



26 High Road, Wood Green

TRANSPORT ASSESSMENT

for Restaurant Development
on behalf of Regal Housewares Ltd

2023/7261/TA01

July 2023

DOCUMENT CONTROL

Project: 26 High Road, Wood Green
for Restaurant Development

Report Type: Transport Assessment

Client: Regal Housewares Ltd

Reference: 2023/7261/TA01

DOCUMENT REVIEW

Author:  Date: 31/05/2023

Checked by:  Date: 20/07/2023

Approved by:  Date: 20/07/2023

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	20/07/2023	Draft	BCC
2.	21/07/2023	Final	BCC
3.			
4.			
5.			
6.			

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP has been commissioned by Regal Housewares Ltd (the 'Client') to provide highway and transport planning advice in support of the proposed change of use from bathroom showroom to banqueting suite at 26 High Road, Wood Green, London, N22 6BX ("the site"). The site is situated within the administrative boundary of the London Borough of Haringey (LBH).
- 1.1.2 The development proposals comprise the change of use from bathroom showroom (use class: E) to banqueting suite at ground floor (use class: Sui-Generis) and restaurant/bar/shisha bar at first floor (use class: E and Sui-Generis) and installation of new doors and windows on southeast elevation. A copy of the proposed site plan (Drawing Number: 151-301) prepared by Sleep Design is attached hereto at **Appendix A**.
- 1.1.3 Throughout this report, 'the site' refers to the land at the aforementioned address and the 'development' refers to the homes and buildings that are proposed to be built in the future.

1.2 Planning Context

- 1.2.1 A planning application (ref. HGY/2022/3534) was submitted in relation to the proposed change of use from bathroom showroom to banqueting suite at 26 High Road in January 2023. Unfortunately, the application was refused with Reason 4 pertaining to highways:
- "4) Insufficient information (in the form of a Transport Assessment) has been provided to enable full assessment of the transport impacts of the proposed development. There is a lack of information regarding trip generation, parking requirements and delivery/servicing arrangements. Therefore, it is not possible to determine whether or not the proposal would result in adverse transport impacts.*
- In the absence of the required information, the proposal would be contrary to Policies T1, T4, T5, T6 & T7 of the London Plan (2021), Policy SP7 of Haringey's Local Plan Strategic Policies (2017) and Policies DM31 & DM32 of the Development Management DPD (2017)"*
- 1.2.2 It should be noted that, Reason 4 for refusal was as a result of the lack of a submitted Transport Assessment and not as a result of any perceived highway impacts. Overall, it is considered that the principle of development is supported.
- 1.2.3 With reference to the Officers Report, Section 3.1 sets out the response received from LBH Transportation:
- 1.2.4 *"A Transport Assessment Report is required that considers the number of people that could be attracted to the proposed banqueting and restaurant facilities, their modes of travel, demand and provision for servicing/delivery, cycle parking, blue badge car parking provision, parking stress impacts etc. A detailed site management and crowd management plan is required – this should consider the range/size of events that could be hosted/accommodated. The provision for refuse storage is proposed to be accommodated in the adjacent car park. Details of both the refuse storage and car park are required".*

- 1.2.5 *Transport for London (TfL) responded to say: "A full trip generation assessment is required to fully assess this proposal. Trip generation for all parts of the development will be needed, based on the most relevant and latest multi model data. Details of the proposed construction access arrangements should be provided to TfL to confirm impacts on the strategic road network and the surrounding transport network".*
- 1.2.6 Finally Transport for London (Crossrail Safeguarding) offered no comment in respect of the proposals.
- 1.2.7 Both the LBH Transportation Officer and TfL have requested that a Transport Assessment be supplied for this proposal. It is accepted however that the site has a PTAL rating of 6b, indicating excellent access to public transport. Therefore, a large proportion of the trips to the site would be likely to be made by public transport.
- 1.2.8 Overall, the proposals are broadly agreeable to LBH highways and TfL in principle subject to the above additional information that is set out herein.

1.3 Scope of Assessment

- 1.3.1 The NPPF confirms at Paragraph 113 that "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".
- 1.3.2 This Transport Assessment (TA) considers the appropriateness of the proposed development in this location in the context of transport-related policy at both the national and local level. This report considers the following:
- (i) Baseline Conditions;
 - (ii) Accessibility Credentials;
 - (iii) Development Proposals;
 - (iv) Trip Generation; and
 - (v) Summary & Conclusions.
- 1.3.3 This TA also considers the implications of development-related traffic on the operational and safety characteristics of the surrounding highway, demonstrating that the local highway and transport networks can accommodate the proposed level of development.
- 1.3.4 A Travel Plan Statement has also been produced and outlines the opportunities for sustainable travel to and from the development aimed at residents and visitors. It details measures and initiatives to be implemented with the aim of reducing reliance on the private car and achieving a shift away from overcrowded public transport services.

2 POLICY CONTEXT

2.1.1 This section examines transport policies and seeks to demonstrate that the proposed development is compliant. Consideration is given to national, regional and local guidance.

2.2 National Planning Policy Framework (July 2021)

2.2.1 The National Planning Policy Framework (NPPF) was updated in July 2021 and is the primary source of national planning guidance in England. The NPPF contains the Government's strategies for economic, social and environmental planning policies and it is designed to be a single, tightly focused document.

2.2.2 Chapter 9 of the NPPF covers transport aspects and Paragraph 110 within this Chapter identifies that "in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

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

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

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

2.2.4 Additionally, Paragraph 111 states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." The criteria of severe can be considered to apply to capacity, congestion and highway safety, all of which are considered within this Transport Assessment.

2.2.5 Paragraph 113 of the NPPF states that "all developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed." In accordance with this requirement this Transport Assessment (TA) has been prepared in order to assess the impact of the new use on the site using all available information to establish the overall forecast impact.

2.3 The London Plan (March 2021)

- 2.3.1 The London Plan was adopted on 2nd March 2021, therefore, pursuant to Section 38 (5) of the Planning and Compulsory Purchase Act 2004 that states: 'If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.' Subsequently, parking standards as set out within the March 2021 London Plan will be applied to the development proposals.
- 2.3.2 Chapter Three of the New London Plan considers design matters. Policy D1 relates to London's form and characteristics and Section 3.3.16 states that "the design and layout of development should reduce the dominance of cars and provide permeability to support active travel (public transport, walking and cycling), community interaction and economic vitality."
- 2.3.3 The policy goes on to say that development plans should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.
- 2.3.4 In terms of parking, Policy L requires that on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Pedestrian crossings should be regular, convenient and accessible.
- 2.3.5 Chapter 10 of the New London Plan considers transport, Policy T2 (A) states that "Development proposals and Development Plans should deliver patterns of land use that facilitate making shorter, regular trips by walking or cycling."
- 2.3.6 The New London Plan expects development proposals to demonstrate the application of the Mayor's Healthy Streets approach in order to reduce car dominance, road danger, community severance, emissions and noise.

2.4 Mayor's Transport Strategy (March 2018)

- 2.4.1 Alongside the new London Plan, the Mayor's Transport Strategy provides a blueprint for better connectivity throughout London. Using the Healthy Streets approach, the Transport Strategy encourages a new type of thinking to be put into practice in order to reduce car dependency, promote an active lifestyle and more sustainable travel. It requires an understanding of how Londoners interact with their city with particular attention to the streets where daily life plays out.

2.5 Transport for London, Vision Zero Action Plan (July 2018)

- 2.5.1 The Mayor of London's aim is for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. This Vision Zero approach is based on the fundamental conviction that loss of life and serious injuries are neither acceptable nor inevitable. The Vision Zero ambition is inextricably linked to the Healthy Streets approach, which puts human health and experience at the heart of city planning.

- 2.5.2 People face an even greater challenge to their health and wellbeing than that posed by traffic collisions. A lack of physical activity is now one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression, heart disease and cancer. The Healthy Streets approach, alongside Vision Zero, seeks to tackle inactive lifestyles and encourage journeys to be made on foot or by cycle, in an environment that is conducive to these modes of travel.
- 2.5.3 The Action Plan goes on to detail strategies that target reducing the likelihood and severity of collisions, by lowering vehicle speeds and focusing action on the most dangerous locations, particularly junctions. In addition, the Action Plan employs a framework of interventions around five pillars of action, namely:
- (i) Safe speeds;
 - (ii) Safe streets;
 - (iii) Safe vehicles;
 - (iv) Safe behaviours; and
 - (v) Post-collision response.
- 2.5.4 It is acknowledged that those involved with designing, building, operating, managing and using our streets have a responsibility to reduce danger. Within this TA the primary focus relates to safe speeds and safe streets on the highways that surround the site. Safe vehicles and safe behaviours are considered within associated 'Travel Plan' and 'Delivery and Servicing Plan' documents, which have been submitted as part of the planning application as standalone documents.
- 2.5.5 The development seeks to incorporate reasonable measures within its design to reduce risk to people, and in doing so it is intended that the development will support TfL's Vision Zero Action Plan.

2.6 LBH Local Plan: Strategic Policies 2013 with alterations (July 2017)

- 2.6.1 The London Borough Haringey Local Plan consists of a series of Development Plan Documents (DPDs). The Local Plan: Strategic Policies, sets out a vision and key policies for the future development of the borough up to 2026. It takes forward the priorities of Haringey's Sustainable Community Strategy and other plans and strategies, to identify a vision for Haringey as a place to live, work and visit, and contains key policies and an implementation framework to deliver the vision.
- 2.6.2 Local Policy SP7: Transport 'Delivering Regeneration and Access' pertains to highways and states that: *"In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services"*.
- 2.6.3 The proposed new development or changes of use will be assessed subject to the potential impact on the surrounding transport and road network. It is therefore considered that by assessing the points raised in SP7 of the Local Plan this Transport Assessment is policy compliant.

2.7 Emerging Local Policy

- 2.7.1 The LBH are currently preparing a new Local Plan which will replace the existing Local Plan documents adopted in July 2017. The Local Plan is used to decide on planning applications for new development and buildings in the borough.
- 2.7.2 LBH intend to publish a consultation report for the First Steps Engagement alongside a Draft Local Plan for further consultation (expected summer 2023).

3 BASELINE CONDITIONS

3.1 Site Location and Local Highway Network

- 3.1.1 The site lies within the London Borough of Haringey and is delimited by commercial properties fronting onto the A105 – High Road on its western side, by a car park on its northern side, by Bury Road on its eastern side and by Whymark Avenue on its southern side.
- 3.1.2 Bury Road is a single carriageway road which is two-way between its junction with Lymington Avenue and Westbeech Road. Immediately outside the site between the junctions of Westbeech Road and Whymark Avenue, Bury Road is one-way only with vehicles only able to travel in a southbound direction onto Whymark Avenue. Within the one-way stretch, Bury Road is equipped with some 'loading only' bays where no waiting is allowed at any time and no loading is permitted during weekday peak hours (Mon-Fri 08:00-09:30 and 16:30-18:30).
- 3.1.3 Immediately to the south of this, there are some parking bays for use by permit holders or by other users who are required to pay by phone enforceable 7 days a week (08:00-22:00). Maximum stay is 2 hours with no return possible within 2 hours. Bury Road runs parallel to the A105 High Road throughout its length and is subject to a 20mph speed limit.
- 3.1.4 Whymark Avenue is a single carriageway road oriented on a SW-NE direction which is one-way between its junction with Bury Road and the A105 High Road, with vehicles exclusively allowed to travel westbound only onto the A105 and it is two-way east of its junction with Bury Road.
- 3.1.5 At the eastern end of Whymark Avenue, general vehicle access onto The Sandlings is forbidden with access granted only to emergency vehicles. Between the junction of Bury Road and A105 – High Road, there are several parking bays for use by permit holders or other users who are able to pay by phone or at the parking meter, with parking enforceable 7 days a week (08:00-22:00). Maximum stay is 2 hours with no return possible within 2 hours. Lastly, at the extreme western end of the carriageway on the southern side, there is a loading bay which is 'loading only' between 08:00-22:00. Throughout its length, Whymark Avenue is subject to a 20mph speed limit.
- 3.1.6 Lastly, the A105 is a two-way single carriageway road in north London which runs between Canonbury and Enfield. This route provides access northwards towards Wood Green and southwards towards Manor House. In the vicinity of the site, the A105 is subject to a 20mph speed limit.

3.1.7 A more detailed look at the location and context of the site is shown within **Figure 1**.

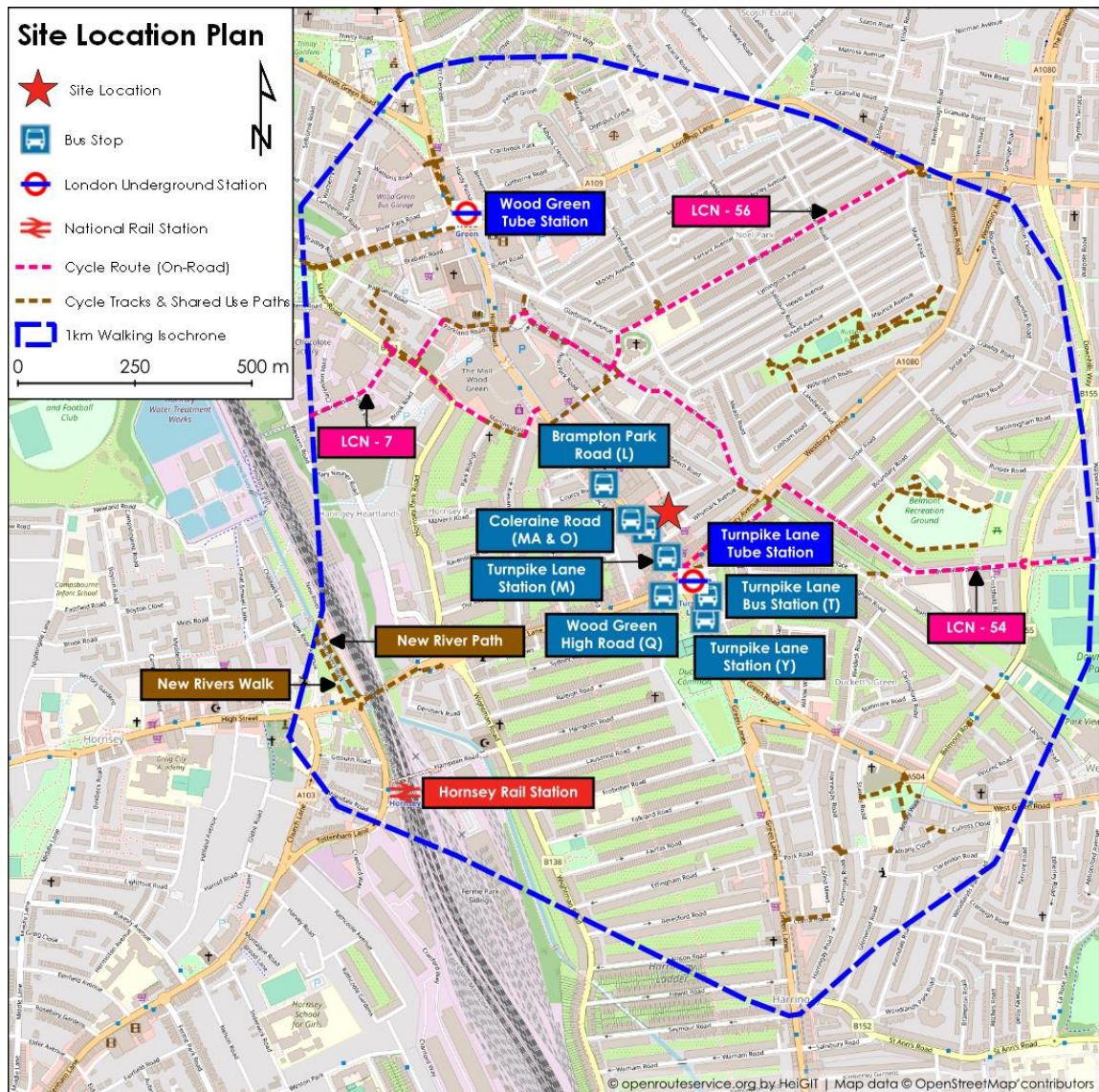


Figure 1 Site Location and Context

3.1.8 As illustrated within **Figure 1**, the site is extremely well connected by public transport which would likely be used by future users of the site, with a large number of bus routes running along the A105 High Road and Turnpike Lane Tube Station a short walk south of the site.

3.2 Highway Safety Appraisal

3.2.1 In order to assess the highway safety record within the vicinity of the site, collision data has been taken into consideration in for the most recent five-year period to be assessed with data sourced from Crashmap.co.uk with the accident records contained within **Appendix B**.

- 3.2.2 The analysis highlights that there have only been two slight incidents immediately adjacent to the site along Bury Road and Whymark Avenue. From this review, no significant pattern or trends have been observed from the analysis of the PIA data. Analysis of PIA data has not identified any abnormal causation factors for accidents in proximity to the site. It is therefore considered that the proposed development would not have an adverse effect on highway safety.

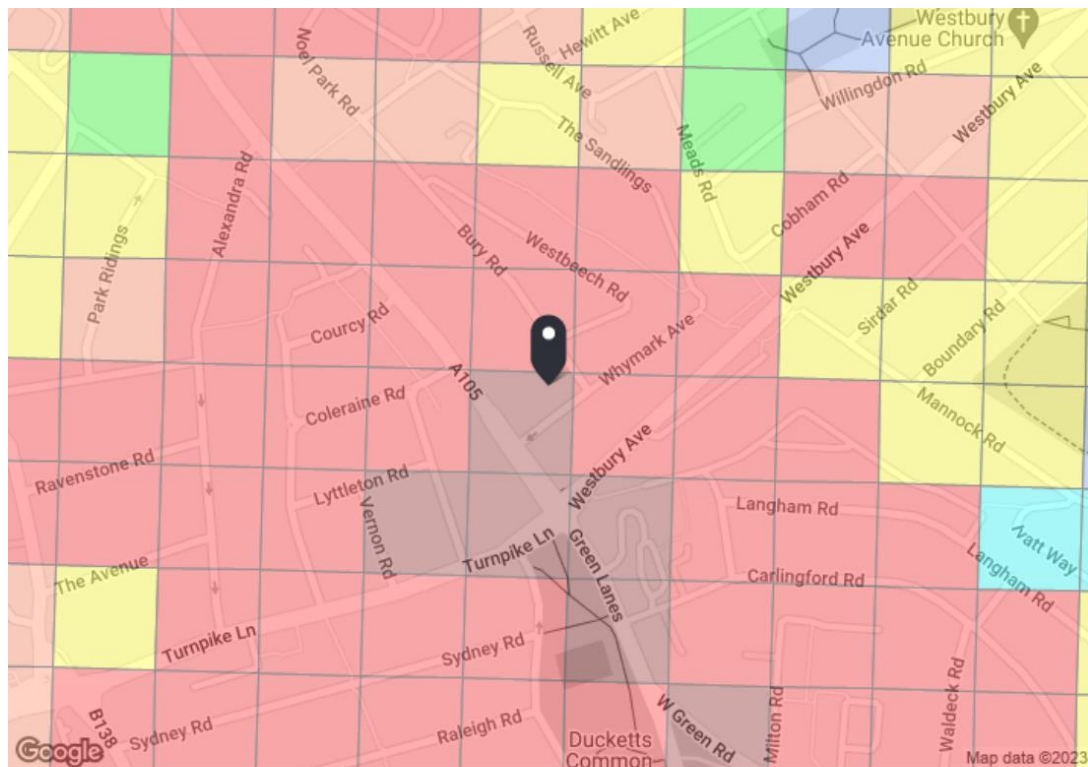
4 ACCESSIBILITY CREDENTIALS

4.1 Overview

- 4.1.1 In accordance with relevant national (NPPF), regional (London Plan) and local (LBH Local Plan) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

4.2 Public Transport Accessibility Level

- 4.2.1 Transport for London (TfL) publish a London-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning.
- 4.2.2 The TfL PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access points (bus stops, railway and underground stations) and service frequency and reliability.
- 4.2.3 The site is classified with a Public Transport Accessibility Level (PTAL) rating of 6b, the highest level of public transport accessibility achievable, as illustrated in **Figure 2** with the full TfL report attached hereto at **Appendix C**.



PTAL output for Base Year
6b
Easting: 531474, Northing: 189779

Figure 2 Tfl Public Transport Accessibility Level (PTAL)

- 4.2.4 The closest bus stops to the site are located along the A105 High Road within 210m (a circa 3 mins walk) from the site. Additional bus routes can be accessed from the Turnpike Lane Bus Station and stops along the A105 – Green Lanes and A504 – Turnpike Lane. Moreover, Turnpike Lane Tube Station which is served by the Piccadilly Line, is situated circa 2 mins walk south of the site.
- 4.2.5 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is anticipated that the extensive range of public transport services will act as the primary mode of transport for future staff and visitors travelling to/from the site.

4.3 Walking and Cycling

- 4.3.1 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.
- 4.3.2 In general, the area surrounding the site displays a very good level of pedestrian infrastructure. Bury Road, which delimits the site on its eastern end, is composed of lit, generally smooth footways on either side of the carriageway, which are wide enough to enable comfortable two-way pedestrian movements along its length.

- 4.3.3 In addition, the informal pedestrian crossing at the southern end of Bury Road displays both tactile paving and a raised carriageway, which enable pedestrians with mobility difficulties to cross the carriageway with ease. The very good quality of the footway network extends southwards onto Whymark Avenue, which as shown within **Photograph 1** displays generally smooth and wide footways which enable two-way pedestrian movements to take place throughout its length.



Photographs 1 **Pedestrian Footway along Whymark Avenue**

- 4.3.4 Future users of the site are likely to make use of footways along the A105 – High Road when making journeys to/from the site. Footways along both sides of the A105 are of an excellent standard, with very smooth, well-lit, very wide footways which would enable future users of the site to travel to/from Turnpike Lane Tube Station and nearby bus stops with ease. Moreover, an informal pedestrian crossing across the A105 which could be used to access bus stops for northbound services, displays raised carriageways and a very good quality of tactile paving which is located on either side of the carriageway and within the pedestrian refuge island. A photograph showing the footways of the A105 High Road and a formal pedestrian crossing is illustrated within **Photograph 3**.



Photograph 3 Footways and Formal Pedestrian Crossing across the A105

- 4.3.5 As illustrated within **Figure 1**, the site benefits from a number of cycling routes within the vicinity of the site. Cyclists can travel southwards along Bury Road and connect with London Cycle Network (LCN) – Route 54 which can be accessed from the junction of The Sandlings/Whymark Avenue to the east of the site. LCN – Route 54, runs between Alexandra Palace and Walthamstow, which would provide future users of the site with an opportunity to travel eastwards from locations such as Bruce Grove and Tottenham Hale.
- 4.3.6 In addition, cycle paths within the site vicinity also connect with other named routes such as LCN – 7 and LCN – 56, enabling future users of the site to travel to/from neighbourhoods to the north-east such as Silver Street, neighbourhoods to the north such as Palmers Green and neighbourhoods to the west such as Muswell Hill and Highgate.
- 4.3.7 In addition, the local road network surrounding the site is generally composed of wide, suburban, residential roads and the topography is very flat enabling cycling to be an attractive way of travelling to/from the site even when using roads which do not contain dedicated cycle lanes.
- 4.3.8 Lastly, as highlighted within **Photograph 4** below, there are a number of cycle stands located on the eastern carriageway of the A105 – High Road, enabling future users of the site to park their bike in this location.



Photograph 4 **Cycle Stands along the A105 High Road**

4.4 Bus Services and Facilities

- 4.4.1 For southbound services, the site is located roughly equidistant from 'Coleraine Road' (Stop MA) which is served by bus routes 67, 121, 123, 184, 221, 230, 232, 329, N91 and W4 and 'Turnpike Lane Station' (stop M) which is served by bus routes 29, 141, 144 and N29. Both of these stops are located within circa 75m (< 1 min walk) from the site along the A105 High Road.
- 4.4.2 For northbound services, the closest stops to the site are 'Coleraine Road' (Stop O) which is served by bus routes 29, 121, 123, 232, 329 and N29; and 'Brampton Park Road' (Stop L) which is served by bus routes 67, 141, 144, 184, 221, 230, N91 and W4. Both of these stops are located within 210m (a circa 3 mins walk) north-west of the site along the A105 High Road.
- 4.4.3 In terms of facilities, all of these stops are provided with a flag & pole containing detailed bus timetable information, a bus shelter containing a seating area, and dedicated bus carriageway markings. In addition, 'Coleraine Road' (Stop O), 'Brampton Park Road' (Stop L) and 'Turnpike Lane Station' (Stop M) are also provided with electronic departure boards containing live up-to-date bus timetable information, with an example from the 'Turnpike Lane Station' (Stop M) shown within **Photograph 5**.



Photograph 5 'Turnpike Lane Station' (Stop M)

- 4.4.4 In addition, bus routes 217, 231 and 444 can be accessed from 'Turnpike Lane Bus Station' located circa 240m (circa 3-mins walk) south of the site whilst bus route 41 can be accessed from 'Wood Green High Road' (Stop Q, for W-bound services) and 'Turnpike Lane Station' (Stop Y, for S-bound services) which are within 250m (circa 3 mins walk) of the site.

4.4.5 A more detailed summary of the bus services that can be accessed from the stops along the A105 High Road is illustrated within **Figure 3**.

Route No / Summary		Typical Frequency	Hours of Operation
29	Trafalgar Square – Tottenham Court Rd Stn – Warren Street Stn – Camden Town – Holloway – Finsbury Park – Manor House – Harringay – Coleraine Rd/Turnpike Lane Stn stops – Wood Green Stn	Mon-Fri: every 4-8 mins Sat: every 5-9 mins Sun: every 6-10 mins	Mon-Thu: 05:46-01:24 Fri and Sat: 05:46-01:28 Sun: 05:46-01:23
67	Dalston Junction Stn – Kingsland High St – Stamford Hill – West Green – Brompton Park Rd/Coleraine Rd stops – Wood Green Stn	Mon-Sat: every 8-12 mins Sun: every 10-13 mins	Mon-Sat: 04:42-01:04 Sun: 05:37-01:04
121	Turnpike Lane Stn – Coleraine Road stops – Wood Green – Palmers Green – Southgate – Oakwood – Enfield – Southbury – Enfield Lock – Enfield Island Village	Mon-Fri: every 7-11 mins Sat: every 8-11 mins Sun: around every 15 mins	Mon-Sun: 05:01-01:31
123	Wood Green Station – Coleraine Road stops – Bruce Grove – Tottenham Hale – Blackhorse Road – Waterworks Corner – Charlie Brown's Roundabout – Gants Hill – Hainault Road, Ilford	Mon-Fri: every 7-11 mins Sat: every 8-12 mins Sun: around every 15 mins	Mon-Fri: 05:02-01:40 Sat: 05:02-01:45 Sun: 05:02-01:41
141	London Bridge Bus Stn – Monument – Moorgate Stn – Shoreditch – Canonbury – Brownswood Park – Manor House – Harringay – Brompton Park Rd/Turnpike Lane Stn stops – Wood Green Stn – Palmers Green, Tottenham Rd Nth/Circular Rd	Mon-Fri: every 4-8 mins Sat: every 6-10 mins Sun: every 10-13 mins	Mon-Thu: 04:27-01:33 Fri and Sat: 04:27-01:37 Sun: 05:48-01:33
144	Muswell Hill Broadway – Alexandra Park – Hornsey – Brompton Park Rd/Turnpike Lane Stn stops – Wood Green – Lordship Lane – Silver St – Edmonton (Angel) – Edmonton Green	Mon-Fri: every 7-11 mins Sat: every 8-12 mins Sun: every 9-13 mins	Mon-Fri: 04:38-01:34 Sat: 04:38-01:35 Sun: 05:49-01:34
184	Turnpike Lane Bus Stn – Brompton Park Rd/Coleraine Road stops – Wood Green – Muswell Hill – Bounds Green – Arnos Grove – Osidge – East Barnet – New Barnet Stn –	Mon-Fri: every 6-11 min Sat: every 7-12 mins Sun: every 10-14 mins	Mon-Sat: 05:31-00:47 Sun: 06:46-00:47

	Barnet Church – Chipping Barnet, Chesterfield Rd		
221	Turnpike Lane Bus Stn – Brampton Park Rd/Coleraine Road stops – Wood Green Station – Wood Green Bus Garage – Bounds Green – New Southgate Station – Friern Barnet – North Finchley Bus Stn – Mill Hill East – Mill Hill - Edgware	Mon-Fri: every 6-10 mins Sat: every 7-10 mins Sun: every 10-14 mins	Mon-Fri and Sun: 05:16-01:02 Sat: 05:16-01:06
230	Wood Green, Lordship Lane – Coleraine Rd/Brampton Park Rd stops – Turnpike Lane – West Green – Seven Sisters – Tottenham Hale – Blackhorse Road Stn – Walthamstow Bus Stn – Whipps Cross – Upper Walthamstow, Fyfield Road	Mon-Sun: around every 15 mins	Mon-Sat: 04:52-01:23 Sun: 06:27-01:23
232	Turnpike Lane Bus Station – Wood Green Station – Palmers Green – Arnos Grove – Colney Hatch – Finchley – Hampstead Garden Suburb – Brent Cross Shopping Centre – West Hendon – Neasden – Church End – Tokyngton, Mitchell Way	Mon-Fri: every 9-14 mins Sat: every 10-14 mins Sun: every 20 mins	Mon-Fri: 05:31-00:44 Sat: 05:31-00:42 Sun: 06:19-00:41
329	Turnpike Lane Bus Station – Coleraine Road stops – Wood Green Stn – Palmers Green – Winchmore Hill – Enfield Town, Little Park Gardens	Mon-Sat: every 6-10 mins Sun: every 7-10 mins	Mon-Fri: 05:52-01:04 Sat and Sun: 05:51-01:04
W4	Palmers Green, Ulster Gardens – Wood Green Stn – Brampton Park Road/Coleraine Road stops – Turnpike Lane – Bruce Grive Stn – Seven Sisters – Tottenham Hale – Tottenham Hale, Ferry Lane Primary School	Mon-Sun: every 9-13 mins	Mon-Fri: 05:34-00:27 Sat: 05:31-00:24 Sun: 06:31-00:27
N29	Trafalgar Square – Tottenham Court Rd Stn – Warren Street Stn – Camden Town – Holloway – Finsbury Park – Manor House – Harringay – Coleraine Rd/Turnpike Lane Stn stops – Wood Green Stn – Palmers Green – Winchmore Hill – Bush Hill Park – Enfield Town, Little Park Gardens	Mon Mor – Fri Mor: Every 8-11 mins Sat and Sun Mor: Every 7-11 mins	Mon Mor – Fri Mor: 00:34-06:04 Sat Mor and Sun Mor: 00:35-06:04
N91	Trafalgar Square – Euston Station – Holloway – Crouch Hill – Hornsey – Turnpike Lane – Brampton Park Rd/Coleraine	Mon Mor – Fri Mor: every 15-30 mins	Mon Mor: 23:39-06:02 Tue Mor – Fri Mor: 00:30-06:02

	Rd stops – Wood Green – Bounds Green – Arnos Grove – Southgate – Oakwood – Cockfosters	Sat and Sun Mor: around every 30 mins	Sat Mor: 23:49-06:02 Sun Mor: 00:22-07:22
--	---	---	--

Figure 3 Bus Services running along A105 – Hill Road

4.4.6 Further route maps, timetable and fare information can be found at: www.tfl.gov.uk/modes/buses.

4.5 London Underground Services

4.5.1 The closest London Underground Station to the site is Turnpike Lane Tube Station which is located circa 155m (a circa 2 mins walk) south of the site and is illustrated within **Photograph 6**. The station is found within Travelcard Zone 3 and is served by the Piccadilly Line.



Photograph 6 Turnpike Lane Tube Station

4.5.2 A summary of the local tube services available from Turnpike Lane Station is set out in **Figure 4**.

Destination	Typical Frequency	Journey Time	Major Calling Points
Cockfosters	2-6 mins	17 mins	Wood Green, Arnos Grove, Southgate
Arnos Grove	Every 2-3 mins	7 mins	Wood Green
Heathrow Terminal 4	Every 9-11 mins	1hr 10 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Heathrow Terminal 5	Every 9-11 mins	1hr 13 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Northfields	Every 3-6 mins	49-50 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town
Rayners Lane	Every 9-11 mins	66-67 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town
Uxbridge	Every 20 mins	82 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Rayners Lane

Figure 4 Summary of Local Tube Services

- 4.5.3 As set out above, Turnpike Lane Tube Station provides high frequency underground services to a range of destinations across North, Central and West London.

4.6 Rail Services

- 4.6.1 The closest rail station to the site is Hornsey Rail Station, which is located circa 970m (a circa 12-mins walk) south-west of the site. The station is located within Travelcard Zone 3 and it is on the Great Northern Route which forms part of the East Coast Main Line. Services from this station run southwards towards Moorgate in Central London and northwards towards Stevenage, Welwyn Garden City and Hertford. A more detailed summary of the services that run from this station is illustrated within **Figure 5**.

Route Service	Typical Frequency	Journey Time
Moorgate – Highbury & Islington – Finsbury Park – Hornsey – Alexandra Palace – Potters Bar – Hatfield – Welwyn Garden City	Mon-Sun: every 30 mins (additional peak hour services Mon-Fri)	Moorgate: 20 mins Highbury & Islington: 11 mins Finsbury Park: 4 mins

		Alexandra Palace: 3 mins Potters Bar: 18 mins Hatfield: 26 mins Welwyn Garden City: 31 mins
Moorgate – Highbury & Islington – Finsbury Park – Hornsey – Alexandra Palace – Enfield Chase – Hertford North - Stevenage	Mon-Sun: every 30 mins (additional peak hour services Mon-Fri)	Enfield Chase: 16 mins Hertford North: 32 mins Stevenage: 47 min

Figure 5 Rail Services that run from Hornsey Rail Station

- 4.6.2 In terms of facilities, the station is equipped with a seating area, Wi-Fi and the station is staffed Mon-Fri 07:00-13:25. With regards to accessibility, the station has accessible ticket machines, a lowered ticket counter and induction loops are available.
- 4.6.3 As illustrated within this section, users of the site would be able to travel to/from the site by train with frequent connections towards Central London, parts of Greater London and Hertfordshire.

4.7 Summary of Accessibility Credentials

- 4.7.1 The above review demonstrates that the site is highly accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. The measures contained within the associated Travel Plan further seek to increase the awareness and use of these sustainable transport modes.

5 DEVELOPMENT PROPOSALS

- 5.1.1 This section details the development proposals and outlines the access arrangements and the proposed car and cycle parking provision associated with the development. This section also considers delivery and servicing arrangements.

5.2 Development Proposals

- 5.2.1 The development proposals comprise the change of use from bathroom showroom (use class: E) to banqueting suite at ground floor (use class: Sui-Generis) and restaurant/bar/shisha bar at first floor (use class: E and Sui-Generis) and installation of new doors and windows on southeast elevation. A copy of the proposed site plan (Drawing Number: 151-301) prepared by Sleep Design is attached hereto at **Appendix A**.

5.3 Proposed Access Arrangements

- 5.3.1 As detailed in **Section 3**, the existing access arrangements currently operate without any highway safety problems. **Drawing 2023/7271/001**, attached hereto, illustrates the existing levels of visibility in both directions along Bury Road for egressing vehicles from the site access. As shown, achievable visibility splays of 2.4m x 25m in both directions is achievable which is commensurate to the posted 20mph speed limit for Bury Road.
- 5.3.2 **Drawing 2023/7271/002** illustrates the swept path of a private car on-site which is shown to access the site, park in the available disabled parking spaces, manoeuvre within the site curtilage and exit in a forward gear. On the basis these manoeuvres can be undertaken without any conflicts and that the access arrangements shall be retained within their current form, it is not considered necessary to introduce a left-in/left-out arrangement.
- 5.3.3 **Drawing 2023/7271/003**, attached hereto, illustrates the practical delivery and servicing operation of the site including refuse collection from the existing loading bay available in Bury Road immediately outside the site. The loading bay can be accessed by the existing service door.
- 5.3.4 The frequency of reuse collections and deliveries to/from the site would not need to be increased as a result of the development proposals. The likely level of servicing activity would have a negligible impact on the site operation, local highway network, or neighbouring properties.

5.4 Proposed Car Parking Provision

- 5.4.1 Supporting guidance within the London Plan states that car-free developments should be the starting point for all development proposals in places that are well-connected by public transport. The proposal is to provide zero additional car parking spaces for the development, however the existing rear parking area shall be reorganised in order to provide a total of 15 disabled parking bays for guests who require them.

- 5.4.2 As such, it is considered that the principle of a car-free development should be viewed acceptably in terms of the negligible potential increase in on-street parking stress within its immediate vicinity. This is further affirmed through the site's PTAL rating of 6b which indicates the highest level of accessibility to public transport modes. Furthermore, the presence of the Controlled Parking Zone (CPZ) Zone WG ensure that on-street parking is only available to existing residents.

5.5 Review of On-Street Parking Capacity

- 5.5.1 In order to understand the conditions of the local highway network in respect to parking, a site-specific parking survey has been undertaken to identify any potential parking stress locally to the site (500m). An independent professional survey company was commissioned to observe the period of time whilst the CPZ is no longer in operation and the proposed development would be open (22:00-23:00) on a 'neutral' weekday and weekend for surrounding streets and the Bury Road car park.
- 5.5.2 Prior to undertaking the parking beat surveys, all existing parking restrictions, both formal (e.g. yellow lines) and informal (e.g. dropped kerbs, driveways), for all roads within the study area were identified and illustrated in plan form, as attached hereto at **Appendix D**. These measurements have therefore informed the available on-street capacity for parking.
- 5.5.3 The survey was undertaken by Modal Data Limited in June 2023, **Figure 6** below provides a summary of the results from the survey. The full parking survey results are attached hereto at **Appendix D**.

Time Period	Total Number of Parking Spaces	Number of Parked Cars	Unoccupied Spaces	Parking Stress
Weekday Evening	1288	696	581	54%
Weekend Evening		700	577	54%

Figure 6 On-street Parking Survey Results

- 5.5.4 As demonstrated in **Figure 6**, the maximum parking stress associated with on-street parking was observed as 54% both on the Weekday and Weekend nights respectively.
- 5.5.5 It is considered that based on the site-specific survey data outlined above, there would be sufficient spare capacity available for any likely visitor demand at the site following the proposed development.

5.6 Proposed Cycle Parking Provision

- 5.6.1 Minimum cycle parking requirements are set out within Policy T5 and in Table 10.2 of the London Plan. Based on the 'Other (e.g. cinema, bingo, etc.)' cycle parking standards the proposals would require a total of 22 short stay spaces for visitors and staff. As illustrated on the ground floor layout attached hereto at **Appendix A**, secure cycle parking shall be provided within the ground floor bike store.
- 5.6.2 In accordance with London Cycle Design Guidance, 20% of the long stay cycle spaces will be provided using Sheffield style stands with a quarter of these provided with sufficient space for larger types of cycles. All the short stay spaces will be provided using Sheffield style stands accessible from the public realm.

6 TRIP GENERATION

6.1 Overview

- 6.1.1 A trip generation assessment has been undertaken to understand the impact the development could have on the operation of the local highway network. The TRICS (Trip Rate Information Computer System) database has been interrogated to identify similar sample sites to the proposals.

6.2 Trip Assessment Methodology

- 6.2.1 TRICS is the industry-standard method to determine trip rates and provides a database used to estimate the trip generation potential for new developments across a range of land uses. The TRICS database has therefore been interrogated for the purpose of this report to identify and evaluate the likely trip generation of the proposed residential development.
- 6.2.2 In addition to daily weekday trip generation, the potential trips during the critical weekday morning (0800-0900) and evening peak periods (1700-1800) have been assessed, the time during which baseline network demand on the surrounding highway and transportation infrastructure is at its highest.

6.3 Existing Trip Generation

- 6.3.1 The existing site was most recently in use as a bathroom showroom (use class: E). Subsequently, the reinstatement of such would represent the lawful use of the site and hence would not require planning permission. Multi-modal trip rates have been extracted from the TRICS database version 7.10.2 applying the following filtering parameters:

- (i) Category: 01/G - Other Individual non-food Superstore (use class E(a))
- (ii) Regions: All England; and
- (iii) Days: Weekdays only.

- 6.3.2 **Figure 7** summarises the likely levels of multi-modal trips that would be generated by the site. The full TRICS output is attached hereto at **Appendix E** for reference.

Mode	AM Peak Hour		PM Peak Hour		Daily Total	
	(08:00-09:00)		(17:00-18:00)		(07:00-19:00)	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Total Vehicles	3	1	15	17	142	147
Pedestrian	0	0	0	0	2	1
Cycle	0	0	2	3	24	25
Public Transport	0	0	1	1	7	7
Total People	3	1	18	21	175	180

Figure 7 Former Use Multi-Modal Trip Generation

- 6.3.3 The table shown in **Figure 7** summarises the number of trips by all modes associated with the current permitted use. It should be noted however, that there are no relevant sample sites for the London area in the TRICS database. Consequently, the level of vehicle trips presented in **Figure 7** maybe higher since the data would not reflect the sites high PTAL score.
- 6.3.4 As such, the site in its lawful form could generate 147 two-way vehicle movements over the course of a typical day, and this would especially be the case given the need to move bathroom supplies by car/ van. Therefore, the practical net impact of the proposals in these terms is likely to be more limited when considering the vehicular trips to be generated by the proposed development.

6.4 Proposed Trip Generation

- 6.4.1 A consistent methodology has been adopted in order to consider the potential trip generation of the proposed development. Multi-modal trip rates have been extracted from the TRICS database version 7.10.2 applying the following filtering parameters:
- (i) Category: 06/B (Restaurants);
 - (ii) Regions: Greater London; and
 - (iii) Days: Weekdays only.
- 6.4.2 **Figure 8** summarises the extracted trip rates and the resultant total number of multi-modal trips that could be expected by all modes to / from the proposed development. Consideration has been given to the traditional AM (08:00-09:00) and PM (17:00-18:00) periods on the highway network, alongside the opening times of the proposed banqueting hall (18:00-24:00). The full TRICS output is attached hereto at **Appendix E** for reference.

Mode	AM Peak Hour		PM Peak Hour		Daily Total	
	(08:00-09:00)		(17:00-18:00)		(18:00-24:00)	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Total Vehicles	0	0	0	0	64	76
Pedestrian	0	0	0	0	105	142
Cycle	0	0	0	0	0	0
Public Transport	0	0	0	0	47	72
Total People	0	0	0	0	216	290

Figure 8 Forecasted Multi-Modal Trip Generation

- 6.4.3 The table shown in **Figure 8** summarises the potential number of trips by all modes associated with the proposed development. The forecast references a number of vehicle movements, it should be noted that these vehicle movements would be reflective of disabled guests driving to the site and also include taxi trips made by diners.

6.4.4 Given the sites high level of accessibility (PTAL 6b) the vast majority of visitors and staff would travel via sustainable modes.

6.4.5 The proposed development would also generate movements by public transport, including movements by London Underground and bus. In the context of the local public transport options available this would not lead to a material impact on public transport, given the modest quantum of development proposed.

6.5 Delivery and Servicing Trip Generation

6.5.1 It should also be noted that the majority of deliveries to restaurant locations are 'linked' trips. To this end, delivery drivers typically complete a series of deliveries as part of a wider routing schedule and these deliveries are generally scheduled such that they maximise efficiency in terms of journey distance and time. There are likely to be only a small number of 'new' / 'primary' deliveries – i.e. deliveries from origin to the site and then back again with no other stops made en-route.

6.6 Traffic Impact

6.6.1 Consequently, the proposed redevelopment of the site is not considered to constitute a significant material impact, let alone a severe impact as defined in the National Planning Policy Framework (NPPF).

6.6.2 As such, RGP does not consider it necessary to undertake any detailed junction capacity or public transport modelling based on a proposed development.

6.6.3 Furthermore, a Travel Plan Statement has also been produced and outlines the opportunities for sustainable travel to and from the development aimed at residents and visitors to the site. It details measures and initiatives to be implemented with the aim of reducing reliance on the private car and achieving a shift away from overcrowded public transport services through the promotion of active travel modes, should planning permission be granted.

7 SUMMARY & CONCLUSIONS

7.1.1 RGP has been commissioned by Regal Housewares Ltd (the 'Client') to provide highway and transport planning advice in support of the proposed change of use from bathroom showroom to banqueting suite at 26 High Road, Wood Green, London, N22 6BX ("the site"). The site is situated within the administrative boundary of the London Borough of Haringey (LBH).

7.2 Summary

7.2.1 The development proposals comprise the change of use from bathroom showroom (use class: E) to banqueting suite at ground floor (use class: Sui-Generis) and restaurant/bar/shisha bar at first floor (use class: E and Sui-Generis) and installation of new doors and windows on southeast elevation. Vehicular access would continue to be afforded via the existing vehicle crossover with Bury Road. RGP make the following conclusions of this Transport Assessment:

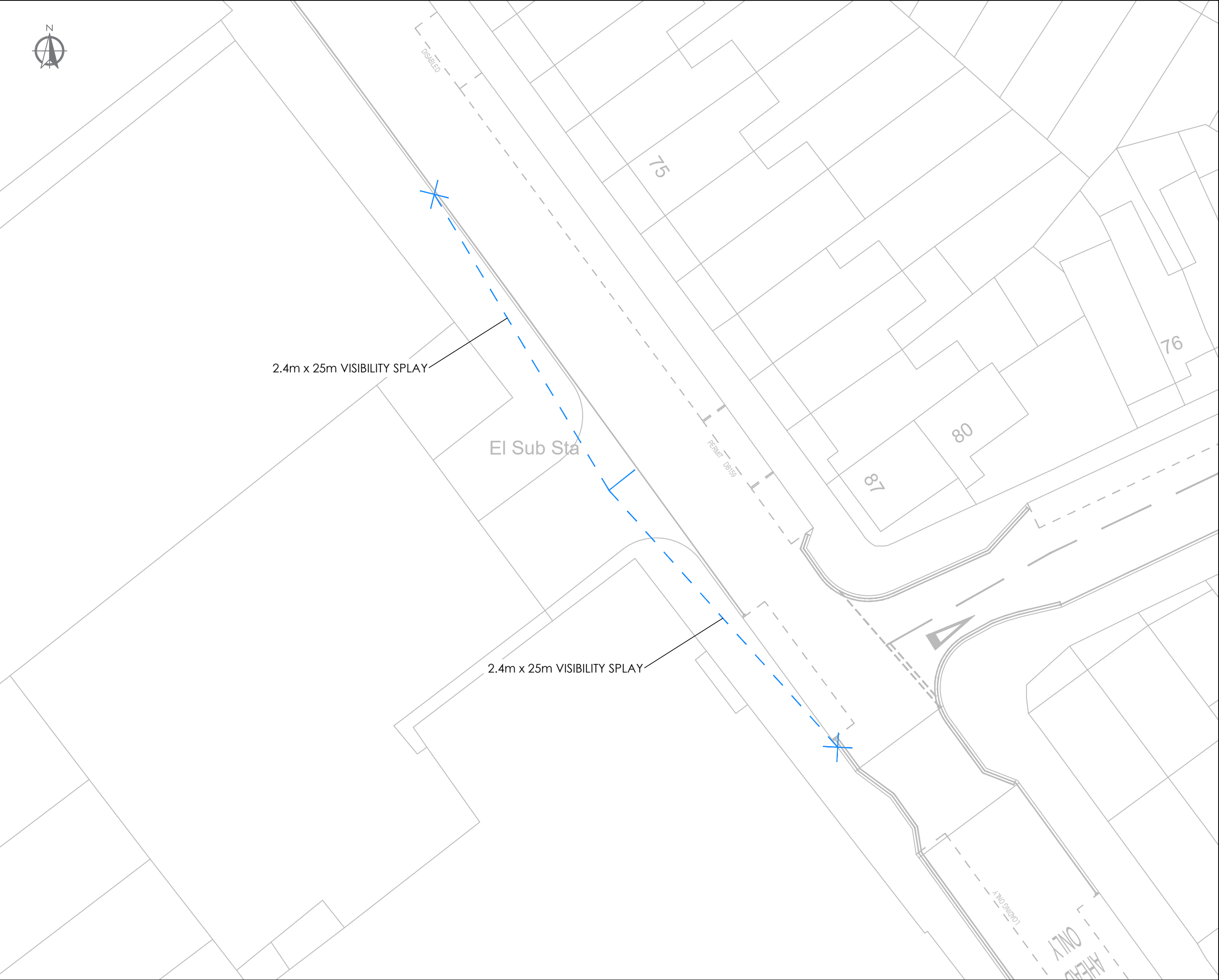
- i) The proposals would accord with national, regional and local transport policy;
- ii) The site is appropriately located to make the most of sustainable transport connections. The site benefits from a PTAL rating of 6b, the highest level of public transport accessibility.
- iii) Analysis of personal injury accidents in proximity to the application site has not identified any pattern of accidents in the vicinity of the site within the past 5 years;
- iv) The access arrangements at the site would be retained largely as existing although improvements are proposed at its junction with Bury Road to maximise visibility for egressing drivers whilst minimising the residual impact upon local on-street parking stress;
- v) Zero additional car parking would be provided at the site, in accordance with relevant. Secure cycle storage would be provided within the site curtilage;
- vi) Sufficient disabled parking and manoeuvring space is included, subsequently accommodating any likely parking demand. The proposed development would therefore represent a negligible impact to the local highway network; and
- vii) The proposals would generate a small number of sporadic deliveries, generally comprising mostly of food deliveries and catering supplies. These could be comfortably accommodated on-site or within the loading bay situated on Bury Road.

7.2.2 This Transport Assessment report therefore has established that safe and convenient access can be provided to the site and the development would not result in an unacceptable impact on highway safety and the cumulative impact on the road network would not be considered 'severe'.

7.3 Conclusion

- 7.3.1 The National Planning Policy Framework at Section 111 states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 7.3.2 In conclusion, this report has established that the development would not result in an unacceptable impact on safety and there would be no residual or severe cumulative impacts on the surrounding transport network. Therefore, planning permission should not be withheld on transport grounds.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

× - - - - × VISIBILITY SPLAYS

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

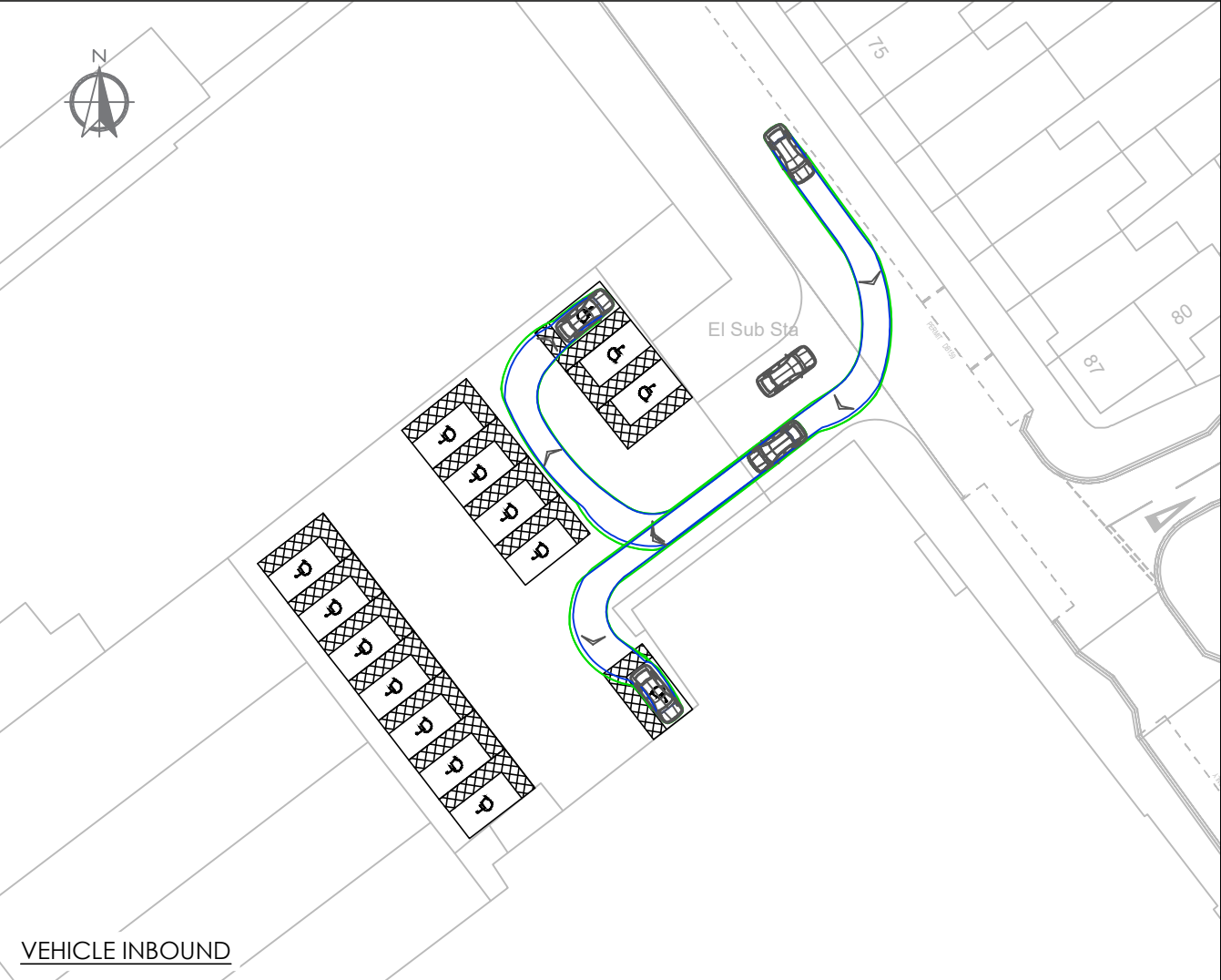
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P1	DLH	FIRST ISSUE		18/07/23
Rev.	Drawn	Comments		Date

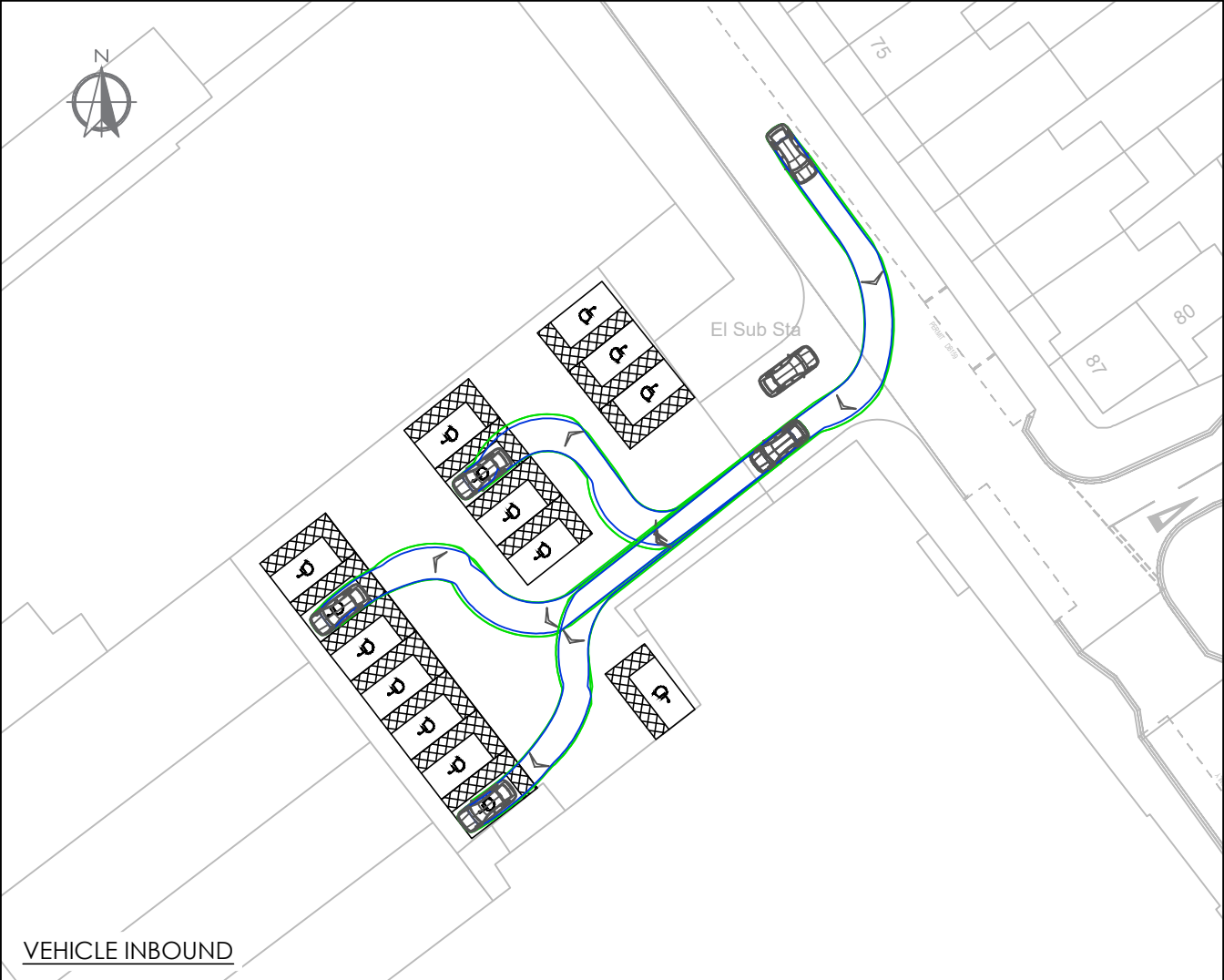


RGP
Transport Planning and Infrastructure Design Consultants
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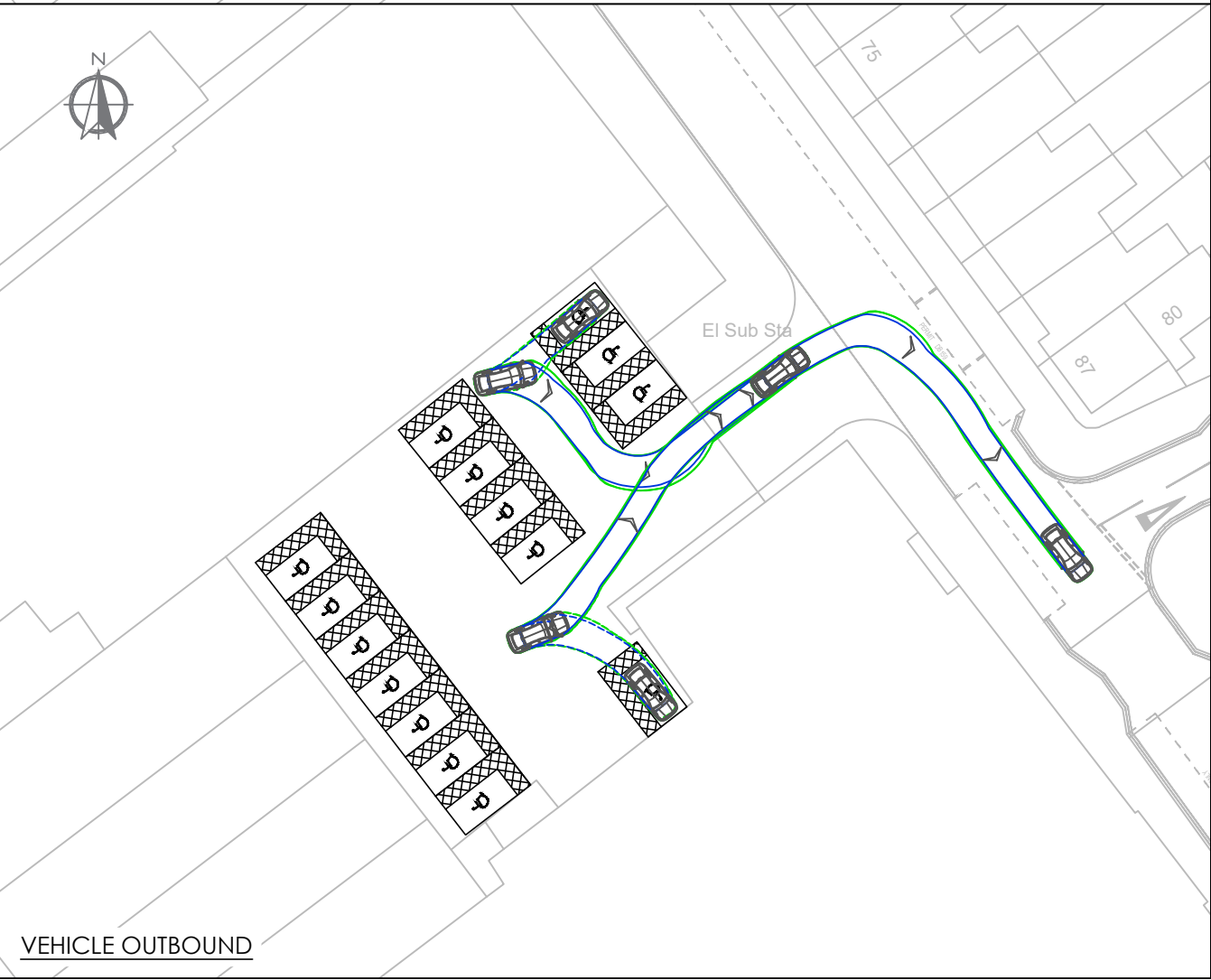
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Project	26 High Road, Wood Green, London		
Drawing title	Visibility Splays		
Drawing No.	2023/7271/001	Rev.	P1
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		Checked By	BCC
			A3



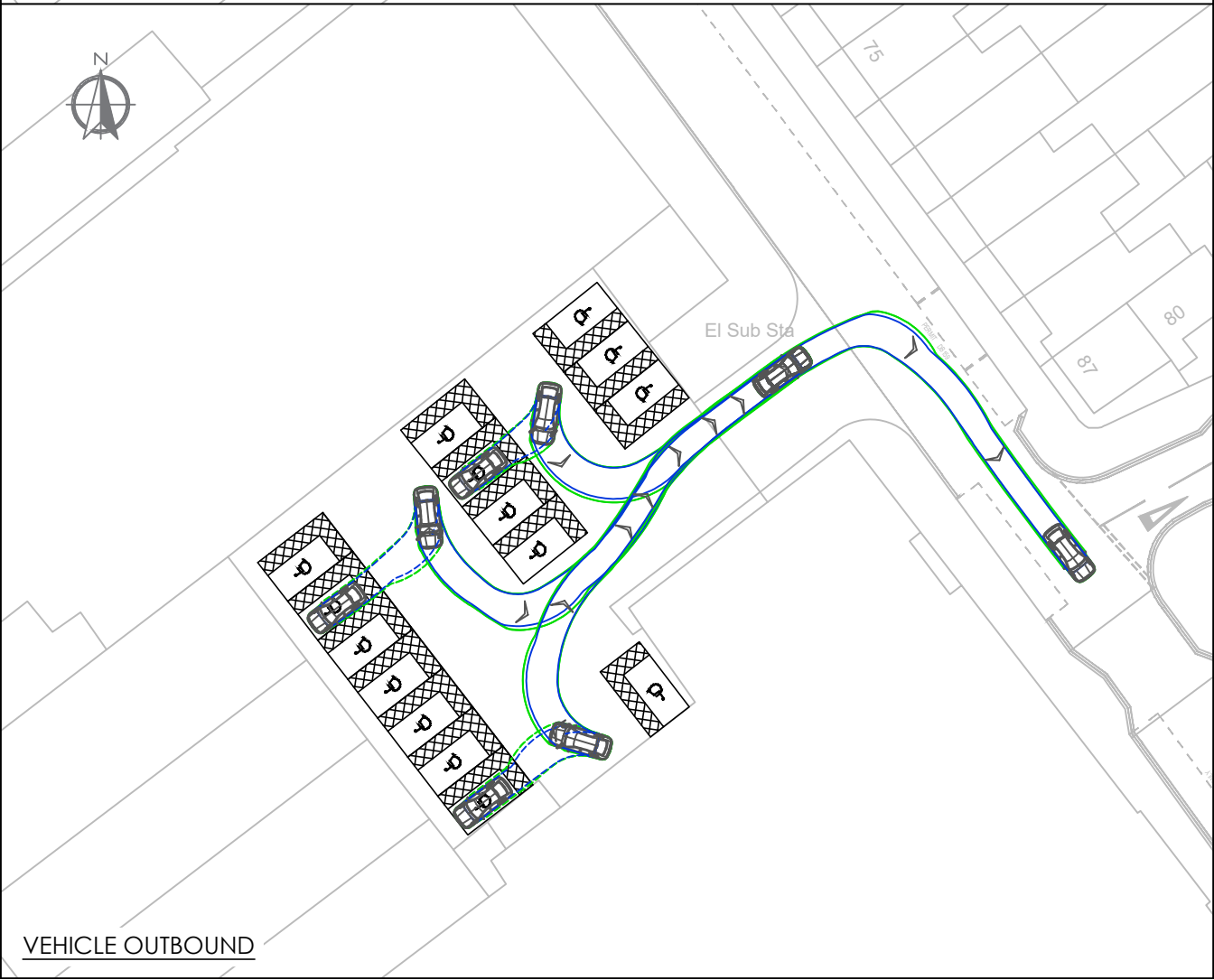
VEHICLE INBOUND



VEHICLE INBOUND



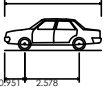
VEHICLE OUTBOUND



VEHICLE OUTBOUND

NOTES

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Standard Car

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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P1	DLH	FIRST ISSUE		18/07/23
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1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client

Regal Housewares Ltd

Project

26 High Road,
Wood Green, London

Drawing Title

Swept Path Analysis -
Standard Car

Drawing No.	2023/7271/002	Rev.	P1
Scale	1:500	Drawn By	DLH
		Checked By	BCC
			A3



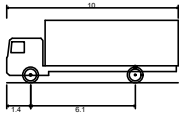
10m RIGID VEHICLE



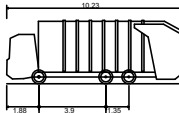
REFUSE VEHICLE

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m



10.23m Refuse Vehicle - Haringey
Overall Length 10.230m
Overall Width 2.250m
Overall Body Height 3.650m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.900m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

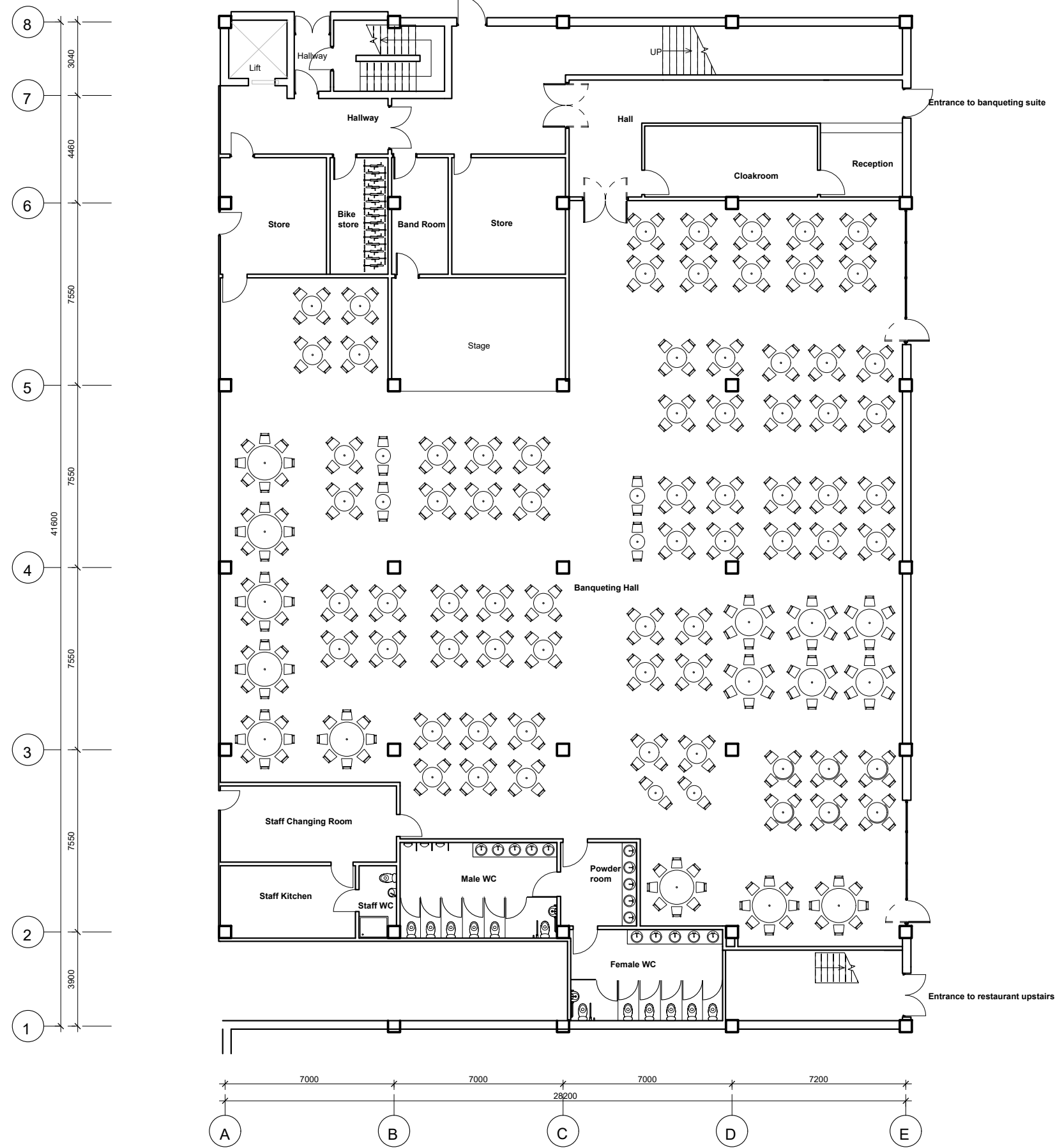
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Rev.	Drawn	Comments		Date



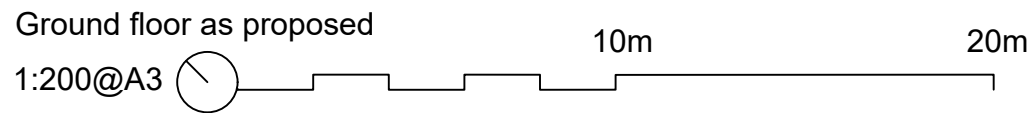
Transport Planning and Infrastructure Design Consultants
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1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Regal Housewares Ltd			
Project	26 High Road, Wood Green, London			
Drawing Title	Swept Path Analysis - Delivery and Servicing Vehicles			
Drawing No.	2023/7271/003		Rev.	P1
Scale	1:250	Drawn By	DLH	Checked By
			BCC	A3

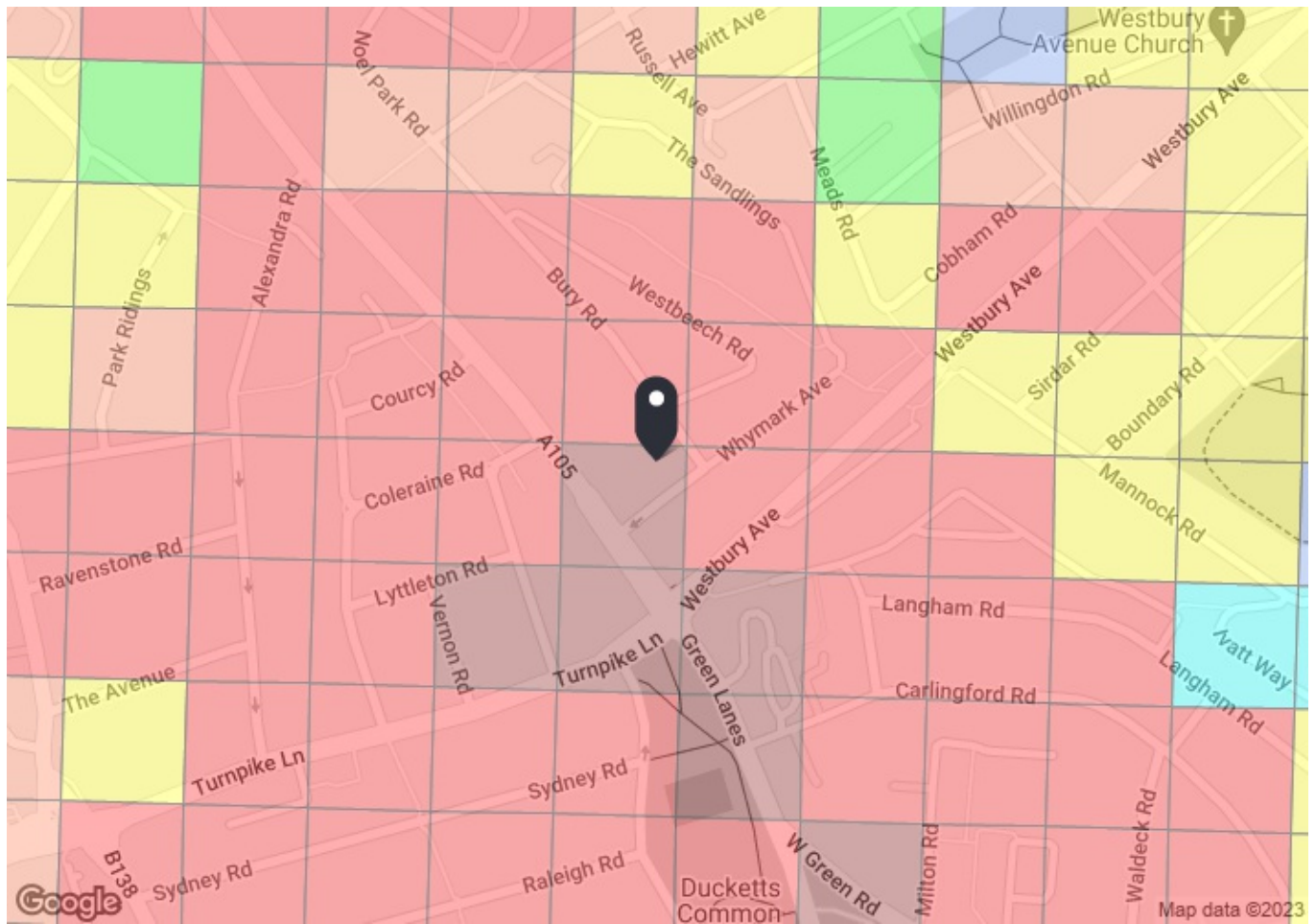
APPENDIX A



REVISION:	
REV/DATE	
All dimensions to be checked on site before any works commence.	
This drawing is the copyright of Jamie Sleep Design Limited and shall not be copied, used or reproduced in anyway without prior written consent.	
Regal Housewares LTD	
Whymark Avenue	
N22 6DJ	
CLIENT	151-301
DWG NO.	
Ground floor plan as proposed	
TITLE	
13 July 2023	
DATE	
1:200@A3	
SCALE	
JS	
DRAWN	
PLANNING	
STAGE	



APPENDIX B



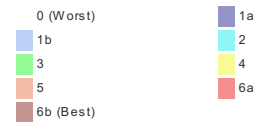
PTAL output for Base Year 6b

8 Whymark Ave, London N22 6BX, UK
Easting: 531474, Northing: 189779

Grid Cell: 130121

Report generated: 01/06/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GREEN LANES/ALFOXTON AVE	230	423.59	5	5.29	8	13.29	2.26	0.5	1.13
Bus	TURNPIKE LN STN/BUS STN	444	247.73	5	3.1	8	11.1	2.7	0.5	1.35
Bus	TURNPIKE LN STN/BUS STN	231	247.73	4	3.1	9.5	12.6	2.38	0.5	1.19
Bus	TURNPIKE LN STN/BUS STN	217	247.73	5	3.1	8	11.1	2.7	0.5	1.35
Bus	TURNPIKE LANE STN HIGH R	67	62.48	6	0.78	7	7.78	3.86	0.5	1.93
Bus	TURNPIKE LANE STN HIGH R	184	62.48	7	0.78	6.29	7.07	4.25	0.5	2.12
Bus	TURNPIKE LANE STN HIGH R	221	62.48	5	0.78	8	8.78	3.42	0.5	1.71
Bus	TURNPIKE LANE STN HIGH R	W4	62.48	6	0.78	7	7.78	3.86	0.5	1.93
Bus	TURNPIKE LANE STN HIGH R	123	62.48	5.5	0.78	7.45	8.24	3.64	0.5	1.82
Bus	TURNPIKE LANE STN HIGH R	141	62.48	9.5	0.78	5.16	5.94	5.05	0.5	2.53
Bus	TURNPIKE LANE STN HIGH R	29	62.48	15	0.78	4	4.78	6.27	1	6.27
Bus	TURNPIKE L DUCKETTS COMM	41	209.16	12	2.61	4.5	7.11	4.22	0.5	2.11
Bus	TURNPIKE L DUCKETTS COMM	144	209.16	8	2.61	5.75	8.36	3.59	0.5	1.79
LUL	Turnpike Lane	'Cockfosters-LHRT4LT'	162.05	4.67	2.03	7.17	9.2	3.26	0.5	1.63
LUL	Turnpike Lane	'RayLane-Cockfosters'	162.05	3.67	2.03	8.92	10.95	2.74	0.5	1.37
LUL	Turnpike Lane	'LHRT4LT-ArnosGrove'	162.05	4.67	2.03	7.17	9.2	3.26	0.5	1.63
LUL	Turnpike Lane	'ArnosGrove-RayLane'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
LUL	Turnpike Lane	'ArnosGrove-Nthfields'	162.05	3	2.03	10.75	12.78	2.35	0.5	1.17
LUL	Turnpike Lane	'Oakwood-RayLane'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
LUL	Turnpike Lane	'Nthfields-Cockfoster'	162.05	1	2.03	30.75	32.78	0.92	0.5	0.46
LUL	Turnpike Lane	'LHRT5-Cockfosters'	162.05	6	2.03	5.75	7.78	3.86	1	3.86
LUL	Turnpike Lane	'Uxbridge-Cockfosters'	162.05	3.67	2.03	8.92	10.95	2.74	0.5	1.37
LUL	Turnpike Lane	'Ruislip-Cockfosters'	162.05	2.33	2.03	13.63	15.65	1.92	0.5	0.96
LUL	Turnpike Lane	'ArnosGrove-Uxbridge'	162.05	1	2.03	30.75	32.78	0.92	0.5	0.46
LUL	Turnpike Lane	'Oakwood-Uxbridge'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
LUL	Turnpike Lane	'Oakwood-Ruislip'	162.05	0.33	2.03	91.66	93.68	0.32	0.5	0.16
Total Grid Cell AI:										40.78

APPENDIX C

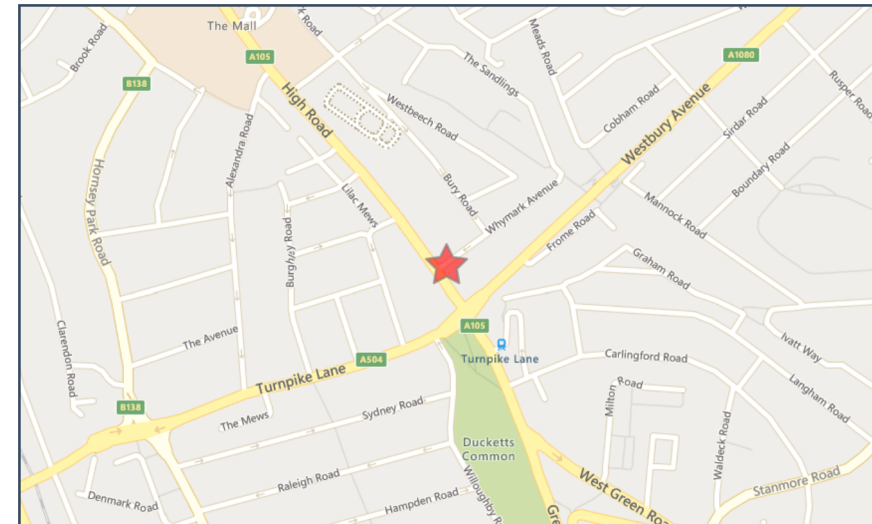


crashmap.co.uk

Validated Data

Crash Date: Wednesday, July 12, 2017 **Time of Crash:** 4:25:00 PM **Crash Reference:** 2017010048074

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	1	OS Grid Reference:	531450 189730
Local Authority:	Haringey London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Male	16 - 20	Vehicle is reversing	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

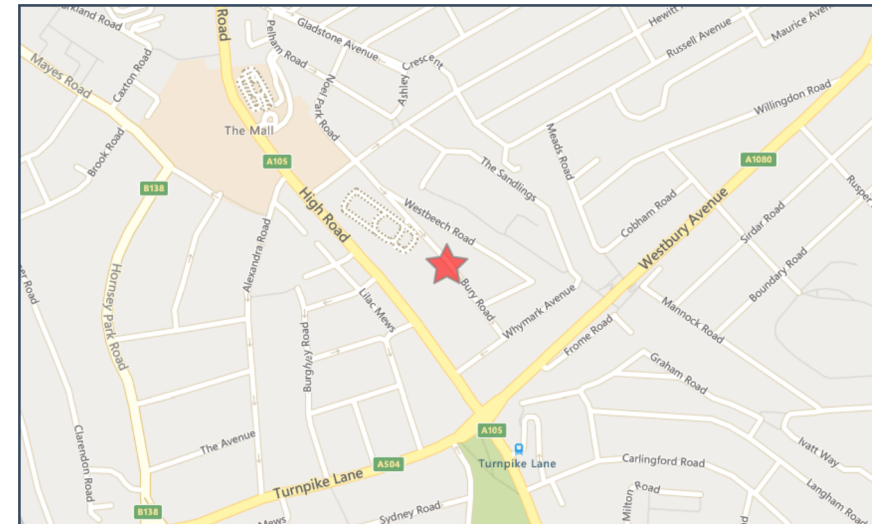


crashmap.co.uk

Validated Data

Crash Date: Wednesday, January 31, 2018 **Time of Crash:** 9:10:00 AM **Crash Reference:** 2018010093318

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Haringey	Number of Vehicles:	1	OS Grid Reference:	531420 189890
Local Authority:	Haringey London Borough				
Weather Description:	Unknown				
Road Surface Description:	Unknown				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Unknown	Unknown	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing on pedestrian crossing facility	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX D

* based on a minimum of 5 metres per space

Street Name	Restrictions	Number of Parking Spaces*	8th June - 01:00am			10th June - 01:00am		
			Number of Parked Cars	Unoccupied Spaces	Parking Stress	Number of Parked Cars	Unoccupied Spaces	Parking Stress
Bury Road Car Park	Bury Road Car Park	11	2	9	18%	11	0	100%
High Road	Disabled Parking	4	0	4	0%	2	2	50%
	Electric Vehicle Parking	2	2	0	100%	2	0	100%
	Taxi Bay	2	0	2	0%	0	2	0%
	Loading Bay	20	8	12	40%	10	10	50%
Alexandra Road	Permit Holder Parking	35	17	18	49%	16	19	46%
	Permit Holder / Pay and Display Parking	34	29	5	85%	19	15	56%
	Loading Bay	4	3	1	75%	3	1	75%
	Single Yellow Line	1	1	0	100%	1	0	100%
Malvern Road	Double Yellow Line	2	2	0	100%	0	2	0%
	Permit Holder Parking	20	17	3	85%	13	7	65%
Ravenstone Road	Permit Holder Parking	12	4	8	33%	5	7	42%
Turnpike Lane	Pay and Display Parking	35	20	15	57%	20	15	57%
	Loading Bay	14	4	10	29%	1	13	7%
	Single Yellow Line	2	2	0	100%	1	1	50%
Brampton Park Road	Pay and Display Parking	4	0	4	0%	0	4	0%
	Permit Holder Parking	8	5	3	63%	5	3	63%
	Disabled Parking	1	0	1	0%	0	1	0%
Courcy Road	Permit Holder Parking	26	16	10	62%	16	10	62%
	Permit Holder / Pay and Display Parking	2	2	0	100%	2	0	100%
	Disabled Parking	2	0	2	0%	0	2	0%
Burghley Road	Permit Holder Parking	68	35	33	51%	36	32	53%
	Permit Holder / Pay and Display Parking	5	2	3	40%	2	3	40%
	Disabled Parking	7	2	5	29%	2	5	29%
	Single Yellow Line	2	2	0	100%	1	1	50%
Coleraine Road	Permit Holder Parking	35	21	14	60%	19	16	54%
	Permit Holder / Pay and Display Parking	3	3	0	100%	3	0	100%
	Disabled Parking	1	0	1	0%	0	1	0%
	Loading Bay	2	2	0	100%	2	0	100%
Waldegrave Road	Permit Holder Parking	46	31	15	67%	32	14	70%
	Disabled Parking	3	1	2	33%	1	2	33%
Lyttleton Road	Permit Holder Parking	18	13	5	72%	14	4	78%
	Permit Holder / Pay and Display Parking	15	9	6	60%	11	4	73%
	Disabled Parking	2	1	1	50%	2	0	100%
Vernon Road	Permit Holder Parking	21	16	5	76%	16	5	76%
	Permit Holder / Pay and Display Parking	10	2	8	20%	8	2	80%
Willoughby Road	Permit Holder Parking	21	11	10	52%	12	9	57%
	Permit Holder / Pay and Display Parking	12	1	11	8%	9	3	75%
	Car Club Bay	1	0	1	0%	0	1	0%
	Single Yellow Line	2	0	2	0%	2	0	100%
Sydney Road	Permit Holder Parking	60	35	25	58%	29	31	48%
	Disabled Parking	3	3	0	100%	3	0	100%
Raleigh Road	Permit Holder Parking	48	23	25	48%	18	30	38%
	Disabled Parking	1	0	1	0%	0	1	0%
Hampden Road	Permit Holder Parking	18	8	10	44%	9	9	50%
West Green Road	Pay and Display Parking	11	7	4	64%	9	2	82%
	Permit Holder Parking	3	1	2	33%	2	1	67%
	Electric Vehicle Parking	3	0	3	0%	0	3	0%
Carlingford Road	Permit Holder / Pay and Display Parking	34	26	8	76%	27	7	79%
	Single Yellow Line	2	2	0	100%	0	2	0%
Crescent Road	Permit Holder Parking	18	12	6	67%	12	6	67%
	Permit Holder / Pay and Display Parking	3	0	3	0%	0	3	0%
	Disabled Parking	2	1	1	50%	2	0	100%
Langham Road	Pay and Display Parking	4	2	2	50%	2	2	50%
	Permit Holder Parking	65	39	26	60%	39	26	60%
	Permit Holder / Pay and Display Parking	5	4	1	80%	3	2	60%
	Disabled Parking	6	2	4	33%	3	3	50%
	Car Club Bay	2	1	1	50%	0	2	0%
	Taxi Bay	3	1	2	33%	1	2	33%
Graham Road	Permit Holder Parking	102	41	61	40%	48	54	47%
	Disabled Parking	1	0	1	0%	0	1	0%
Westbury Avenue	Single Yellow Line	5	0	5	0%	5	0	100%
	Double Yellow Line	2	2	0	100%	1	1	50%
Frome Road	Permit Holder Parking	22	14	8	64%	16	6	73%
	Permit Holder / Pay and Display Parking	47	23	24	49%	31	16	66%
	Disabled Parking	2	0	2	0%	1	1	50%
Mannock Road	Permit Holder Parking	45	23	22	51%	22	23	49%
Whymark Road	Permit Holder Parking	43	27	16	63%	23	20	53%
	Permit Holder / Pay and Display Parking	12	8	4	67%	8	4	67%
	Disabled Parking	1	0	1	0%	0	1	0%
	Loading Bay	1	0	1	0%	0	1	0%
Bury Road	Single Yellow Line	1	0	1	0%	1	0	100%
	Permit Holder Parking	1	1	0	100%	0	1	0%
	Permit Holder / Pay and Display Parking	43	19	24	44%	14	29	33%
	Disabled Parking	1	0	1	0%	0	1	0%
	Loading Bay	4	0	4	0%	2	2	50%
Westbeech Road	Single Yellow Line	5	0	5	0%	5	0	100%
	Permit Holder / Pay and Display Parking	88	54	34	61%	50	38	57%
	Disabled Parking	5	1	4	20%	1	4	20%
	Single Yellow Line	1	0	1	0%	1	0	100%
Lymington Avenue	Double Yellow Line	1	0	1	0%	1	0	100%
	Permit Holder / Pay and Display Parking	31	17	14	55%	15	16	48%
Glynne Road	Permit Holder / Pay and Display Parking	18	15	3	83%	8	10	44%

Total	Number of Parking Spaces*
	1288

Number of Parked Cars	Unoccupied Spaces	Parking Stress
696	581	54%

Number of Parked Cars	Unoccupied Spaces	Parking Stress
700	577	54%



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by Modal Data setting out the hazards which have been designed out. This is available upon request.

- Occupied Space
- Unoccupied Space
- Survey Boundary
- Double Yellow Line
- Single Yellow Line
- Disabled Parking
- Pay and Display
- Permit Holder
- Pay and Display OR Permit Holder
- Loading Bay
- Car Club
- Electric Vehicle
- Taxi Bay
- Bus Stop/Lane
- Advisory White Line

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P1	GE	FIRST ISSUE	26/04/23
Rev.	Drawn	Comments	Date



Client	RGP		
Project	26 High Road, Wood Green		
Drawing title	Lambeth Survey 8th June 2023 - 01:00am (1 of 2)		
Drawing No.	MODAL/7271/001	Rev.	P1
Scale	NTS	Drawn By	GE
		Checked By	BC
			A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by Modal Data setting out the hazards which have been designed out. This is available upon request.

- Occupied Space
- Unoccupied Space
- Survey Boundary
- Double Yellow Line
- Single Yellow Line
- Disabled Parking
- Pay and Display
- Permit Holder
- Pay and Display OR Permit Holder
- Loading Bay
- Car Club
- Electric Vehicle
- Taxi Bay
- Bus Stop/Lane
- Advisory White Line

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P1	GE	FIRST ISSUE	26/04/23
Rev.	Drawn	Comments	Date



Client	RGP		
Project	26 High Road, Wood Green		
Drawing Title	Lambeth Survey 8th June 2023 - 01:00am (2 of 2)		
Drawing No.	MODAL/7271/002	Rev.	P1
Scale	NTS	Drawn By	GE
		Checked By	BC
			A3



NOTES

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- Occupied Space
- Unoccupied Space
- Survey Boundary
- Double Yellow Line
- Single Yellow Line
- Disabled Parking
- Pay and Display
- Permit Holder
- Pay and Display OR Permit Holder
- Loading Bay
- Car Club
- Electric Vehicle
- Taxi Bay
- Bus Stop/Lane
- ... Advisory White Line

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P1	GE	FIRST ISSUE		26/04/23
Rev.	Drawn	Comments		Date



Client	RGP		
Project	26 High Road, Wood Green		
Drawing title	Lambeth Survey 10th June 2023 - 01:00am (1 of 2)		
Drawing No.	MODAL/7271/003	Rev.	P1
Scale	NTS	Drawn By	GE
		Checked By	BC
			A3



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by Modal Data setting out the hazards which have been designed out. This is available upon request.

- Occupied Space
- Unoccupied Space
- Survey Boundary
- Double Yellow Line
- Single Yellow Line
- Disabled Parking
- Pay and Display
- Permit Holder
- Pay and Display OR Permit Holder
- Loading Bay
- Car Club
- Electric Vehicle
- Taxi Bay
- Bus Stop/Lane
- Advisory White Line

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P1	GE	FIRST ISSUE	26/04/23
Rev.	Drawn	Comments	Date



Client	RGP		
Project	26 High Road, Wood Green		
Drawing Title	Lambeth Survey 10th June 2023 - 01:00am (2 of 2)		
Drawing No.	MODAL/7271/004	Rev.	P1
Scale	NTS	Drawn By	GE
		Checked By	BC
			A3

APPENDIX E

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-230720-0756

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
 Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	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: 1000 to 1600 (units: sqm)
 Range Selected by User: 290 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 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:

Town Centre	2
Edge of Town Centre	1

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

Selected Location Sub Categories:

Retail Zone	2
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	1 days - Selected

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS	CAMBRIDGESHIRE
	BACK LANE		
	CAMBOURNE		
	GREAT CAMBOURNE		
	Town Centre		
	Retail Zone		
	Total Gross floor area:	1068 sqm	
	Survey date: THURSDAY	07/06/18	Survey Type: MANUAL
2	EC-01-G-01	MAGNET	CHESHIRE EAST
	KING EDWARD STREET		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1000 sqm	
	Survey date: MONDAY	06/11/17	Survey Type: MANUAL
3	LN-01-G-01	PETS AT HOME	LINCOLNSHIRE
	TRITTON ROAD		
	LINCOLN		
	TRITTON RETAIL PARK		
	Edge of Town Centre		
	Retail Zone		
	Total Gross floor area:	1600 sqm	
	Survey date: TUESDAY	31/10/17	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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.74

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									
07:00 - 08:00	1	1000	0.300	1	1000	0.200	1	1000	0.500
08:00 - 09:00	3	1223	0.191	3	1223	0.109	3	1223	0.300
09:00 - 10:00	3	1223	1.363	3	1223	0.818	3	1223	2.181
10:00 - 11:00	3	1223	1.309	3	1223	0.845	3	1223	2.154
11:00 - 12:00	3	1223	1.063	3	1223	1.009	3	1223	2.072
12:00 - 13:00	3	1223	0.872	3	1223	1.063	3	1223	1.935
13:00 - 14:00	3	1223	0.927	3	1223	1.172	3	1223	2.099
14:00 - 15:00	3	1223	1.063	3	1223	0.763	3	1223	1.826
15:00 - 16:00	3	1223	0.791	3	1223	0.845	3	1223	1.636
16:00 - 17:00	3	1223	1.254	3	1223	0.900	3	1223	2.154
17:00 - 18:00	3	1223	1.390	3	1223	1.527	3	1223	2.917
18:00 - 19:00	2	1334	1.462	2	1334	2.136	2	1334	3.598
19:00 - 20:00	2	1334	0.900	2	1334	1.499	2	1334	2.399
20:00 - 21:00	1	1600	0.000	1	1600	0.438	1	1600	0.438
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.885			13.324			26.209

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

1000 - 1600 (units: sqm)
 01/01/15 - 18/09/21
 3
 0
 0
 0
 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 show. 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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 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									
07:00 - 08:00	1	1000	0.100	1	1000	0.000	1	1000	0.100
08:00 - 09:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
09:00 - 10:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
10:00 - 11:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
11:00 - 12:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
12:00 - 13:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
13:00 - 14:00	3	1223	0.027	3	1223	0.027	3	1223	0.054
14:00 - 15:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
15:00 - 16:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
16:00 - 17:00	3	1223	0.000	3	1223	0.000	3	1223	0.000
17:00 - 18:00	3	1223	0.000	3	1223	0.027	3	1223	0.027
18:00 - 19:00	2	1334	0.000	2	1334	0.037	2	1334	0.037
19:00 - 20:00	2	1334	0.000	2	1334	0.000	2	1334	0.000
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.091			0.245

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 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									
07:00 - 08:00	1	1000	0.100	1	1000	0.000	1	1000	0.100
08:00 - 09:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
09:00 - 10:00	3	1223	0.136	3	1223	0.082	3	1223	0.218
10:00 - 11:00	3	1223	0.164	3	1223	0.109	3	1223	0.273
11:00 - 12:00	3	1223	0.218	3	1223	0.245	3	1223	0.463
12:00 - 13:00	3	1223	0.191	3	1223	0.164	3	1223	0.355
13:00 - 14:00	3	1223	0.136	3	1223	0.082	3	1223	0.218
14:00 - 15:00	3	1223	0.245	3	1223	0.191	3	1223	0.436
15:00 - 16:00	3	1223	0.191	3	1223	0.218	3	1223	0.409
16:00 - 17:00	3	1223	0.382	3	1223	0.327	3	1223	0.709
17:00 - 18:00	3	1223	0.218	3	1223	0.300	3	1223	0.518
18:00 - 19:00	2	1334	0.075	2	1334	0.337	2	1334	0.412
19:00 - 20:00	2	1334	0.075	2	1334	0.150	2	1334	0.225
20:00 - 21:00	1	1600	0.000	1	1600	0.063	1	1600	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.158			2.267			4.425

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 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
 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									
07:00 - 08:00	1	1000	0.000	1	1000	0.000	1	1000	0.000
08:00 - 09:00	3	1223	0.027	3	1223	0.000	3	1223	0.027
09:00 - 10:00	3	1223	0.109	3	1223	0.027	3	1223	0.136
10:00 - 11:00	3	1223	0.027	3	1223	0.082	3	1223	0.109
11:00 - 12:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
12:00 - 13:00	3	1223	0.082	3	1223	0.027	3	1223	0.109
13:00 - 14:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
14:00 - 15:00	3	1223	0.027	3	1223	0.055	3	1223	0.082
15:00 - 16:00	3	1223	0.000	3	1223	0.027	3	1223	0.027
16:00 - 17:00	3	1223	0.055	3	1223	0.055	3	1223	0.110
17:00 - 18:00	3	1223	0.082	3	1223	0.055	3	1223	0.137
18:00 - 19:00	2	1334	0.037	2	1334	0.112	2	1334	0.149
19:00 - 20:00	2	1334	0.075	2	1334	0.112	2	1334	0.187
20:00 - 21:00	1	1600	0.000	1	1600	0.000	1	1600	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631			0.662			1.293

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.*

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-230717-0704

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : B - RESTAURANTS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	LB LAMBETH	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:	Number of seats
Actual Range:	70 to 110 (units:)
Range Selected by User:	70 to 110 (units:)

Parking Spaces Range:	All Surveys Included
-----------------------	----------------------

Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	01/01/15 to 24/06/19
-------------	----------------------

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

Selected survey days:

Monday	2 days
--------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	X days - Selected

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 SEATS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.31

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	110	0.000	1	110	0.000	1	110	0.000
08:00 - 09:00	1	110	0.000	1	110	0.000	1	110	0.000
09:00 - 10:00	1	110	0.009	1	110	0.000	1	110	0.009
10:00 - 11:00	2	90	0.011	2	90	0.011	2	90	0.022
11:00 - 12:00	2	90	0.017	2	90	0.017	2	90	0.034
12:00 - 13:00	2	90	0.017	2	90	0.006	2	90	0.023
13:00 - 14:00	2	90	0.006	2	90	0.011	2	90	0.017
14:00 - 15:00	2	90	0.011	2	90	0.011	2	90	0.022
15:00 - 16:00	2	90	0.011	2	90	0.022	2	90	0.033
16:00 - 17:00	2	90	0.011	2	90	0.000	2	90	0.011
17:00 - 18:00	2	90	0.033	2	90	0.017	2	90	0.050
18:00 - 19:00	2	90	0.033	2	90	0.033	2	90	0.066
19:00 - 20:00	2	90	0.033	2	90	0.022	2	90	0.055
20:00 - 21:00	2	90	0.011	2	90	0.006	2	90	0.017
21:00 - 22:00	2	90	0.011	2	90	0.039	2	90	0.050
22:00 - 23:00	2	90	0.011	2	90	0.017	2	90	0.028
23:00 - 24:00	2	90	0.000	2	90	0.000	2	90	0.000
Total Rates:			0.225			0.212			0.437

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

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Parameter summary

Trip rate parameter range selected:

70 - 110 (units:)

Survey date date range:

01/01/15 - 24/06/19

Number of weekdays (Monday-Friday):

2

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL CYCLISTS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	110	0.000	1	110	0.000	1	110	0.000
08:00 - 09:00	1	110	0.018	1	110	0.000	1	110	0.018
09:00 - 10:00	1	110	0.000	1	110	0.000	1	110	0.000
10:00 - 11:00	2	90	0.000	2	90	0.006	2	90	0.006
11:00 - 12:00	2	90	0.000	2	90	0.000	2	90	0.000
12:00 - 13:00	2	90	0.000	2	90	0.006	2	90	0.006
13:00 - 14:00	2	90	0.000	2	90	0.000	2	90	0.000
14:00 - 15:00	2	90	0.000	2	90	0.000	2	90	0.000
15:00 - 16:00	2	90	0.000	2	90	0.000	2	90	0.000
16:00 - 17:00	2	90	0.000	2	90	0.000	2	90	0.000
17:00 - 18:00	2	90	0.000	2	90	0.000	2	90	0.000
18:00 - 19:00	2	90	0.000	2	90	0.000	2	90	0.000
19:00 - 20:00	2	90	0.000	2	90	0.000	2	90	0.000
20:00 - 21:00	2	90	0.000	2	90	0.000	2	90	0.000
21:00 - 22:00	2	90	0.000	2	90	0.000	2	90	0.000
22:00 - 23:00	2	90	0.000	2	90	0.000	2	90	0.000
23:00 - 24:00	2	90	0.000	2	90	0.000	2	90	0.000
Total Rates:			0.018	0.012			0.030		

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	110	0.009	1	110	0.000	1	110	0.009
08:00 - 09:00	1	110	0.009	1	110	0.018	1	110	0.027
09:00 - 10:00	1	110	0.027	1	110	0.018	1	110	0.045
10:00 - 11:00	2	90	0.028	2	90	0.006	2	90	0.034
11:00 - 12:00	2	90	0.028	2	90	0.028	2	90	0.056
12:00 - 13:00	2	90	0.028	2	90	0.028	2	90	0.056
13:00 - 14:00	2	90	0.061	2	90	0.039	2	90	0.100
14:00 - 15:00	2	90	0.017	2	90	0.050	2	90	0.067
15:00 - 16:00	2	90	0.039	2	90	0.033	2	90	0.072
16:00 - 17:00	2	90	0.056	2	90	0.039	2	90	0.095
17:00 - 18:00	2	90	0.050	2	90	0.033	2	90	0.083
18:00 - 19:00	2	90	0.050	2	90	0.050	2	90	0.100
19:00 - 20:00	2	90	0.050	2	90	0.033	2	90	0.083
20:00 - 21:00	2	90	0.039	2	90	0.056	2	90	0.095
21:00 - 22:00	2	90	0.017	2	90	0.056	2	90	0.073
22:00 - 23:00	2	90	0.000	2	90	0.017	2	90	0.017
23:00 - 24:00	2	90	0.006	2	90	0.006	2	90	0.012
Total Rates:			0.514				0.510	1.024	

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 SEATS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	110	0.018	1	110	0.000	1	110	0.018
08:00 - 09:00	1	110	0.027	1	110	0.000	1	110	0.027
09:00 - 10:00	1	110	0.018	1	110	0.018	1	110	0.036
10:00 - 11:00	2	90	0.006	2	90	0.011	2	90	0.017
11:00 - 12:00	2	90	0.011	2	90	0.011	2	90	0.022
12:00 - 13:00	2	90	0.022	2	90	0.017	2	90	0.039
13:00 - 14:00	2	90	0.011	2	90	0.011	2	90	0.022
14:00 - 15:00	2	90	0.011	2	90	0.000	2	90	0.011
15:00 - 16:00	2	90	0.011	2	90	0.028	2	90	0.039
16:00 - 17:00	2	90	0.017	2	90	0.017	2	90	0.034
17:00 - 18:00	2	90	0.022	2	90	0.044	2	90	0.066
18:00 - 19:00	2	90	0.022	2	90	0.039	2	90	0.061
19:00 - 20:00	2	90	0.028	2	90	0.028	2	90	0.056
20:00 - 21:00	2	90	0.017	2	90	0.033	2	90	0.050
21:00 - 22:00	2	90	0.006	2	90	0.011	2	90	0.017
22:00 - 23:00	2	90	0.000	2	90	0.000	2	90	0.000
23:00 - 24:00	2	90	0.000	2	90	0.000	2	90	0.000
Total Rates:			0.247						0.515

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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