

Transport Statement

July 2021

EAS

222 Archway Road

LB Haringey

Papa Architects

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1 Introduction

- 1.1 This Transport Statement has been prepared by EAS on behalf of Papa Architects to support a Permitted Development application which proposes to redevelop existing office use (Class E) at 222 Archway Road, Highgate, LB Haringey N6 5AX into C3 residential flat use.
- 1.2 The site currently comprises 102sqm office use on the ground floor and basement, with a rear garden, and residential use on the upper two floors. The existing office use is proposed to be redeveloped into a two-bedroom flat unit.
- 1.3 The site is located circa 600m north-east of the centre of Highgate and 1.1km north-west of the centre of Archway, with good access to rail and bus services (PTAL 4), car clubs, and local facilities. These characteristics support the proposed car-free nature of the site, while on-street parking provision on Archway Road can facilitate deliveries to the site.
- 1.4 Following the recent decision of application ref: HGY/2021/1507 it was accepted within the officer's report at chapter 5.1 that:
- 1.5 *"The application site has a public transport accessibility level (PTAL) of 4 (with 0 being the worst and 6b being the best). In terms of net parking impacts, the proposal would only create 1 additional residential unit and it should be understood that the proposed use would generate a similar parking demand to that of the existing use and as such, would not result in an unacceptable increase in on-street parking pressure within the area".*
- 1.6 A location plan is included at **Appendix A**, and the development proposals at **Appendix B**.
- 1.7 This Transport Statement has been prepared to satisfy LB Haringey that the change of use will not result in a *"material increase or a material change in the character of traffic in the vicinity of the site"*, as required under Class O of the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2013, last updated in 2019.
- 1.8 The contents of each section of this document are as follows:
 - Section 2 – national, London and local policy context;
 - Section 3 – existing site and baseline conditions;
 - Section 4 – development proposals;
 - Section 5 – expected trip generation characteristics; and
 - Section 6 – summary and conclusions.

2 Policy Background

Introduction

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2019)
- The London Plan (2021)
- Haringey Local Plan: Strategic Policies (2017)
- Haringey Local Plan: Development Management DPD (2017)
- Highgate Neighbourhood Plan (2017)

National Planning Policy Framework (NPPF) (2019)

2.2 The revised National Planning Policy Framework was published in February 2019 and sets out the government's planning policies for England and how these are expected to be applied. The revised Framework replaces the previous National Planning Policy Framework published in March 2012.

2.3 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.4 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.5 In respect of that, Paragraph 10 of the NPPF states:

*So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis).*

2.6 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 102 and 103:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- *the potential impacts of development on transport networks can be addressed;*
- *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*

- *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

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

2.7 Paragraph 105, in relation to parking standards, states that the following should be taken into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

2.8 Paragraph 106 adds that:

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

2.9 Paragraphs 108 and 109 state that in assessing applications for development it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.10 Within that context, paragraphs 110 and 111 state that applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

London Plan (2021)

2.11 The New London Plan was formally published on the 2nd of March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London.

The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density.

2.12 Policy T1 Strategic approach to transport of the London Plan states:

- A) *“Development Plans should support, and development proposals should facilitate:*
- 1) *The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041,*
 - 2) *The proposed transport schemes set out in Table 10.1.*
- B) *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”*

2.13 Policy T2 Healthy Streets of the London Plan states:

- A) *“Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
- B) *Development Plans should:*
 - 1) *Promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
 - 2) *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*
- C) *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*
- D) *Development proposals should:*
 - 1) *Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
 - 2) *Reduce the dominance of vehicles on London’s streets whether stationary or moving;*
 - 3) *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”*

2.14 Policy T3 Transport Capacity, Connectivity and Safeguarding of the London Plan states:

- A) *“Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections.*
- B) *Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London’s needs, including by:*
 - 1) *Safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary);*
 - 2) *Identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing;*
 - 3) *Safeguarding London’s walking and cycling networks*
- C) *Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protections for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.*
- D) *In Development Plans and development decisions, particular priority should be given to securing and supporting the delivery of upgrades to Underground lines, Crossrail 2, the Bakerloo line extension, river crossings and an eastwards extension of the Elizabeth line.*

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

2.15 Policy T4 Assessing and mitigating transport impacts of the London Plan states:

- A) *“Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B) *When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.*
- C) *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.*
- D) *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E) *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
- F) *Development proposals should not increase road danger.”*

2.16 Policy T5 Cycling of the London Plan States:

- A) *“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
- 1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure.*
 - 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*
- B) *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- C) *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- D) *Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other*

uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

- E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
- F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.”

Table 2.1 – Minimum cycle parking standards (London Plan Table 10.2)

Use Class		Long stay (e.g. for residents or employees)	Short stay (e.g. for visitors or customers)
C3-C4	Dwellings (All)	1 space per studio or 1-person 1 bedroom dwelling 1.5 spaces per 2-person 1-bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

2.17 Policy T6 Car Parking the London Plan states:

- A) “Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
- B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking (‘car-lite’). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.
- C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.
- D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
- E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.
- F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.
- G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office Parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and Leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and / or hydrogen refuelling facilities.
- H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.
- I) Adequate provision should be made for efficient deliveries and servicing and emergency access.

- J) *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*
- K) *Boroughs that have adopted or wish to adopt more restrictive general operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*
- L) *Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."*

2.18 Policy T6.1 Residential parking in the London Plan states:

- A) *"New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.*
- B) *Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.*
- C) *All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.*
- D) *Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.*
- E) *Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.*
- F) *The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.*
- G) *Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:*
 - 1) *Ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
 - 2) *Demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provisions is insufficient. This should be secured at the planning stage.*
 - 3) *All disabled persons parking bays associated with residential development must:*
 - 1) *Be for residents' use only (whether M4(2) or M4(3) dwellings)*
 - 2) *Not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
 - 3) *Be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure).*
 - 4) *Count towards the maximum parking provision for the development*

- 5) *Be designed in accordance with the design guidance in BS8300vol 1*
- 6) *Be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60 – 1:20 on a suitable firm ground surface.”*

2.19 Table 10.3 of the London Plan sets out the maximum residential car parking standards. It is noted that lower levels are also considered acceptable:

Table 2.2 – Maximum residential parking standards (London Plan Table 10.3)

Location	Number of beds	Maximum parking provision
Outer London PTAL 4	1-2	Up to 0.5 – 0.75 spaces per dwelling
Outer London PTAL 4	3+	Up to 0.5 – 0.75 spaces per dwelling

Haringey Local Plan: Development Management DPD (2017)

2.20 Section 5 of the London Borough of Haringey Local Plan DPD 2017 sets out the policies that relate to transport and parking. The relevant policies are as follows:

2.21 Policy DM31: Sustainable Transport:

- A) *The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- B) *The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
- C) *The Council will require the submission of a Travel Plan and a Transport Assessment / Statement in support of development proposals in accordance with the Transport for London thresholds.*

2.22 Policy DM32: Parking

- A) *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B) *The Council will strongly encourage contributions to car club schemes or the provision of a car club bays as an alternative to on-site parking.*
- C) *The Council will support proposals for new development with limited or no on-site parking where:*
 - a) *There are alternative and accessible means of transport available;*
 - b) *Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - c) *A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - d) *Parking is provided for disabled people; and*

e) *Parking is designated for occupiers of developments specified as car capped.*

2.23 Paragraph 5.8 states:

“Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking spaces. However, occupiers of defined car free or car capped developments would be eligible for visitor’s permits. The Council will use legal agreements to require landowners to advise occupiers of the car free or car capped status of a development. For family sized dwellings (3 or more bedrooms) the Council would expect car parking provision in line with its car parking standards.”

2.24 Paragraph 5.9 states:

“Although residents of car-free housing are less likely to park a long distance away from their home, the Council will seek, in the longer term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development, the Council may seek to augment provision through a section 106 or other legal agreement. The Council will require a section 106 or other legal agreement for all new car-free developments of more than 4 residential units.”

2.25 Paragraph 5.9 continues:

“For larger developments the parking requirement will be assessed on an individual bases as part of the Transport Assessment or Statement.”

2.26 Policy DM35: Cycle Storage in Front Gardens

A) *Cycle storage in front gardens should be of high quality design, should not be visually intrusive and should not harm the amenity of surrounding properties. Planning applications for cycle storage should have regard to the following:*

- a) The size of the shed or storage shelter, the building and the garden;*
- b) Its location;*
- c) Level of screening; and*
- d) The nature of the materials used.*

Haringey’s Local Plan: Strategic Policies (with Alterations 2017)

2.27 Transport policy SP7 sets out the Boroughs strategic infrastructure proposals and also provides the following information on Delivering Action on Climate Change and Quality and Healthy Places:

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

- *Minimising congestion and addressing the environmental impacts of travel;*

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

Haringey Local Plan: Development Management DPD (2017)

2.28 Policy DM31 'Sustainable Transport' states:

- A. *The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- B. *The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
- C. *The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.*

2.29 Policy DM32 'Parking' states:

- A. *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B. *The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
- C. *The Council will support proposals for new development with limited or no on-site parking where:*
 - a. *There are alternative and accessible means of transport available;*
 - b. *Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*

- c. A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;
- d. Parking is provided for disabled people; and
- e. Parking is designated for occupiers of developments specified as car capped.

Highgate Neighbourhood Plan (2017)

2.30 Policy TR1 'Promoting Sustainable Movement' states:

New development should promote walking, cycling and public transport use. Major commercial, service-based and large residential development should make suitable provision for pedestrians, cyclists and access to public transport. Where justified by a site's location and the character of the proposed development, and where the delivery of an otherwise sustainable development would not be threatened, smaller developments may also be expected to make provision for better pedestrian, cyclist or public transport access. Provision may include:

- I. Convenient, safe and well-signed routes, including footways and cycleways designed to appropriate widths;*
- II. Other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
- III. Safe road crossings where needed;*
- IV. Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.*

2.31 Policy TR2 'Movement of Heavy Goods Vehicles' states:

Where planning permission has been granted, development that would generate significant movement of goods or materials by road, both during construction and in operation, must:

- I. Have a construction management plan (CMP) and – where appropriate because they are likely to generate delivery vehicles and/or refuse trucks – servicing management plan (SMP) showing the proposed logistics of heavy goods vehicle movements – this will be required for any major development. For smaller developments, the Councils will consider the requirement for a CMP or SMP, having regard to access issues and the potential impact on the local road network, and impact on properties in the vicinity of the development site. It will be designed to keep disruption to a minimum. These CMPs and SMPs will be secured through a condition attached to the permission or through a section 106 planning obligation, and must be agreed with the council prior to the commencement of works;*
- II. Wherever possible, avoid the need for additional movement of vehicles over 7.5 tonnes in predominantly residential areas;*
- III. Must make every effort to accommodate goods and service vehicles on site, during and after construction; and*
- IV. Seek opportunities to minimise disruption for the local community through effective management, including through the optimisation of collection and delivery timings,*

cleaning roads of building-related waste and the use of low emission vehicles for deliveries.

2.32 Policy TR3 'Minimising the Impact of Traffic Arising from New Development' states:

New major development, or smallscale development likely to generate significant additional traffic movements and demand for parking, will be expected to demonstrate the following:

- I. That a transport assessment has been carried out, or a transport statement prepared, to quantify future vehicle movements to, from and within the site including links to existing transport networks. Appropriate connections to highways and street spaces should then be put forward to serve the development;*
- II. Proposals should provide information on planned parking arrangements to demonstrate that there would be no detrimental loss of on-street parking or harmful impact from additional parking on the surrounding area and transport network;*
- III. Developments requiring pick-up, drop off, or waiting areas, should put forward appropriate arrangements within the site where possible which will ensure safety and minimise congestion; and*
- IV. The development should protect and exploit opportunities for the use of sustainable transport modes for the movement of people and goods. In order to minimise traffic movements and parking demand and any associated harmful impacts, travel plans should be prepared and implemented in accordance with guidance from Transport for London and the Boroughs of Haringey and Camden.*

2.33 Policy TR4 'Reducing the Negative Impact of Parking in Highgate' states:

Development will be expected to be car-free in areas that are designated as a Controlled Parking Zone. In the few streets that are not in a CPZ, development will be expected to be car-free if there is good access to public transport (defined at PTAL level 4 or above – a measure of distance from public transport services).

Development should not have severe negative impact on the highways or the environment. It will be resisted if it would:

- I. Harm highway safety or hinder pedestrian movement;*
- II. Provide inadequate sightlines for vehicles leaving the site;*
- III. Significantly add to on-street parking demand or otherwise reduce existing on-street parking conditions, where there is inadequate capacity;*
- IV. Create a shortfall of provision in terms of relevant parking standards for bicycles, people with disabilities and service vehicles;*
- V. Create a shortfall of public car parking, operational business parking or residents' parking;*
- VI. Create, or add to, an area of car parking that would have an adverse impact on local character or a building's setting or is visually detrimental to the conservation areas;*
- VII. Any new off-street parking should have regard for its impact on the character of the local area, and could be required to preserve or re-provide any means of enclosure, trees or other features of a forecourt or garden; and*

VIII. *Provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface water run-off.*

Private residential development of a plot that intends to maintain existing off-street parking can be exempt from the car-free parking restrictions. Any development that covers an area of existing off-street parking will need to explain the impact of the proposals on parking. As explained in III above, it must not add to on-street parking.

2.34 Additional related non-statutory traffic and transport actions include:

- *CA17: Fight for safe and well-signalled cycle routes, bike parking and a learning zone*
- *CA18: Make the case for more and safer road crossings, wider pavements and more Rights of Way, where possible*
- *CA19: Review parking regulations to improve access for those wishing to shop or visit, and ensure that the streets that suffer from parking stress cease to be a haven for commuter parking. Work with the two boroughs to introduce common rules and practices in the boundary area. Introduce spaces for motor bikes*
- *CA20: Encourage schools to reduce the traffic problems associated with the school run*
- *CA21: Seek to ensure that the councils maintain and improve roads to make them safer, including less vicious speed bumps and better-engineered junctions.*
- *CA22: Improve the provision of public transport, including east-west routes and better interchanges*
- *CA23: Encourage the use of “shared surfaces” when they would be safe*
- *CA24: Make movement easier and safer for disabled people and those with buggies/children*
- *CA25: Promote the use of technology regarding bus times, to minimise waits at stops and speed journeys.*

3 Existing Site Conditions

Existing Site Function

- 3.1 The site currently contains 102sqm of Class E office use on the ground floor and basement with a garden to the rear, and C3 residential use on the first and second floors.

Site Location and Access

- 3.2 The site is 222 Archway Road, Highgate, LB Haringey N6 5AX. It is located circa 600m north-east of the centre of Highgate and 1.1km north-west of the centre of Archway.
- 3.3 The site is bordered to the north-west and south-east by mixed use buildings with commercial premises of the ground floors and residential premises on the upper floors. To the south-west and north-east are residential properties. The site's location is illustrated on the location plan contained at **Appendix A**.
- 3.4 There is no vehicular access onto the site. There is on-street parking along the eastern side of Archway Road with temporal restrictions that can facilitate deliveries but not residents' parking, while the nearby residential streets are governed by CPZs. Further details on parking are given later in Section 3.
- 3.5 There are separate pedestrian accesses to the office and residential components from Archway Road at the north-west corner of the site.

Local Facilities

- 3.6 The site benefits from a range of employment, education, shopping and leisure facilities available within a short walking distance.
- 3.7 The site is located within a shopping parade along Archway Road which includes key services to meet one's everyday needs along and beyond the walk to Highgate underground station (Northern line) circa 500m from the site to the north-west. Archway local centre can be reached in a 1km walk south-east of the site. This includes another Northern line station (Archway) as well as Upper Holloway London Overground station at a 1.5km walk from the site.
- 3.8 Ten primary schools are accessible within a circa 1.5km walk from the site (Avenue Nursery & Pre-prep School; St Michael's C of E Voluntary Aided Primary School; Odyssey House School; Highgate Primary School; Highgate School; Channing School; St Joseph's Catholic Primary School; Whitehall Park School; Coleridge Primary School; Ashmount Primary School) plus additional schools at a slightly further distance.
- 3.9 Six secondary schools can be accessed in a circa 1.5km walk from the site (Odyssey House School; Highgate School; Channing School; St Aloysius RC College; Highgate Wood Secondary School; City of London Academy, Highgate Hill). Five of these provide sixth form education.
- 3.10 Table 3.1 summarises the availability of services and facilities within walking distance to the site.

Table 3.1 – Local facilities within walking distance of 300 Southbury Road

	Distance (metres or km)	Time (mins)	Time by bicycle (mins)
Bus stop	100m	1	<1
Rail station	500m	7	3
Supermarket	50m	1	<1
Convenience store	80m	1	<1
Primary school	850m	11	3
Secondary school	1km	13	5
Doctors surgery	1.3km	16	3
Pharmacy	600m	8	3
Dentist	10m	<1	<1
Opticians	40m	<1	<1
Restaurant	25m	<1	<1
Café / coffee shop	25m	<1	<1
Hairdressers	15m	<1	<1
Leisure centre	1.2km	14	5
Park	1.1km	15	9

Walking

- 3.11 There are wide, well-lit footways leading from the site to nearby facilities and services. A full range of facilities to meet everyday needs are available within a short walking distance from the site, as illustrated in Table 3.1.
- 3.12 There is a controlled pedestrian crossing over Archway Road just 30m south-east of the site. Other nearby crossings generally have tactile paving and carriageways raised to footway level. Larger junctions in the vicinity such as of Archway Road/Highgate Hill/ St John's Way, and Archway Road/Shepherd's Hill/Highgate Avenue/Jacksons Lane have controlled pedestrian crossings.

Cycling

- 3.13 There are lots of bus lanes on roads in the vicinity of the site which allow cycling away from the bulk of vehicular traffic. There are short sections of kerb protected cycle track in the vicinity of Archway local centre which link with controlled crossing points that together separate cyclists from motor traffic at its large junctions.
- 3.14 Additionally, Parkland Walk provides a traffic free route from Holmesdale Road or Milton Park – the latter a 300m cycle from the site – to Finsbury Park, which connects with Quietway 10 and Cycleway 38. As suggested by its name this is primarily a pedestrian route, though cycling is allowed.

Bus

- 3.15 The Northwood Road bus stops can each be reached within a 100m walk from the site, and are served by the 43, 134, 263 and N20 bus routes. Table 3.2 below summarises the bus routes that can be accessed from the Northwood Road bus stops.

Table 3.2 – Summary of bus services from the Northwood Road bus stops

43	Buses per hour		Northbound to Barnet Hospital / Chipping Barnet		Southbound to London Bridge	
	Daytime	Evening / night	First bus	Last bus	First bus	Last bus
M – F	7 – 12	2 – 8	24-hour	24-hour	24-hour	24-hour
Sat	4 – 7	2 – 6	24-hour	24-hour	24-hour	24-hour
Sun	5 – 7	2 – 5	24-hour	24-hour	24-hour	24-hour
134	Buses per hour		Northbound to North Finchley		Southbound to Euston	
	Daytime	Evening / night	First bus	Last bus	First bus	Last bus
M – F	6 – 10	2 – 10	24-hour	24-hour	24-hour	24-hour
Sat	6 – 10	2 – 10	24-hour	24-hour	24-hour	24-hour
Sun	4 – 8	2 – 8	24-hour	24-hour	24-hour	24-hour
263	Buses per hour		Northbound to Barnet Hospital / Chipping Barnet		Southbound to Highbury	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	6 – 10	5 – 8	06:10	00:39	06:00	00:26
Sat	4 – 7	5 – 7	06:10	00:39	06:00	00:26
Sun	3 – 6	3 – 6	06:43	00:39	06:24	00:26
N20	Buses per hour		Northbound to Barnet Hospital / Chipping Barnet		Southbound to Trafalgar Square	
	-	Night	First bus	Last bus	First bus	Last bus
M – F	-	2	00:23	06:17	00:28	05:29
Sat	-	2	01:05	06:06	00:32	05:28
Sun	-	2	01:05	06:06	00:28	05:29

- 3.16 The Archway Road bus stops can be accessed in a 500m 6-minute walk from the site and are served by the W5 bus route.

Table 3.3 – Summary of bus services from Archway Bridge bus stops

W5	Buses per hour		Westbound to Archway		Eastbound to Harringay Green Lanes	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	5 – 6	3 – 4	06:53	23:58	06:27	23:52
Sat	4 – 6	3 – 4	06:52	23:58	06:27	23:52
Sun	3	3	07:47	23:58	07:32	23:52

Rail

- 3.17 Highgate underground station is situated a circa 500m 7-minute walk from the site. It is on the Northern line with northbound services to High Barnet, and to Mill Hill East via Finchley Central; and southbound services to Morden via two arms: one through the West End via Euston, Charing Cross, Embankment and Waterloo; the other through the City of London via Euston, King's Cross St Pancras, Moorgate and Bank. From Highgate there are 18 peak hour services both north and south, with services running between around 05:30 and 00:30.

- 3.18 There are excellent connections to the rest of the underground network and National Rail: a circa 11-minute underground journey to Euston underground station gives access to the Victoria line, London Overground and National Rail services. Continuing to King's Cross St Pancras, a further 2-minute journey, gives access to the Circle, Hammersmith & City, Metropolitan, Piccadilly and Victoria underground lines, as well as additional National Rail and international rail services at the adjacent King's Cross and St Pancras International stations, respectively. King's Cross St. Pancras, likely the best-connected rail interchange in the country, can be reached in a circa 20-minute journey from the site.
- 3.19 Upper Holloway London Overground station can be reached in a circa 1.5km 18-minute walk from the site. This station is on the Overground arm between Barking and Gospel Oak. From Gospel Oak one can access a separate Overground line that runs from Stratford to Richmond and Clapham Junction. London Overground lines generally run with five services per hour in each direction.

PTAL

- 3.20 The Public Transport Accessibility Level Index is used to derive accessibility maps for London. Details of the methodology can be found in the TfL Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.

- 3.21 The site receives a PTAL score of 4 on a scale of 0 to 6, indicating a good level of accessibility to public transport. The PTAL report is included in **Appendix C**.

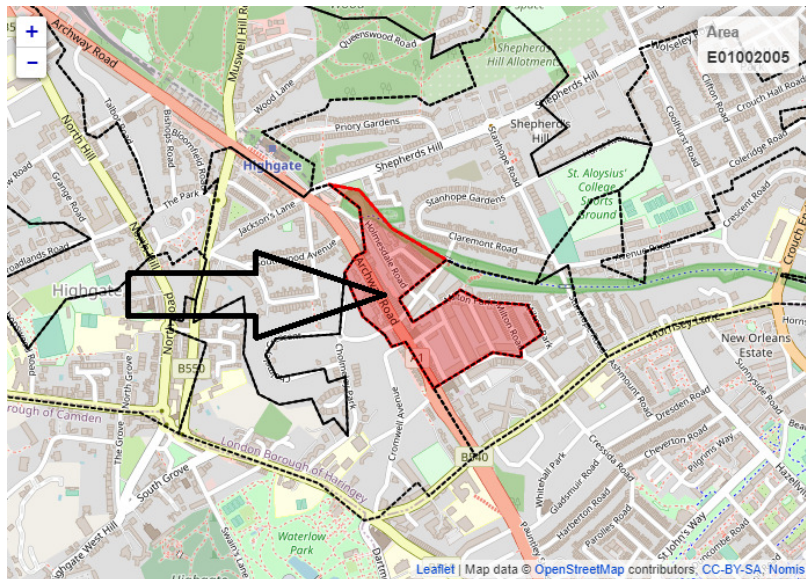
Car Clubs

- 3.22 Further supporting sustainable travel characteristics in the area, there are 'roundtrip' (i.e. with a fixed location returned to after use) Zipcar car clubs located on Northwood Road, Hillside Gardens, Priory Gardens and Fitzwarren Gardens, which can respectively be reached in a circa 300m, 450m, 750m and 850m walk from the site.
- 3.23 Moreover, the site is within the Zipcar 'flex' area.

2011 Census Data Review

- 3.24 Data from the 2011 Census provide insight into local transport characteristics. Data from the site's Lower Layer Super Output Area (LSOA) (Haringey 035A, or E01002005): a geographic output area which comprise on average 1500 residents. Figure 3.1 below depicts the extent of the site's LSOA and the location of the site within this.

Figure 3.1 – LSOA Enfield 012F (E01001513). The arrow shows the site location



3.25 Table 3.4 below shows the mode of travel to work by residents in the Lower Layer Super Output Area (LSOA) Haringey 035A (E01002005), as given by the 2011 Census.

Table 3.4 – Mode of travel to work by residents (from Nomis Table QS701EW). Responses of ‘Not in employment’ have been removed.

Mode	LSOA Haringey 035A	
	Number	%
Work mainly at or from home	74	6.0%
Underground, metro, light rail, tram	565	45.9%
Train	42	3.4%
Bus, minibus or coach	210	17.0%
Taxi	2	0.2%
Motorcycle, scooter or moped	28	2.3%
Driving a car or van	136	11.0%
Passenger in a car or van	4	0.3%
Bicycle	82	6.7%
On foot	82	6.7%
Other method of travel to work	7	0.6%
Public transport	908	66.3%
Active transport	164	13.4%
Sustainable transport modes	1,072	79.7%
Total travelling to work	1,232	100.0%

3.26 Of people in employment at the time of the census survey, nearly two thirds (66.3%) of employed residents of the site’s LSOA used public transport to get to work, with an additional 13.4% using active travel, equating to nearly four in five (79.7%) travelling to work by a sustainable mode.

3.27 Clearly the site is highly accessible by sustainable modes of travel.

- 3.28 Census data was also used to determine levels of local car ownership. Data from Nomis tables LC4415EW and KS404EW were computed to calculate car ownership among residents of flat dwellings within the site's LSOA, as summarised in Table 3.5 below.

Table 3.5 – Access to private vehicles by residents of flats* in LSOA Haringey 035A (computed from Nomis Tables LC4415EW and KS404EW)

Cars or vans	No. flats*
0 cars or vans in household	369
1 car or van in household	262
2 or more cars or vans in household	30
Total	661
Cars or vans per household	0.5

* Flat, maisonette, apartments, caravan or other mobile or temporary structure

- 3.29 Table 3.5 above shows that residents of the average flatted dwelling in the site's LSOA had access to 0.5 cars at the time of the 2011 Census.

Parking

- 3.30 The eastern side of Archway Road has on-street parking provision which between 07:00 and 19:00 Monday to Saturday has a maximum stay of one hour and no return within two hours. Fronting the site is electric vehicle charging for two vehicles subject to these temporal restrictions. This provision is therefore useful for visitors or deliveries to the site.
- 3.31 Either side of Archway Road in the vicinity of the site, covering the nearby residential streets, are the 'Highgate Station Outer' (east) and 'Highgate' (west) CPZs which are both active Monday to Friday 10:00 to 12:00.
- 3.32 There is thus limited practicality to owning a car in the area to those without a permit (which it would be expected that residents of the site would not have access to).
- 3.33 It is noted that the existing site does not include any cycle parking provision.

4 The Proposed Development

Site Location and Context

- 4.1 The proposed site is 222 Archway Road, Highgate, LB Haringey N6 5AX. It is located between in the east of Highgate and north-west of Archway. A location plan is included at **Appendix A**.
- 4.2 The existing office use of the site on the ground floor and basement is proposed to be redeveloped into a two-bedroom flat unit (C3 use). The development proposals are included at **Appendix B**.

Access

- 4.3 There is vehicular access onto the site, however, there is on-street parking provision along the eastern side of Archway Way, subject to temporal restrictions as identified in Section 3. This provision would be useful for deliveries to the site, though not for residential parking.
- 4.4 There are currently separate accesses from Archway Road to the existing office and residential uses at the property. The existing office access will comprise access to the proposed residential use.

Car Parking Requirements

- 4.5 As per Haringey policy, car parking provision requirements are taken from the London Plan, with proposals also assessed against the scale and nature of the development, the PTAL, existing parking pressures, and access to local amenities.
- 4.6 Policy T6 'Car Parking' states that car-free development should be the starting point for all development proposals in places that are well-connected by public transport.
- 4.7 Given the PTAL score of 4, low local car ownership levels, availability of nearby car clubs vehicles, and abundance of local facilities, car-free residential development is suitable.
- 4.8 It is understood that a S106 agreement would prevent residents from obtaining CPZ permits.

Cycling Facilities

- 4.9 As per London Plan policy the proposed use would require long-stay cycle parking provision for two cycles. This will be provided internally and is thus secure and covered.

Servicing and Deliveries

- 4.10 As occurs for the existing office site and indeed existing residential use on Archway Road, deliveries to the site would make use of the on-street parking provision on Archway Road.
- 4.11 Refuse collection for residential and commercial uses occurs daily from the kerbside on Archway Road; refuse sacks are placed on the footway between 12:00-13:00 or 21:30-23:00.
- 4.12 It is proposed that this existing arrangement will continue. A mechanically ventilated refuse storage area will be provided in the basement, from which residents will transfer refuse to Archway Road for collection

5 Transport Impact

Existing Use Trip Generation

- 5.1 The TRICS database was interrogated to find surveys of sites from which estimates of baseline trip generation could be made.
- 5.2 Multi-modal surveys of sites which met the following criteria were selected:
- Employment, Office (02/A);
 - Located in Outer London boroughs;
 - Situated in 'neighbourhood centre', 'edge of town centre' or 'suburban area';
 - Conducted on a weekday;
 - Surveyed within the last five years.
- 5.3 'Suburban area' sites were included to yield more surveys from which to estimate trip rates.
- 5.4 Three surveys met these criteria, from which estimated trip rates for different transport modes are made, as summarised in Table 5.1 below. The full office use TRICS output is included at **Appendix D**.

Table 5.1 – Estimated trip rates per 100sqm of Class E office space (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	0.758	0.094	0.852	0.080	0.792	0.872	2.763	3.006	5.769
Cars	0.661	0.048	0.709	0.056	0.716	0.772	2.221	2.440	4.661
Public transport users	0.692	0.009	0.701	0.009	0.744	0.753	1.758	1.888	3.646
Pedestrians	0.101	0.004	0.105	0.026	0.126	0.152	0.736	0.768	1.502
Cyclists	0.109	0	0.109	0.002	0.095	0.097	0.253	0.271	0.524
Total people	1.722	0.065	1.787	0.092	1.836	1.928	5.538	5.978	11.516

- 5.5 Table 5.2 below scales these trip rates up to provide trip numbers for the site of approximately 10sqm.

Table 5.2 – Estimated trip numbers for 102sqm of Class E office space (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	1	0	1	0	1	1	3	3	6
Cars	1	0	1	0	1	1	2	2	5
Public transport users	1	0	1	0	1	1	2	2	4
Pedestrians	0	0	0	0	0	0	1	1	2
Cyclists	0	0	0	0	0	0	0	0	1
Total people	2	0	2	0	2	2	6	6	12

- 5.6 It can be seen that the existing office use is estimated to generate 1 vehicular trips in each of the peak hours. However, given the high accessibility of the site it is likely that there would no vehicular trips in the peak hours.

Proposed Use Trip Generation

5.7 To estimate the volume of traffic that is likely to be generated by the proposed development, the TRICS database was interrogated for sites that satisfied the following criteria:

- Residential, flats privately owned (03/C);
- Located in Outer London boroughs;
- Situated in 'neighbourhood centre', 'edge of town centre' or 'suburban area';
- Conducted on a weekday; and
- Surveyed within the last five years.

5.8 'Suburban area' sites were included for parity with the existing use TRICS criteria which was included to increase the number of surveys.

5.9 11 sites were found that met these criteria. Table 5.3 below provides estimated trip rates per dwelling based on these surveys. The full residential use TRICS output is included at **Appendix E**.

Table 5.3 – Estimated trip rates per Class C3 flat unit (from TRICS)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	0.028	0.082	0.110	0.090	0.054	0.144	0.720	0.729	1.449
Cars	0.019	0.074	0.093	0.076	0.042	0.118	0.562	0.574	1.136
Public transport users	0.015	0.028	0.223	0.111	0.048	0.159	0.822	0.882	1.704
Pedestrians	0.031	0.110	0.141	0.069	0.040	0.109	0.687	0.687	1.374
Cyclists	0.002	0.011	0.013	0.005	0.002	0.007	0.041	0.044	0.085
Total people	0.079	0.445	0.524	0.300	0.163	0.463	2.501	2.586	5.087

5.10 Table 5.4 below provides corresponding trip numbers for the one proposed units.

Table 5.4 – Estimated trip numbers for proposed 1 flat unit (allow for rounding)

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	0	0	0	0	0	0	1	1	2
Cars	0	0	0	0	0	0	1	1	1
Public transport users	0	0	0	0	0	0	1	1	2
Pedestrians	0	0	0	0	0	0	1	1	1
Cyclists	0	0	0	0	0	0	0	0	0
Total people	0	0	1	0	0	1	3	3	5

5.11 It can be seen that the proposed use of the site would not be expected to generate any vehicular trips in the peak hours.

Net Trip Generation

5.12 Subtracting the existing use trips from the proposed use trips gives the net trip generation, as summarised in Table 5.5.

Table 5.5 – Net trip generation associated with the proposed redevelopment

Trip rates:	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	-1	0	-1	0	-1	-1	-2	-2	-4
Cars	-1	0	-1	0	-1	-1	-1	-1	-4
Public transport users	-1	0	-1	0	-1	-1	-1	-1	-2
Pedestrians	0	0	0	0	0	0	0	0	-1
Cyclists	0	0	0	0	0	0	0	0	-1
Total people	-2	0	-1	0	-2	-1	-3	-3	-7

- 5.13 Table 5.5 illustrates that the proposed redevelopment is expected to engender a net reduction of 1 vehicular trip in each of the peak hours.
- 5.14 Although, as noted above, it is likely that the existing use does not generate any vehicular trips in the peak hours, and accordingly there would be not change in vehicular trip generation.
- 5.15 In any case, the proposed redevelopment would not generate a perceptible negative impact on the local highway network.

6 Summary and Conclusions

Summary

- 6.1 This Transport Statement has been prepared by EAS on behalf of Papa Architects to support an application to redevelop existing office use (Class E) at 222 Archway Road, Highgate, LB Haringey N6 5AX, into a two-bedroom residential flat (C3) via Permitted Development rights.
- 6.2 The proposed site is located circa 600m north-east of the centre of Highgate and 1km north-west of the centre of Archway. The site has a PTAL of 4, with Highgate underground station reached in a circa 500m walk, and four bus routes (including one night bus route) accessible within a 100m walk, and fifth within a 500m walk. Multiple car clubs can also be accessed in a short walk from the site, as can a wide range of facilities to meet one's everyday needs.
- 6.3 Clearly there are excellent alternatives to travel without needing a private car, and indeed car ownership within the site's LSOA is just 0.5 cars per flat, while nearly four out of five (79.7%) of the LSOA's employed residents travelled to work via a sustainable mode, as per data from the 2011 Census.
- 6.4 Archway Road has on-street parking provision along its eastern side with restricted on stay duration and return periods throughout the day Monday to Saturday. This provision would be useful for deliveries to the site, as is used presently for the site and existing residential units, but not for residents parking. The adjoining streets are governed by CPZs. It is understood that residents of the proposed site would be prevented from obtaining CPZ permits via a S106 agreement.
- 6.5 These characteristics support the provision of car-free residential use, as is proposed through this application, and indeed the London Plan states that this should be the starting point for all development proposals in places that are well-connected by public transport.
- 6.6 Following the recent decision of application ref: HGY/2021/1507 it was accepted within the officer's report at chapter 5.1 that:
- 6.7 *"The application site has a public transport accessibility level (PTAL) of 4 (with 0 being the worst and 6b being the best). In terms of net parking impacts, the proposal would only create 1 additional residential unit and it should be understood that the proposed use would generate a similar parking demand to that of the existing use and as such, would not result in an unacceptable increase in on-street parking pressure within the area".*
- 6.8 Cycle parking provision for two cycles will be provided at the ground floor within the building, thus being secure and covered.
- 6.9 Refuse would continue to be collected daily via refuse sacks presented to the Archway Road kerbside, as occurs currently. A mechanically vented refuse storage area will be provided in the basement from which residents will transfer refuse to Archway Road.
- 6.10 Based on a TRICS assessment the existing office use is estimated to generate one vehicular trip in each of the peak hours, while the proposed residential use would be expected to generate no vehicular trips in the peak hours. This represents a net reduction of one trip in each peak hours.

- 6.11 Although, given the high accessibility of the site it would be expected that the existing site does not generate any peak hour vehicular trips. In any case, there would not be a perceptible negative impact on local traffic through the redevelopment.,

Conclusion

- 6.12 The proposed development is highly accessible by sustainable travel modes, with a limited need for access to a private vehicle, and the proposals are not expected to generate a negative material change in the character of traffic in the vicinity of the site. As such the proposals should not be refused on transport or highways grounds.

7 Appendices

Appendix: A – Location Plan
Appendix: B – Development Proposals
Appendix: C – PTAL Output
Appendix: D – Office Use TRICS Output
Appendix: E – Residential Use TRICS Output

Appendix: A – Location Plan



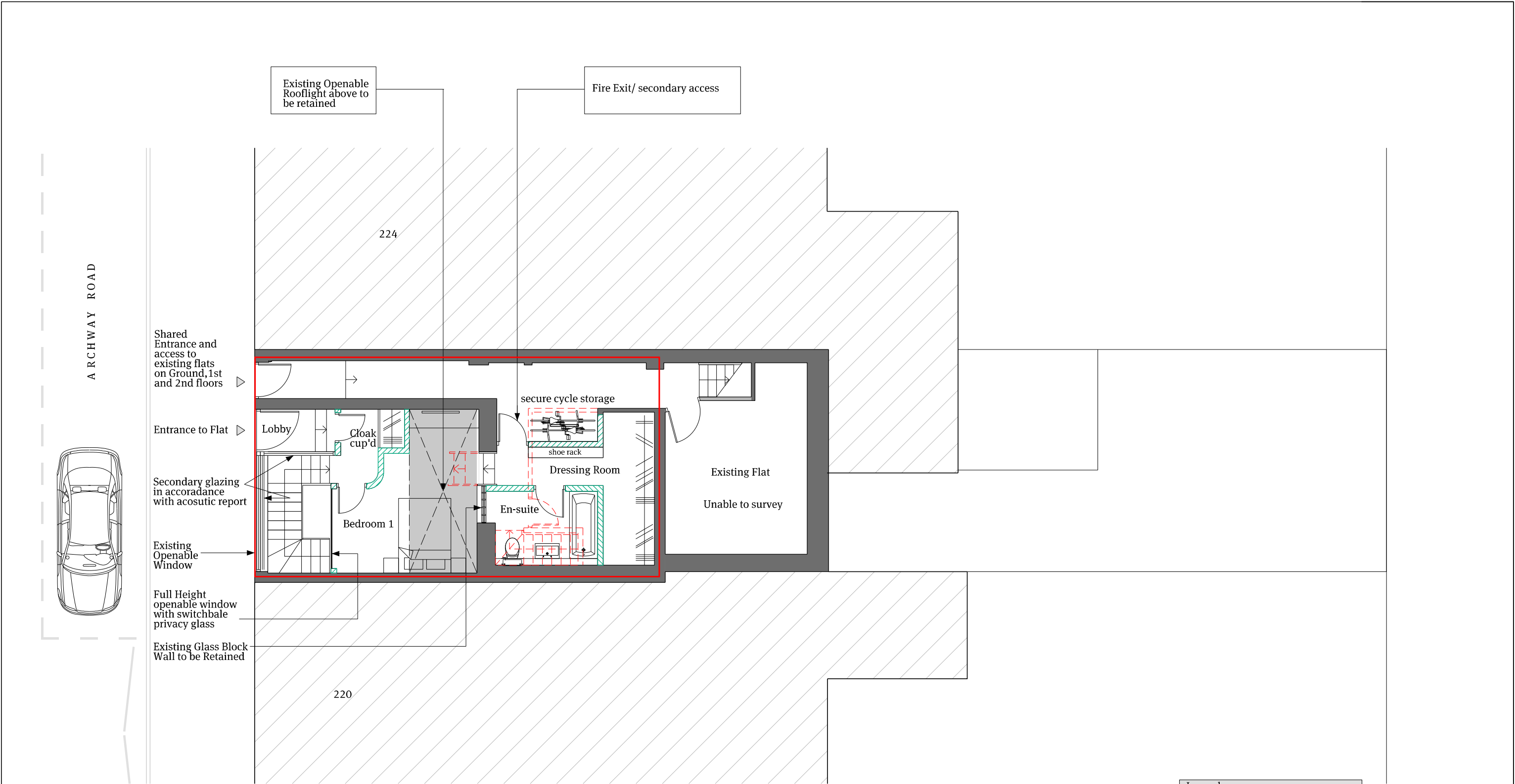
Location Plan



Site Location



Appendix: B – Development Proposals



01 Proposed Ground Floor Plan
1:100@A3

Legend

- Site Boundary
- - - Existing Walls/Elements to be Demolished
- Existing walls retained
- New Walls

Ground floor area GIA = 34 sqm
Basement floor area GIA = 68 sqm
Total area GIA = 102 sqm

Area for waste and recycling storage to be mechanically ventilated.

Waste and recycling sacks to be placed on the pavement on collection day.

The existing waste and recycling is collected daily. All residential and commercial properties located along Archway Road are required to place waste and recycling sacks on the pavement between 12:00 to 13:00 and 21:30 to 23:00.

It is proposed for the new residential unit to continue this regime.

Large glazed window at high level providing natural daylight to lower ground floor.

Refer to photos on Office Photo sheet. Ground floor page 1, no. 3 and Lower Ground floor page 2, no 2.

Glass Block floor above providing natural daylight to Lower Ground floor.

Refer to Office photo sheet. Lower Ground floor - page 2, no. 2

01 Proposed Lower Ground Floor Plan

1:100@A3

Legend

Site Boundary

Existing Walls/Elements to be Demolished

Existing walls retained

New Walls

Ground floor area GIA = 34 sqm

Basement floor area GIA = 68 sqm

Total area GIA = 102 sqm



01 Site Plan
1:1250@A3

Legend

Site Boundary

PAPA
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Phone. +44(0)20 8348 8411
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Client

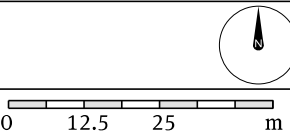
Address
222 Archway Road
Highgate
London
N6 5AX

Drawing title
Site Plan

Project No. Date
2102 18.02.21
Drawing No.
98-001

Scale
1:1250@ A3
Current Rev
P01

Rev	Date	Reason For Issue	Chk
P01	18.02.21	Planning Submission	NP



Notes
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01 Location Plan
1:500@A3

Legend

Site Boundary

PAPA

Papa Architects Ltd.
222 Archway Road, Highgate,
London N6 5AX
Phone. +44(0)20 8348 8411
Fax. +44 (0)20 8348 7411
www.papaarchitects.co.uk

Client

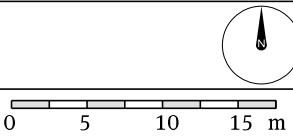
Address
222 Archway Road
Highgate
London
N6 5AX

Drawing title
Location Plan

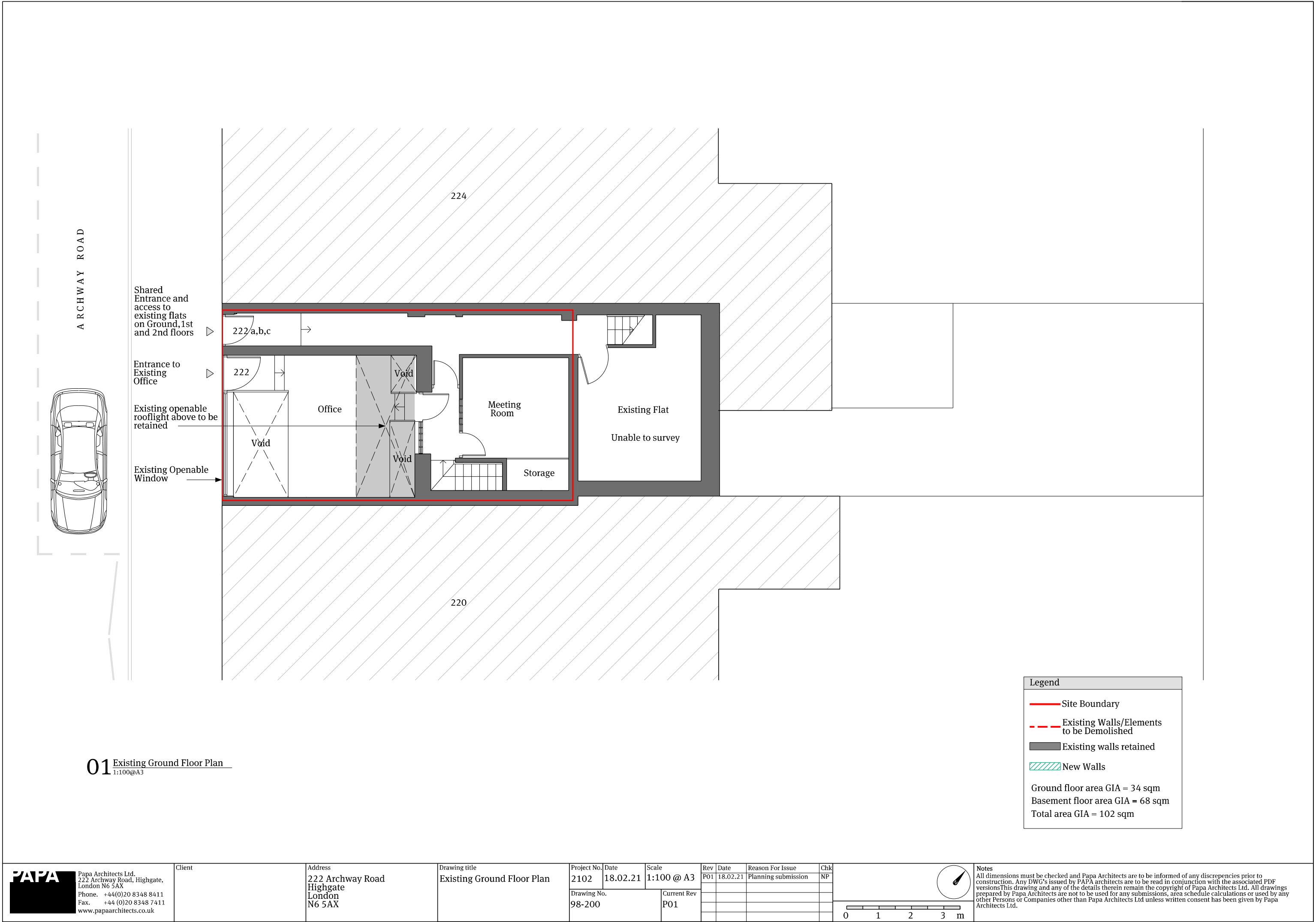
Project No.	Date
2102	18.02.21
Drawing No.	
98-101	

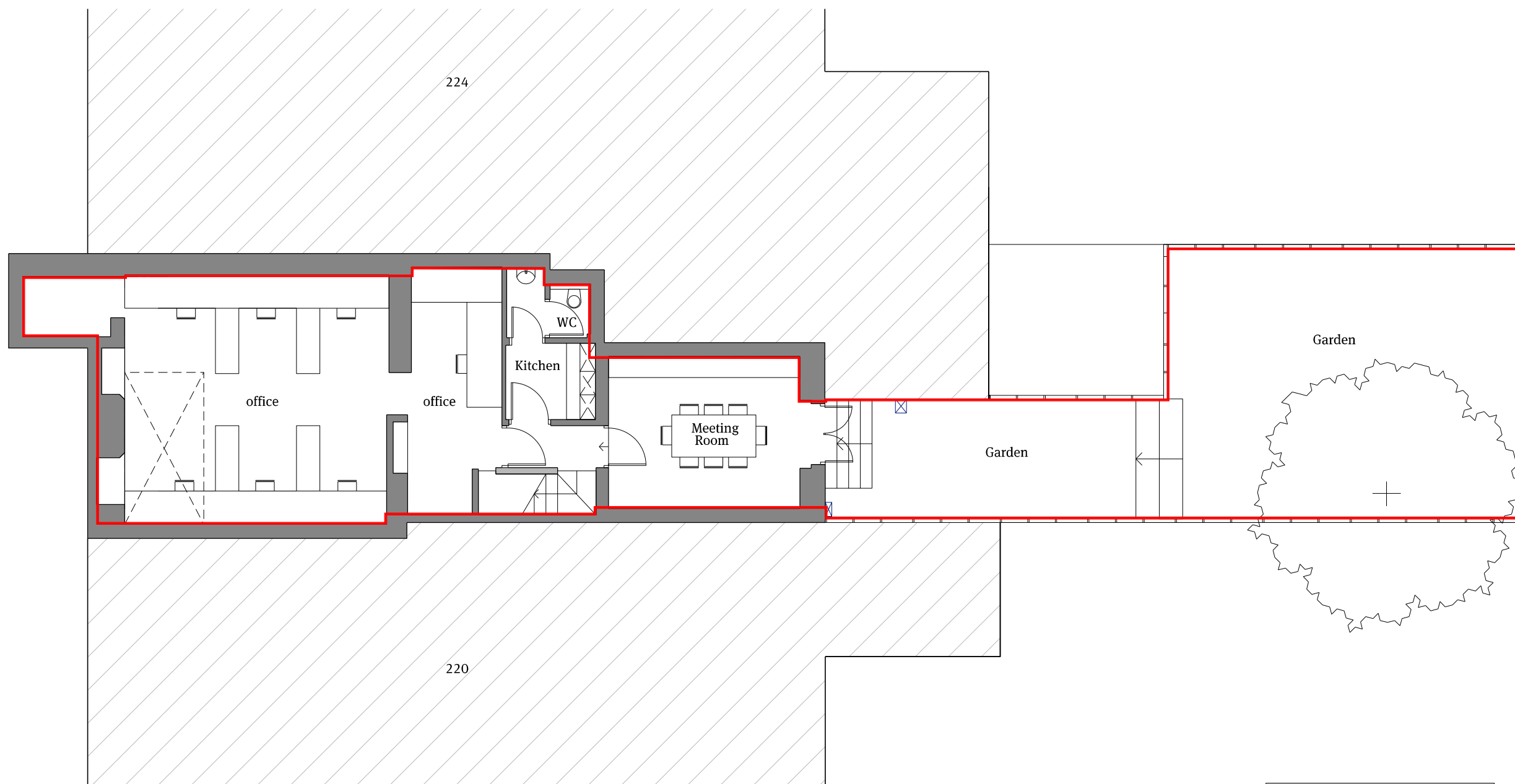
Scale	Current Rev
1:500 @ A3	P01

Rev	Date	Reason For Issue	Chk
P01	18.02.21	Planning Submission	AP



Notes
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01 Existing Lower Ground Floor Plan
1:100@A3

Legend

Site Boundary

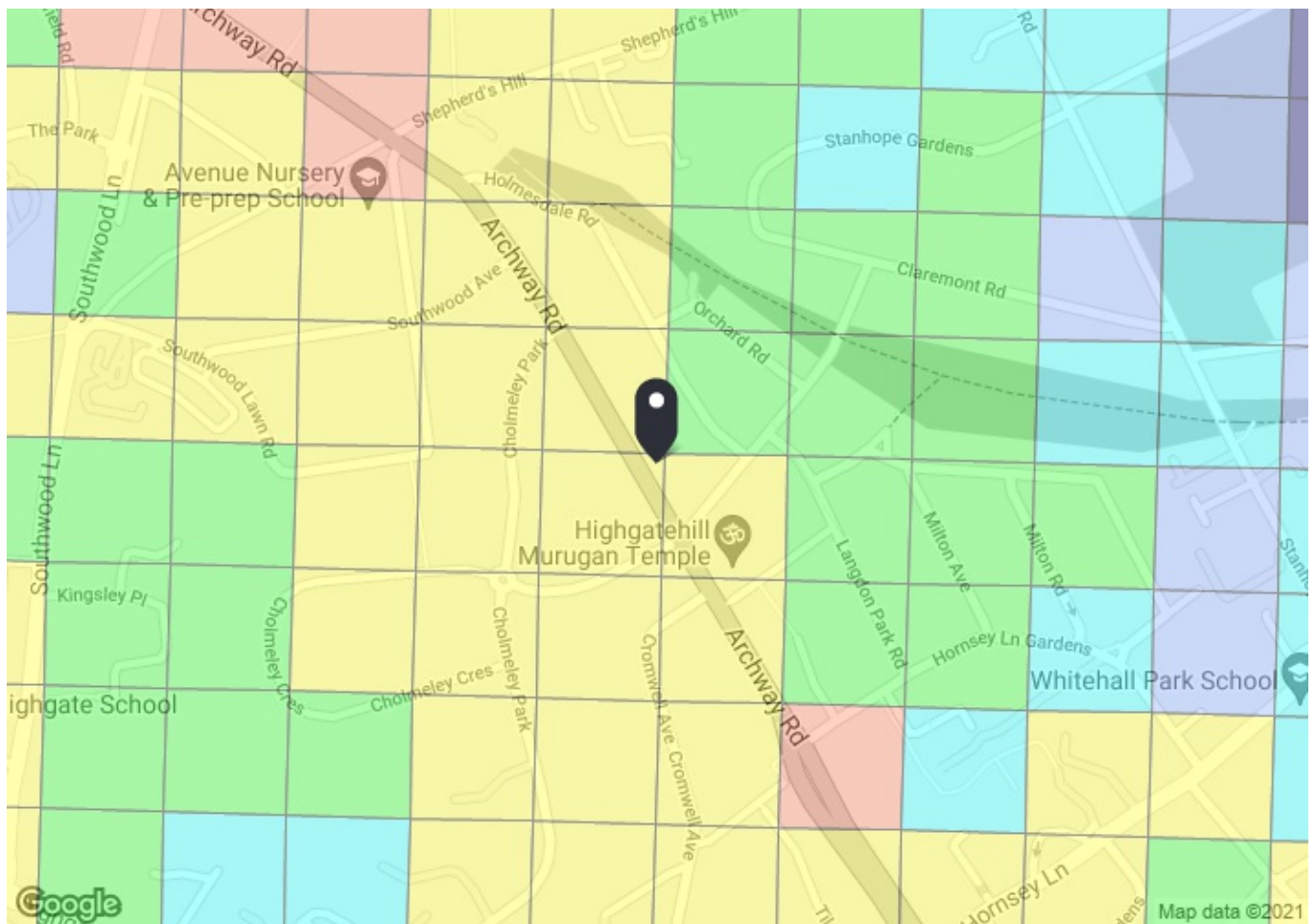
Existing Walls/Elements to be Demolished

Existing walls retained

New Walls

Ground floor area GIA = 34 sqm
Basement floor area GIA = 68 sqm
Total area GIA = 102 sqm

Appendix: C – PTAL Output



PTAL output for Base Year 4

222 Archway Rd, London N6 5AX, UK
Easting: 528890, Northing: 187783

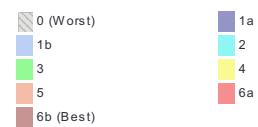
Grid Cell: 119280

Report generated: 10/05/2021

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	ARCHWAY RD NORTHWOOD RD	263	70.33	6	0.88	7	7.88	3.81	0.5	1.9
Bus	ARCHWAY RD NORTHWOOD RD	134	70.33	12	0.88	4.5	5.38	5.58	1	5.58
Bus	ARCHWAY RD NORTHWOOD RD	43	70.33	10	0.88	5	5.88	5.1	0.5	2.55
Bus	HORNSEY LANE ARCHWAY BDG	V5	511.87	5	6.4	8	14.4	2.08	0.5	1.04
LUL	Highgate	'Morden-HighBarnet'	552.81	14.67	6.91	2.79	9.71	3.09	1	3.09
LUL	Highgate	'Morden-MillHillE'	552.81	4	6.91	8.25	15.16	1.98	0.5	0.99
LUL	Highgate	'HighBarnet-Morden'	552.81	0.33	6.91	91.66	98.57	0.3	0.5	0.15
LUL	Highgate	'HighBarnet-Kenningt'	552.81	5.33	6.91	6.38	13.29	2.26	0.5	1.13
LUL	Highgate	'MillHill-Morden'	552.81	1.67	6.91	18.71	25.62	1.17	0.5	0.59
LUL	Highgate	'MillHillE-Kenningt'	552.81	1.67	6.91	18.71	25.62	1.17	0.5	0.59
Total Grid Cell AI:										17.61

Appendix: D – Office TRICS Output

Calculation Reference: AUDIT-743101-210513-0559

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BT	BRENT	1 days
HD	HILLINGDON	1 days
HO	HOUNSLOW	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 860 to 114000 (units: sqm)
 Range Selected by User: 860 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 26/06/18

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	3 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	1
Suburban Area (PPS6 Out of 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:

Commercial Zone	1
Development Zone	1
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:

Not Known 3 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 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	3 days
-----------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	3 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
4 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	BT-02-A-03 EMPIRE WAY WEMBLEY	OFFICES		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone			
	Total Gross floor area:		920 sqm	
	Survey date: WEDNESDAY		03/06/15	Survey Type: MANUAL
2	HD-02-A-09 MILLINGTON ROAD HAYES	DATA CENTRE		HILLINGDON
	Edge of Town Centre Commercial Zone			
	Total Gross floor area:		12100 sqm	
	Survey date: TUESDAY		26/06/18	Survey Type: MANUAL
3	HO-02-A-01 SYON LANE ISLEWORTH	SKY HEADQUARTERS		HOUNSLOW
	Suburban Area (PPS6 Out of Centre) No Sub Category			
	Total Gross floor area:		120000 sqm	
	Survey date: WEDNESDAY		05/07/17	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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	114000	0.361	1	114000	0.055	1	114000	0.416
07:00 - 08:00	3	42320	0.552	3	42320	0.068	3	42320	0.620
08:00 - 09:00	3	42320	0.758	3	42320	0.094	3	42320	0.852
09:00 - 10:00	3	42320	0.528	3	42320	0.102	3	42320	0.630
10:00 - 11:00	3	42320	0.169	3	42320	0.087	3	42320	0.256
11:00 - 12:00	3	42320	0.102	3	42320	0.065	3	42320	0.167
12:00 - 13:00	3	42320	0.117	3	42320	0.117	3	42320	0.234
13:00 - 14:00	3	42320	0.085	3	42320	0.109	3	42320	0.194
14:00 - 15:00	3	42320	0.078	3	42320	0.107	3	42320	0.185
15:00 - 16:00	3	42320	0.061	3	42320	0.200	3	42320	0.261
16:00 - 17:00	3	42320	0.077	3	42320	0.508	3	42320	0.585
17:00 - 18:00	3	42320	0.080	3	42320	0.792	3	42320	0.872
18:00 - 19:00	3	42320	0.069	3	42320	0.424	3	42320	0.493
19:00 - 20:00	1	114000	0.049	1	114000	0.239	1	114000	0.288
20:00 - 21:00	1	114000	0.038	1	114000	0.094	1	114000	0.132
21:00 - 22:00	1	114000	0.050	1	114000	0.075	1	114000	0.125
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.174			3.136			6.310

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:	860 - 114000 (units: sqm)
Survey date range:	01/01/13 - 26/06/18
Number of weekdays (Monday-Friday):	3
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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	114000	0.023	1	114000	0.002	1	114000	0.025
07:00 - 08:00	3	42320	0.058	3	42320	0.002	3	42320	0.060
08:00 - 09:00	3	42320	0.109	3	42320	0.000	3	42320	0.109
09:00 - 10:00	3	42320	0.063	3	42320	0.000	3	42320	0.063
10:00 - 11:00	3	42320	0.007	3	42320	0.000	3	42320	0.007
11:00 - 12:00	3	42320	0.003	3	42320	0.000	3	42320	0.003
12:00 - 13:00	3	42320	0.001	3	42320	0.002	3	42320	0.003
13:00 - 14:00	3	42320	0.002	3	42320	0.003	3	42320	0.005
14:00 - 15:00	3	42320	0.002	3	42320	0.006	3	42320	0.008
15:00 - 16:00	3	42320	0.001	3	42320	0.013	3	42320	0.014
16:00 - 17:00	3	42320	0.003	3	42320	0.043	3	42320	0.046
17:00 - 18:00	3	42320	0.002	3	42320	0.095	3	42320	0.097
18:00 - 19:00	3	42320	0.002	3	42320	0.069	3	42320	0.071
19:00 - 20:00	1	114000	0.000	1	114000	0.027	1	114000	0.027
20:00 - 21:00	1	114000	0.000	1	114000	0.011	1	114000	0.011
21:00 - 22:00	1	114000	0.002	1	114000	0.004	1	114000	0.006
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.278			0.277			0.555

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	114000	0.025	1	114000	0.005	1	114000	0.030
07:00 - 08:00	3	42320	0.028	3	42320	0.011	3	42320	0.039
08:00 - 09:00	3	42320	0.101	3	42320	0.004	3	42320	0.105
09:00 - 10:00	3	42320	0.075	3	42320	0.013	3	42320	0.088
10:00 - 11:00	3	42320	0.028	3	42320	0.024	3	42320	0.052
11:00 - 12:00	3	42320	0.030	3	42320	0.035	3	42320	0.065
12:00 - 13:00	3	42320	0.121	3	42320	0.164	3	42320	0.285
13:00 - 14:00	3	42320	0.128	3	42320	0.118	3	42320	0.246
14:00 - 15:00	3	42320	0.095	3	42320	0.050	3	42320	0.145
15:00 - 16:00	3	42320	0.053	3	42320	0.065	3	42320	0.118
16:00 - 17:00	3	42320	0.028	3	42320	0.054	3	42320	0.082
17:00 - 18:00	3	42320	0.026	3	42320	0.126	3	42320	0.152
18:00 - 19:00	3	42320	0.010	3	42320	0.046	3	42320	0.056
19:00 - 20:00	1	114000	0.005	1	114000	0.036	1	114000	0.041
20:00 - 21:00	1	114000	0.008	1	114000	0.022	1	114000	0.030
21:00 - 22:00	1	114000	0.004	1	114000	0.013	1	114000	0.017
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.765			0.786			1.551

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 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	114000	0.060	1	114000	0.010	1	114000	0.070
07:00 - 08:00	3	42320	0.174	3	42320	0.033	3	42320	0.207
08:00 - 09:00	3	42320	0.692	3	42320	0.009	3	42320	0.701
09:00 - 10:00	3	42320	0.529	3	42320	0.005	3	42320	0.534
10:00 - 11:00	3	42320	0.147	3	42320	0.009	3	42320	0.156
11:00 - 12:00	3	42320	0.046	3	42320	0.016	3	42320	0.062
12:00 - 13:00	3	42320	0.057	3	42320	0.018	3	42320	0.075
13:00 - 14:00	3	42320	0.039	3	42320	0.018	3	42320	0.057
14:00 - 15:00	3	42320	0.013	3	42320	0.030	3	42320	0.043
15:00 - 16:00	3	42320	0.010	3	42320	0.076	3	42320	0.086
16:00 - 17:00	3	42320	0.004	3	42320	0.326	3	42320	0.330
17:00 - 18:00	3	42320	0.009	3	42320	0.744	3	42320	0.753
18:00 - 19:00	3	42320	0.012	3	42320	0.342	3	42320	0.354
19:00 - 20:00	1	114000	0.012	1	114000	0.196	1	114000	0.208
20:00 - 21:00	1	114000	0.014	1	114000	0.066	1	114000	0.080
21:00 - 22:00	1	114000	0.011	1	114000	0.020	1	114000	0.031
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.829			1.918			3.747

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	114000	0.475	1	114000	0.066	1	114000	0.541
07:00 - 08:00	3	42320	0.833	3	42320	0.102	3	42320	0.935
08:00 - 09:00	3	42320	1.722	3	42320	0.065	3	42320	1.787
09:00 - 10:00	3	42320	1.221	3	42320	0.069	3	42320	1.290
10:00 - 11:00	3	42320	0.344	3	42320	0.097	3	42320	0.441
11:00 - 12:00	3	42320	0.177	3	42320	0.118	3	42320	0.295
12:00 - 13:00	3	42320	0.296	3	42320	0.311	3	42320	0.607
13:00 - 14:00	3	42320	0.266	3	42320	0.243	3	42320	0.509
14:00 - 15:00	3	42320	0.189	3	42320	0.198	3	42320	0.387
15:00 - 16:00	3	42320	0.117	3	42320	0.370	3	42320	0.487
16:00 - 17:00	3	42320	0.098	3	42320	0.950	3	42320	1.048
17:00 - 18:00	3	42320	0.092	3	42320	1.836	3	42320	1.928
18:00 - 19:00	3	42320	0.080	3	42320	0.922	3	42320	1.002
19:00 - 20:00	1	114000	0.052	1	114000	0.505	1	114000	0.557
20:00 - 21:00	1	114000	0.051	1	114000	0.192	1	114000	0.243
21:00 - 22:00	1	114000	0.061	1	114000	0.111	1	114000	0.172
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		6.074			6.155			12.229	

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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	114000	0.330	1	114000	0.043	1	114000	0.373
07:00 - 08:00	3	42320	0.511	3	42320	0.034	3	42320	0.545
08:00 - 09:00	3	42320	0.661	3	42320	0.048	3	42320	0.709
09:00 - 10:00	3	42320	0.445	3	42320	0.043	3	42320	0.488
10:00 - 11:00	3	42320	0.113	3	42320	0.035	3	42320	0.148
11:00 - 12:00	3	42320	0.069	3	42320	0.045	3	42320	0.114
12:00 - 13:00	3	42320	0.083	3	42320	0.084	3	42320	0.167
13:00 - 14:00	3	42320	0.061	3	42320	0.078	3	42320	0.139
14:00 - 15:00	3	42320	0.052	3	42320	0.081	3	42320	0.133
15:00 - 16:00	3	42320	0.042	3	42320	0.175	3	42320	0.217
16:00 - 17:00	3	42320	0.039	3	42320	0.443	3	42320	0.482
17:00 - 18:00	3	42320	0.056	3	42320	0.716	3	42320	0.772
18:00 - 19:00	3	42320	0.040	3	42320	0.378	3	42320	0.418
19:00 - 20:00	1	114000	0.026	1	114000	0.204	1	114000	0.230
20:00 - 21:00	1	114000	0.023	1	114000	0.076	1	114000	0.099
21:00 - 22:00	1	114000	0.032	1	114000	0.061	1	114000	0.093
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.583			2.544				5.127

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: E – Residential Use TRICS Output

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	2 days
EN	ENFIELD	1 days
HG	HARINGEY	1 days
HO	HOUNSLOW	2 days
HV	HAVERING	1 days
KI	KINGSTON	1 days
RD	RICHMOND	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: 18 to 493 (units:)
 Range Selected by User: 18 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: 01/01/13 to 05/11/19

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	5 days
Friday	1 days

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

Selected survey types:

Manual count	11 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	4
Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	3
Residential Zone	7
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	11 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:

10,001 to 15,000	1 days
25,001 to 50,000	8 days
50,001 to 100,000	2 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	9 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	9 days
1.1 to 1.5	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	5 days
No	6 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:

No PTAL Present	1 days
1a (Low) Very poor	1 days
2 Poor	3 days
3 Moderate	3 days
5 Very Good	3 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-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		170	
	Survey date: WEDNESDAY		28/09/16	Survey Type: MANUAL
3	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
4	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		08/11/17	Survey Type: MANUAL
5	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
6	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	Survey date: FRIDAY		18/11/16	Survey Type: MANUAL
7	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

LIST OF SITES relevant to selection parameters (Cont.)

8	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS		HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total No of Dwellings:		493	
	Survey date: TUESDAY		22/11/16	Survey Type: MANUAL
9	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		20	
	Survey date: MONDAY		11/07/16	Survey Type: MANUAL
10	RD-03-C-04 BESSANT DRIVE KEW	BLOCKS OF FLATS		RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		170	
	Survey date: WEDNESDAY		15/05/19	Survey Type: MANUAL
11	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	11	191	0.026	11	191	0.072	11	191	0.098
08:00 - 09:00	11	191	0.028	11	191	0.082	11	191	0.110
09:00 - 10:00	11	191	0.035	11	191	0.042	11	191	0.077
10:00 - 11:00	11	191	0.042	11	191	0.050	11	191	0.092
11:00 - 12:00	11	191	0.040	11	191	0.050	11	191	0.090
12:00 - 13:00	11	191	0.037	11	191	0.045	11	191	0.082
13:00 - 14:00	11	191	0.042	11	191	0.050	11	191	0.092
14:00 - 15:00	11	191	0.038	11	191	0.037	11	191	0.075
15:00 - 16:00	11	191	0.054	11	191	0.049	11	191	0.103
16:00 - 17:00	11	191	0.069	11	191	0.046	11	191	0.115
17:00 - 18:00	11	191	0.090	11	191	0.054	11	191	0.144
18:00 - 19:00	11	191	0.084	11	191	0.056	11	191	0.140
19:00 - 20:00	9	151	0.082	9	151	0.058	9	151	0.140
20:00 - 21:00	9	151	0.053	9	151	0.038	9	151	0.091
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.720			0.729			1.449

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: 18 - 493 (units:)
 Survey date range: 01/01/13 - 05/11/19
 Number of weekdays (Monday-Friday): 11
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 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	11	191	0.001	11	191	0.009	11	191	0.010
08:00 - 09:00	11	191	0.002	11	191	0.011	11	191	0.013
09:00 - 10:00	11	191	0.002	11	191	0.004	11	191	0.006
10:00 - 11:00	11	191	0.000	11	191	0.002	11	191	0.002
11:00 - 12:00	11	191	0.001	11	191	0.003	11	191	0.004
12:00 - 13:00	11	191	0.001	11	191	0.002	11	191	0.003
13:00 - 14:00	11	191	0.002	11	191	0.001	11	191	0.003
14:00 - 15:00	11	191	0.003	11	191	0.004	11	191	0.007
15:00 - 16:00	11	191	0.003	11	191	0.002	11	191	0.005
16:00 - 17:00	11	191	0.005	11	191	0.001	11	191	0.006
17:00 - 18:00	11	191	0.005	11	191	0.002	11	191	0.007
18:00 - 19:00	11	191	0.007	11	191	0.002	11	191	0.009
19:00 - 20:00	9	151	0.004	9	151	0.000	9	151	0.004
20:00 - 21:00	9	151	0.005	9	151	0.001	9	151	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.044			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	11	191	0.021	11	191	0.051	11	191	0.072
08:00 - 09:00	11	191	0.031	11	191	0.110	11	191	0.141
09:00 - 10:00	11	191	0.037	11	191	0.045	11	191	0.082
10:00 - 11:00	11	191	0.033	11	191	0.049	11	191	0.082
11:00 - 12:00	11	191	0.056	11	191	0.041	11	191	0.097
12:00 - 13:00	11	191	0.051	11	191	0.041	11	191	0.092
13:00 - 14:00	11	191	0.035	11	191	0.047	11	191	0.082
14:00 - 15:00	11	191	0.040	11	191	0.047	11	191	0.087
15:00 - 16:00	11	191	0.073	11	191	0.054	11	191	0.127
16:00 - 17:00	11	191	0.063	11	191	0.050	11	191	0.113
17:00 - 18:00	11	191	0.069	11	191	0.040	11	191	0.109
18:00 - 19:00	11	191	0.049	11	191	0.041	11	191	0.090
19:00 - 20:00	9	151	0.077	9	151	0.041	9	151	0.118
20:00 - 21:00	9	151	0.052	9	151	0.030	9	151	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.687			0.687			1.374

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	11	191	0.006	11	191	0.127	11	191	0.133
08:00 - 09:00	11	191	0.015	11	191	0.208	11	191	0.223
09:00 - 10:00	11	191	0.028	11	191	0.083	11	191	0.111
10:00 - 11:00	11	191	0.029	11	191	0.059	11	191	0.088
11:00 - 12:00	11	191	0.029	11	191	0.044	11	191	0.073
12:00 - 13:00	11	191	0.033	11	191	0.042	11	191	0.075
13:00 - 14:00	11	191	0.033	11	191	0.041	11	191	0.074
14:00 - 15:00	11	191	0.040	11	191	0.031	11	191	0.071
15:00 - 16:00	11	191	0.061	11	191	0.046	11	191	0.107
16:00 - 17:00	11	191	0.073	11	191	0.042	11	191	0.115
17:00 - 18:00	11	191	0.111	11	191	0.048	11	191	0.159
18:00 - 19:00	11	191	0.140	11	191	0.044	11	191	0.184
19:00 - 20:00	9	151	0.139	9	151	0.039	9	151	0.178
20:00 - 21:00	9	151	0.085	9	151	0.028	9	151	0.113
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.822			0.882			1.704

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	11	191	0.061	11	191	0.283	11	191	0.344
08:00 - 09:00	11	191	0.079	11	191	0.445	11	191	0.524
09:00 - 10:00	11	191	0.107	11	191	0.186	11	191	0.293
10:00 - 11:00	11	191	0.114	11	191	0.175	11	191	0.289
11:00 - 12:00	11	191	0.144	11	191	0.154	11	191	0.298
12:00 - 13:00	11	191	0.130	11	191	0.143	11	191	0.273
13:00 - 14:00	11	191	0.126	11	191	0.154	11	191	0.280
14:00 - 15:00	11	191	0.134	11	191	0.129	11	191	0.263
15:00 - 16:00	11	191	0.214	11	191	0.168	11	191	0.382
16:00 - 17:00	11	191	0.238	11	191	0.152	11	191	0.390
17:00 - 18:00	11	191	0.300	11	191	0.163	11	191	0.463
18:00 - 19:00	11	191	0.316	11	191	0.159	11	191	0.475
19:00 - 20:00	9	151	0.328	9	151	0.164	9	151	0.492
20:00 - 21:00	9	151	0.210	9	151	0.111	9	151	0.321
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.501			2.586			5.087

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	11	191	0.019	11	191	0.062	11	191	0.081
08:00 - 09:00	11	191	0.019	11	191	0.074	11	191	0.093
09:00 - 10:00	11	191	0.022	11	191	0.033	11	191	0.055
10:00 - 11:00	11	191	0.028	11	191	0.035	11	191	0.063
11:00 - 12:00	11	191	0.026	11	191	0.036	11	191	0.062
12:00 - 13:00	11	191	0.028	11	191	0.032	11	191	0.060
13:00 - 14:00	11	191	0.030	11	191	0.034	11	191	0.064
14:00 - 15:00	11	191	0.029	11	191	0.029	11	191	0.058
15:00 - 16:00	11	191	0.045	11	191	0.038	11	191	0.083
16:00 - 17:00	11	191	0.058	11	191	0.038	11	191	0.096
17:00 - 18:00	11	191	0.076	11	191	0.042	11	191	0.118
18:00 - 19:00	11	191	0.070	11	191	0.045	11	191	0.115
19:00 - 20:00	9	151	0.065	9	151	0.042	9	151	0.107
20:00 - 21:00	9	151	0.047	9	151	0.034	9	151	0.081
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.562			0.574			1.136	

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.