Transport Statement

September 2021

EAS

Sidcup Library

Hadlow Road,
Bexley London Borough

BexleyCo Homes

Document History

JOB NUMBER: 3267/2021
DOCUMENT REF: Transport Statement
REVISIONS: A – Client Draft

Revision	Comments	By	Checked	Authorised	Date
A	Client Draft	ET	MJ	SA	15/10/2021

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

EAS

Contents

1 Introduction 2

2 Policy Context 3

Introduction 3
National Planning Policy Framework (NPPF) (2021) 3
The London Plan 2021 5
London Borough of Bexley Core Strategy (Adopted 2012) 6

3 Existing Site Assessment 9

Existing Site Function 9
Site Location and Local Facilities 9
Public Transport 10
Bus 10
Rail 11
The Local Road Network 11
Local Car Ownership 12
Parking Survey 12

4 The Proposed Development 14

The Development Proposals 14
Pedestrian Facilities 14
Cycle Facilities 14
Vehicle Access 14
Car Parking 15
Servicing 16

5 Development Impact 17

Existing Trip Generation 17
Proposed Trip Generation 17
Summary 18

6 Summary and Conclusions 19

Summary 19
Conclusion 20

7 Appendices 21

Appendix: A - Location and Facilities Plan
Appendix: B - Masterplan
Appendix: C – Walking and Cycling Isochrones
Appendix: D - PTAL Report
Appendix: E – Census Data Car Ownership
Appendix: F – Parking Survey Data
Appendix: G – Access Arrangement and Visibility Splays
Appendix: H – TRICS Assessments

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

1 Introduction

1.1 This Transport Statement has been prepared in support of an application by BexleyCo Homes for the redevelopment of Sidcup Library, Hadlow Road, Sidcup, DA14 4AQ, in the London Borough of Bexley. A location plan is included as **Appendix A.**

1.2 The proposals are for the redevelopment of the former library including the demolition of the existing structure and providing a new building containing 32 residential apartments comprising of 13 x one-bedroom (one of which will be wheelchair accessible), 13 x two-bedroom (two of which will be wheelchair accessible) and 6 x three-bedroom, 35% of which will be allocated as affordable housing. A site layout plan of the development proposal is included in **Appendix B**.

1.3 A Residential Travel Plan and a Construction Logistics Plan has also been prepared to support the proposal as a standalone documents.

1.4 The scope of this Transport Statement is in line with Transport for London (TfL) Best Practice Guidance.

1.5 This document includes:

Section 2 describes relevant transport policy;

Section 3 describes the local area including the existing facilities and transport network;

Section 4 describes the proposals including access, parking and servicing;

Section 5 describes the site sustainability and impact upon the local network; and

Section 6 provides a summary and conclusions.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

2 Policy Context

Introduction

2.1 This section sets out the policy context. Development and growth are encouraged at National, London and local level. How this is made sustainable in the longer term is by encouraging walking, cycling and public transport use.

National Planning Policy Framework (NPPF) (2021)

2.1 The revised National Planning Policy Framework was published in 2021 and sets out the government's planning policies for England and how these are expected to be applied.

2.2 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.3 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.4 In respect of that, Paragraph 10 of the NPPF states:

> *So that sustainable development is pursued in a positive way, at the heart of the Framework is a* ***presumption in favour of sustainable development*** *(original emphasis).*

2.5 Section 9 of the NPPF on Promoting Sustainable Transport states, in paragraphs 104 and 105:

> *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> - *the potential impacts of development on transport networks can be addressed;*
> - *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
> - *opportunities to promote walking, cycling and public transport use are identified and pursued;*
> - *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
> - *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*
>
> *The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.6 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

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

2.7 Paragraph 108 adds that:

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

2.8 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *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.*

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

2.9 Within that context, paragraphs 112 and 113 state that applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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.

The London Plan 2021

2.10 The London Plan was formally published on the 2nd of March 2021 by the Mayor of London. This document is now the main material consideration in planning decisions within Greater London. This document is defined as:

"The new London Plan marks a break with previous London Plans, it represents a step-change in our approach and serves as a blueprint for the future development and sustainable, inclusive growth of our city.

The new London Plan encourages developments with greater public transport accessibility, lower parking provisions and higher housing density."

2.11 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

2.12 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

2) "…reduce the dominance of vehicles on London's streets whether stationary or moving; and

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.13 Policy T4 states that:

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

B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. … Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Delivery and Servicing Plans will be required having regard to Transport for London guidance.

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

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

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

F) Development proposals should not increase road danger."

2.14 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum provision for residential developments as:

- One-bed one-person units – one long-term space/unit;
- One-bed two-person units – 1.5 long-term spaces/unit;
- Two-bed units and larger dwellings – 2 long-term spaces/unit;
- Developments of between 5 and 40 dwellings – 2 short-term spaces; and
- Thereafter: 1 space per 40 dwellings.

2.15 Policy T6 states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

2.16 Table 10.3 identifies the maximum residential parking standards which for Outer London areas with a PTAL of 3 is a maximum of 0.75 spaces for 1-2 bed dwellings and 1 space for dwelling with 3 or more bedrooms.

2.17 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing.

2.18 Boroughs should not seek to adopt more generous standards borough-wide.

London Borough of Bexley Core Strategy (Adopted 2012)

2.19 The local parking provisions are set out in accordance with the Bexley Local Plan within its Core Strategy which was adopted in 2012.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

2.20 Section 4.7 sets out the following transport related strategies.

2.21 Policy CS15 – Achieving and integrated and sustainable transport system.

2.22 *The council will work to achieve a comprehensive, high quality, safe, integrated and sustainable transport system which makes the most of existing and proposed transport infrastructure within the borough and seeks to ensure a much improved and expanded role for public transport through the following actions:*

a) Increasing the capacity, frequency, accessibility and safety of established bus and rail facilities;

b) Working in partnership with Crossrail Limited and TfL to secure Crossrail to Abbey Wood and its potential extension to Gravesend and Hoo Junction, including the protection of the land required for the scheme in accordance with the Safeguarding Directions, and the managing of development to preserve and enhance the viability of the scheme;

c) Supporting the improvement of interchange facilities at Abbey Wood as part of the Crossrail project and within the borough's major Town Centres through area based schemes and other initiatives;

d) Promoting improvements to north-south transport provision, including facilitating junction improvements, clearer signing, and enhanced bus services and facilities. In particular, improved connections will be sought between Thamesmead and Abbey Wood and population and employment centres to the south and south east, along the routes indicatively shown on the vision diagram (Map 2.1),;

e) Protecting significant green corridors, and seeking opportunities to increase connectivity between the network of green spaces and habitats;

f) Initiating or supporting the future development of major new transport infrastructure proposals within or affecting Bexley, including the North Bexley Transit, DLR, river passenger services and crossings, and London Underground extensions into Bexley so as to explore, by continued negotiations with TfL, a firm basis for the further progression of these emerging schemes;

g) Adopting a parking policy that addresses the need for appropriate controls to secure a sustainable environment within the borough, whilst recognising the need to help viable development in Town Centres and major employment areas;

h) Improving the efficiency and promoting the sustainability of freight movement in the borough, the protection of viable safeguarded wharves on the River Thames, and ensuring the construction and preservation of rail freight interchange facilities and new wharves where these does not prejudice other objectives of the Core Strategy;

i) Encouraging walking and cycling within the borough through implementation of local and strategic walking and cycling programmes, school travel plans, local safety schemes and the provision of facilities within development proposals and environmental improvement schemes;

j) Developing priority road schemes, where they assist regeneration and / or reduce congestions, whilst generally promoting modal shift aware from the use of the car; and

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

k) *Effectively maintaining and managing the existing highway network to ensure the free flow of traffic, improve the environment, in particular air quality, and promote safety, health and wellbeing.*

2.23 Policy CS16 – Reducing the need to travel and the impact of travel:

The Council will seek to minimise the need for and distances people travel, thereby reducing the time, cost and environmental effects of transportation and improving accessibility and quality of life for Bexley residents by:

a) *Ensuring developments are equipped to benefit from new technology, which helps generate more sustainable travel patterns;*

b) *Promoting the provision of live/work accommodation in appropriate developments; and*

c) *Promoting travel awareness campaigns, workplace travel plans, area-based travel plans and car clubs.*

2.24 The Core Strategy recognises the London Plan set parking standards and replaces its local policies with the London Plan set standards.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

3 Existing Site Assessment

Existing Site Function

3.1 Sidcup Library is a 3-storey building which fronts Hadlow Road which is landscaped for pedestrian priority. Vehicular access to the site can be gained via St Johns Road, where an short private access route leads to rear parking area with 12 spaces. The building currently is being used a library, which shortly will be moving to new location. The main pedestrian access is located along Hadlow Road frontage.

3.2 St Johns Road frontage provides only staff and car park access, although there is a footway connection to the rear car park with the building frontage. At the back of the site, across the parking from the building, there is a small structure housing a local electrical substation.

3.3 Hadlow Road is a one-way road with circa 2.0metre footways on either side of the carriageway and a speed limit of 30mph. There is on-street parking available but is within a controlled parking zone Monday to Saturday 09:00 – 17:30, 4 hours parking, with no return within 1 hour, and areas of residential permit holders only. Residential properties are located on either side of Hadlow Road.

3.4 At the southern part of the Hadlow Road at the site frontage, the road changes to provide wide pedestrian priority environment with benches, cycle stands and landscaping. This area stretches from the library entrance to Sidcup High Street.

3.5 The first 63.0metres of St Johns Road is a two-way street due to the commercial property accesses located along this section. Approximately 10 metres south of the vehicular access to the library, St Johns Road turns into a one-way residential street with circa 2.0metre wide footways on either side of the carriageway, residential frontages and on-street parking which is within a controlled parking zone for resident permit holders only Monday to Saturday 09:00 – 17:30.

3.6 Adjacent to the site, on the plot between the library building and St Johns Road, just south of the vehicular access, there is a small plot of land which includes a small public toilet unit accessible form the public footway. This does not form part of the application site and is being maintained as existing.

3.7 It has to be also acknowledged that the Travel Lodge, located to the south of the site at the High Street frontage had an agreement with London Borough of Bexley, which allowed guest overnight parking at the library site. It is understood that this agreement has expired a number of year ago and the library car park is no longer in use by Travel Lodge nor anyone else.

Site Location and Local Facilities

3.8 The site is located within Sidcup Town Centre which has a vast number of local amenities and employment opportunities for future residents to access without the need to travel by a private motor vehicle. Therefore the site can be considered highly accessible by active modes of travel.

3.9 **Appendix A** contains a location plan showing the site's location within Sidcup and also shows some of the local services and facilities available to residents such as:

- Local Supermarkets;

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- Leisure Centres;
- Banks;
- Pharmacies;
- Doctors;
- Dentists; and
- A wide range of shops and businesses.

3.10 There are also a multiple schools located within walking distance of the proposed development. These are highlighted on the facilities and services plan contained in **Appendix A**.

3.11 The entire local centre of Sidcup can be accessed within 5-minutes walking of the site. The 15 minute walking distance covers Queen Marys Hospital, Sidcup Rail station and an even larger number of local amenities. Walking and cycling Isochrones have been illustrated in **Appendix C.**

Public Transport

3.12 The Public Transport Accessibility Level Index is used to derive accessibility maps for London. Details of the methodology can be found in the Transport for London Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *"Public Transport Accessibility Levels (PTALS) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London."*

3.13 A full PTAL assessment for the site undertaken using the TfL web-PTAL tool is included in **Appendix D**. The Public Transport Accessibility Index is 13.34 which means that the site is classed as a PTAL of 3 or "moderate".

3.14 However, it needs to be highlighted that the forecasted 2021 PTAL for the High Street, just west of Hadlow Road predicts a good level (PTAL 4) of accessibility with this rising to very good (PTAL 5) at the junction of Station Road and High Street.

3.15 It should be noted that the PTAL level is representative of site connectivity to Central London and other areas via public transport, however it is not representative of site accessibility by active travel modes.

Bus

3.16 The nearest bus stop is located near the site frontage along Hadlow Road. It is served by the B14 school service. The second closest set of bus stops are located approximately 260metres from the site along High Street, near the junction of Station Road. These bus stops are served by the following bus services:

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- Route 51, provides access to Woolwich High Street, Woolwich Arsenal Station, Welling Station, Sidcup Station, Nugent Retail Park and Orpington Station with various stops along the way. The service operates Monday to Friday with 6 – 12 buses per hour between 04:47 - 01:23, on Saturdays with 4-5 buses per hour between 04:47 - 01:23, and on Sundays 8 - 9 buses per hour between 04:47 - 01:23.
- Route 233, provides access to Eltham Bus Station, Sidcup Station, Five Arches Business Estate, and Beechenlea Lane with various stops along the way. The service operates Monday to Friday with 2-4 buses per hour between 06:20 – 00:47, on Saturdays 2-4 buses per hour between 06:15 – 00:48, and on Sundays 2 buses per hour between 07:40 – 00:47.
- Route 321, provides access to Foots Cray Tesco, Lewisham Station, Lewisham College, New Cross Gate Station and New cross Saisburys with various stops along the way. The service operates Monday to Friday with 2-8 buses per hour between 00:00 – 00:00, on Saturdays 2 – 6 buses per hour between 00:00 – 00:00, and on Sundays 2 – 6 buses per hour between 00:00 – 00:00.
- Route 492 provides access to Sidcup Station, Five Arches Business Estate, Bexley library, Crayford Station, Dartford Station, Livingston Hospital, The Bull and Bluewater Shopping Centre, with various stops along the way. The service operates Monday to Friday with 1 – 2 buses per hour between 06:28 – 00:19, on Saturdays 1 – 3 buses per hour between 06:30 – 00:19, and on Sundays 1 – 2 buses per hour between 08:43 – 00:19.
- Route R11 provides access to Sidcup Queen Mary's Hospital, Foots Cray High Street, St Mary Cray Station, Orpington Hospital, and High Street Worlds End Lane with various stops along the way. The service operates Monday to Friday with 3 - 6 buses per hour between 05:41 – 00:21, on Saturdays 3 – 7 buses per hour between 05:41 – 00:21, and on Sundays 2 – 3 buses per hour between 06:16 – 00:21.

3.17 To summarise, the site has an access for up to 32 buses an hour within 260metres (3 minute walk away) of the site.

Rail

3.18 The site is located 1.1km (14 minute walk) south of Sidcup Station, which provides frequent connections to London Cannon Street, via Lewisham, Woolwich Arsenal, Gravesend and Charing Cross. The Station is operated by South Eastern Rail, and provides approximately 13 trains per hour.

3.19 The station itself has shops and a seated waiting area. There is a sheltered cycle storage for up to 32 bicycles also available on the station. A taxi rank is present outside of the station as well as bus stops providing sustainable travel solutions to enable residents to travel without the use of a private vehicle.

3.20 The station is in theory located outside the 960metre radius set by PTAL methodology however, it is still located within walkable distance and easy cycling distance. The route to the station leads via mostly roads of residential character, which are keenly used by cyclists.

The Local Road Network

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

3.21 Sidcup By-Pass (A20) is located 1.1km south of the site which provides access to Deptford, Lewisham, the A205 and A2, and the M25 and the M20.

Local Car Ownership

3.22 Data from the 2011 Census has been used to assess local levels of car ownership for the Super Output Area – Lower Layer E01000457: Bexley 026D which the site lies within. The data is included in **Appendix E** and summarised in table 3.1 below.

Bexley 026D – E01000457 Area			
Cars or Vans	All Accommodation Types	Whole House or Bungalow	Flat, Maisonette, Apartment, Caravan or other mobile or temporary structure
All Categories: Car or Vans Available	825	359	466
No Cars or Vans in Household	267	67	200
1 Car or Van in Household	426	204	222
2 or More Cars or Vans in Household	132	88	44
Average Cars of Vans in Household	0.87	1.11	0.68

Table 3.1: 2011 Census Local Car & Van Ownership per Accommodation Type

3.23 Table 3.1 shows the average number of cars of vans owned per apartment within the lower layer super output area of E01000457: Bexley 026D is 0.68 cars or vans per household.

3.24 Breaking the statistics down further, 43% of apartments within the lower layer area of E01000457 do not own a car or van suggesting that there is access to a high level of sustainable transport for existing residents to utilise in the area, reducing the need to own a private vehicle.

Parking Survey

3.25 A parking survey was carried out within a 200metre radius of the proposed development on the 8th September 2021 at 04:45 and 09th September 2021 at 04:40 in accordance with the Lambeth Specification to establish the current parking availability in close proximity to the proposed development. The survey data is contained at **Appendix F**.

3.26 It was noted that up to 54% of all the on-street parking spaces present in the study area (128 in total) was occupied by parked vehicles. The key parking survey areas in relation to the site would be the nearest parking provision, therefore zones 28,29,35,57,28 and 40, as they are within a minutes' walk of the development. For robustness, the highest level of parking occupation within a zone over the two days was chosen.

- Zone 28 – has 33% top occupancy recorded with 4 spaces available;
- Zone 29 – was fully occupied;
- Zone 35 - has between 20 % - 100% occupation with an average of 9 spaces available (not including disabled spaces);
- Zone 37 has 100% occupation (not including EV charging spaces);

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

- Zone 38 – has high occupancy with an average of 4 spaces available; and
- Zone 40 – was fully occupied.

3.27 Based on the survey, it can be derived that there is an average of 17 car parking spaces available within the direct vicinity of the development, with further additional spaces up to 48 spaces within a 200metre walk from the development.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

4 The Proposed Development

The Development Proposals

4.1 The proposals are for the redevelopment of the former library including the demolition of the existing structure and providing a new building containing 32 residential apartments comprising of 13 x one-bedroom (one of which will be wheelchair accessible), 13 x two-bedroom (two of which will be wheelchair accessible) and 6 x three-bedroom, 35% of which will be allocated as affordable. The new building will be surrounded by landscaping, which will provide service access along the Hadlow Road frontage

Pedestrian Facilities

4.2 The main pedestrian access will be provided from Hadlow Road. The building will provide access to the main core, as well as directly to the bin store. In addition two ground floor units will have access to their private gardens located along the frontage.

4.3 There will also be a pedestrian access to the development from the car parking area to the rear via St Johns Road.

4.4 All pedestrian access will be step free and the proposed lift will provide step free access between the floors.

Cycle Facilities

4.5 The cycle parking standards are set out in Policy T5 of the London Plan 2021 as minimum standards and are as follows:

- 1 space per studio or one person one-bedroom unit;
- 1.5 spaces per two persons one-bedroom; and
- 2 spaces for all other residential units;
- Visitor spaces should be provided at 2 spaces for up to 40 units and 2 spaces for every 40 units thereafter.

4.6 The proposed development will provide a minimum of 60 cycle parking spaces. 58 secure and sheltered cycle parking spaces are provided within the ground floor of the building, and a Sheffield stand for two visitor parking spaces will be provided near the entrance of the building.

Vehicle Access

4.7 Access for vehicles will remain via St Johns Road and will lead into the car park to the rear of the main building. The access into the car park will remain as per the existing arrangement. As St Johns Road is a one-way street from where the access joins, a visibility splay of 2.4metres X 43.0metres to the south of the access has been illustrated in accordance with the requirements set out in the Manual for Streets for a 30mph speed limit based on the deceleration and reaction times of on-coming vehicles. The access arrangement and visibility splays are contained in Appendix G.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

4.8 Vehicular access for refuse and deliveries will be provided along Hadlow Road, where moved cycle parking stands will allow for delivery or refuse vehicle to stop along the building frontage to undertake their tasks.

Car Parking

4.9 The car parking standards are set out in Policy T6.1 of the London Plan 2021 as maximum standards and are as follows for Outer London site with a PTAL of 2-3:

- 0.75 spaces per studio / one- bedroom /two-bedroom unit; and
- 1 space per three or more-bedroom units.

4.10 The London Plan recommendation is that all parking spaces will be fitted with passive electric vehicle charging infrastructure and 20% will be fitted with active charging infrastructure.

4.11 Based on the above standards the proposed development could provide up to a maximum of 26 car parking spaces.

4.12 The proposed development is providing 16 on-site car parking spaces, including one disabled parking space and possibility of converting two other parking spaces into disabled spaces.

4.13 When assuming the Census 2011 average car ownership level in the flatted development of 0.68, the proposed 32 flats could have 22 vehicles. Therefore the 16 provided parking spaces could leave a potential overspill of 4 vehicles. It has to be noted that the proposal will be promoted on the low parking provision basis and also will be supported by a Residential Travel Plan being implemented on site, with key aim to limit car ownership and promote active travel. In addition the undertaken Residential Parking Surveys have shown that there is sufficient spare local capacity to deal with any potential overspill can be easily accommodated within the local area.

4.14 The proposed car parking spaces will be assigned to particular units and will be limited only for use by future residents. All the future site residents will not be able to apply for any on-street parking permits in the area. This will be secured by Section 106 agreement and included into deeds of every property, as well as sales information package.

4.15 It has to be noted that the proposed development will not provide parking provision for Travel Lodge as existing site had previously. The previous contract has finished and no no-site parking is currently used by Travel Lodge.

4.16 The undertaken parking surveys has shown an average of 17 spaces available within direct vicinity of the site with further up to 48 spaces available within 200 metre walking distance from the site. Therefore any potential overspill parking from the Travel Lodge can also be accommodated overnight on the street. However as over last years the library car park was not utilised, therefore it would be reasonable to assume that there is no parking overspill currently taking place.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Servicing

4.17 Refuse collection is proposed to be collected from Hadlow Road, leaving St Johns Road as car park access only. A refuse store will be located on the ground floor facing Hadlow Road. Deliveries and Emergency service vehicles are expected to pull up on Hadlow Road to serve the site.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

5 Development Impact

Existing Trip Generation

5.1 To obtain an estimate of the likely vehicle trips associated with the existing library a TRICS assessment has been undertaken for Libraries (F1(d) land use) within Greater London. Only one survey is available in the TRICS database and it is located within a Town Centre and has a PTAL of 6. Therefore it is assumed that the used library example presents quite robust approach to vehicle generation of the existing library as it is most likely showing much lower number of vehicle based trip than the existing library was generation when fully operational.

5.2 A summary of the TRICS vehicle trip rate generation and likely vehicle trips are shown below in Table 5.1, and the TRICS datasheets are included in **Appendix H.**

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)		All Day (08:00 – 20:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate (unit)	0.111	0.000	0.111	0.222	3.331	3.333
Vehicle Trips	2	0	2	4	57	57

Table 5.1 TRICS Vehicle Trip Rates (Library)

5.3 The existing library has an approximate GFA of 1,697sqm is likely to generate 2 (2 in / 0 out) vehicle trips in the AM peak hour and 6 (2 in / 4 out) vehicle trips in the PM peak hour, and 114 (57 in / 56 out) vehicle trips throughout the day.

Proposed Trip Generation

5.4 To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has been undertaken for privately owned apartments (C3 land use) within Greater London for sites with a PTAL between 2 – 5.

5.5 The privately owned apartments were chosen as a most robust approach, due to the potentially highest vehicle ownership rate, when comparing to affordable apartments.

5.6 A summary of the TRICS vehicle trip rate generation and the likely vehicle trips are shown below in table 5.2, and the TRICS datasheets are included in **Appendix H.**

	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)		All Day (07:00 – 19:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicle Trip Rate (unit)	0.027	0.087	0.093	0.056	0.755	0.751
Vehicle Trips	1	3	3	2	24	24

Table 5.2 TRICS Vehicle Trip Rates (Residential)

5.7 The proposed 32 residential apartments would likely generate 4 (1 in / 3 out) vehicle trips in the AM peak hour and 5 (3 in / 2 out) vehicle trips in the PM peak hour, and 48 (24 in / 24 out) vehicle trips throughout the day. Therefore, the proposed development is likely to generate 1 vehicle trip every 12 – 20 minutes in the peak hours having negligible impact on the local road network.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

5.8 When considering delivery and servicing vehicles visiting the site, the TRICS estimates an average of one HGV and approximately 2 to 3 LDV (light delivery vehicles) per day. While those trips are not expected to take place on peak times, one might consider that they are slightly lower than expected.

5.9 With the development of this size proposed on a lower parking provision level supported by a Travel Plan, it is possible that while the residents will limit their own vehicle based trips they will use larger proportion of home delivery services for their shopping and doily needs. While majority of the same day delivery services like for example Uber Eats, Just Eat, Amazon Prime Now etc. use moped/motorcycle or bicycle couriers, especially within London, the usual delivery services like UPS, FedEx, Amazon, Tesco etc. use vans (LDV) as the main delivery vehicle. Therefore it would be reasonable to assume that the initially predicted 2 or 3 LDV per day could be considered an underestimation.

5.10 Therefore it was decided to double the daily trip rate related to LDVs from 5 to 10 vehicle movements on average day. Thus the predicted All Day trip generation would be expected to be in region of 27 arrivals and 27 departures (between 8 am and 8pm). When uplifting those number to an average daily trip (AADT), using COBA methodology, the proposal will generate 34 arrivals and 34 departures on an average day.

5.11 Therefore when assessing the difference in trip generation between the existing Sidcup Library and the proposed 32 residential units it can be seen that the proposed development is likely to generate smaller daily traffic of 68 than the library daily traffic of 114. Therefore it could be assumed that the proposal is likely to have a positive impact on the local highway network by reducing the overall number of the vehicles visiting the site.

5.12 It has to be also acknowledged that the proposal will have some marginal impact on the local transport infrastructure. While the local footways and roads can accommodate increased number of pedestrians and cyclist without any issue, the increased patronage on the local public transport provision should be considered. With 32 bus services serving the vicinity of the site every hour it is likely that the additional 6 trips made by buses will have nil or very marginal impact on the local provision.

Summary

5.13 It can be seen from the above assessment of the TRICS data although the proposed development will slightly increase the peak traffic to and from the site, it will have an overall reduction of vehicle trips throughout the day, therefore providing a betterment to the local road network.

5.14 The increased demand for walking and cycling trips can also be easily accommodated on the local network, while the increased patronage on local bus services is predicted to have a virtually nil impact.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

6 Summary and Conclusions

Summary

6.1 This Transport Statement has been prepared in support of an application by BexleyCo Homes for the redevelopment of Sidcup Library, Hadlow Road, Sidcup, DA14 4AQ, in the London Borough of Bexley

6.2 The proposals are for the redevelopment of the former library including the demolition of the existing structure and providing a new building containing 32 residential apartments comprising of 13 x one-bedroom (2-person) one of which will be wheelchair accessible housing, 5 x two-bedrooms (3-person) two of which will be wheelchair accessible housing, 8 x two-bedrooms (4-person), 4 x three-bedrooms (4-person), and 2 x three-bedrooms (5-person) apartments, 35% of which will be allocated as affordable housing. The proposal also includes provision of amenity space, landscaping and car and cycle parking.

6.3 The site is located within Sidcup Town Centre which has a vast number of local amenities and employment opportunities for future residents to access without the need to travel by a private motor vehicle.

6.4 Existing and future occupants have the opportunity to access the entire local centre of Sidcup within 5-minutes walking distance from the site frontage.

6.5 The Public Transport Accessibility Index is 13.34 which means that the site is classed as a PTAL of 3 or “moderate”.

6.6 However, it needs to be highlighted that the forecasted 2021 PTAL for the High Street, just west of Hadlow Road predicts a good level (PTAL 4) of accessibility with this rising to very good (PTAL 5) at the junction of Station Road and High Street.

6.7 Up to 32 buses an hour can be accessed within 260metres of the site.

6.8 The site is located 1.1km south of Sidcup Station, which provides frequent connections to London Cannon Street, via Lewisham, Woolwich Arsenal, Gravesend and Charing Cross. The Station is operated by South Eastern Rail, and provides approximately 13 trains per hour.

6.9 Census data demonstrated that the average number of cars of vans owned per apartment within the lower layer super output area of E01000457: Bexley 026D is 0.68 cars or vans per household.

6.10 Breaking the statistics down further, 43% of apartments within the lower layer area of E01000457 do not own a car or van suggesting that there is access to a high level of sustainable transport for existing residents to utilise in the area, reducing the need to own a private vehicle.

6.11 The parking surveys showed that there is potentially an average of 17 car parking spaces available within the direct vicinity of the development, and a further 48 spaces within a 200metre walk from the development.

6.12 The access into the car park will remain as per the existing arrangement. A visibility splay of 2.4metres X 43.0metres to the south of the access has been illustrated in accordance with the requirements set out in the Manual for Streets for a 30mph speed limit.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

6.13 The proposed development will provide 16 on-site car parking spaces, which will be assigned to the individual units. As shown by the parking surveys the surrounding streets provide opportunity for overnight parking for at least 50 vehicles on average.

6.14 Refuse collection is proposed to be undertaken from Hadlow Road. A refuse store for will be located on the ground floor facing Hadlow Road. Deliveries and Emergency service vehicles are expected to pull up on Hadlow Road to serve the site.

6.15 The proposed development would likely generate 4 (1 in / 3 out) vehicle trips in the AM peak hour and 5 (3 in / 2 out) vehicle trips in the PM peak hour, and 54 (27 in / 27 out) vehicle trips throughout the day, generating 1 vehicle trip every 12 – 20 minutes in the peak hours having negligible impact on the local road network.

6.16 The comparison of vehicle trips generated from the existing use to the proposed use also demonstrated that the proposed development will marginally increase the peak traffic to and from the site, but it will have an overall reduction of vehicle trips throughout the day, therefore providing a betterment to the local road network.

Conclusion

6.17 The proposed development is compliant with national and local policies and will have negligible effect on the local highway network. There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

7 Appendices

Appendix: A - Location and Facilities Plan
Appendix: B - Masterplan
Appendix: C – Walking and Cycling Isochrones
Appendix: D - PTAL Report
Appendix: E – Census Data Car Ownership
Appendix: F – Parking Survey Data
Appendix: G – Access Arrangement and Visibility Splays
Appendix: H – TRICS Assessments

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Appendix: A - Location and Facilities Plan

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

1. ASPIRE PHARMACY
2. BETTER GYM SIDCUP
3. LITTLE WAITROSE AND PARTNERS
4. LLOYDS BANK
5. QUIGLEY DENTAL
6. MORRISONS
7. BARLCAYS BANK
8. THE SIDCUP BUPA CARE HOME
9. SIDCUP BOWLS
10. WEST LODGE PREPARATORY SCHOOL
11. QUEEN MARY'S HOSPITAL
12. MERTON COURT SCHOOL
13. DAVID LLOYD SIDCUP
14. ST PETER CHANEL CATHOLIC PRIMARY SCHOOL
15. CLEEVE PARK SCHOOL
16. BIRKBECK PRIMARY SCHOOL
17. TESCO EXPRESS
18. CHRIST THE KING ST MARY'S SIXTH FORM

KEY:

- SITE LOCATION
- BUS STOP
- TRAIN STATION
- LOCAL HIGH STREET FACILITIES
- SUPERMARKETS
- HEALTH CARE FACILITIES
- LEISURE FACILITIES
- EDUCATIONAL FACILITIES
- BANKS

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

SIDCUP LIBRARY,
HADLOW ROAD, SIDCUP

TITLE:

LOCATION AND FACILITIES PLAN

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:1000	ET	02/08/2021

PROJECT No:	DRAWING No:
3267	FIG01

Appendix: B - Masterplan

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

DRAWING NOTES

ISSUE	REASON FOR ISSUE	DATE
A	Design updates	13/10/2021

KEY PLAN

stitch
Architects & Urban Designers
Suite 6, Fusion House, 28 Rochester Place, London, NW1 9DF
www.stitch-studio.co.uk, +44 (0)20 3617 8725

PROJECT
Sidcup Library

PROJECT CODE	CLIENT
20217	BexleyCo

DRAWING TITLE	STATUS
Site plan proposed	Draft

SCALE	SHEET	DATE OF FIRST ISSUE
1:500 @ A3	A3	17.09.21

DRAWING NUMBER	REVISION
20217-STCH-XX-00-0050	-

Do not scale from this drawing. This drawing is based on dimensional survey information provided by others. The architect cannot accept resposibility for the accuracy of this survey information. All dimensions are shown in metric.

DRAWING NOTES

ISSUE	REASON FOR ISSUE	DATE
A	Design updates	13/10/2021

KEY PLAN

stitch
Architects & Urban Designers
Suite 6, Fusion House, 28 Rochester Place, London, NW1 9DF
www.stitch-studio.co.uk, +44 (0)20 3617 8725

PROJECT
Sidcup Library

PROJECT CODE	CLIENT
20217	BexleyCo

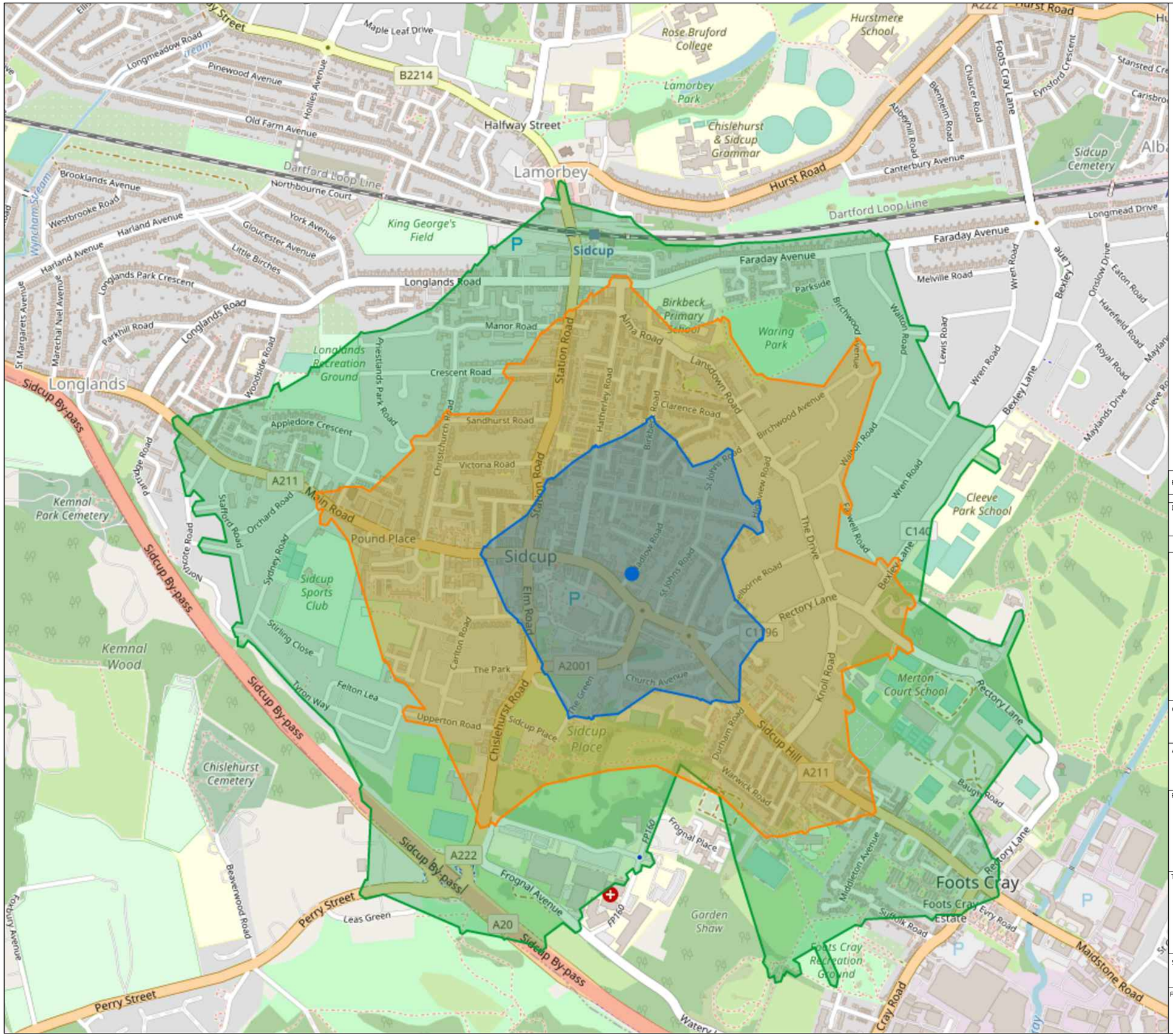
DRAWING TITLE	STATUS
Site ground floor proposed	Draft

SCALE	SHEET	DATE OF FIRST ISSUE
1:500 @ A3	A3	17.09.21

DRAWING NUMBER	REVISION
20217-STCH-XX-00-0051	-

Appendix: C – Walking and Cycling Isochrones

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

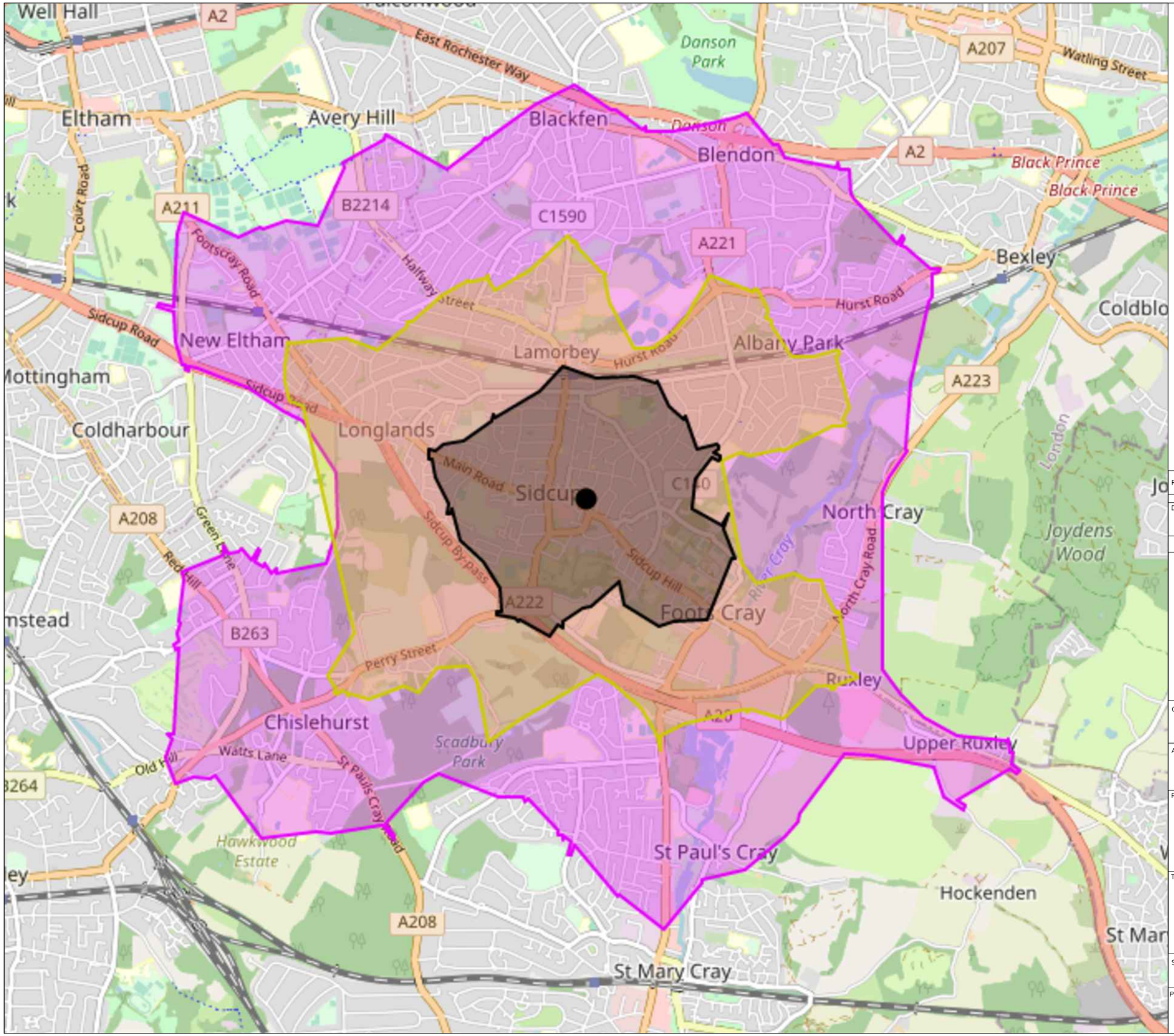
PROJECT:

FORMER SIDCUP LIBRARY
HADLOW ROAD, SIDCUP

TITLE:

5, 10 AND 15 MINUTE
WALKING ISOCHRONES

SCALE @ A3:	DESIGN–DRAWN:	DATE:
	ET	15/10/2021
PROJECT No:	DRAWING No:	
3267	SK10	



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

FORMER SIDCUP LIBRARY
HADLOW ROAD, SIDCUP

TITLE:

5, 10 AND 15 MINUTE
CYCLING ISOCHRONES

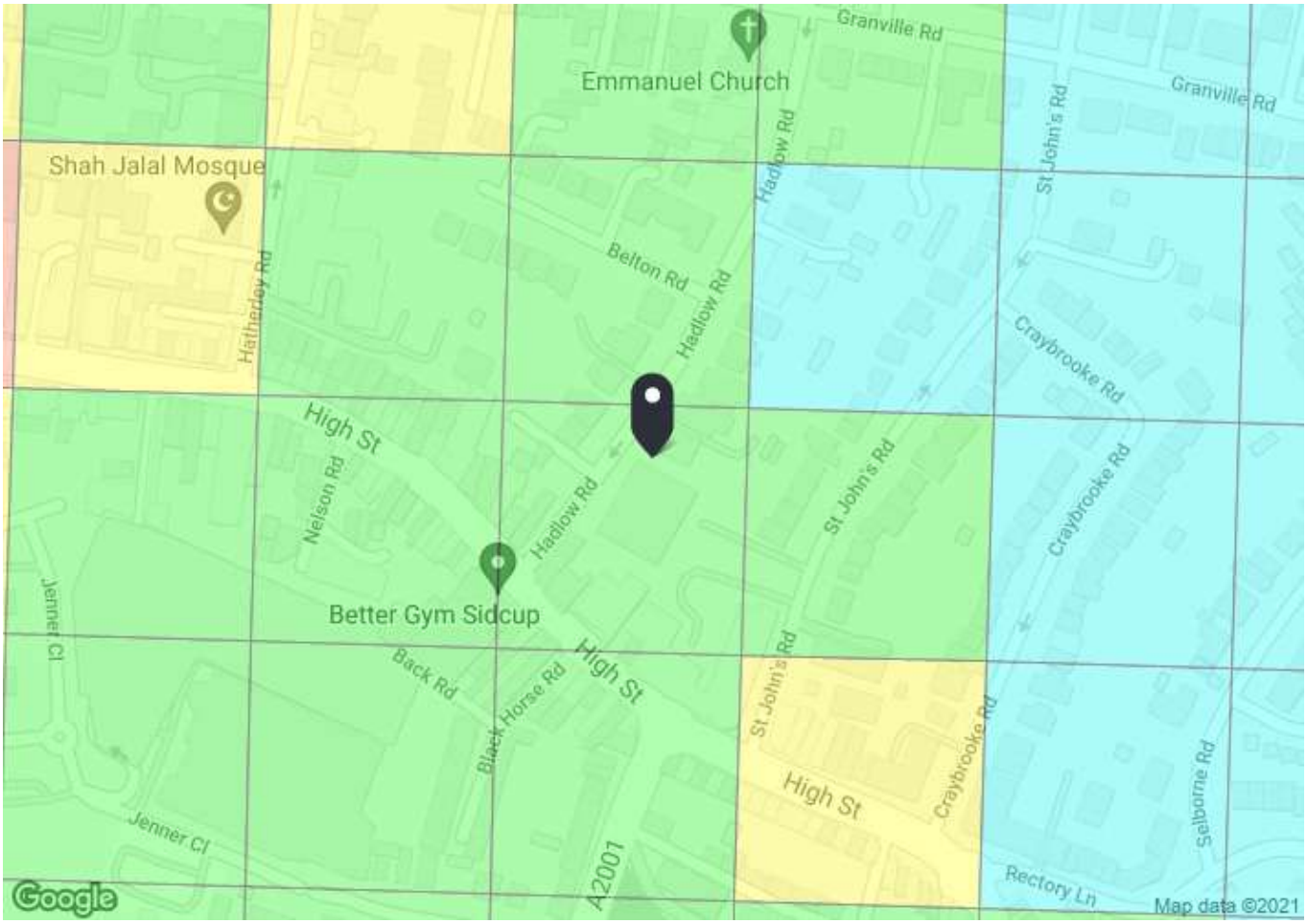
SCALE @ A3:	DESIGN–DRAWN:	DATE:
	ET	15/10/2021

PROJECT No:	DRAWING No:
3267	SK11

Appendix: D - PTAL Report

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

TRANSPORT FOR LONDON



PTAL output for Base Year
3

Granville Road, Sidcup DA14 4AQ, UK
Easting: 546458, Northing: 171772

Grid Cell: 39285

Report generated: 15/10/2021

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SIDCUP HILL CHURCH ROAD	233	263.74	3	3.3	12	15.3	1.96	0.5	0.98
Bus	SIDCUP HILL CHURCH ROAD	51	263.74	6	3.3	7	10.3	2.91	0.5	1.46
Bus	SIDCUP HILL CHURCH ROAD	492	263.74	2	3.3	17	20.3	1.48	0.5	0.74
Bus	SIDCUP HILL CHURCH ROAD	321	263.74	7.5	3.3	6	9.3	3.23	1	3.23
Bus	SIDCUP HILL CHURCH ROAD	R11	263.74	4	3.3	9.5	12.8	2.34	0.5	1.17
Bus	SIDCUP POLICE STN ELM RD	286	377.42	6	4.72	7	11.72	2.56	0.5	1.28
Bus	SIDCUP POLICE STN ELM RD	160	377.42	4	4.72	9.5	14.22	2.11	0.5	1.06
Bus	SIDCUP POLICE STN ELM RD	229	377.42	6	4.72	7	11.72	2.56	0.5	1.28
Bus	SIDCUP POLICE STN ELM RD	269	377.42	6	4.72	7	11.72	2.56	0.5	1.28
Bus	HADLOW ROAD	B14	15.48	2	0.19	17	17.19	1.74	0.5	0.87
									Total Grid Cell AI:	**13.34**

Appendix: E – Census Data Car Ownership

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

KS404EW - Car or van availability

population	All households; All cars or vans
units	Households
area type	2011 super output areas - lower layer
area name	E01000457 : Bexley 026D
rural urban	Total

Cars	2011
All categories: Car or van availa	825
No cars or vans in household	267
1 car or van in household	426
2 cars or vans in household	109
3 cars or vans in household	18
4 or more cars or vans in house	5

In order to protect against disclosure of personal information, records have been swapped between different

Close

geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

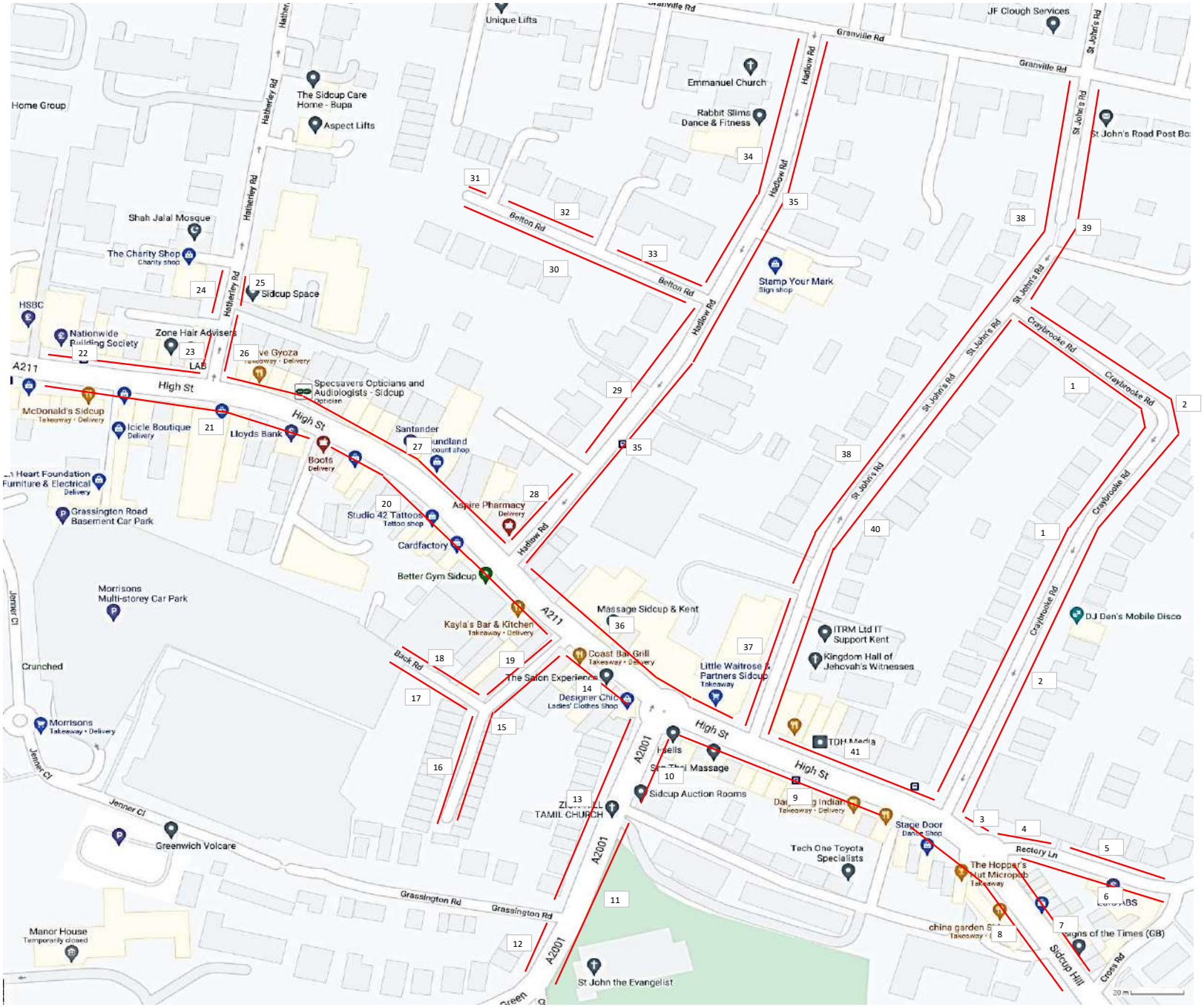
Appendix: F – Parking Survey Data

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH & THURSDAY 9TH SEPTEMBER 2021

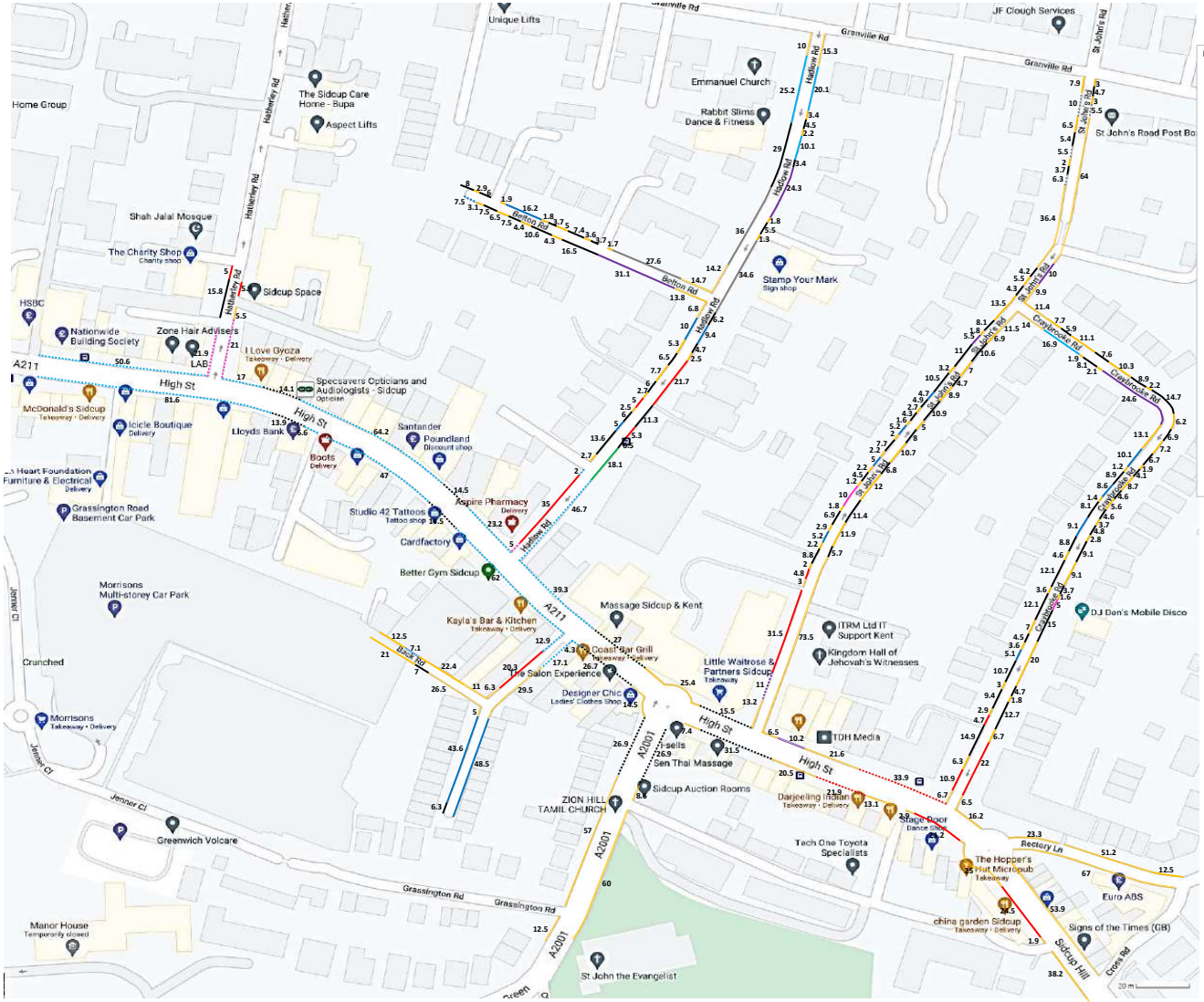
LOCATION : SIDCUP



K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH & THURSDAY 9TH SEPTEMBER 2021

LOCATION : SIDCUP



KEY:

- = SINGLE YELLOW LINE MON-SAT 0900-1730
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = BUS STOP
- = A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR
- = B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = NOSE IN PARKING B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = D) MON-SAT 0900-1730 4 HOURS NO RETURN WITHIN 1 HOUR
- = E) RESIDENT PERMIT HOLDERS OR 2 HOURS MAX NO RETURN WITHIN 1 HOUR MON-SAT 0900-1730
- = F) MON-SAT 0900-1730 2 HOURS NO RETURN WITHIN 1 HOUR
- = G) ELECTRIC VEHICLE CHARGING POINT ONLY MON-SAT 0900-1730 NO RETURN WITHIN 1 HOUR, AT OTHER TIME ELECTRIC VEHICLES ONLY#
- = H) MON-SAT 0900-1730 30 MINS NO RETURN WITHIN 1 HOUR
- = J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS
- = K) RESTRICTED PARKING ZONE AT ANY TIME NO LOADING MON-FRI 0800-1000 1600-1700
- = L) BUSINESS PERMIT HOLDERS ONLY MON-FRI 1300-1500

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH & THURSDAY 9TH SEPTEMBER 2021

LOCATION : HADLOW ROAD, SIDCUP, DA14 4AQ

					WEDNESDAY 8TH SEPTEMBER 2021 TIME : 04:45			THURSD
ROAD NAME	ZONE	RESTRICTION	METRES	5.5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED
CRAYBROOKE RD	1	DOUBLE YELLOW LINE	20.7					
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	15.6	3	1	2	33.33%	0
		SINGLE YELLOW LINE MON-SAT 0900-1730	50.7					
		DROPPED KERB	97.6					
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	32.9	4	5	0	100.00%	6
		C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730	24.6	4	2	2	50.00%	2
		D) MON-SAT 0900-1730 4 HOURS NO RETURN WITHIN 1 HOUR	16.9	3	0	3	0.00%	1
	2	DOUBLE YELLOW LINE	17.9					
		SINGLE YELLOW LINE MON-SAT 0900-1730	106.6		2			1
		DROPPED KERB	114					
		E) RESIDENT PERMIT HOLDERS OR 2 HOURS MAX NO RETURN WITHIN 1 HOUR MON-SAT 0900-1730	5	1	1	0	100.00%	1
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	22	4	2	2	50.00%	3
HIGH ST	3	DOUBLE YELLOW LINE	16.2					
RECTORY LN	4	DOUBLE YELLOW LINE	23.3					
	5	DOUBLE YELLOW LINE	51.2					
		SINGLE YELLOW LINE MON-SAT 0900-1730	12.5					
	6	DOUBLE YELLOW LINE	67					
SIDCUP HILL	7	DOUBLE YELLOW LINE	53.9					
	8	DOUBLE YELLOW LINE	38.2					
	9	DOUBLE YELLOW LINE	70.8					
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	45.7	8	2	6	25.00%	1
		BUS STOP	21.9					
		PEDESTRIAN CROSSING	31.5					
	10	PEDESTRIAN CROSSING	26.9					

CHURCH RD	10	DOUBLE YELLOW LINE	8.6					
	11	DOUBLE YELLOW LINE	60					
	12	DOUBLE YELLOW LINE	12.5					
	13	DOUBLE YELLOW LINE	57					
		PEDESTRIAN CROSSING	26.9					
HIGH ST	14	DOUBLE YELLOW LINE	14.5					
		PEDESTRIAN CROSSING	26.7					
		J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	4.3					
BLACK HORSE RD	15	J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	17.1					
		DOUBLE YELLOW LINE	29.5					
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	48.5	8	6	2	75.00%	7
	16	DROPPED KERB	6.3					
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	43.6	7	4	4	50.00%	5
		DOUBLE YELLOW LINE	5					
BACK RD	17	DOUBLE YELLOW LINE	26.5					
		DROPPED KERB	7					
		SINGLE YELLOW LINE MON-SAT 0900-1730	21					
	18	SINGLE YELLOW LINE MON-SAT 0900-1730	34.9					
		LOADING ONLY	7.1	1	0	1	0.00%	1
		DOUBLE YELLOW LINE	11					
BLACK HORSE RD	19	DOUBLE YELLOW LINE	6.3					
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	20.3	4	3	1	75.00%	2
		J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	12.9					
HIGH ST	20	J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	109					
		PEDESTRIAN CROSSING	14.5					
	21	J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	88.2					
		PEDESTRIAN CROSSING	13.9					
	22	J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	50.6					

HATHERLEY RD	23	K) RESTRICTED PARKING ZONE AT ANY TIME NO LOADING MON-FRI 0800-1000 1600-1700	21.9					
	24	DROPPED KERB	15.8					
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	5	1	0	1	0.00%	0
	25	A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	5.9	1	0	1	0.00%	0
	26	DOUBLE YELLOW LINE	5.5					
		K) RESTRICTED PARKING ZONE AT ANY TIME NO LOADING MON-FRI 0800-1000 1600-1700	21					
HIGH ST	27	J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	104.4					
		PEDESTRIAN CROSSING	28.6					
HADLOW RD	28	K) RESTRICTED PARKING ZONE AT ANY TIME NO LOADING MON-FRI 0800-1000 1600-1700	5					
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	35	6	2	4	33.33%	1
		J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	2					
	29	SINGLE YELLOW LINE MON-SAT 0900-1730	20.9					
		DROPPED KERB	32.1					
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	15	2	3	0	100.00%	2
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	5	1	1	0	100.00%	1
		DOUBLE YELLOW LINE	6.8					
BELTON RD	30	DOUBLE YELLOW LINE	13.8					
		C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730	31.1	5	4	1	80.00%	5
		DROPPED KERB	42.1					
		SINGLE YELLOW LINE MON-SAT 0900-1730	18.3					
		NOSE IN PARKING B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	7.5	3	2	1	66.67%	3
	31	DROPPED KERB	14		1			1
		SINGLE YELLOW LINE MON-SAT 0900-1730	2.9					

	32	SINGLE YELLOW LINE MON-SAT 0900-1730	12.3					
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	16.2	2	1	1	50.00%	2
		DROPPED KERB	14.8					
	33	SINGLE YELLOW LINE MON-SAT 0900-1730	1.7					
		F) MON-SAT 0900-1730 2 HOURS NO RETURN WITHIN 1 HOUR	27.6	5	0	5	0.00%	1
		DOUBLE YELLOW LINE	14.7					
HADLOW RD	34	DOUBLE YELLOW LINE	24.2					
		F) MON-SAT 0900-1730 2 HOURS NO RETURN WITHIN 1 HOUR	36	6	0	6	0.00%	0
		DROPPED KERB	29					
		D) MON-SAT 0900-1730 4 HOURS NO RETURN WITHIN 1 HOUR	25.2	4	2	2	50.00%	1
	35	DOUBLE YELLOW LINE	15.3					
		D) MON-SAT 0900-1730 4 HOURS NO RETURN WITHIN 1 HOUR	30.2	5	0	5	0.00%	1
		SINGLE YELLOW LINE MON-SAT 0900-1730	14.6					
		DROPPED KERB	38.7					
		C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730	24.3	4	1	3	25.00%	1
		F) MON-SAT 0900-1730 2 HOURS NO RETURN WITHIN 1 HOUR	34.6	6	2	4	33.33%	4
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	9.4	1	2	0	100.00%	1
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	27	5	1	4	20.00%	0
		DISABLED BAY	18.1	3	0	3	0.00%	0
		J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	46.7					
HIGH ST	36	J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS	39.3					
		PEDESTRIAN CROSSING	42.5					
		DOUBLE YELLOW LINE	25.4					
		DOUBLE YELLOW LINE	13.2					

ST JOHNS RD	37	G) ELECTRIC VEHICLE CHARGING POINT ONLY MON-SAT 0900-1730 NO RETURN WITHIN 1 HOUR, AT OTHER TIME ELECTRIC VEHICLES ONLY	11	2	0	2	0.00%	0
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	31.5	5	5	1	83.33%	5
	38	DOUBLE YELLOW LINE	39.4					
		A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR	4.8	1	1	0	100.00%	1
		SINGLE YELLOW LINE MON-SAT 0900-1730	61.2					
		B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730	20.1	4	4	0	100.00%	3
		E) RESIDENT PERMIT HOLDERS OR 2 HOURS MAX NO RETURN WITHIN 1 HOUR MON-SAT 0900-1730	10	2	2	0	100.00%	2
		DROPPED KERB	84.3					
		C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730	5.5	1	0	1	0.00%	0
		L) BUSINESS PERMIT HOLDERS ONLY MON-FRI 1300-1500	21.8	3	1	3	25.00%	1
	39	SINGLE YELLOW LINE MON-SAT 0900-1730	6					
		DROPPED KERB	4.7					
		L) BUSINESS PERMIT HOLDERS ONLY MON-FRI 1300-1500	5.5	1	0	1	0.00%	0
		DOUBLE YELLOW LINE	73.9					
		C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730	10	1	1	1	50.00%	2
	40	DOUBLE YELLOW LINE	85					
		SINGLE YELLOW LINE MON-SAT 0900-1730	62.4					
		DROPPED KERB	58.1					
HIGH ST	41	DOUBLE YELLOW LINE	28.1					
		H) MON-SAT 0900-1730 30 MINS NO RETURN WITHIN 1 HOUR	10.2	1	0	2	0.00%	0
		BUS STOP	33.9					

AY 9TH SEPTEMBER 2021	
TIME : 04:40	
OBSERVED SPACES	%RESTRICTION STRESS
3	0.00%
0	100.00%
2	50.00%
2	33.33%
0	100.00%
1	75.00%
7	12.50%

1	87.50%
3	62.50%
0	100.00%
2	50.00%

1	0.00%
1	0.00%
5	16.67%
1	66.67%
0	100.00%
0	100.00%
0	100.00%

0	100.00%
4	20.00%
6	0.00%
3	25.00%
4	20.00%
3	25.00%
2	66.67%
1	50.00%
5	0.00%
3	0.00%

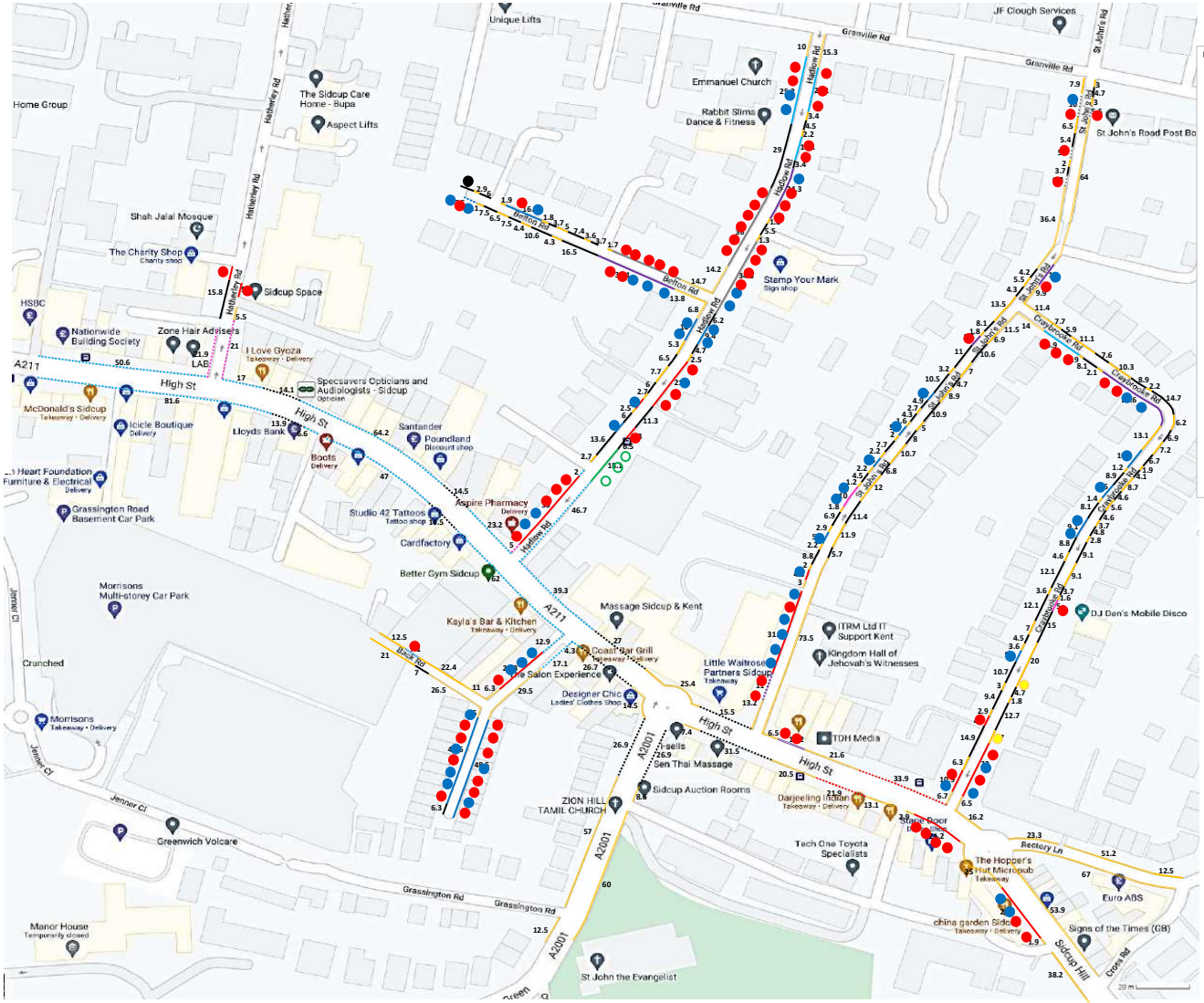
2	0.00%
0	100.00%
0	100.00%
1	75.00%
0	100.00%
1	0.00%
3	25.00%
1	0.00%
0	100.00%
2	0.00%

K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 8TH SEPTEMBER 2021

LOCATION : SIDCUP

04:45 HOURS BEAT



KEY:

- = SINGLE YELLOW LINE MON-SAT 0900-1730
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = BUS STOP
- = A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR
- = B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = NOSE IN PARKING B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = D) MON-SAT 0900-1730 4 HOURS NO RETURN WITHIN 1 HOUR
- = E) RESIDENT PERMIT HOLDERS OR 2 HOURS MAX NO RETURN WITHIN 1 HOUR MON-SAT 0900-1730
- = F) MON-SAT 0900-1730 2 HOURS NO RETURN WITHIN 1 HOUR
- = G) ELECTRIC VEHICLE CHARGING POINT ONLY MON-SAT 0900-1730 NO RETURN WITHIN 1 HOUR, AT OTHER TIME ELECTRIC VEHICLES ONLY#
- = H) MON-SAT 0900-1730 30 MINS NO RETURN WITHIN 1 HOUR
- = J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS
- = K) RESTRICTED PARKING ZONE AT ANY TIME NO LOADING MON-FRI 0800-1000 1600-1700
- = L) BUSINESS PERMIT HOLDERS ONLY MON-FRI 1300-1500

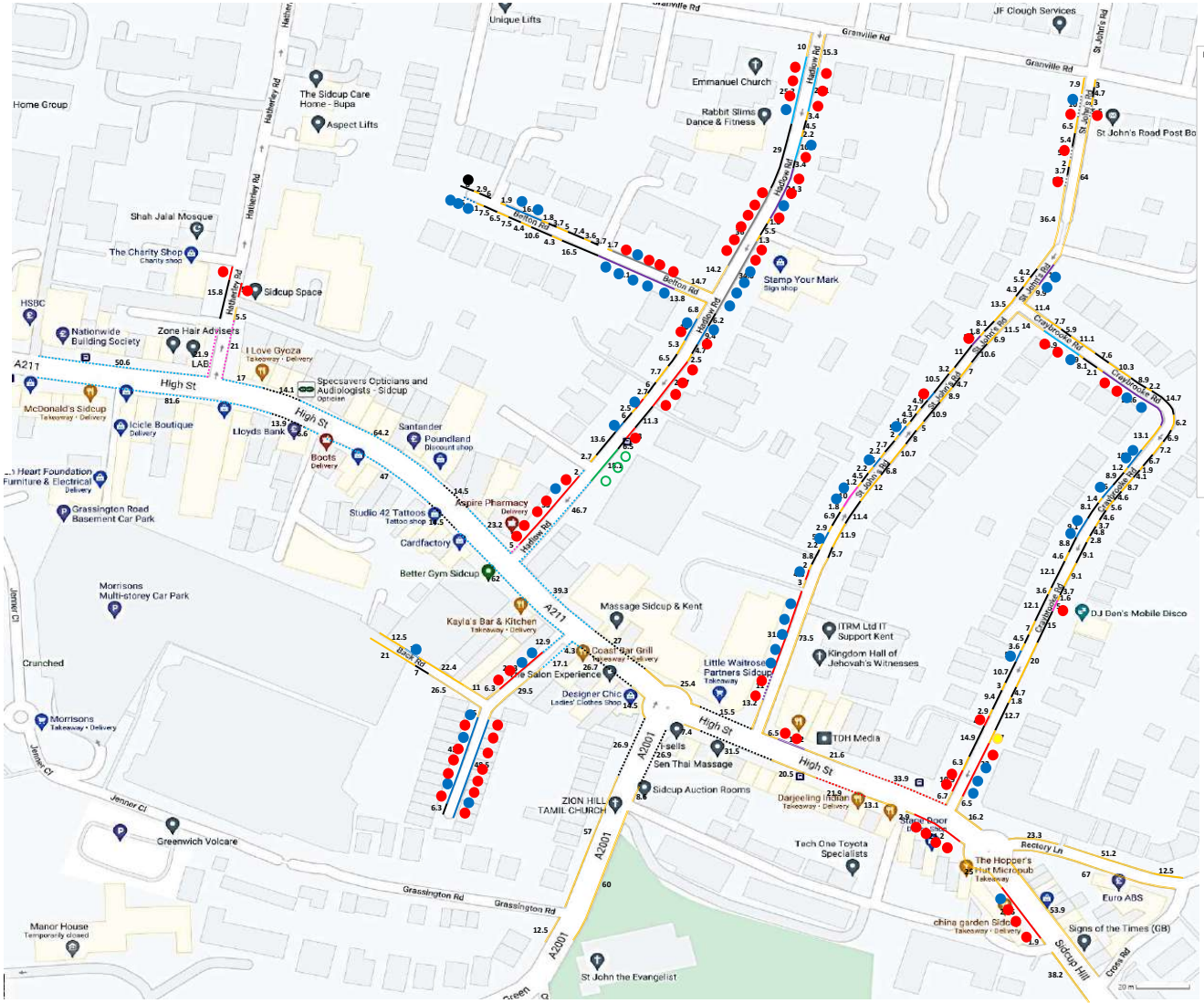
- PARKED CAR
- AVAILABLE SPACE
- PARKED IN DISABLED BAY
- AVAILBALE DISABLED BAY
- PARKED ON YELLOW LINE
- PARKED ON DROPPED KERB

K&M TRAFFIC SURVEYS

DATE : THURSDAY 9TH SEPTEMBER 2021

LOCATION : SIDCUP

04:40 HOURS BEAT



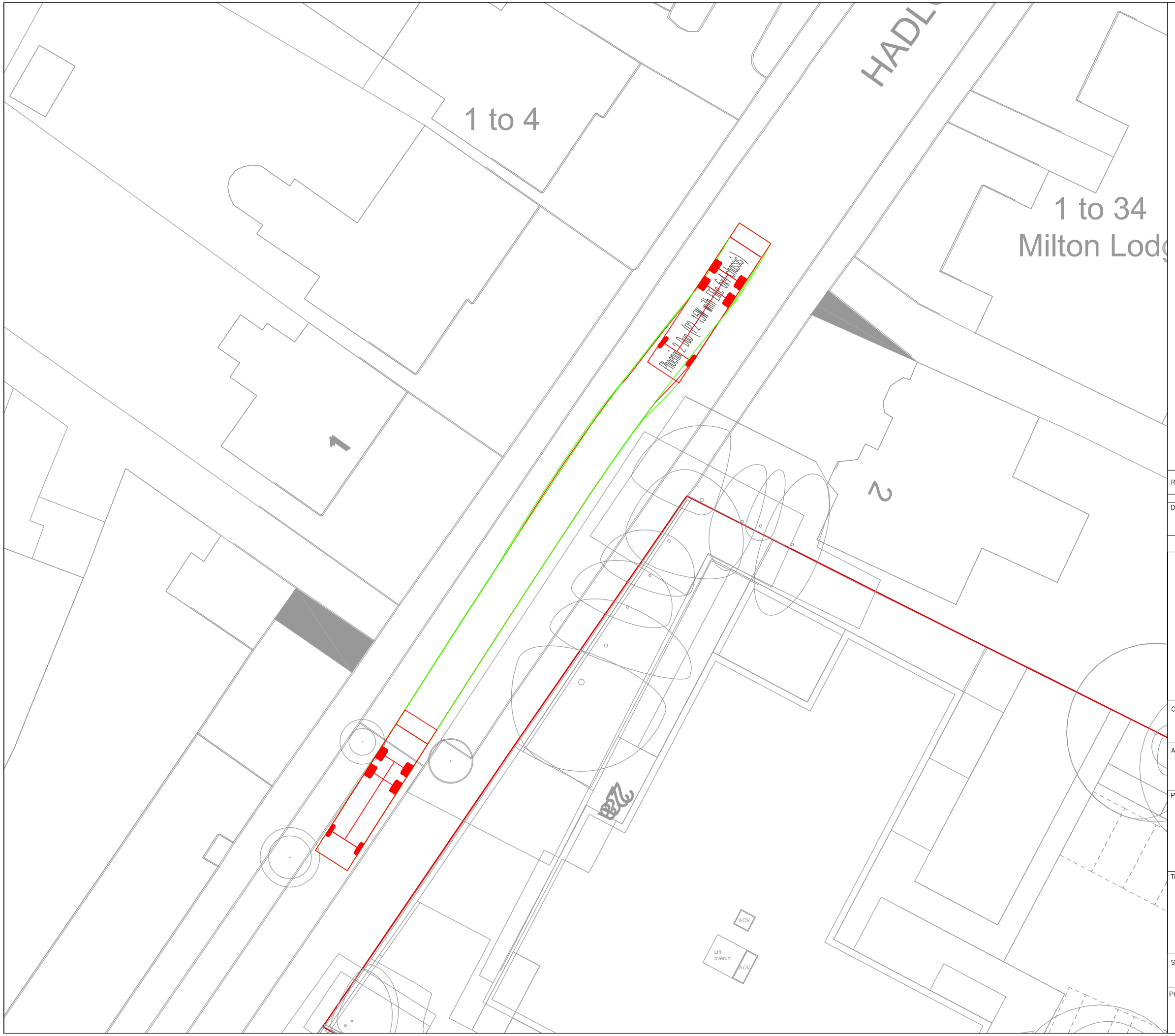
KEY:

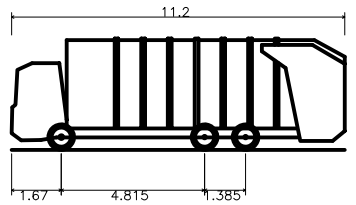
- = SINGLE YELLOW LINE MON-SAT 0900-1730
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PEDESTRIAN CROSSING
- = DISABLED BAY
- = BUS STOP
- = A) MON-SAT 0900-1730 PARKING 1 HOUR NO RETURN WITHIN 1 HOUR
- = B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = NOSE IN PARKING B) RESIDENT PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = C) RESIDENT OR BUSINESS PERMIT HOLDERS ONLY MON-SAT 0900-1730
- = D) MON-SAT 0900-1730 4 HOURS NO RETURN WITHIN 1 HOUR
- = E) RESIDENT PERMIT HOLDERS OR 2 HOURS MAX NO RETURN WITHIN 1 HOUR MON-SAT 0900-1730
- = F) MON-SAT 0900-1730 2 HOURS NO RETURN WITHIN 1 HOUR
- = G) ELECTRIC VEHICLE CHARGING POINT ONLY MON-SAT 0900-1730 NO RETURN WITHIN 1 HOUR, AT OTHER TIME ELECTRIC VEHICLES ONLY#
- = H) MON-SAT 0900-1730 30 MINS NO RETURN WITHIN 1 HOUR
- = J) RESTRICTED PARKING ZONE NO WAITING, NO LOADING MON-SAT 0800-1000 1600-1900 EXCEPT IN SIGNED BAYS
- = K) RESTRICTED PARKING ZONE AT ANY TIME NO LOADING MON-FRI 0800-1000 1600-1700
- = L) BUSINESS PERMIT HOLDERS ONLY MON-FRI 1300-1500

- PARKED CAR
- AVAILABLE SPACE
- PARKED IN DISABLED BAY
- AVAILBALE DISABLED BAY
- PARKED ON YELLOW LINE
- PARKED ON DROPPED KERB

Appendix: G – Access Arrangement and Visibility Splays

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

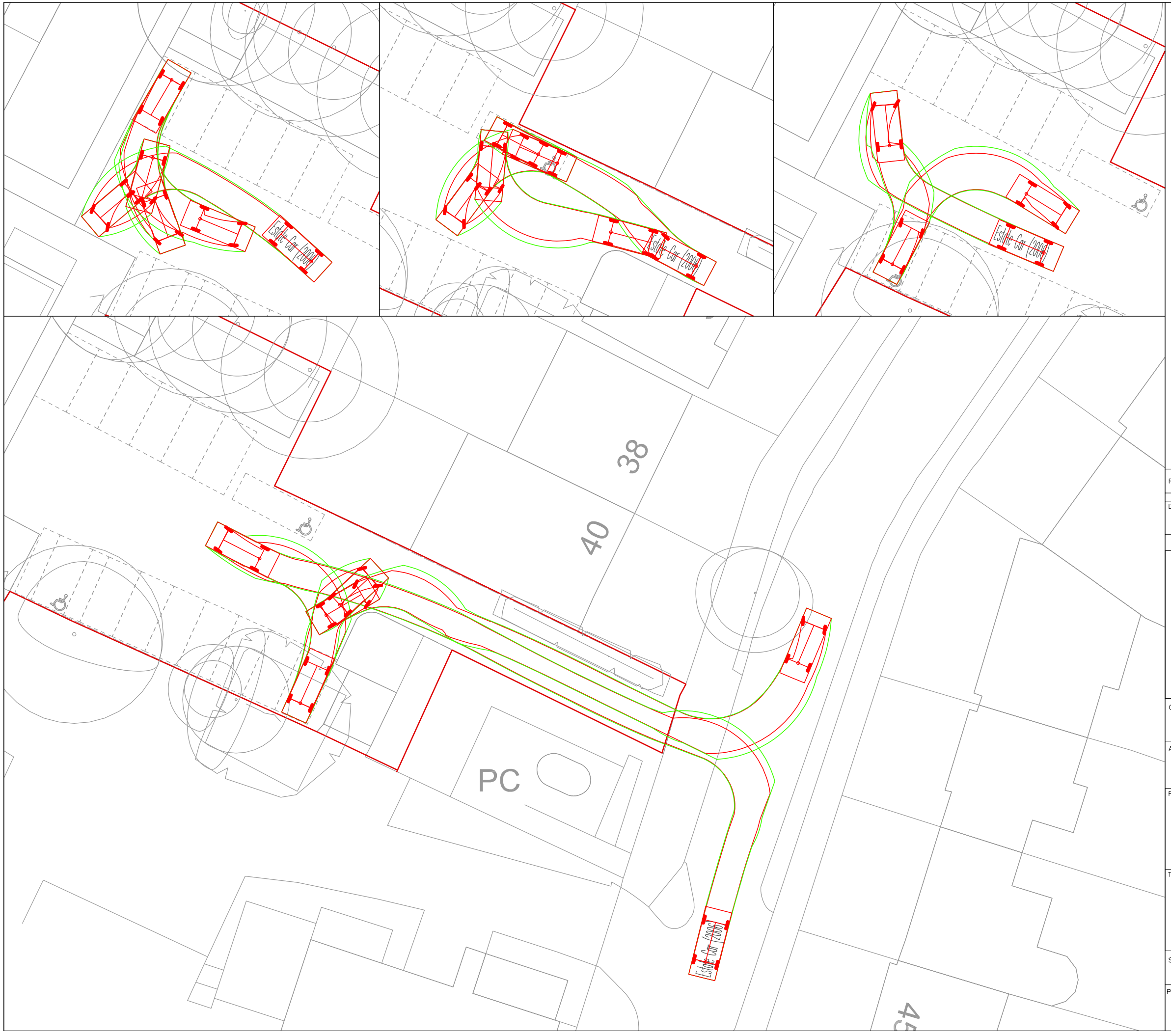
FORMER SIDCUP LIBRARY
HADLOW ROAD, SIDCUP

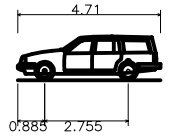
TITLE:

SWEPT PATH ANALYSIS
FOR REFUSE VEHICLE

SCALE @ A3:	DESIGN-DRAWN:	DATE:
1:250	ET	15/10/2021

PROJECT No:	DRAWING No:
3267	SK08





Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

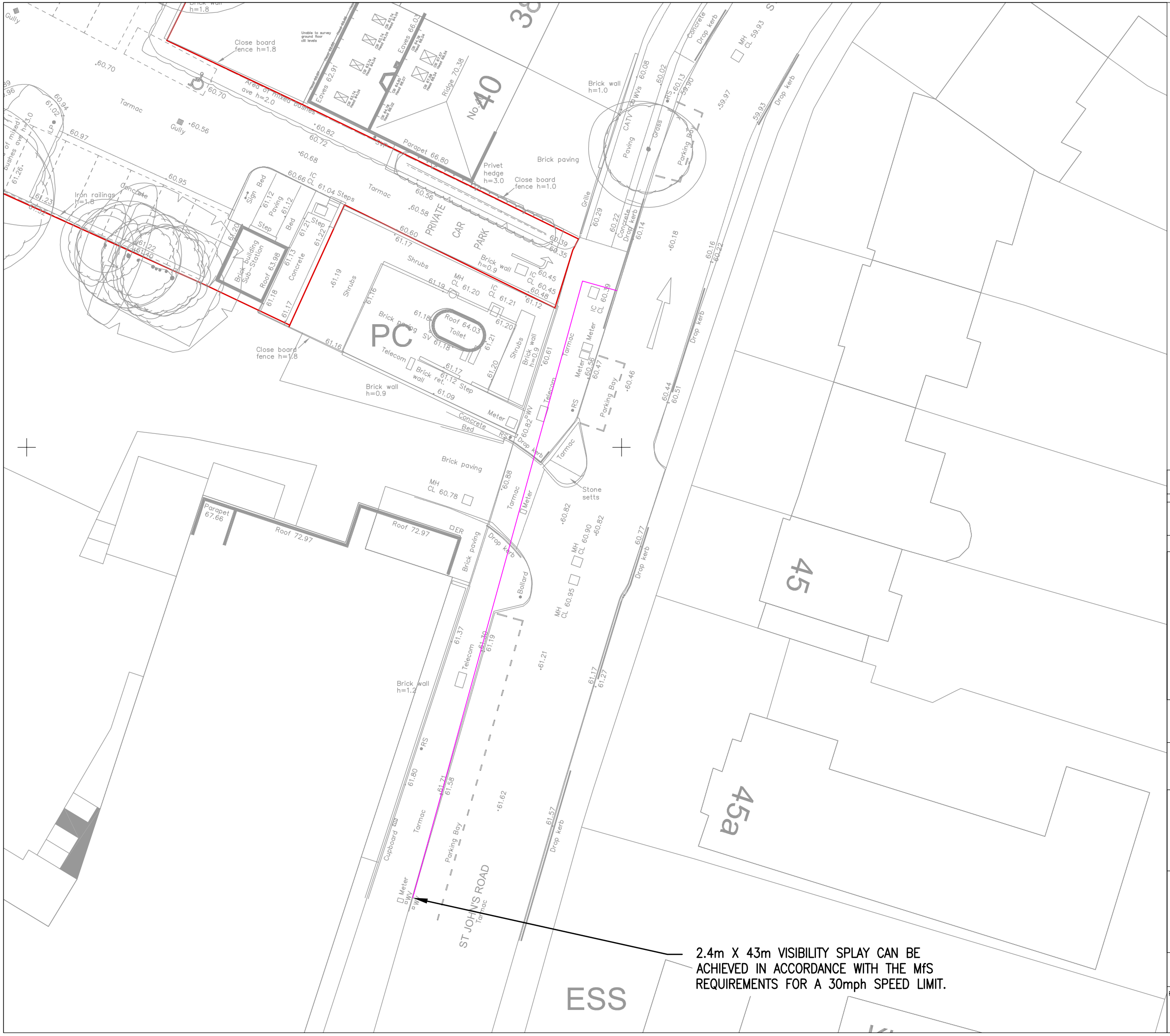
FORMER SIDCUP LIBRARY
HADLOW ROAD, SIDCUP

TITLE:

SWEPT PATH ANALYSIS
FOR A MEDIUM SIZED CAR

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:250	ET	08/10/2021

PROJECT No:	DRAWING No:
3267	SK02



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

Unit 23, The Maltings, Stanstead Abbotts, Hertfordshire, SG12 8HG
Tel: 01920 871777

www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

FORMER SIDCUP LIBRARY
HADLOW ROAD, SIDCUP

TITLE:

ACCESS ARRANGEMENT
AND VISIBILITY SPLAYS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:250	ET	08/10/2021

PROJECT No:	DRAWING No:
3267	SK01

Appendix: H – TRICS Assessments

TRANSPORT PLANNING ■ HIGHWAYS AND DRAINAGE ■ FLOOD RISK ■ TOPOGRAPHICAL SURVEYS
Unit 23 The Maltings Stanstead Abbotts Hertfordshire SG12 8HG Tel 01920 871 777 e: contact@eastp.co.uk www.eastp.co.uk

Calculation Reference: AUDIT-743101-211011-1054

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : V - LIBRARY
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	WH	WANDSWORTH	1 days
05	EAST MIDLANDS		
	NR	NORTHAMPTONSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
09	NORTH		
	TV	TEES VALLEY	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: Gross Floor Area
Actual Range: 375 to 930 (units: sqm)
Range Selected by User: 375 to 4575 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 13/11/17

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:

Monday	1 days
Tuesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3
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
Retail Zone	1
Built-Up Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

F1(d)	4 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

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days
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:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
250,001 to 500,000	1 days
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	2 days
1.1 to 1.5	2 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	3 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CH-07-V-01	LIBRARY		CHESHIRE
	JORDANGATE			
	MACCLESFIELD			
	Town Centre			
	Built-Up Zone			
	Total Gross Floor Area:		930 sqm	
	Survey date: MONDAY		*13/11/17*	*Survey Type: MANUAL*
2	NR-07-V-01	LIBRARY		NORTHAMPTONSHIRE
	MARKET HILL			
	NEAR KETTERING			
	ROTHWELL			
	Town Centre			
	High Street			
	Total Gross Floor Area:		375 sqm	
	Survey date: THURSDAY		*16/10/14*	*Survey Type: MANUAL*
3	TV-07-V-01	LIBRARY		TEES VALLEY
	ACKLAM ROAD			
	MIDDLESBROUGH			
	ACKLAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross Floor Area:		500 sqm	
	Survey date: THURSDAY		*03/10/13*	*Survey Type: MANUAL*
4	WH-07-V-01	LIBRARY		WANDSWORTH
	GARRATT LANE			
	WANDSWORTH			
	Town Centre			
	Retail Zone			
	Total Gross Floor Area:		900 sqm	
	Survey date: TUESDAY		*12/11/13*	*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 07 - LEISURE/V - LIBRARY
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00	1	900	0.111	1	900	0.000	1	900	0.111
09:00 - 10:00	4	676	2.477	4	676	1.035	4	676	3.512
10:00 - 11:00	4	676	2.070	4	676	1.553	4	676	3.623
11:00 - 12:00	4	676	1.442	4	676	2.329	4	676	3.771
12:00 - 13:00	4	676	1.405	4	676	1.479	4	676	2.884
13:00 - 14:00	4	676	2.107	4	676	1.885	4	676	3.992
14:00 - 15:00	4	676	2.477	4	676	2.181	4	676	4.658
15:00 - 16:00	4	676	1.701	4	676	1.996	4	676	3.697
16:00 - 17:00	4	676	1.072	4	676	1.922	4	676	2.994
17:00 - 18:00	4	676	1.072	4	676	1.072	4	676	2.144
18:00 - 19:00	3	777	0.644	3	777	1.159	3	777	1.803
19:00 - 20:00	1	900	0.000	1	900	0.000	1	900	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.578			16.611			33.189

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.*

Parameter summary

Trip rate parameter range selected:	375 - 930 (units: sqm)
Survey date date range:	01/01/13 - 13/11/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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-743101-210927-0911

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	2 days
	BT	BRENT	2 days
	EN	ENFIELD	1 days
	HG	HARINGEY	2 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	4 days
	HV	HAVERING	1 days
	IS	ISLINGTON	1 days
	KI	KINGSTON	1 days
	NH	NEWHAM	1 days
	WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 12 to 493 (units:)
Range Selected by User: 9 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: 01/01/13 to 06/03/20

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	8 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	17 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 undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	3

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.

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	17 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

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	8 days
50,001 to 100,000	4 days
100,001 or More	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	15 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	14 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	7 days
No	10 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	1 days
2 Poor	5 days
3 Moderate	5 days
4 Good	1 days
5 Very Good	5 days

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

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

3 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

4 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*

5 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

6 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*

7 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE
FULHAM

Town Centre
High Street
Total No of Dwellings: 42
Survey date: WEDNESDAY *16/07/14* *Survey Type: MANUAL*

9 HO-03-C-02 BLOCK OF FLATS HOUNSLOW
HIGH STREET
BRENTFORD

Town Centre
Built-Up Zone
Total No of Dwellings: 86
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

10 HO-03-C-03 BLOCKS OF FLATS HOUNSLOW
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

11 HO-03-C-04 BLOCKS OF FLATS HOUNSLOW
LONDON ROAD
ISLEWORTH

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 203
Survey date: TUESDAY *03/07/18* *Survey Type: MANUAL*

12 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

13 HV-03-C-02 BLOCKS OF FLATS HAVERING
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

14 IS-03-C-07 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 185
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

15	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: MONDAY		*11/07/16*	*Survey Type: MANUAL*
16	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*
17	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		73	
	Survey date: TUESDAY		*05/11/19*	*Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.024	17	159	0.075	17	159	0.099
08:00 - 09:00	17	159	0.027	17	159	0.087	17	159	0.114
09:00 - 10:00	17	159	0.038	17	159	0.045	17	159	0.083
10:00 - 11:00	17	159	0.041	17	159	0.047	17	159	0.088
11:00 - 12:00	17	159	0.039	17	159	0.051	17	159	0.090
12:00 - 13:00	17	159	0.043	17	159	0.045	17	159	0.088
13:00 - 14:00	17	159	0.044	17	159	0.051	17	159	0.095
14:00 - 15:00	17	159	0.038	17	159	0.040	17	159	0.078
15:00 - 16:00	17	159	0.054	17	159	0.048	17	159	0.102
16:00 - 17:00	17	159	0.076	17	159	0.053	17	159	0.129
17:00 - 18:00	17	159	0.090	17	159	0.055	17	159	0.145
18:00 - 19:00	17	159	0.093	17	159	0.056	17	159	0.149
19:00 - 20:00	11	162	0.081	11	162	0.054	11	162	0.135
20:00 - 21:00	11	162	0.067	11	162	0.044	11	162	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.755			0.751			1.506

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.*

Parameter summary

Trip rate parameter range selected:	12 - 493 (units:)
Survey date date range:	01/01/13 - 06/03/20
Number of weekdays (Monday-Friday):	17
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.002	17	159	0.002	17	159	0.004
08:00 - 09:00	17	159	0.004	17	159	0.004	17	159	0.008
09:00 - 10:00	17	159	0.005	17	159	0.005	17	159	0.010
10:00 - 11:00	17	159	0.003	17	159	0.003	17	159	0.006
11:00 - 12:00	17	159	0.002	17	159	0.003	17	159	0.005
12:00 - 13:00	17	159	0.003	17	159	0.003	17	159	0.006
13:00 - 14:00	17	159	0.003	17	159	0.003	17	159	0.006
14:00 - 15:00	17	159	0.002	17	159	0.002	17	159	0.004
15:00 - 16:00	17	159	0.003	17	159	0.003	17	159	0.006
16:00 - 17:00	17	159	0.003	17	159	0.003	17	159	0.006
17:00 - 18:00	17	159	0.004	17	159	0.004	17	159	0.008
18:00 - 19:00	17	159	0.008	17	159	0.008	17	159	0.016
19:00 - 20:00	11	162	0.007	11	162	0.007	11	162	0.014
20:00 - 21:00	11	162	0.003	11	162	0.003	11	162	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.053			0.105

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.002	17	159	0.002	17	159	0.004
08:00 - 09:00	17	159	0.001	17	159	0.000	17	159	0.001
09:00 - 10:00	17	159	0.002	17	159	0.002	17	159	0.004
10:00 - 11:00	17	159	0.004	17	159	0.003	17	159	0.007
11:00 - 12:00	17	159	0.001	17	159	0.003	17	159	0.004
12:00 - 13:00	17	159	0.000	17	159	0.000	17	159	0.000
13:00 - 14:00	17	159	0.001	17	159	0.002	17	159	0.003
14:00 - 15:00	17	159	0.002	17	159	0.002	17	159	0.004
15:00 - 16:00	17	159	0.000	17	159	0.001	17	159	0.001
16:00 - 17:00	17	159	0.000	17	159	0.000	17	159	0.000
17:00 - 18:00	17	159	0.001	17	159	0.001	17	159	0.002
18:00 - 19:00	17	159	0.000	17	159	0.000	17	159	0.000
19:00 - 20:00	11	162	0.000	11	162	0.000	11	162	0.000
20:00 - 21:00	11	162	0.000	11	162	0.000	11	162	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.016			0.030

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.001	17	159	0.010	17	159	0.011
08:00 - 09:00	17	159	0.002	17	159	0.015	17	159	0.017
09:00 - 10:00	17	159	0.003	17	159	0.004	17	159	0.007
10:00 - 11:00	17	159	0.001	17	159	0.004	17	159	0.005
11:00 - 12:00	17	159	0.002	17	159	0.002	17	159	0.004
12:00 - 13:00	17	159	0.001	17	159	0.002	17	159	0.003
13:00 - 14:00	17	159	0.005	17	159	0.003	17	159	0.008
14:00 - 15:00	17	159	0.002	17	159	0.004	17	159	0.006
15:00 - 16:00	17	159	0.004	17	159	0.002	17	159	0.006
16:00 - 17:00	17	159	0.005	17	159	0.002	17	159	0.007
17:00 - 18:00	17	159	0.007	17	159	0.002	17	159	0.009
18:00 - 19:00	17	159	0.008	17	159	0.003	17	159	0.011
19:00 - 20:00	11	162	0.008	11	162	0.002	11	162	0.010
20:00 - 21:00	11	162	0.005	11	162	0.000	11	162	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.055			0.109

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.028	17	159	0.101	17	159	0.129
08:00 - 09:00	17	159	0.029	17	159	0.125	17	159	0.154
09:00 - 10:00	17	159	0.043	17	159	0.055	17	159	0.098
10:00 - 11:00	17	159	0.048	17	159	0.058	17	159	0.106
11:00 - 12:00	17	159	0.052	17	159	0.066	17	159	0.118
12:00 - 13:00	17	159	0.053	17	159	0.055	17	159	0.108
13:00 - 14:00	17	159	0.057	17	159	0.063	17	159	0.120
14:00 - 15:00	17	159	0.049	17	159	0.051	17	159	0.100
15:00 - 16:00	17	159	0.079	17	159	0.064	17	159	0.143
16:00 - 17:00	17	159	0.101	17	159	0.066	17	159	0.167
17:00 - 18:00	17	159	0.114	17	159	0.074	17	159	0.188
18:00 - 19:00	17	159	0.136	17	159	0.065	17	159	0.201
19:00 - 20:00	11	162	0.099	11	162	0.074	11	162	0.173
20:00 - 21:00	11	162	0.091	11	162	0.057	11	162	0.148
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.979			0.974			1.953

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.023	17	159	0.054	17	159	0.077
08:00 - 09:00	17	159	0.032	17	159	0.119	17	159	0.151
09:00 - 10:00	17	159	0.038	17	159	0.049	17	159	0.087
10:00 - 11:00	17	159	0.031	17	159	0.047	17	159	0.078
11:00 - 12:00	17	159	0.049	17	159	0.040	17	159	0.089
12:00 - 13:00	17	159	0.050	17	159	0.043	17	159	0.093
13:00 - 14:00	17	159	0.040	17	159	0.048	17	159	0.088
14:00 - 15:00	17	159	0.045	17	159	0.049	17	159	0.094
15:00 - 16:00	17	159	0.076	17	159	0.054	17	159	0.130
16:00 - 17:00	17	159	0.069	17	159	0.054	17	159	0.123
17:00 - 18:00	17	159	0.072	17	159	0.047	17	159	0.119
18:00 - 19:00	17	159	0.063	17	159	0.044	17	159	0.107
19:00 - 20:00	11	162	0.082	11	162	0.049	11	162	0.131
20:00 - 21:00	11	162	0.054	11	162	0.039	11	162	0.093
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.724			0.736			1.460

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.004	17	159	0.057	17	159	0.061
08:00 - 09:00	17	159	0.008	17	159	0.080	17	159	0.088
09:00 - 10:00	17	159	0.015	17	159	0.032	17	159	0.047
10:00 - 11:00	17	159	0.013	17	159	0.021	17	159	0.034
11:00 - 12:00	17	159	0.012	17	159	0.020	17	159	0.032
12:00 - 13:00	17	159	0.018	17	159	0.021	17	159	0.039
13:00 - 14:00	17	159	0.015	17	159	0.023	17	159	0.038
14:00 - 15:00	17	159	0.020	17	159	0.019	17	159	0.039
15:00 - 16:00	17	159	0.033	17	159	0.024	17	159	0.057
16:00 - 17:00	17	159	0.041	17	159	0.026	17	159	0.067
17:00 - 18:00	17	159	0.048	17	159	0.020	17	159	0.068
18:00 - 19:00	17	159	0.059	17	159	0.021	17	159	0.080
19:00 - 20:00	11	162	0.048	11	162	0.014	11	162	0.062
20:00 - 21:00	11	162	0.029	11	162	0.013	11	162	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.363			0.391			0.754

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.005	17	159	0.077	17	159	0.082
08:00 - 09:00	17	159	0.006	17	159	0.112	17	159	0.118
09:00 - 10:00	17	159	0.014	17	159	0.045	17	159	0.059
10:00 - 11:00	17	159	0.009	17	159	0.027	17	159	0.036
11:00 - 12:00	17	159	0.011	17	159	0.021	17	159	0.032
12:00 - 13:00	17	159	0.013	17	159	0.019	17	159	0.032
13:00 - 14:00	17	159	0.017	17	159	0.020	17	159	0.037
14:00 - 15:00	17	159	0.017	17	159	0.020	17	159	0.037
15:00 - 16:00	17	159	0.024	17	159	0.018	17	159	0.042
16:00 - 17:00	17	159	0.029	17	159	0.014	17	159	0.043
17:00 - 18:00	17	159	0.052	17	159	0.020	17	159	0.072
18:00 - 19:00	17	159	0.083	17	159	0.018	17	159	0.101
19:00 - 20:00	11	162	0.072	11	162	0.013	11	162	0.085
20:00 - 21:00	11	162	0.046	11	162	0.012	11	162	0.058
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.398			0.436			0.834

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.009	17	159	0.134	17	159	0.143
08:00 - 09:00	17	159	0.013	17	159	0.192	17	159	0.205
09:00 - 10:00	17	159	0.029	17	159	0.077	17	159	0.106
10:00 - 11:00	17	159	0.022	17	159	0.047	17	159	0.069
11:00 - 12:00	17	159	0.023	17	159	0.040	17	159	0.063
12:00 - 13:00	17	159	0.031	17	159	0.040	17	159	0.071
13:00 - 14:00	17	159	0.032	17	159	0.043	17	159	0.075
14:00 - 15:00	17	159	0.037	17	159	0.039	17	159	0.076
15:00 - 16:00	17	159	0.057	17	159	0.042	17	159	0.099
16:00 - 17:00	17	159	0.070	17	159	0.040	17	159	0.110
17:00 - 18:00	17	159	0.100	17	159	0.040	17	159	0.140
18:00 - 19:00	17	159	0.142	17	159	0.040	17	159	0.182
19:00 - 20:00	11	162	0.119	11	162	0.027	11	162	0.146
20:00 - 21:00	11	162	0.075	11	162	0.025	11	162	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.759			0.826			1.585

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.062	17	159	0.298	17	159	0.360
08:00 - 09:00	17	159	0.076	17	159	0.451	17	159	0.527
09:00 - 10:00	17	159	0.112	17	159	0.185	17	159	0.297
10:00 - 11:00	17	159	0.103	17	159	0.157	17	159	0.260
11:00 - 12:00	17	159	0.126	17	159	0.148	17	159	0.274
12:00 - 13:00	17	159	0.135	17	159	0.140	17	159	0.275
13:00 - 14:00	17	159	0.133	17	159	0.158	17	159	0.291
14:00 - 15:00	17	159	0.133	17	159	0.142	17	159	0.275
15:00 - 16:00	17	159	0.216	17	159	0.162	17	159	0.378
16:00 - 17:00	17	159	0.246	17	159	0.162	17	159	0.408
17:00 - 18:00	17	159	0.293	17	159	0.162	17	159	0.455
18:00 - 19:00	17	159	0.349	17	159	0.152	17	159	0.501
19:00 - 20:00	11	162	0.308	11	162	0.152	11	162	0.460
20:00 - 21:00	11	162	0.225	11	162	0.122	11	162	0.347
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.517			2.591			5.108

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.017	17	159	0.064	17	159	0.081
08:00 - 09:00	17	159	0.019	17	159	0.077	17	159	0.096
09:00 - 10:00	17	159	0.024	17	159	0.032	17	159	0.056
10:00 - 11:00	17	159	0.026	17	159	0.031	17	159	0.057
11:00 - 12:00	17	159	0.026	17	159	0.037	17	159	0.063
12:00 - 13:00	17	159	0.030	17	159	0.031	17	159	0.061
13:00 - 14:00	17	159	0.030	17	159	0.035	17	159	0.065
14:00 - 15:00	17	159	0.028	17	159	0.031	17	159	0.059
15:00 - 16:00	17	159	0.044	17	159	0.036	17	159	0.080
16:00 - 17:00	17	159	0.060	17	159	0.041	17	159	0.101
17:00 - 18:00	17	159	0.073	17	159	0.043	17	159	0.116
18:00 - 19:00	17	159	0.074	17	159	0.040	17	159	0.114
19:00 - 20:00	11	162	0.063	11	162	0.038	11	162	0.101
20:00 - 21:00	11	162	0.057	11	162	0.036	11	162	0.093
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			0.572			1.143

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.003	17	159	0.006	17	159	0.009
08:00 - 09:00	17	159	0.003	17	159	0.003	17	159	0.006
09:00 - 10:00	17	159	0.006	17	159	0.004	17	159	0.010
10:00 - 11:00	17	159	0.008	17	159	0.010	17	159	0.018
11:00 - 12:00	17	159	0.009	17	159	0.009	17	159	0.018
12:00 - 13:00	17	159	0.009	17	159	0.009	17	159	0.018
13:00 - 14:00	17	159	0.007	17	159	0.009	17	159	0.016
14:00 - 15:00	17	159	0.005	17	159	0.004	17	159	0.009
15:00 - 16:00	17	159	0.004	17	159	0.008	17	159	0.012
16:00 - 17:00	17	159	0.009	17	159	0.006	17	159	0.015
17:00 - 18:00	17	159	0.008	17	159	0.005	17	159	0.013
18:00 - 19:00	17	159	0.004	17	159	0.003	17	159	0.007
19:00 - 20:00	11	162	0.004	11	162	0.004	11	162	0.008
20:00 - 21:00	11	162	0.002	11	162	0.001	11	162	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081			0.081			0.162

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	17	159	0.000	17	159	0.001	17	159	0.001
08:00 - 09:00	17	159	0.001	17	159	0.003	17	159	0.004
09:00 - 10:00	17	159	0.000	17	159	0.001	17	159	0.001
10:00 - 11:00	17	159	0.000	17	159	0.001	17	159	0.001
11:00 - 12:00	17	159	0.001	17	159	0.000	17	159	0.001
12:00 - 13:00	17	159	0.001	17	159	0.001	17	159	0.002
13:00 - 14:00	17	159	0.002	17	159	0.002	17	159	0.004
14:00 - 15:00	17	159	0.001	17	159	0.000	17	159	0.001
15:00 - 16:00	17	159	0.001	17	159	0.001	17	159	0.002
16:00 - 17:00	17	159	0.003	17	159	0.002	17	159	0.005
17:00 - 18:00	17	159	0.004	17	159	0.003	17	159	0.007
18:00 - 19:00	17	159	0.007	17	159	0.004	17	159	0.011
19:00 - 20:00	11	162	0.007	11	162	0.004	11	162	0.011
20:00 - 21:00	11	162	0.004	11	162	0.004	11	162	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.027			0.059

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.*