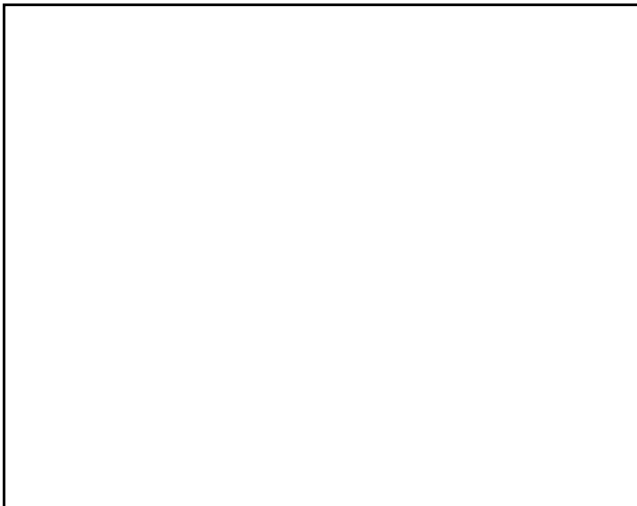




Nick Culhane
Highway Consultant

**Proposed Change of Use From Office to Residential
858 High Road, Tottenham N17 8EY**

**Transport Statement
September 2023**



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1. Introduction

Background

- 1.1. This Transport Statement has been commissioned by Mr B Spivack to support a planning application submission to Haringey Council for a Prior Approval Application under Class O for a change of use of existing offices to 8 flats at 858 High Road, Tottenham. The location of the site is shown below.



- 1.2. The existing site currently takes the form of a three-story building with a Bank on the ground floor and approximately 612sqm GEA of Office accommodation on the first and second floors.
- 1.3. The site has access to the rear, taken from Cooperage Close, which serves a car park and service area, and rear pedestrian access.

Proposals

- 1.4. The proposal is for the change of use from Office (Class E) to Residential (Class C3), under the Permitted Development Rights Class 'O'. The proposals will retain the commercial element at ground floor level. The Architect's layout plans are provided at [Appendix 1](#), with a summary of the proposed changes below:

- Change of use of 612 sqm (GEA) of the existing office space to provide 8 residential units (2 x 1-studio units, 2 x 1-bed units and 4 x 2-bed units), with the retention of the Bank at ground floor level;
- Provision of cycle parking for residents in line with adopted London Plan standards;
- Retained use of 8 car parking spaces for the use of the Bank; and,
- Refuse storage provided for both uses of site.

- 1.5. The change of use is proposed under the Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2016 (as amended), which came into force 1st April 2016. Under the rights set out in the above Order, development under Class O *“consisting of a change of use of a building and any land within its curtilage from a use falling within Class B1(a) (offices) of the Schedule to the Use Classes Order, to a use falling within Class C3 (dwelling houses) of that Schedule”* is permitted subject to the following:

“...that before beginning the development, the developer must apply to the local planning authority for a determination as to whether the prior approval of the authority will be required as to (a) transport and highways impacts of the development; (b) contamination risks on the site; (c) flooding risks on the site, and (d) impacts of noise from commercial premises on the intended occupiers of the development...”

- 1.6. Despite the new Use Class E being introduced in September 2020, the Permitted Development Rights ‘Class O’ will continue to make reference to the older use classes.
- 1.7. In respect of transport and highways impacts, paragraph W (Procedure for applications for prior approval under Part 3), item 5 states:

“Where the application relates to prior approval as to transport and highways impacts of the development, on receipt of the application, where in the opinion of the local planning authority the development is likely to result in a material increase or a material change in the character of traffic in the vicinity of the site, the local planning authority must consult...the local highway authority, where the increase or change relates to traffic entering or leaving a classified road or proposed highway, except where the local planning authority is the local highway authority.”

- 1.8. Paragraph W (10) (b) states that the local planning authority must, when determining an application have regard to the National Planning Policy Framework (NPPF) issued by the Department for Communities and Local Government in March 2012(a), so far as relevant to the subject matter of the prior approval, as if the application were a planning application.
- 1.9. The latest version of the NPPF was published in July 2021 and sets out the Government’s planning policies for England and how these are expected to be applied. Chapter 9 – ‘Promoting Sustainable Transport’, states at paragraph 111 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”.

This Document

- 1.10. Prior approval is granted subject to assessments of impacts or risks including the transport and highways impacts of the development. This report reviews the proposal in traffic and transportation terms; it sets out the anticipated effects with regards parking, trip generation and servicing.
- 1.11. This TS has been written with reference to best practice guidance from the Department for Transport (DfT), the NPPF, Planning Practice Guidance (PPG) and with previous experience of advising on a significant number of prior approval applications. The remainder of the report is set out as follows:
 - Section 2 sets out the existing situation;
 - Section 3 describes the accessibility of the site;
 - Section 4 assesses the effects of the proposed change of use; and,
 - Section 5 presents a summary and conclusion.

2. Existing Situation

The Site and Surrounding Area

- 2.1. The site fronts onto High Road which is classified as the A1010 which to the north forms a grade separated junction with the A406 London North Circular road whilst to the south the road joins the A10 where it links to Spitalfields and Central London.
- 2.2. White Hart Lane Overground Station is some 400m (6-minute walk) to the south west of the site whilst Silver Street Overland Station is located some 1000m (14-minute walk) to the north.
- 2.3. 70m to the north of the site is the nearest bus stop which serves 5 different bus services, more of which is covered below.
- 2.4. The site is surrounded by a mix of commercial and residential development and is well served by facilities and services including supermarkets, convenience stores, takeaway restaurants and leisure facilities.

Local Highway Network

- 2.5. High Road is a wide three lane carriageway in the vicinity of the site with wide pedestrian footways on both sides of the carriageway. The road is subject to a 20mph speed limit and has a comprehensive street lighting scheme. Crossing points benefit from pedestrian signal control junctions whilst less formal crossing points also benefit from tactile paving. On-street parking is controlled through a mixture of single and double yellow lines, whilst the wide footways allow for some service vehicle parking, clear of the running carriageway.

- 2.6. Brantwood Road to the north forms a junction with Cooperage Close and is mainly a residential access road. This too has a wide carriageway with footways on both sides. It is subject to a 20mph speed limit and street lighting. On-street parking on this road is controlled through a mix of single and double yellow lines. Although residents parking is permissible in designated on-street parking bays, limited to permit holders between the hours of 8:00 am and 6:30pm, Monday to Saturday.

Controlled Parking Zone

- 2.7. The site lies within the Tottenham North Controlled Parking Zone (CPZ) which is operation for the following hours:

- Monday-Saturday: 8am to 6.30pm

Event days:

- Monday: Friday: 8am to 8.30pm
- Saturday: 8am to 8pm
- Sunday and Public Holidays: 12noon to 8pm

3. Accessibility

Walking and Cycling

- 3.1. The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end, TfL has defined 20-minute walking and cycling distances as an Active Travel Zone (ATZ).
- 3.2. The site is accessible by non-car modes, with footways provided along either side of High Road that have good widths (circa 2-4 meters) for the expected pedestrian demand. Approximately 30m north of the site there are signalised crossings present to offer pedestrian priority at the junction between High Road / Brantwood Road. This crossing is accompanied with dropped kerbs, tactile paving and island refuge points to cater for all abilities of pedestrians.
- 3.3. Adjacent to the site, informal crossing opportunities featuring dropped kerbs with tactile paving are provided across Watsons Road, both on the pedestrian desire lines adjacent to High Road, as well as further back from High Road adjacent to the building line.
- 3.4. Additionally, the site benefits from accessibility to a range of amenities situated within the immediate vicinity of the site. A list of amenities in the surrounding area within a 20-minute walk and are outlined in the below.

Approximate Distances to Local Amenities			
Amenity	Location	Distance (m/km)	Approximate Walking Time (minutes)
Public Transport			
Bus	Brantwood Road Stop V	40m	1 minute
	White Hart Lane Station (Stop b)	95m	1 minute
Overground	White Hart Lane	400m	6 minutes
Amenities			
Medical Centre	Fore Street	450m	6 minutes
Pharmacy	High Road	20m	1 minute
Sainsburys Supermarket	Northumberland Park	200m	3 minutes
Gym	Northumberland Park	200m	3 minutes
Post Office	High Road	80m	1 minute

- 3.5. Within a 20-minute cycle ride, locations such as Enfield, North Finchley, Islington and Wanstead can be reached.
- 3.6. Many Parts of High Road have dedicated bus and cycle lanes which give a safe and convenient routes for cyclists to travel to destinations further afield.

Public Transport

Bus Provision

- 3.7. The nearest bus stops are located adjacent to the site on High Road, with the northbound services (Brantwood Road Stop V) 40m north of the site and the southbound service (White Hart Lane Station Stop M) 95m south of the site. A summary of the bus services available in the locality is provided in the Table below.

Bus Services and Frequency				
Route No	Route	Frequency (in minutes)		
		Weekdays	Saturday	Sunday
149	Edmonton Green / London Bridge	7 - 10	6 - 10	9 - 12
259	Edmonton Green – Kings Cross	9 – 13	8 - 12	10 - 13
279	Waltham Cross – Manor House Station	4 - 8	6 - 10	8 - 12
349	Ponders End – Stamford Hill	8 - 12	9 - 12	11 - 13
N279	Waltham Cross – Trafalgar Square	20	20	20

W3	Finsbury Park – Northumberland Place	5 – 9	6 – 10	9 – 12
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Rail Service

3.8. The nearest Rail service is at White Hart Lane, which is located some 400m, or a 6-minute walk to the south west of the site. This is operated by London Overground and runs the following services:

- Liverpool Street – 4 Trains per hour
- Cheshunt – 2 Trains per hour
- Enfield Town – 2 Trains per hour.

Public Transport Accessibility Level (PTAL)

3.9. Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network , taking into account walking time and service availability.

3.10. The TfL Web PTAL calculation for the site shows a categorisation of PTAL 4 demonstrating a good level of accessibility to public transport, however it should be noted that the site is located just 100m north of a PTAL level 6a, which is considered to be excellent.

Car Clubs

3.11. The site benefits from a Zip Car car club / hire services within an acceptable walk from the site and the distance from the site is detailed below:

- Cowper Road – 600m (8-minute walk)
- Tariff Road - 650m (9-minute walk)

Accessibility Summary

3.12. The site is located within an area of London that benefits from a range of services and facilities and is within a location considered to have good public accessibility but is also on the cusp of an area that is considered to have excellent public transport accessibility.

4. Development Proposals and Traffic Impact

4.1. The proposal seeks to change the use of 612sqm (GEA) existing office space at first and second floor level to provide 8 residential units comprising 2 number studio apartments, 2 number one bed units and four number 2-bed apartments. The existing Bank will be retained at ground floor level, whilst a total of total of 8 on-site car parking spaces will be retained as part of the proposal for the commercial use.

Access

- 4.2. All access into the site will be retained as per the existing situation. Vehicles will continue to access the on-site car parking areas via Cooperage Close, whilst pedestrian access will be retained from both High Road from the ground floor and from the car park at the rear via a set of steps. Wheelchair access will be taken from the ground floor directly from High Road.
- 4.3. According to census data, flatted dwellings within the area in which the site is located commonly own 0.41 vehicles per dwelling. When applying this to the total number of units, this would generate a demand for 3 car parking spaces.
- 4.4. The proposed residential units will be replacing 612sqm of existing office development however, which in itself would have generated a demand for car parking. A pre-application consultation exercise was undertaken and in commenting on car parking provision, the Highway Officer acknowledged that the site was located within a good PTAL area and confirmed that a parking stress survey would not be required. He did however request that details of waste storage and cycle parking be provided, and how this may possibly affect the existing parking to the rear of the building.
- 4.5. The site is located within a CPZ, and the Applicant is willing to enter into a permit-free agreement to prevent future residents from obtaining a residential parking permit. This will eliminate the potential for any future overspill on-street which might be generated by the proposed development.

Cycle Parking

- 4.6. All cycle parking will be provided in accordance with the London Plan (March 2021) which states 1.5 spaces per 2-person 1 bedroom dwelling and 2 spaces per all other dwelling. Therefore, the proposed development would generate a demand for 13 cycle parking spaces. The proposal seeks to provide 14 cycle parking spaces for the residential units which will be located within a safe, secure and sheltered cycle store at ground floor level.

Traffic Impact

- 4.7. In order to understand the potential impact, the proposed development may have on surrounding highway network, a detailed TRICS assessment has been undertaken to assess the trip generation of the site from its existing use as office space to that of an 8-unit residential scheme. The TRICS database v7.10.2 has been interrogated and in assessing the possible impact from the existing Office use, the following criteria has been applied.

- Land Use – Employment – Offices
- Size – 1215 to 6552sqm
- Date Range – 01/01/12 to 07/06/22
- PTAL Rating – 3 Moderate, 4 Good & 5 Very Good

4.8. Using the above criteria, the TRICS Trip rates are given below, together with the likely traffic impact based on 612 sqm of floor area.

Trip Rates for Employment – Offices			
	Arrivals	Departures	Total Two-way
AM Peak	0.296	0.024	0.320
PM Peak	0.720	0.376	0.448
Daily	1.512	1.436	2.968
Trips Based on 612 sqm			
AM Peak	1.81 (2)	0.15 (0)	2
PM Peak	4.41 (4)	2.30 (2)	6
Daily	9.25 (9)	8.79 (9)	18

4.9. From the above, it can be seen that the existing Office use on the first and second floors would be likely to generate around 2 vehicular movements in the AM Peak, 6 in the PM Peak and around 18 two-way vehicular trips over the course of a day.

4.10. A similar exercise can be undertaken with the proposed residential use of the site. To assess the impact from 8 flats, the following criterial has been applied.

- Land Use – Residential – Flats Privately Owned
- Development Size – 12 to 79 units
- Date Range – 01/01/13 to 19/09/18
- PTAL Rating - 3 Moderate, 4 Good & 5 Very Good

4.11. Using the above criteria, the TRICS Trip rates are given below, together with the likely traffic impact based on 8 privately owned flats.

Trip Rates for Flats – Privately Owned			
	Arrivals	Departures	Total Two-way
AM Peak	0.031	0.061	0.092
PM Peak	0.160	0.123	0.283
Daily	1.012	1.034	2.046
Trips Based on 8 Units			
AM Peak	0.25 (0)	0.49 (1)	1
PM Peak	1.28 (1)	0.98 (1)	2
Daily	8.10 (8)	8.27 (8)	16

4.12. From the above, it can be seen that if permitted, the proposed residential use would result in a net decrease in traffic in both peak periods together with a slight decrease in traffic over the course of a day. The TRICS Data is included as [Appendix 2](#) to this Statement.

- 4.13. It should also be taken into consideration that the proposed residential development will contribute towards weekend trips compared to the existing office space. Despite this increase in trips on the weekend, it can be considered that this will have no impact on surrounding developments due to the site's proximity to retail amenities on High Road which would naturally generate higher trip rates on weekends. Therefore, these additional weekend trips will merely fall within the daily fluctuating flow of trips generated within the area on weekends.

Deliveries, Servicing and Refuse Collection

- 4.14. All deliveries and servicing activity associated with the site will be retained as per the existing situation, with vehicles making use of the service yard at the ear of the site accessed by Cooperage Close. The development includes a dedicated bin store that will accommodate 4 no. 1100 litre Eurobins, together with other recycling containers.
- 4.15. Residential developments receive fewer deliveries per unit floor area than office space, with approximately 0.12 deliveries per unit. This indicates that the proposed 8 residential units will generate in the region of 1 delivery per day, which is negligible and will fall within the daily fluctuations in deliveries on the surrounding highway network.
- 4.16. Office space is typically estimated to generate 0.22 deliveries per 100sqm. As such, the 612sqm of existing office space would have expected to generate 1 – 2 deliveries a day. Therefore, the proposed development is expected to generate a similar number of deliveries as the office use that it replaces.

5. Summary and Conclusion

Summary

- 5.1. Nick Culhane Highway Consultant Ltd has been appointed by Mr B Spivack to provide traffic and transportation advice in relation to the proposed change of use of existing offices at 585 High Road which is located within the London Borough of Haringey.
- 5.2. The development is proposed under The Town and Country Planning (General Permitted Development) (England) (Amendment) Order 2015 permits under Class O – office to dwelling house.
- 5.3. The proposed development can be summarised as follows:
- The site is located within walking and cycling distance of day-to-day amenities and public transport nodes;
 - The Applicant confirms that they are willing to enter into a permit free agreement which would restrict future occupiers of the residential units from obtaining an on-street residential parking permit;

- Car parking at the site will be retained, with 8 spaces for use by the existing commercial element of the site;
- Cycle parking will be provided in accordance with London Plan standards which will offer 14 cycle parking spaces within a cycle store located at ground floor level which is sheltered, accessible and secure;
- The proposals will generate a small reduction in the total number of vehicle trips across the day;
- The level of daily deliveries will amount to circa 1 per day which is considered negligible and will have no impact on the surrounding area;
- Deliveries and servicing will be undertaken as per the existing situation, making use of the available space on-site; and
- Waste collection for the site shall be undertaken within the rear yard as per the existing situation. As this is already in operation for the existing situation at the site, this will have no impact on the local highway network.

Conclusion

5.4. The proposed scheme is consistent with relevant transport policy guidance and is not anticipated to give rise to any material transport related impacts. I therefore conclude that the proposal is acceptable in traffic and transport terms, and there are no reasons why the development should be prevented or refused on transport grounds.

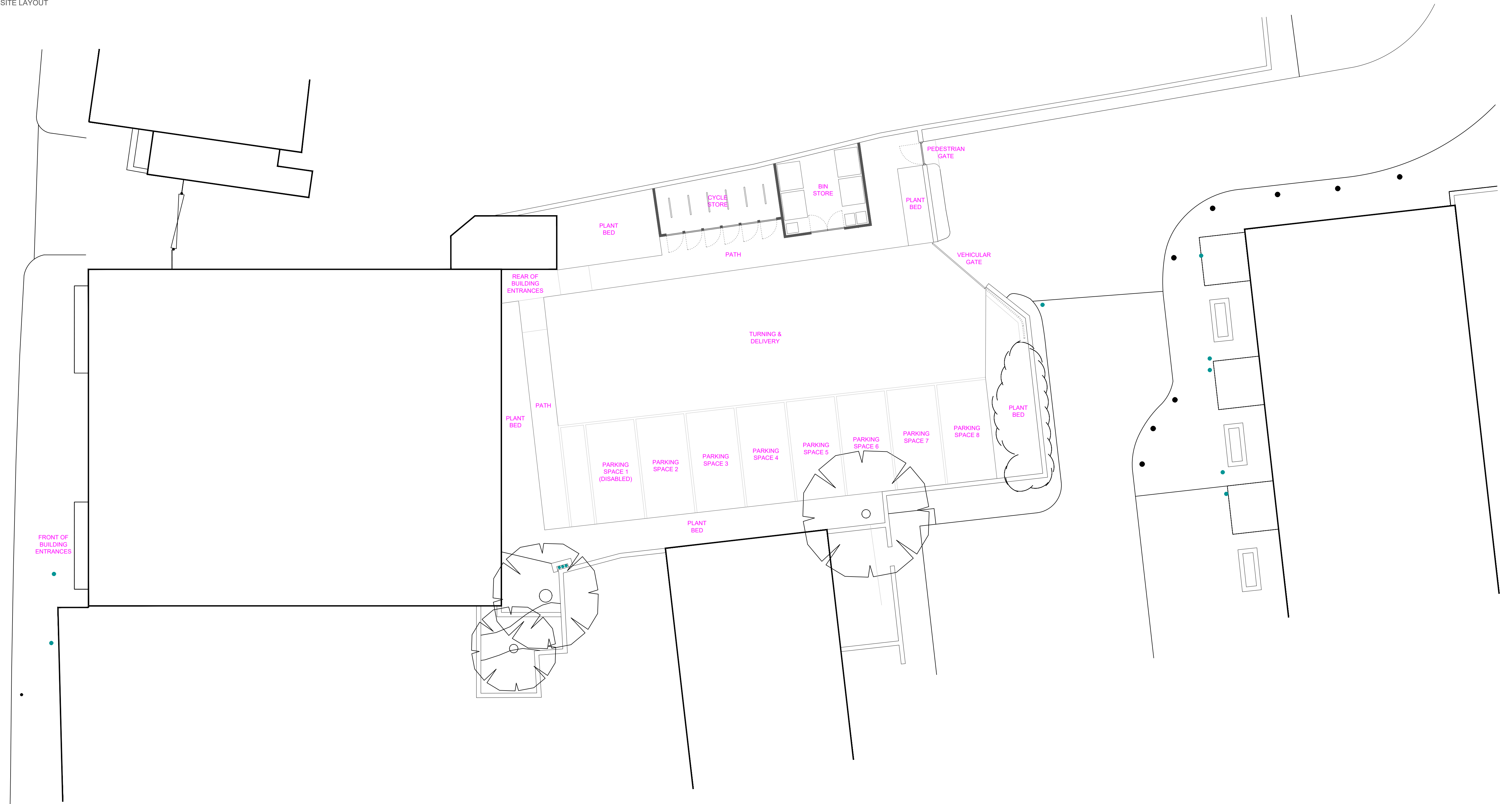
5.5. Taking into consideration the benefits of the development, it is consistent with relevant transport policy guidance and is considered to meet the key test of the revised NPPF and paragraph 111, which states that:

“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.”

Nick Culhane September 2023

Appendix 1

Proposed Site Plan



Appendix 2

TRICS Data

Calculation Reference: AUDIT-405201-230920-0954

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BN	BARNET	1 days
CI	CITY OF LONDON	1 days
EN	ENFIELD	1 days
WH	WANDSWORTH	2 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: 1215 to 6552 (units: sqm)
Range Selected by User: 1215 to 6552 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 07/06/22

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	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	3
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:

Commercial Zone	1
Built-Up Zone	3
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	3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

3 Moderate	1 days
4 Good	3 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	BN-02-A-01 MOON LANE HIGH BARNET	OFFICES		BARNET
	Edge of Town Centre No Sub Category Total Gross floor area:		1366 sqm	
	Survey date:	THURSDAY	11/11/21	Survey Type: MANUAL
2	CI-02-A-03 MONUMENT STREET CITY OF LONDON MONUMENT Town Centre Commercial Zone	OFFICES		CITY OF LONDON
	Total Gross floor area:		1951 sqm	
	Survey date:	FRIDAY	29/11/13	Survey Type: MANUAL
3	EN-02-A-01 GENOTIN ROAD ENFIELD	MICROSOFT OFFICES		ENFIELD
	Town Centre Built-Up Zone Total Gross floor area:		6552 sqm	
	Survey date:	TUESDAY	07/06/22	Survey Type: MANUAL
4	WH-02-A-02 BATTERSEA PARK ROAD BATTERSEA	OFFICES		WANDSWORTH
	Town Centre Built-Up Zone Total Gross floor area:		1215 sqm	
	Survey date:	THURSDAY	10/05/12	Survey Type: MANUAL
5	WH-02-A-03 BROUGHTON STREET NINE ELMS	OFFICE		WANDSWORTH
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Gross floor area:		1400 sqm	
	Survey date:	MONDAY	16/11/15	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	2497	0.040	5	2497	0.016	5	2497	0.056
07:30 - 08:00	5	2497	0.096	5	2497	0.016	5	2497	0.112
08:00 - 08:30	5	2497	0.096	5	2497	0.016	5	2497	0.112
08:30 - 09:00	5	2497	0.200	5	2497	0.008	5	2497	0.208
09:00 - 09:30	5	2497	0.184	5	2497	0.008	5	2497	0.192
09:30 - 10:00	5	2497	0.120	5	2497	0.048	5	2497	0.168
10:00 - 10:30	5	2497	0.120	5	2497	0.040	5	2497	0.160
10:30 - 11:00	5	2497	0.088	5	2497	0.048	5	2497	0.136
11:00 - 11:30	5	2497	0.032	5	2497	0.040	5	2497	0.072
11:30 - 12:00	5	2497	0.040	5	2497	0.072	5	2497	0.112
12:00 - 12:30	5	2497	0.064	5	2497	0.040	5	2497	0.104
12:30 - 13:00	5	2497	0.048	5	2497	0.072	5	2497	0.120
13:00 - 13:30	5	2497	0.040	5	2497	0.064	5	2497	0.104
13:30 - 14:00	5	2497	0.024	5	2497	0.016	5	2497	0.040
14:00 - 14:30	5	2497	0.064	5	2497	0.056	5	2497	0.120
14:30 - 15:00	5	2497	0.024	5	2497	0.056	5	2497	0.080
15:00 - 15:30	5	2497	0.016	5	2497	0.080	5	2497	0.096
15:30 - 16:00	5	2497	0.040	5	2497	0.056	5	2497	0.096
16:00 - 16:30	5	2497	0.032	5	2497	0.032	5	2497	0.064
16:30 - 17:00	5	2497	0.032	5	2497	0.080	5	2497	0.112
17:00 - 17:30	5	2497	0.032	5	2497	0.192	5	2497	0.224
17:30 - 18:00	5	2497	0.040	5	2497	0.184	5	2497	0.224
18:00 - 18:30	5	2497	0.032	5	2497	0.120	5	2497	0.152
18:30 - 19:00	5	2497	0.008	5	2497	0.096	5	2497	0.104
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.512			1.456			2.968

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:	1215 - 6552 (units: sqm)
Survey date range:	01/01/12 - 07/06/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-405201-230920-0942

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
HG	HARINGEY	1 days
HM	HAMMERSMITH AND FULHAM	1 days
NH	NEWHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 12 to 79 (units:)
 Range Selected by User: 12 to 79 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 19/09/18

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

Selected survey days:

Wednesday	3 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

Residential Zone	3
High Street	1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

50,001 to 100,000 2 days

100,001 or More 1 days

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

Population within 5 miles:

500,001 or More 4 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

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

Travel Plan:

No 4 days

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

PTAL Rating:

3 Moderate 2 days

4 Good 1 days

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	Survey date: WEDNESDAY		19/09/18	Survey Type: MANUAL
2	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	BLOCK OF FLATS		HARINGEY
	Survey date: WEDNESDAY		01/10/14	Survey Type: MANUAL
3	HM-03-C-01 VANSTON PLACE FULHAM	BLOCK OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre High Street Total No of Dwellings:		42	
	Survey date: WEDNESDAY		16/07/14	Survey Type: MANUAL
4	NH-03-C-01 ARTHINGWORTH STREET STRATFORD	BLOCK OF FLATS		NEWHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		12	
	Survey date: THURSDAY		14/11/13	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	41	0.043	4	41	0.098	4	41	0.141
08:00 - 09:00	4	41	0.031	4	41	0.061	4	41	0.092
09:00 - 10:00	4	41	0.018	4	41	0.049	4	41	0.067
10:00 - 11:00	4	41	0.086	4	41	0.086	4	41	0.172
11:00 - 12:00	4	41	0.055	4	41	0.067	4	41	0.122
12:00 - 13:00	4	41	0.067	4	41	0.067	4	41	0.134
13:00 - 14:00	4	41	0.074	4	41	0.104	4	41	0.178
14:00 - 15:00	4	41	0.037	4	41	0.031	4	41	0.068
15:00 - 16:00	4	41	0.067	4	41	0.055	4	41	0.122
16:00 - 17:00	4	41	0.092	4	41	0.074	4	41	0.166
17:00 - 18:00	4	41	0.160	4	41	0.123	4	41	0.283
18:00 - 19:00	4	41	0.067	4	41	0.067	4	41	0.134
19:00 - 20:00	1	79	0.139	1	79	0.089	1	79	0.228
20:00 - 21:00	1	79	0.076	1	79	0.063	1	79	0.139
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.012			1.034			2.046

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Parameter summary

Trip rate parameter range selected:

Survey date range:

Number of weekdays (Monday-Friday):

Number of Saturdays:

Number of Sundays:

Surveys automatically removed from selection:

Surveys manually removed from selection:

12 - 79 (units:)

01/01/13 - 19/09/18

4

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.