



12 Canning Crescent, London

TRANSPORT STATEMENT

Proposed Residential Development

On behalf of Bill Ustun LTD

2023/6504/TS01

April 2023

DOCUMENT CONTROL

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Proposed Residential Development

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1 INTRODUCTION

1.1 Background

- 1.1.1 RGP has been commissioned by Bill Ustun LTD (the 'client') to provide transport planning and highway advice with respect to a proposed residential development at 12 Canning Crescent, London, N22 5SR (the 'site'). The site is located within the administrative boundary of the London Borough of Haringey (LBH).
- 1.1.2 The existing site comprises a single residential dwelling which shall be replaced with 6 new apartments. A plan illustrating the proposed site layout is attached at **Appendix A**.
- 1.1.3 This Transport Statement (TS) has been prepared by RGP to provide a comprehensive review of any implications the proposed development may have on people, in terms of highways and transport. This TS has been prepared with reference to the Transport for London (TfL) Healthy Streets approach and will highlight for discussion, any constraints on the local transport network that could have an implication for access to the site.
- 1.1.4 It is important to note however that the level of development falls well below the threshold defined by TfL above which a fully compliant Healthy Streets TA is warranted. This TS therefore only applies similar principles to those contained within TfL's guidance on Healthy Streets Transport Assessments.

1.2 Report Structure

- 1.2.1 The principal focus of this report is to consider the operation of the proposed residential development, principally in regard to the anticipated trip generation and the operation of the site in terms of parking, servicing and accessibility by public transport. The remainder of this Transport Statement comprises the following sections:
 - (i) Section 2: Transport Policy Review;
 - (ii) Section 3: Baseline Conditions;
 - (iii) Section 4: Development Proposals and Trip Generation;
 - (iv) Section 5: Summary and Conclusions.

2 TRANSPORT POLICY REVIEW

2.1 National Planning Policy Framework (July 2021)

- 2.1.1 The National Planning Policy Framework (NPPF) was updated in July 2021 and is the primary source of national planning guidance in England. The NPPF contains the Government's strategies for economic, social and environmental planning policies and it is designed to be a single, tightly focused document.
- 2.1.2 Chapter 9 of the NPPF covers transport aspects and Paragraph 110 within this Chapter identifies that "in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- 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;
 - 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."
- 2.1.3 Additionally, Paragraph 111 states that "development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." The criteria of severe can be considered to apply to capacity, congestion and highway safety, all of which are considered within this Transport Statement.
- 2.1.4 Paragraph 113 of the NPPF states that "all developments that will generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed." In accordance with this requirement this Transport Statement (TS) has been prepared in order to assess the impact of the new use on the site using all available information to establish the overall forecast impact.

2.2 The London Plan (March 2021)

- 2.2.1 The London Plan was finally adopted on 2nd March 2021, therefore, pursuant to Section 38 (5) of the Planning and Compulsory Purchase Act 2004 that states: 'If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.' Subsequently, parking standards as set out within the March 2021 London Plan will be applied to the development proposals.
- 2.2.2 Chapter Three of the New London Plan considers design matters. Policy D1 relates to London's form and characteristics and Section 3.3.16 states that "the design and layout of development should reduce the dominance of cars and provide permeability to support active travel (public transport, walking and cycling), community interaction and economic vitality."
- 2.2.3 The policy goes on to say that development plans should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.

- 2.2.4 In terms of parking, Policy L requires that on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Pedestrian crossings should be regular, convenient and accessible.
- 2.2.5 Chapter 10 of the New London Plan considers transport, Policy T2 (A) states that "Development proposals and Development Plans should deliver patterns of land use that facilitate making shorter, regular trips by walking or cycling."
- 2.2.6 The New London Plan expects development proposals to demonstrate the application of the Mayor's Healthy Streets approach in order to reduce car dominance, road danger, community severance, emissions and noise.

2.3 Haringey Local Plan

- 2.3.1 Haringey's Local Plan comprises the Strategic Policies, Development Management Policies and Site Allocations, alongside the London Plan.
- 2.3.2 SP7 of Haringey's Strategic Policies document relates to transport and sets out the key infrastructure proposals which the Council will promote, as well as detailing how the Council will work with partners to tackle climate change. This includes promoting sustainable travel modes such as public transport, walking and cycling, as well as locating major developments in areas of good public transport accessibility.
- 2.3.3 Chapter 5 of Haringey's Development Management document relates to transport and parking. Policy DM31 (part A) states "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."
- 2.3.4 The findings of this report demonstrate that the proposed redevelopment would not generate a high level of traffic, furthermore the site is located in an accessible location, in line with this policy.
- 2.3.5 Policy DM32 (part A) states "development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan". The proposed development has therefore been assessed with respect to the London Plan standards in **Section 4** of this report.
- 2.3.6 It is noted that paragraph 5.8 of the Council's DMP provides further background on disabled parking provision, stating: "Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking spaces."
- 2.3.7 The future residents or visitors would be able to make use of existing on-street disabled parking bays on Canning Crescent and Newham Road, and these would provide sufficient disabled parking provision in accordance with the New London Plan.

3 BASELINE CONDITIONS

3.1 Site Location and Description

- 3.1.1 The site is located at the corner of Canning Crescent / Newham Road junction in a general residential setting. **Figure 1**, below illustrates the variety of local amenities and retail facilities that are within a 12-minute walk of the site.

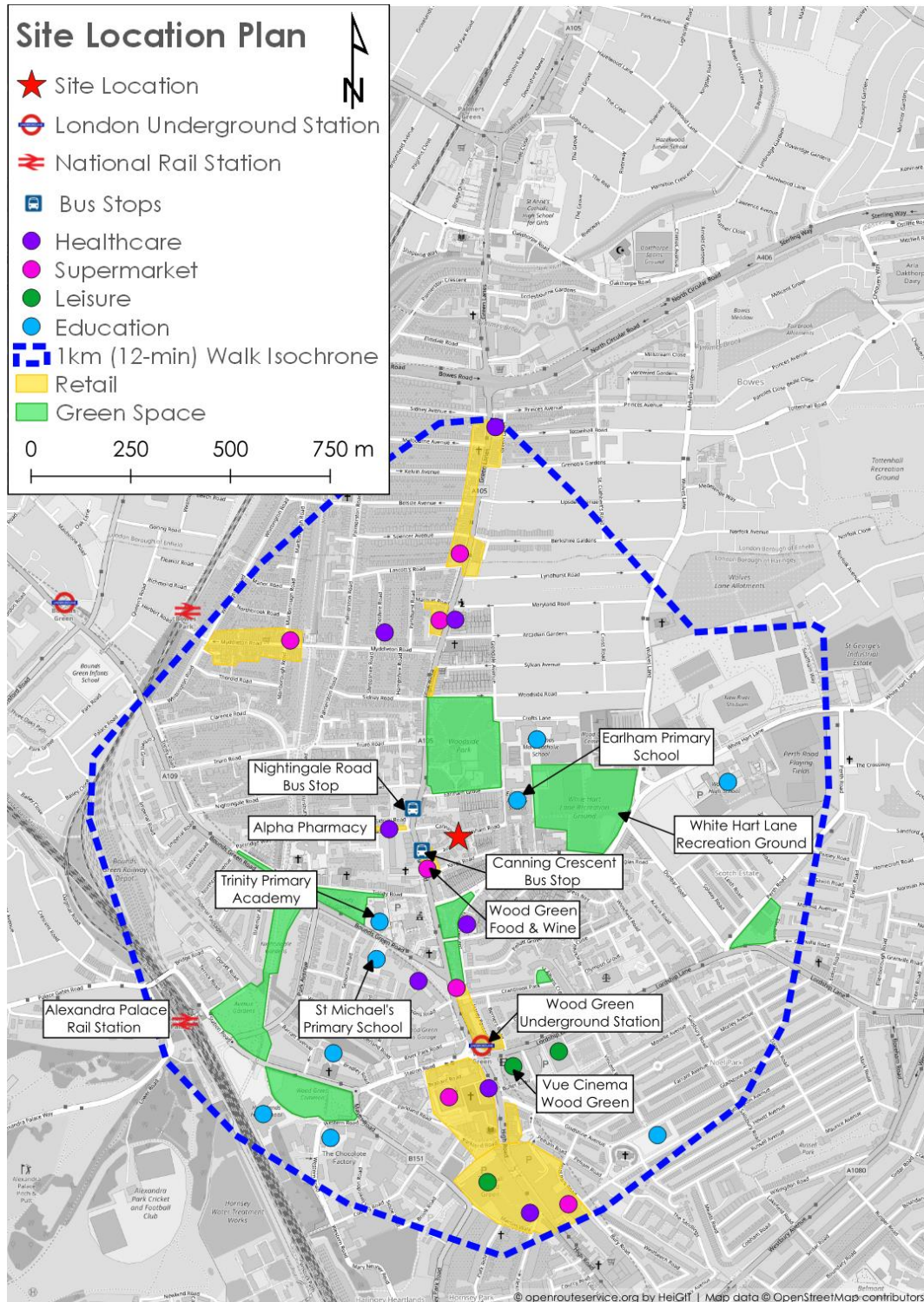


Figure 1 - Amenities within a 12-minute walk to the site

- 3.1.2 The application site is considered to have good access to public transport connections and local amenities as illustrated above.

3.2 Public Transport Accessibility Level

- 3.2.1 Transport for London (TfL) publish a borough-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning.
- 3.2.2 The TfL PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access points (bus stops, railway and underground stations) and service frequency and reliability.
- 3.2.3 The site achieves a PTAL rating of '5' and as such achieves a 'very good' score in terms of public transport accessibility. Furthermore, the site is located adjacent to a large area of PTAL 6a/6b around Wood Green station. The full PTAL assessment report is contained within **Appendix B**.
- 3.2.4 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is anticipated that the extensive range of public transport services will act as the primary mode of transport for future residents and visitors travelling to/from the site.

3.3 Walking and Cycling

- 3.3.1 There is generally an excellent standard of pedestrian infrastructure provided throughout the local area. Wide and well-lit footways continue along nearby streets, facilitating safe access to local amenities that would cater for future residents of the site. There are crossing points provided at regular intervals along the local highway network.
- 3.3.2 The locality is also well suited to cycling with several designated cycle routes in the vicinity of the site including London Cycleway 20 that can be joined approximately 1.7km (a 7-minute cycle) north of the site on the New River Path. This particular cycle route facilitates a route north to Enfield.

3.4 Nearby Bus Services

- 3.4.1 The nearest bus stops are located west of the site on High Road (A105) called the 'Canning Crescent (BW)' and 'Nightingale Road (BQ)' bus stops situated within a 2-3 minute walk (190m) of the site. A summary of local bus services available from these bus stops is set out in **Table 1** below.

Table 1 – Summary of Local Bus Services

Route Summary		Typical Frequency	Hours of Operation
121	Enfield Island Village – Palmers Green Rail Station – Turnpike Lane Tube Station	Mon-Fri: every 7-11 minutes Sat: every 9-12 mins Sun: around every 16 mins	Mon-Sat: 05:05-01:36 Sun: 05:05-01:35

141	Tottenham Road - Wood Green Tube Station – Moorgate Station – Bank Station – Monument Tube Station – London Bridge Station	Mon-Fri: every 5-8 minutes Sat: every 6-10 minutes Sun: every 10-14 minutes	Mon-Sat: 04:23-01:42 Sun: 05:43-01:36
232	Mitchell Way – New Southgate Rail Station – Wood Green Tube Station – Turnpike Lane Tube Station	Mon-Fri: every 9-14 minutes Sat: every 10-14 minutes Sun: around every 20 minutes	Mon-Fri: 05:35-00:40 Sat: 05:35-00:38 Sun: 06:23-00:37
329	Little Park Gardens – Wood Green Tube Station – Turnpike Lane Tube Station	Mon-Sat: every 6-10 minutes Sun: every 7-10 minutes	Mon-Fri: 05:46-01:16 Sat and Sun: 05:45-01:16
629	Haringey Civic Centre – Enfield Town Overground Station – Turkey Street Overground Station	Mon-Fri Schooldays: 2 daily	Mon-Fri Schooldays: 07:28, 07:36, 15:54 and 16:04
N29	Little Park Gardens – Wood Green Tube Station – Finsbury Park Station – Camden Road Overground Station – Leicester Square Tube Station – Trafalgar Square/Charing Cross Station	Mon Mor – Fri Mor: every 8-11 mins Sat and Sun Mor: every 7-10 mins	Mon Mor – Sun Mor: 00:30-06:07

3.4.2 As demonstrated above, there is a high frequency of local bus services catering for travel to a wide range of destinations across north London.

3.5 Nearby Tube and Rail Services

3.5.1 The nearest tube station to the site is Wood Green Underground Station, located approximately 600m (a 7-8 minute walk) to the south of the site. This station forms part of the Piccadilly Line.

3.5.2 A summary of local tube services available from these bus stops is set out in **Table 2** below.

Table 2 – Summary of Local Tube Services

Destination	Typical Frequency	Journey Time	Major Calling Points
Cockfosters	Every 2-6 minutes	15 minutes	Southgate, Oakwood
Heathrow Terminal 4	Every 9-11 minutes	1 hour 12 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Heathrow Terminal 5	Every 9-11 minutes	1 hour 15 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3

Northfields	Every 3-6 minutes	52 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith
Rayners Lane	Every 8-12 minutes	1 hour 8 minutes – 1 hour 9 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith
Uxbridge	Every 20 minutes	1 hour 23 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Rayners Lane

3.5.3 As set out above, Wood Green Station provides high frequency underground services to key transport link stations and Central London destinations.

3.5.4 Alexandra Palace National Rail station is also conveniently located 1km (a 12-13 minute walk) from the site which provides frequent access to Moorgate, Stevenage, Welwyn Garden City and Hertford North. This railway station is approximately 40m outside of the PTAL threshold for inclusion, however in reality a slightly greater distance is unlikely to alter a resident's opinion regarding the use of national rail services from Alexandra Palace Station.

3.6 Highway Safety Review

3.6.1 A useful indicator of any existing highway deficiencies or highway safety issues can be the presence of recorded personal injury accidents (PIA).

3.6.2 Personal injury collision 'clusters' along pedestrian and cycle routes to 'key' destinations provide a barrier which influences travel choice by individuals (a cluster is considered to be two or more serious accidents in one location or one or more fatal accident).

3.6.3 The presence of recorded accidents is not necessarily an indicator of a deficiency itself and the data should be analysed to identify any patterns in accidents which may pertain to a specific problem.

3.6.4 RGP has undertaken a review and examined all accidents in the vicinity of the site over the latest 5-year period available within the TfL London collision map data (2015 – 2019 inclusive). No data is provided for 2020 and 2021 within this dataset and therefore the Crashmap dataset has been assessed for these two years.

3.6.5 Over the most recent 7-year period, no accidents were reported on Canning Crescent or Newham Road in the vicinity of the site. The only noteworthy incidents took place on the A105 High Road whereby:

- (i) On 23 March 2019 at 11:00:00 a collision occurred on High Road 30 metres south of The Junction with Commerce Road, approximately 140m from the site) in Haringey involving a car and pedestrian(s). An adult pedestrian was fatally injured; and
- (ii) On 01 November 2019 at 17:00:00 a collision occurred on High Road Near the Junction With Commerce Road (130m from the site) in Haringey involving a car and pedestrian(s). An adult pedestrian was seriously injured.

3.6.6 TfL defines a pattern or cluster of accidents as one fatality or two serious accidents in a similar location. Based on the data available pertaining to local road accidents, the results demonstrate that there are no notable patterns or clusters of accidents and therefore no deficiencies in the local highway network, and the safety record in the vicinity of the site is considered to be good.

3.7 Summary of Baseline Conditions

- 3.7.1 The above review demonstrates that the site is highly accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car.

4 DEVELOPMENT PROPOSALS AND TRIP GENERATION

4.1 Development Proposals

- 4.1.1 The existing site comprises a single residential dwelling which will be replaced with 6 new apartments consisting of 2 no. 1-bed units, 2 no. 2-bed units and 2 no. 3-bed units. A plan illustrating the proposed site layout is attached at **Appendix A**.

4.2 Trip Assessment Methodology

- 4.2.1 A trip generation assessment has been undertaken to understand the impact the development could have on the operation of the local highway network. The TRICS (Trip Rate Information Computer System) database version 7.10.1 has been interrogated to identify similar sample sites to the proposals.
- 4.2.2 TRICS is the industry-standard method to determine trip rates and provides a database used to estimate the trip generation potential for new developments across a range of land uses. The TRICS database has therefore been interrogated for the purpose of this report to identify and evaluate the likely trip generation of the proposed residential development.
- 4.2.3 In addition to daily weekday trip generation, the potential trips during the critical weekday morning (0800-0900) and evening peak periods (1700-1800) have been assessed, the time during which baseline network demand on the surrounding highway and transportation infrastructure is at its highest.
- 4.2.4 Given that the proposals would replace the existing residential dwelling on site, this assessment is therefore based on the net impact of 5 additional residential units.
- 4.2.5 The TRICS database has been interrogated to obtain survey data from comparable uses. A multi-modal TRICS assessment has been undertaken based on the following selection criteria:
- (i) Regions: Greater London;
 - (ii) Land Use: Residential – Flats Privately Owned;
 - (iii) Survey Days: Weekday only; and
 - (iv) Public Transport Accessibility: PTAL 4-6.

4.3 Trip Generation Results

- 4.3.1 Two-way vehicle trip rates have been derived for all vehicles attending the site, excluding pedal cycles. The total vehicle trips also include visiting taxis and HGV vehicles making deliveries to the site as both arrivals and departures.
- 4.3.2 **Table 3** below, provides a summary of the multi-modal trip generation associated with the proposed residential units, the full TRICS outputs are attached hereto at **Appendix C**

Table 3 - Trip Generation (C3 Residential – 5 Units)

Mode	AM Peak 0800-0900		PM Peak 1700-1800		Daily Period 0700-2100	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	2	2
Cycle	0	0	0	0	0	0
Pedestrians	0	1	1	1	5	6
Public Transport	0	2	1	1	8	8

Total	0	3	2	2	15	16
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- 4.3.3 From the findings summarised in **Table 3**, it can be seen that the 6 proposed residential units (net increase of 5 units) could generate in the region of 31 additional total movements (i.e. by all modes of travel) over the course of a typical day which is not considered to constitute a significant material impact, let alone a severe impact as defined in the National Planning Policy Framework (NPPF).
- 4.3.4 A total of 16 additional movements via public transport would be generated by the proposed site on a daily basis with a further 4 vehicle movements, whilst the remaining 11 movements would be completed via the active travel mode of walking.
- 4.3.5 The worst case impact in respect of public transport is just two additional trips during the peak hour, which would not have a material impact on public transport capacity locally.
- 4.3.6 It is considered that the proposals would represent a negligible impact in the context of the functioning of the local highway and public transport network. The minimal increase in the total number of trips, as well as the additional journeys made by public transport, would result in a negligible impact on the nearby pedestrian and public transport networks. As such, RGP does not consider it necessary to undertake any detailed junction capacity or public transport modelling.

4.4 Proposed Parking Arrangements

- 4.4.1 Supporting guidance within the London Plan states that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.
- 4.4.2 Furthermore, with consideration given to the maximum parking standards defined within the London Plan, it is stated that car-free developments should be the starting point for all development proposals in places that are well-connected by public transport.
- 4.4.3 The development proposals are to be car free with the exception of existing on-street disabled parking located immediately outside the site on Canning Crescent and Newham Road. The proposals therefore accord with London Plan parking policy.

4.5 Proposed Cycle Parking Provision

- 4.5.1 Minimum cycle parking requirements are set out within Policy T5 and in Table 10.2 of the London Plan. Based on this the proposals would require a total of 11 long stay and 2 short stay spaces for residents. As illustrated on the ground floor layout attached hereto at **Appendix A**, secure cycle parking shall be provided on-site at the ground floor level.

4.6 Delivery and Servicing Arrangements

- 4.6.1 The delivery and servicing arrangements associated with the existing site would be retained post-development. All deliveries generated by the residential units would be accommodated on-street at the site's main frontages on Canning Crescent and Newham Road.
- 4.6.2 The majority of deliveries made to the site would comprise general postal services and other small ad-hoc delivery services. Deliveries of this nature are typically carried out by small light goods vehicles, such as 3.5t / 4.6t vans and are comfortably accommodated on Canning Crescent and Newham Road. Occasional supermarket deliveries would be generated by residents which would likely be completed using 7.5t vans, which would also be accommodated on-street.

- 4.6.3 All refuse collections would be scheduled by the Council, with collections taking place from on-street via an existing route serving other residential units in the locality. The frequency of collections from the site would not need to be increased as a result of the additional 5 residential units subject to the current development proposals.
- 4.6.4 This likely level of servicing activity would have a negligible impact on the site operation, local highway network, or neighbouring properties.

5 SUMMARY AND CONCLUSIONS

- 5.1.1 RGP is commissioned by Bilal Ustun LTD (the 'client') to provide transport planning and highway advice with respect to a proposed residential development at 12 Canning Crescent, London, N22 5SR (the 'site').
- 5.1.2 The existing site comprises a single residential dwelling which shall be replaced with 6 new apartments.

5.2 Summary

- 5.2.1 RGP make the following conclusions of this Transport Statement:
- (i) The proposals would accord with national, regional and local transport policy;
 - (ii) The site is well located to benefit from a high standard of pedestrian, cycle and public transport infrastructure, as is demonstrated by its PTAL score of 5, representing a 'very good' level of accessibility;
 - (iii) The proposed 6 residential units (net increase of 5 units) could generate up to 31 additional movements, inclusive of all modes, on a daily basis. The proposed residential development would therefore represent a negligible impact to the local highway network and local public transport capacity;
 - (iv) In accordance with both local and London Plan parking policy, the site would operate as a car-free development with the exception of disabled parking provision which is currently provided on-street;
 - (v) Secure cycle storage would be provided on the ground level of the site, in accordance with London Plan standards; and
 - (vi) The site would generate a small number of sporadic deliveries, generally comprising postal and food deliveries. These would be comfortably accommodated on-street as per existing arrangements. Refuse collections would also take place on-street.

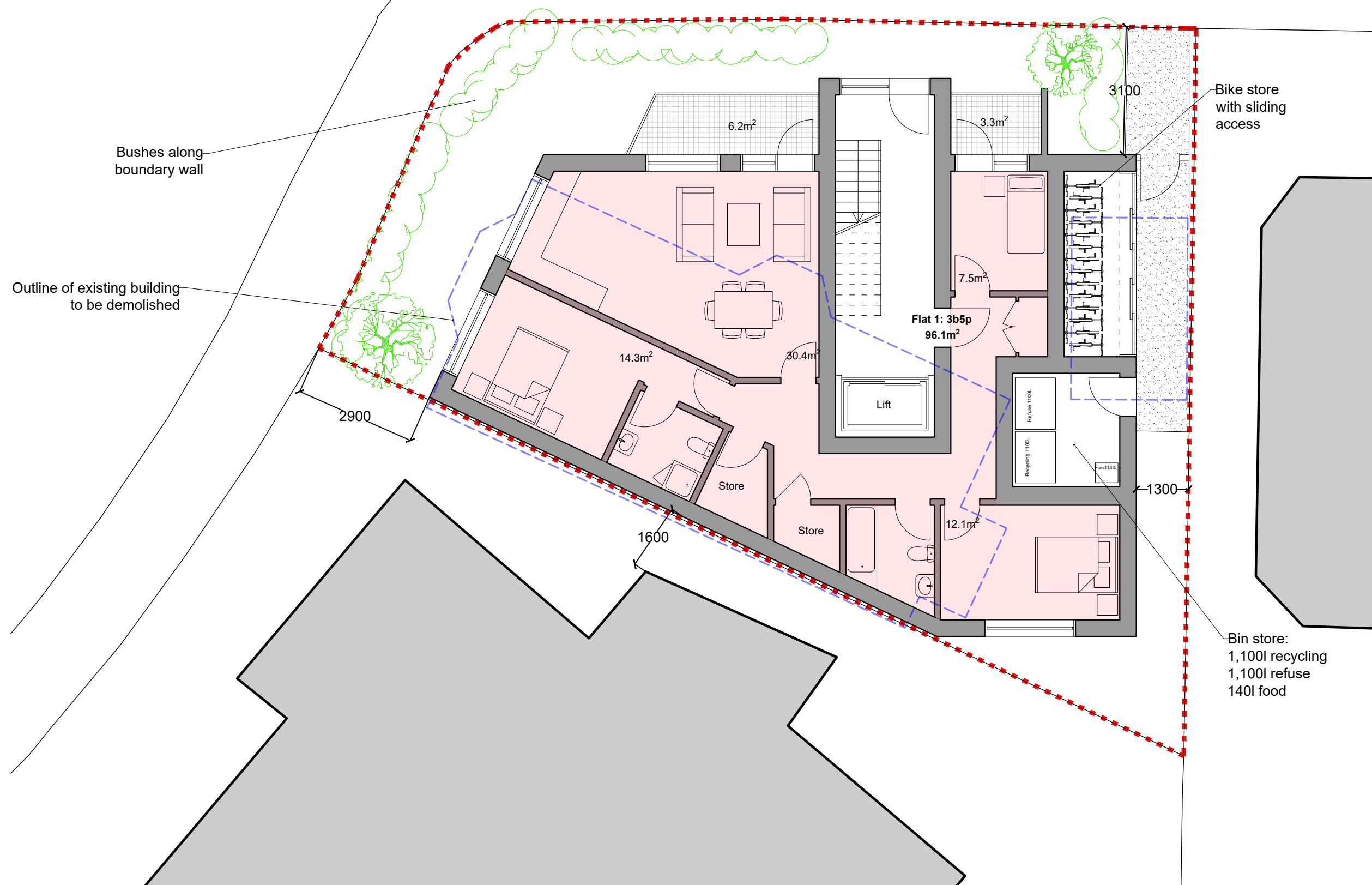
5.3 Conclusion

- 5.3.1 In conclusion, the National Planning Policy Framework (July 2021) Section 111 states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." This report has established that the development would not result in a significant impact on the surrounding highway network.
- 5.3.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 111 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

APPENDIX A

REVISION:

REV/DATE



Ground floor plan

All dimensions to be checked on site before any works commence.

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Bilal Ustun Limited
12 Canning Crescent
N22 5SR

CLIENT

149-301

DWG NO.

Ground floor plan

TITLE

12 April 2023

DATE

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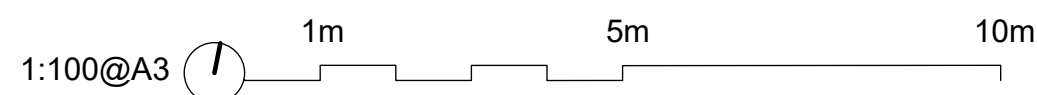
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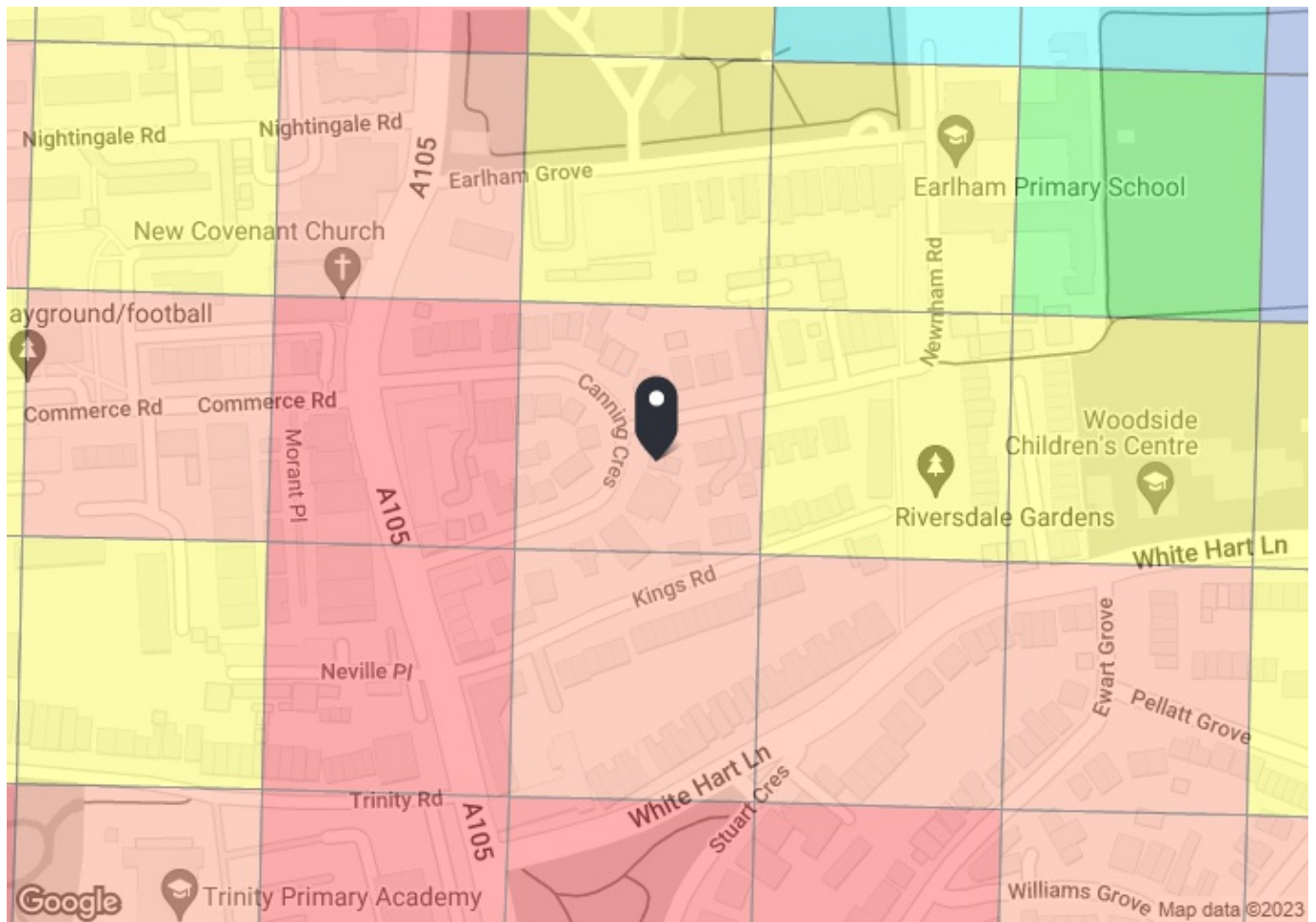
PLANNING

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APPENDIX B



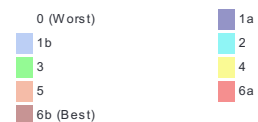
PTAL output for Base Year 5

12 Canning Cres
12 Canning Cres, London N22 5SR, UK
Easting: 530953, Northing: 190931

Grid Cell: 136522

Report generated: 18/04/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WOOD GREEN BUS GARAGE	67	558.29	6	6.98	7	13.98	2.15	0.5	1.07
Bus	HARINGEY CIVIC CENTRE	221	438.43	5	5.48	8	13.48	2.23	0.5	1.11
Bus	HIGH RD WHITE HART LANE	329	141.82	10	1.77	5	6.77	4.43	1	4.43
Bus	HIGH RD WHITE HART LANE	121	141.82	6	1.77	7	8.77	3.42	0.5	1.71
Bus	HIGH RD WHITE HART LANE	232	141.82	4	1.77	9.5	11.27	2.66	0.5	1.33
Bus	HIGH RD WHITE HART LANE	141	141.82	9.5	1.77	5.16	6.93	4.33	0.5	2.16
Bus	WHITE HART LANE, STUART CRESCENT	W4	349.47	6	4.37	7	11.37	2.64	0.5	1.32
LUL	Wood Green	'Cockfosters-LHRT4LT '	616.72	4.67	7.71	7.17	14.88	2.02	0.5	1.01
LUL	Wood Green	'RayLane-Cockfosters '	616.72	3.67	7.71	8.92	16.63	1.8	0.5	0.9
LUL	Wood Green	'LHRT4LT-AmnosGrove '	616.72	4.67	7.71	7.17	14.88	2.02	0.5	1.01
LUL	Wood Green	'AmnosGrove-RayLane '	616.72	0.33	7.71	91.66	99.37	0.3	0.5	0.15
LUL	Wood Green	'AmnosGrove-Nthfields '	616.72	3	7.71	10.75	18.46	1.63	0.5	0.81
LUL	Wood Green	'Oakwood-RayLane '	616.72	0.33	7.71	91.66	99.37	0.3	0.5	0.15
LUL	Wood Green	'Nthfields-Cockfoster '	616.72	1	7.71	30.75	38.46	0.78	0.5	0.39
LUL	Wood Green	'LHRT5-Cockfosters '	616.72	6	7.71	5.75	13.46	2.23	1	2.23
LUL	Wood Green	'Uxbridge-Cockfosters '	616.72	3.67	7.71	8.92	16.63	1.8	0.5	0.9
LUL	Wood Green	'Ruislip-Cockfosters '	616.72	2.33	7.71	13.63	21.33	1.41	0.5	0.7
LUL	Wood Green	'AmnosGrove-Uxbridge '	616.72	1	7.71	30.75	38.46	0.78	0.5	0.39
LUL	Wood Green	'Oakwood-Uxbridge '	616.72	0.33	7.71	91.66	99.37	0.3	0.5	0.15
LUL	Wood Green	'Oakwood-Ruislip '	616.72	0.33	7.71	91.66	99.37	0.3	0.5	0.15
									Total Grid Cell AI:	22.08

APPENDIX C

RGP Mill Pool House Godalming

Licence No: 728001

Calculation Reference: AUDIT-728001-230420-0419

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	2 days
SK	SOUTHWARK	1 days
WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 14 to 97 (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
Tuesday	1 days
Wednesday	1 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:

Edge of Town Centre	4
---------------------	---

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

Selected Location Sub Categories:

Residential Zone	2
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	27 days - Selected
Servicing vehicles Excluded	5 days - Selected

RGP Mill Pool House Godalming

Licence No: 728001

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	2 days
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100,001 or More	2 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	3 days
-------------	--------

0.6 to 1.0	1 days
------------	--------

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

Travel Plan:

Yes	1 days
-----	--------

No	3 days
----	--------

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

PTAL Rating:

5 Very Good	1 days
-------------	--------

6a Excellent	2 days
--------------	--------

6b (High) Excellent	1 days
---------------------	--------

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

RGP Mill Pool House Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	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
2	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
3	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
4	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	97	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BM-03-C-01	Large amount of dwellings so not representative
BT-03-C-02	Large amount of dwellings so not representative
HG-03-C-01	Large amount of dwellings so not representative
IS-03-C-08	Large amount of dwellings so not representative
SK-03-C-03	Large amount of dwellings so not representative
WF-03-C-02	Took place during covid so not representative
WF-03-C-04	Took place during covid so not representative
WF-03-C-05	Took place during covid so not representative

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): 9.18

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	39	0.013	4	39	0.013	4	39	0.026
08:00 - 09:00	4	39	0.006	4	39	0.032	4	39	0.038
09:00 - 10:00	4	39	0.019	4	39	0.006	4	39	0.025
10:00 - 11:00	4	39	0.032	4	39	0.019	4	39	0.051
11:00 - 12:00	4	39	0.032	4	39	0.039	4	39	0.071
12:00 - 13:00	4	39	0.019	4	39	0.019	4	39	0.038
13:00 - 14:00	4	39	0.032	4	39	0.013	4	39	0.045
14:00 - 15:00	4	39	0.013	4	39	0.039	4	39	0.052
15:00 - 16:00	4	39	0.019	4	39	0.019	4	39	0.038
16:00 - 17:00	4	39	0.045	4	39	0.045	4	39	0.090
17:00 - 18:00	4	39	0.019	4	39	0.019	4	39	0.038
18:00 - 19:00	4	39	0.026	4	39	0.045	4	39	0.071
19:00 - 20:00	4	39	0.039	4	39	0.019	4	39	0.058
20:00 - 21:00	4	39	0.019	4	39	0.026	4	39	0.045
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.333			0.353			0.686

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

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

14 - 97 (units:)
 01/01/15 - 20/10/22
 4
 0
 0
 3
 8

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	39	0.000	4	39	0.006	4	39	0.006
08:00 - 09:00	4	39	0.000	4	39	0.026	4	39	0.026
09:00 - 10:00	4	39	0.000	4	39	0.006	4	39	0.006
10:00 - 11:00	4	39	0.000	4	39	0.000	4	39	0.000
11:00 - 12:00	4	39	0.000	4	39	0.000	4	39	0.000
12:00 - 13:00	4	39	0.000	4	39	0.000	4	39	0.000
13:00 - 14:00	4	39	0.000	4	39	0.000	4	39	0.000
14:00 - 15:00	4	39	0.000	4	39	0.000	4	39	0.000
15:00 - 16:00	4	39	0.000	4	39	0.000	4	39	0.000
16:00 - 17:00	4	39	0.000	4	39	0.006	4	39	0.006
17:00 - 18:00	4	39	0.013	4	39	0.000	4	39	0.013
18:00 - 19:00	4	39	0.000	4	39	0.000	4	39	0.000
19:00 - 20:00	4	39	0.026	4	39	0.000	4	39	0.026
20:00 - 21:00	4	39	0.000	4	39	0.000	4	39	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.039			0.044			0.083

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	39	0.013	4	39	0.058	4	39	0.071
08:00 - 09:00	4	39	0.026	4	39	0.181	4	39	0.207
09:00 - 10:00	4	39	0.019	4	39	0.148	4	39	0.167
10:00 - 11:00	4	39	0.052	4	39	0.065	4	39	0.117
11:00 - 12:00	4	39	0.052	4	39	0.065	4	39	0.117
12:00 - 13:00	4	39	0.045	4	39	0.026	4	39	0.071
13:00 - 14:00	4	39	0.052	4	39	0.052	4	39	0.104
14:00 - 15:00	4	39	0.058	4	39	0.039	4	39	0.097
15:00 - 16:00	4	39	0.123	4	39	0.058	4	39	0.181
16:00 - 17:00	4	39	0.142	4	39	0.103	4	39	0.245
17:00 - 18:00	4	39	0.148	4	39	0.110	4	39	0.258
18:00 - 19:00	4	39	0.142	4	39	0.110	4	39	0.252
19:00 - 20:00	4	39	0.135	4	39	0.058	4	39	0.193
20:00 - 21:00	4	39	0.071	4	39	0.058	4	39	0.129
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.078			1.131			2.209

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

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	39	0.019	4	39	0.148	4	39	0.167
08:00 - 09:00	4	39	0.039	4	39	0.368	4	39	0.407
09:00 - 10:00	4	39	0.065	4	39	0.206	4	39	0.271
10:00 - 11:00	4	39	0.084	4	39	0.103	4	39	0.187
11:00 - 12:00	4	39	0.071	4	39	0.065	4	39	0.136
12:00 - 13:00	4	39	0.039	4	39	0.032	4	39	0.071
13:00 - 14:00	4	39	0.039	4	39	0.077	4	39	0.116
14:00 - 15:00	4	39	0.052	4	39	0.058	4	39	0.110
15:00 - 16:00	4	39	0.206	4	39	0.071	4	39	0.277
16:00 - 17:00	4	39	0.155	4	39	0.090	4	39	0.245
17:00 - 18:00	4	39	0.226	4	39	0.123	4	39	0.349
18:00 - 19:00	4	39	0.335	4	39	0.155	4	39	0.490
19:00 - 20:00	4	39	0.239	4	39	0.065	4	39	0.304
20:00 - 21:00	4	39	0.103	4	39	0.019	4	39	0.122
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.672			1.580			3.252

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

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