

**PROPOSED RESIDENTIAL DEVELOPMENT – PD APPLICATION
12-14 HIGH ROAD, WOOD GREEN, LONDON N22 6BX**

Transport Statement

October 2023

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Proposed Residential Development
12-14 High Road, Wood Green, London N22 6BX

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1.0 INTRODUCTION

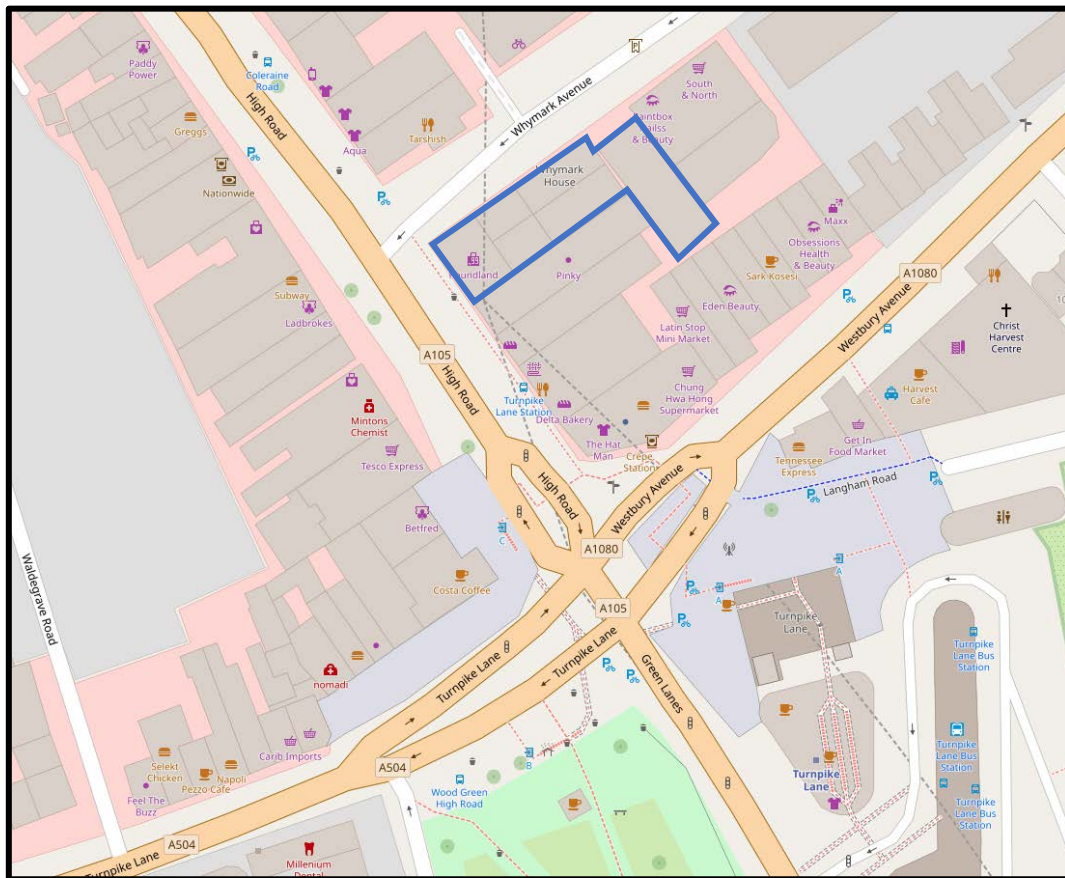
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in respect of a proposed residential development at 12-14 High Road, Wood Green, London N22 6BX.

1.2 Site Location

- 1.2.1 The proposal site is located between the A105 High Road and Whymark Avenue, to the north of Turnpike Lane underground station in Wood Green, London.
- 1.2.2 The site is bound to the northwest by Whymark Avenue, to the northeast by commercial properties with flats above, to the southeast by a fast-food restaurant with flats above and to the southwest by the A105 High Road.
- 1.2.3 The site is currently occupied by a Poundland retail store and 13 residential flats within Whymark House.
- 1.2.4 The location of the proposal site, in the context of the urban area, is presented at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Open Street Map N.B Site boundary shown in blue.

- 1.2.5 The site is located in a largely built-up urban area with a number of facilities and transport nodes in close proximity. High Road is flanked by a number of different uses including cafes, restaurants, retail outlets, hairdressers, pharmacies, offices and residential dwellings.
- 1.2.6 Turnpike Lane underground station is located less than 100m from the proposal site, Hornsey rail station is located just over 1km, as well as there being ample bus stops along High Road.

1.3 Existing Site Usage

- 1.3.1 As shown on the plans at Appendix 1, the proposal site is currently occupied by 13 residential apartments, and one commercial unit with the following composition: -
- A ground floor retail unit currently occupied by Poundland.
 - 1 x maisonette at ground and first floor level.
 - 6 x flats at first floor level.
 - 6 x flats at second floor level.
- 1.3.2 No on-site parking is currently provided, with pedestrian access to the retail store from the A105 High Road, and pedestrian access to the residential flats from Whymark Avenue.
- 1.3.3 The residential flats are accessed via a stair core accessed via a door on Whymark Avenue. A refuse store and bike store are provided adjacent to the stair core. At first floor level all flats are accessed independently from a communal terrace. At second floor level the flats are accessed from an external walkway.

1.4 Development Proposals

- 1.4.1 The development proposals are shown on the plan provided at Appendix 2, and include the provision of 10 new residential apartments (to provide a total of 23 apartments) including the following: -
- 2 x studio flats, 2 x No.1-bedroom flats and 1 x No.2-bedroom flats on a new third floor level.
 - 2 x studio flats, 2 x No.1-bedroom flats and 1 x No.2-bedroom flats on a new fourth floor level.
- 1.4.2 Pedestrian access will continue to be provided to the retail store from the A105 High Road and to the residential flats from the door on Whymark Avenue.
- 1.4.3 The proposed units will be car-free the same as existing, with full details of the development proposals provided at Section 3.0. The applicant is in agreement to enter into a Section 106 agreement with London Borough of Haringey Council to deny residents of the development the right to purchase CPZ permits.

1.5 National Planning Policy Framework

- 1.5.1 This report section provides a brief overview of the national and local planning policy context and objectives.

National Planning Policy Framework (NPPF), July 2021

- 1.5.2 The National Planning Policy Framework (NPPF) was first published on the 27th March 2012. A revised NPPF was published on 20th July 2021. It sets out the Government's planning policies for England and sets out a framework for local authorities to produce their own local plans.
- 1.5.3 The key purpose of the NPPF is to contribute to the achievement of sustainable development. It sets out three overarching interdependent objectives as, a) an economic objective, b) a social objective, and c) an environmental objective.
- 1.5.4 At its heart, the NPPF maintains its presumption in favour of sustainable development.
- 1.5.5 Chapter 9 *Promoting sustainable transport* sets out at paragraph 108 that,
"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network,..."
- 1.5.6 Paragraph 110 addresses how development proposals are to be considered. It sets out that,
"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
b) safe and suitable access to the site can be achieved for all users; and
c) 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
d) 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."
- 1.5.7 Paragraph 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."

The London Plan (2021)

- 1.5.8 The London Plan adopted in March 2021 sets out the London Mayor's spatial strategy for the boroughs of London, and provides detailed guidance for the structure of local borough plans.
- 1.5.9 Chapter 10 of the London Plan provides transportation context for London providing nine transport specific policies (Policy T1 – T9), some of which have been provided below.
- 1.5.10 Policy T1 of the London Plan provides the strategic context for the plan, as set out below: -
"POLICY T1 STRATEGIC APPROACH

A Development Plans should support, and development proposals should facilitate:

- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
- 2) the proposed transport schemes set out in Table 10.1.*

B All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

1.5.11 Policy T4 of the London Plan provides the context for assessing the traffic impact of developments, as set out below: -

"POLICY T4 TRANSPORT CAPACITY, CONNECTIVITY AND SAFEGUARDING

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.¹⁸⁰

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger."

1.5.12 Policy T5 of the London Plan provides the cycling context for the plan, as set out below: -

"POLICY T5 CYCLING

A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers."

1.5.13 Policy T6 of the London Plan provides the walking context for the plan, as set out below: -

"POLICY T6 Car Parking

A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

C An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

D The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking.

F Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.

G Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking.

All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.

H Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.

I Adequate provision should be made for efficient deliveries and servicing and emergency access.

J A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.

K Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6 .1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.

L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."

London Brough of Haringey, Haringey's Local Plan, Strategic Policies 2013-2016, last altered in 2017

1.5.14 The Strategic Policies Local Plan sets out Haringey's spatial strategy for managing development and growth in the Borough up to 2026.

1.5.15 Policy SP7 of the Strategic Policies document provides information of transport. It states the following: -

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

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

- Promoting public transport, walking and cycling (including minimum cycle parking standards);*

- Promoting road safety and pedestrian movement particularly in town centres and close to local services;*

- Promoting car sharing and establishing car clubs;*

- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*

- Adopting maximum car parking standards and car free housing wherever feasible;*

- Seeking to mitigate the impact of road-based freight and promote alternatives;*

- Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*

- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance."*

London Borough of Haringey, Development Management DPD, adopted July 2017

1.5.16 The introduction of the DPD states, *"The Development Management Development Plan Document (DPD) gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan by supporting proposals that contribute to the delivery of sustainable development in accordance with the strategy, and providing a clear framework for resisting development that would be at odds with the Local Plan."*

1.5.17 Chapter 5 of the DPD relates to Transport and Parking. A copy of the relevant policies are provided below: -

Policy DM31: Sustainable Transport

"A The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

B The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.

C The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds."

Policy DM32: Parking

"A Development proposal will be assessed against the car parking and cycle parking standards set out in the London Plan.

B The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.

C The Council will support proposals for new development with limited or no on-site parking where:

a There are alternative and accessible means of transport available;

b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;

c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;

d Parking is provided for disabled people; and

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

1.6 Travel Plan

- 1.6.1 Policy SP7 and DM31 states that the Council will require a Travel Plan or Transport Assessment in line with thresholds set out within Transport for London Travel Planning Guidance.
- 1.6.2 Transport for London guidance set out on the TfL webpage (<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/transport-assessments>) states that, *"We still use national guidance from 2007 to decide when TAs and Transport Statements are needed for different types and sizes of development."*
- 1.6.3 The 2007 National Guidance states at Appendix B 'Indicative thresholds for transport assessments' that for residential developments, Travel Plans are required for developments of 80 units or more and a Transport Statement for 50 units or more.
- 1.6.4 Based on the above, the proposed development falls below the current TfL Travel Plan and Transport Statement thresholds provided at tfl.gov.uk. Notwithstanding the above, this Transport Statement has been produced to assess the transport aspects of the proposed development.

1.7 Report Overview

- 1.7.1 The remainder of this report is divided into five further sections, which are as follows: -
 - Section 2.0 Site Transport Context
- 1.7.2 This section of the report provides details of the site context, including its accessibility by all relevant transport modes.
 - Section 3.0 Proposed Development
- 1.7.3 The various components of the development proposal, including the site access arrangements and parking provision, are described within this section of the report.

Section 4.0 Site Trip Generation Data

- 1.7.4 This report section provides an assessment of the trip generation of the proposed development and its traffic effects.

Section 5.0 Junction Capacity and Collision Analysis

- 1.7.5 The results of the traffic assessment have been used to inform junction capacity and collision analysis, and the methodology and results are outlined in this section of the report.

Section 6.0 Summary & Conclusions

- 1.7.6 A summary and the conclusions of the report are provided in this section.

2.0 SITE TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report provides details of the transport context for the site, focusing on the accessibility of the site by non-car modes of travel and the existing transport infrastructure.
- 2.1.2 It includes details of local facilities residents may access on a regular basis, the site's Public Transport Accessibility Level (PTAL), and a review of census data.
- 2.1.3 Details on the Wood Green controlled parking zone are also included.

2.2 Pedestrian Access

- 2.2.1 The Department for Transport's (DfT) document titled 'Manual for Streets' dated 2007 provides guidance in relation to walk distances. Section 4.4 gives the following advice: -

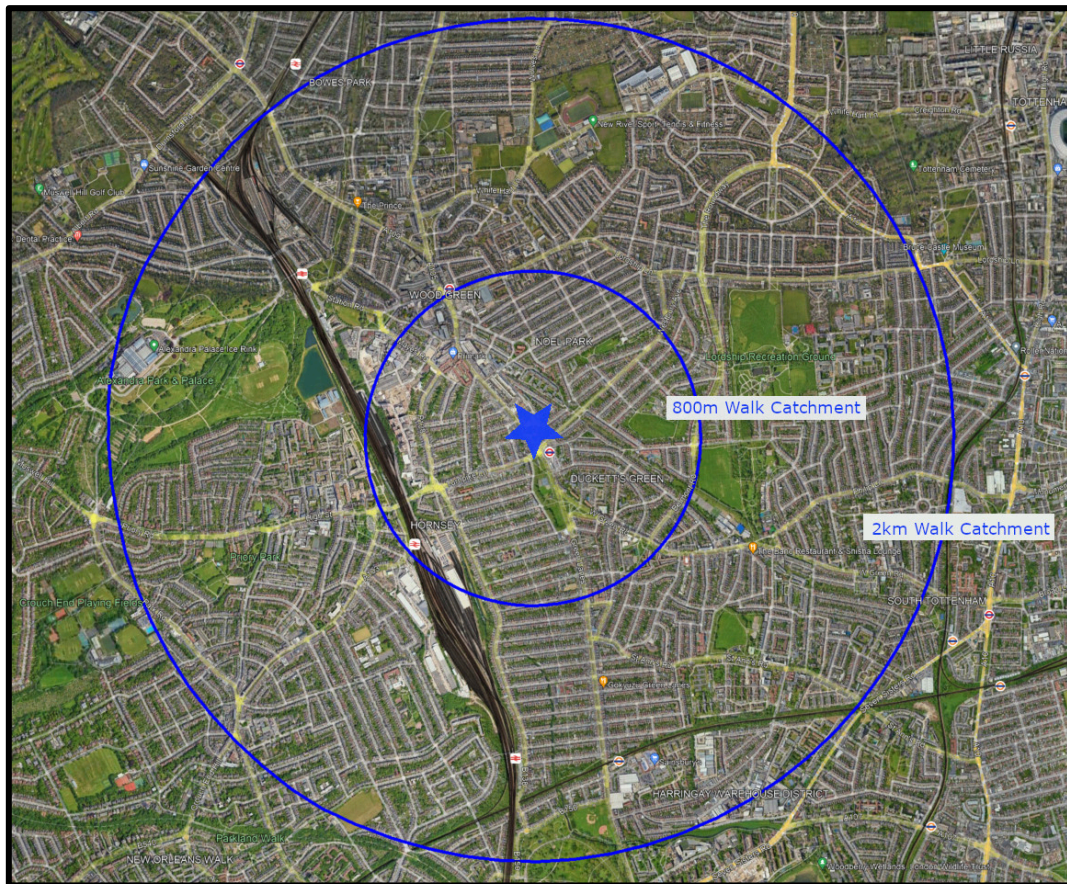
"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 The CIHT document 'Planning for Walking' (April 2015) reiterates the advice presented in 'Manual for Streets', Section 6.4 of 'Planning for Walking' states the following:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design."

- 2.2.3 Furthermore, 'Planning for Walking' indicates that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot.
- 2.2.4 Table 3.2 of The Institute of Highways and Transportation (IHT) guidance document titled 'Providing for Journeys on Foot' identifies a maximum walk distance of 2.0km for commuter, school and sightseeing walk trips, 800m for town centre walk trips and 1.2km for trips elsewhere.
- 2.2.5 The actual distance that people will be prepared to walk will vary depending on the trip purpose and other factors such as the presence of road crossings, terrain, and the attractiveness of the environment.
- 2.2.6 Based on a maximum walk distance of 800m for town centre and 2km for work trips, the approximate walk catchments are shown at Figure 2.1 below.

Figure 2.1 – 800m and 2km Walk Catchment



Source: Google Earth

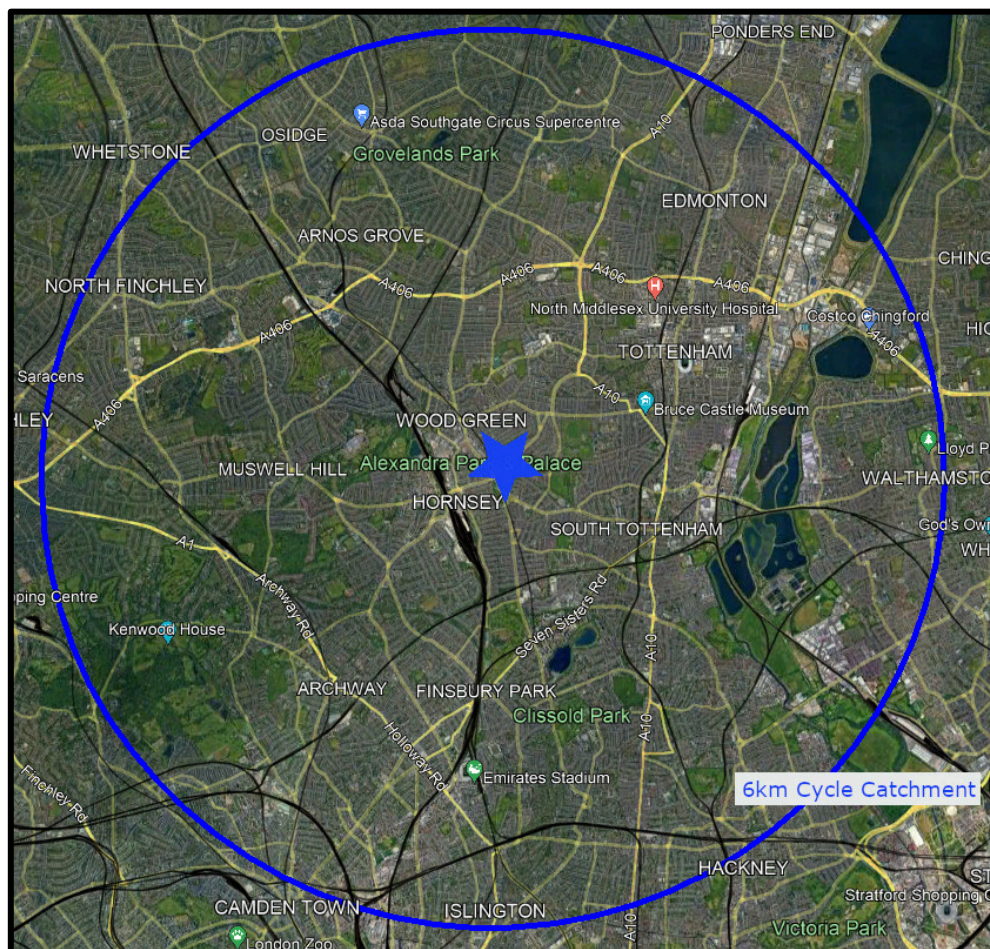
- 2.2.7 Figure 2.1 above shows a large urban area within walking distance of the site including all of Wood Green, Duckett's Green, Noel Park and Hornsey.
- 2.2.8 The A106 High Road and Whymark Avenue are both flanked on both sides of the road by existing footways connecting the site to the local pedestrian network.
- 2.2.9 A refuse island crossing with dropped kerb and tactile paving is provided on the A106 High Road, c12 north of the junction with Whymark Avenue.
- 2.2.10 Signalised pedestrian crossings are present on the north, east and west arms of the A106 High Road / Westbury Avenue signal junction. These crossings link the site to Turnpike Lane underground station located immediately south of the junction.
- 2.2.11 A further signalised crossing is present on the A106 High Road c100m north of the proposal site.
- 2.2.12 A number of employment opportunities are available within the 2km catchment, as well as amenities. These include: The Mall Wood Green, St Annes Hospital, a variety of primary and secondary schools, doctor's surgeries, and rail / underground stations.
- 2.2.13 High Road and Turnpike Lane contain a number of retail units, such as newsagents and small stores as well as a Sainsburys, Lidl and Morrisons supermarkets. Both streets also include banks, hairdressers, restaurants, takeaways and pharmacies.

- 2.2.14 In terms of education facilities, Noel Park Primary School is located c650m from the site, North Harringay Primary School is located 850m from the site and Park View Secondary School is located c 1.1km from the site.
- 2.2.15 St Annes Hospital is located c1.9km from the site, whilst Havergal Doctors Surgery is located 250m from the site.
- 2.2.16 In light of the local pedestrian facilities, the site is well connected to the local pedestrian network with opportunities for residents to make trips by foot. A number of facilities are also in close proximity.

2.3 Cycling

- 2.3.1 The 2021 National Travel Survey table NTS0303 identifies average journey lengths by cycle in England of c.5.8km. The CIHT document titled 'Planning for Cycling' (October 2014) indicates that 80% of cycling trips are less than five miles (8km) and 40% are less than two miles (3.2km). This suggests that cycling can offer an alternative to car travel particularly for trips of less than 6km.
- 2.3.2 For the purposes of this assessment, it has been assumed that cycling has the potential to replace short car trips, particularly for journeys of less than 6km in length. Based on a maximum cycle distance of 6km, the approximate cycle catchment is shown at Figure 2.2 below.

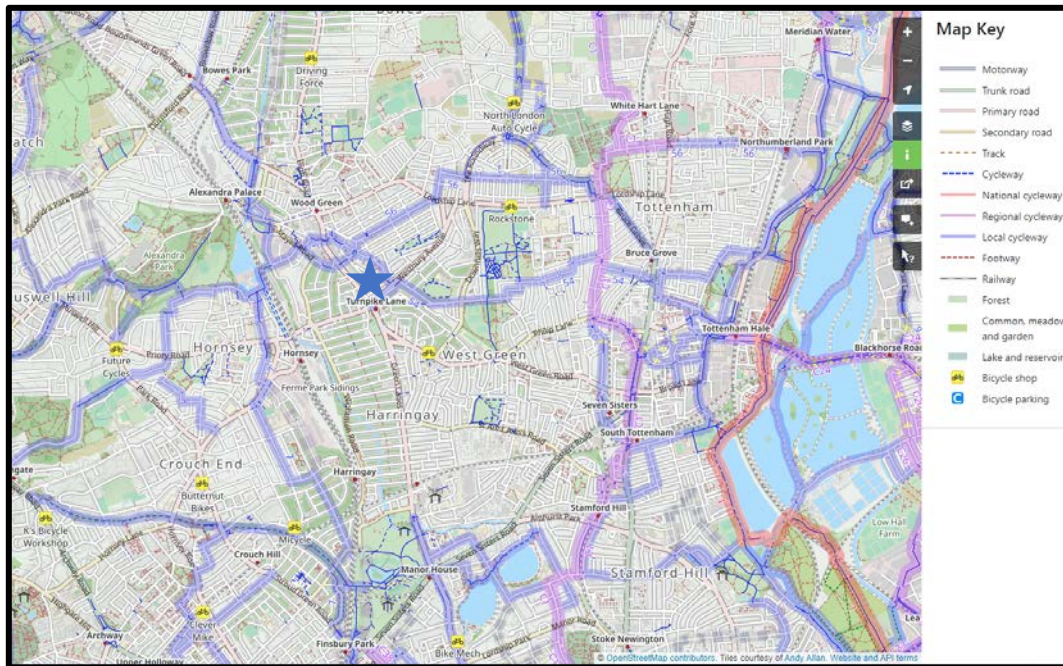
Figure 2.2 – Cycle Catchment Area



Source: Google Earth

- 2.3.3 The above figure shows that a large urban area, including Wood Green, Finsbury Park and Tottenham is within 6km cycle distance of the site.
- 2.3.4 Figure 2.3 below shows a cycle map of the local cycle ways within Wood Green and the surrounding areas.

Figure 2.3 – Wood Green Cycle Map



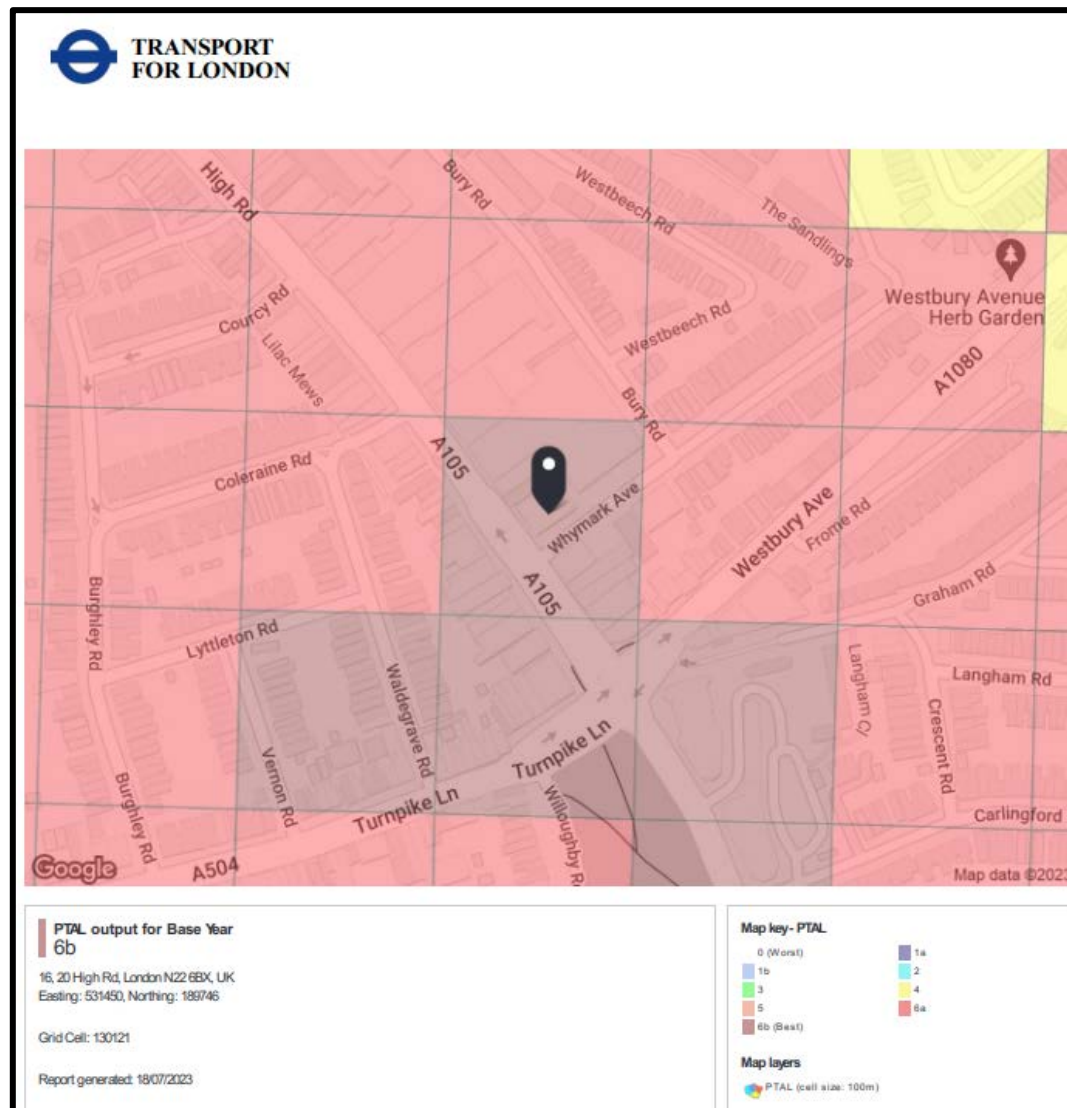
Source: OpenStreetMap. N.B. The proposal site is indicated by a blue star.

- 2.3.5 As shown above, a number of regional cycle routes connect the site to the local cycle network.
- 2.3.6 Considering that the roads local to the site are urban in character, there are a number of cycle routes, and the local topography is generally gentle, cycling provides an opportunity for residents to travel by a sustainable mode of transport.

2.4 PTAL

- 2.4.1 PTAL is an adopted method used to determine a location's accessibility by public transport in London. The method calculates the distance to public transport nodes and the frequency by which they are served to determine a total score ranging from 1 to 6b.
- 2.4.2 The proposal site has a PTAL rating of 6b (best), as shown at Figure 2.4 below.

Figure 2.4 – PTAL Rating



Source: Webcat PTAL

2.5 Bus Access

- 2.5.1 The publication 'Planning for Public Transport in Developments' produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
- 2.5.2 The closest bus stop to the site is located on High Road adjacent to the Poundland entrance. The stop benefits from a shelter with seating and timetable information. Further stops are located on High Road c45m north of the Whymark Avenue junction. Both stops are also served by shelters with seating and timetable information
- 2.5.3 The above bus stops are served by a range of services, including the 29, 67, 121, 123, 141, 144, 184, 221, 230, 232, 329, N29, N91 and W4 that operate to as often as every 10 minutes, and connect the site to a variety of destinations including Tottenham, Finsbury Park and central London.

- 2.5.4 Having regard to the proximity of the bus stops, the frequency of buses and the areas that the existing local buses serve, the site is accessible by bus.

2.6 Rail Access

- 2.6.1 The advice in the IHT publication entitled 'Planning for Public Transport in Developments' suggests that railway stations have a walk catchment of 800m.
- 2.6.2 The closest underground station is Turnpike Lane Station, located less than 100m from the proposal site. The London underground utilises this station forming part of the Piccadilly Line which goes from Heathrow Airport to Cockfosters and includes stations such as Finsbury Park and Kings Cross. Turnpike Lane Station is located in Zone 3 of the underground (zone 1 being closest to central London and 6 farthest away).
- 2.6.3 The closest railway station is Hornsey, which is located approximately 1.1km walk distance southwest of the site. This falls outside the advised IHT distance, but it would be accessible by foot for some, or by cycle, bus or taxi. The station provides services to Stevenage, Moorgate and Welwyn Garden City up to every 15 minutes.
- 2.6.4 Based on the above, the site is accessible by underground and national rail.

2.7 Highways Access

- 2.7.1 The site lies to the northeast of the A105 High Road which provides a route to central Wood Green to the north, as well as connects to the A406 North Circular c2.2km north of the site. To the south the A105 High Road provides routes to Islington and on towards central London.
- 2.7.2 Overall, the site has a prominent location in relation to the local road network from which it is readily accessible.

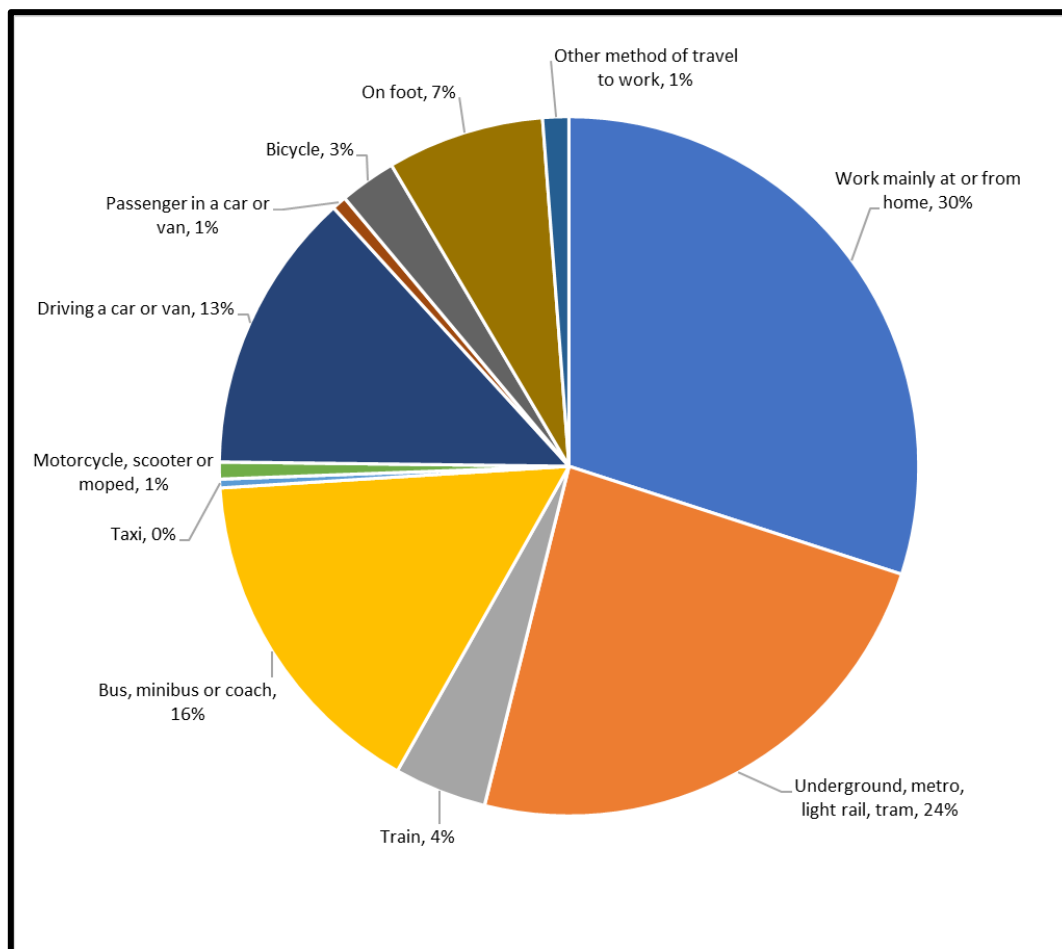
2.8 Controlled Parking Zone

- 2.8.1 High Road and surrounding roads including Whymark Avenue are located in the inner Wood Green controlled parking zone (Zone HC2), with parking restricted Monday to Sunday between 08:00 and 22:00 hours, for permit holders only.
- 2.8.2 Loading and unloading bays are provided on both High Road and Whymark Avenue. There is a traffic regulation order controlling the use of these bays Monday to Sunday between 08:00 and 22:00.

2.9 Method of Travel to Work Census Data

- 2.9.1 2021 census data for the area surrounding the site has been used to interrogate the potential travel to work habits of the future residents of the proposed units.
- 2.9.2 The census data shows 14% of residents travelling to work by car, with 44% utilising public transport, further underlining the site's perceived good location relative to bus and underground / rail facilities. The results are provided at Graph 2.1 below.
- 2.9.3 The census data also shows 10% of residents travelling to work by either foot or cycle, further underlining the site's good location relative to these sustainable modes.

Graph 2.1 – 2021 Census Data for Travel to Work



2.10 Section Conclusion

- 2.10.1 Based on the above assessment and the PTAL rating of 6B, the proposed development benefits from a very good level of accessibility to key services, facilities and destinations. Therefore, the proposed development will not be reliant on car travel, with public transport being an attractive option.
- 2.10.2 The proposal site is surrounded by a pedestrian network that includes a number of crossing facilities, and a number of facilities within walking distance of the site.
- 2.10.3 Wood Green and the surrounding area are conducive to cycling.
- 2.10.4 Bus stops local to the site are served by frequent bus services, which provide access to / from a variety of destinations.
- 2.10.5 The site is accessible to the underground and rail network.
- 2.10.6 The proposal site also has a prominent location relative to the local highway network.
- 2.10.7 Overall, the site has a good level of accessibility by all relevant transport modes.

3.0 PROPOSED DEVELOPMENT

3.1 Introduction

3.1.1 This section of the report provides details of the proposed development including its built form, access, servicing and cycle parking. It also provides an assessment of the site's theoretical vehicle demand based on census data.

3.2 Built Form

3.2.1 The development proposals are shown on the plan provided at Appendix 2, and include the provision of 10 new residential apartments (to provide a total of 23 apartments) including the following: -

- 2 x studio flats, 2 x No.1-bedroom flats and 1 x No.2-bedroom flats on a new third floor level.
- 2 x studio flats, 2 x No.1-bedroom flats and 1 x No.2-bedroom flats on a new fourth floor level.

3.3 Proposed Site Access Arrangements

3.3.1 Pedestrian access will continue to be provided to the retail store from the A105 High Road and to the residential flats from Whymark Avenue.

3.3.2 Access to the resident cycle store will be provided via the residential access on Whymark Avenue.

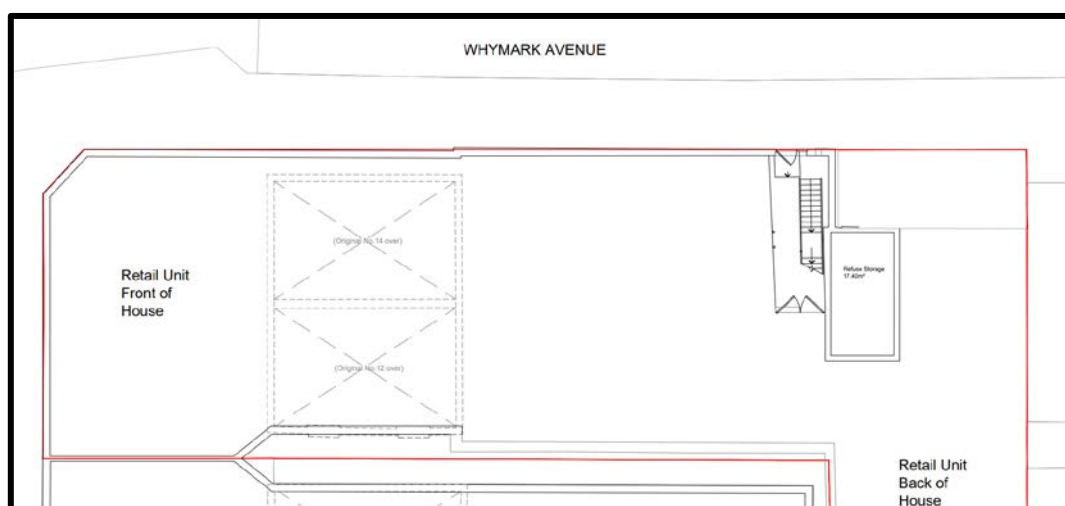
3.3.3 The proposed units will be car-free as are the existing. The applicant is in agreement to enter into a Section 106 agreement with London Borough of Haringey Council to deny residents of the development the right to purchase CPZ permits.

3.4 Refuse Collection

3.4.1 A refuse store is currently provided off of Whymark Avenue as shown below. This store will also be used to serve the proposed residential dwellings. Adequate space for the required bins will be provided.

3.4.2 The store provides level access to Whymark Avenue.

Figure 3.1 – Refuse Store



3.5 Servicing

- 3.5.1 Servicing of the proposed development will be undertaken from the public highway on Whymark Avenue, as existing. This will include the collection of waste and deliveries.
- 3.5.2 The site frontage on Whymark Avenue is subject to a single yellow line in front of the Poundland service area and bin store access.
- 3.5.3 A dedicated loading bay is also provided on Whymark Avenue before the junction with High Road as shown below.

Figure 3.2 – Loading Bay



Source: Google Earth

- 3.5.4 Additional loading bays are also provided on High Road.

3.6 Car Parking Policy and Provision

3.6.1 Paragraph 107 of the National Planning Policy Framework NPPF, February 2019 states: -

“If setting local parking standards for residential and non-residential development, policies should take into account: -

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

3.6.2 Paragraph 108 of the NPPF 2019 states: -

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

3.6.3 As detailed above, Policy DM32 of the Haringey DPD states that parking should be accessed against the London Plan Parking standards. It also states that: -

“The Council will support proposals for new development with limited or no on-site parking where:

- a There are alternative and accessible means of transport available;*
- b Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
- c A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
- d Parking is provided for disabled people; and*
- e Parking is designated for occupiers of developments specified as car capped.”*

3.6.4 The proposed development accords with the above; being located near to public transport nodes, having a PTAL of 6B, being located within the Wood Green CPZ, having disabled parking within 20m of the site on High Road, and being car capped (e.g limiting the parking permits that are provided per dwelling).

3.6.5 Table 10.3 of the London Plan states that any residential development with PTAL 5-6 should be car free.

3.6.6 With no parking proposed the development accords with the above standards.

3.7 Local Car Ownership

- 3.7.1 An indication of the theoretical car ownership of the proposed flats, if they were not car free, can be identified from Census Table CT0103, which shows ward-level car/van ownership per household by building type and number of rooms.
- 3.7.2 The data in Table CT0103, is presented by the number of rooms per dwelling; the Census definition of a room is kitchens, living rooms, bedrooms, utility rooms, studies and conservatories (it does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage).
- 3.7.3 The 2011 census data identifies that, for the ward of Harringay, the average car ownership by room and building type is as shown at Table 3.1 below.

Table 3.1 – Harringay Car / Van Ownership

Building Type	Number of Rooms	Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Car Ownership (per household)
Flat, maisonette or apartment	1 - 3 rooms	2,183	1,709	451	20	3	0.22
			78%	21%	1%	0%	

- 3.7.4 Table 3.1 above identifies that, based on the prevailing local car ownership levels for 1-3 room flats, the average number of cars per household is 0.22.
- 3.7.5 The data shows that 78% of households do not own a car, and the proposal site, which is located within walking distance of a number of the facilities and non-car travel opportunities, represents an ideal location for the self-selecting group of people who would rather live close to facilities and not own a car.
- 3.7.6 The 2021 census data provides car and van availability for 'Haringey 016' where the proposal site is located. It shows that 65% of residents do not own a car and 35% own one or more. The 2021 census data does however not provide any more detail than this, and these figures are likely to be skewed by houses which tend to have more associated cars than flats.
- 3.7.7 Given the above, and based on the site's good level of accessibility by non-car modes (PTAL 6B), the car-free proposals are appropriate.

3.8 Cycle Parking Provision

- 3.8.1 The minimum cycle parking standards set out at Table 10.2 of the London Plan for residential flats is 1 long stay space per 1 bedroom dwelling, 1.5 long stay spaces per 2-person 1 bedroom dwelling and 2 spaces per dwelling for those with 2 bedrooms or more.
- 3.8.2 In addition, 2 short stay spaces should be provided.
- 3.8.3 This equates to a minimum of 14 long stay cycle spaces and 2 short-stay for the proposed residential flats ($[4 \times 1 = 4] + [4 \times 1.5 = 6] + [2 \times 2 = 4] = 14$).
- 3.8.4 In excess of 14 cycle spaces will be provided (in addition to the current provision) within the dedicated cycle store. The store will be accessed via a level (step-free) access way from Whymark Avenue.

3.9 Section Conclusion

- 3.9.1 The built form of the proposed development is shown at Appendix 2.
- 3.9.2 Pedestrian access will be provided to the existing Whymark Avenue access.
- 3.9.3 In excess of 14 cycle parking spaces will be provided within a dedicated store, accessed from Whymark Avenue.
- 3.9.4 The proposed development will be car-free with future residents denied the right to purchase CPZ permits.

4.0 SITE TRIP GENERATION DATA

4.1 Introduction

4.1.1 This section of the report considers the potential trip generation of the proposed development. It should be borne in mind that the proposed residential dwellings will be car-free.

4.2 Proposed Residential Flat Trip Generation

4.2.1 TRICS version 7.10.2 has been interrogated, using the selection criteria as set out in Table 4.1 so as to obtain trip and travel mode data from developments with similar characteristics to the proposed flats.

4.2.2 The existing flats and retail store have not been considered as they are largely unaltered by the proposals. The TRICS outputs are provided at Appendix 3.

Table 4.1 – TRICS Database Key Selection Criteria – Residential Flat

Land use and trip rate selection	
Select Land Use By:	Full list Of Active Main/Sub Land Uses
Main Land Use:	03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Options:	Multimodal Trip Rates
Regions:	Greater London
Primary filtering	
Trip Rate Parameters:	Per Dwelling
Selected Dates:	01/01/15 to 20/10/22
Week days to include:	Weekdays only
Location Types to include:	Edge of Town Centre, Suburban Area
Secondary filtering	
PTAL Rating:	6a and 6b

4.2.3 The resultant trip generation, during the assumed peak hours, is set out at Table 4.2 below.

Table 4.2 – TRICS Data – Proposed Flats

	Average Trip Rates			Traffic Generation (10 flats)		
Total Vehicles	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.009	0.009	0.018	0	0	0
PM (17:00 – 18:00)	0.005	0.005	0.01	0	0	0
Daily	0.249	0.266	0.515	2	3	5
OGVs	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.000	0.000	0.000	0	0	0
PM (17:00 – 18:00)	0.000	0.000	0.000	0	0	0
Daily	0.005	0.005	0.010	0	0	0
Cyclists	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.000	0.023	0.023	0	0	0
PM (17:00 – 18:00)	0.019	0.000	0.019	0	0	0
Daily	0.062	0.07	0.132	1	1	1
Vehicle Occupants	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.005	0.009	0.014	0	0	0
PM (17:00 – 18:00)	0.005	0.005	0.01	0	0	0
Daily	0.225	0.276	0.501	2	3	5
Pedestrians	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.019	0.084	0.103	0	1	1
PM (17:00 – 18:00)	0.051	0.037	0.088	1	0	1
Daily	0.563	0.707	1.27	6	7	13
Public Transport Users	Arrivals	Departures	Total	Arrivals	Departures	Total
AM (08:00-09:00)	0.014	0.126	0.14	0	1	1
PM (17:00 – 18:00)	0.102	0.014	0.116	1	0	1
Daily	0.499	0.522	1.021	5	5	10

4.2.4 Based on the above, the proposed development has the potential to generate 5 more vehicle trips per day. However, this is likely to be overly robust as the development is car-free, and the TRICS surveys include developments with on-site parking.

4.2.5 A negligible daily increase in public transport users, pedestrians and vehicle occupants is also expected.

4.3 Section Conclusions

4.3.1 The potential increase to traffic due to the proposed development has been calculated based on data from the TRICS database.

4.3.2 The assessment shows that the potential increase to traffic will be negligible, and is overly robust given the development will be car free.

5.0 JUNCTION CAPACITY AND COLLISION ANALYSIS

5.1 Introduction

- 5.1.1 Considering the development impact provided at Section 4.0, the proposed development is unlikely to significantly worsen any existing road collision patterns that may exist in the locality. Therefore, no further assessment has been undertaken of road safety.
- 5.1.2 Considering the development impact provided at Section 4.0, the proposed development is unlikely to materially affect the operation of any local junctions. Therefore, no further assessment has been undertaken of junction capacity.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in respect of a proposed residential development at 12-14 High Road, Wood Green, London N22 6BX.

6.1.2 A summary of the report is provided below: -

- The development proposals include a new third and forth floor will provide 10 additional flats.
- The site is accessible by a choice of travel modes with a PTAL of 6B, and the car-free proposals will reduce reliance on the private car consistent with national and local planning policy.
- The proposal site is within walking distance of a wide range of facilities, including, public transport nodes, health facilities, retail, employment and education.
- There are further facilities within the cycle catchment as well as further choice in terms of leisure and shopping.
- The proposed development is well conceived in terms of its pedestrian and cycle access arrangements, refuse store, composition and layout.
- The traffic assessment included in this report is based on a realistic traffic impact scenario and demonstrates the development traffic effects will be negligible.
- The negligible traffic effect of the development is not likely to materially worsen any potential occurrence or pattern of collisions on the local highway network.

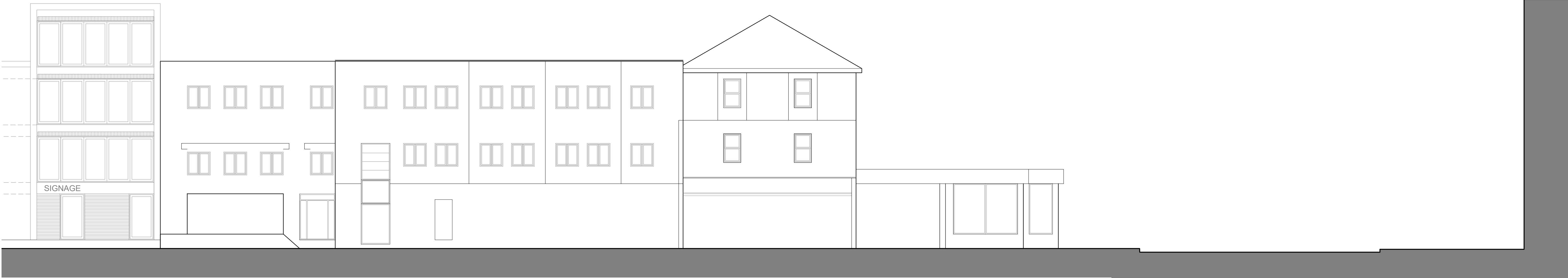
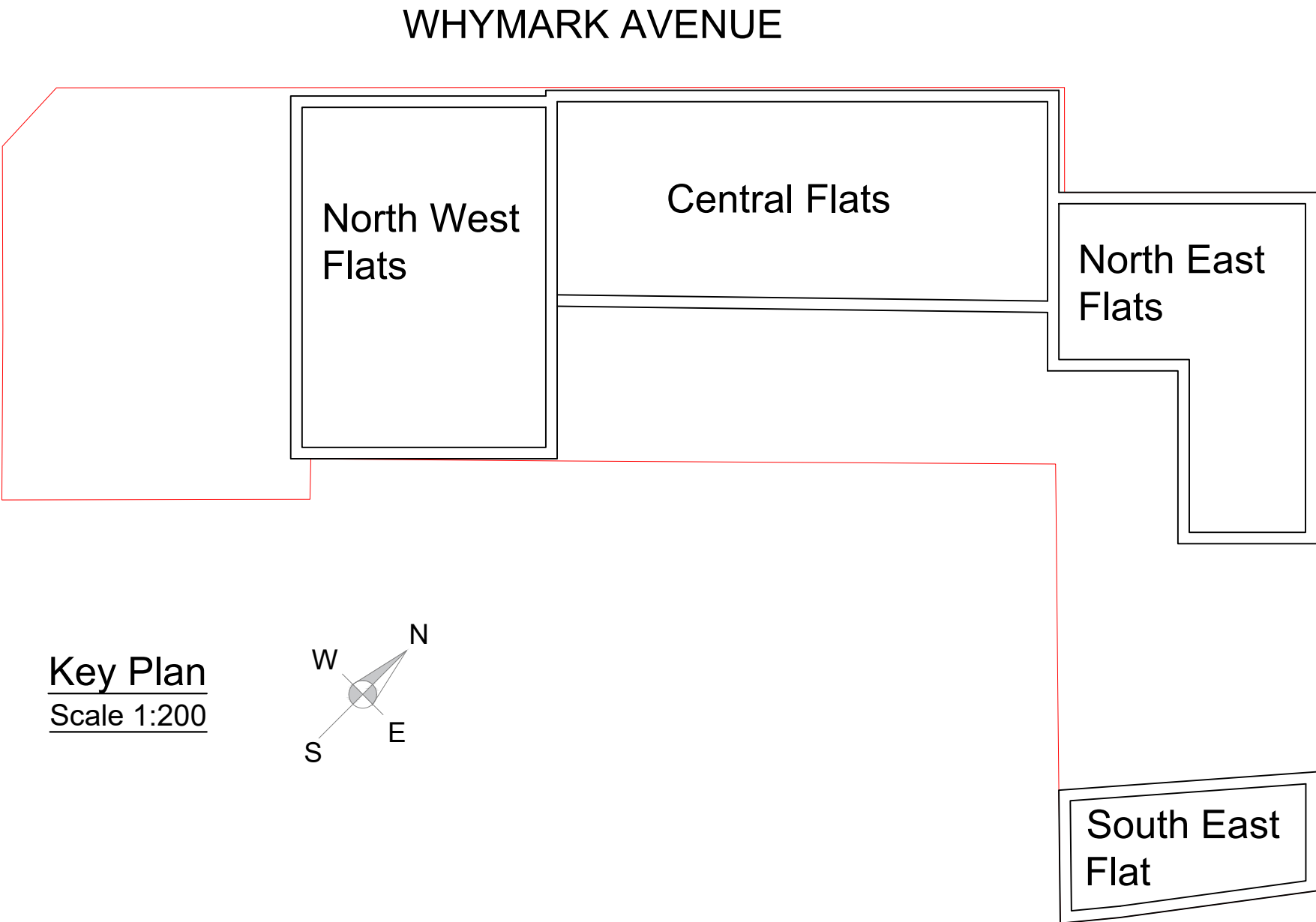
6.2 Conclusions

6.2.1 The results of this assessment highlight that the proposed development is acceptable from a transport perspective.

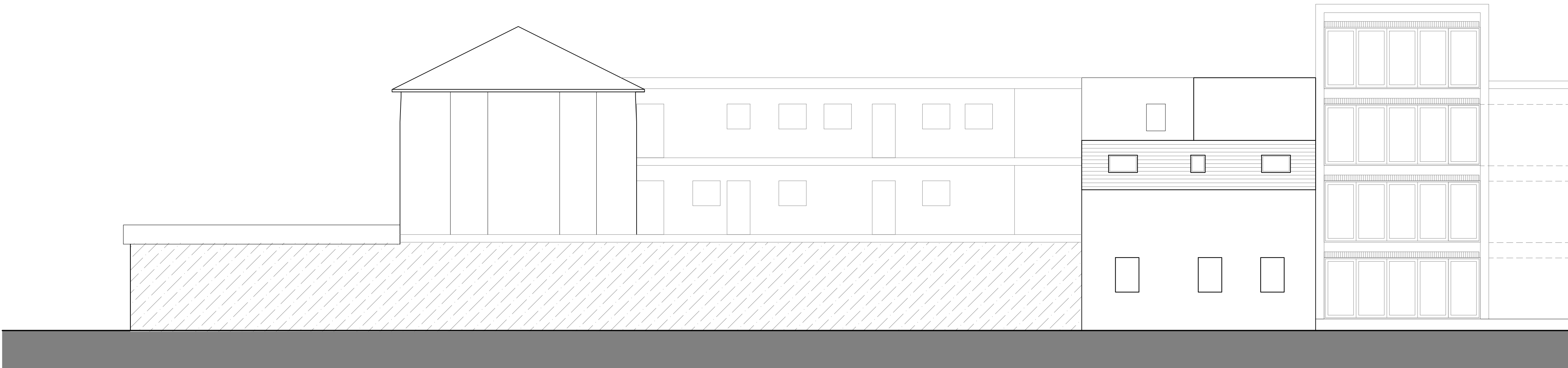
APPENDIX 1 – EXISTING SITE LAYOUT



EXISTING HIGH ROAD (SOUTH WEST) ELEVATION

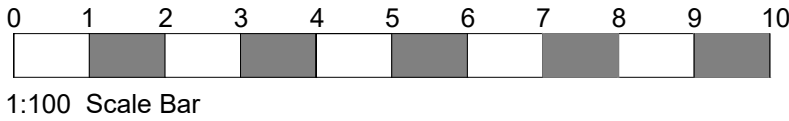


EXISTING WHYMARK AVENUE (NORTH WEST) ELEVATION



EXISTING SIDE (SOUTH EAST) ELEVATION

Survey Elevations
Scale 1:100 @ A1



P3	21.08.23	South East Elevation	RB
P2	16.08.23	Front Elevation and Keyplan added	RB
P1	01.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client : Kris Capital Developments Ltd

Project : 12 - 14 High Road, Wood Green

Drawing : Survey Elevations

Scale : 1:100 @ A1

Date : Aug 2023

Status : Preliminary

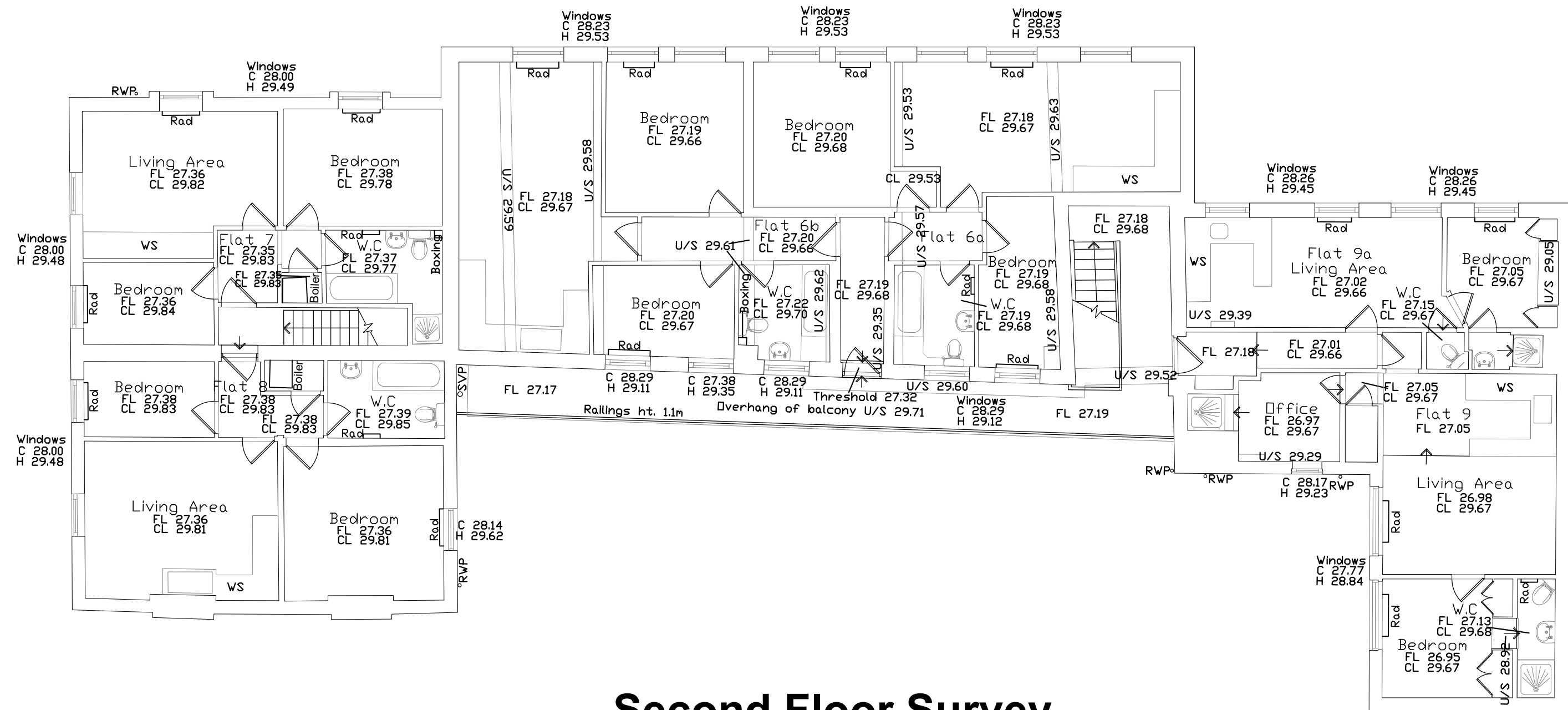
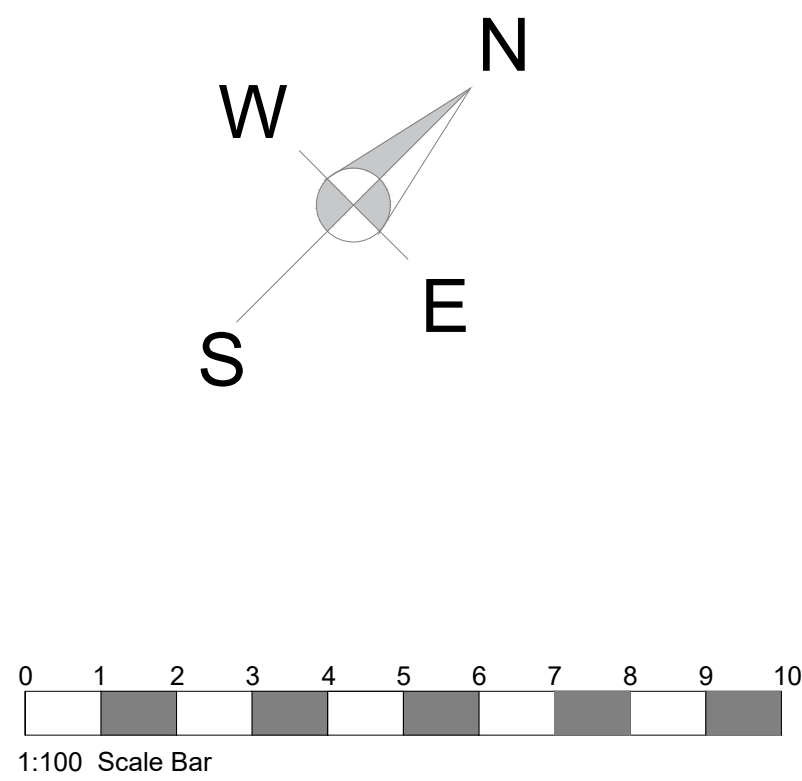
Dwg No : 2307-PL-005

P3

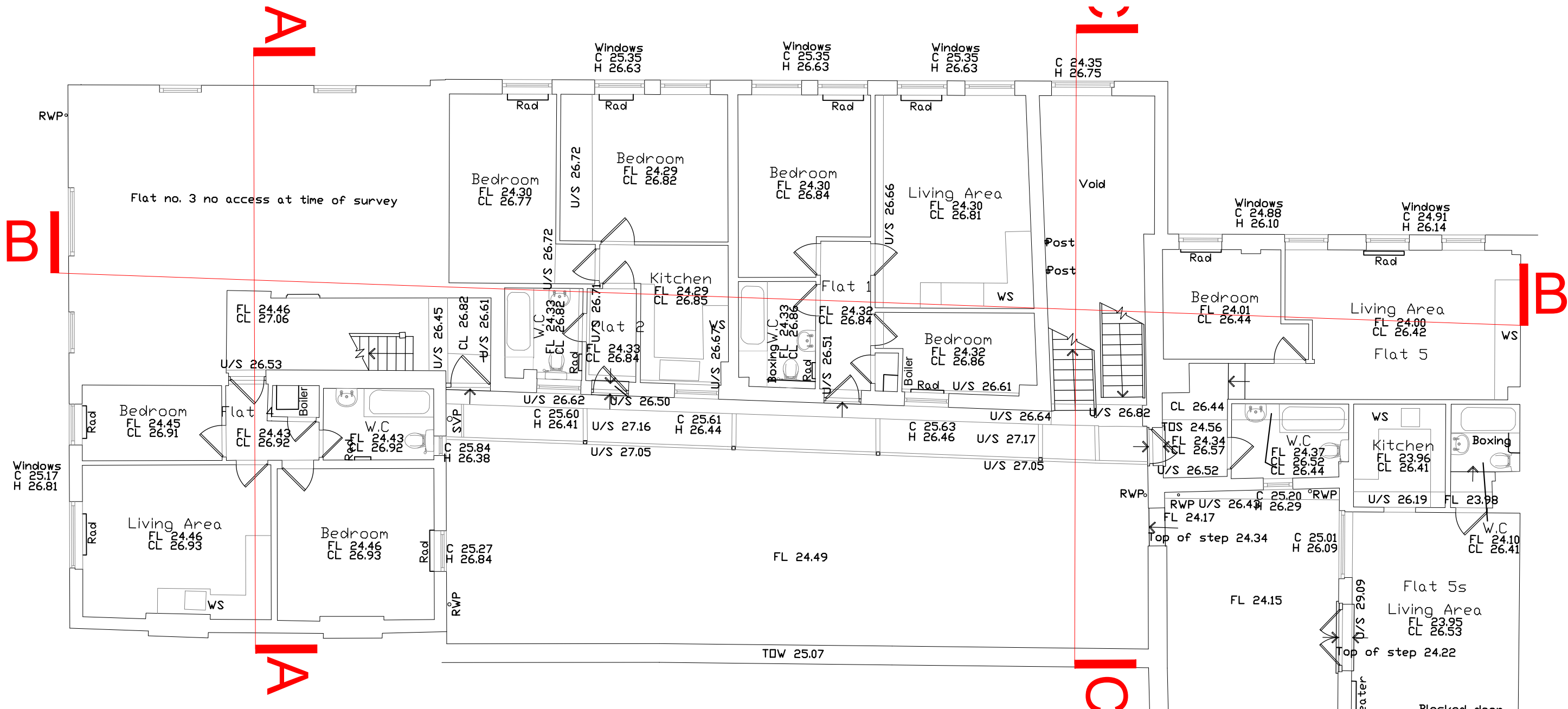
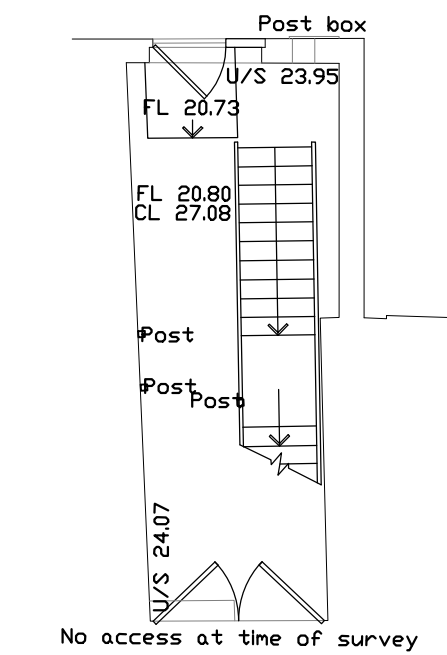
R B Design (Essex) Ltd

Architectural Design Associates

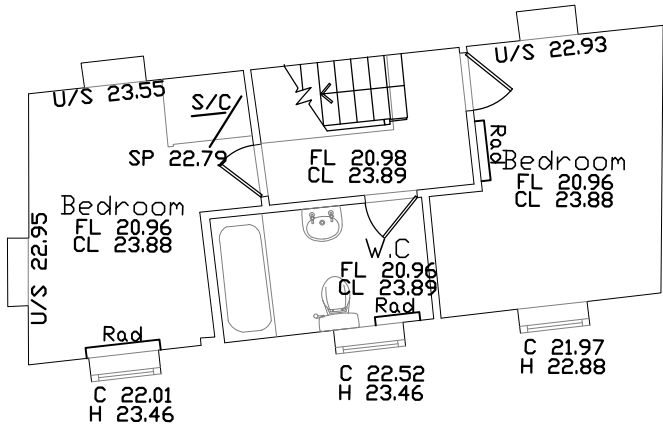
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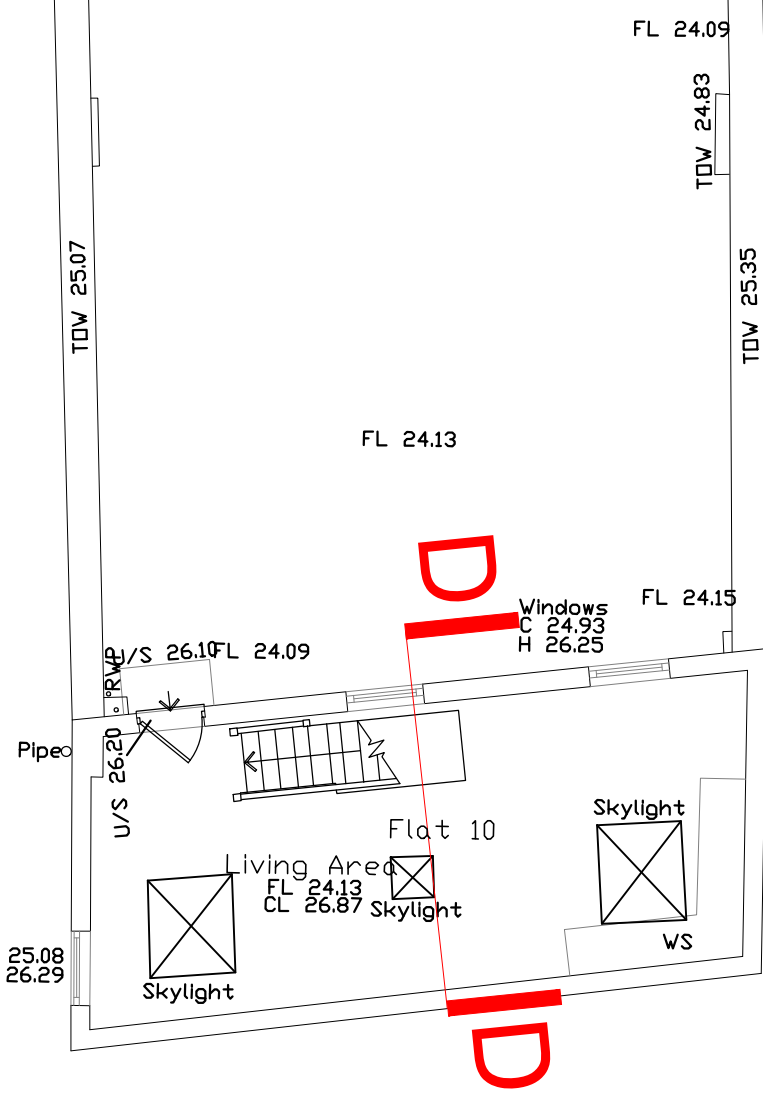
Second Floor Survey
Scale 1:100 @ A1



First Floor Survey
Scale 1:100 @ A1



Ground Floor Survey
Scale 1:100 @ A1



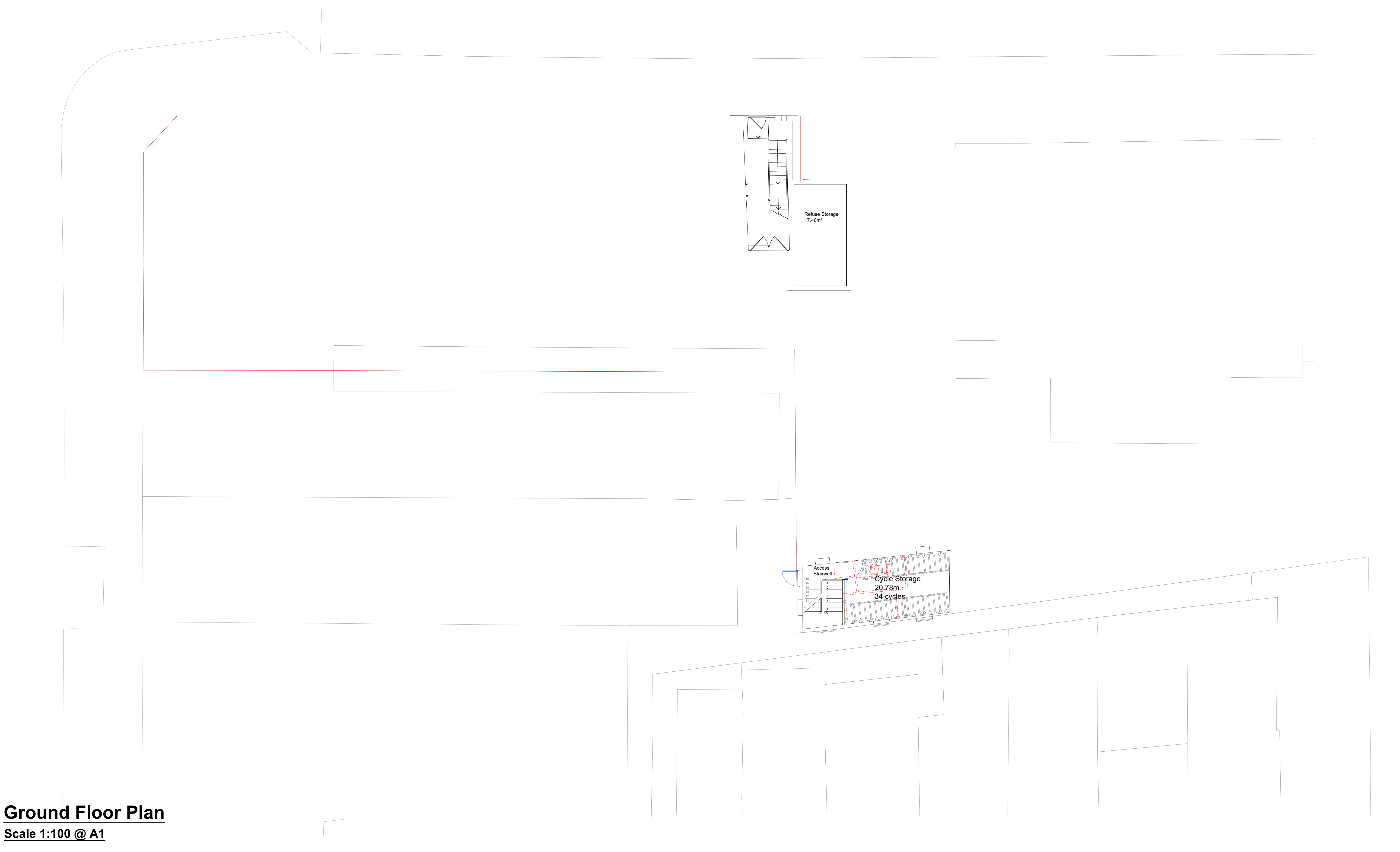
A	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client :	Kris Capital Developments Ltd
Project :	12 - 14 High Road, Wood Green
Drawing :	Survey Plans
Scale :	1:100 @ A1
Date :	Aug 2023

Status :	Preliminary	Rev	P1
Dwg No :	2307-PL-003		

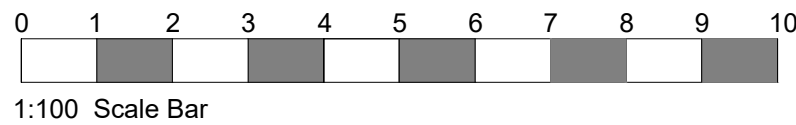
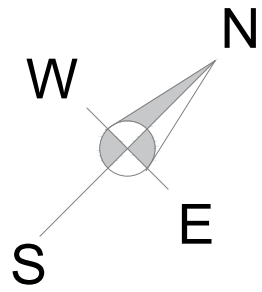
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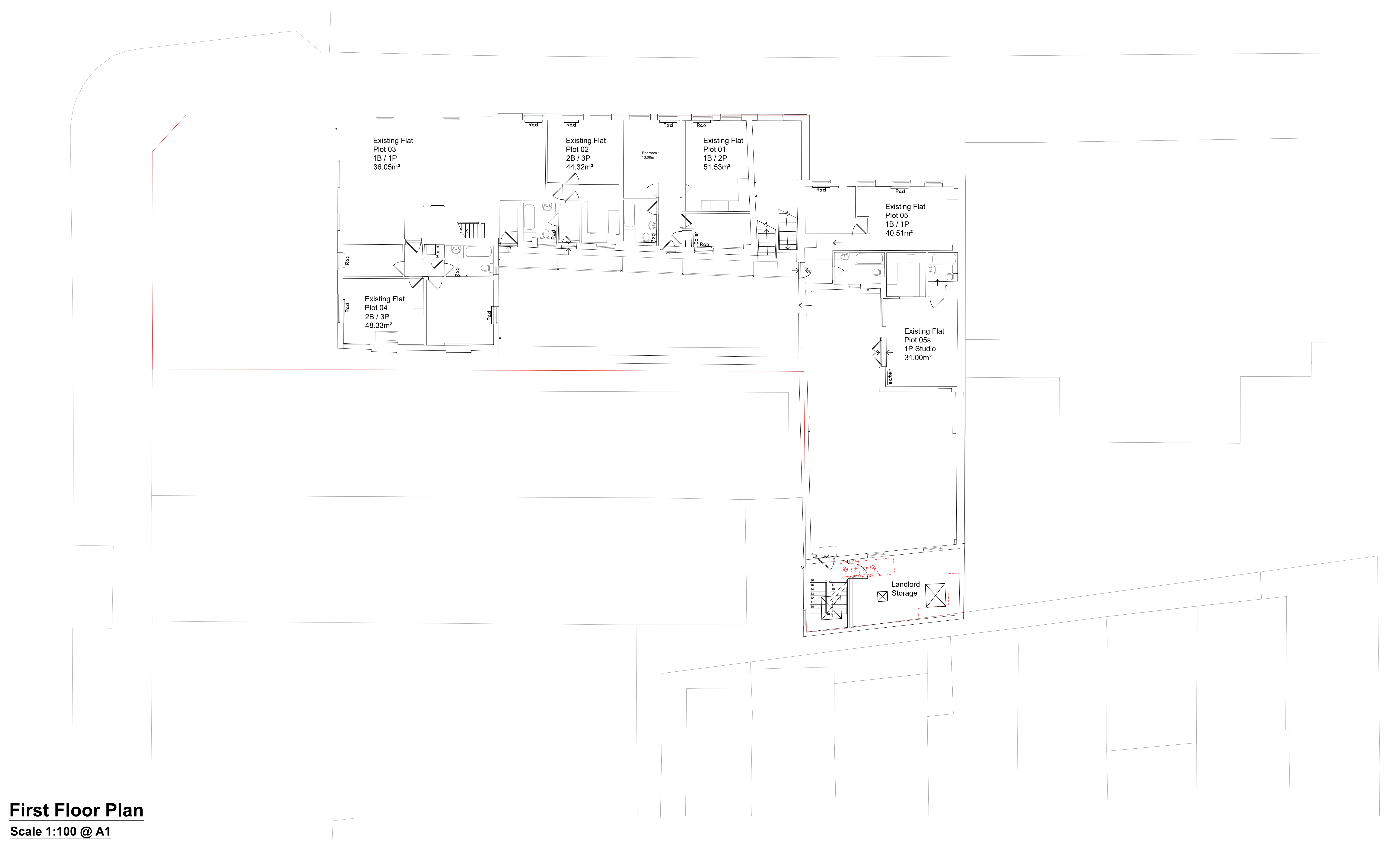
Ground Floor Plan

Scale 1:100 @ A1

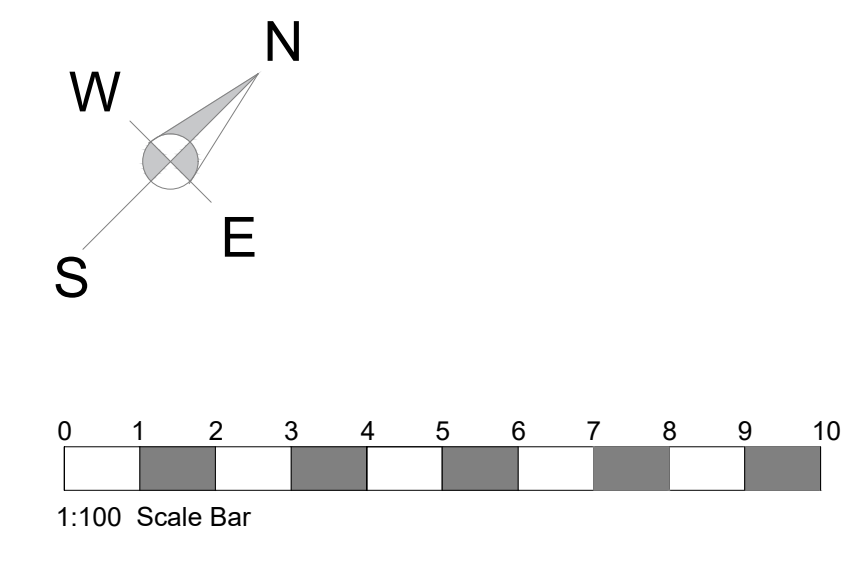


P2	21.08.23	Cycle Storage added	RB
P1	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client :	Kris Capital Developments Ltd			R B Design (Essex) Ltd Architectural Design Associates
Project :	12 - 14 High Road, Wood Green			
Drawing :	Ground Floor Plan - PD Scheme			
Scale :	1:100 @ A1	Status :	PD App	Rev :
Date :	Aug 2023	Dwg No :	2307-PL-600	P2
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First Floor Plan
Scale 1:100 @ A1



P2	21.08.23	Presentation updated	RB
P1	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client : Kris Capital Developments Ltd	R B Design (Essex) Ltd Architectural Design Associates	
Project : 12 - 14 High Road, Wood Green		
Drawing : First Floor Plan - PD Scheme		
Scale : 1:100 @ A1	Status : PD App	Rev
Date : Aug 2023	Dwg No : 2307-PL-601	P2
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APPENDIX 2 – PROPOSED SITE LAYOUT

WHYMARK AVENUE

HIGH ROAD

York House

10 High Road

8 High Road

4 - 6 High Road

No.10 Holiday Lets

Existing First floor
Amenity Deck

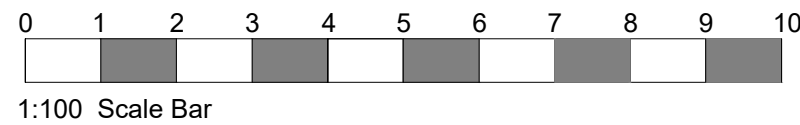
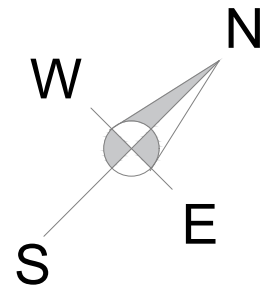
Landlord
Storage

17

17 - 31 Westbury Avenue

31

First Floor Plan
Scale 1:100 @ A1



P4	09.10.23	Second submission	RB
P3	03.10.23	Drawing presentation updated	RB
P2	21.08.23	Presentation updated	RB
P1	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client : Kris Capital Developments Ltd

Project : 12 - 14 High Road, Wood Green

Drawing : First Floor Plan - PD Scheme

Scale : 1:100 @ A1

Date : Aug 2023

Status : PD App

Dwg No : 2307-PL-601

P4

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WHYMARK AVENUE

HIGH ROAD

York House

10 High Road

8 High Road

Roof only

4 - 6 High Road

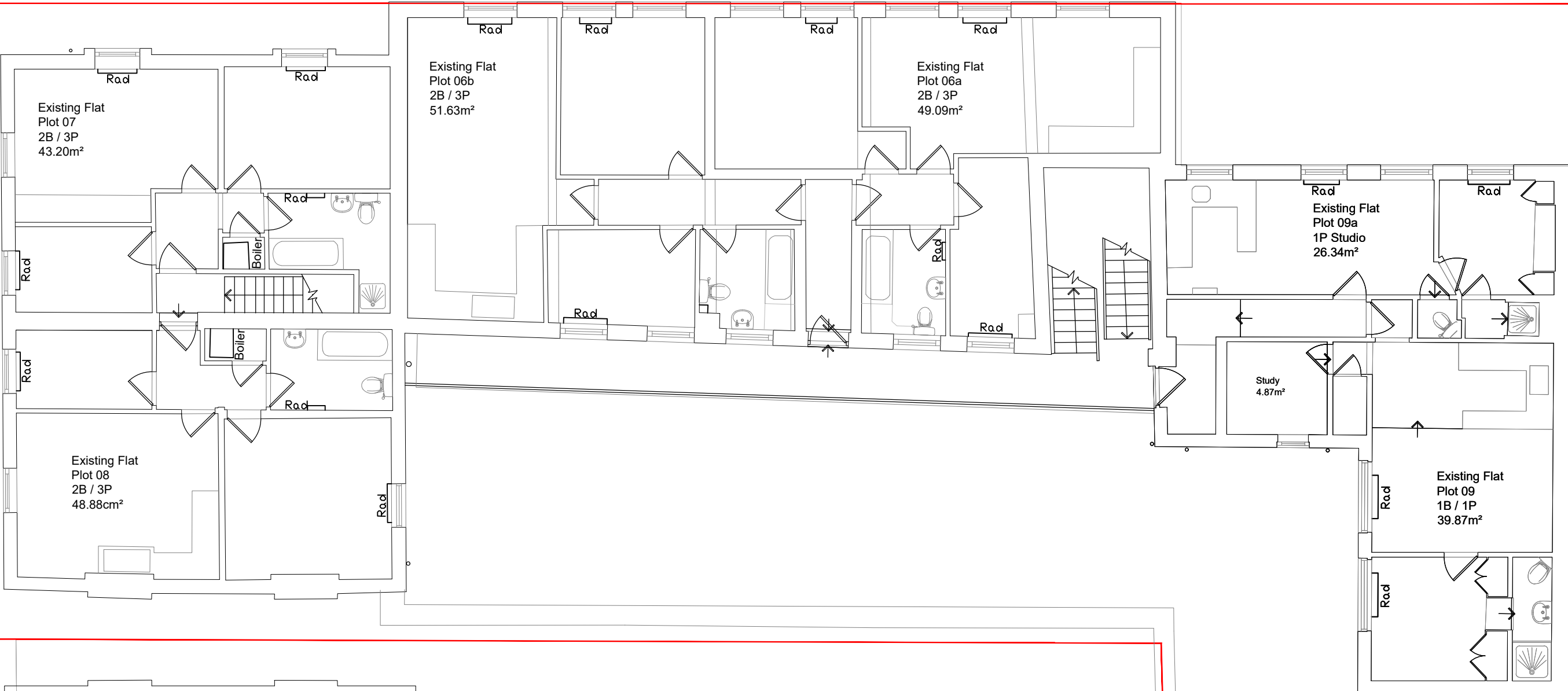
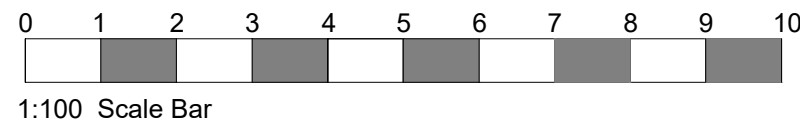
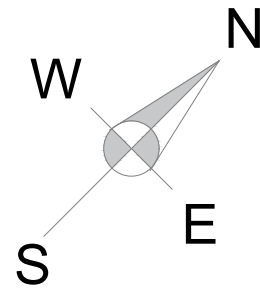
17

17 - 31 Westbury Avenue

31

Second Floor Plan

Scale 1:100 @ A1



P5	09.10.23	Second submission	RB
P4	03.10.23	Drawing presentation updated	RB
P3	23.08.23	AOV added to floors above.	RB
P2	21.08.23	Presentation updated	RB
P1	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client : Kris Capital Developments Ltd

Project : 12 - 14 High Road, Wood Green

Drawing : Second Floor Plan - PD Scheme

Scale : 1:100 @ A1

Date : Aug 2023

Status : PD App

Dwg No : 2307-PL-602

P5

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WHYMARK AVENUE

HIGH ROAD

York House

10 High Road

8 High Road

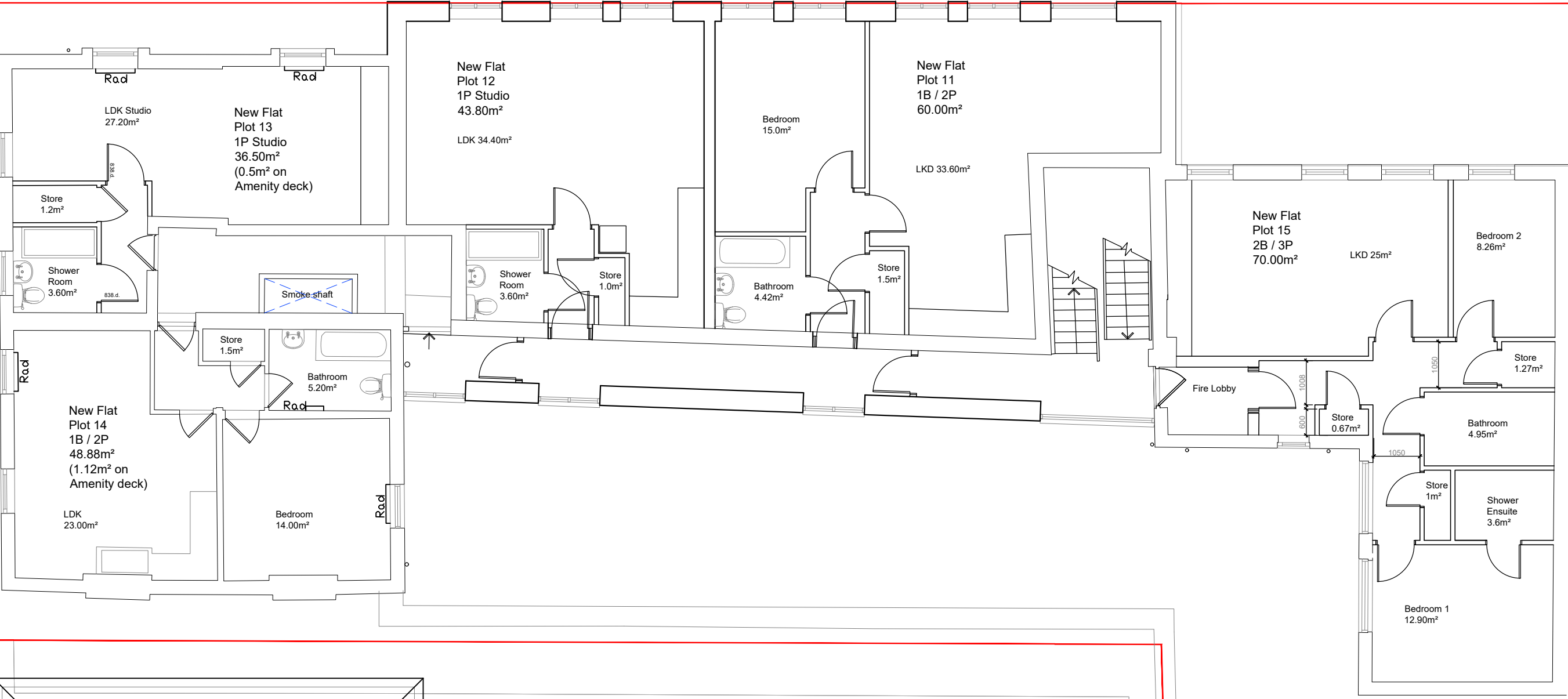
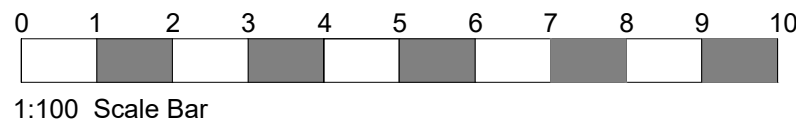
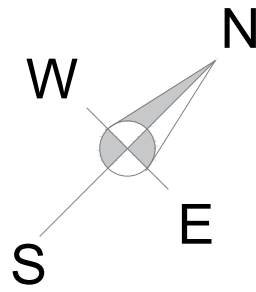
4 - 6 High Road

17

17 - 31 Westbury Avenue

31

Third Floor Plan
Scale 1:100 @ A1



P6	09.10.23	Second submission	RB
P5	03.10.23	Flat layouts updated	RB
P4	24.08.23	Enclosure to form corridor added	RB
P3	23.08.23	AOV added,	RB
P2	21.08.23	Presentation updated	RB
P1	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client : Kris Capital Developments Ltd

Project : 12 - 14 High Road, Wood Green

Drawing : Third Floor Plan - PD Scheme

Scale : 1:100 @ A1

Date : Aug 2023

Status : PD App

Dwg No : 2307-PL-603

Rev : P6

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WHYMARK AVENUE

HIGH ROAD

York House

10 High Road

8 High Road

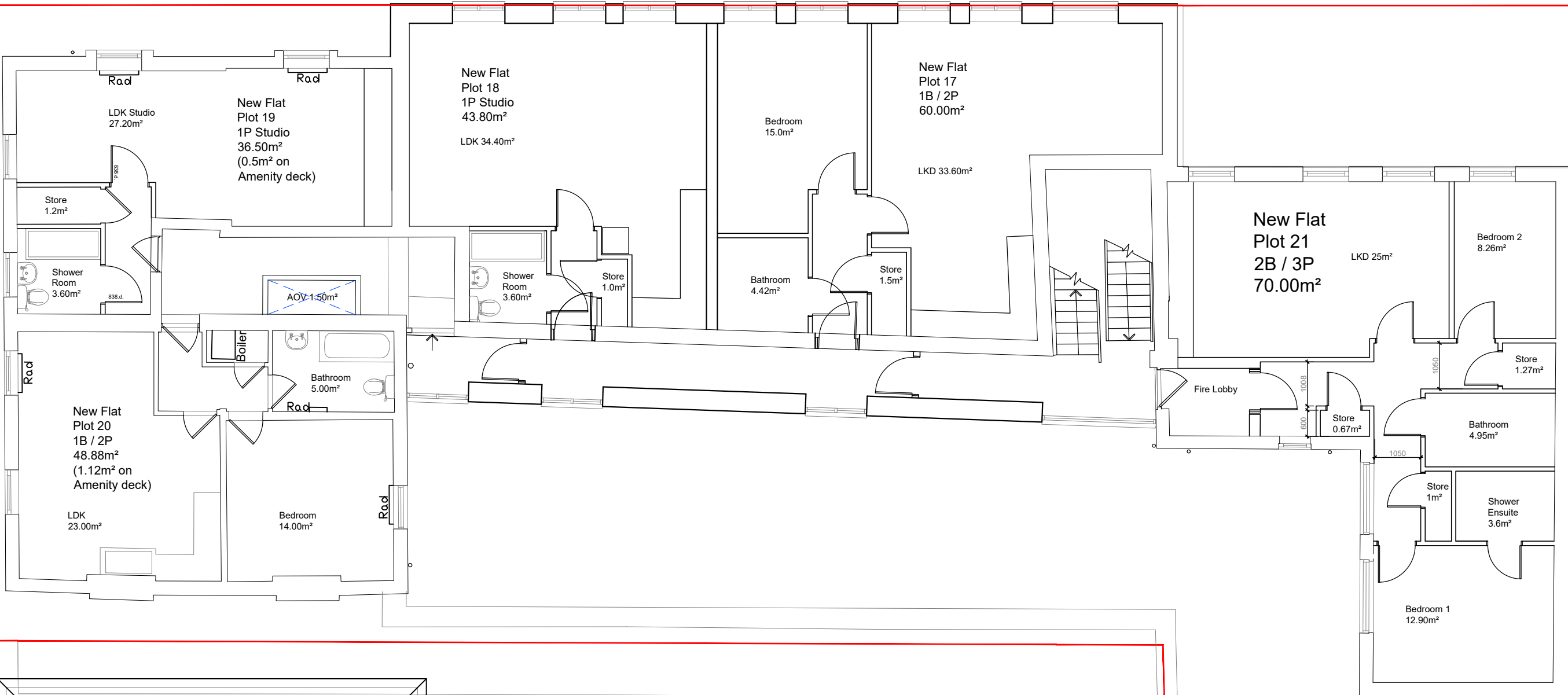
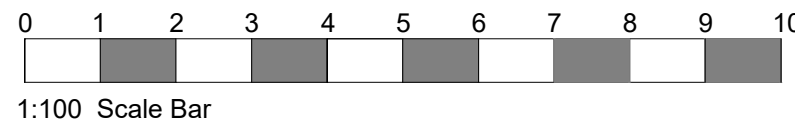
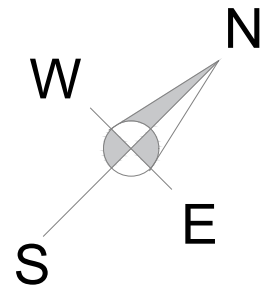
4 - 6 High Road

17

17 - 31 Westbury Avenue

31

Fourth Floor Plan
Scale 1:100 @ A1



P6	09.10.23	Second submission	RB
P5	03.10.23	Flat layouts updated	RB
P4	24.08.23	Enclosure to form corridor added	RB
P3	23.08.23	AOV added,	RB
P2	21.08.23	Presentation updated	RB
P1	19.08.23	PRELIMINARY ISSUE	RB
No.	Date	Amendment	Initials

Client : Kris Capital Developments Ltd

Project : 12 - 14 High Road, Wood Green

Drawing : Fourth Floor Plan - PD Scheme

Scale : 1:100 @ A1

Date : Aug 2023

Status : PD App

Dwg No : 2307-PL-604

Rev : P6

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APPENDIX 3 – TRICS

Calculation Reference: AUDIT-142301-230718-0700

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	3 days
SK	SOUTHWARK	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:	14 to 157 (units:)
Range Selected by User:	6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/10/22

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
Wednesday	1 days
Thursday	2 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:

Edge of Town Centre	4
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	2

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	18 days - Selected
Servicing vehicles Excluded	4 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:

50,001 to 100,000 1 days

100,001 or More 3 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:

0.5 or Less 4 days

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

Travel Plan:

Yes 2 days

No 2 days

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

PTAL Rating:

6a Excellent 3 days

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-04 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	157	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
2	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
3	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
4	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 5.70

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	54	0.019	4	54	0.019	4	54	0.038
08:00 - 09:00	4	54	0.009	4	54	0.009	4	54	0.018
09:00 - 10:00	4	54	0.009	4	54	0.019	4	54	0.028
10:00 - 11:00	4	54	0.014	4	54	0.019	4	54	0.033
11:00 - 12:00	4	54	0.028	4	54	0.023	4	54	0.051
12:00 - 13:00	4	54	0.019	4	54	0.014	4	54	0.033
13:00 - 14:00	4	54	0.047	4	54	0.042	4	54	0.089
14:00 - 15:00	4	54	0.005	4	54	0.014	4	54	0.019
15:00 - 16:00	4	54	0.005	4	54	0.005	4	54	0.010
16:00 - 17:00	4	54	0.042	4	54	0.042	4	54	0.084
17:00 - 18:00	4	54	0.005	4	54	0.005	4	54	0.010
18:00 - 19:00	4	54	0.019	4	54	0.023	4	54	0.042
19:00 - 20:00	4	54	0.009	4	54	0.009	4	54	0.018
20:00 - 21:00	4	54	0.019	4	54	0.023	4	54	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.249			0.266			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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Parameter summary

Trip rate parameter range selected:	14 - 157 (units:)
Survey date range:	01/01/15 - 20/10/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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.