

105 Truro Road, London N22



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- A PTAL Report**
- B Proposed Site Layout Plans**
- C TRICS Outputs (Private Houses)**
- D TRICS Outputs (Private Flats)**

1 Introduction

Background

- 1.1 This Transport Statement (TS) supports the planning application for the redevelopment of 105 Truro Road, London N22. The site is located within the London Borough of Haringey (LBH), and its general location is shown in **Figure 1-1**.

Figure 1-1: General Location Plan



- 1.2 The development comprises the conversion of the existing 6-bedroom single dwelling into five self-contained flats as outlined in **Table 1-1**.

Table 1-1: Proposed Schedule of Accommodation

Flat	Accommodation
1	3 bedroom, 5 persons
2	2 bedroom, 3 persons
3	1 bedroom, 2 persons
4	2 bedroom, 2 persons
5	1 bedroom, 2 persons

Transport Statement Contents

- 1.3 Following this section, the TS describes the transport components of the development;
- **Chapter 2** provides an overview of existing conditions;
 - **Chapter 3** describes the transport features of the development and discusses the likely changes in external impacts; and
 - **Chapter 4** summarises the TS.

2 Existing Conditions

Existing Site

- 2.1 The Site has extant planning permission for a single six-bedroom dwelling. Within its curtilage, it has a large driveway, allowing for a maximum of two vehicles to be parked at any one time.
- 2.2 The Site is located within an area of primarily residential dwellings. Truro Road links to the A109 (Bounds Green Road), providing access to destinations such as Wood Green to the south and Arnos Grove to the north.

Sustainable Access

Pedestrians

- 2.3 The Site benefits from good pedestrian accessibility to surrounding retail, employment and leisure hubs, as well as Public Transport nodes. It is within walking distance of the centre of Bounds Green and Bounds Green Underground Station, both of which have adequate walking routes.
- 2.4 Local roads (including Truro Road, Trinity Road and Bounds Green Road) have adequate, wide footways with good provision of street lighting, creating a safe environment for pedestrians. 20 mph speed limits are in place on Truro Road, and 30mph speed limits on Trinity Road and Bounds Green Road. This, in combination with multiple pedestrian crossings, helps to reduce the severance caused by the local highway network.
- 2.5 Dropped kerbs and tactile paving are provided at key junctions in the vicinity of the Site.

Cycling

- 2.6 Access for cyclists is good due to the presence of cycle lanes on Bounds Green Road.

Local Highway Network

- 2.7 LBH implemented a trial Low traffic Neighbourhood (LTN) scheme in the Bound Green area In August 2022. LHB hope that the scheme will *“create a safer, cleaner and quieter neighbourhood... [by] reduc[ing] through traffic and road danger”*.
- 2.8 The Site is located within the LTN Area B. **Figure 2-1** shows the extent of the LTN Area B and the measures implemented. A physical barrier has been introduced on Truro Road west of the junction with Finsbury Road. This stops through traffic accessing Bounds Green Road from High Road (A105) to the east and vice versa.
- 2.9 Vehicle drivers will no longer be able to access the Site from Finsbury Road or High Road due to the LTN. Access to/ from Bounds Green Road will remain possible.

Figure 2-1: Bounds Green LTN (Area B)



Source: <https://www.haringey.gov.uk/parking-roads-and-travel/roads-and-streets/haringey-streets-people/bounds-green-ltn/bounds-green-low-traffic-neighbourhood-maps#areab>

- 2.10 Truro Road borders the Site along its northern boundary and comprises a two-way single-lane carriageway. The road operates under a 20mph speed limit. Adequate, wide footways with good provision of street lighting are provided along both sides of the carriageway. A private

driveway provides vehicular access to the Site, via a dropped kerb. Controlled car parking spaces are provided along both sides of the carriageway.

- 2.11 The A109 (Bounds Green Road) is a two-way single-lane carriageway, which forms a junction with Truro Road to the west of the Site, via a priority junction. In the vicinity of the Site, the road operates under a 30mph speed limit. Advisory cycle lanes are provided in both directions along Bounds Green Road. Adequate, wide footways with good provision of street lighting are provided along the northbound carriageway.
- 2.12 Trinity Road is located parallel to Bounds Green Road's southbound carriageway between Nightingale Road and Whittington Road. It comprises a two-way single-lane carriageway and operates under a 30mph speed limit. The road provides access to residential dwellings. Adequate, wide footways with good provision of street lighting are provided along the southbound carriageway. Double yellow lines are enforced along the northbound carriageway and controlled car parking spaces are provided along the southbound carriageway.

Parking Facilities

Car Parking

- 2.13 The Site currently provides the area for two car parking spaces within its curtilage.
- 2.14 Controlled Parking Zones (CPZs) are operational within the vicinity of the Site. Truro Road is located within Bounds Green East CPZ, which is operational between 11:00 and 13:00 Monday to Friday. Trinity Road is located within Outer Wood Green CPZ, which is operational between 08:00 and 18:30 Monday to Saturday.
- 2.15 It is possible to pay to park within the CPZs for short periods of time, via the Pay by Phone/Ringo App. Parking can be purchased in 15 minutes increments. Prices for parking are as follows;
- Truro Road - £1.30 per hour for a maximum of one hour; and
 - Trinity Road - £3.30 per hour for a maximum of two hours.

Cycle Parking

- 2.16 There is no designated cycle parking currently provided within the Site.

Public Transport Accessibility Level (PTAL)

- 2.17 A 'Public Transport Accessibility Level' (PTAL) assessment has been undertaken for the Site. PTAL is a measure of the accessibility of a location to the public transport network, considering walk access time, servicing provision and frequency.
- 2.18 The PTAL index combines the number of public transport services with walk times to stops or stations. Rail and bus frequencies are taken from their current timetables, and walk times were calculated from the Site to all bus stops and rail stations. PTAL is categorised into six levels, 1 to 6, where six represents a high level of accessibility and one is a low level of accessibility.
- 2.19 The Site has a PTAL rating of four ('good'). A full PTAL report is provided in **Appendix A**.

Bus Services

- 2.20 Eight bus services operate in proximity to the Site along Bounds Green Road (including two night services). Nightingale Road bus stops BK (northbound) and BD (southbound) are located approximately 300m south of the Site. This equates to a walk time of approximately four

minutes. Slightly further away from the Site, Nightingale Road stop BQ (northbound) and Canning Crescent stop BW (southbound) are located approximately 700m east of the Site. This equates to a walk time of approximately nine minutes.

- 2.21 **Table 2-1** shows a summary of bus services operating in the vicinity. A total of 36 bus services are accessible in proximity to the Site per hour during the day.

Table 2-1: Bus Service Summary

Service	Route	Nearest Bus Stop(s)	Average Frequency in peak hour
221	Turnpike Lane Bus Station – Edgware Station	BK	7.5
N91*	Northumberland Avenue/ Trafalgar Square – Cockfosters Station	BK	-
121	Turnpike Lane Bus Station – Enfield Island Village	BQ	6.5
141	London Bridge Station – Tottenham Road, Palmers Green	BQ	10
232	Turnpike Lane Bus Station – Mitchell Way, Brent Park	BQ	5
329	Turnpike Lane Bus Station – Little Park Gardens, Enfield	BQ	7.5
629	Haringey Civic Centre – Turkey Street Station	BQ	School Bus
N29*	Trafalgar Square/ Charing Cross Station – Little Park Gardens, Enfield	BQ	-
Total			36.5

*These are night services and, therefore, do not operate during the peak hour

Rail Services

London Underground

- 2.22 Bounds Green Underground Station is located approximately 550m north of the Site. It can be accessed from Bounds Green Road and benefits from Piccadilly line services. The station provides services to the following destinations;

- Cockfosters;
- Heathrow (Terminal Four); and
- Uxbridge.

National Rail

- 2.23 Bowes Park National Rail Station is located approximately 350m east of the Site. It can be accessed from Herbert Road and benefits from Great Northern services. The station provides services to Moorgate and Stevenage.

Car Club

- 2.24 Car club vehicles are available to rent at hourly rates from car club operators, inclusive of fuel, insurance and fees such as the Congestion Charge and Ultra Low Emission Zone.
- 2.25 Car club operators provide roundtrip vehicles and/ or flexible vehicles. Roundtrip vehicles must be returned to the same on-street 'car club only' space from which they were collected. Flexible vehicles can be parked in effectively any other resident or unrestricted on-street parking space.
- 2.26 The closest car club space to the Site is on Finsbury Road, approximately 230m (three-minute walk) from the Site. A roundtrip vehicle is allocated to the space.

3 Proposed Development

Introduction

3.1 This chapter summarises the transport aspects of the development proposals, which includes information on the following:

- Development proposals;
- Pedestrian access;
- Cycle access and parking;
- Vehicle access and parking; and
- Delivery and servicing access.

Proposed Development

3.2 The Proposed Development seeks permission to provide five self-contained flats. The layouts of the Proposed Development are illustrated in **Appendix B**.

3.3 The proposed accommodation schedule is presented in **Table 3-1**.

Table 3-1: Proposed Schedule of Accommodation

Flat	Accommodation
1	3 bedrooms, 5 persons
2	2 bedrooms, 3 persons
3	1 bedroom, 2 persons
4	2 bedrooms, 2 persons
5	1 bedroom, 2 persons

3.4 Access for all modes will remain as currently exists.

Cycle Parking

3.5 Cycle parking will be provided in line with the London Plan¹ and the London Cycling Design Standards² (LCDS). Haringey Development Management Plan Document³ states cycle parking should be in line with the requirements provided in the London Plan.

3.6 The cycle parking requirements set out within the London Plan for dwellings, are as follows;

- Short-stay;
 - Five to 40 dwellings: two spaces; and
 - Thereafter; one space per 40 dwellings;

¹ London Plan, Greater London Authority, 2021

² London Cycling Design Standards, Transport of London, 2014

³ Development Management Plan Document, Haringey Council, 2017

- Long-stay;
 - One space per studio or one-person one-bedroom dwelling;
 - One and a half spaces per two-person one-bedroom dwelling; and
 - Two spaces per all other dwellings.

3.7 **Table 3-2** presents the cycle parking requirements and proposed actual provision, which is above the minimum number of spaces required. All proposed cycle parking will be sheltered and secure.

Table 3-2: Minimum Required and Proposed Cycle Parking Provision

	Short-Stay	Long-Stay	Total
Minimum Spaces Required	2	9	11
Proposed Spaces	2	10	12

3.8 The proposed cycle parking locations and associated facilities are presented in **Appendix B**.

Car Parking

3.9 Car parking will be provided in line with the London Plan. Haringey Development Management Plan Document states car parking provisions should be in line with the requirements provided in the London Plan.

3.10 Haringey is located within Outer London. This, coupled with the Site's PTAL rating of 4, equates to the maximum provision of up to 0.5 to 0.75 car parking spaces per dwelling.

3.11 **Table 3-3** shows the car parking requirements and proposed actual provision, which is less than the maximum number of spaces allowed.

Table 3-3: Minimum Required and Proposed Car Parking Provision

	Spaces
Maximum Spaces Allowance	4
Proposed Spaces	2

3.12 The proposed car parking locations are presented in **Appendix B**.

Delivery and Servicing Access

3.13 All deliveries and servicing will occur on-street, as currently done.

3.14 Veolia is the waste collector on behalf of Haringey Council. Collections currently occur as follows;

- Recycling (including food waste) – weekly on Mondays; and
- Refuse – biweekly on Mondays.

3.15 Waste will be placed by residents in the refuse recycling storage, as indicated in **Appendix B**. The Proposed Development will provide two 1100L bins and one 360L bin will be provided. The location of the refuse storage will ensure waste collectors are not required to move refuse storage over a distance greater than ten metres.

Transport Impacts (Trip Generation)

Existing Site Trip Generation

- 3.16 To establish suitable residential person trip rates for the existing dwelling, the TRICS database (v7.9.2) has been utilised to obtain survey data and determine person trip rates. A total of two surveys were obtained using the following search criteria:

- Surveys undertaken within the most recent five-year period;
- 03 Residential: A – Houses Privately Owned;
- Sites within Greater London;
- Sites within Neighbourhood Centres only; and
- Surveys undertaken on weekdays only.

- 3.17 The full TRICS outputs can be found in **Appendix C** and the peak trip rates are summarised in **Table 3-4**.

Table 3-4: Residential Person Trip Rates per Dwelling (Existing Private House)

Time Period	In	Out	Total
AM Peak (08.00-09.00)	0.661	1.032	1.693
PM Peak (17.00-18.00)	0.645	0.450	1.095
Weekday Daily	5.845	5.845	11.690

- 3.18 Applying the trip rates to the existing single dwelling produces the trip generation indicated in **Table 3-5**.

Table 3-5: Residential Person Trip Generation (Existing Private House)

Time Period	In	Out	Total
AM Peak (08.00-09.00)	1	1	2
PM Peak (17.00-18.00)	1	0	1
Weekday Daily	6	6	12

- 3.19 **Table 3-6** specifies the 2011 Census method of travel to work data with the usual residence set as Haringey 001 (E02000397) middle layer super output area (MSOA), in which the Site is situated.

Table 3-6: 2011 Census Residential Mode Shares

Mode	2011 Census (E02000397: Haringey 001 MSOA MSOA)
Underground, metro, light rail, tram	45.3%
Train	9.6%
Bus, minibus or coach	14.9%
Taxi	0.3%
Motorcycle, scooter or moped	1.4%
Driving a car or van	19.2%
Passenger in a car or van	1.2%
Bicycle	2.8%
On foot	5.0%
Other method of travel to work	0.4%
Total	100%

- 3.20 The trip generation by mode for the dwelling at 105 Truro Road, is provided within **Table 3-7**, which applies the mode share above to the trip generation in **Table 3-5**.

Table 3-7: Residential Trip Generation (Existing Private House)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Underground, metro, light rail, tram	0	0	1	0	0	0	3	3	5
Train	0	0	0	0	0	0	1	1	1
Bus, minibus or coach	0	0	0	0	0	0	1	1	2
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	0	0	0	0	1	1	2
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0
On foot	0	0	0	0	0	0	0	0	1
Other method of travel to work	0	0	0	0	0	0	0	0	0
Total	1	1	2	1	0	1	6	6	12

Proposed Site Trip Generation

3.21 To establish suitable residential person trip rates for the proposed dwellings, the TRICS database has been utilised to obtain survey data and determine person trip rates. A total of four surveys were obtained using the following search criteria:

- Surveys undertaken within the most recent five-year period;
- 03 Residential: C – Flats Privately Owned;
- Sites within Greater London;
- Sites within Neighbourhood Centres only; and
- Surveys undertaken on weekdays only.

3.22 The full TRICS outputs can be found in **Appendix D** and the peak trip rates are summarised in **Table 3-8**.

Table 3-8: Residential Person Trip Rates per Dwelling (Proposed Private Flats)

Time Period	In	Out	Total
AM Peak (08.00-09.00)	0.068	0.516	0.584
PM Peak (17.00-18.00)	0.425	0.150	0.575
Weekday Daily	2.602	2.602	5.204

3.23 Applying the trip rates to the five proposed dwellings produces the trip generation indicated in **Table 3-9**.

Table 3-9: Residential Person Trip Generation (Proposed Private Flats)

Time Period	In	Out	Total
AM Peak (08.00-09.00)	0	3	3
PM Peak (17.00-18.00)	2	1	3
Weekday Daily	13	13	26

3.24 The trip generation by mode for the dwelling at 105 Truro Road, is provided within **Table 3-10**, which applies the mode share in **Table 3-6**, to the trip generation in **Table 3-9**.

Table 3-10: Residential Trip Generation (Proposed Private Flats)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Underground, metro, light rail, tram	0	1	1	1	0	1	6	6	12
Train	0	0	0	0	0	0	1	1	2
Bus, minibus or coach	0	0	0	0	0	0	2	2	4
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle, scooter or moped	0	0	0	0	0	0	0	0	0
Driving a car or van	0	0	1	0	0	1	3	3	5
Passenger in a car or van	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	1
On foot	0	0	0	0	0	0	1	1	1
Other method of travel to work	0	0	0	0	0	0	0	0	0
Total	0	3	3	2	1	3	13	13	26

Net Trip Generation

- 3.25 A comparison of the existing use and Proposed Development vehicle trips (car driver) is presented in **Table 3-11**.

Table 3-11: Net Vehicle (Car Driver) Trip Impact (Existing vs Proposed Development)

Trip Generation	AM Peak Hour (08:00 - 09:00)			PM Peak Hour (17:00 - 18:00)			Daily		
	In	Out	Tot	In	Out	Tot	In	Out	Tot
Existing Use	0	0	0	0	0	0	1	1	2
Proposed Development	0	0	1	0	0	1	3	3	5
Net Impact	-0	+0	+0	+0	+0	+0	+1	+1	+3

Differences may occur due to rounding (for robustness)

- 3.26 The Proposed Development will result in an increase of three vehicle trips daily. None of these will occur in the peak periods. This will have a negligible impact on the local highway network.

4 Conclusions

Summary

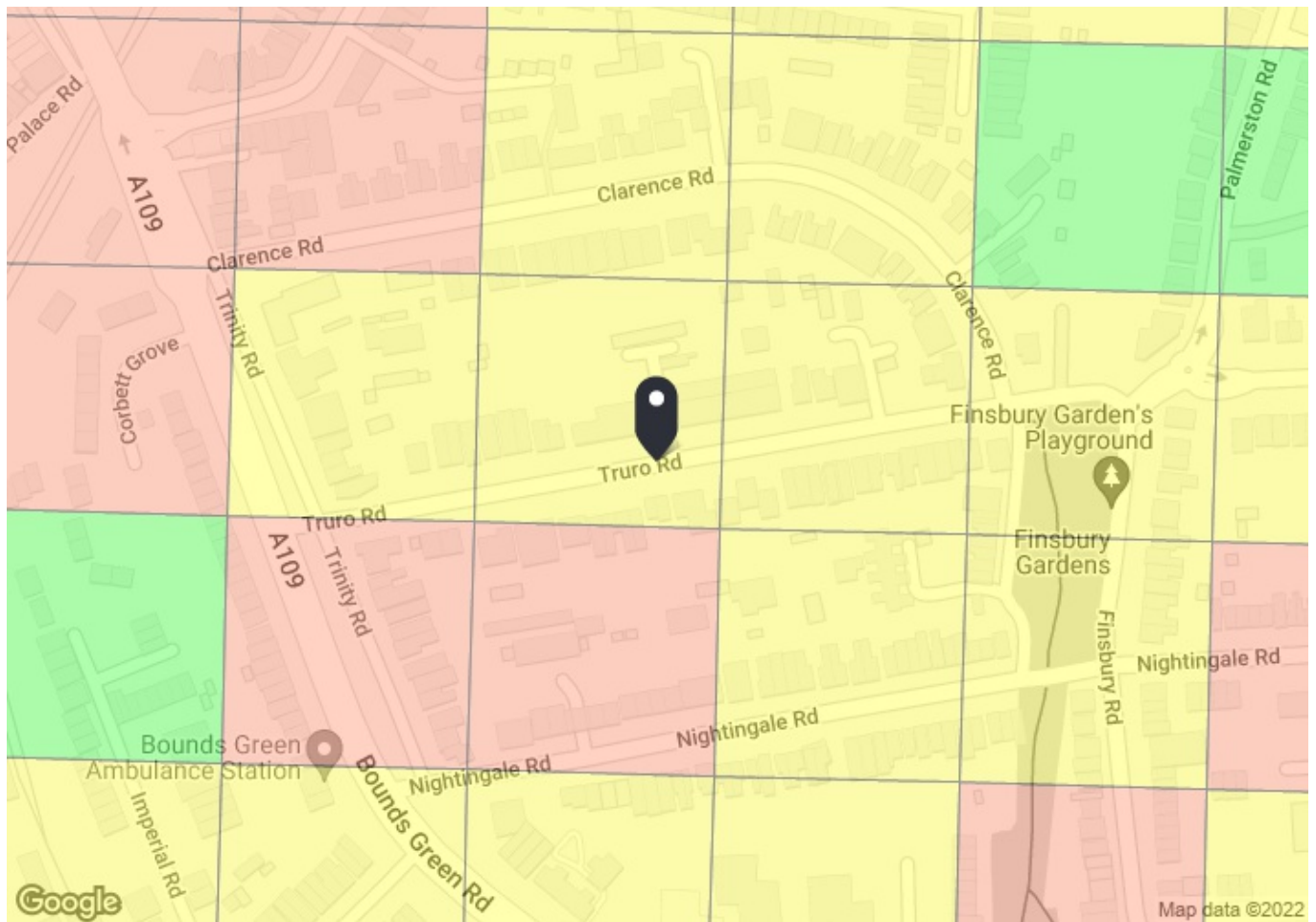
- 4.1 This TS has been prepared by Steer to review the transport impact of the Proposed Development. This report has analysed the following areas:
- Existing baseline conditions relating to transport;
 - The development proposals; and
 - Trip generation.
- 4.2 The location of the Site is good in terms of its access to public transport and active travel networks. This is reflected in its PTAL rating of 4. Opportunities for walking and cycling are good and the Site benefits from favourable local footways.
- 4.3 The Site is proposed to provide cycle parking in excess of the London Plan's minimum requirements, and car parking less than the London Plan's maximum requirements.
- 4.4 A trip generation assessment has been conducted based on the existing and proposed land use for the Site. There will be three more vehicle trips generated by the Proposed Development per day when compared with the existing use. However, this will have a negligible impact on the local highway network.

Conclusions

- 4.5 Based upon the above, the transport aspects of the development proposals are considered to be compliant with the relevant policies. Therefore, in transport terms, the development is considered suitable for the grant of planning consent.

Appendices

A PTAL Report



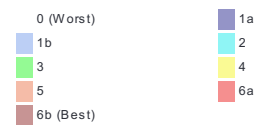
PTAL output for Base Year 4

82 Truro Rd, London N22 8DN, UK
Easting: 530371, Northing: 191120

Grid Cell: 137581

Report generated: 13/09/2022

Map key- PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

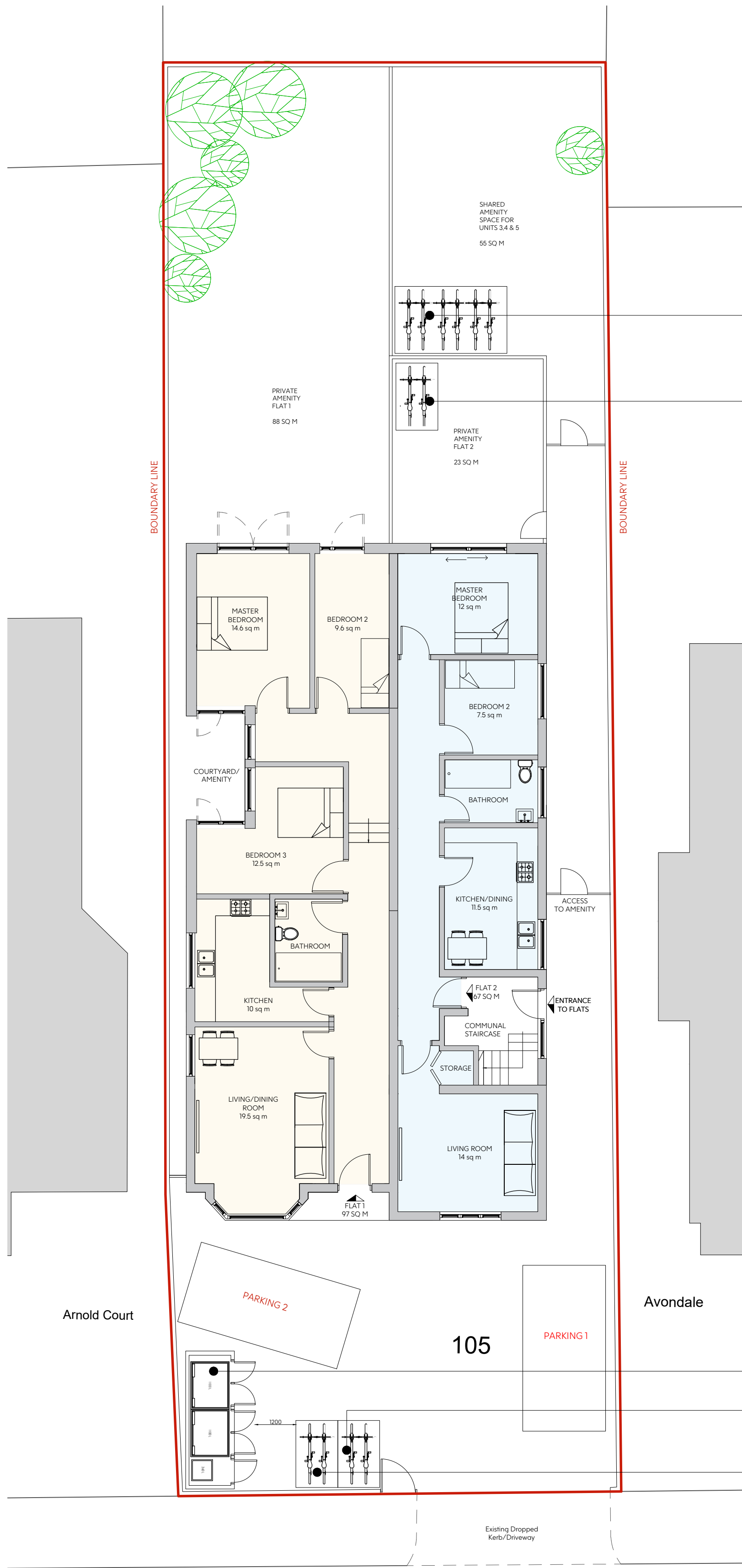
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

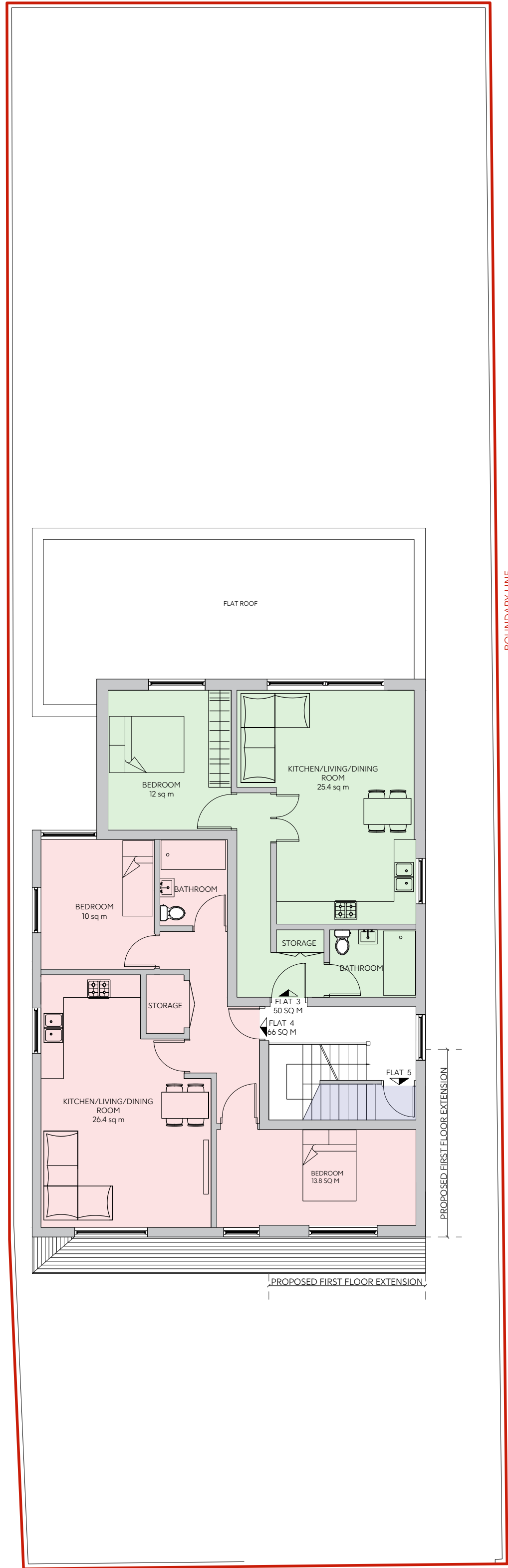
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGH RD THE NIGHTINGALE	329	613.64	10	7.67	5	12.67	2.37	0.5	1.18
Bus	HIGH RD THE NIGHTINGALE	121	613.64	6	7.67	7	14.67	2.04	0.5	1.02
Bus	HIGH RD THE NIGHTINGALE	232	613.64	4	7.67	9.5	17.17	1.75	0.5	0.87
Bus	HIGH RD THE NIGHTINGALE	141	613.64	9.5	7.67	5.16	12.83	2.34	0.5	1.17
Bus	BOUNDS GRN RD EASTERN RD	221	352.9	5	4.41	8	12.41	2.42	1	2.42
LUL	Bounds Green	'Cookfosters-LHRT4LT'	677.86	4.67	8.47	7.17	15.65	1.92	0.5	0.96
LUL	Bounds Green	'RayLane-Cookfosters'	677.86	3.67	8.47	8.92	17.4	1.72	0.5	0.86
LUL	Bounds Green	'LHRT4LT-ArmosGrove'	677.86	4.67	8.47	7.17	15.65	1.92	0.5	0.96
LUL	Bounds Green	'ArmosGrove-RayLane'	677.86	0.33	8.47	91.66	100.13	0.3	0.5	0.15
LUL	Bounds Green	'ArmosGrove-Nthfields'	677.86	3	8.47	10.75	19.22	1.56	0.5	0.78
LUL	Bounds Green	'Oakwood-RayLane'	677.86	0.33	8.47	91.66	100.13	0.3	0.5	0.15
LUL	Bounds Green	'Nthfields-Cookfoster'	677.86	1	8.47	30.75	39.22	0.76	0.5	0.38
LUL	Bounds Green	'LHRT5-Cookfosters'	677.86	6	8.47	5.75	14.22	2.11	1	2.11
LUL	Bounds Green	'Uxbridge-Cookfosters'	677.86	3.67	8.47	8.92	17.4	1.72	0.5	0.86
LUL	Bounds Green	'Ruislip-Cookfosters'	677.86	2.33	8.47	13.63	22.1	1.36	0.5	0.68
LUL	Bounds Green	'ArmosGrove-Uxbridge'	677.86	1	8.47	30.75	39.22	0.76	0.5	0.38
LUL	Bounds Green	'Oakwood-Uxbridge'	677.86	0.33	8.47	91.66	100.13	0.3	0.5	0.15
LUL	Bounds Green	'Oakwood-Ruislip'	677.86	0.33	8.47	91.66	100.13	0.3	0.5	0.15
Rail	Bowes Park	'MRGT-HFDN 2B09'	635.67	0.67	7.95	45.53	53.47	0.56	0.5	0.28
Rail	Bowes Park	'MRGT-STEVENGE 2F05'	635.67	0.67	7.95	45.53	53.47	0.56	0.5	0.28
Rail	Bowes Park	'MRGT-LTCE 2F06'	635.67	1	7.95	30.75	38.7	0.78	0.5	0.39
Rail	Bowes Park	'MRGT-GORDONH 2G98'	635.67	0.33	7.95	91.66	99.6	0.3	0.5	0.15
Rail	Bowes Park	'HFDN-MRGT 2J08'	635.67	1	7.95	30.75	38.7	0.78	0.5	0.39
Rail	Bowes Park	'GORDONH-MRGT 2J10'	635.67	1.67	7.95	18.71	26.66	1.13	1	1.13
Rail	Bowes Park	'HFDN-MRGT 2J14'	635.67	0.67	7.95	45.53	53.47	0.56	0.5	0.28
Rail	Bowes Park	'STEVENGE-MRGT 2J17'	635.67	0.67	7.95	45.53	53.47	0.56	0.5	0.28
Rail	Bowes Park	'HFDN-MRGT 2J18'	635.67	0.33	7.95	91.66	99.6	0.3	0.5	0.15
Rail	Bowes Park	'GORDONH-MRGT 2J22'	635.67	0.67	7.95	45.53	53.47	0.56	0.5	0.28
Rail	Bowes Park	'HFDN-MRGT 2J23'	635.67	0.33	7.95	91.66	99.6	0.3	0.5	0.15
Rail	Bowes Park	'STEVENGE-MRGT 2J25'	635.67	0.33	7.95	91.66	99.6	0.3	0.5	0.15

Total Grid Cell AI: 19.15

B Proposed Site Layout Plans



1 Proposed Ground Floor Plan
Scale 1:100



2 Proposed First Floor Plan
Scale 1:100

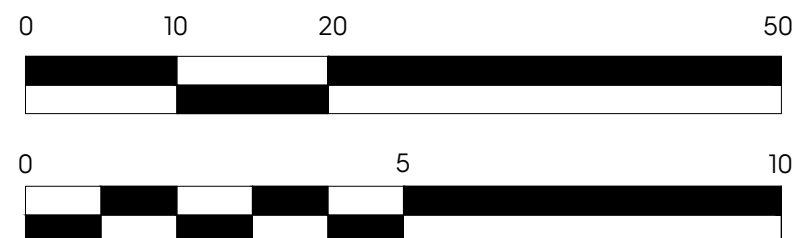


3 Block Plan
Scale 1:500

SCHEDULE OF ACCOMMODATION	
FLAT 1: 3 BEDROOM, 5 PERSONS	97 SQ M
FLAT 2: 2 BEDROOM, 3 PERSONS	67 SQ M
FLAT 3: 1 BEDROOM, 2 PERSONS	50 SQ M
FLAT 4: 2 BEDROOM, 3 PERSONS	66 SQ M
FLAT 5: 1 BEDROOM, 2 PERSONS	55 SQ M

SCALE BAR 1:500

SCALE BAR 1:100



- Notes:
- Drawing must be used solely for the status indicated only
 - All dimensions and setting out shall be checked and confirmed and any discrepancies to be reported to the Architect prior to commencement of any work.
 - This is a CAD Drawing. Under no circumstances shall manual alterations be made. Figured dimensions take preference to scale.
 - All work and materials to be in accordance with current statutory legislation, relevant codes of practice and British Standards.
 - Drawing to be read in accordance with relevant consultants and sub-contractors drawings and specifications.
- Disclaimer:
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Rev:	Description:	Date:

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Drawing Title:
Proposed Ground & First Floor Plans

Date:	Drawing Status:
September 2022	Planning
Drawing Number:	Revision
SE 1699 - 05/P04	
Scale:	Drawn By:
1:100 / 1:500 @ A1	SK

C TRICS Outputs (Private Houses)

Calculation Reference: AUDIT-720101-220913-0921

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	HG HARINGEY	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: 20 to 231 (units:)
 Range Selected by User: 9 to 231 (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: 01/01/14 to 24/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
---------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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:

Residential Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

C3 2 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 1 days

50,001 to 100,000 1 days

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

Population within 5 miles:

500,001 or More 2 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 2 days

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

Travel Plan:

Yes 1 days

No 1 days

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

PTAL Rating:

2 Poor 1 days

4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-04 SWEETS WAY WHETSTONE	MIXED HOUSES & FLATS	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 231 Survey date: TUESDAY 21/09/21 Survey Type: MANUAL		
2	HG-03-A-01 LAWRENCE ROAD TOTTENHAM WEST GREEN	DETACHED & SEMI-DETACHED	HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings: 20 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/A - HOUSES 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): 2.99

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	2	126	0.052	2	126	0.147	2	126	0.199
08:00 - 09:00	2	126	0.203	2	126	0.271	2	126	0.474
09:00 - 10:00	2	126	0.124	2	126	0.096	2	126	0.220
10:00 - 11:00	2	126	0.124	2	126	0.131	2	126	0.255
11:00 - 12:00	2	126	0.092	2	126	0.096	2	126	0.188
12:00 - 13:00	2	126	0.135	2	126	0.143	2	126	0.278
13:00 - 14:00	2	126	0.116	2	126	0.124	2	126	0.240
14:00 - 15:00	2	126	0.108	2	126	0.100	2	126	0.208
15:00 - 16:00	2	126	0.179	2	126	0.183	2	126	0.362
16:00 - 17:00	2	126	0.147	2	126	0.127	2	126	0.274
17:00 - 18:00	2	126	0.179	2	126	0.167	2	126	0.346
18:00 - 19:00	2	126	0.195	2	126	0.183	2	126	0.378
19:00 - 20:00	2	126	0.124	2	126	0.127	2	126	0.251
20:00 - 21:00	2	126	0.135	2	126	0.100	2	126	0.235
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.913			1.995			3.908

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:	20 - 231 (units:)
Survey date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.99

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	2	126	0.167	2	126	0.633	2	126	0.800
08:00 - 09:00	2	126	0.661	2	126	1.032	2	126	1.693
09:00 - 10:00	2	126	0.422	2	126	0.339	2	126	0.761
10:00 - 11:00	2	126	0.259	2	126	0.279	2	126	0.538
11:00 - 12:00	2	126	0.299	2	126	0.271	2	126	0.570
12:00 - 13:00	2	126	0.343	2	126	0.307	2	126	0.650
13:00 - 14:00	2	126	0.331	2	126	0.339	2	126	0.670
14:00 - 15:00	2	126	0.335	2	126	0.319	2	126	0.654
15:00 - 16:00	2	126	0.729	2	126	0.653	2	126	1.382
16:00 - 17:00	2	126	0.514	2	126	0.371	2	126	0.885
17:00 - 18:00	2	126	0.458	2	126	0.386	2	126	0.844
18:00 - 19:00	2	126	0.645	2	126	0.450	2	126	1.095
19:00 - 20:00	2	126	0.355	2	126	0.295	2	126	0.650
20:00 - 21:00	2	126	0.311	2	126	0.171	2	126	0.482
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.829			5.845			11.674

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.

D TRICS Outputs (Private Flats)

Calculation Reference: AUDIT-720101-220913-0951

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	
	HG HARINGEY	1 days
	HO HOUNSLOW	1 days
	SK SOUTHWARK	1 days
	TH TOWER HAMLETS	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: 83 to 255 (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: 01/01/14 to 30/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	1 days
Friday	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 undertaken using machines.

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre)	4
--	---

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	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 4 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	2 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 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:

1b Very poor	1 days
3 Moderate	1 days
5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	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		
2	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		
3	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		
4	TH-03-C-04 LEVEN ROAD POPLAR ABERFELDY VILLAGE	BLOCK OF FLATS	TOWER HAMLETS
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings: 83 Survey date: FRIDAY 21/06/19 Survey Type: MANUAL		

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
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): 4.42

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	4	194	0.010	4	194	0.053	4	194	0.063
08:00 - 09:00	4	194	0.018	4	194	0.072	4	194	0.090
09:00 - 10:00	4	194	0.031	4	194	0.039	4	194	0.070
10:00 - 11:00	4	194	0.036	4	194	0.047	4	194	0.083
11:00 - 12:00	4	194	0.043	4	194	0.044	4	194	0.087
12:00 - 13:00	4	194	0.037	4	194	0.050	4	194	0.087
13:00 - 14:00	4	194	0.023	4	194	0.031	4	194	0.054
14:00 - 15:00	4	194	0.036	4	194	0.031	4	194	0.067
15:00 - 16:00	4	194	0.041	4	194	0.044	4	194	0.085
16:00 - 17:00	4	194	0.052	4	194	0.032	4	194	0.084
17:00 - 18:00	4	194	0.062	4	194	0.035	4	194	0.097
18:00 - 19:00	4	194	0.074	4	194	0.047	4	194	0.121
19:00 - 20:00	3	173	0.067	3	173	0.035	3	173	0.102
20:00 - 21:00	3	173	0.037	3	173	0.029	3	173	0.066
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.567			0.589			1.156

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:	83 - 255 (units:)
Survey date range:	01/01/14 - 30/06/21
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 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 TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.42

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	4	194	0.037	4	194	0.298	4	194	0.335
08:00 - 09:00	4	194	0.068	4	194	0.516	4	194	0.584
09:00 - 10:00	4	194	0.115	4	194	0.295	4	194	0.410
10:00 - 11:00	4	194	0.105	4	194	0.176	4	194	0.281
11:00 - 12:00	4	194	0.133	4	194	0.156	4	194	0.289
12:00 - 13:00	4	194	0.110	4	194	0.141	4	194	0.251
13:00 - 14:00	4	194	0.111	4	194	0.132	4	194	0.243
14:00 - 15:00	4	194	0.106	4	194	0.096	4	194	0.202
15:00 - 16:00	4	194	0.168	4	194	0.150	4	194	0.318
16:00 - 17:00	4	194	0.239	4	194	0.127	4	194	0.366
17:00 - 18:00	4	194	0.289	4	194	0.136	4	194	0.425
18:00 - 19:00	4	194	0.425	4	194	0.150	4	194	0.575
19:00 - 20:00	3	173	0.364	3	173	0.121	3	173	0.485
20:00 - 21:00	3	173	0.281	3	173	0.108	3	173	0.389
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.551			2.602			5.153

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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