

Broadway Retail Park, Cricklewood [20/3564/OUT]

TECHNICAL NOTE 5

Traffic Impact Assessment

1. Introduction

- 1.1. This technical note (TN5) has been prepared by Entran in response to a consultation response from LBB Highways and a subsequent meeting on 14th May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 1.2. A Transport Assessment (TA) was submitted in support of the planning application and, following an initial consultation response, a revised TA was submitted in March 2021, together with a cover letter dated 12/3/2021 explaining the revisions and responding to the officer's comments.
- 1.3. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the highway network were likely to be an over-estimation.
- 1.4. It should be noted that the net effects set out in the March 2021 TA showed a reduction in traffic across the day and a reduction in peak hour traffic compared to the lawful use of the site; however, due to the removal of an existing access onto Cricklewood Lane some movements on some arms of two junctions would experience an increase in vehicle trips (whereas other arms would see a reduction). Notwithstanding the overall reduction in traffic flows that would result from the redevelopment of Broadway Retail Park, the vehicle trips have been re-visited to ensure an accurate forecast is used to assess the likely effects of the development. This is presented here as a Traffic Impact Assessment (TIA).

2. TRICS selection criteria

- 2.1. The TA included a multi-modal TRICS assessment for the proposed residential and commercial uses. In each case, the TRICS selection related to sites in London only, in Town Centre locations. Where possible, the selection criteria included sites with a PTAL rating +/- 1 compared to the Site, and for a GFA or unit numbers +/- 50% compared to the proposed development. These criteria best represent the Site and proposed development, but can result in limited, or no available TRICS data. Where that is the case then the criteria are relaxed to ensure a suitable number of survey sites; those sites are then reviewed to ensure they will not produce unrepresentative outlying data.
- 2.2. The same site selection criteria have been used for the TIA vehicle trips. In order to maximise the number of survey sites, the TRICS database has been re-interrogated for the TIA using *trip rates for vehicles* rather than *multi-modal trip rates*. This increases the number of survey sites, but it is noted that the only available survey sites have unit numbers which are significantly lower than the proposed development.
- 2.3. This re-assessment produced three survey sites for 'Flats Privately Owned' and two sites for 'Affordable Flats'. Details are contained in **Appendix A**. As with the original assessment, these sites all have parking ratios significantly higher than the 10% proposed at the Cricklewood site. The parking ratios from the TRICS survey sites are listed below:
 - Brent (Private) – 0.320 spaces per dwelling
 - Haringey (Private) – 0.431 spaces per dwelling
 - Chelsea (Private) – 0.986 spaces per dwelling
 - Islington (Affordable) – 0.288 spaces per dwelling
 - Haringey (Affordable) – 0.811 spaces per dwelling



2.4. It is therefore clear that vehicle trips per dwelling would be much higher at the survey sites than at the proposed development. For this reason, the vehicle trips per parking space were established for each site, from which an average 'trips per parking space' figure was derived for Private and Affordable flats. The calculation is included as **Appendix B**.

3. Predicted residential vehicle trips

3.1. It is important to note that 33 of the proposed residential parking spaces will be set out as accessible spaces for Blue Badge holders from the outset. The residual 77 spaces will be suitable for disabled drivers, thereby allowing up to 10% of all dwellings to have access to a Blue Badge parking space. Notwithstanding the above, the calculation of trips per parking spaces has been carried out as if all 110 were 'standard' spaces. This is therefore a robust assessment. The proposed 110 parking spaces have been divided in proportion to the Private and Affordable dwellings, resulting in 72 spaces for Private flats and 38 spaces for Affordable flats.

3.2. The trip rates and vehicle trips are set out in Table 3.1 and 3.2 below:

Table 3.1 – Private flats (72 spaces) trip rates and trips

| | Trips per parking space | | | Vehicle trips | | |
|-------|-------------------------|--------|-------|---------------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| AM | 0.046 | 0.164 | 0.210 | 3 | 12 | 15 |
| PM | 0.109 | 0.053 | 0.162 | 8 | 4 | 12 |
| Daily | 0.843 | 0.963 | 1.806 | 61 | 69 | 130 |

Table 3.2 – Affordable flats (38 spaces) trip rates and trips

| | Trips per parking space | | | Vehicle trips | | |
|-------|-------------------------|--------|-------|---------------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| AM | 0.062 | 0.214 | 0.276 | 4 | 15 | 20 |
| PM | 0.097 | 0.076 | 0.173 | 7 | 5 | 12 |
| Daily | 0.891 | 0.988 | 1.879 | 64 | 71 | 135 |

Table 3.3 – Combined residential vehicle trips

| | | | | Vehicle trips | | |
|-------|--|--|--|---------------|--------|-------|
| | | | | Arrive | Depart | Total |
| AM | | | | 8 | 27 | 35 |
| PM | | | | 15 | 9 | 24 |
| Daily | | | | 125 | 140 | 265 |

3.3. This suggests that 22% to 32% of parking spaces would result in a vehicle trip during the highway peak hour. At a site with a PTAL rating of 4/5 such as Cricklewood, this is a reasonable assumption.

**4. Total development vehicle trips**

- 4.1. The proposed development includes an element of commercial uses. For all practical purposes these are considered to be car-free; however, the TA explains that operational parking will be provided for those uses. The commercial uses are therefore expected to generate a low level of vehicle trips, as set out in the TA. The total development trip rates and trips are set out below.

Table 4.1 – Café/restaurant use (former A3 Use Class) trip rates (per 100m²) and trips

| 434m ² | Trips per parking space | | | Vehicle trips | | |
|-------------------|-------------------------|--------|-------|---------------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| AM | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 1.744 | 0.872 | 2.616 | 8 | 4 | 11 |

Table 4.2 – Office/workspace use (former B1 Use Class) trip rates (per 100m²) and trips

| 332m ² | Trips per parking space | | | Vehicle trips | | |
|-------------------|-------------------------|--------|-------|---------------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| AM | 0.195 | 0.049 | 0.244 | 1 | 0 | 1 |
| PM | 0.122 | 0.269 | 0.391 | 0 | 1 | 1 |

Table 4.3 – Gym use (former D2 Use Class) trip rates (per 100m²) and trips

| 434m ² | Trips per parking space | | | Vehicle trips | | |
|-------------------|-------------------------|--------|-------|---------------|--------|-------|
| | Arrive | Depart | Total | Arrive | Depart | Total |
| AM | 0.453 | 0.498 | 0.951 | 2 | 2 | 4 |
| PM | 0.815 | 0.294 | 1.109 | 4 | 1 | 5 |

- 4.2. The commercial uses vehicle trips have been taken from the TA and are based on floor area rather than parking spaces; however, the predicted peak hour trips for each use are representative of such uses with operational parking only.

Table 4.4 – Residential vehicle trips (from Table 3.2)

| | | | Vehicle trips | | |
|----|--|--|---------------|--------|-------|
| | | | Arrive | Depart | Total |
| AM | | | 8 | 27 | 35 |
| PM | | | 15 | 9 | 24 |

Table 4.5 – Total development vehicle trips

| | | | Vehicle trips | | |
|----|--|--|---------------|--------|-------|
| | | | Arrive | Depart | Total |
| AM | | | 10 | 30 | 40 |
| PM | | | 26 | 15 | 42 |

- 4.3. Table 4.5 shows the total peak hour vehicle trips associated with the proposed development. The transport effects of the proposed development are therefore derived by distributing these vehicle trips onto the highway network and comparing the proposed development with baseline conditions. This is set out in Section 5 below.



5. Traffic impact

- 5.1. In general terms, Tables 5.1 to 5.3 demonstrate the net change in peak hour traffic generation as a result of redeveloping the Broadway Retail Park for the proposed mixed-use scheme.

Table 5.1 – Existing retail use (observed) peak hour traffic generation

| | | | | Vehicle trips | | |
|----|--|--|--|---------------|--------|-------|
| | | | | Arrive | Depart | Total |
| AM | | | | 148 | 84 | 232 |
| PM | | | | 118 | 160 | 278 |

Table 5.2 – Proposed development peak hour vehicle trips (from Table 4.5)

| | | | | Vehicle trips | | |
|----|--|--|--|---------------|--------|-------|
| | | | | Arrive | Depart | Total |
| AM | | | | 10 | 30 | 40 |
| PM | | | | 26 | 15 | 42 |

Table 5.3 – Net reduction in peak hour vehicle trips

| | | | | Vehicle trips | | |
|----|--|--|--|---------------|--------|-------|
| | | | | Arrive | Depart | Total |
| AM | | | | -138 | -54 | -192 |
| PM | | | | -92 | -145 | -236 |

- 5.2. Table 5.3 demonstrates that redeveloping the Broadway Retail Park for the proposed residential-led mixed-use scheme would result in a significant reduction in peak hour traffic on the local highway network.
- 5.3. As stated earlier, the development proposal includes the removal of the existing limited-movement junction onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers, and to facilitate a significant improvement to the public realm in the form of landscape improvements to Cricklewood Green and the creation of a new public square. The closure of this vehicle access means that all proposed traffic will use Depot Approach whereas the existing site traffic uses Depot Approach and Cricklewood Lane.
- 5.4. The future year assessment of the local highway junctions, as set out in the TA, is based on a 2026 baseline, including committed development. This has been calculated by removing existing site traffic from the observed baseline, then applying growth to the residual background traffic to 2026. The Site traffic is then added back onto the background traffic as well as traffic associated with committed development. The resultant baseline represents a 'Do Nothing' scenario, as if the Site were not redeveloped.
- 5.5. The baseline is then compared to a future year 'Do Something' scenario. The same methodology is used as for the baseline, but applying the proposed development traffic and committed development traffic to the 2026 baseline. The traffic impact is then calculated by comparing the 'Do nothing' scenario with the 'Do something' scenario. Full details are included as **Appendix C**; the net change is shown below.

**Table 5.4 – Depot Approach /A5 Cricklewood Broadway, net change in turning movements**

| 0800 – 0900 | | | | |
|-------------------|----|-----|---|-----|
| | A | B | C | D |
| A) A5 NW | | -13 | 0 | 0 |
| B) Depot approach | -2 | | 8 | -11 |
| C) A5 SW | 0 | 5 | | 0 |
| D) Ashford Road | 0 | -15 | 0 | |

| 1700 - 1800 | | | | |
|-------------------|-----|----|-----|-----|
| | A | B | C | D |
| A) A5 NW | | -3 | 0 | 0 |
| B) Depot approach | -46 | | -17 | -20 |
| C) A5 SW | 0 | 13 | | 0 |
| D) Ashford Road | 0 | -6 | 0 | |

- 5.6. Table 5.4 demonstrates that during the morning peak the Depot Approach junction with the A5 would see a net *reduction* of 30 turning movements. Of the 12 turning movements, six would see no change, four would see a small net reduction and two would see a small net increase. The maximum increase would be just 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.7. During the evening peak the junction would see a net *reduction* of 79 turning movements. Of the 12 turning movements, six would see no change, four would see a net reduction of up to 46 fewer vehicles, and two would see a small net increase. The maximum increase would be just 13 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.

Table 5.5 – A5 Cricklewood Broadway/Cricklewood Lane, net change in turning movements

| 0800 – 0900 | | | | |
|-------------------|---|-----|----|---|
| | A | B | C | D |
| A) A5 NW | | 6 | -1 | 2 |
| B) Depot approach | 2 | | 0 | 0 |
| C) A5 SW | 3 | -9 | | 0 |
| D) Ashford Road | 0 | -16 | 0 | |

| 1700 - 1800 | | | | |
|-------------------|---|-----|-----|---|
| | A | B | C | D |
| A) A5 NW | | 3 | -20 | 0 |
| B) Depot approach | 5 | | 0 | 0 |
| C) A5 SW | 8 | -3 | | 0 |
| D) Ashford Road | 0 | -15 | 0 | |

- 5.8. Table 5.5 demonstrates that during the morning peak the Cricklewood Broadway/Cricklewood Lane signal-controlled junction would see a net *reduction* of 12 turning movements. Of the 12 turning movements, five would see no change, three would see a net reduction of up to 16 fewer vehicles, and three would see a small net increase. The maximum increase would be just 6 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.9. During the evening peak the junction would see a net *reduction* of 22 turning movements. Of the 12 turning movements, six would see no change, three would see a net reduction of up to 20 fewer vehicles, and three would see a small net increase. The maximum increase would be just 8 trips across the hour. This would have no material effect on the operational capacity of the signal-controlled junction.
- 5.10. For ease of reference the baseline, proposed and net change figures are included as link flow diagrams in **Appendix D**.



6. Summary and conclusion

- 6.1. This technical note (TN5) has been prepared by Entran in response to a consultation response from LBB Highways and a subsequent meeting on 14th May 2021, in respect of a planning application for a mixed-use development on land at Broadway Retail Park, Cricklewood.
- 6.2. At the meeting it was agreed that the assessment of vehicle trips associated with the proposed residential uses as set out in the TA was likely to be an over-estimate of traffic generation as the TRICS survey sites all had more parking per dwelling than the Cricklewood proposals. As a result, the net effects on the highway network were likely to be an over-estimation.
- 6.3. The TRICS database has therefore been re-interrogated for residential vehicle trips to maximise the available survey sites and using robust selection criteria. The resultant vehicle trips have been added to the predicted commercial vehicle trips in order to derive an accurate forecast of traffic generation associated with the proposed development.
- 6.4. This Traffic Impact Assessment compares the 'Do nothing' scenario with the 'Do something' scenario. For clarity, 'Do nothing' comprises a future year of 2026 including existing site traffic and taking account of committed development. The 'Do something' scenario is also for 2026 with committed development but replaces the existing site traffic with the forecast development traffic.
- 6.5. The proposed development will result in a significant net reduction in peak hour traffic when compared to the existing retail park.
- 6.6. The proposed development will remove the existing access onto Cricklewood Lane for the benefit of pedestrians, cyclists and public transport passengers. As a result, all development traffic will use Depot Approach.
- 6.7. The development will result in a reduction in traffic using the Depot Approach / Cricklewood Broadway junction during the morning and evening peak hours. The net reduction comprises a small reduction in some turning movements and a negligible increase in some turning movements. The net change is negligible and will not have a material effect on the operational capacity of the junction.
- 6.8. The development will also result in a reduction in traffic using the Cricklewood Broadway / Cricklewood Lane junction during the morning and evening peak hours. Again, the net reduction comprises a small reduction in some turning movements and a negligible increase in some turning movements. The net change is negligible and will not have a material effect on the operational capacity of the junction.
- 6.9. The proposed development has been designed from the outset to encourage walking and cycling and to enable public transport journeys rather than single-occupancy car journeys. This is entirely in line with the Mayor's Transport Strategy and the London Plan 2021. A key factor of this strategy is a high level of parking restraint, coupled with a suite of measures and improvements to encourage sustainable travel behaviour from the outset. As a result, the proposed development will result in a reduction in vehicular traffic in Cricklewood and an overall improvement in local highway conditions.
- 6.10. This assessment demonstrates that the redevelopment of the Broadway Retail Park for a residential-led mixed-use development will have an overall beneficial effect on highway capacity and safety and will have no material adverse effects on any individual junction.



Appendix A

Residential uses, TRICS data

Calculation Reference: AUDIT-337901-210525-0504

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
 BT BRENT 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: 233 to 472 (units:)
 Range Selected by User: 204 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: 01/01/09 to 14/11/19

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

Selected survey days:

Wednesday 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:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Development Zone 1

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.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

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.*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:

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1 BT-03-C-02 BLOCKS OF FLATS BRENT
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone

Total No of Dwellings: 472

Survey date: WEDNESDAY

30/11/16

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 | 1 | 472 | 0.002 | 1 | 472 | 0.011 | 1 | 472 | 0.013 |
| 08:00 - 09:00 | 1 | 472 | 0.011 | 1 | 472 | 0.019 | 1 | 472 | 0.030 |
| 09:00 - 10:00 | 1 | 472 | 0.008 | 1 | 472 | 0.011 | 1 | 472 | 0.019 |
| 10:00 - 11:00 | 1 | 472 | 0.013 | 1 | 472 | 0.015 | 1 | 472 | 0.028 |
| 11:00 - 12:00 | 1 | 472 | 0.006 | 1 | 472 | 0.004 | 1 | 472 | 0.010 |
| 12:00 - 13:00 | 1 | 472 | 0.002 | 1 | 472 | 0.008 | 1 | 472 | 0.010 |
| 13:00 - 14:00 | 1 | 472 | 0.015 | 1 | 472 | 0.015 | 1 | 472 | 0.030 |
| 14:00 - 15:00 | 1 | 472 | 0.015 | 1 | 472 | 0.008 | 1 | 472 | 0.023 |
| 15:00 - 16:00 | 1 | 472 | 0.002 | 1 | 472 | 0.004 | 1 | 472 | 0.006 |
| 16:00 - 17:00 | 1 | 472 | 0.011 | 1 | 472 | 0.013 | 1 | 472 | 0.024 |
| 17:00 - 18:00 | 1 | 472 | 0.030 | 1 | 472 | 0.013 | 1 | 472 | 0.043 |
| 18:00 - 19:00 | 1 | 472 | 0.013 | 1 | 472 | 0.002 | 1 | 472 | 0.015 |
| 19:00 - 20:00 | 1 | 472 | 0.002 | 1 | 472 | 0.008 | 1 | 472 | 0.010 |
| 20:00 - 21:00 | 1 | 472 | 0.006 | 1 | 472 | 0.013 | 1 | 472 | 0.019 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.136 | | | 0.144 | | | 0.280 |

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: | 233 - 472 (units:) |
| Survey date range: | 01/01/09 - 14/11/19 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 3 |
| Surveys manually removed from selection: | 0 |

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

Calculation Reference: AUDIT-337901-210525-0502

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
 HG HARINGEY 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: 233 to 472 (units:)
 Range Selected by User: 204 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: 01/01/09 to 14/11/19

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

Selected survey days:

Tuesday 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:

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 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.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

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.*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:

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1 HG-03-C-01 BLOCKS OF FLATS HARINGEY
BREAM CLOSE
TOTTENHAM HALE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone

Total No of Dwellings: 255

Survey date: TUESDAY

18/06/19

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.

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 | 1 | 255 | 0.004 | 1 | 255 | 0.090 | 1 | 255 | 0.094 |
| 08:00 - 09:00 | 1 | 255 | 0.016 | 1 | 255 | 0.114 | 1 | 255 | 0.130 |
| 09:00 - 10:00 | 1 | 255 | 0.035 | 1 | 255 | 0.047 | 1 | 255 | 0.082 |
| 10:00 - 11:00 | 1 | 255 | 0.051 | 1 | 255 | 0.047 | 1 | 255 | 0.098 |
| 11:00 - 12:00 | 1 | 255 | 0.067 | 1 | 255 | 0.075 | 1 | 255 | 0.142 |
| 12:00 - 13:00 | 1 | 255 | 0.059 | 1 | 255 | 0.059 | 1 | 255 | 0.118 |
| 13:00 - 14:00 | 1 | 255 | 0.035 | 1 | 255 | 0.031 | 1 | 255 | 0.066 |
| 14:00 - 15:00 | 1 | 255 | 0.047 | 1 | 255 | 0.027 | 1 | 255 | 0.074 |
| 15:00 - 16:00 | 1 | 255 | 0.051 | 1 | 255 | 0.059 | 1 | 255 | 0.110 |
| 16:00 - 17:00 | 1 | 255 | 0.063 | 1 | 255 | 0.051 | 1 | 255 | 0.114 |
| 17:00 - 18:00 | 1 | 255 | 0.067 | 1 | 255 | 0.027 | 1 | 255 | 0.094 |
| 18:00 - 19:00 | 1 | 255 | 0.071 | 1 | 255 | 0.035 | 1 | 255 | 0.106 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.566 | | | 0.662 | | | 1.228 |

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: | 233 - 472 (units:) |
| Survey date range: | 01/01/09 - 14/11/19 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 3 |
| Surveys manually removed from selection: | 0 |

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

Calculation Reference: AUDIT-337901-210525-0503

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
 KN KENSINGTON AND CHELSEA 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: 233 to 472 (units:)
 Range Selected by User: 204 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: 01/01/09 to 14/11/19

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

Selected survey days:

Tuesday 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:

Residential 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.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More 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:

6a Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1 KN-03-C-02 BLOCK OF FLATS KENSINGTON AND CHELSEA
BECKFORD CLOSE
SOUTH KENSINGTON

Edge of Town Centre

Residential Zone

Total No of Dwellings: 294

Survey date: TUESDAY

15/06/10

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 | 1 | 294 | 0.020 | 1 | 294 | 0.058 | 1 | 294 | 0.078 |
| 08:00 - 09:00 | 1 | 294 | 0.065 | 1 | 294 | 0.167 | 1 | 294 | 0.232 |
| 09:00 - 10:00 | 1 | 294 | 0.075 | 1 | 294 | 0.078 | 1 | 294 | 0.153 |
| 10:00 - 11:00 | 1 | 294 | 0.037 | 1 | 294 | 0.058 | 1 | 294 | 0.095 |
| 11:00 - 12:00 | 1 | 294 | 0.065 | 1 | 294 | 0.048 | 1 | 294 | 0.113 |
| 12:00 - 13:00 | 1 | 294 | 0.048 | 1 | 294 | 0.061 | 1 | 294 | 0.109 |
| 13:00 - 14:00 | 1 | 294 | 0.041 | 1 | 294 | 0.044 | 1 | 294 | 0.085 |
| 14:00 - 15:00 | 1 | 294 | 0.037 | 1 | 294 | 0.051 | 1 | 294 | 0.088 |
| 15:00 - 16:00 | 1 | 294 | 0.051 | 1 | 294 | 0.058 | 1 | 294 | 0.109 |
| 16:00 - 17:00 | 1 | 294 | 0.051 | 1 | 294 | 0.037 | 1 | 294 | 0.088 |
| 17:00 - 18:00 | 1 | 294 | 0.078 | 1 | 294 | 0.054 | 1 | 294 | 0.132 |
| 18:00 - 19:00 | 1 | 294 | 0.088 | 1 | 294 | 0.085 | 1 | 294 | 0.173 |
| 19:00 - 20:00 | 1 | 294 | 0.071 | 1 | 294 | 0.058 | 1 | 294 | 0.129 |
| 20:00 - 21:00 | 1 | 294 | 0.054 | 1 | 294 | 0.034 | 1 | 294 | 0.088 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.781 | | | 0.891 | | | 1.672 |

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: | 233 - 472 (units:) |
| Survey date range: | 01/01/09 - 14/11/19 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 3 |
| Surveys manually removed from selection: | 0 |

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 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

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: 247 to 250 (units:)
 Range Selected by User: 100 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 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:

Thursday 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:

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 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.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

100,001 or More 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More 1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*Car ownership within 5 miles:

0.5 or Less 1 days

*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:

5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|--|-----------------|---------------------|
| 1 | IS-03-D-02 | BLOCKS OF FLATS | ISLINGTON |
| | COPENHAGEN STREET | | |
| | ISLINGTON | | |
| | BARNARD PARK | | |
| | Neighbourhood Centre (PPS6 Local Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 250 | |
| | Survey date: THURSDAY | 28/11/13 | 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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 | 1 | 250 | 0.016 | 1 | 250 | 0.016 | 1 | 250 | 0.032 |
| 08:00 - 09:00 | 1 | 250 | 0.032 | 1 | 250 | 0.080 | 1 | 250 | 0.112 |
| 09:00 - 10:00 | 1 | 250 | 0.028 | 1 | 250 | 0.032 | 1 | 250 | 0.060 |
| 10:00 - 11:00 | 1 | 250 | 0.020 | 1 | 250 | 0.020 | 1 | 250 | 0.040 |
| 11:00 - 12:00 | 1 | 250 | 0.020 | 1 | 250 | 0.044 | 1 | 250 | 0.064 |
| 12:00 - 13:00 | 1 | 250 | 0.024 | 1 | 250 | 0.020 | 1 | 250 | 0.044 |
| 13:00 - 14:00 | 1 | 250 | 0.024 | 1 | 250 | 0.024 | 1 | 250 | 0.048 |
| 14:00 - 15:00 | 1 | 250 | 0.012 | 1 | 250 | 0.012 | 1 | 250 | 0.024 |
| 15:00 - 16:00 | 1 | 250 | 0.036 | 1 | 250 | 0.016 | 1 | 250 | 0.052 |
| 16:00 - 17:00 | 1 | 250 | 0.044 | 1 | 250 | 0.040 | 1 | 250 | 0.084 |
| 17:00 - 18:00 | 1 | 250 | 0.040 | 1 | 250 | 0.040 | 1 | 250 | 0.080 |
| 18:00 - 19:00 | 1 | 250 | 0.036 | 1 | 250 | 0.032 | 1 | 250 | 0.068 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.332 | | | 0.376 | | | 0.708 |

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: | 247 - 250 (units:) |
| Survey date range: | 01/01/13 - 27/06/16 |
| Number of weekdays (Monday-Friday): | 2 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 1 |
| Surveys manually removed from selection: | 0 |

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

Calculation Reference: AUDIT-337901-210525-0550

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
 HG HARINGEY 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: 90 to 250 (units:)
 Range Selected by User: 50 to 339 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 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:

Friday 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:

Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:

Residential 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.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000 1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*Population within 5 miles:

500,001 or More 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:

4 Good 1 days

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

LIST OF SITES relevant to selection parameters

| | | | |
|---|------------------------------------|-----------------|---------------------|
| 1 | HG-03-D-03 | BLOCKS OF FLATS | HARINGEY |
| | COMMERCE ROAD | | |
| | WOOD GREEN | | |
| | WOODSIDE PARK | | |
| | Suburban Area (PPS6 Out of Centre) | | |
| | Residential Zone | | |
| | Total No of Dwellings: | 90 | |
| | Survey date: FRIDAY | 26/09/14 | 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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 | 1 | 90 | 0.067 | 1 | 90 | 0.056 | 1 | 90 | 0.123 |
| 08:00 - 09:00 | 1 | 90 | 0.011 | 1 | 90 | 0.122 | 1 | 90 | 0.133 |
| 09:00 - 10:00 | 1 | 90 | 0.011 | 1 | 90 | 0.067 | 1 | 90 | 0.078 |
| 10:00 - 11:00 | 1 | 90 | 0.044 | 1 | 90 | 0.033 | 1 | 90 | 0.077 |
| 11:00 - 12:00 | 1 | 90 | 0.033 | 1 | 90 | 0.044 | 1 | 90 | 0.077 |
| 12:00 - 13:00 | 1 | 90 | 0.044 | 1 | 90 | 0.056 | 1 | 90 | 0.100 |
| 13:00 - 14:00 | 1 | 90 | 0.044 | 1 | 90 | 0.022 | 1 | 90 | 0.066 |
| 14:00 - 15:00 | 1 | 90 | 0.033 | 1 | 90 | 0.011 | 1 | 90 | 0.044 |
| 15:00 - 16:00 | 1 | 90 | 0.067 | 1 | 90 | 0.033 | 1 | 90 | 0.100 |
| 16:00 - 17:00 | 1 | 90 | 0.056 | 1 | 90 | 0.033 | 1 | 90 | 0.089 |
| 17:00 - 18:00 | 1 | 90 | 0.044 | 1 | 90 | 0.011 | 1 | 90 | 0.055 |
| 18:00 - 19:00 | 1 | 90 | 0.056 | 1 | 90 | 0.056 | 1 | 90 | 0.112 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.510 | | | 0.544 | | | 1.054 |

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: | 90 - 250 (units:) |
| Survey date range: | 01/01/13 - 27/06/16 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 2 |
| Surveys manually removed from selection: | 0 |

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



Appendix B

Trips per parking spaces calculations

Appx. B Table 1 - Brent (Private) trips per parking space

Spaces per dwelling 32%
 472 Parking spaces 151

| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | 0.011 | 0.019 | 0.03 | 5 | 9 | 14 | 0.034 | 0.059 | 0.094 |
| PM | 0.03 | 0.013 | 0.043 | 14 | 6 | 20 | 0.094 | 0.041 | 0.134 |
| Daily | 0.136 | 0.144 | 0.28 | 64 | 68 | 132 | 0.425 | 0.450 | 0.875 |

Appx. B Table 2 - Haringey (Private) trips per parking space

Spaces per dwelling 43%
 255 Parking spaces 110

| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | 0.016 | 0.114 | 0.13 | 4 | 29 | 33 | 0.037 | 0.264 | 0.301 |
| PM | 0.067 | 0.027 | 0.094 | 17 | 7 | 24 | 0.155 | 0.063 | 0.218 |
| Daily | 0.566 | 0.662 | 1.228 | 144 | 169 | 313 | 1.312 | 1.535 | 2.847 |

Appx. B Table 3 - Kensington & Chelsea (Private) trips per parking space

Spaces per dwelling 99%
 294 Parking spaces 290

| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | 0.065 | 0.167 | 0.232 | 19 | 49 | 68 | 0.066 | 0.169 | 0.235 |
| PM | 0.078 | 0.054 | 0.132 | 23 | 16 | 39 | 0.079 | 0.055 | 0.134 |
| Daily | 0.781 | 0.891 | 1.672 | 230 | 262 | 492 | 0.792 | 0.903 | 1.695 |

Appx. B Table 4 - Average (Private) trips per parking space

| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | | | | | | | 0.046 | 0.164 | 0.210 |
| PM | | | | | | | 0.109 | 0.053 | 0.162 |
| Daily | | | | | | | 0.843 | 0.963 | 1.806 |

Appx. B Table 5 - Islington (Affordable) trips per parking space

| | Dwellings | | | | | | Spaces per dwelling | | 29% |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | | | | | | | 250 Parking spaces | | 72 |
| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | 0.032 | 0.08 | 0.112 | 8 | 20 | 28 | 0.111 | 0.278 | 0.389 |
| PM | 0.04 | 0.04 | 0.08 | 10 | 10 | 20 | 0.139 | 0.139 | 0.278 |
| Daily | 0.332 | 0.376 | 0.708 | 83 | 94 | 177 | 1.153 | 1.306 | 2.458 |

Appx. B Table 6 - Haringey (Affordable) trips per parking space

| | Dwellings | | | | | | Spaces per dwelling | | 81% |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | | | | | | | 90 Parking spaces | | 73 |
| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | 0.011 | 0.122 | 0.133 | 1 | 11 | 12 | 0.014 | 0.150 | 0.164 |
| PM | 0.044 | 0.011 | 0.055 | 4 | 1 | 5 | 0.054 | 0.014 | 0.068 |
| Daily | 0.51 | 0.544 | 1.054 | 46 | 49 | 95 | 0.629 | 0.671 | 1.299 |

Appx. B Table 7 - Average (Affordable) trips per parking space

| | Dwelling trip rates | | | Generated trips | | | Parking space trip rates | | |
|-------|---------------------|-----------|-------|-----------------|-----------|-------|--------------------------|-----------|-------|
| | Arrivals | Departure | Total | Arrivals | Departure | Total | Arrivals | Departure | Total |
| AM | | | | | | | 0.062 | 0.214 | 0.276 |
| PM | | | | | | | 0.097 | 0.076 | 0.173 |
| Daily | | | | | | | 0.891 | 0.988 | 1.879 |



Appendix C

Origin and destination tables

Cricklewood Lane
Do Nothing OD tables

0800-0900

Junction 3

| | A | B | C | D |
|---|----|----|----|----|
| A | | 17 | | |
| B | 13 | | 12 | 11 |
| C | | 2 | | |
| D | | 15 | | |

1700-1800

Junction 3

| | A | B | C | D |
|---|----|----|----|----|
| A | | 12 | | |
| B | 51 | | 27 | 20 |
| C | | 4 | | |
| D | | 6 | | |

A = A5 NW
B = Depot approach
C = A5 SW
D = Ashford Road

Junction 4

| | A | B | C | D |
|---|---|----|----|---|
| A | | | 10 | 2 |
| B | | | | |
| C | | 9 | | |
| D | 2 | 16 | | |

Junction 4

| | A | B | C | D |
|---|---|----|----|---|
| A | | | 25 | 3 |
| B | | | | |
| C | | 3 | | |
| D | 4 | 15 | | |

A = A5 NW
B = Cricklewood Lane
C = A5 SW
D = Chichele Road

Do Something OD tables

0800-0900

Junction 3

| | A | B | C | D |
|---|----|---|----|---|
| A | | 4 | | |
| B | 10 | | 20 | 0 |
| C | | 7 | | |
| D | | 0 | | |

1700-1800

Junction 3

| | A | B | C | D |
|---|---|----|----|---|
| A | | 9 | | |
| B | 5 | | 10 | 0 |
| C | | 17 | | |
| D | | 0 | | |

A = A5 NW
B = Depot approach
C = A5 SW
D = Ashford Road

Junction 4

| | A | B | C | D |
|---|---|---|---|---|
| A | | 6 | 9 | 5 |
| B | 2 | | | |
| C | 3 | | | |
| D | 2 | | | |

Junction 4

| | A | B | C | D |
|---|---|---|---|---|
| A | | 3 | 5 | 2 |
| B | 5 | | | |
| C | 8 | | | |
| D | 4 | | | |

A = A5 NW
B = Cricklewood Lane
C = A5 SW
D = Chichele Road

Do something - Do Nothing comparison OD tables

0800-0900

Junction 3

| | A | B | C | D |
|---|----|-----|---|-----|
| A | | -13 | 0 | 0 |
| B | -2 | | 8 | -11 |
| C | | 5 | | |
| D | | -15 | | |

-30

1700-1800

Junction 3

| | A | B | C | D |
|---|-----|----|-----|-----|
| A | | -3 | 0 | 0 |
| B | -46 | | -17 | -20 |
| C | 0 | 13 | | 0 |
| D | 0 | -6 | 0 | |

-79

A = A5 NW
 B = Depot approach
 C = A5 SW
 D = Ashford Road

Junction 4

| | A | B | C | D |
|---|---|-----|----|---|
| A | | 6 | -1 | 2 |
| B | 2 | | 0 | 0 |
| C | 3 | -9 | | 0 |
| D | 0 | -16 | 0 | |

-12

Junction 4

| | A | B | C | D |
|---|---|-----|-----|---|
| A | | 3 | -20 | 0 |
| B | 5 | | 0 | 0 |
| C | 8 | -3 | | 0 |
| D | 0 | -15 | 0 | |

-22

A = A5 NW
 B = Cricklewood Lane
 C = A5 SW
 D = Chichele Road



Appendix D

Link flow diagrams



SITE

J1

10 1

4 34

2 36

Depot Approach

-1
899
0

21 22 23

J3

33 39 29

4
700
22

A5 Cricklewood Broadway

45 196 14

181
609
142

Cricklewood Lane

44 530

J2

25 458

2

123 362 46

J4

104
587
2

A407

Cricklewood Lane
2026 Baseline +
Committed Development + Site
0800-0900





SITE

J1

2 5

2 22

0 82

Depot Approach

-12
773
0

57 23 11

J3

32 15 21

11
849
34

A5 Cricklewood Broadway

115 333 12

157
577
63

122 206 71

Cricklewood Lane

31 380

J2

36

18 540

J4

60
684
17

A407

Cricklewood Lane
2026 Baseline +
Committed Development + Site
1700 - 1800





SITE

J1

10 0

4 0

0 0

Depot Approach

-15

899

0

18

10

30

9

700

22

A5 Cricklewood Broadway

0

0

464

187

608

145

45

180

14

0

532

Cricklewood Lane

125

362

46

96

590

2

J3

33

23

29

J4

A407

Cricklewood Lane
2026 Baseline +
Committed Development + Dev
0800-0900





SITE

J1

2 0

2 0

0 0

Depot Approach

-15

773

0

11

3

-6

J3

32

9

21

24

849

34

A5 Cricklewood Broadway

160

557

63

115

318

12

Cricklewood Lane

0

385

J2

0

543

127

206

71

J4

57

692

17

A407

Cricklewood Lane
2026 Baseline +
Committed Development + Dev
1700 - 1800





SITE

J1

0 -1

0 -34

-2 -36

Depot Approach

-13
0
0

-2 -11 8

J3

0 -15 0

5
0
0

A5 Cricklewood Broadway

6
-1
2

0 -16 0

Cricklewood Lane

-44 2

J2

-25 6

2 0 0

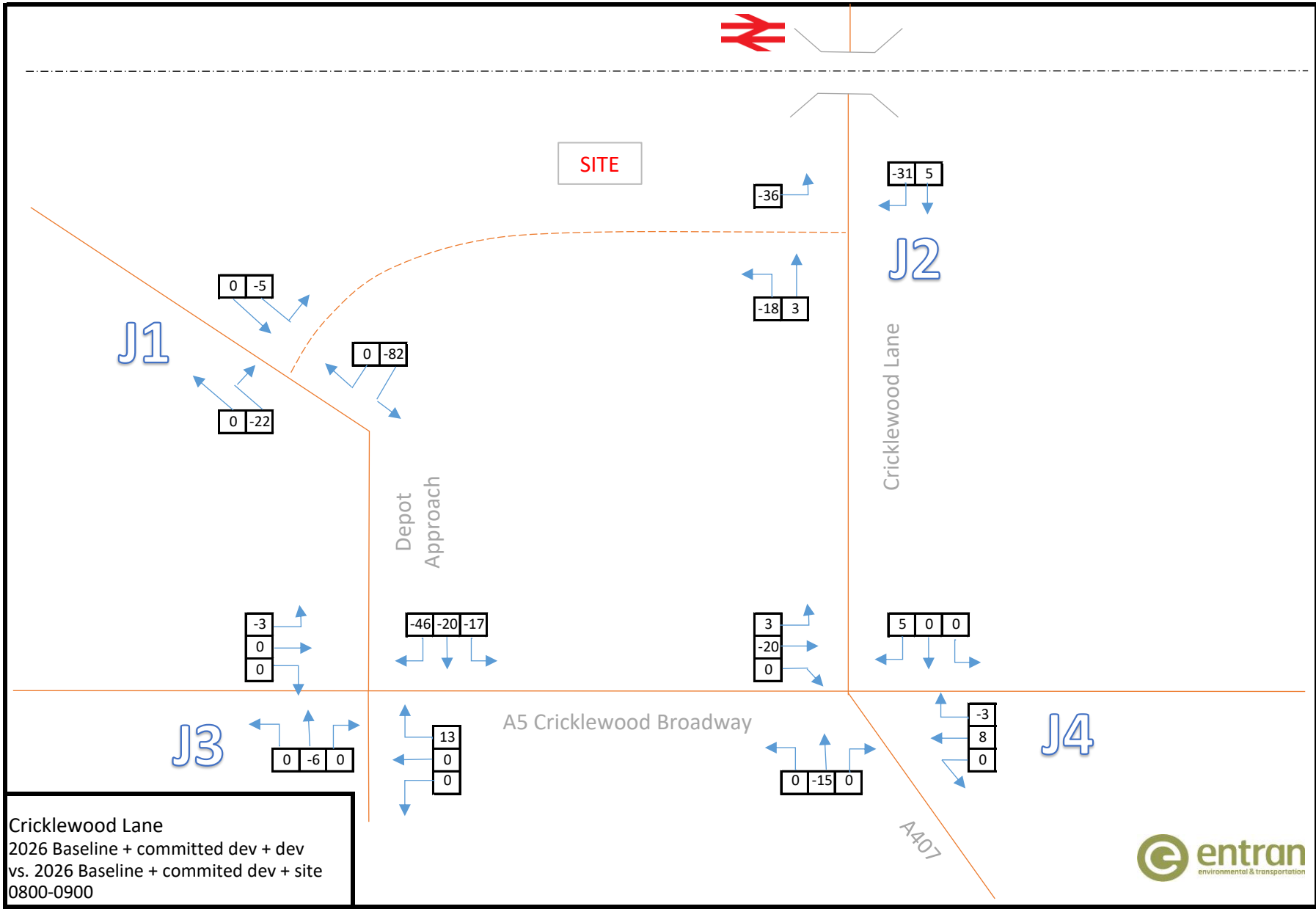
J4

-9
3
0

A407

Cricklewood Lane
2026 Baseline + committed dev + dev
vs. 2026 Baseline + committed dev + site
0800-0900





SITE

-36

-31 5

J1

0 -5

-18 3

J2

0 -82

0 -22

Depot Approach

Cricklewood Lane

-3
0
0

-46 -20 -17

3
-20
0

5 0 0

J3

0 -6 0

13
0
0

A5 Cricklewood Broadway

0 -15 0

J4

-3
8
0

A407

