.320m
Overall Width 2.530m
Overall Body Height 2.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.450m

REV	DATE	BY	DESCRIPTION	CHK	APD
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DRAWING STATUS:

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1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT: LB HARINGEY

ARCHITECT:

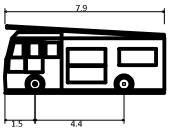
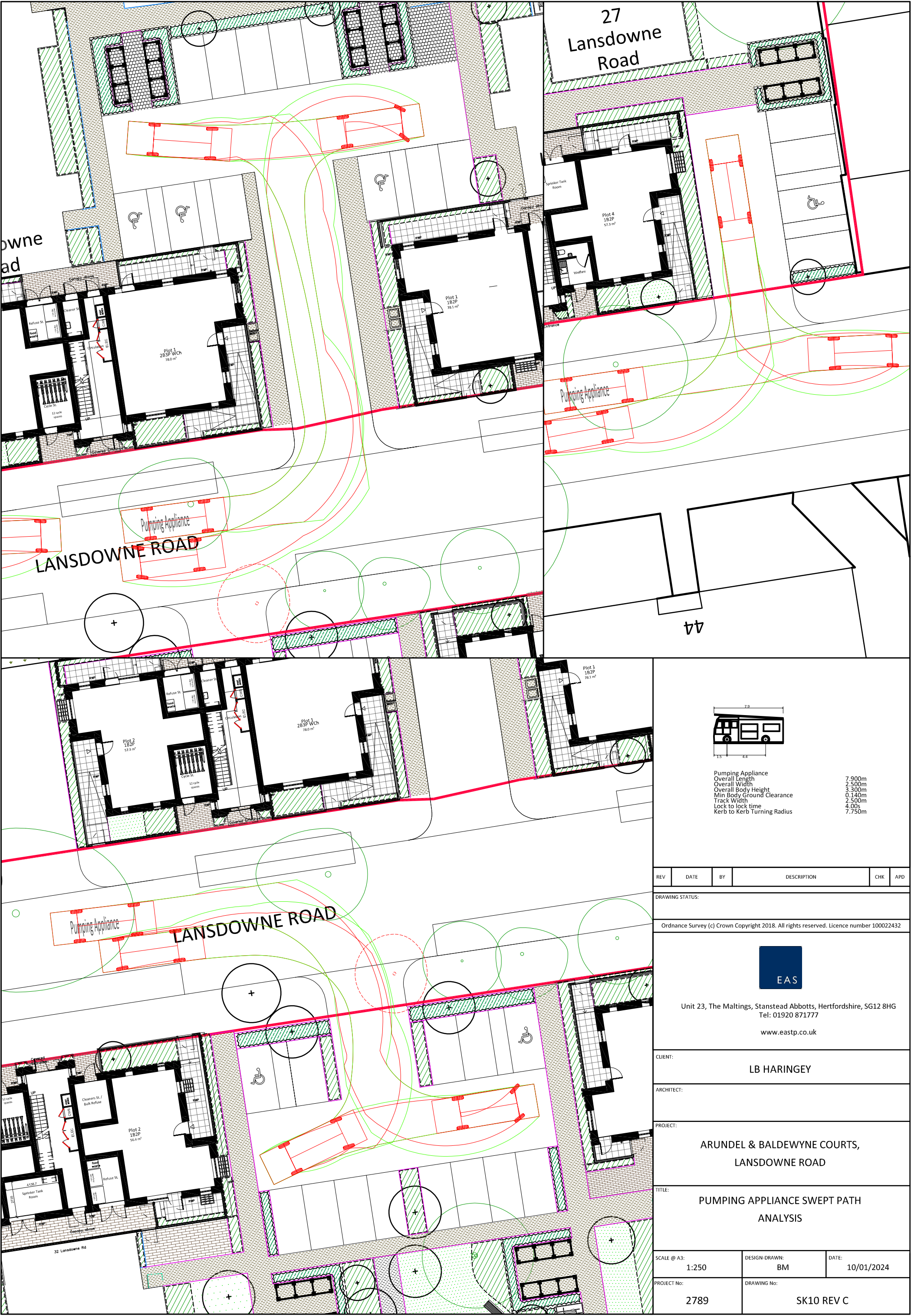
PROJECT: ARUNDEL & BALDEWYNE COURTS,
LANSLOWNE ROAD

TITLE: REFUSE VEHICLE SWEEP
PATH ANALYSIS

SCALE @ A3: 1:250	DESIGN-DRAWN: TS	DATE: 10/01/2024
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PROJECT No: 2789	DRAWING No: SK09 REV D
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Appendix: L – Swept Path Analysis - Pumping Appliance



Pumping Appliance
Overall Length 7.900m
Overall Width 1.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
 Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
CLIENT:			LB HARINGEY		
ARCHITECT:					
PROJECT:			ARUNDEL & BALDEWYNE COURTS, LANSDOWNE ROAD		
TITLE:			PUMPING APPLIANCE SWEEP PATH ANALYSIS		
SCALE @ A3:		DESIGN-DRAWN:		DATE:	
1:250		BM		10/01/2024	
PROJECT No:		DRAWING No:			
2789		SK10 REV C			

Appendix: M – TRICS Datasheet

Calculation Reference: AUDIT-743101-211112-1109

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
BT	BRENT	1 days
HG	HARINGEY	1 days
HO	HOUNSLOW	1 days
IS	ISLINGTON	1 days
SK	SOUTHWARK	1 days
WF	WALTHAM FOREST	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: 73 to 472 (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: 12/11/16 to 01/03/20

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	3 days
Wednesday	2 days
Thursday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	3

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	3
Residential Zone	4

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 7 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®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	1 days
100,001 or More	2 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	6 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 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	3 days
No	4 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	2 days
5 Very Good	4 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:	79		
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL	
2	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	472		
	Survey date: WEDNESDAY	30/11/16	Survey Type: MANUAL	
3	HG-03-C-01 BREAM CLOSE TOTTENHAM HALE	BLOCKS OF FLATS		HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	255		
	Survey date: TUESDAY	18/06/19	Survey Type: MANUAL	
4	HO-03-C-04 LONDON ROAD ISLEWORTH	BLOCKS OF FLATS		HOUNSLOW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	203		
	Survey date: TUESDAY	03/07/18	Survey Type: MANUAL	
5	IS-03-C-07 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	185		
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL	
6	SK-03-C-03 MARITIME STREET SURREY QUAYS	BLOCKS OF FLATS		SOUTHWARK
	Neighbourhood Centre (PPS6 Local Centre) Development Zone Total No of Dwellings:	233		
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL	
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	73		
	Survey date: TUESDAY	05/11/19	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.

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.011	7	214	0.039	7	214	0.050
08:00 - 09:00	7	214	0.021	7	214	0.052	7	214	0.073
09:00 - 10:00	7	214	0.027	7	214	0.031	7	214	0.058
10:00 - 11:00	7	214	0.037	7	214	0.039	7	214	0.076
11:00 - 12:00	7	214	0.036	7	214	0.039	7	214	0.075
12:00 - 13:00	7	214	0.031	7	214	0.041	7	214	0.072
13:00 - 14:00	7	214	0.030	7	214	0.037	7	214	0.067
14:00 - 15:00	7	214	0.028	7	214	0.024	7	214	0.052
15:00 - 16:00	7	214	0.033	7	214	0.035	7	214	0.068
16:00 - 17:00	7	214	0.045	7	214	0.037	7	214	0.082
17:00 - 18:00	7	214	0.063	7	214	0.039	7	214	0.102
18:00 - 19:00	7	214	0.059	7	214	0.046	7	214	0.105
19:00 - 20:00	6	208	0.050	6	208	0.036	6	208	0.086
20:00 - 21:00	6	208	0.029	6	208	0.030	6	208	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.525			1.025

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

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

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Parameter summary

Trip rate parameter range selected: 73 - 472 (units:)
 Survey date range: 12/11/16 - 01/03/20
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.000	7	214	0.008	7	214	0.008
08:00 - 09:00	7	214	0.000	7	214	0.014	7	214	0.014
09:00 - 10:00	7	214	0.001	7	214	0.003	7	214	0.004
10:00 - 11:00	7	214	0.001	7	214	0.005	7	214	0.006
11:00 - 12:00	7	214	0.001	7	214	0.003	7	214	0.004
12:00 - 13:00	7	214	0.001	7	214	0.003	7	214	0.004
13:00 - 14:00	7	214	0.000	7	214	0.001	7	214	0.001
14:00 - 15:00	7	214	0.003	7	214	0.001	7	214	0.004
15:00 - 16:00	7	214	0.004	7	214	0.002	7	214	0.006
16:00 - 17:00	7	214	0.004	7	214	0.000	7	214	0.004
17:00 - 18:00	7	214	0.003	7	214	0.001	7	214	0.004
18:00 - 19:00	7	214	0.011	7	214	0.002	7	214	0.013
19:00 - 20:00	6	208	0.006	6	208	0.002	6	208	0.008
20:00 - 21:00	6	208	0.003	6	208	0.002	6	208	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.047			0.085

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

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.023	7	214	0.063	7	214	0.086
08:00 - 09:00	7	214	0.030	7	214	0.125	7	214	0.155
09:00 - 10:00	7	214	0.035	7	214	0.055	7	214	0.090
10:00 - 11:00	7	214	0.043	7	214	0.045	7	214	0.088
11:00 - 12:00	7	214	0.065	7	214	0.045	7	214	0.110
12:00 - 13:00	7	214	0.051	7	214	0.052	7	214	0.103
13:00 - 14:00	7	214	0.047	7	214	0.058	7	214	0.105
14:00 - 15:00	7	214	0.059	7	214	0.055	7	214	0.114
15:00 - 16:00	7	214	0.081	7	214	0.067	7	214	0.148
16:00 - 17:00	7	214	0.085	7	214	0.065	7	214	0.150
17:00 - 18:00	7	214	0.082	7	214	0.055	7	214	0.137
18:00 - 19:00	7	214	0.067	7	214	0.049	7	214	0.116
19:00 - 20:00	6	208	0.087	6	208	0.041	6	208	0.128
20:00 - 21:00	6	208	0.061	6	208	0.035	6	208	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.816			0.810			1.626

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

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.015	7	214	0.137	7	214	0.152
08:00 - 09:00	7	214	0.022	7	214	0.250	7	214	0.272
09:00 - 10:00	7	214	0.038	7	214	0.145	7	214	0.183
10:00 - 11:00	7	214	0.034	7	214	0.079	7	214	0.113
11:00 - 12:00	7	214	0.041	7	214	0.062	7	214	0.103
12:00 - 13:00	7	214	0.038	7	214	0.051	7	214	0.089
13:00 - 14:00	7	214	0.053	7	214	0.067	7	214	0.120
14:00 - 15:00	7	214	0.043	7	214	0.043	7	214	0.086
15:00 - 16:00	7	214	0.069	7	214	0.053	7	214	0.122
16:00 - 17:00	7	214	0.099	7	214	0.055	7	214	0.154
17:00 - 18:00	7	214	0.131	7	214	0.063	7	214	0.194
18:00 - 19:00	7	214	0.196	7	214	0.064	7	214	0.260
19:00 - 20:00	6	208	0.141	6	208	0.039	6	208	0.180
20:00 - 21:00	6	208	0.104	6	208	0.032	6	208	0.136
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.024			1.140			2.164

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

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.048	7	214	0.264	7	214	0.312
08:00 - 09:00	7	214	0.075	7	214	0.461	7	214	0.536
09:00 - 10:00	7	214	0.099	7	214	0.245	7	214	0.344
10:00 - 11:00	7	214	0.121	7	214	0.179	7	214	0.300
11:00 - 12:00	7	214	0.155	7	214	0.158	7	214	0.313
12:00 - 13:00	7	214	0.127	7	214	0.155	7	214	0.282
13:00 - 14:00	7	214	0.137	7	214	0.171	7	214	0.308
14:00 - 15:00	7	214	0.137	7	214	0.130	7	214	0.267
15:00 - 16:00	7	214	0.203	7	214	0.165	7	214	0.368
16:00 - 17:00	7	214	0.239	7	214	0.166	7	214	0.405
17:00 - 18:00	7	214	0.293	7	214	0.166	7	214	0.459
18:00 - 19:00	7	214	0.368	7	214	0.162	7	214	0.530
19:00 - 20:00	6	208	0.289	6	208	0.131	6	208	0.420
20:00 - 21:00	6	208	0.205	6	208	0.106	6	208	0.311
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.496			2.659			5.155

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

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

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

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.006	7	214	0.030	7	214	0.036
08:00 - 09:00	7	214	0.010	7	214	0.042	7	214	0.052
09:00 - 10:00	7	214	0.011	7	214	0.019	7	214	0.030
10:00 - 11:00	7	214	0.020	7	214	0.021	7	214	0.041
11:00 - 12:00	7	214	0.020	7	214	0.023	7	214	0.043
12:00 - 13:00	7	214	0.016	7	214	0.023	7	214	0.039
13:00 - 14:00	7	214	0.017	7	214	0.019	7	214	0.036
14:00 - 15:00	7	214	0.017	7	214	0.015	7	214	0.032
15:00 - 16:00	7	214	0.026	7	214	0.025	7	214	0.051
16:00 - 17:00	7	214	0.030	7	214	0.024	7	214	0.054
17:00 - 18:00	7	214	0.049	7	214	0.028	7	214	0.077
18:00 - 19:00	7	214	0.037	7	214	0.026	7	214	0.063
19:00 - 20:00	6	208	0.028	6	208	0.016	6	208	0.044
20:00 - 21:00	6	208	0.018	6	208	0.018	6	208	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.305			0.329			0.634

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

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

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

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	7	214	0.001	7	214	0.001	7	214	0.002
08:00 - 09:00	7	214	0.007	7	214	0.003	7	214	0.010
09:00 - 10:00	7	214	0.009	7	214	0.005	7	214	0.014
10:00 - 11:00	7	214	0.011	7	214	0.009	7	214	0.020
11:00 - 12:00	7	214	0.009	7	214	0.011	7	214	0.020
12:00 - 13:00	7	214	0.008	7	214	0.011	7	214	0.019
13:00 - 14:00	7	214	0.007	7	214	0.009	7	214	0.016
14:00 - 15:00	7	214	0.006	7	214	0.005	7	214	0.011
15:00 - 16:00	7	214	0.006	7	214	0.007	7	214	0.013
16:00 - 17:00	7	214	0.007	7	214	0.008	7	214	0.015
17:00 - 18:00	7	214	0.008	7	214	0.009	7	214	0.017
18:00 - 19:00	7	214	0.009	7	214	0.009	7	214	0.018
19:00 - 20:00	6	208	0.010	6	208	0.010	6	208	0.020
20:00 - 21:00	6	208	0.004	6	208	0.006	6	208	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.103			0.205

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: N – Lambeth Methodology Parking Stress Survey

K&M TRAFFIC SURVEYS

DATE : 17th AND 18th MAY 2023

DAY : WEDNESDAY & THURSDAY

LOCATION : ARUNDEL COURT AND BALDWINNE COURT, LANSDOWNE RD, JUNE 2020



K&M TRAFFIC SURVEYS

DATE : 17th AND 18th MAY 2023
DAY : WEDNESDAY & THURSDAY
LOCATION : ARUNDEL COURT AND BALDWINNE COURT, LANSDOWNE RD, JUNE 2020

KEY:

= SINGLE YELLOW LINE

= DOUBLE YELLOW LINE

= DROPPED KERB

= KERB BUILD OUT

= PEDESTRIAN CROSSING

= ACCESS

= DISABLED BAY

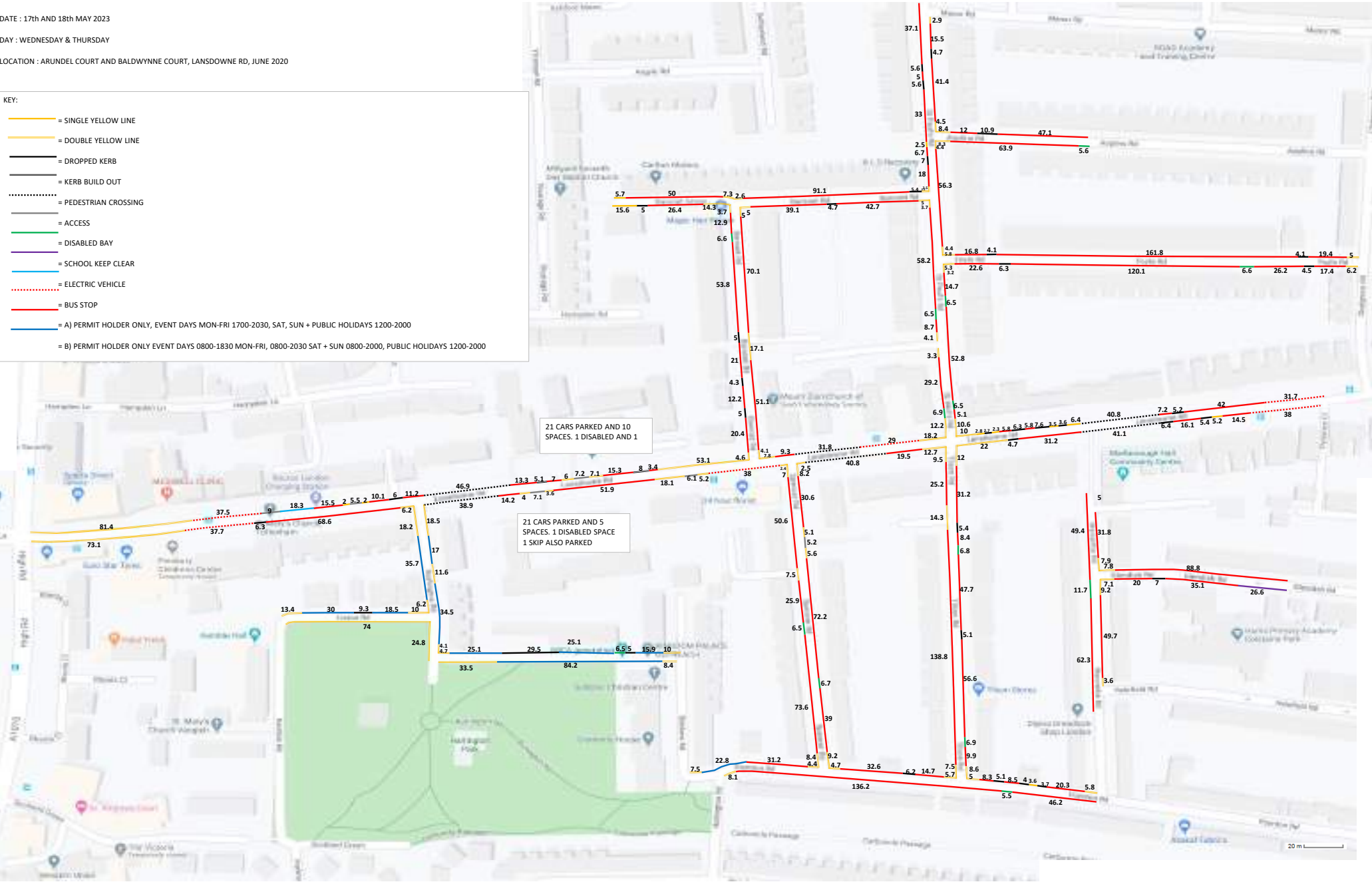
= SCHOOL KEEP CLEAR

= ELECTRIC VEHICLE

= BUS STOP

= A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000

= B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000



K&M TRAFFIC SURVEYS

DATE : 17th AND 18th MAY 2023

DAY : WEDNESDAY & THURSDAY

LOCATION : ARUNDEL COURT AND BALDWINNE COURT, LANSDOWNE RD, JUNE 2020

						Wednesday 17th May 2023		
						TIME - 0300		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE (INCLUDES MARKED BAYS OF LESS THAN 5 METRES)	6 METRES = 1 SPACE (INCLUDES MARKED BAYS OF LESS THAN 6 METRES)	PAKED	OBSERVED SPACES	%RESTRICTION STRESS
BARONET RD	1	DOUBLE YELLOW LINE	8.3					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	120.3	22	18	20	1	95.2%
		DROPPED KERB	14.3					
BARONET GROVE	2	DISABLED BAY	6.6	1	1	1	0	100.0%
		DOUBLE YELLOW LINE	14.3					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	26.4	5	4	2	3	40.0%
	3	DROPPED KERB	5					
		SINGLE YELLOW LINE	15.6			3		
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	50	10	8	7	1	87.5%
BARONET RD	4	DOUBLE YELLOW LINE	7.3					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	2.6	8	6	5	1	83.3%
BARONET RD	5	DOUBLE YELLOW LINE	5					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	39.1	7	6	5	2	71.4%
	6	DROPPED KERB	4.7					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	26.2	24	19	13	6	68.4%
LANSDOWNE RD	7	DOUBLE YELLOW LINE	26					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	9.3	1	1	2	0	100.0%
		PEDESTRIAN CROSSING	31.8					
		BUS STOP	29					
ST PAULS RD	8	DOUBLE YELLOW LINE	15.5					
		DISABLED BAY	6.9	1	1	1	0	100.0%
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	29.2	5	4	4	0	100.0%
	9	DOUBLE YELLOW LINE	7.8					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	66.9	12	10	7	2	77.8%
		DISABLED BAY	6.5	1	1	0	1	0.0%
	10	DOUBLE YELLOW LINE	13.8					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	72.6	13	11	12	0	100.0%
		DISABLED BAY	13	2	2	1	1	50.0%
		DOUBLE YELLOW LINE	10					
LANSDOWNE RD	11	SINGLE YELLOW LINE	15			1		
		DROPPED KERB	20.2			1		
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	11.6	2	2	2	0	100.0%
	12	A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	31.2	6	5	6	0	100.0%
		DROPPED KERB	4.7					
		DOUBLE YELLOW LINE	22			1		
TILSON RD	13	DOUBLE YELLOW LINE	12					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	39.6	7	6	3	3	50.0%
		DROPPED KERB	5.4					
	14	DISABLED BAY	6.8	1	1	0	1	0.0%
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	23.8	8	6	4	4	50.0%
LANSDOWNE RD	15	DOUBLE YELLOW LINE	15.2					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	19.5	3	3	3	1	75.0%
		PEDESTRIAN CROSSING	40.8					
SPENCER RD	16	DOUBLE YELLOW LINE	28.1					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	141.8	27	23	18	4	81.8%
		ACCESS	5.2					
	17	DISABLED BAY	6.7	1	1	1	0	100.0%
		DOUBLE YELLOW LINE	22.9					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	150.1	29	24	22	1	95.7%
LANSDOWNE RD	18	DISABLED BAY	6.5	1	1	0	1	0.0%
		DOUBLE YELLOW LINE	33.3					
		BUS STOP	38					
		ACCESS	13.2					
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	66.1	12	10	5	6	45.5%
		PEDESTRIAN CROSSING	38.9					
BURLINGTON RD	19	DOUBLE YELLOW LINE	34.2					
STIRLING RD	20	B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000	51.5	9	7	8	1	88.9%
		DOUBLE YELLOW LINE	14.7					
		DISABLED BAY	6.1	1	1	1	0	100.0%
	21	B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000	66.1	13	10	2	9	18.2%
		DROPPED KERB	34.5			1		
		DOUBLE YELLOW LINE	41.9					
LISTON RD	22	B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000	84.2	16	14	0	16	0.0%
		DOUBLE YELLOW LINE	24.8					
		DOUBLE YELLOW LINE	74					
BURLINGTON RD	23	DOUBLE YELLOW LINE	23.4					
		B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000	48.5	9	9	7	0	100.0%
		DROPPED KERB	9.3					
LANSDOWNE RD	24	DOUBLE YELLOW LINE	24.4					
		B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000	35.7	7	5	4	2	66.7%
		DOUBLE YELLOW LINE	79.3					
	26	A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	68.6	13	11	10	2	83.3%
		DROPPED KERB	6.3					
		BUS STOP	37.7					
		DOUBLE YELLOW LINE	147.6					
		BUS STOP	37.5					
		ACCESS	21.7					
		ELECTRIC VEHICLE	18.3	3	3	3	0	100.0%
		A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000	75.8	14	10	8	5	61.5%
		SINGLE YELLOW LINE	4					
		PEDESTRIAN CROSSING	46.9					
		KERB BUILD OUT	13.1					
ARUNDEL COURT		DROPPED KERB	6					
		BAYS		APP 30		21	10	67.7%
		DISABLED BAYS		2		1	1	50.0%
BALDEWYNNE COURT		INFRONT OF GARAGES/HATCHED AREAS						
		BAYS		APP 30		21	5	80.8%
		DISABLED BAYS		1		0	1	0.0%
		INFRONT OF GARAGES/HATCHED AREAS						

Thursday 18th May 2023	
TIME - 0400	
PAKED	OBSERVED SPACES
16	4
0	1
3	2
2	
7	1
6	0
5	2
13	5
2	0
0	1
3	2
7	3
0	1
10	2
0	2
1	
1	
2	0
5	0
6	0
0	1
5	2
2	1
18	4
1	0
18	6
1	0
9	2
7	1
1	0
1	10
1	
0	16
6	2
4	2
12	0
2	1
13	1
20	11
2	0
20	7
1	0

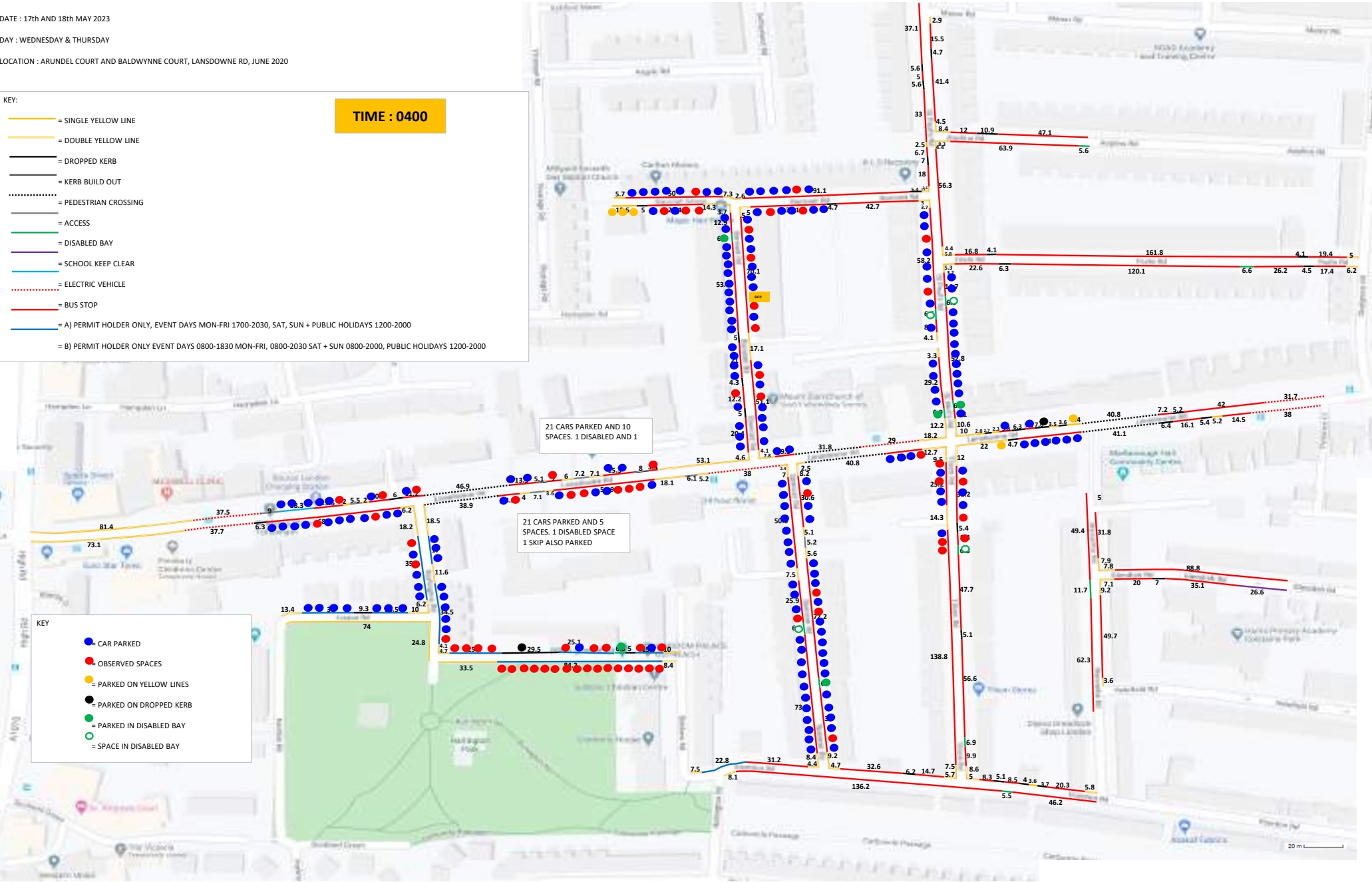
K&M TRAFFIC SURVEYS

DATE : 17th AND 18th MAY 2023
DAY : WEDNESDAY & THURSDAY
LOCATION : ARUNDEL COURT AND BALDWINNE COURT, LANSDOWNE RD, JUNE 2020

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = KERB BUILD OUT
- = PEDESTRIAN CROSSING
- = ACCESS
- = DISABLED BAY
- = SCHOOL KEEP CLEAR
- = ELECTRIC VEHICLE
- = BUS STOP
- = A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000
- = B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000

TIME : 0400



K&M TRAFFIC SURVEYS

DATE : 17th AND 18th MAY 2023
DAY : WEDNESDAY & THURSDAY
LOCATION : ARUNDEL COURT AND BALDWINNE COURT, LANSDOWNE RD, JUNE 2020

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- = ACCESS
- = DISABLED BAY
- = SCHOOL KEEP CLEAR
- = ELECTRIC VEHICLE
- = BUS STOP
- = A) PERMIT HOLDER ONLY, EVENT DAYS MON-FRI 1700-2030, SAT, SUN + PUBLIC HOLIDAYS 1200-2000
- = B) PERMIT HOLDER ONLY EVENT DAYS 0800-1830 MON-FRI, 0800-2030 SAT + SUN 0800-2000, PUBLIC HOLIDAYS 1200-2000

TIME : 0400

