



Maryland Road, London, N22 5AR

TRANSPORT STATEMENT

for Residential Development
on behalf of Jamie Sleep Design Ltd
2023/7554/TS01
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1 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement is prepared by RGP on behalf of Jamie Sleep Designs Ltd to provide highway and transport planning advice in relation to the proposed residential development at Maryland Road, London, N22 5AR ("the site"). The site lies within the London Borough of Haringey (LBH).
- 1.1.2 The site is located on the northern side of Maryland Road and the eastern side of the A105 High Road, approximately 550 metres south of the A406, and approximately 750m to the east of the site is Bowes Park Railway Station. The site currently comprises a single detached unit that is used as a church. The site location can be seen in **Figure 1**.



Figure 1: Site Location

- 1.1.3 The proposals consist of the redevelopment of the site to provide 6 residential units, consisting of 2 x 1 bedroom flats, 3 x 2 bedroom flats and 1 x 3 bedroom flats. The development proposals would provide no car parking spaces. A copy of the proposed site layout plan is attached hereto at **Appendix A**.

1.2 Scope of this Report

- 1.2.1 This Transport Statement has been prepared to consider the acceptability of the proposal from a highway and transportation perspective, including the accessibility credentials of the site, consideration of the proposed access, parking and servicing arrangements and the impact of the proposed development on the local highway network.
- 1.2.2 RGP has considerable experience of similar proposals in Haringey, having assisted a number of recently approved schemes in the local area.
- 1.2.3 This document has been prepared in accordance with the relevant National Planning Policy Framework (NPPF), regional (London Plan) and local (LBH Local Plan) transport policy information.
- 1.2.4 Following this introduction, the remainder of this report comprises;
 - (i) Section 2: Policy Review;
 - (ii) Section 3: Site Location & Baseline Conditions;
 - (iii) Section 4 : Proposed Development;
 - (iv) Section 5 : Trip Generation & Traffic Impact; and
 - (v) Section 6: Summary & conclusions.

2 POLICY REVIEW

- 2.1.1 This section of the report summaries the key transport policy information at a national, regional and local level. These policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

2.2 The National Planning Policy Framework (September 2023)

- 2.2.1 The latest National Planning Policy Framework (NPPF) iteration came into effect in September 2023. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.
- 2.2.2 Paragraph 110 outlines the basic transport requirements for developments to provide, and states that "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- (i) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - (ii) Safe and suitable access to the site can be achieved for all users; and
 - (iii) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."
- 2.2.3 Paragraph 113 states that "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."
- 2.2.4 The development complies with the above in that a Transport Statement has been provided which fully assesses the impact of the proposed residential development.
- 2.2.5 Of further note, paragraph 111 of the NPPF states that "development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."
- 2.2.6 The findings of this report demonstrate that the proposals would not generate a 'severe' impact.

2.3 National Planning Practice Guidance (March 2014)

- 2.3.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it states:
- 2.3.2 "They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."
- 2.3.3 The production of this Transport Statement provides an assessment of the proposed development in the context of its location and proposed use.

2.1 The London Plan (March 2021)

- 2.1.1 The London Plan was adopted on 2nd March 2021, therefore, pursuant to Section 38 (5) of the Planning and Compulsory Purchase Act 2004 that states: 'If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.' Subsequently, parking standards as set out within the March 2021 London Plan will be applied to the development proposals.
- 2.1.2 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."
- 2.1.3 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.
- 2.1.4 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.
- 2.1.5 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."
- 2.1.6 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.

2.2 Mayor's Transport Strategy (March 2018)

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

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

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

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

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

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

2.5 Emerging Local Policy

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

2.6 Summary

- 2.6.1 This Transport Statement seeks to assess the development proposals against the criteria outlined in the above policy documents and compare the assessments with the given criteria. The compliance with the policies will be referenced throughout this document.

3 SITE LOCATION AND ACCESSIBILITY CREDENTIALS

3.1 Site Location and Local Highway Network

3.1.1 The site is located on the northern side of Maryland Road in Haringey and on the eastern side of the A105 High Road. The location of the site in the context of the surrounding area and local facilities is illustrated in **Figure 2**.

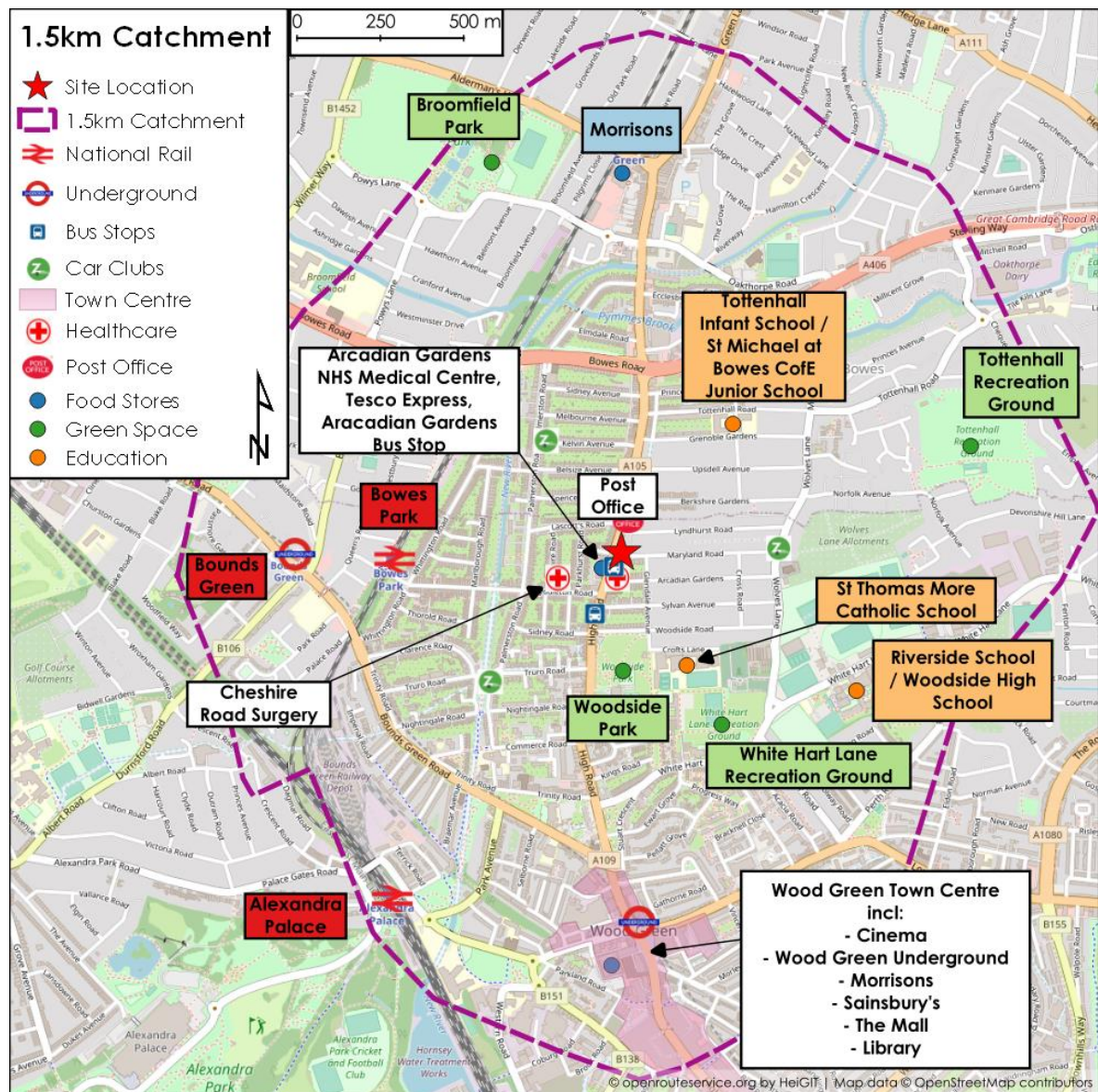


Figure 2: Site Location and Accessibility Plan

3.1.2 The local highway network is characterised by well-lit streets that are subject to a 20mph speed zone, which is further enforced via speed humps. On-street parking is available on either side of the carriageway, and is restricted by the Woodside West Controlled Parking Zone (CPZ) that restricts the spaces to permit holders only during 11:00-13:00. Alternatively, **Figure 3b** shows an image of the opportunity to park on Maryland Road during the exclusion time, paying by phone. An electric vehicle parking space can also be found along Maryland Road, shown in **Figure 3a**, and offers charging to all road users. Furthermore, Maryland Road is a single-carriageway one-way road where cars can only travel east-west.



Figure 3a & 3b: Electric Vehicle Charging Point along Maryland Road & Woodside West Controlled Parking Zone

- 3.1.3 The A105 High Road is characterised by well-lit streets that are subject to a 30mph speed limit. On-street parking in the vicinity of the site is restricted by single and double yellow lines, whilst just north of the site there are numerous bays that allow for loading. It is a three-lane-carriageway, with the most western lane in the vicinity of the site occupied by a bus lane that runs along the length of A105 High Road. The bus lane operates on weekdays between 0700-1000 and 1600-1900.

3.2 Accessibility Credentials

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

3.3 Walking and Cycling

- 3.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the Chartered Institution of Highways and Transportation's (CIHT) Guidelines for Providing Journeys on Foot (2000).
- 3.3.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local vehicle trips, thus reducing the traffic volumes on the surrounding highway network. The site is well located for access to the town centre as well as the surrounding residential areas, from which residents are likely to travel.

- 3.3.3 The area surrounding the site displays a good level of pedestrian infrastructure. There are footways located along both sides of Maryland Road and High Road which continue along their respective lengths. These footways are smooth, well-lit and wide, and would comfortably enable two-way pedestrian movements.
- 3.3.4 **Figure 2** illustrates the various amenities and local public transport nodes within a 1.5km walking catchment area, highlighting the various facilities of interest in the area within walking distance of the site, such as frequent bus services, Bowes Park station and Wood Green Town Centre.
- 3.3.5 Over short distances especially in urban areas, cycling is often quicker than using a car and more flexible than using public transport.
- 3.3.6 In the vicinity of the site, High Road is considered a bike friendly road that can safely take cyclists to the north and south of the site. Travelling south along High Road leads to Bounds A109 Green Road, where there is a dedicated cycle lane that cyclists can utilise travelling north-west towards Bounds Green Underground and Bowes Park Rail Station. Travelling further south gives access to Wood Green Town Centre and its related services / amenities, and travelling west gives access to Alexandra Palace – the facilities and amenities previously mentioned can all be seen in **Figure 2**.
- 3.3.7 Additionally, local streets are considered to be conducive to cycling given their low speed. Both forms of active transport benefit from the flat topography, promoting both walking and cycling as primary modes of transport.
- 3.3.8 It is therefore considered that there are realistic opportunities for users of the proposed development to travel to/from the site by active modes (walking/cycling).

3.4 Nearby Local Bus Services

- 3.4.1 The nearest bus stops to the site are the Arcadian Gardens Bus Stops, located just south of the site along High Road. Arcadian Gardens Bus Stops are circa 40 metres from the site (circa <1 minute walk). The stops are served by bus routes 121, 141, 232, 329, 629, and N29 and both benefit from a flagpole and are demarcated on the carriageway. Arcadian Gardens southbound stop also benefits from a shelter with seating. Bus route 629 is targeted at students so does not operate on school holidays and bank holidays.

Route No	Route Summary	Typical Frequency	Hours of Operation
121	Enfield Island Village – Arcadian Gardens – Turnpike Lane Station	Mon-Sun: every 8-14 mins	Mon-Thurs: 06:40-01:09 Fri: 06:40-01:11 Sat: 06:32-01:10 Sun: 06:30-01:08
141	Tottenham Road – Arcadian Gardens – London Bridge Station	Mon-Fri: every 3-8 mins Sat: every 6-12 mins Sun: every 8-12 mins	Mon-Sun: 04:21-00:06
232	Mitchell Way – Arcadian Gardens – Turnpike Lane Station	Mon-Fri: every 9-14 mins	Mon-Fri: 06:11-00:39 Sat: 06:07-00:37

		Sat: every 11-14 mins Sun: every 18-30 mins	Sun: 06:56-00:36
329	Little Park Gardens – Arcadian Gardens – Turnpike Lane Station	Mon-Sat: every 6-13 mins Sun: every 7-13 mins	Mon-Sun: 05:44-00:57
629	Haringey Civic Centre – Arcadian Gardens – Turkey Street Station	Mon-Fri: 2 services a day Sat-Sun : not operational	Mon-Fri: 07:29-07:37 Sat-Sun: not operational
N29	Little Park Gardens – Arcadian Gardens – Trafalgar Square / Charing Cross Station	Sun-Sat Ni/Mon-Sun Mor : every 10 mins	Sun-Thur Ni/Mon-Fri Mor: 00:29-05:33 Fri-Sat Ni/Sat-Sun Mor : 00:29-05:30

Figure 4: Summary of Local Bus Services

3.4.2 **Figure 4** confirms that the site benefits from a number of bus services, providing regular services to key destinations that are likely to be particularly attractive to prospective residents.

3.5 Nearby Local Rail Services

3.5.1 The nearest railway station to the site is Bowes Park Railway Station, which is located circa 750m to the west of the site (circa 10 minute walk). The station can also be reached by bike in around 4 minutes. Bowes Park Railway Station is located on the Hertford Loop Line which forms a branch of the East Coast Main Line, and its services are operated by Great Northern. It is on the boundary of Travelcard Zone 3 and 4, making it possible to use Oyster Cards. Furthermore, Alexandra Palace is one stop south of Bowes Park, and offers a more extensive range of services.

3.5.2 **Figure 5** provides a summary of the rail services available from Bowes Park Railway Station and additional services from Alexandra Palace.

Destination	Frequency	Duration	Major Calling Points
Bowes Park Railway Station			
Moorgate	2 trains per hour	25 minutes	Alexandra Palace, Finsbury Park
Stevenage	2 trains per hour	41 minutes	Grange Park
Alexandra Park Railway Station			
London King's Cross	2 trains per hour	11 minutes	Finsbury Park

Welwyn Garden City	2 trains per hour	18-28 minutes	Potters Bar, Hatfield
Letchworth Garden City	2 trains per hour	41-42 minutes	Welwyn Garden City, Stevenage
Cambridge	1 train per hour	75 minutes	Baldock, Foxton

Figure 5: Summary of Local Rail Services

3.5.3 Bowes Park Railway Station benefits from facilities such as a waiting area, seating areas and food facilities. On the basis of the above, it is apparent that rail travel to/from the site is an attractive option.

3.5.4 Further information including live arrival/departure information, details of fares and station facilities can be obtained from: www.nationalrail.co.uk.

3.6 London Underground Services

3.6.1 The closest London Underground Station to the site is Bounds Green Tube Station which is located circa 1.2km (a circa 15 min walk) west of the site and is illustrated in **Figure 2**. The station is found on the boundary between Travelcard Zones 3 and 4 and is served by the Piccadilly line.

3.6.2 A summary of the local tube services available at Bounds Green Station is set out in **Figure 6**.

Destination	Typical Frequency	Journey Time	Major Calling Points
Cockfosters	2-6 mins	18 mins	Wood Green, Arnos Grove, Southgate
Arnos Grove	Every 2-3 mins	6 mins	Wood Green
Heathrow Terminal 4	Every 9-11 mins	1hr 13 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Heathrow Terminal 5	Every 9-11 mins	1hr 17 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Heathrow Terminals 2 & 3
Northfields	Every 3-6 mins	50-51 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town
Rayners Lane	Every 5-10 mins	69-70 minutes	King's Cross St Pancras, Covent Garden, Leicester Square, Green

			Park, Earl's Court, Hammersmith, Acton Town
Uxbridge	Every 20 mins	84 mins	King's Cross St Pancras, Covent Garden, Leicester Square, Green Park, Earl's Court, Hammersmith, Acton Town, Rayners Lane

Figure 6 Summary of Local Tube Services

3.6.3 **Figure 6** confirms that the site benefits from a number of London Underground services, providing regular services to key destinations that are likely to be particularly attractive to prospective residents.

3.7 PTAL Assessment

3.7.1 To assess the current Public Transport Accessibility Level (PTAL) available at the site, RGP has carried out a site-specific PTAL assessment, undertaken through Web-CAT which is TfL's web-based Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and relative frequencies of these services. This assessment has been undertaken in accordance with the guidance methodology contained within 'Assessing Transport Connectivity in London', a TfL report published in April 2015. The results of the PTAL assessment for the existing site, based on TfL's online tool, are attached hereto at **Appendix B**.

3.7.2 Based on the Web-CAT assessment, the site has an Accessibility Index of 16.18, which corresponds to PTAL rating of 4. This is achieved by the sites good level of access to public transport, given the sites close proximity to bus stops and beneficial distance from rail stations.

3.7.3 It is therefore anticipated that many prospective residents would be attracted to this site due to the close distance to frequent bus and rail services.

3.8 Car Clubs

3.8.1 Car clubs provide an alternative to using a private car. Cars are used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owning and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.

3.8.2 Car club schemes reduce car ownership, increase the proportion of low emissions vehicles on the roads and improve air quality. CoMoUK research has found that each car club car displaces approximately 20 private cars.

3.8.3 Three Zipcar car club vehicle locations are located within 550m metres (a circa 7 minute walk) of Maryland Road. This could be utilised by residents needing to make a vehicular journey during the day without requiring the ownership of a private vehicle.

3.8.4 In regard to the councils request for car club provision, Zipcar and Enterprise car club providers have been contacted and their responses can be seen at **Appendix C**. Enterprise car club do not have much coverage in the local area, and so adding a car club for a unit as small as this would not be financially viable. However, they will raise a point with the council of the ability for small schemes similar to this to be able to make small contributions to car clubs in the area to facilitate such schemes in the area.

3.8.5 Contrary to Enterprise, Zipcar car club have a larger network in the local area. They note that a 6-unit scheme would not be able to financially support a new car club in the area, and instead recommends the fully managed service, which includes 3 years membership for the 6-units on the existing Zipcar network, 1 years business membership for commercial entities in conjunction with the site, and would provide future monitoring services.

3.9 Taxi Services

3.9.1 It is anticipated that some trips to the site will be made by taxi, especially by those with disabilities and/or carrying heavy luggage. The following operators serve the local areas and can be prebooked in advance: MiniCab – 020 8888 5555, 24 hours Minicab – 020 3633 5000, and Swift Cars 24/7 – 020 8889 4444.

3.10 Summary of Accessibility

3.10.1 On the basis of the above assessment it is apparent that the site is well located, particularly in relation to a variety of transport nodes, to enable residents to access the site and the locality by transport modes other than the private car. There are also a wide range of local facilities that can be walked to within the local area thereby reducing the requirement for a car.

3.11 Personal Injury Accident (PIA) Review

3.11.1 Accident data for the most recent five-year period has been reviewed using the Crash Map website (www.crashmap.co.uk) in order to identify any pattern or cluster of accidents on the local highway network in the vicinity of the site.

3.11.2 As shown on the Crash Map location plot in **Figure 7**, it is evident that there are a number of accidents that have been recorded on the local highway network in the vicinity of the site over the last five year period.

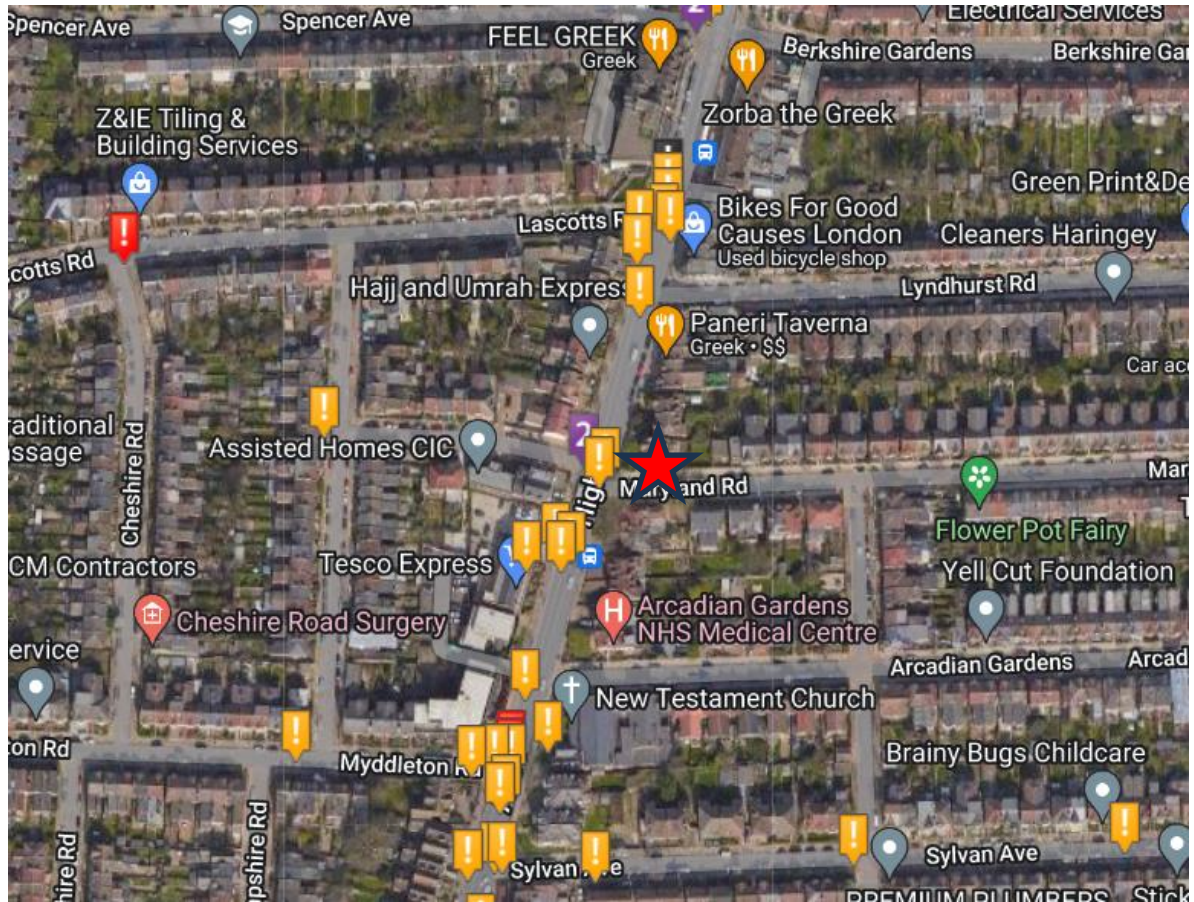


Figure 7: Crash Map Accident Plot

- 3.11.3 In order to understand whether there are any underlying road safety issues in the vicinity of the site that could be exacerbated by the proposals, Personal Injury Accident (PIA) data has been obtained on Crash Map. Full details of the data together with a location plan are included within **Appendix D**.
- 3.11.4 Analysis has been undertaken to determine if there are any trends in the types or location of accidents on the local highway network in the vicinity of the application site. PIA data was secured for a complete five-year period up until 20th September 2023.
- 3.11.5 A total of 25 PIAs occurred within the assessment cordon, including two serious accidents, and one fatal accidents. It is important to note that due to the high population density of London and the number of minor accidents that occur daily, the slight accidents seen in **Figure 7** (orange markers) will not be considered.
- 3.11.6 The nature behind the fatal accident was:
- (i) Vehicle 1 was travelling along the A105 High Road to the north of the site when the front of the car collided with a pedestrian crossing the carriageway. The accident occurred early in the morning during darkness hours and street lights were present and lit. The conditions were dry without high winds. It is not clear what the primary causation factor was for this accident but one can assume that it was from human error.

3.11.7 The two serious accidents that were recorded involved:

- (i) Vehicle 1 was in the act of turning left onto the A105 High Road off of Myddleton Road to the south of the site when a cyclist that was proceeding north along High Road collided with the offside of Vehicle 1. The accident occurred in daylight hours and the conditions were dry without high winds. The primary causation factor for this incident can be attributed to careless driving/not looking properly.
- (ii) Vehicle 1 was approaching the signalised pedestrian crossing to the south of the site and began slowing down to stop. Vehicle 2 was travelling behind vehicle one and was also slowing down to allow pedestrians to cross when its front collided with the rear of vehicle 1. This accident occurred in daylight hours and the conditions were wet without high winds. The primary causation factor could have been lack of concentration or the wet conditions.

3.11.8 From this review, no significant patterns or trends have been observed from the analysis of the PIA data. Analysis of PIA data has not identified any abnormal causation factors for accidents in proximity to the site. It is therefore considered that the proposed development would not have an adverse effect on highway safety.

4 DEVELOPMENT PROPOSALS

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

4.2 Development Proposals

- 4.2.1 The development proposals comprise the change of use from a spiritualist church (use class: F1(f)) to 6 residential units consisting of 2 x 1 bedroom flats, 3 x 2 bedroom flats and 1 x 3 bedroom flats (use class: C3(a)). A copy of the proposed site plan (Drawing Number: 152-300) prepared by Jamie Sleep Design Ltd is attached hereto at **Appendix A**.

4.3 Proposed Car Parking Provision

- 4.3.1 Supporting guidance within the London Plan states that car-free developments should be the starting point for all development proposals in places that are well-connected by public transport. The proposal is to provide zero additional car parking spaces for the development, however, as shown in **Section 4.4** there is sufficient space on-street for disabled space provision if needed.
- 4.3.2 As such, it is considered that the principle of a car-free development should be viewed acceptably in terms of the negligible potential increase in on-street parking stress within its immediate vicinity. This is further affirmed through the site's PTAL rating of 4 which indicates a very good level of accessibility to public transport modes. The presence of the Controlled Parking Zone (CPZ) Zone WG ensure that on-street parking is only available to existing residents. Furthermore, if potential residents were to own an Electric Vehicle (EV), there is provision for EV charging along Maryland Road from the existing charging point previously mentioned in **Section 3.1**.

4.4 Review of On-Street Parking Capacity

- 4.4.1 In order to understand the conditions of the local highway network in respect to parking, a site-specific parking survey has been undertaken to identify any potential parking stress locally to the site (500m). An independent professional survey company was commissioned to observe the period of time whilst the CPZ is no longer in operation and the proposed development would be open (01:00) on a 'neutral' weekday and weekend for surrounding streets.
- 4.4.2 Prior to undertaking the parking beat surveys, all existing parking restrictions, both formal (e.g. yellow lines) and informal (e.g. dropped kerbs, driveways), for all roads within the study area were identified and illustrated in plan form, as attached hereto at **Appendix E**. These measurements have therefore informed the available on-street capacity for parking.
- 4.4.3 The survey was undertaken by Modal Data Limited in October / November 2023, **Figure 8** provides a summary of the results from the survey. The full parking survey results are attached hereto at **Appendix E**.

Time Period	Total Number of Parking Spaces	Number of Parked Cars	Unoccupied Spaces	Parking Stress
Weekday Evening	463	332	131	72%
Weekday Evening		330	133	71%

Figure 8 On-street Parking Survey Results (5m)

4.4.4 As demonstrated in **Figure 8**, the maximum parking stress associated with on-street parking was observed as 72% and 71% on each weekday night respectively.

4.4.5 It is important to note that **Figure 8** shows the data reflecting spaces measuring 5m. However, LBH have requested that the survey should also be completed using a measurement of 6m per vehicle to reflect the growing size of cars. **Figure 9** below provides a summary of the results from the survey with these new measurements.

Time Period	Total Number of Parking Spaces	Number of Parked Cars	Unoccupied Spaces	Parking Stress
Weekday Evening	396	325	71	82%
Weekday Evening		328	68	83%

Figure 9 On-street Parking Survey Results (6m)

4.4.6 **Figure 9** shows that even if the worst case scenario was in play (all residents within the survey boundary having 6m long cars), the future residents of each dwelling in the development could all own 2 x 6m cars each (12 cars) and there would still be ample spaces for further cars to park.

4.4.7 Therefore, it is considered that based on the site-specific survey data outlined above, there would be sufficient spare capacity available for any likely visitor demand at the site following the proposed development.

4.5 Proposed Cycle Parking Provision

4.5.1 The cycle parking standards outlined within the London Plan have been used to establish an appropriate level of cycle parking, as summarised in **Figure 10** below.

London Plan cycle Parking Standards		
Use Class	Cycle Parking Standards	
	Long Stay	Short Stay
C3 Residential	1 space per studio 1.5 spaces per 1 bed (2 person) unit 2 spaces per all other units	2 spaces for 40 units plus 1 space per 40 units thereafter

Figure 10: London Plan Cycle Standards

- 4.5.2 Based on the standards outlined above and the mix of residential units proposed, the development would generate a requirement for a minimum of 11 cycle parking spaces.
- 4.5.3 As illustrated on the ground floor proposed site plan shown at **Appendix A**, a secure/covered cycle store would be provided at the rear of the development, which will be accessible via Maryland Road, and would accommodate all long-stay cycle parking. Additionally, short-stay cycle parking would be provided directly outside the front door on the southern side of the building, which can accommodate two bicycles.

4.6 Delivery and Servicing Arrangements

- 4.6.1 The current delivery and servicing practices along Maryland Road would remain unchanged following the proposed development. All delivery and servicing activity would continue to be undertaken on-street in the same manner as delivery and servicing activity for all existing residential units along this section of Maryland Road.
- 4.6.2 The above strategy is consistent with the existing and well-established arrangement in the local area. A refuse vehicle would simply service the development in the same way it would serve all properties in the area on-street currently.
- 4.6.3 Residential units typically generate deliveries of an ad-hoc nature, such as general postal services and other online / internet based deliveries which are usually undertaken by transit type vans. Deliveries typically take up to 5 minutes to complete and would be comfortably accommodated on-street on Maryland, given their sporadic nature, consistent with the existing arrangements in this area.

5 TRIP GENERATION AND IMPACT

5.1.1 This section of the report considers the traffic generation potential associated with the proposed development against the existing dwelling at the site.

5.2 Existing Traffic Generation

5.2.1 In order to establish the traffic generation potential associated with the existing dwelling, the TRICS database has been interrogated for comparable sites (small churches) with particular regard also given to their location. The TRICS exercise comprised the following parameters: (07T)

- (i) Use class: 07(T) (church);
- (ii) Regions: Greater London only;
- (iii) Locations: Edge of town centre; and
- (iv) Sunday.

5.2.2 Full TRICS outputs from the assessment are attached at **Appendix F**, whilst the peak hour and the resulting daily vehicle trip generation for the proposed dwelling is summarised in **Figure 11**. Sunday was chosen as the survey day because this is often the busiest day for churches.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0	0	0
PM Peak Hour (17:00-18:00)	0	0	0
Daily (07:00-19:00)	2	2	4

Figure 11: Existing Place of Worship Trip Generation

5.2.3 As shown, the existing dwelling is anticipated to generate no vehicle movement during the AM peak hour, no vehicle movements during the PM peak hour and a total of 4 vehicle movements over the course of a typical weekday.

5.3 Proposed Traffic Generation

5.3.1 In order to establish the traffic generation potential associated with the proposed development, the TRICS database has been interrogated for comparable sites (private flats) with particular regard also given to their location. The TRICS exercise comprised the following parameters:

- (i) Use class: C3 (residential);
- (ii) Sub class: Private flats;
- (iii) Regions: Greater London only;
- (iv) Locations: Edge of town centre, neighbourhood centre, suburban areas, town centre; and
- (v) Monday to Friday.

5.3.2 Full TRICS outputs from the assessment are attached at **Appendix F**, whilst the peak hour and daily TRICS vehicle trip rates and traffic generation (factored to reflect 6 units) is summarised in **Figure 12** and **Figure 13**.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0.051	0.122	0.173
PM Peak Hour (17:00-18:00)	0.071	0.01	0.081
Daily (07:00-19:00)	0.713	0.794	1.507

Figure 12: Proposed Residential Vehicle Trip Rate – TRICS

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0	1	1
PM Peak Hour (17:00-18:00)	0	0	0
Daily (07:00-19:00)	4	5	9

Figure 13: Proposed Residential Traffic Generation – 6 Units

- 5.3.3 As shown in **Figure 13**, the proposed development is anticipated to generate up to 1 vehicle movement during the AM peak hours, no vehicle movements in the PM peak hours, and a total of 9 two-way vehicle movements over the course of a typical weekday.

5.4 Net Impact

- 5.4.1 **Figure 14** presents the net impact of the development proposals, against the existing site, based on the results outlined above.

Time Period	Arrivals	Departures	Total Two-Way
AM Peak Hour (08:00-09:00)	0	+1	+1
PM Peak Hour (17:00-18:00)	0	0	0
Daily (07:00-19:00)	+2	+3	+5

Figure 14: Net Impact

- 5.4.2 As shown, the proposed development is anticipated to generate a minor increase of 1 two-way trip during the morning peak, and no increase in two-way trips during the evening peak and a total increase of 5 two-way trips over the course of a typical weekday.
- 5.4.3 This is a negligible increase in traffic and does not constitute a 'severe' impact, when considered in the context of the NPPF.

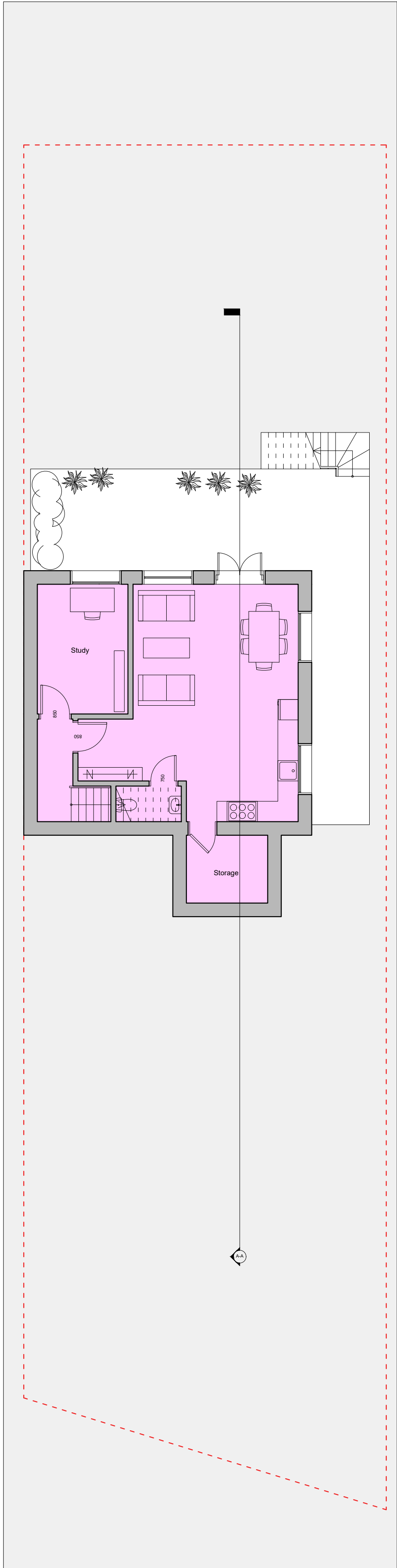
6 SUMMARY AND CONCLUSIONS

6.1.1 This Transport Statement has considered the highways and transport implications associated with a proposed residential development at Maryland Road, London, N22 5AR. This Transport Statement concludes the following:

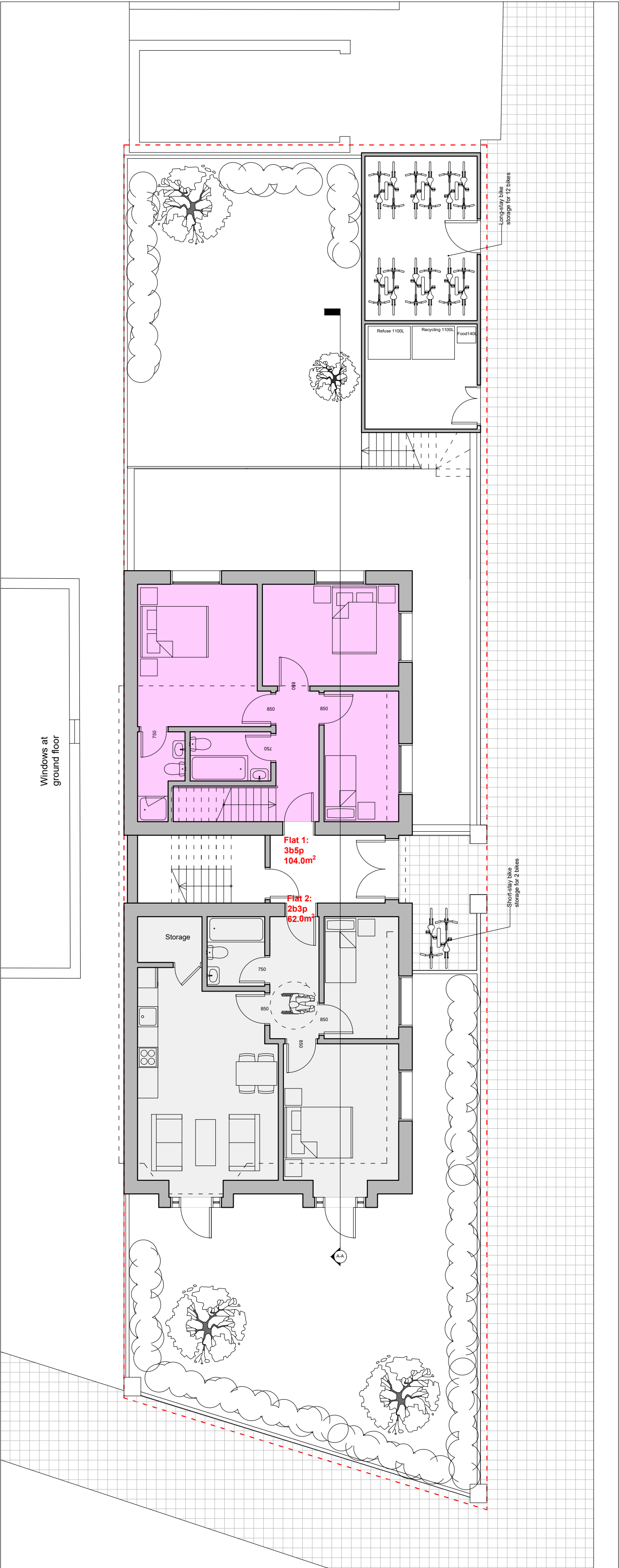
- (i) The site is located on the northern side of Maryland Road and the eastern side of the A105 High Road, approximately 550 metres south of the A406, and approximately 750m to the east of the site is Bowes Park Railway Station. The site currently comprises a single detached building currently used as a spiritualist church;
- (ii) The site benefits from convenient access to a wide range of public transport services locally. Arcadian Gardens Bus Stops and Bowes Park Railway Station are both located within the PTAL cordon which highlights the sites excellent connection to public transport;
- (iii) A total of one fatal accident and two serious accidents have taken place on the local highway network in the vicinity of the site over the most recent five year period, however upon review it has been found that these are largely due to human error and not as a result of poor highway design;
- (iv) The proposals consist of the redevelopment of the site to provide 6 residential units consisting of 2 x 1 bedroom flats, 3 x 2 bedroom flats and 1 x 3 bedroom flats;
- (v) The development proposals would provide no car parking spaces which is in line with the London Plans desire of increasing the number of 'car-free' developments, whilst also being a similar manner to the existing dwellings along this section of Maryland Road;
- (vi) It has been demonstrated that in the event that some residents do own a car, this would not cause a detrimental impact of the local highway network;
- (vii) Sufficient cycle parking would be provided in accordance with the London Plan;
- (viii) The existing and established delivery/servicing arrangements would remain unchanged following the proposals; and
- (ix) The proposed development is not anticipated to generate a material increase in traffic when compared with the existing site, generating an increase of up to 1 additional two-way vehicle movement during the worst case peak hour.

6.1.2 Overall, it is demonstrated that the proposed development would not result in any detrimental or 'severe' impact on the local highway network, as identified by the NPPF. Therefore, there are no impediments on highway or transport grounds that should prevent the granting of planning permission.

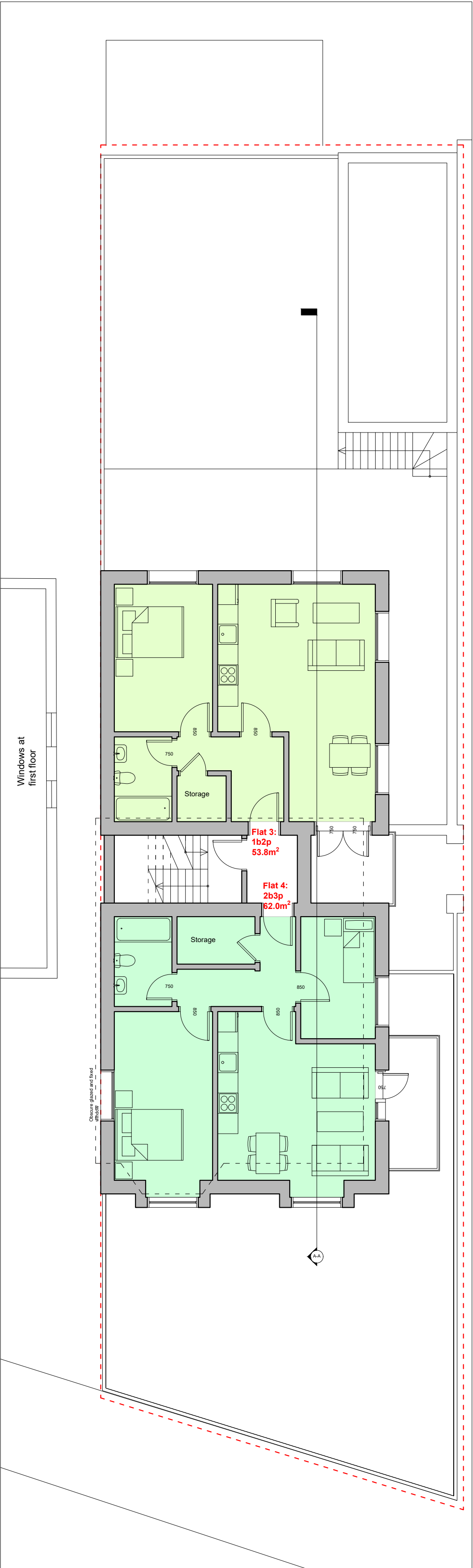
APPENDIX A



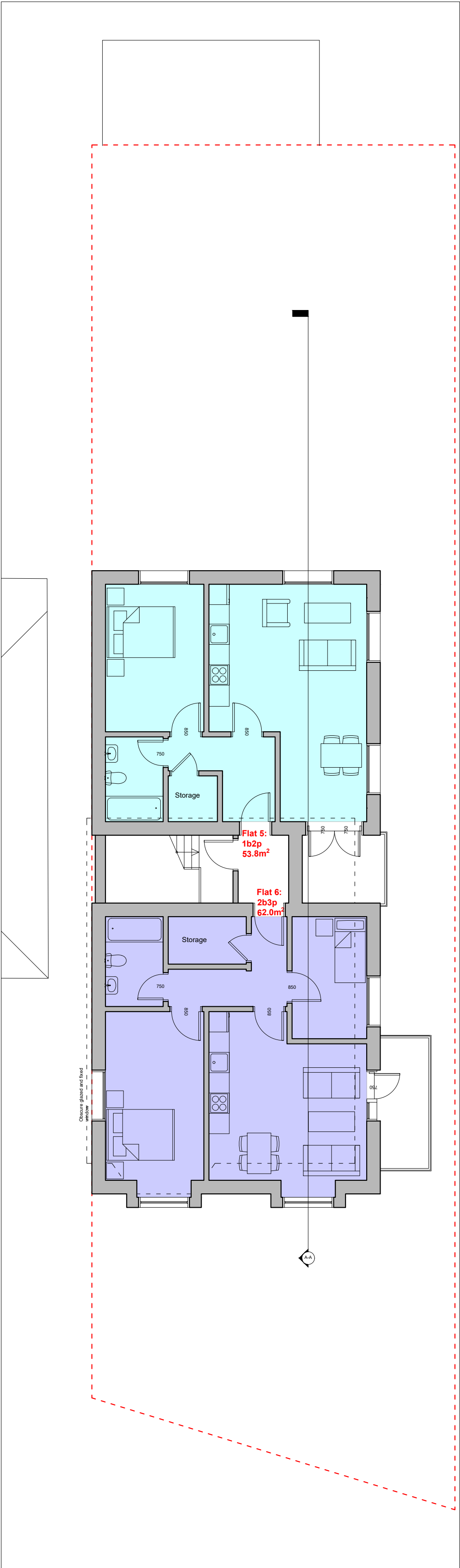
BASEMENT FLOOR PLAN



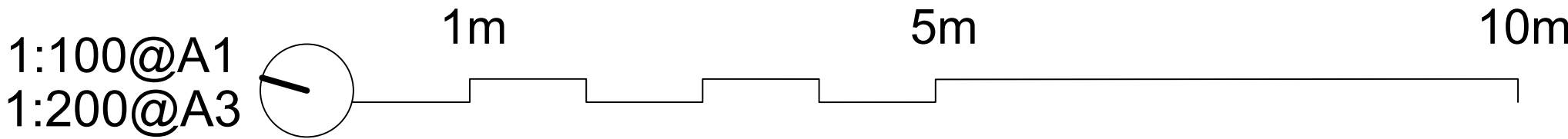
GROUND FLOOR PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN



REVISION:

REV/DATE

Bedrooms	Amount
1	2
2	3
3	1
Total	6

Flat	Size	Bedrooms
1	104m ²	3
2	62m ²	2
3	54m ²	1
4	62m ²	2
5	54m ²	1
6	62m ²	2

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

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B.U Investments LTD
Maryland Road
N22 5AR

CLIENT

152-300

DWG NO.

Floor plans

TITLE

09 NOV 2023

DATE

1:100@A1

SCALE

1:200@A3

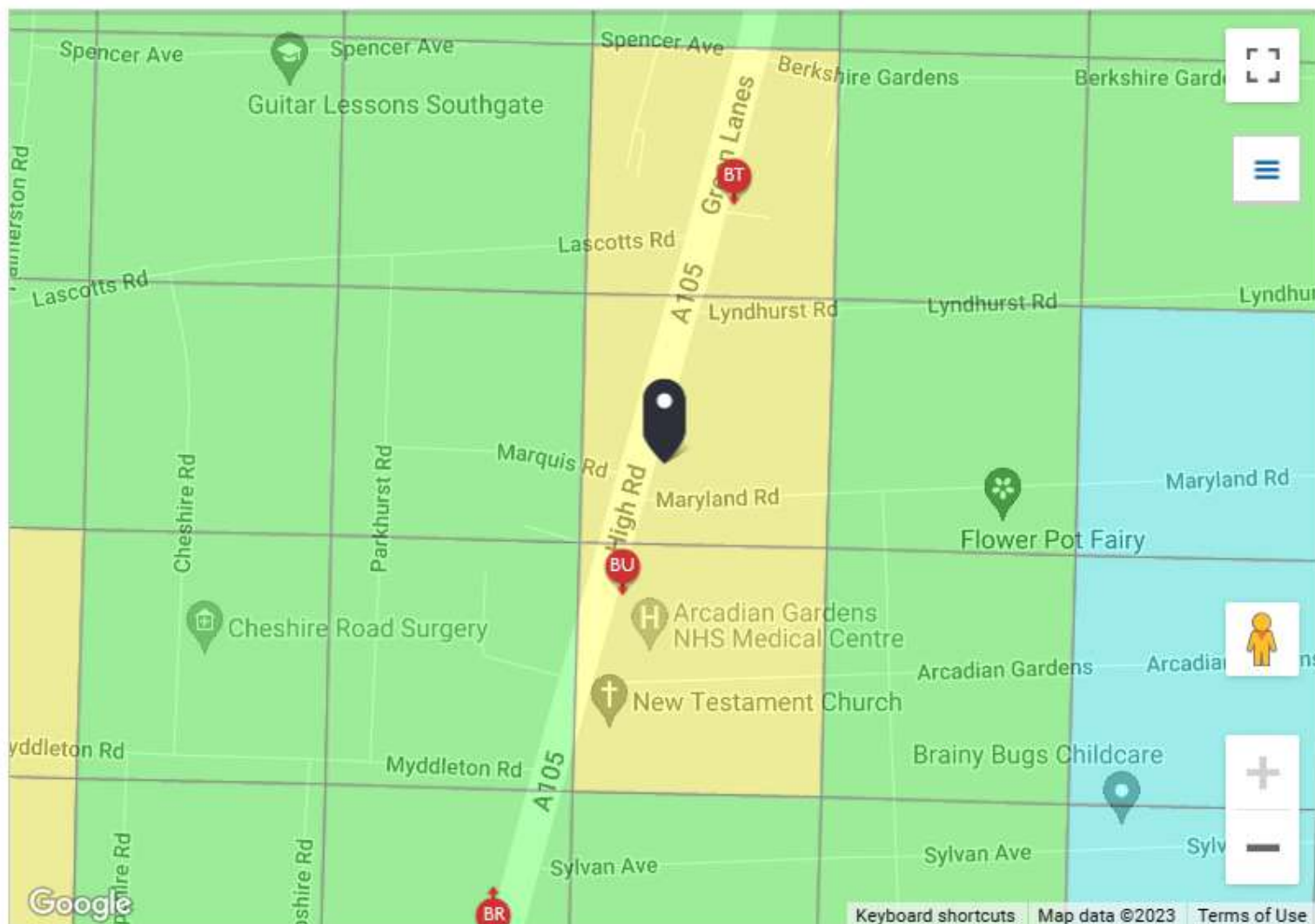
JS

DRAWN

PLANNING

STAGE

APPENDIX B



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

4

332 High Rd, London N22 8JW, UK

Easting: **530930**, Northing: **191527**

APPENDIX C



23rd October 2023

To Timothy King at RGP

Dear Tim,

Please find this letter as confirmation of our meeting today regarding your site at Maryland Road, Haringey, N22 5AR.

It is our view at Enterprise Car Club that a site with 6 units would not sustain a service financially. This size location would be better serviced by utilising an existing car club in the local area. However, our nearest location is over 0.5 miles away, so this would also not be suitable for a membership only offer.

Due to these factors, it would not make sense for a car club vehicle to be positioned onsite and there is no access locally.

Going forward I will raise with the local council this as an area of opportunity for small sites to make relevant small contributions to allow for a car club scheme to service such smaller sites.

Yours sincerely



Tony Barnard
Head of Car Club South East Region – Enterprise Car Club



Maryland Road **London Borough of Haringey** **RGP Consulting Engineers**

Proposal: November 23

David Lang

UK Property Developments

DD: 0203 004 7860

dlang@zipcar.co.uk

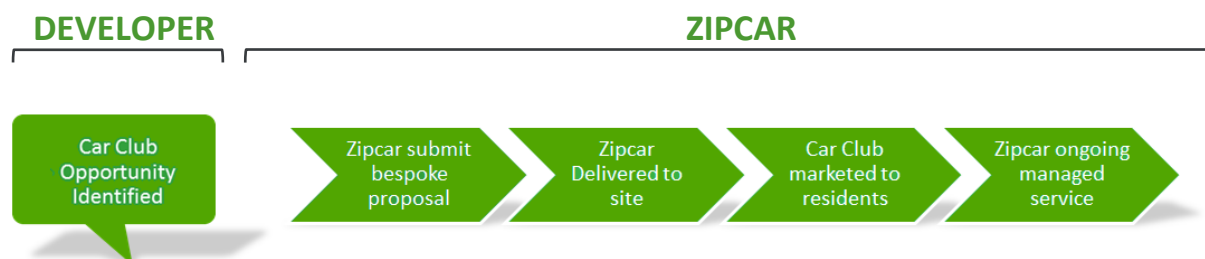


Zipcar & Property Developments

Zipcar works with an ever increasing number of Property Developers, Transport Consultants and Housing Associations across the UK to:

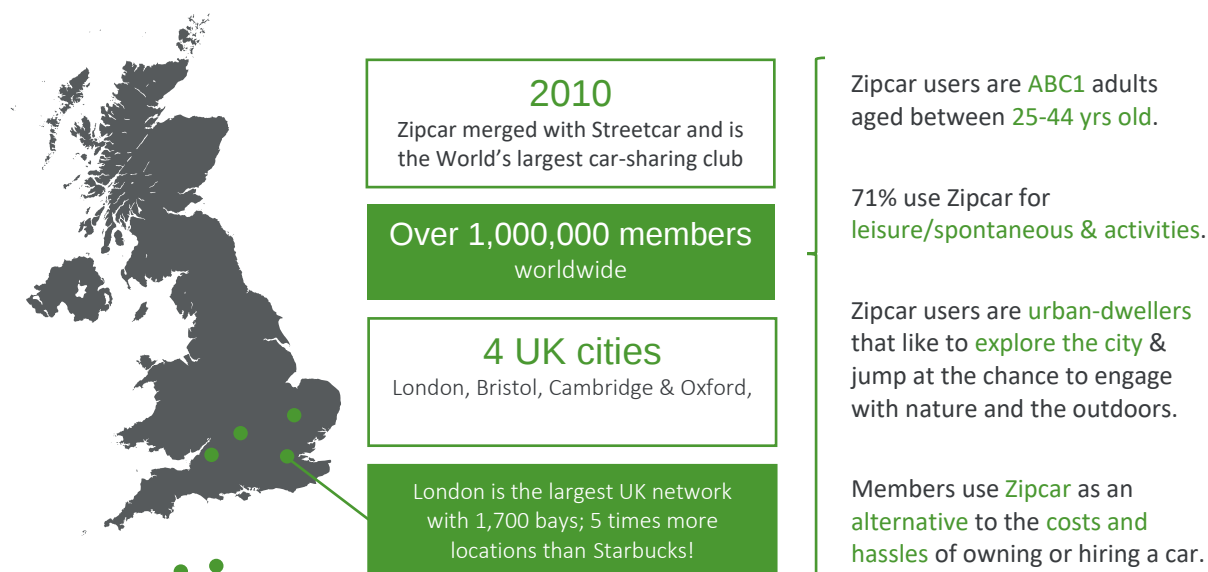
- ✓ Increase the likelihood of gaining planning permission on a site.
- ✓ Addressing specific Section 106 or Travel Plan requirements.
- ✓ Reducing the need to provide costly private parking.
- ✓ Act as a useful marketing tool to help sell properties with a limited parking provision.

Working with Zipcar – 5 Simple Steps



What is Zipcar?

Zipcar is a pay-as-you-go car club designed to provide members with access to cars and vans as quickly and conveniently as possible with the least amount of hassle. Our team is passionate about bringing this innovative concept to every urban street as a simpler, more efficient, more sustainable way to use a car.



Best of both worlds

Zipcar is the only operator that give residents access to both a flexible per minute hire and long term hourly and daily model. Residents can just pick and choose whichever suits their trip. The Flex model has launched in 13 boroughs and we are looking to roll this across the city over the next 18 months.

Roundtrip

Perfect for longer trips that go full circle. Need to lug some flat-pack back from Ikea? Or escaping to the country for a weekend? A Roundtrip is the easy way to do it. Book a vehicle, drive and return to the bay you picked it up from.

Flex

Ideal for spontaneous one-way journeys. Pick up a Flex vehicle from the home zone and your friends enroute. Dashing to a meeting across town? Flex it in no time.

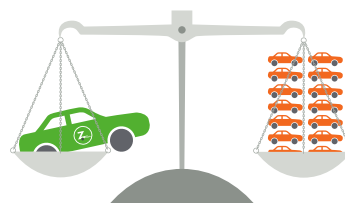
Current Flex Home Zone



A Sustainable Transport Solution

A large proportion of your future residents may have a private vehicle, but may not really need one. They may commute to work using public transport and just have a car for occasional use. A relationship with the world's largest car sharing club would definitely assist in reducing the carbon footprint of your residents, provide a convenient and easily-used service, and save them a substantial amount of money.

Every Zipcar takes an average of 10-14 privately owned cars off the roads of the UK, because members often sell (or don't replace) a car when they join.



Zipcar is a service that benefits the whole community. We have found that car club members choose to drive a car less after joining Zipcar; the average car club member only actually clocks up between 403 and 414 miles a year which is significantly less than private vehicle owners. This is because they both make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

Not only this but car club vehicles are typically between 10% and 33% more efficient in terms of carbon dioxide emissions per KM travelled, in comparison to the average car, because operators chose new and fuel efficient models.



Using Zipcar

The Zipcar process has been designed to provide simplicity and little administration – there are no depots or deposits involved (headaches typically found with regular car hire). Once the person has become a member there is no further form filling required to hire a vehicle anywhere in the world.

Development Viability



join



reserve



unlock



drive

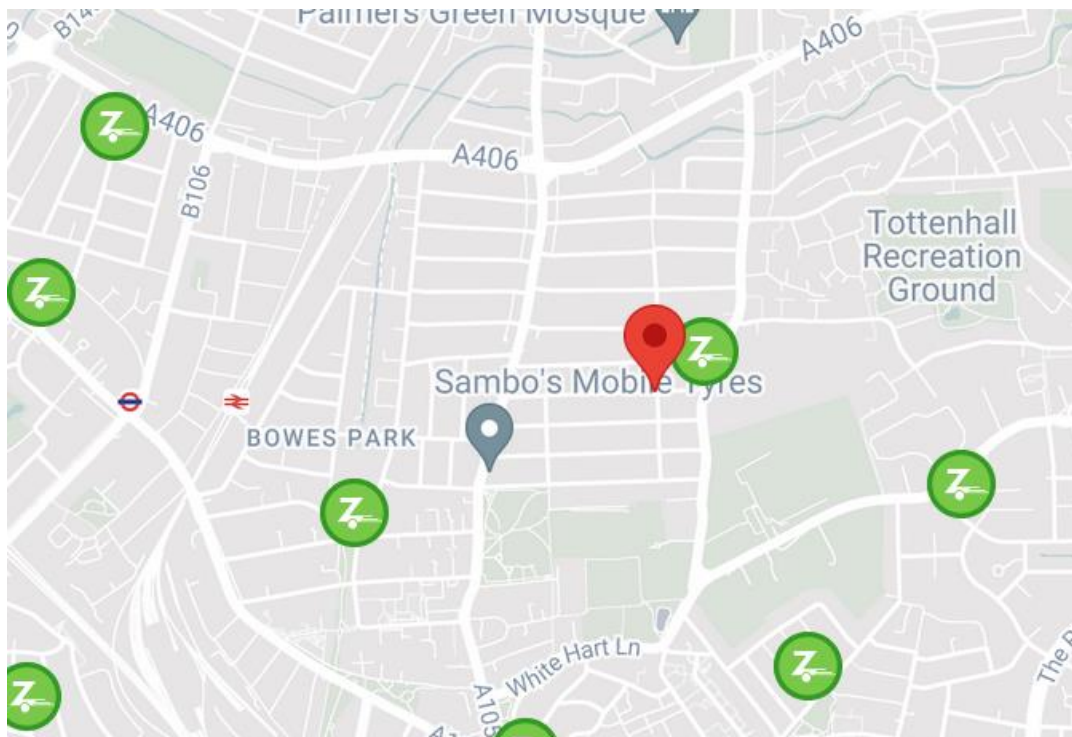
Zipcar has been operating in the borough of Haringey since 2006 and is now working in partnership with the council to provide car clubs on-street to residents. We currently have 67 locations in the borough and over 17,600 members. The cars are performing well, being used approximately 8-10 hours a day.

In our opinion a car club could work well at this location given support from the developer in the early phases of the development. The current proximity to local transport links is very good (approximately PTAL 3) which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance. This makes it likely that the residents of this development will not need a car for work – essential to the success of the scheme.

The low parking on site should ultimately ensure good uptake of the car club. We normally rely on a parking ratio of less than 0.7 to guarantee car club success.

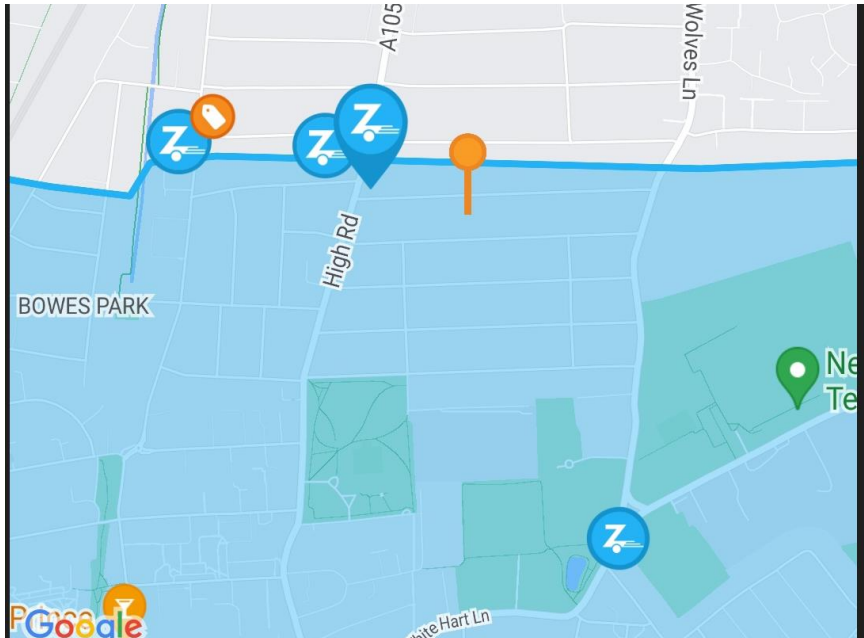
A developer funded marketing package will help ensure demand for the car club on site; the more we are able to incentivise people to try the service, the more people will use it and consequently use other green mobility options. As the map below indicates, there is a very strong network of Zipcar vehicles in the vicinity of the development and as a result, Zipcar would not seek to immediately add further vehicles on site, the existing network is more than sufficient to meet the car club needs of residents. However, as demand grows, we would evaluate the necessity to install a vehicle near the development when required.

Existing Network



Flex vehicles – one-way

These will move fluidly across the home zone, but a snapshot today shows vehicles in the area (blue pins):



Maryland Road Proposal

Zipcar recommends that residents use the existing network. Zipcar will provide a fully managed service, which includes the following:

- Offering three years' membership to all 6 homes
- Designing all marketing collateral for the development communications team
- Managing the sign-up process (including licence and insurance eligibility processes)
- Monitoring resident and development queries and providing reports (if required as part of S106 requirements) post launch

This comes to a total contribution of **£600 +VAT**. This sum is to be paid prior to the date of first occupation.

In exchange Zipcar would commit to a contractual obligation to run the car club operation at the development for a minimum of three years. Each resident that signs up during the three years will receive three years' free membership and Zipcar will offer £50+VAT driving credit per unit at no further cost to the developer. A contribution of **£300 +VAT from Zipcar**.

Zipcar will provide 1 year's free business account (usually £119) for any commercial entity operating from or in conjunction with the site at no further cost to the developer.

The Zipcar development product

Zipcar have over 18 years of experience working with developers, travel planners and local authorities and have met the car club commitment on over 1,200 sites, ranging from ten to thousands of new homes. You will have dedicated support from our London based development specialists and we will support you from planning stage, through to installation and activation at the development.

Zipcar will create bespoke marketing collateral for the development managers and residents and work with our marketing partners to deliver a package that will create awareness of the car club on-site. Where required, Zipcar's operation team will install signage and branding for the Zipcar bays at no further cost to the developer.

Post launch, Zipcar will ensure that there are vehicles in the area to support development trip requests, not a feature of the standard product. We will also provide any necessary reporting data that is required to discharge any reporting clauses of the S106.

Marketing Proposal

A free membership to Zipcar is an excellent marketing tool to utilise with prospective buyers who, due to low parking ratios and parking restrictions, are unable to have their own vehicle on site. We would market the free memberships as a benefit paid for by the developer that provides residents with a cheaper, greener more convenient alternative to private car ownership. In this way Zipcar adds real value to the development and is an excellent solution to the recurring problem of prospective residents not being able to have their own vehicle on site due to a lack of space.

Developer communication

It is vital that the development's communications team promotes and supports the growth of the car club on site. Having a presence online either on the development website or through the residents' portal will ensure that all residents are aware of the transport modes and offers available to them and speed up uptake. Historically we have found most residents will use the service either to move into the property or for the subsequent furniture run within the first three months of occupation. Our marketing team will be able to provide copy or banners for the site, all of which will direct residents to a bespoke landing page educating them about the service.

Bespoke marketing material: This would outline the offers your residents are entitled to. We find that this is crucial in generating early interest in the scheme; these would be part of each residents welcome pack. Additionally we would recommend that a mail shot is sent at a later date reminding residents of the service.

The Zipcar Fleet

Zipcar has a vehicle type for every occasion. This will ensure that your residents get the best possible service, and can find a vehicle to suit their needs. Zipcar membership also includes Zipvan membership – providing our members with convenient access to larger vehicles when required.

Our vehicles are best in class from an emissions perspective. A Zipcar lives in the fleet for a maximum of eight months, ensuring our members are driving the most modern and efficient fleet in any car club across the world.

Model	Weekday	Weekend
	Hourly / Daily	Hourly / Daily
Hyundai i20 / Ford Fiesta	£7 / £64	£8.50 / £74
VW Golf / Ford Focus	£8 / £74	£9.50 /£84
VW GTE (PHEV)	£8 / £74	£9.50 /£84
VW Transporter	£11 / £104	£12.50 / £114

Fuel, insurance and 60 free miles per 24 hours are included. Additional miles are 25p per mile (29p for premium vehicles and vans).

APPENDIX D

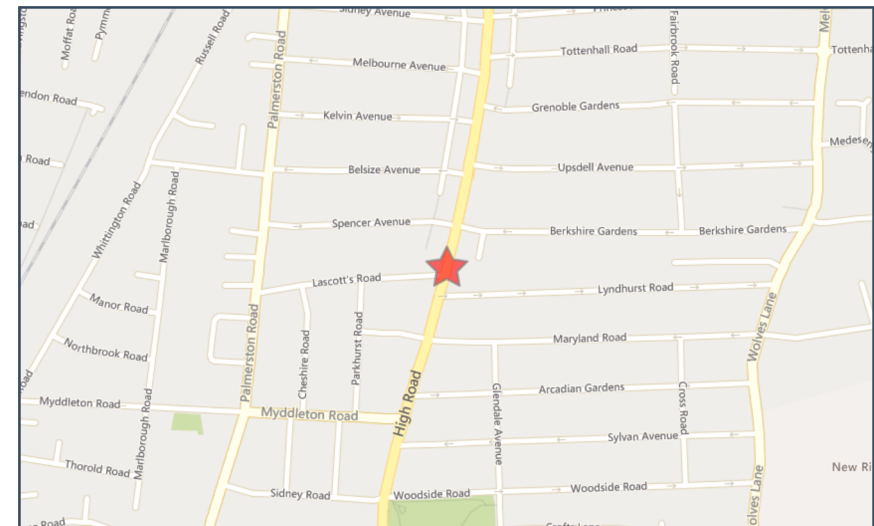


crashmap.co.uk

Validated Data

Crash Date: Thursday, March 14, 2019 **Time of Crash:** 5:46:00 AM **Crash Reference:** 2019010168957

Highest Injury Severity:	Fatal	Road Number:	A105	Number of Casualties:	1
Highway Authority:	Enfield	Number of Vehicles:	1	OS Grid Reference:	530941 191629
Local Authority:	Enfield London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Fatal	Pedestrian	Male	56 - 65	In carriageway, crossing elsewhere	Unknown or other

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

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crashmap.co.uk

Validated Data

Crash Date: Friday, September 06, 2019 **Time of Crash:** 3:45:00 PM **Crash Reference:** 2019010203753

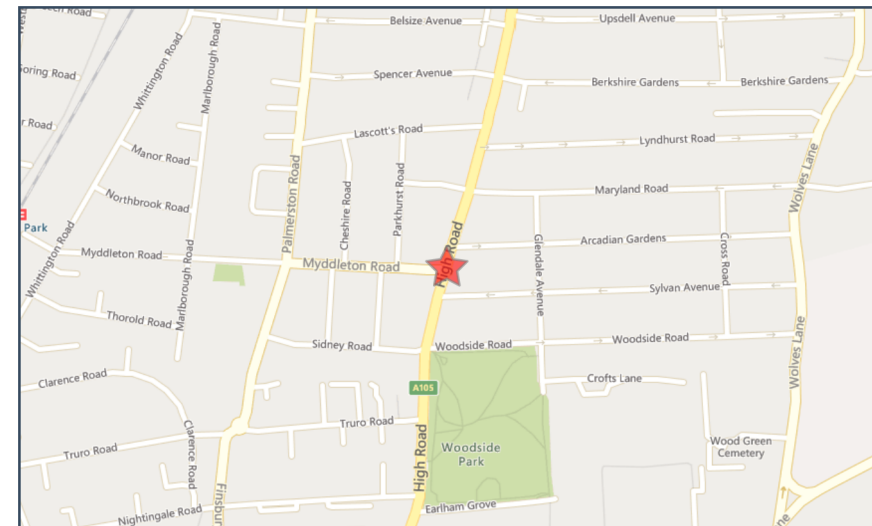
Highest Injury Severity: Serious
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Slip Road
Junction Control: Give way or uncontrolled

Road Number: A105

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 530886 191406



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	46 - 55	Vehicle is in the act of turning left	Nearside	Unknown	None	None
2	Pedal cycle	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

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

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crashmap.co.uk

Validated Data

Crash Date: Tuesday, December 31, 2019 **Time of Crash:** 11:10:00 AM **Crash Reference:** 2019010227908

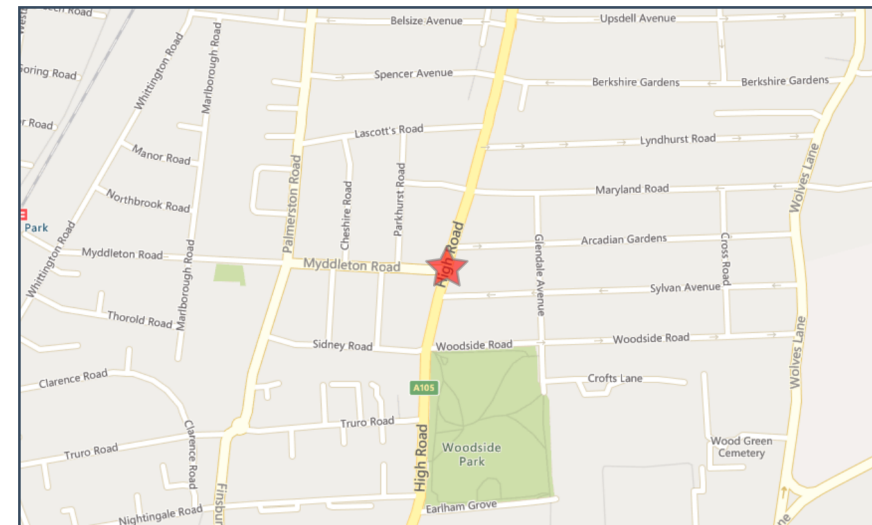
Highest Injury Severity: Serious
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A105

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 530885 191403



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

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



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	46 - 55	Vehicle is slowing down or stopping	Back	Unknown	None	None
2	Motorcycle over 125cc and up to 500cc	-1	Male	26 - 35	Vehicle is slowing down or stopping	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

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

APPENDIX E

* based on a minimum of 5 metres per space

Street Name	Restrictions	Number of Parking Spaces*
High Road	Pay and Display	12
Spencer Avenue	Pay and Display	3
	Loading Only	1
Berkshire Gardens	Pay and Display	4
Lascotts Road	Permit Holders Only	19
	Permit Holders or Pay and Display	15
	Disabled Badge Holders Only	1
Parkhurst Road	Permit Holders Only	60
	Disabled Badge Holders Only	4
Marquis Road	Pay and Display	6
	Permit Holders Only	15
	Disabled Badge Holders Only	1
Myddleton Road	Permit Holders Only	4
	Permit Holders or Pay and Display	19
	Disabled Badge Holders Only	1
Lyndhurst Road	Pay and Display	6
	Permit Holders Only	57
	Disabled Badge Holders Only	6
Maryland Road	Permit Holders Only	64
	Permit Holders or Pay and Display	20
	Disabled Badge Holders Only	8
Glendale Avenue	Permit Holders Only	36
Arcadian Gardens	Permit Holders Only	28
	Permit Holders or Pay and Display	31
	Disabled Badge Holders Only	2
	Doctor Permit Holder Only	2
Sylvan Avenue	Permit Holders or Pay and Display	38

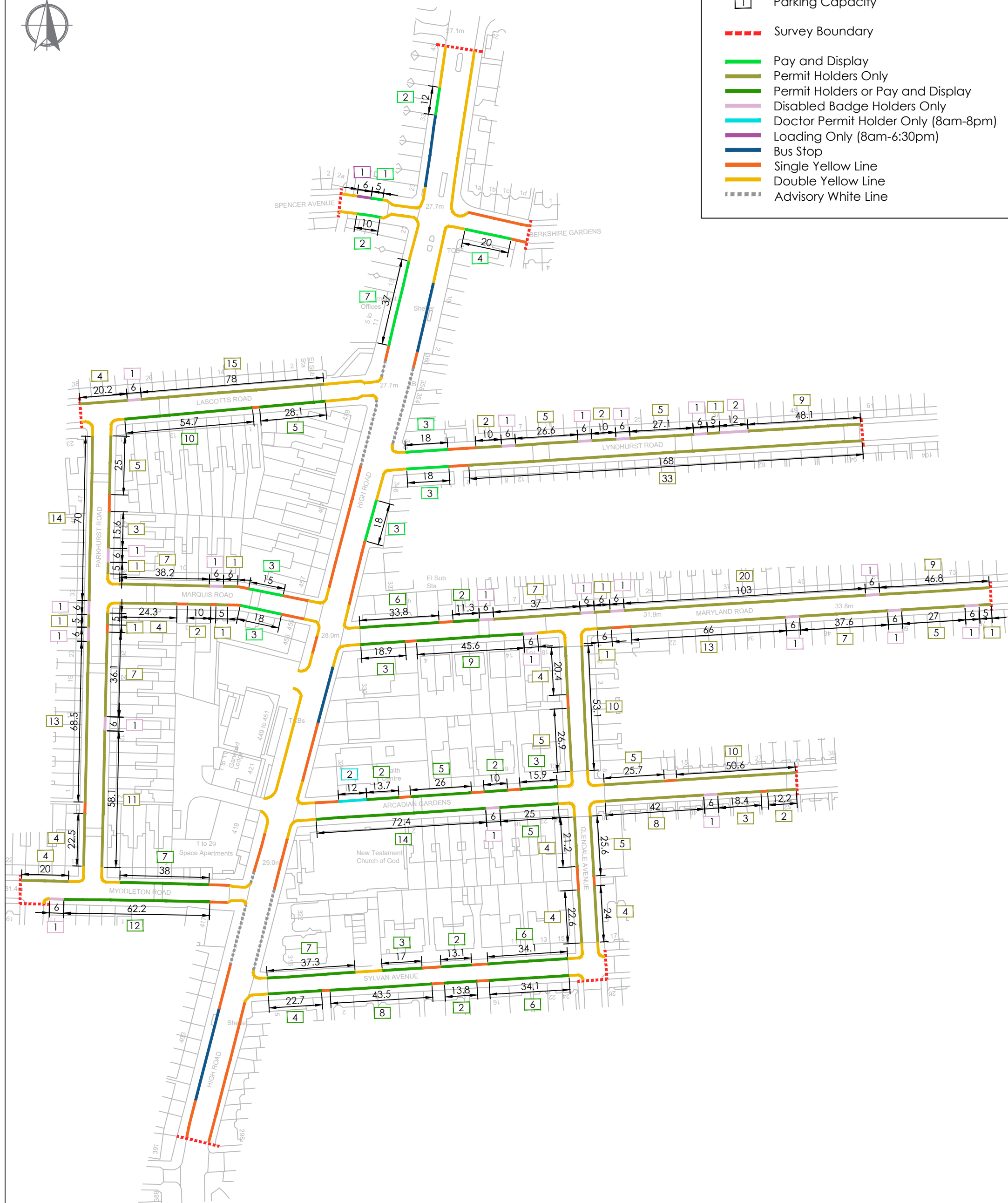
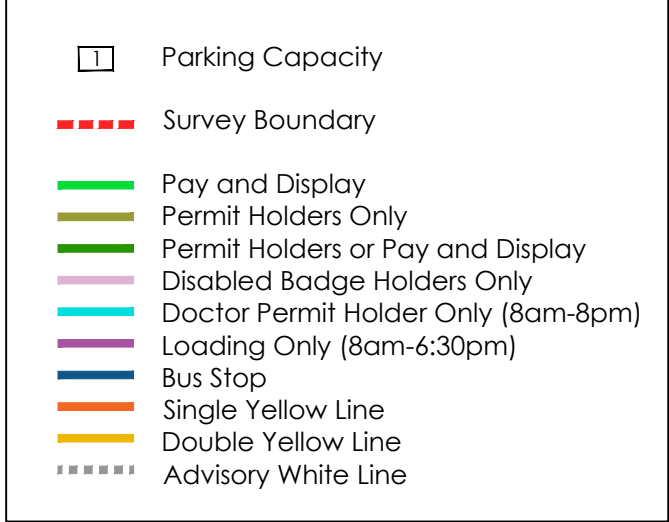
31st October - 1:00am		
Number of Parked Cars	Unoccupied Spaces	Parking Stress
8	4	67%
2	1	67%
1	0	100%
3	1	75%
17	2	89%
15	0	100%
0	1	0%
53	7	88%
1	3	25%
6	0	100%
15	0	100%
1	0	100%
4	0	100%
19	0	100%
1	0	100%
2	4	33%
53	4	93%
4	2	67%
46	18	72%
17	3	85%
1	7	13%
12	24	33%
12	16	43%
10	21	32%
0	2	0%
0	2	0%
29	9	76%

1st November - 1:00am		
Number of Parked Cars	Unoccupied Spaces	Parking Stress
7	5	58%
2	1	67%
1	0	100%
3	1	75%
17	2	89%
15	0	100%
0	1	0%
52	8	87%
1	3	25%
6	0	100%
15	0	100%
1	0	100%
4	0	100%
19	0	100%
1	0	100%
2	4	33%
53	4	93%
4	2	67%
49	15	77%
14	6	70%
1	7	13%
12	24	33%
13	15	46%
11	20	35%
0	2	0%
0	2	0%
27	11	71%

Total	Number of Parking Spaces*
	463

Number of Parked Cars	Unoccupied Spaces	Parking Stress
332	131	72%

Number of Parked Cars	Unoccupied Spaces	Parking Stress
330	133	71%



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

NOTE: all measurements are in metres.
Capacity is based on a 5.0m length.

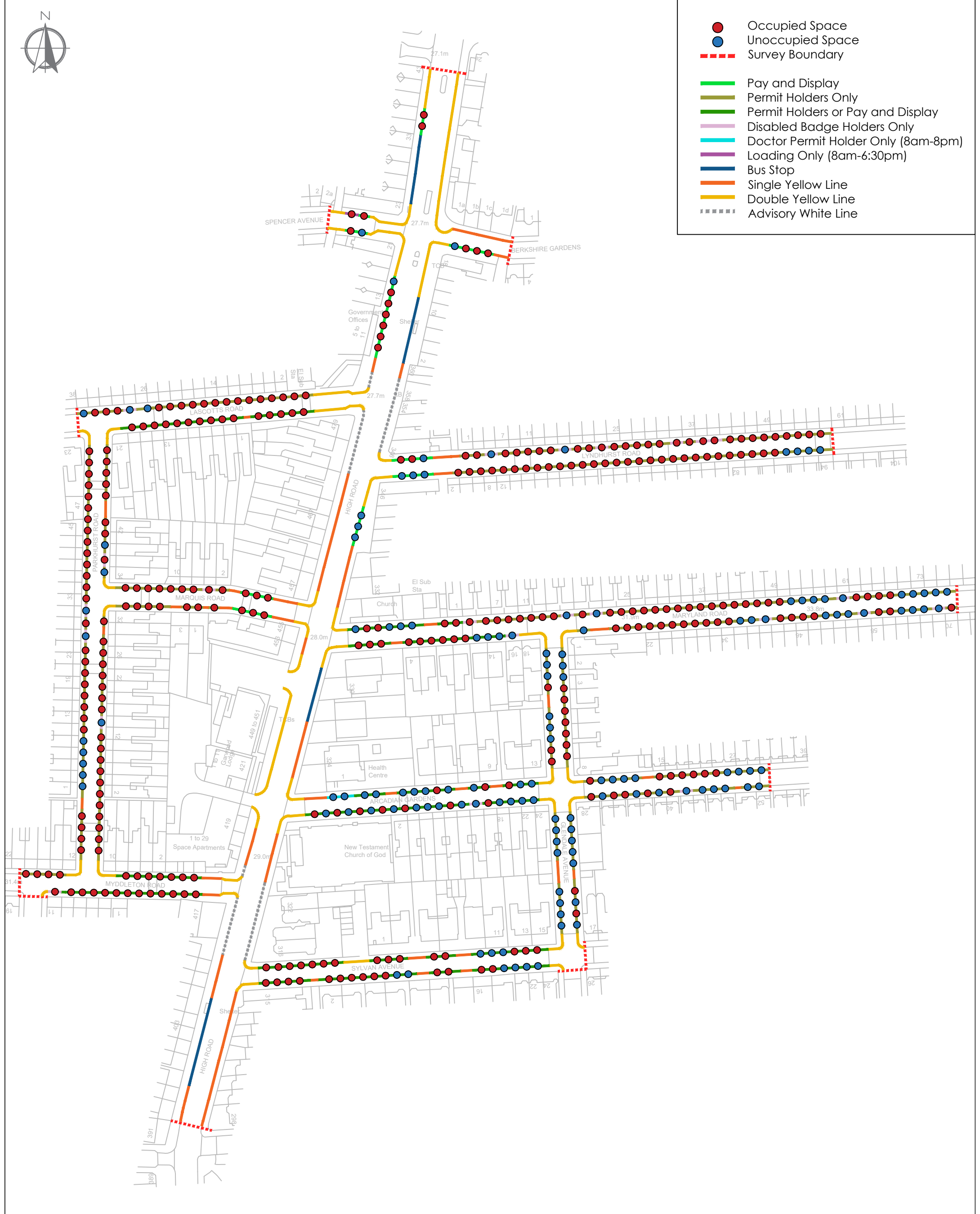


In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

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

[illegible]

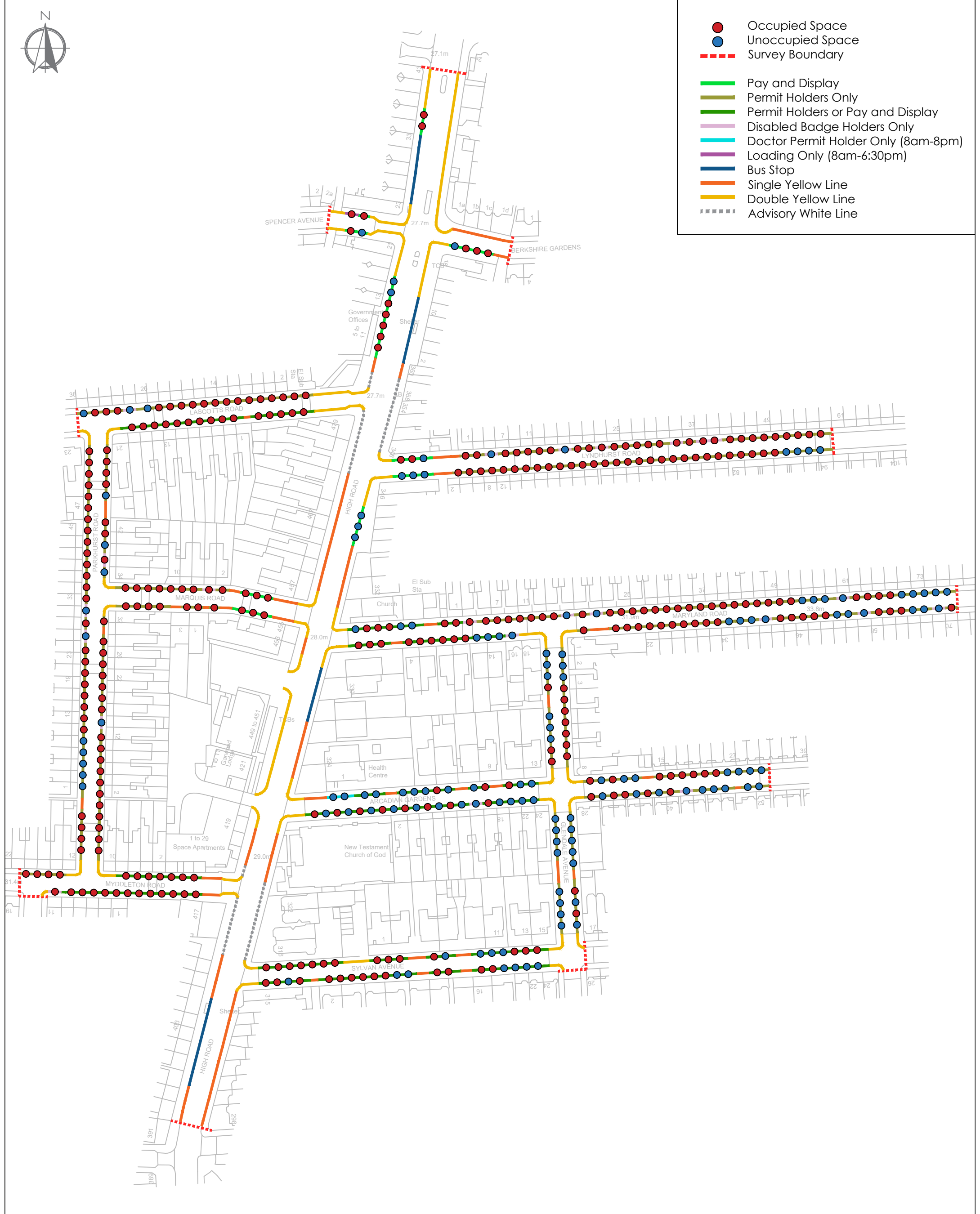
Client				RGP	
Project					
Maryland Road, London N22 5AR					
Drawing Title					
Lambeth Survey (5.0m) Parking Measurements					
Drawing No.				Rev.	
2023/7554/001				P1	
Scale	Drawn By	Checked By	A3		
NTS	GE	RM			



MODAL

P1	GE	FIRST ISSUE	09/11/23
Rev.	Drawn	Comments	Date

Client				RGP			
Project							
Maryland Road, London N22 5AR							
Drawing Title							
Lambeth Survey (5.0m) 31st October 2023 - 1:00am							
Drawing No.						Rev.	
2023/7554/002						P1	
Scale		Drawn By		Checked By			
NTS		GE		RM		A3	



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



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

RESIDUAL HAZARDS

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

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

P1	GE	FIRST ISSUE	09/11/23
Rev.	Drawn	Comments	Date

Client				RGP	
Project Maryland Road, London N22 5AR					
Drawing Title Lambeth Survey (5.0m) 1st November 2023 - 1:00am					
Drawing No. 2023/7554/003				Rev. P1	
Scale NTS		Drawn By GE	Checked By RM	A3	

* based on a minimum of 6 metres per space

Street Name	Restrictions	Number of Parking Spaces*
High Road	Pay and Display	11
Spencer Avenue	Pay and Display	1
	Loading Only	1
Berkshire Gardens	Pay and Display	3
Lascotts Road	Permit Holders Only	16
	Permit Holders or Pay and Display	13
	Disabled Badge Holders Only	1
Parkhurst Road	Permit Holders Only	46
	Disabled Badge Holders Only	4
	Single Yellow Line	1
Marquis Road	Pay and Display	6
	Permit Holders Only	15
	Disabled Badge Holders Only	1
	Single Yellow Line	2
Myddleton Road	Permit Holders Only	4
	Permit Holders or Pay and Display	19
	Disabled Badge Holders Only	1
	Single Yellow Line	2
Lyndhurst Road	Pay and Display	6
	Permit Holders Only	46
	Disabled Badge Holders Only	6
Maryland Road	Permit Holders Only	52
	Permit Holders or Pay and Display	16
	Disabled Badge Holders Only	8
Glendale Avenue	Permit Holders Only	29
Arcadian Gardens	Permit Holders Only	24
	Permit Holders or Pay and Display	25
	Disabled Badge Holders Only	2
	Doctor Permit Holder Only	2
Sylvan Avenue	Permit Holders or Pay and Display	33

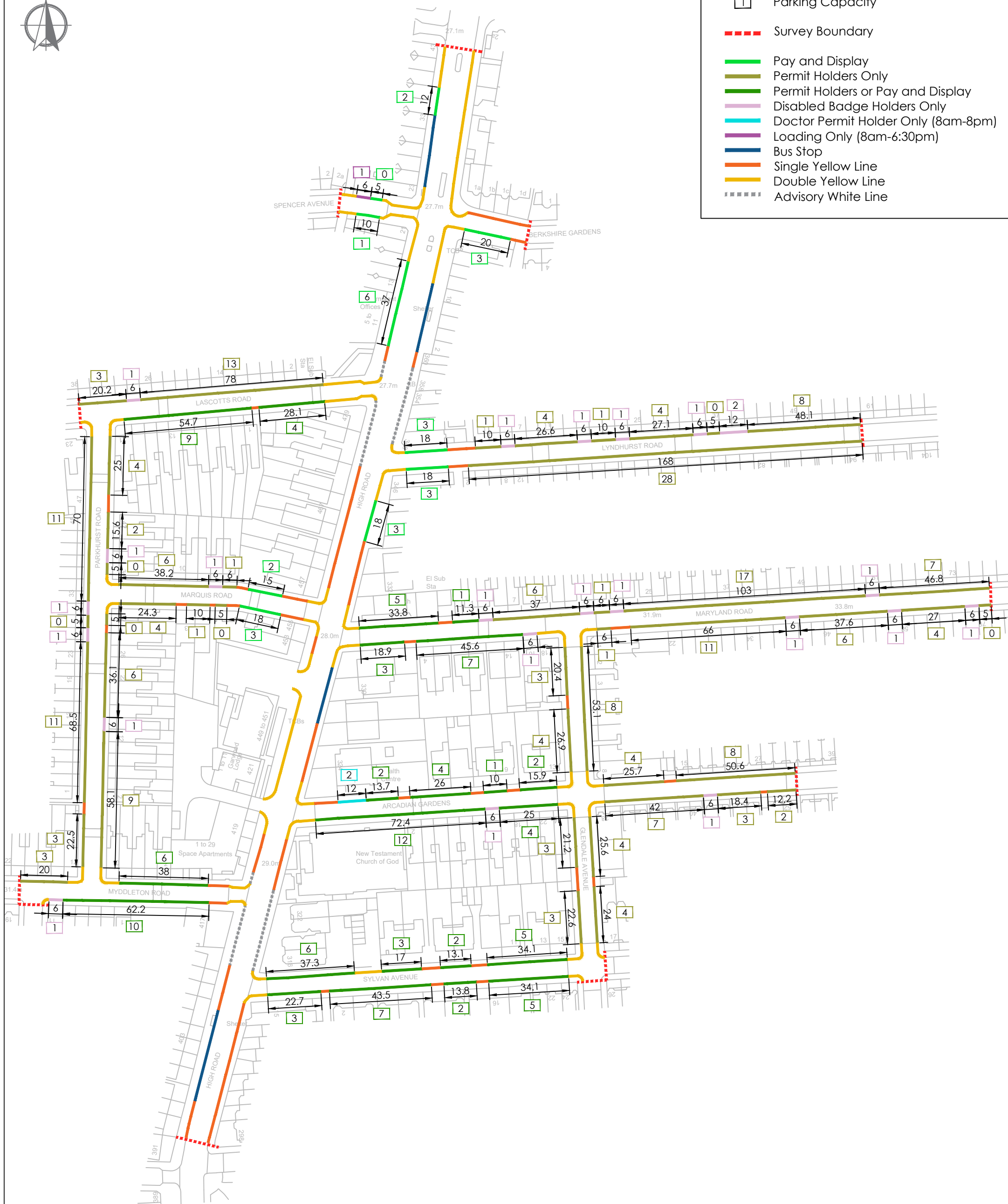
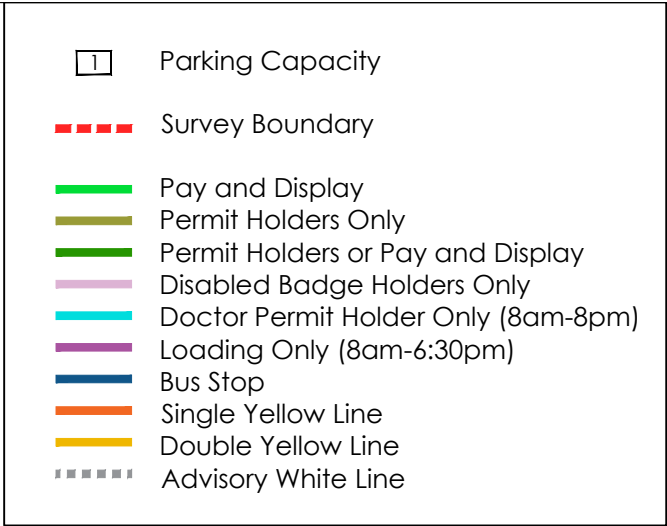
31st October - 1:00am		
Number of Parked Cars	Unoccupied Spaces	Parking Stress
8	3	73%
1	0	100%
1	0	100%
3	0	100%
16	0	100%
13	0	100%
1	0	100%
46	0	100%
4	0	100%
1	0	100%
6	0	100%
15	0	100%
1	0	100%
2	0	100%
4	0	100%
19	0	100%
1	0	100%
2	0	100%
6	0	100%
46	0	100%
6	0	100%
45	7	87%
12	4	75%
2	6	25%
12	17	41%
12	12	50%
10	15	40%
0	2	0%
0	2	0%
30	3	91%

1st November - 1:00am		
Number of Parked Cars	Unoccupied Spaces	Parking Stress
7	4	64%
1	0	100%
1	0	100%
3	0	100%
16	0	100%
13	0	100%
1	0	100%
46	0	100%
4	0	100%
1	0	100%
6	0	100%
15	0	100%
1	0	100%
2	0	100%
4	0	100%
19	0	100%
1	0	100%
2	0	100%
6	0	100%
46	0	100%
6	0	100%
49	3	94%
13	3	81%
2	6	25%
12	17	41%
13	11	54%
11	14	44%
0	2	0%
0	2	0%
27	6	82%

Total	Number of Parking Spaces*
	396

Number of Parked Cars	Unoccupied Spaces	Parking Stress
325	71	82%

Number of Parked Cars	Unoccupied Spaces	Parking Stress
328	68	83%



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

NOTE: all measurements are in metres.
Capacity is based on a 6.0m length to
reflect the increasing size of cars and
driver behaviour.

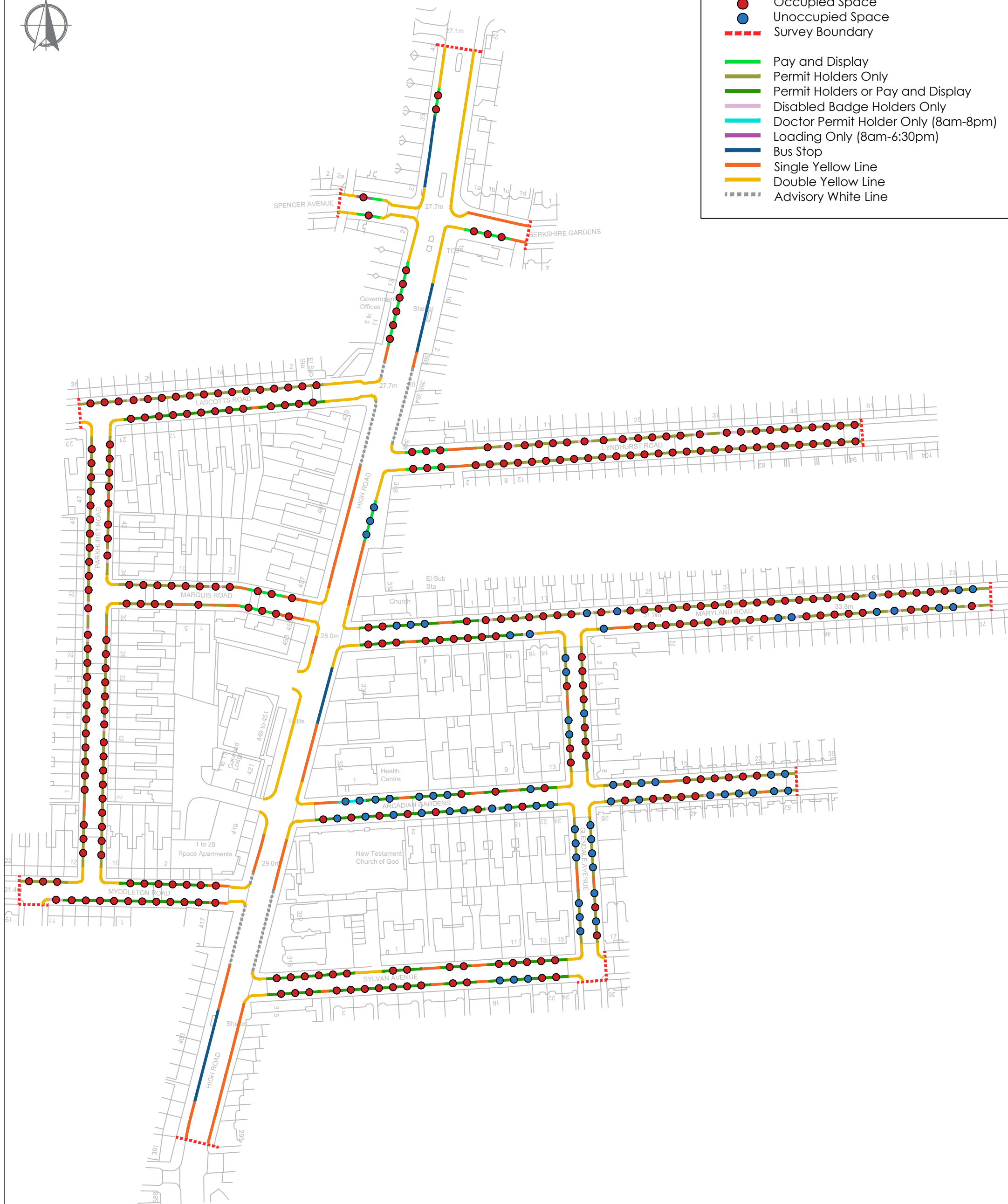
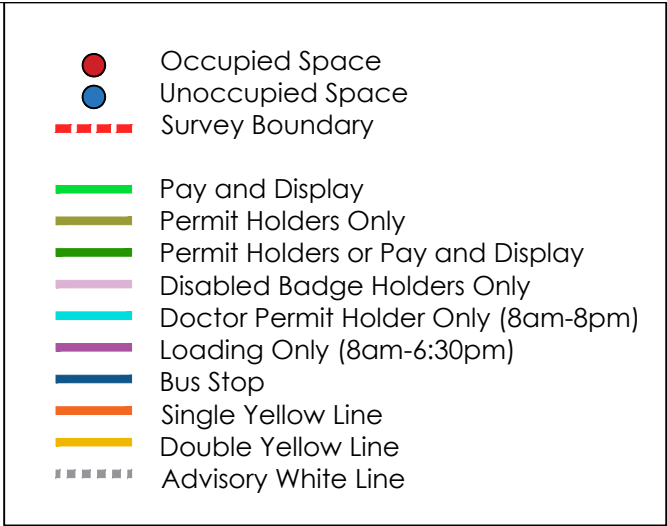


In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

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

P1	GE	FIRST ISSUE	09/11/23
Rev.	Drawn	Comments	Date

Client				RGP			
Project							
Maryland Road, London N22 5AR							
Drawing Title							
Lambeth Survey (6.0m)							
Parking Measurements							
Drawing No.						Rev.	
2023/7554/004						P1	
Scale		Drawn By		Checked By			
NTS		GE		RM		A3	



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

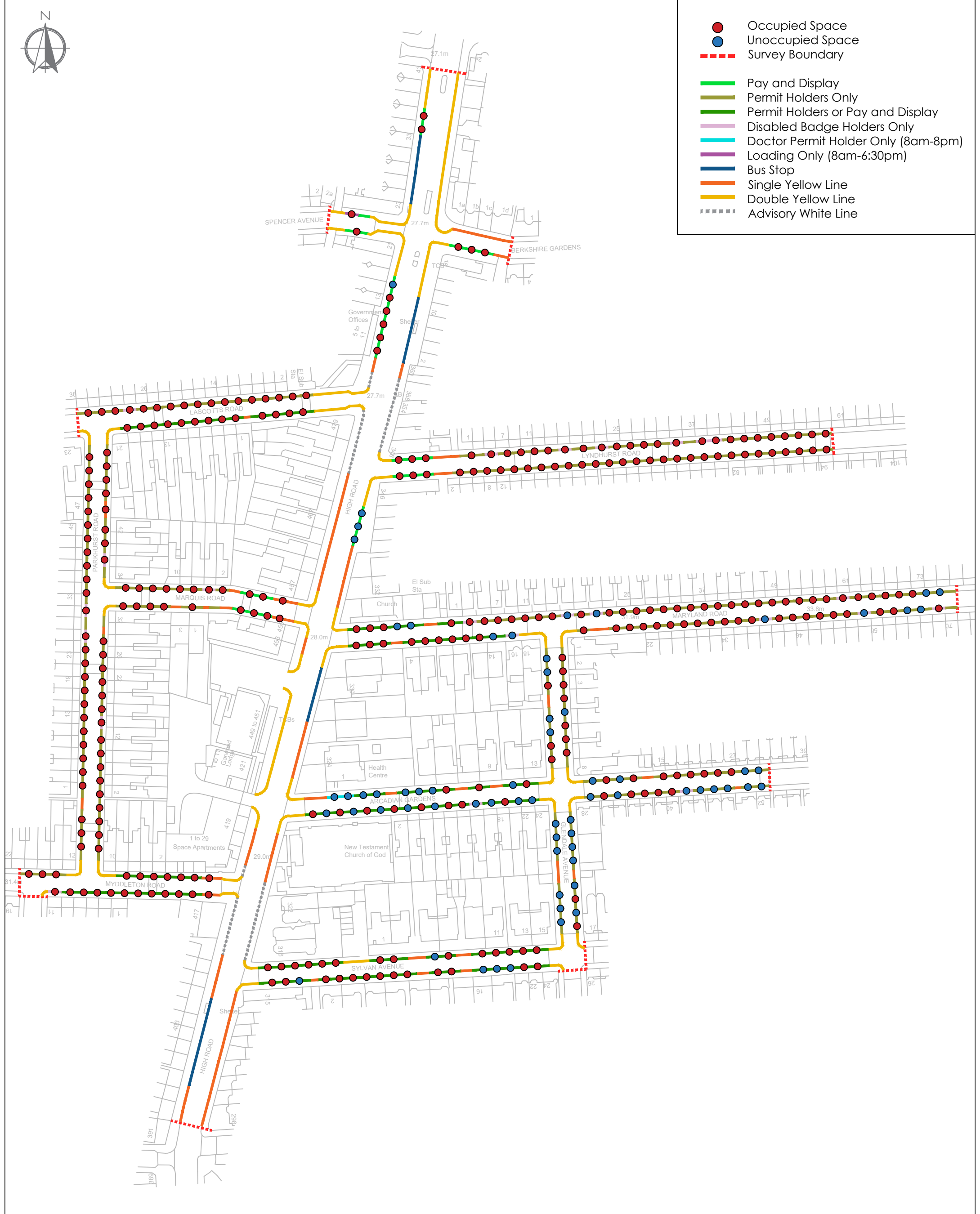


In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

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

P1	GE	FIRST ISSUE	09/11/23
Rev.	Drawn	Comments	Date

Client			
RGP			
Project			
Maryland Road, London N22 5AR			
Drawing Title			
Lambeth Survey (6.0m)			
31st October 2023 - 1:00am			
Drawing No.			Rev.
2023/7554/005			P1
Scale	Drawn By	Checked By	
NTS	GE	RM	A3



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



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

P1	GE	FIRST ISSUE	09/11/23
Rev.	Drawn	Comments	Date

Client				RGP	
Project					
Maryland Road, London N22 5AR					
Drawing Title					
Lambeth Survey (6.0m)					
1st November 2023 - 1:00am					
Drawing No.				Rev.	
2023/7554/006				P1	
Scale		Drawn By	Checked By		
NTS		GE	RM	A3	

APPENDIX F

Calculation Reference: AUDIT-728001-231024-1046

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : T - PLACE OF WORSHIP
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

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: Site area
 Actual Range: 0.16 to 0.16 (units: hect)
 Range Selected by User: 0.16 to 0.16 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 19/11/17

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:

Sunday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 1

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:

Built-Up Zone 1

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

F1(f) 1 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More

1 days

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

Car ownership within 5 miles:
0.6 to 1.0

1 days

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

Travel Plan:
No

1 days

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

PTAL Rating:
3 Moderate

1 days

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

LIST OF SITES relevant to selection parameters

1	IS-07-T-01 KING SQUARE FINSBURY	CHURCH	ISLINGTON
	Edge of Town Centre Built-Up Zone		
	Total Site area:	0.16 hect	
	Survey date: SUNDAY	19/11/17	Survey Type: MANUAL

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

RGP	Mill Pool House	Godalming
-----	-----------------	-----------

Licence No: 728001

TRIP RATE for Land Use 07 - LEISURE/T - PLACE OF WORSHIP

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
08:00 - 09:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
09:00 - 10:00	1	0.16	25.000	1	0.16	0.000	1	0.16	25.000
10:00 - 11:00	1	0.16	56.250	1	0.16	6.250	1	0.16	62.500
11:00 - 12:00	1	0.16	6.250	1	0.16	37.500	1	0.16	43.750
12:00 - 13:00	1	0.16	0.000	1	0.16	31.250	1	0.16	31.250
13:00 - 14:00	1	0.16	0.000	1	0.16	12.500	1	0.16	12.500
14:00 - 15:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
15:00 - 16:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
16:00 - 17:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
17:00 - 18:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
18:00 - 19:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
19:00 - 20:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
20:00 - 21:00	1	0.16	0.000	1	0.16	0.000	1	0.16	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			87.500			87.500			175.000

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:	0.16 to 0.16 (units: hect)
Survey date date range:	01/01/15 - 19/11/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-728001-231024-1008

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	1 days
	EN ENFIELD	1 days
	HK HACKNEY	2 days
	IS ISLINGTON	2 days
	KN KENSINGTON AND CHELSEA	1 days
	NH NEWHAM	1 days

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

RGP Mill Pool House Godalming

Licence No: 728001

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: 9 to 16 (units:)
Range Selected by User: 9 to 16 (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: 01/01/01 to 27/06/16

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

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6
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	2 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:**Use Class:**

C3	8 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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	4 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	8 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
0.6 to 1.0	4 days

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

Travel Plan:

No	8 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
2 Poor	1 days
3 Moderate	1 days
6a Excellent	4 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	CN-03-C-01 OVAL ROAD REGENTS PARK	BLOCK OF FLATS	CAMDEN
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 12 Survey date: FRIDAY 07/11/08 Survey Type: MANUAL		
2	EN-03-C-01 SOUTH STREET ENFIELD	BLOCK OF FLATS	ENFIELD
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 16 Survey date: MONDAY 16/11/15 Survey Type: MANUAL		
3	HK-03-C-02 HOXTON SHOREDITCH	BLOCK OF FLATS	HACKNEY
	Town Centre Built-Up Zone Total No of Dwellings: 9 Survey date: TUESDAY 11/11/08 Survey Type: MANUAL		
4	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE	BLOCK OF FLATS	HACKNEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 24/09/14 Survey Type: MANUAL		
5	IS-03-C-03 FLORENCE STREET ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 9 Survey date: THURSDAY 21/11/13 Survey Type: MANUAL		
6	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		
7	KN-03-C-01 UXBRIDGE STREET NOTTING HILL	BLOCKS OF FLATS	KENSINGTON AND CHELSEA
	Edge of Town Centre Residential Zone Total No of Dwellings: 16 Survey date: THURSDAY 15/10/09 Survey Type: MANUAL		
8	NH-03-C-01 ARTHINGWORTH STREET STRATFORD	BLOCK OF FLATS	NEWHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 12 Survey date: THURSDAY 14/11/13 Survey Type: MANUAL		

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	12	0.061	8	12	0.071	8	12	0.132
08:00 - 09:00	8	12	0.051	8	12	0.122	8	12	0.173
09:00 - 10:00	8	12	0.041	8	12	0.020	8	12	0.061
10:00 - 11:00	8	12	0.031	8	12	0.061	8	12	0.092
11:00 - 12:00	8	12	0.061	8	12	0.041	8	12	0.102
12:00 - 13:00	8	12	0.041	8	12	0.020	8	12	0.061
13:00 - 14:00	8	12	0.051	8	12	0.061	8	12	0.112
14:00 - 15:00	8	12	0.020	8	12	0.051	8	12	0.071
15:00 - 16:00	8	12	0.051	8	12	0.071	8	12	0.122
16:00 - 17:00	8	12	0.102	8	12	0.092	8	12	0.194
17:00 - 18:00	8	12	0.071	8	12	0.010	8	12	0.081
18:00 - 19:00	8	12	0.061	8	12	0.031	8	12	0.092
19:00 - 20:00	1	14	0.000	1	14	0.000	1	14	0.000
20:00 - 21:00	1	14	0.071	1	14	0.143	1	14	0.214
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.713			0.794			1.507

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:

9 - 16 (units:)
 01/01/01 - 27/06/16
 8
 0
 0
 0
 0

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