



Proposed Residential Development
19 Hertford Court, Enfield

Transport Statement

For

Ms G Theodourou

Document Control Sheet

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Ms G Theodourou

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Ms G Theodourou to accompany a proposed planning application for the demolition an existing building and the subsequent construction of 2 no. two-storey 2-bedroom houses at 19 Hertford Court, Enfield (herein referred to as 'the site').
- 1.2 The site is located within the borough of Enfield approximately 550 metres north of Palmers Green High Street. The site benefits from close proximity to Palmers Green railway station and the A406 and A10. The site falls within the administrative boundary of the London Borough of Enfield.
- 1.3 The site is currently 4 garage spaces with a 2-bedroom flat above. The proposal seeks to erect two dwellings. Access to the site is achieved upon the A105, Green Lanes onto an existing private road, Hertford Court. There is only one vehicular access to the site.
- 1.4 This Transport Statement has been prepared to consider the highway and transportation aspects of the proposals, specifically the proximity of the site to sustainable transport modes, as well as access arrangements, parking, and trip generation.
- 1.5 The remainder of this Transport Statement is structured as follows:
 - Section 2 outlines the transport planning policies that are considered to be pertinent to this application;
 - Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
 - Section 4 provides an overview of the proposed development with a focus on the parking requirements, parking availability, and the accessibility of the site;
 - Section 5 assesses the vehicular trip attraction of the development proposals and the likely effect on the local highway network; and,
 - Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

Overview

2.1 There are a variety of national, regional, and local policies which dictate guidance for development at this site. The documents containing policy referring to traffic and transport relevant to this site are as follows:

- National Planning Policy Framework – September 2023;
- The London Plan 2021 – March 2021;
- The Enfield Plan Core Strategy 2010-2025 – November 2010; and,
- Enfield Development Management Document – November 2014.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) September 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) 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;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) 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

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

2.4 Off-street parking provision is referred to in Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.5 Paragraph 108 states:

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

2.6 Paragraph 111 of the NPPF states

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

Regional Policy

London Plan

- 2.7 The London Plan sets out the economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 2.8 Policy T1, Strategic Approach to Transport states:
- *“A) Development Plans should support, and development proposals should facilitate:*
 - 1) *the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and,*
 - *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.”*
- 2.9 Policy T2, Healthy Streets states:
- *“Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling;*
 - *Development Plans should:*
 - 1) *promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;*
 - 2) *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant;*
 - *Development proposals should:*
 - 1) *demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;*
 - 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.”*
- 2.10 Policy T3, Transport Capacity, Connectivity and Safeguarding states:
- *“Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections;*
 - *Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London’s needs, including by:*

1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary);

2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing;

3) safeguarding London's walking and cycling networks;

- *Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed."*

2.11 Policy T4, Assessing and Mitigating Transport Impacts states:

- *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity;*
- *When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;*
- *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified;*
- *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;*
- *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; and,*
- *Development proposals should not increase road danger."*

2.12 Policy T5, Cycling states:

- *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
- 1) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure;*
 - 2) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision;*

- *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people;*
- *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported; and,*
- *Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.”*

2.13 Policy T6, Car Parking states:

- *“Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity;*
- *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking;*
- *All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities; and,*
- *Adequate provision should be made for efficient deliveries and servicing and emergency access.”*

2.14 Policy T6.1, Residential Parking states:

- *“New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category;*
- *Parking spaces within communal car parking facilities (including basements) should be leased rather than sold; and,*
- *All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.”*

Local Policy

The Enfield Plan Core Strategy 2010-2025

2.15 This Core Strategy is looking to provide a plan for the Borough of Enfield which all developments should adhere to.

2.16 Paragraph 7.46 discusses the issues of transport and the desire to improve aspects of the pre-existing infrastructure. It states:

- *“Continued growth in the volume of traffic using the network is placing increasing pressure on the available capacity and planned growth will need to consider and mitigate this pressure;*
- *Poor bus connectivity between the strategic growth areas and town centres in Enfield; and*
- *The relatively high use of the private car to travel around and beyond the Borough. Nearly 50% of individuals living in the Borough travel to work by car, compared to 36% across all London boroughs.”*

2.17 Core Policy 24 states that:

- *“The Council will encourage sustainable travel choices and reduce growing congestion levels through the promotion of Travel Demand Management Programmes, and will support the use of low carbon vehicles, including electric vehicles. Standards for the provision of off-street parking in new developments and requirements for transport assessments, travel plans, car clubs and car share schemes will be set out in the Development Management Document”.*

2.18 Core Policy 25 states:

- *“The Council, working with its partners, will seek to provide safe, convenient, and accessible routes for pedestrians, cyclists and other non-motorised modes by:*
- *Developing and implementing improvements to strategic and local walking and cycle routes in the Borough;*
- *Improving the quality and safety of the public realm, implementing streetscape improvements to be outlined in the Enfield Design Guide and relevant area action plans, fostering road safety, and implementing ‘Streets for People’ initiatives;*
- *Working with Department for Transport, Network Rail and Transport for London to ensure that West Anglia rail line improvements address the barrier to east-west movements for pedestrians and cyclists caused by the line in the east of the Borough, including the identification of alternative crossing points; and,*
- *Priority will be given to schemes that overcome community severance, particularly those linking communities on either side of the West Anglia Main Line, routes to schools, town centres and recreational resources including greenways and the Lee Valley Regional Park.”*

2.19 Core Policy 26 states that *“the Council, working with its partners, will seek to secure a comprehensive, safe, accessible, welcoming and efficient public transport network, capable of supporting the development proposals for the Borough and providing attractive alternative travel options”.*

Enfield’s Development Management Document

2.20 This document sets out the London Borough of Enfield’s desires for new developments to be sustainable. This document is designed to build upon the desires of the Core Strategy.

2.21 Policy DMD 47 states:

- *“All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. New pedestrian accesses, routes and footpaths are encouraged and should link with the surrounding street and public right of way networks where appropriate. Development will not be permitted where it compromises existing rights of way, unless alternatives of equivalent or greater attractiveness and convenience are provided. Gated developments will be resisted;*
- *Cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private car. The Council will protect existing off-road routes and the alignment of proposed routes from development, unless alternatives of equivalent or greater attractiveness and convenience are proposed. Where appropriate the Council will seek the provision of segregated cycle routes to adoptable standards as part of a new development;*
- *Applications for development should give consideration to the impact of development on public transport services. Major applications will be expected to demonstrate that existing or proposed public transport capacity can accommodate development proposals, and where necessary, identify opportunities for public transport improvements;*

- *New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic;*
 - *New access onto roads with a speed limit above 40mph must comply with design standards within DMRB (The Design Manual for Roads and Bridges). New access onto all other roads must have regard to the Manual for Streets and Manual for Streets 2 or replacement publications;*
 - *New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists;*
 - *New development will only be permitted where adequate, safe and functional provision is made for:*
 - *1. Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development;*
 - *2. Emergency services vehicles (following guidance issued by the London Fire Brigade & Building Regulations); and*
 - *3. Operational needs for existing residents, visitor and user "drop-off" and "pick-up" areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic."*
- 2.22 London Borough of Enfield suggest that there is no requirement for a travel plan due to the limited scope of this development.

Summary

- 2.23 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and current use of the site.

Site Details

- 3.2 The site is located approximately 550 metres north of Palmers Green. The surrounding area can be characterised as mainly residential in nature with a number of local amenities accessible within a walking distance from the site. The location of the site is shown in Figure 3.1 below.

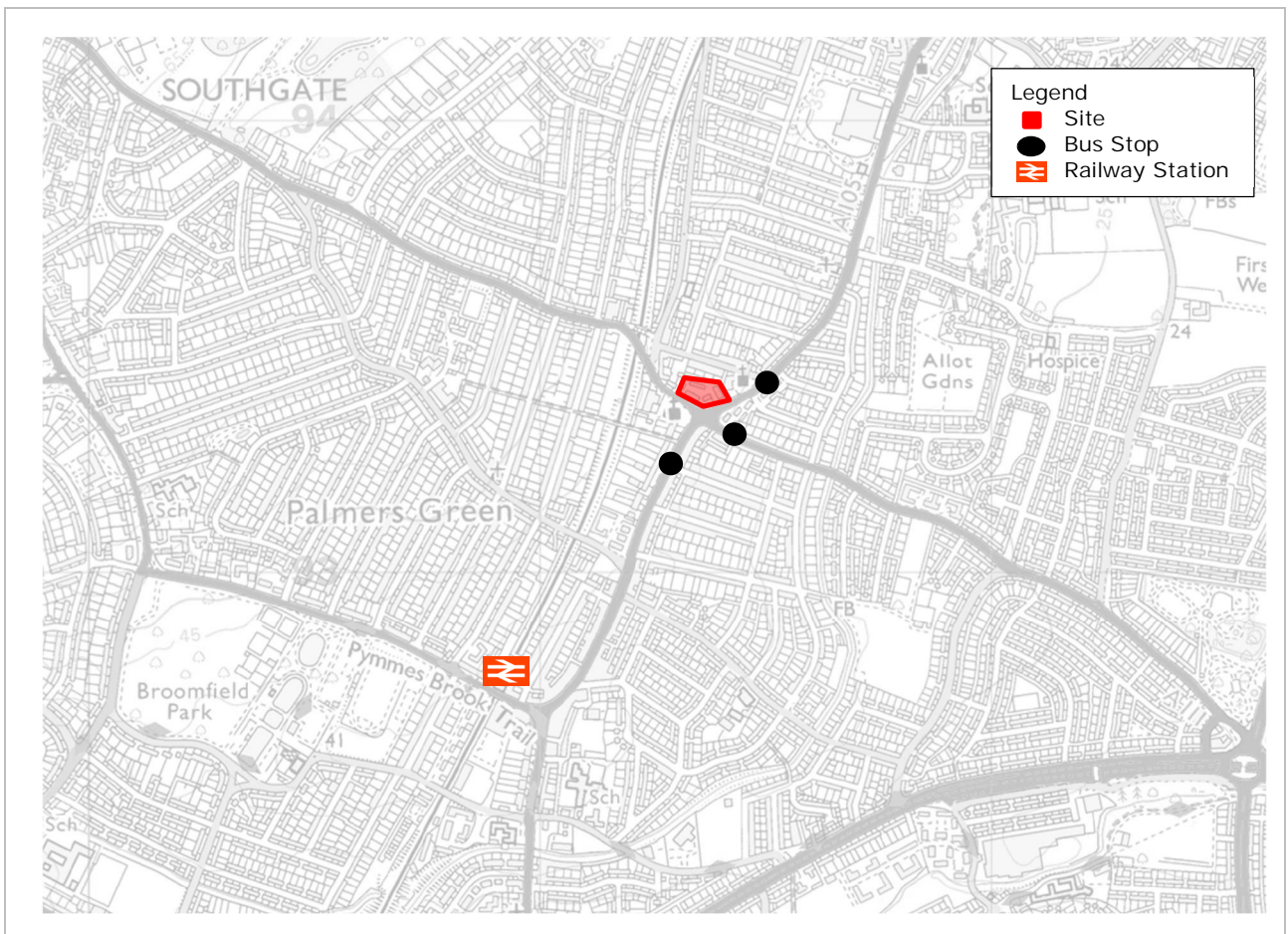


Figure 3.1: Site Location

Existing Highway Network

- 3.3 The site sits on the junction of Green Lanes and Hedge Lane. Both roads are subjected to a 30mph and are two-way single carriageways. Green Lanes connects southbound to the A406 and towards Enfield town centre to the north. Hedge Lane provides access eastbound to the A406 and A10 and towards Cockfosters to the west.

Accessibility of the Site by Non-Car Modes

- 3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
 - *"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).
- 3.5 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"*. Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot"*.
- 3.6 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that *"81% of all trips under one mile are walks"*, making it the most frequent mode of travel for very short distances.

Accessibility on Foot and by Cycle

- 3.7 The site is accessible on foot via walkways on both sides of Greens Lane and Hedge Lane providing a continuous lit route in all directions. Directly opposite the site, at the crossroads junction between Hedge Lane and Greens Lane, there is tactile paving, dropped kerbs, and pedestrian refuge islands to assist in the act of crossing.
- 3.8 There is utilisation of dropped kerbs and tactile paving in all directions of the site providing assistance at crossing points.
- 3.9 There is limited on-road cycling infrastructure within the vicinity of the site. There is an on-road cycle lane on Greens Lane but only when travelling northbound. Directly opposite the site, this cycle lane becomes protected by bollards. There are no other on-road cycle provisions within the vicinity of the site however, the relatively low speed limit and flat topography ensure that the local highway network is considered suitable for cycling.
- 3.10 The C20 cycleway runs along Greens Lane running between Enfield Town and Palmers Green ensuring that cycling routes are accessible from the site.

Public Transport Accessibility

- 3.11 Transport for London has published guidelines on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (for example, stops and stations) that are within walking distance of an application site. PTAL scores range from 1-6 with 6 being high and 1 being low. It is noted that PTAL provides a score reflecting access to public transport services as opposed to accessibility by public transport, assuming a threshold of 640 metres to a bus stop and 940 metres to a rail or tube station. A site's PTAL does not consider: the speed or utility of accessible services; crowding, including the ability to board services; or ease of interchange.
- 3.12 The PTAL score for the application site is 2 'poor' as detailed in Figure 3.2.



Figure 3.2 – PTAL output

Accessibility by Bus

3.13 The closest bus stop to the site is located approximately 120 metres from the site upon Hedge Lane. There is another stop approximately 130 metres from the site on Greens Lane as illustrated in Figure 3.1. A summary of the local bus services is provided below in Table 3.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
616	Grange Park – Southgate – Palmers Green – Edmonton	School Service: 2 services AM, 2 services PM		
629	Wood Green – Palmers Green – Enfield – Turkey Street Station	School Service: 2 services AM, 2 services PM		
W6	Southgate – Palmers Green – Edmonton	1 every 10 minutes	1 every 10 minutes	1 every 15 minutes

Table 3.1: Summary of Local Bus Services

3.14 Table 3.1 shows the local bus services. The W6 service is the most significant as it allows for access to Southgate Underground Station providing access to the Piccadilly Line and central London.

Accessibility by Train

3.15 The closest railway station to the site is Palmers Green located approximately 950 metres south of the route. This is equivalent to a 13-minute walk or a 4-minute cycle. The closest London Underground station is Southgate located approximately 2,000 metres west of the site. This is equivalent to a 27-minute walk or 6-minute cycle.

3.16 Southgate Underground station provides access to Piccadilly line services towards central London and to Cockfosters.

3.17 Palmers Green railway station benefits from 60 spaces, 4 of which are accessible. There are also 16 bike parking spaces covered by CCTV. A summary of the rail services provided from the station are provided in Table 3.2 below.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Moorgate	Palmers Green – Bowes Park – Alexandra Palace – Hornsey – Harringay – Finsbury Park – Drayton Park – Highbury & Islington – Essex Road – Old Street – Moorgate	4 every hour	4 every hour	1 every 30 minutes
Stevenage	Palmers Green – Winchmore Hill – Grange Park – Enfield Chase – Gordon Hill – Crews Hill – Cuffley – Bayford – Hertford North – Watton-At-Stone – Stevenage	4 every hour	4 every hour	1 every 30 minutes

Table 3.2: Summary of Rail Services

- 3.18 Table 3.2 highlights the frequent service to central London providing access to other London travel hubs and onward destinations.

Access to Local Facilities

- 3.19 A number of local facilities are available within the surrounding area of the site and are accessible by foot or cycle. Palmers Green High Street accommodates a large number of chain and independent amenities whilst the wider local area contains healthcare and educational facilities too. Table 3.3 below summarises the local amenities within a 500-metre radius with a full amenities plan attached within [Appendix A](#).

Amenity	Distance From Site (metres)
St John's Nursery	86 metres
Murat Supermarket Ltd	94 metres
Leading Strings Pre School	108 metres
Green Lanes Dental Surgery	147 metres
Green Lanes Clinic	166 metres
Palmers Green High School	224 metres
Walkers Pharmacy	258 metres
Gillan House Surgery	290 metres
Broomfield Bowls Club	440 metres
The Woodberry Clinic	448 metres
Fox Lane Dental Clinic	452 metres
Sainsbury's Local	499 metres

Table 3.3 – Local Amenities

Road Safety Review

- 3.20 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from *Crashmap* for the most recent 5-year period. The collected data is shown below in Figure 3.3.

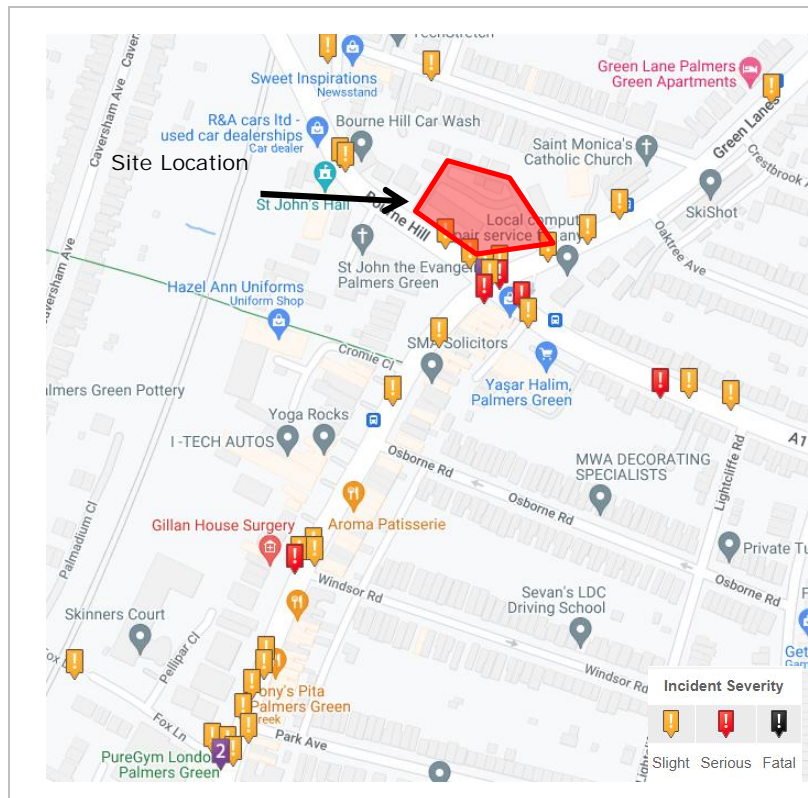


Figure 3.3 -Crashmap extract

3.21 Figure 3.3 shows that 12 incidents happened within the immediate area of the site. Of these, only three were serious with the rest only causing slight injuries. The three incidents that caused serious injury all involved pedestrians showing that there is potentially a need for a change in the walkway infrastructure. This is not the responsibility of this development due to its limited scope. However, this number of incidents, even despite their serious nature, isn't high showing that the highway is safe in the area surrounding the site.

Summary

3.22 The above review demonstrates that the site is accessible by transport modes which have the potential to reduce the reliance upon the private car. In this regard, it is considered that the location of the site accords with paragraphs 105 of the National Planning Policy Framework by providing future residents with a genuine choice about how they travel.

4.0 Development Proposal

Overview

- 4.1 The following section details how the site is to be developed, along with the details of the site access, servicing, and parking requirements. The proposal seeks planning permission for the demolition of an existing 4-bay garage and the subsequent construction of 2no. 2-bedroom houses. The site layout plan is presented in Figure 4.1 and also included at [Appendix B](#).

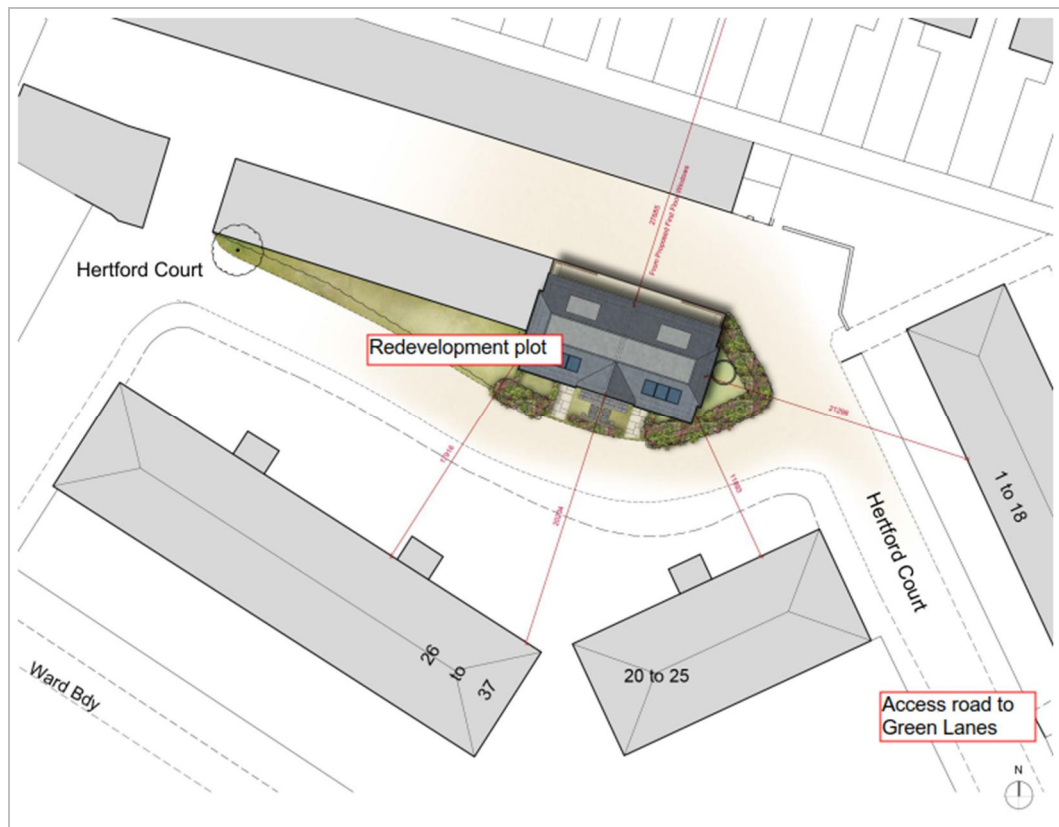


Figure 4.1 – Proposed site layout

Access Arrangements

- 4.2 Vehicular access to the site is proposed to continue through the existing entrance to Hertford Court via the turning off Green Lanes. There is only one existing entrance to Hertford Court and that will be sufficient within the remit of this proposed development. The footway at the existing crossover onto Green Lanes is approximately 3.5m wide and good driver visibility is available in both directions along Green Lanes.
- 4.3 This access provides access to cars and pedestrians with an additional pedestrian and cycle entrance to Hertford Court located upon Bourne Hill. There are footways within the site ensuring the site is accessible for pedestrians. Hertford Court is a private road managed by a private management company. Therefore, the developers have no jurisdiction to change the road layout within this development.

Car Parking Provision

- 4.4 The proposal includes 2 carports, 1 per property, with electric vehicle charging points included within the carport area. This will also act to limit the need for on-street parking and limit the parking stress implemented upon the area. The parking arrangements are presented on Figure 4.2.

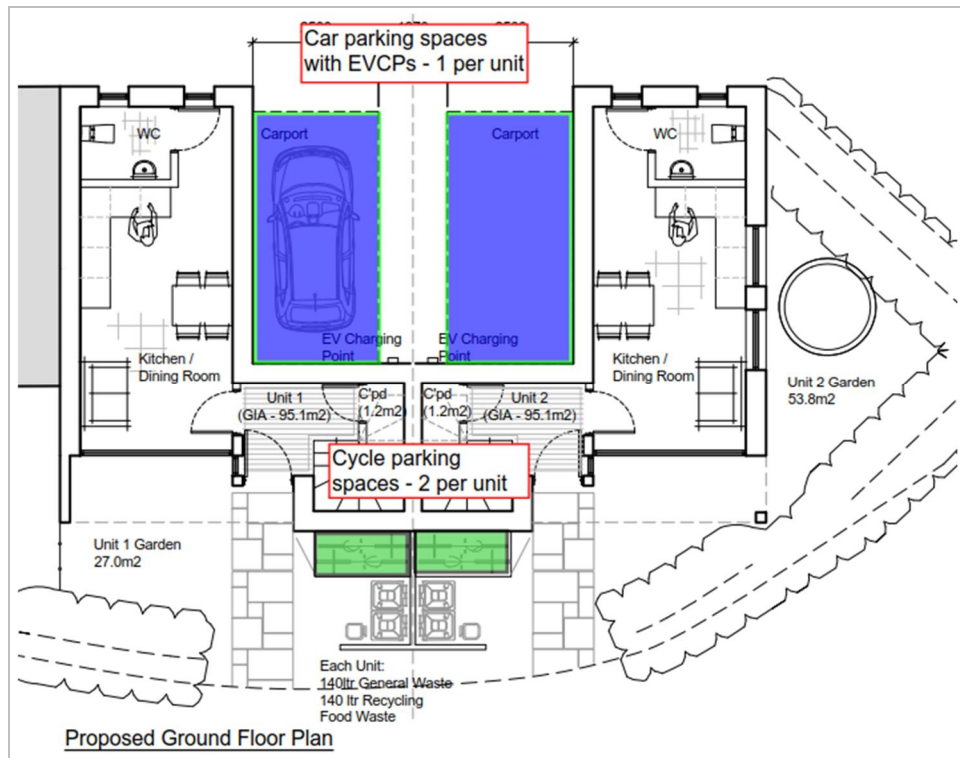


Figure 4.2 – Proposed parking arrangement – Car and cycle

4.5 The area falls into a PTAL 2 rating, see Figure 3.2. The London Plan states that developments within this PTAL rating for Outer London should have a maximum of “1 space per dwelling”. As a result, the proposed Policy T6 of the London Plan requires at least 20% of parking spaces to have active electric vehicle charging points from the outset. The development will meet that requirement by giving both carport parking locations electric charging points.

Cycle Parking Provision

4.6 The minimum required cycle parking standards applicable for the site are shown below in Table 5.4. The cycle parking infrastructure should be separated and self-contained from the property.

Type of Dwelling	Number of Long Stay Spaces Required	Number of Short Stay Spaces Required
1-bed unit	1.5 spaces	1 space per 40 units
2-bed unit	2 spaces	
3 or more-bed unit	2 spaces	

Table 4.1: London Plan Minimum Cycle Parking Requirements

4.7 For this development, there is a requirement for 4 total cycle parking spaces to be included within the development to meet the requirements of the London Plan.

4.8 The development proposes to have external secure, covered cycle parking storage located outside the property to meet the requirements of the London Plan. This will be achieved through cycle lockers with 2 spaces inside. One cycle locker will be provided for each dwelling as identified on Figure 4.2.

Servicing and Emergency Arrangements

4.9 Servicing and refuse collection will be undertaken on site. The London Borough of Enfield Council detail the requirements for refuse collection. They state that domestic houses require 140 litre waste bins

stored outside the property with 1 each of general waste and recycling waste. There is also a need for a 23-litre food waste bin.

- 4.10 The refuse will be collected on the curtilage of the property to aid in the collection of refuse. The current residential dwellings have refuse collection completed therefore it is known through site observations that a refuse vehicle can enter and exit the site in a forward gear. To confirm refuse collection vehicle access, swept path analysis for a 10.4m long vehicle is shown in [Appendix C](#).
- 4.11 A swept path analysis for a fire appliance is also provided in [Appendix C](#) to show the accessibility of the site for emergency service requirements.

Summary

- 4.12 This section demonstrates that the proposed development makes provision for private cars, emergency vehicles, servicing vehicles, pedestrians, and cycles to integrate with the existing highway network. In addition, appropriate parking standards for private cars and cycles has been included within the proposal for the development of the site.

5.0 On-street Parking Analysis

5.1 The proposed residential development needs to consider the potential impact of the change in parking arrangements. Overnight on-street parking surveys were completed in accordance with the Lambeth methodology on the local roads to understand the existing night time parking conditions. It is commonly accepted that these occur on a weeknight between the hours of 00:30-05:30 on 2 separate weeknights. This is intended to capture the maximum residential parking demand within a 200-metre radius of the identified site. The local parking capacity is deemed 'stressed' when on-street parking exceeds 85% capacity.

Survey Design

5.2 Two overnight surveys were completed on separate weeknights. These surveys were both completed at 05:15 in line with the accepted recommendations.

5.3 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising of the following roads:

- Green Lanes;
- Bourne Hill;
- Stonard Road;
- Hoppers Road;
- Westlake Close;
- Hedge Lane; and
- Oaktree Avenue.

5.4 The parking survey did not include the on-road parking provisions available on Hertford Court due to Hertford Court being a private road managed by a private management company. This means that only residents can park on this road and that the developer is unable to impact or influence upon the highway network within Hertford Court.

5.5 The number of existing parking spaces in the survey area was identified from on-street observations and site measurements as part of the analysis. For the purposes of calculating parking stress, it is assumed that each vehicle takes up an average kerb space of 5 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5 metres. Physical bays have been divided into 5 metre intervals and rounded to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5 metres or along vehicle crossovers, have been eliminated from the available kerb space.

5.6 The only parking restrictions that apply within this survey are double yellow lines. Each of the surveyed areas are able to be parked in overnight, and the survey also includes single yellow line parking provisions which allow for overnight parking.

Survey Results and Analysis

5.7 The parking survey results, including plans of the observed parking locations, are included for reference in [Appendix D](#). The results indicate that across the assessment area there are an equivalent of 158 on-road parking spaces along unrestricted kerb line, within marked bays, and along single yellow lines.

5.8 The survey results for both nights are shown below in Tables 5.1 and 5.2.

Street Name	Spaces	Used	% Stress	Single Yellow Line Spaces	Used	% Stress	Overall % Stress
Green Lanes	11	8	73	-	-	-	73
Bourne Hill	15	10	67	12	0	0	37
Stonard Road	54	53	98	-	-	-	98
Hoppers Road	7	5	71	-	-	-	71
Westlake Close	9	7	78	-	-	-	78
Hedge Lane	36	27	75	5	0	0	66
Oaktree Avenue	26	25	96	-	-	-	96
Total	158	135	85	17	0	0	77

Table 5.1: Car Parking Survey, Night 1

Street Name	Spaces	Used	% Stress	Single Yellow Line Spaces	Used	% Stress	Overall % Stress
Green Lanes	11	11	100	-	-	-	100
Bourne Hill	15	8	53	12	0	0	30
Stonard Road	54	55	102	-	-	-	102
Hoppers Road	7	5	71	-	-	-	71
Westlake Close	9	7	78	-	-	-	78
Hedge Lane	36	27	75	5	0	0	66
Oaktree Avenue	26	27	104	-	-	-	104
Total	158	140	89	17	0	0	80

Table 5.2: Car Parking Survey, Night 2

- 5.9 Tables 5.1 and 5.2 show that during the survey period, the overall car parking stress for all available spaces was 77% for the first night and 80% for the second night. This data shows that for both nights, the parking provisions available were under the threshold for being stressed.
- 5.10 It should also be noted that there will be on-road parking available within Hertford Court. Site observations highlight that the existing residents of properties on Hertford Court currently park upon the road therefore this can also be achieved by future residents of this site.

Census Data

- 5.11 Vehicle ownership data has been acquired from 2021 Census for the E02000305 ward, the ward in which the site is located. The data is for vehicle ownership within houses or bungalows. This data will act to show the likely car ownership of future residents of this development should they follow the typical car ownership of the population of the local ward.
- 5.12 Table 5.3 shows the current van or car ownership within this ward.

Number of Cars or Vans	Total	Percentage	Predicted Vehicle Ownership Increase (2 dwellings)
No cars or vans in household	206	14	0
1 car or van in household	780	52	1
2 or more cars or vans in household	523	35	1

Table 5.3: Current car or van ownership in houses or bungalows in E02000305

Parking Analysis

- 5.13 The proposed introduction of the two new dwellings there is the potential for up to three additional cars to be added to the local on-street parking network. The scheme will include two spaces so there is the potential for one vehicle to be added to the local roads.
- 5.14 The proposed development will also include the potential removal of up to 4 no. garage spaces assuming the existing garages are regularly occupied by resident's cars. The existing garage has been designed to historic requirements and the space is substandard to accommodate modern vehicles however, to provide a robust assessment, it is assumed that they are currently utilised. The worst-case net change in parking demand taking into account the potential removal of the garage spaces and vehicles being displaced onto the local roads and one additional vehicle associated with the residential development. The calculations for a net change of +5 vehicles on the local roads is presented on Table 5.4.

	Observed		With Development	
	Night 1	Night 2	Night 1	Night 2
On-street spaces available	175	175	175	175
On-street spaces used	135	140	140	145
Parking Stress	77.1%	80.0%	80.0%	82.3%

Table 5.4: Parking Analysis – summary of existing demands and predicted demands (worst-case)

- 5.15 The analysis shows that in the event of any existing cars in the garages being displaced onto the local roads and one additional vehicle associated with the development being required to park on local roads, the overall local parking stress will be less than the 85% threshold where parking is considered to be stressed. In view of this, the proposed development will not impact on local on-street parking arrangements.

6.0 Trip Generation

6.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic time are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). These periods are when the impact on the local highway network is likely to be greatest. The information provided within this section considers these peak hours as well as the total daily movements (07:00-20:00).

6.2 The site is currently a single 2-bedroom flat above disused garage space. To be able to assess the impact of the development on the wider highway network, trip rates for both the current and proposed use of the site have been assessed and compared.

Current Use

6.3 The current site has one flat above disused garages. The TRICS database has been used to provide predicted total vehicle and total people trips to and from the site. For robustness, the dataset '03 Residential – C Flats Privately Owned' has been used with the following criteria:

- Areas within England including Greater London; and,
- 'Suburban Area' and 'Edge of Town' locations.

6.4 Table 5.1 below provides a summary of the peak hour total vehicular and total person trips for the existing flat property. The full TRICS output for the current use is included within [Appendix E](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.08	0.227	0.19	0.089	1.471	1.487
Total Vehicle Trips	0	0	0	0	1	1
Total Person Trip Rate	0.153	0.854	0.556	0.231	3.994	3.98
Total Person Trips	0	1	1	0	4	4

Table 6.1: Existing Trip Rates

6.5 Table 6.1 highlights the predicted trips for the current land-use at 19 Hertford Court. Table 5.1 demonstrates that the current predicted total person trips are 1 leaving in the morning peak and 1 arriving during the evening peak. It is predicted that none of these trips would be completed by vehicle. Over the course of the day, it is predicted that there are 8 total two-way trips completed.

Proposed Use

6.6 The proposed development is for the construction of 2 houses. The TRICS database has been used to provide predicted total vehicle and total people trips to and from the site. For robustness, the dataset '03 Residential – A Houses Privately Owned' has been used with the following criteria:

- Areas within England including Greater London; and,
- 'Suburban Area' and 'Edge of Town' locations.

6.7 Table 6.2 below provides a summary of the peak hour total vehicular and total person trips for the existing flat property. The full TRICS output for the proposed development is included within [Appendix F](#).

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate	0.168	0.390	0.363	0.174	2.813	2.767
Total Vehicle Trips	0	1	1	0	6	5
Total Person Trip Rate	0.251	0.815	0.588	0.289	4.568	4.535
Total Person Trips	1	2	1	1	9	9

Table 6.2: Predicted Trip Rates

6.8 Table 6.2 demonstrates the predicted trip rates for the proposed development. Table 6.2 highlights that it is predicted that the total people trips during the morning peak are predicted to be 1 arriving and 2 leaving. Of these, it is predicted that one vehicle would leave during this time. During the evening peak, it is predicted that there would be a total of 2 two-way trips of which 1 would be made by car. During the day, it is predicted that there would be 18 total two-way trips of which there would be 11 total two-way trips completed by car.

Change in Trips

6.9 A comparison of the change in trips is shown below in Table 6.3.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Change in total vehicle trips	0	+1	+1	0	+5	+4
Change in total people trips	+1	+1	0	+1	+5	+5

Table 6.3: Predicted Change in Trips

6.10 Table 6.3 demonstrates that the proposed changed in trips completed to and from the site. The greatest increase will be during the whole day where it is predicted that there will be an increase of 10 total two-way trips with a predicted increase in 9 total two-way vehicle trips too.

6.11 The change in the predicted trip rates between the current site and the proposed development are minimal and will not have a negative impact on the existing highway network.

7.0 Summary and Conclusion

- 7.1 This Transport Statement has been prepared on behalf of Ms G Theodourou to accompany a planning application for a proposed residential development at 19 Hertford Court, Palmers Green. The site is currently 4 garages with a single 2-bedroom flat above. The proposal seeks planning permission for the demolition of the existing building and the subsequent construction of 2no. 2-bedroom houses.
- 7.2 In summary, this Transport Statement identifies the following;
- Pedestrian and cycle facilities in the surrounding area are provided and create safe and accessible links between the site and key local amenities;
 - The site is located to close bus and rail links which connect the site to the wider London area;
 - Vehicular and pedestrian access to the site can continue to be achieved through the existing entrance point to Hertford Court;
 - Appropriate visibility splays are achievable at the existing access to Hertford Court;
 - Sufficient car and cycle parking will be provided within the development proposal;
 - Servicing and refuse collection will be undertaken on site; and,
 - The proposal will not result in a significant increase in vehicular movements ensuring that there isn't a negative impact had on the existing highway network.
- 7.3 On the basis of the above review, it is considered that the proposals with national and local transport related policies can be accommodated without detriment to the safety and operating capacity of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Local Amenities Plan



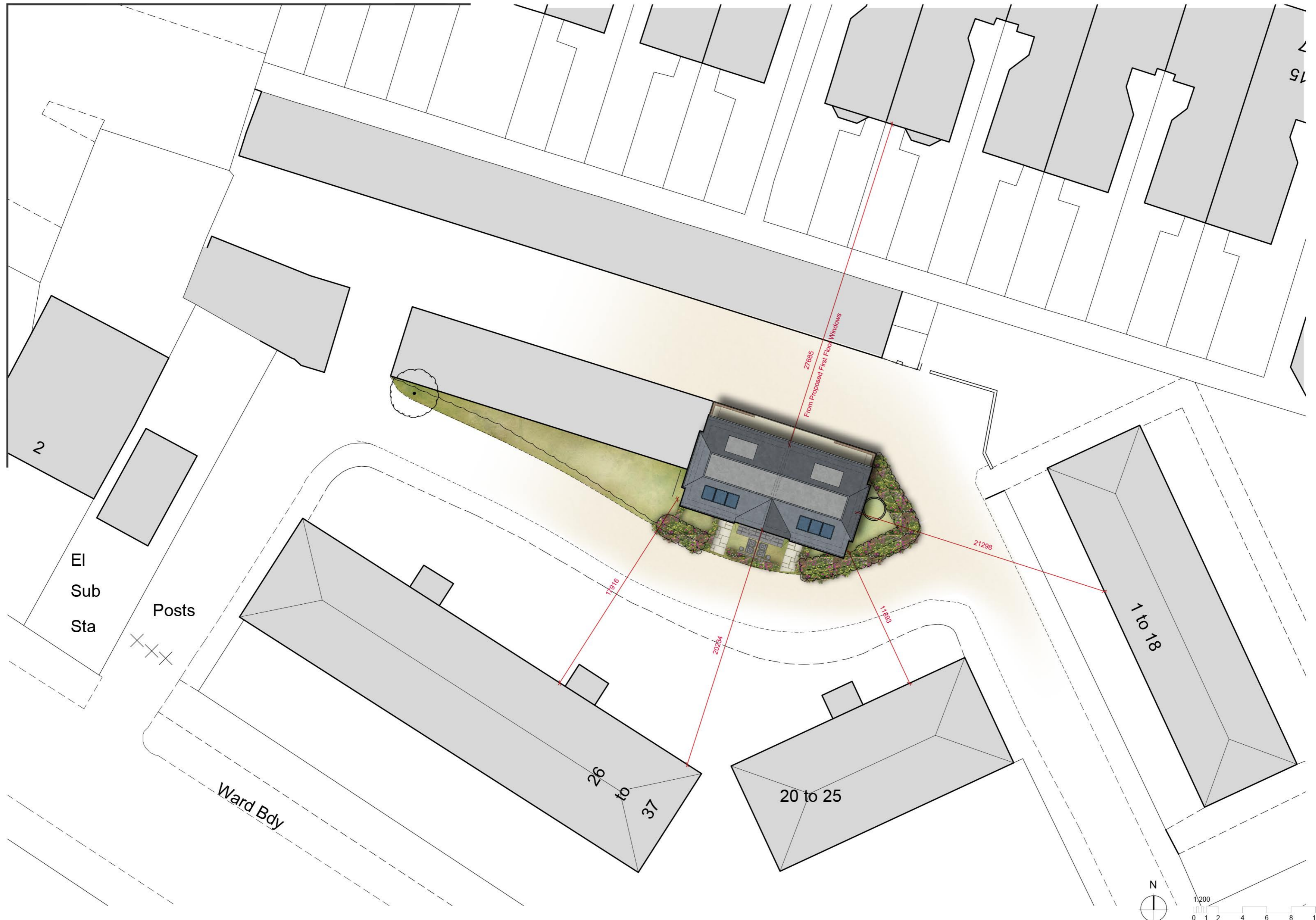
Legend

- Site Location
- Train Station
- Bus Stops
- Schools**
- 1 St John's Nursery
- 2 Leading Strings Pre School
- 3 Palmers Green High School
- 4 Winchmore School
- 5 Highfield Primary School
- 6 St Anne's High School for Girls
- 7 St Monica's Primary School
- 8 Carley Hall Pre School
- Supermarkets**
- 1 Sainsburys
- 2 Morrisons
- 3 Murat Supermarkets Ltd
- 4 Sainsbury's Local
- 5 Prāvālia de Acasă – Romanian Supermarket
- 6 Premier Stores
- 7 Londis
- Health Facilities**
- 1 Priory Mental Health Hospital North London
- 2 Green Lanes Clinic
- 3 The Woodberry Practice
- 4 Gillan House Surgery
- 5 Green Lanes Dental Surgery
- 6 Fox Lane Dental Care
- 7 Walkers Pharmacy
- 8 Atkinson Chemist
- 9 Alderman's Pharmacy and Travel Clinic
- Other Amenities**
- 1 Grovelands Park
- 2 Fitness Hub 21 and Winchmore Hill Library
- 3 Clowes Sports Ground
- 4 Broomfield Bowls Club
- 5 Village Vet – Palmers Green
- 6 Broomfield Park
- 7 Palmers Green Library
- 8 Mayfield Tennis and Sports Club

19 Hertford Court, Enfield
Amenities Plan
 Figure No.
Not to Scale



Appendix B
Site Layout Plan



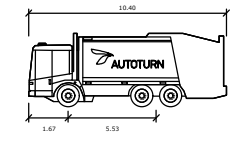
Proposed Residential Development
19 Herford Court, Enfield, N13 4DD

Proposed Site Plan

Project Name: Drawing Name: A2

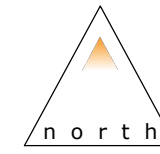
Appendix C

Swept Path Analysis



Refuse Vehicle

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 4.0
Steering Angle	: 34.3



84 North Street
 Guildford
 Surrey
 GU1 4AU
 T: 01483 531 300

Golden Cross House
 8 Duncannon Street
 London
 WC2N 4JF
 T: 020 8065 5208

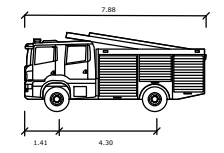
www.motion.co.uk

Project:
19 Hertford Court, Enfield

Title:
**Swept Path Analysis
 10.4m Refuse Vehicle**

Scale: 1:500 (@ A3)

Drawing: **2309079-TK01** Revision: -



Fire Appliance Scania Emergency One

	metres
Width	: 2.45
Track	: 2.45
Lock to Lock Time	: 6.0
Steering Angle	: 33.7



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
19 Hertford Court, Enfield

Title:
**Swept Path Analysis
7.9m Fire Tender**

Scale: 1:500 (@ A3)

Drawing: **2309079-TK02** Revision: -

Appendix D

On-street Parking Surveys

19 HERTFORD COURT, GREEN LANES, LONDON N13 4DD

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKING RESTRICTION PLANS

PARKED VEHICLE LOCATION PLANS

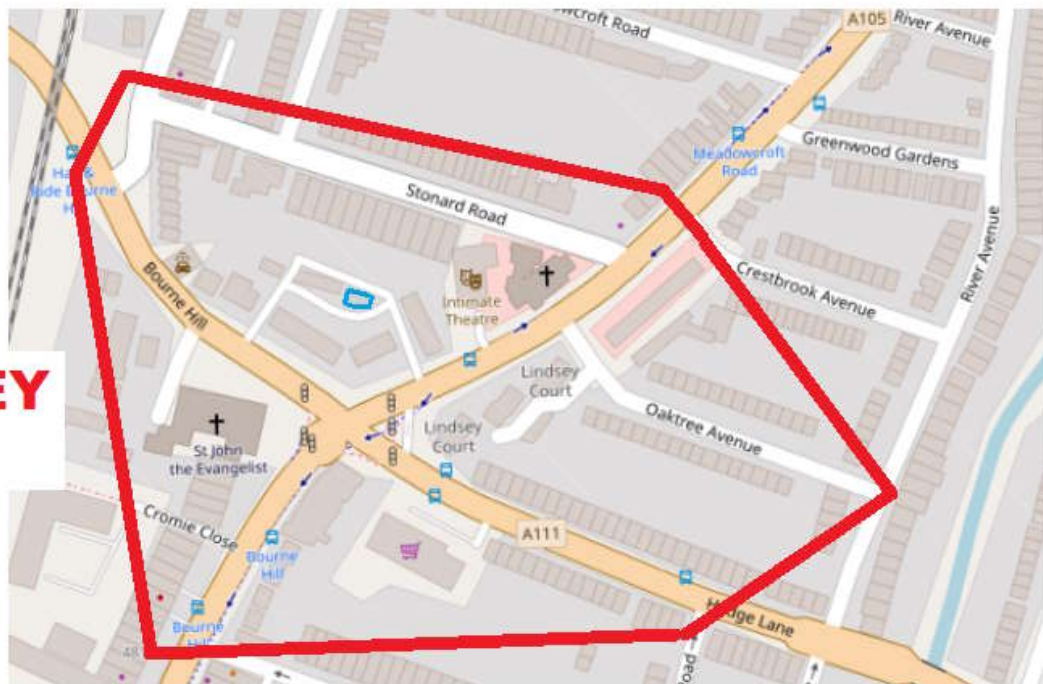
MAY 2022

LAMBETH METHODOLOGY



BENCHMARK DATA COLLECTION

SURVEY AREA



AREA OF PARKING STRESS SURVEY

**19 HERTFORD COURT, GREEN LANES,
LONDON N13 4DD**

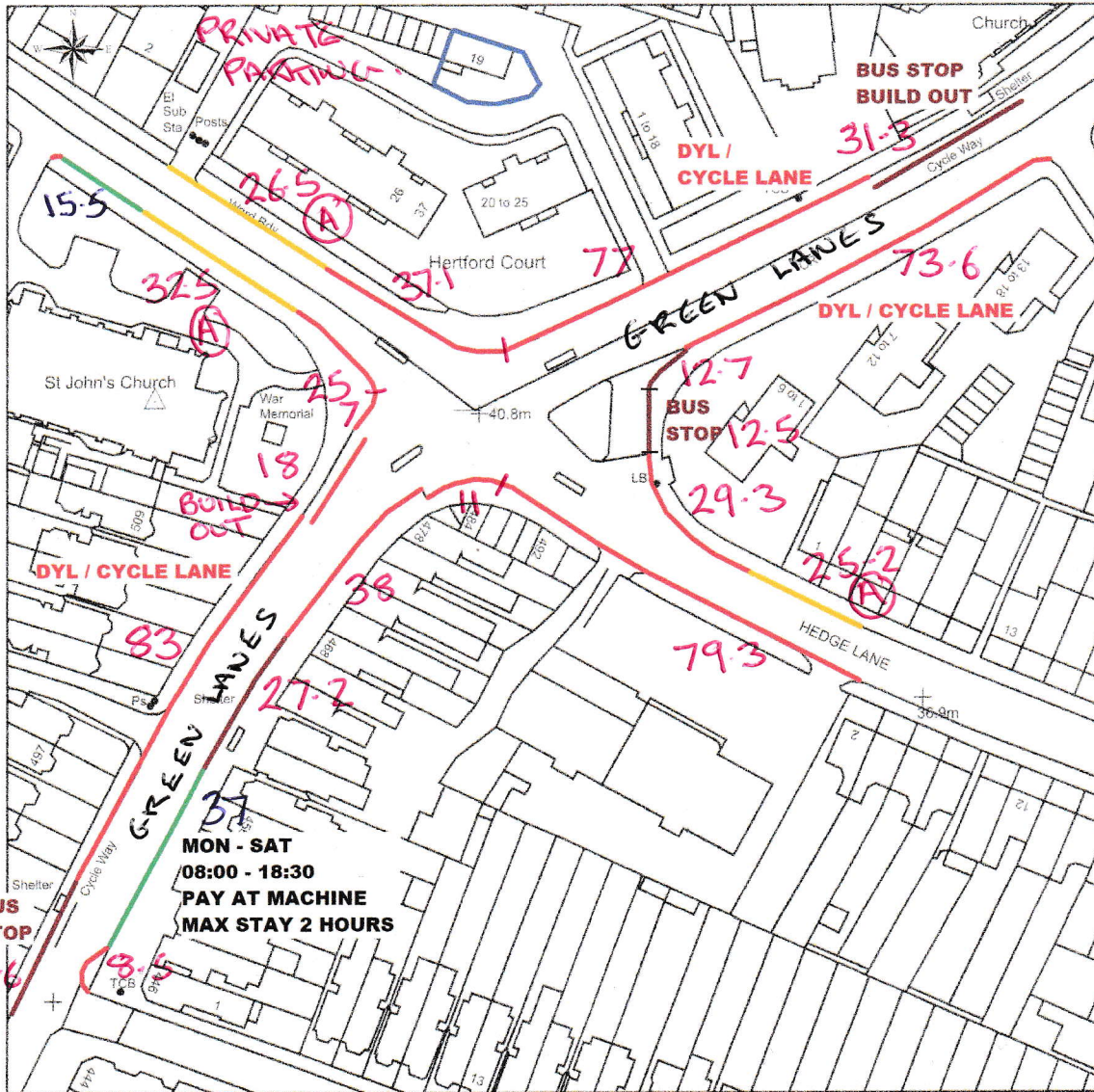
**BENCHMARK DATA COLLECTION
NOT TO SCALE**

19 HERTFORD COURT, GREEN LANES, LONDON N13 4DD - PARKING STRESS SURVEY - WEDNESDAY 16/05/2022 - 05:15

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF UNRESTRICTED 5m PARKING SPACES	NUMBER OF VEHICLES PARKED	UNRESTRICTED PARKING STRESS %	SINGLE YELLOW LINE PARKING		
						NUMBER OF SYL PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
GREEN LANES	604.3	60.8	11	8	73	-	-	-
BOURNE HILL	317.5	81.7	15	10	67	12	0	0
STONARD ROAD	484.8	308.7	54	53	98	-	-	-
HOPPERS ROAD	93.6	35	7	5	71	-	-	-
WESTLAKE CLOSE	89.8	45	9	7	78	-	-	-
HEDGE LANE	343	184.3	36	27	75	5	0	0
OAKTREE AVENUE	349.6	166.6	26	25	96	-	-	-
TOTAL	2282.6	882.1	158	135	85	17	0	0

9 HERTFORD COURT, GREEN LANES, LONDON N13 4DD - PARKING STRESS SURVEY - THURSDAY 16/05/2022 - 05:15

ROAD NAME	TOTAL LENGTH (m) OF KERB SPACE	LENGTH OF UNRESTRICTED PARKING (m)	NUMBER OF UNRESTRICTED 5m PARKING SPACES	NUMBER OF VEHICLES PARKED	UNRESTRICTED PARKING STRESS %	SINGLE YELLOW LINE PARKING		
						NUMBER OF SYL PARKING SPACES	NUMBER OF VEHICLES PARKED ON SYL	PARKING STRESS %
GREEN LANES	604.3	60.8	11	11	100	-	-	-
BOURNE HILL	317.5	81.7	15	8	53	12	0	0
STONARD ROAD	484.8	308.7	54	55	102	-	-	-
HOPPERS ROAD	93.6	35	7	5	71	-	-	-
WESTLAKE CLOSE	89.8	45	9	7	78	-	-	-
HEDGE LANE	343	184.3	36	27	75	5	0	0
OAKTREE AVENUE	349.6	166.6	26	27	104	-	-	-
TOTAL	2282.6	882.1	158	140	89	17	0	0



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Scale: 1:1250, paper size: A4

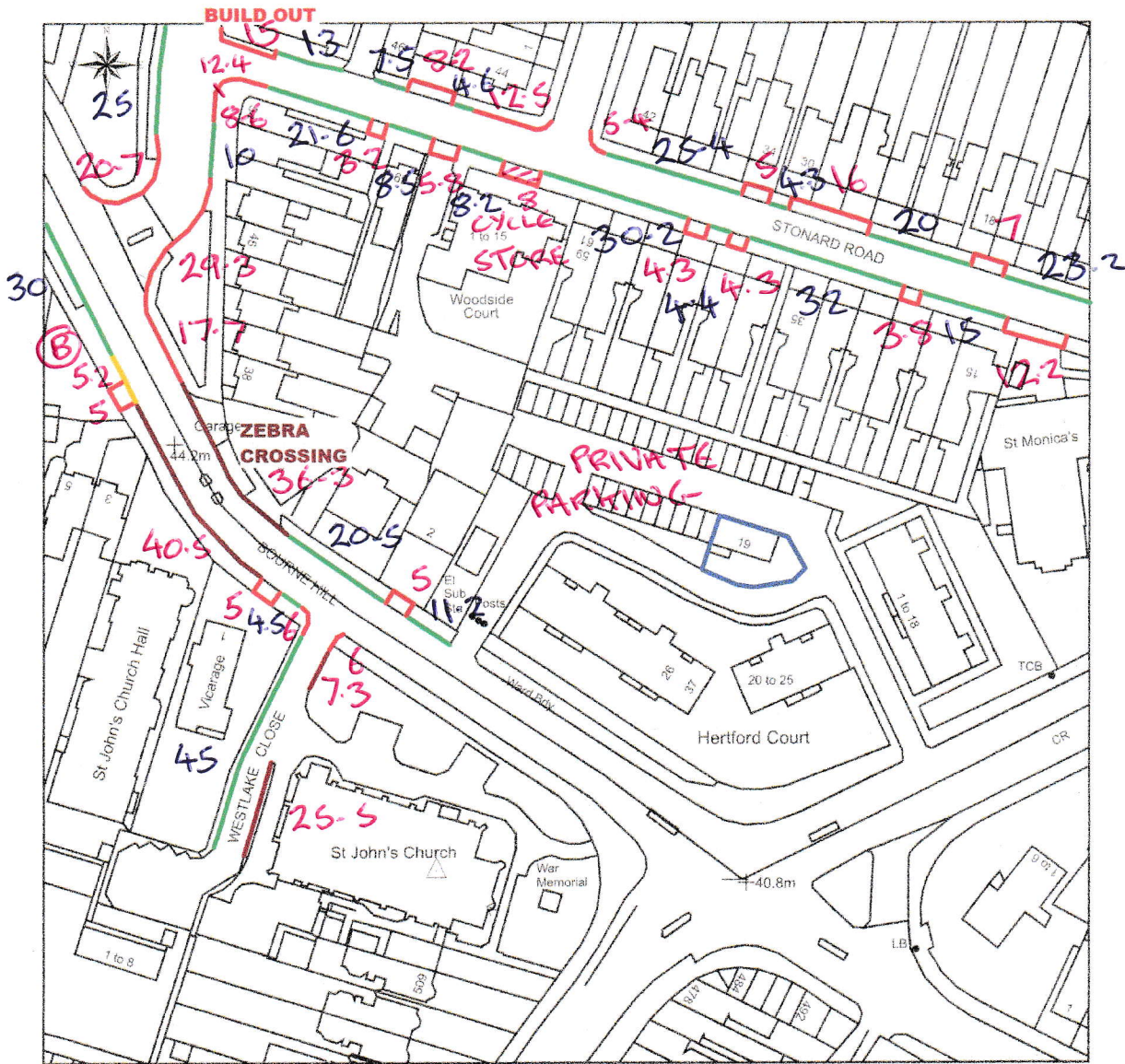
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- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKING RESTRICTIONS

SYL A = MON - SAT, 08:00 - 18:30

SYL B = MON - FRI, 07:00 - 18:30



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌┐ DROPPED KERB

PARKING RESTRICTIONS

SYL B = MON - FRI, 07:00 - 18:30

DBH DISABLED BADGE HOLDER

ALL MEASUREMENTS IN METRES



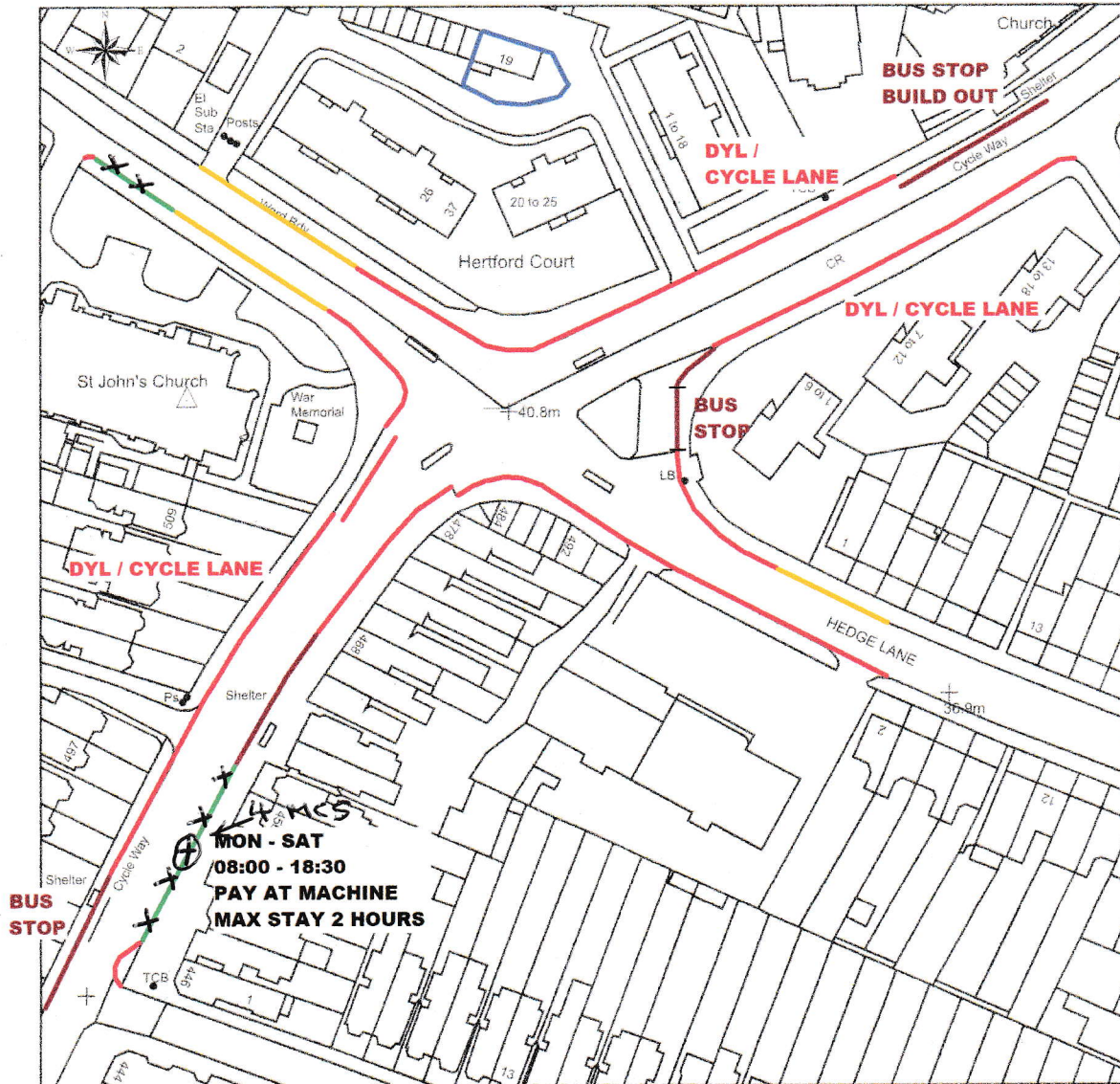
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- DBH DISABLED BADGE HOLDER
- ALL MEASUREMENTS IN METRES

PARKING RESTRICTIONS



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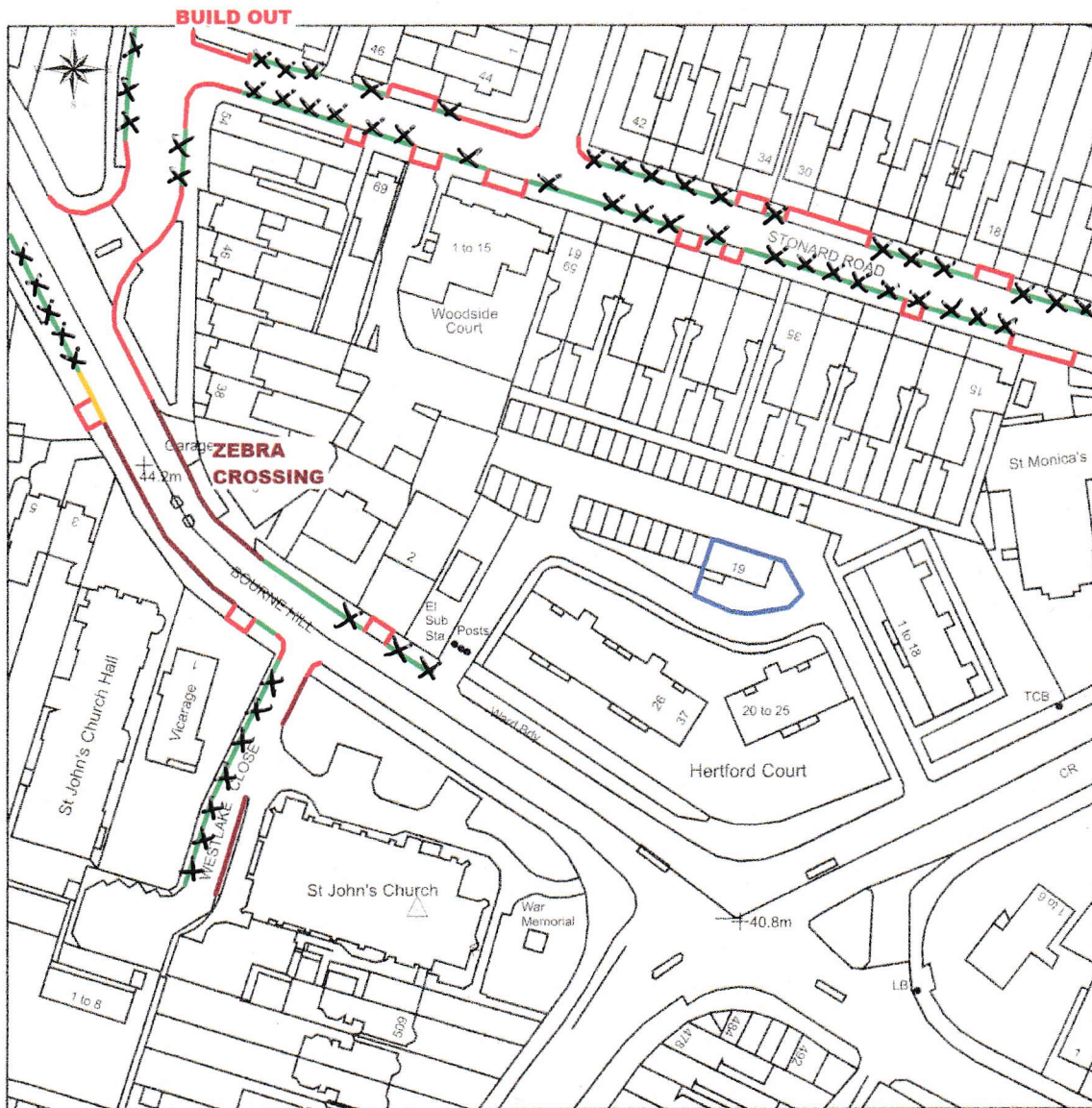
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- SINGLE YELLOW LINE (SYL)
- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
 ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 18/05/2022 - 05:15



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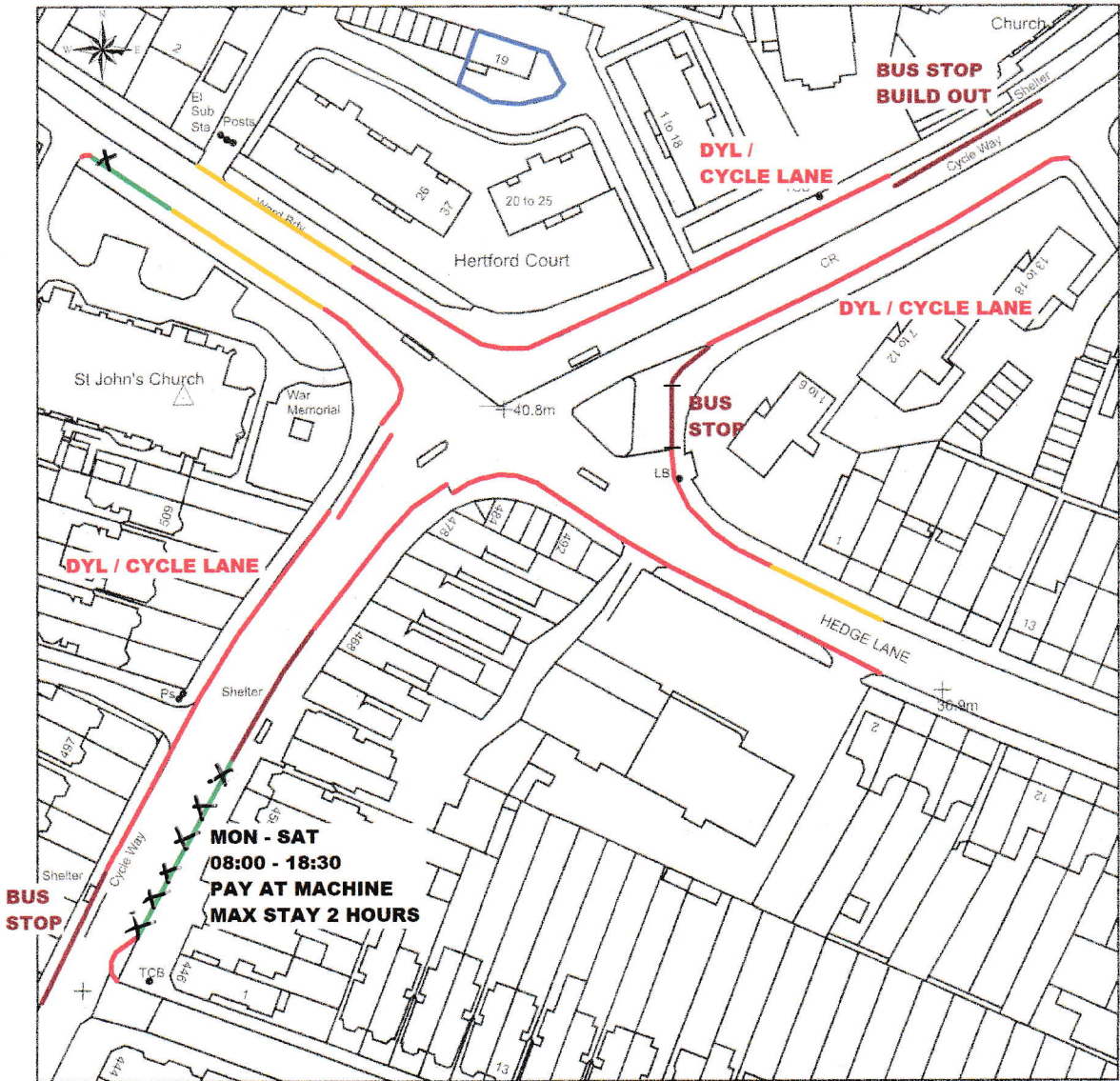
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- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
 ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

WEDNESDAY 18/05/2022 - 05:15



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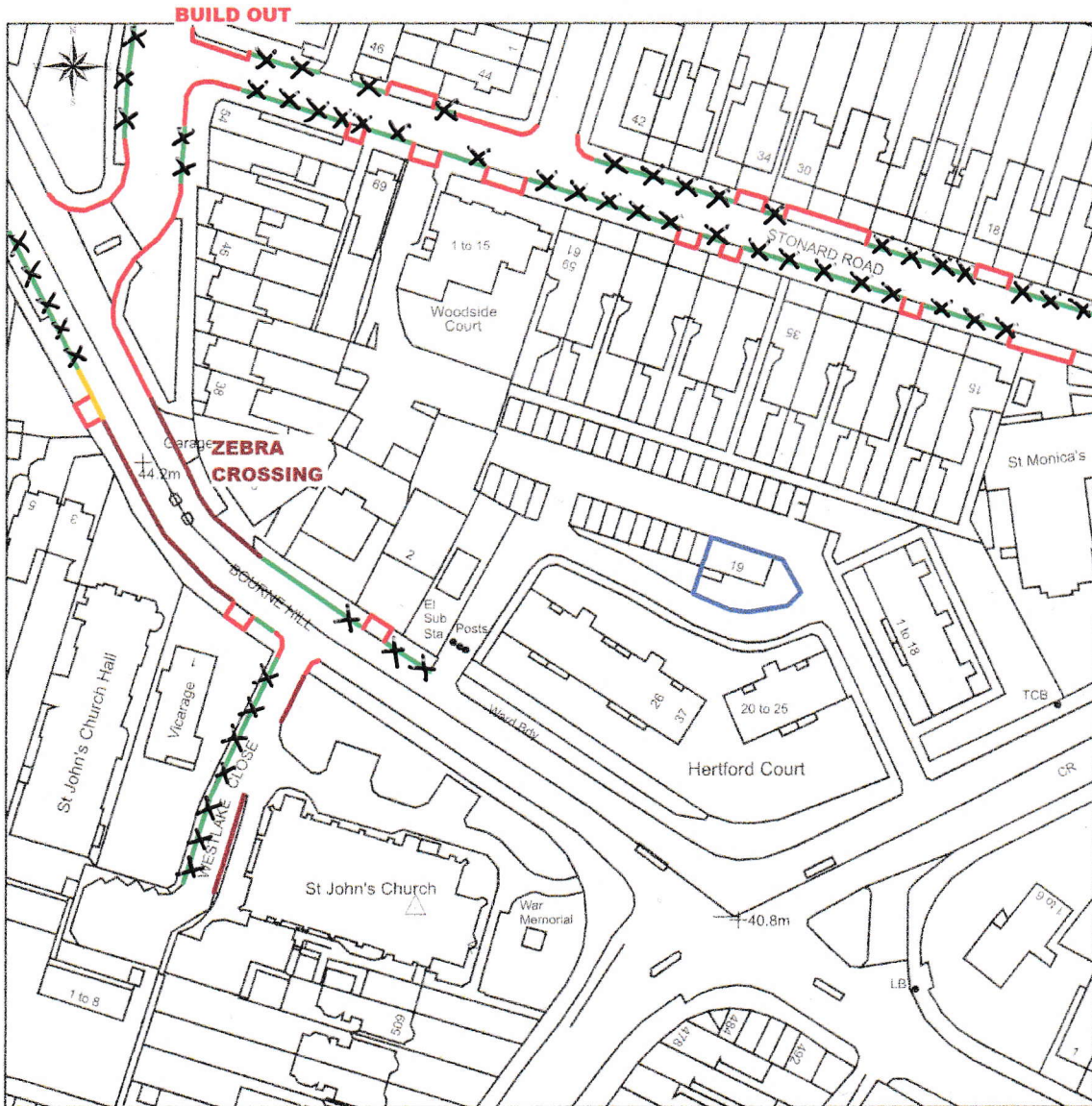
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- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
 ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 19/05/2022 - 05:15



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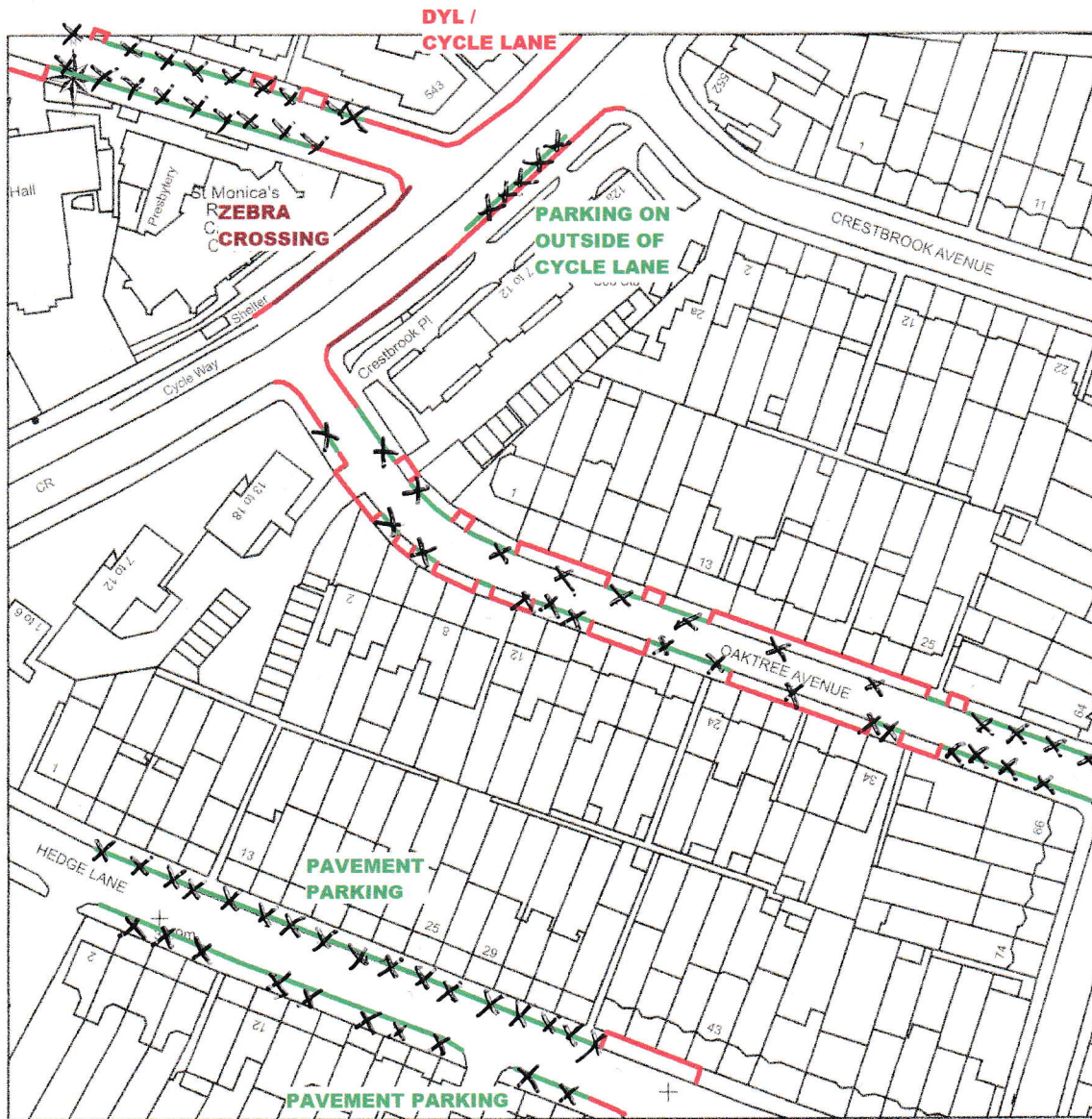
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- DOUBLE YELLOW LINE (DYL)
- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 19/05/2022 - 05:15



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0m 20m 40m 60m 80m 100m

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- UNACCEPTABLE PARKING
- ┌ DROPPED KERB

DBH DISABLED BADGE HOLDER
ALL MEASUREMENTS IN METRES

PARKED VEHICLE LOCATION

THURSDAY 19/05/2022 - 05:15

Appendix E

TRICS output - Residential - Flats

Calculation Reference: AUDIT-734001-231002-1058

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	
	EN ENFIELD	1 days
	HO HOUNSLOW	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	HF HERTFORDSHIRE	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	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: 9 to 82 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 09/06/22

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

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	8
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	11 days
----	---------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	7 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:

125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	3 days

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

Travel Plan:

Yes	2 days
No	9 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	9 days
1a (Low) Very poor	1 days
2 Poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	CA-03-C-03 CROMWELL ROAD CAMBRIDGE	BLOCKS OF FLATS		CAMBRI DGESHI RE
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:		82	
	<i>Survey date: MONDAY</i>		<i>18/09/17</i>	<i>Survey Type: MANUAL</i>
2	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS		DERBY
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>25/09/19</i>	<i>Survey Type: MANUAL</i>
3	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		27	
	<i>Survey date: WEDNESDAY</i>		<i>08/11/17</i>	<i>Survey Type: MANUAL</i>
4	HF-03-C-01 HAYLING ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		22	
	<i>Survey date: WEDNESDAY</i>		<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
5	HF-03-C-05 FERNDOWN ROAD WATFORD SOUTH OXHEY	BLOCKS OF FLATS		HERTFORDSHIRE
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		26	
	<i>Survey date: MONDAY</i>		<i>07/06/21</i>	<i>Survey Type: MANUAL</i>
6	HO-03-C-05 PARK LANE HOUNSLOW CRANFORD	BLOCK OF FLATS		HOUNSLOW
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		14	
	<i>Survey date: FRIDAY</i>		<i>06/03/20</i>	<i>Survey Type: MANUAL</i>
7	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total No of Dwellings:		9	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 82 <i>Survey date: MONDAY 18/11/19</i>	MIXED FLATS & HOUSES	NORFOLK	<i>Survey Type: MANUAL</i>
9	NG-03-C-01 LAWRENCE WAY NOTTINGHAM Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 56 <i>Survey date: TUESDAY 08/11/16</i>	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM	<i>Survey Type: MANUAL</i>
10	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON Edge of Town Residential Zone Total No of Dwellings: 45 <i>Survey date: FRIDAY 15/10/21</i>	BLOCKS OF FLATS	TYNE & WEAR	<i>Survey Type: MANUAL</i>
11	WF-03-C-06 BELGRAVE ROAD WANSTEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 44 <i>Survey date: TUESDAY 25/05/21</i>	BLOCKS OF FLATS	WALTHAM FOREST	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.059	11	40	0.165	11	40	0.224
08:00 - 09:00	11	40	0.080	11	40	0.227	11	40	0.307
09:00 - 10:00	11	40	0.103	11	40	0.137	11	40	0.240
10:00 - 11:00	11	40	0.087	11	40	0.114	11	40	0.201
11:00 - 12:00	11	40	0.080	11	40	0.078	11	40	0.158
12:00 - 13:00	11	40	0.071	11	40	0.069	11	40	0.140
13:00 - 14:00	11	40	0.069	11	40	0.112	11	40	0.181
14:00 - 15:00	11	40	0.089	11	40	0.073	11	40	0.162
15:00 - 16:00	11	40	0.117	11	40	0.071	11	40	0.188
16:00 - 17:00	11	40	0.158	11	40	0.105	11	40	0.263
17:00 - 18:00	11	40	0.190	11	40	0.089	11	40	0.279
18:00 - 19:00	11	40	0.121	11	40	0.071	11	40	0.192
19:00 - 20:00	3	28	0.141	3	28	0.129	3	28	0.270
20:00 - 21:00	3	28	0.106	3	28	0.047	3	28	0.153
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.471			1.487			2.958

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

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

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Parameter summary

Trip rate parameter range selected: 9 - 82 (units:)
Survey date date range: 01/01/15 - 09/06/22
Number of weekdays (Monday-Friday): 11
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.007	11	40	0.007	11	40	0.014
08:00 - 09:00	11	40	0.009	11	40	0.009	11	40	0.018
09:00 - 10:00	11	40	0.009	11	40	0.007	11	40	0.016
10:00 - 11:00	11	40	0.005	11	40	0.007	11	40	0.012
11:00 - 12:00	11	40	0.007	11	40	0.007	11	40	0.014
12:00 - 13:00	11	40	0.011	11	40	0.007	11	40	0.018
13:00 - 14:00	11	40	0.000	11	40	0.005	11	40	0.005
14:00 - 15:00	11	40	0.005	11	40	0.005	11	40	0.010
15:00 - 16:00	11	40	0.002	11	40	0.002	11	40	0.004
16:00 - 17:00	11	40	0.011	11	40	0.011	11	40	0.022
17:00 - 18:00	11	40	0.005	11	40	0.005	11	40	0.010
18:00 - 19:00	11	40	0.007	11	40	0.007	11	40	0.014
19:00 - 20:00	3	28	0.000	3	28	0.000	3	28	0.000
20:00 - 21:00	3	28	0.000	3	28	0.000	3	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.079			0.157

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.002	11	40	0.000	11	40	0.002
08:00 - 09:00	11	40	0.000	11	40	0.002	11	40	0.002
09:00 - 10:00	11	40	0.002	11	40	0.002	11	40	0.004
10:00 - 11:00	11	40	0.000	11	40	0.000	11	40	0.000
11:00 - 12:00	11	40	0.000	11	40	0.000	11	40	0.000
12:00 - 13:00	11	40	0.000	11	40	0.000	11	40	0.000
13:00 - 14:00	11	40	0.000	11	40	0.000	11	40	0.000
14:00 - 15:00	11	40	0.000	11	40	0.000	11	40	0.000
15:00 - 16:00	11	40	0.000	11	40	0.000	11	40	0.000
16:00 - 17:00	11	40	0.002	11	40	0.000	11	40	0.002
17:00 - 18:00	11	40	0.000	11	40	0.002	11	40	0.002
18:00 - 19:00	11	40	0.000	11	40	0.000	11	40	0.000
19:00 - 20:00	3	28	0.000	3	28	0.000	3	28	0.000
20:00 - 21:00	3	28	0.000	3	28	0.000	3	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.002	11	40	0.030	11	40	0.032
08:00 - 09:00	11	40	0.005	11	40	0.041	11	40	0.046
09:00 - 10:00	11	40	0.009	11	40	0.000	11	40	0.009
10:00 - 11:00	11	40	0.002	11	40	0.002	11	40	0.004
11:00 - 12:00	11	40	0.011	11	40	0.000	11	40	0.011
12:00 - 13:00	11	40	0.002	11	40	0.000	11	40	0.002
13:00 - 14:00	11	40	0.007	11	40	0.005	11	40	0.012
14:00 - 15:00	11	40	0.011	11	40	0.009	11	40	0.020
15:00 - 16:00	11	40	0.007	11	40	0.000	11	40	0.007
16:00 - 17:00	11	40	0.011	11	40	0.014	11	40	0.025
17:00 - 18:00	11	40	0.030	11	40	0.011	11	40	0.041
18:00 - 19:00	11	40	0.009	11	40	0.002	11	40	0.011
19:00 - 20:00	3	28	0.012	3	28	0.000	3	28	0.012
20:00 - 21:00	3	28	0.035	3	28	0.000	3	28	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.153			0.114			0.267

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.066	11	40	0.208	11	40	0.274
08:00 - 09:00	11	40	0.085	11	40	0.320	11	40	0.405
09:00 - 10:00	11	40	0.114	11	40	0.181	11	40	0.295
10:00 - 11:00	11	40	0.110	11	40	0.142	11	40	0.252
11:00 - 12:00	11	40	0.105	11	40	0.117	11	40	0.222
12:00 - 13:00	11	40	0.089	11	40	0.080	11	40	0.169
13:00 - 14:00	11	40	0.080	11	40	0.133	11	40	0.213
14:00 - 15:00	11	40	0.121	11	40	0.078	11	40	0.199
15:00 - 16:00	11	40	0.156	11	40	0.087	11	40	0.243
16:00 - 17:00	11	40	0.215	11	40	0.114	11	40	0.329
17:00 - 18:00	11	40	0.231	11	40	0.124	11	40	0.355
18:00 - 19:00	11	40	0.156	11	40	0.103	11	40	0.259
19:00 - 20:00	3	28	0.188	3	28	0.153	3	28	0.341
20:00 - 21:00	3	28	0.118	3	28	0.047	3	28	0.165
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.834			1.887			3.721

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.021	11	40	0.167	11	40	0.188
08:00 - 09:00	11	40	0.053	11	40	0.268	11	40	0.321
09:00 - 10:00	11	40	0.087	11	40	0.144	11	40	0.231
10:00 - 11:00	11	40	0.057	11	40	0.080	11	40	0.137
11:00 - 12:00	11	40	0.055	11	40	0.055	11	40	0.110
12:00 - 13:00	11	40	0.089	11	40	0.073	11	40	0.162
13:00 - 14:00	11	40	0.069	11	40	0.076	11	40	0.145
14:00 - 15:00	11	40	0.082	11	40	0.110	11	40	0.192
15:00 - 16:00	11	40	0.174	11	40	0.082	11	40	0.256
16:00 - 17:00	11	40	0.162	11	40	0.050	11	40	0.212
17:00 - 18:00	11	40	0.160	11	40	0.082	11	40	0.242
18:00 - 19:00	11	40	0.133	11	40	0.064	11	40	0.197
19:00 - 20:00	3	28	0.106	3	28	0.071	3	28	0.177
20:00 - 21:00	3	28	0.047	3	28	0.012	3	28	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.295			1.334			2.629

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.002	11	40	0.053	11	40	0.055
08:00 - 09:00	11	40	0.002	11	40	0.076	11	40	0.078
09:00 - 10:00	11	40	0.014	11	40	0.046	11	40	0.060
10:00 - 11:00	11	40	0.011	11	40	0.023	11	40	0.034
11:00 - 12:00	11	40	0.014	11	40	0.018	11	40	0.032
12:00 - 13:00	11	40	0.016	11	40	0.014	11	40	0.030
13:00 - 14:00	11	40	0.005	11	40	0.011	11	40	0.016
14:00 - 15:00	11	40	0.016	11	40	0.021	11	40	0.037
15:00 - 16:00	11	40	0.055	11	40	0.016	11	40	0.071
16:00 - 17:00	11	40	0.064	11	40	0.007	11	40	0.071
17:00 - 18:00	11	40	0.064	11	40	0.011	11	40	0.075
18:00 - 19:00	11	40	0.018	11	40	0.002	11	40	0.020
19:00 - 20:00	3	28	0.024	3	28	0.000	3	28	0.024
20:00 - 21:00	3	28	0.035	3	28	0.000	3	28	0.035
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.340			0.298			0.638

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.000	11	40	0.105	11	40	0.105
08:00 - 09:00	11	40	0.009	11	40	0.146	11	40	0.155
09:00 - 10:00	11	40	0.002	11	40	0.025	11	40	0.027
10:00 - 11:00	11	40	0.002	11	40	0.014	11	40	0.016
11:00 - 12:00	11	40	0.005	11	40	0.016	11	40	0.021
12:00 - 13:00	11	40	0.014	11	40	0.009	11	40	0.023
13:00 - 14:00	11	40	0.007	11	40	0.009	11	40	0.016
14:00 - 15:00	11	40	0.009	11	40	0.011	11	40	0.020
15:00 - 16:00	11	40	0.032	11	40	0.002	11	40	0.034
16:00 - 17:00	11	40	0.014	11	40	0.002	11	40	0.016
17:00 - 18:00	11	40	0.071	11	40	0.002	11	40	0.073
18:00 - 19:00	11	40	0.110	11	40	0.000	11	40	0.110
19:00 - 20:00	3	28	0.071	3	28	0.000	3	28	0.071
20:00 - 21:00	3	28	0.024	3	28	0.000	3	28	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.370			0.341			0.711

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 COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.000	11	40	0.000	11	40	0.000
08:00 - 09:00	11	40	0.000	11	40	0.002	11	40	0.002
09:00 - 10:00	11	40	0.000	11	40	0.000	11	40	0.000
10:00 - 11:00	11	40	0.000	11	40	0.000	11	40	0.000
11:00 - 12:00	11	40	0.000	11	40	0.000	11	40	0.000
12:00 - 13:00	11	40	0.000	11	40	0.000	11	40	0.000
13:00 - 14:00	11	40	0.000	11	40	0.000	11	40	0.000
14:00 - 15:00	11	40	0.000	11	40	0.000	11	40	0.000
15:00 - 16:00	11	40	0.000	11	40	0.000	11	40	0.000
16:00 - 17:00	11	40	0.000	11	40	0.000	11	40	0.000
17:00 - 18:00	11	40	0.000	11	40	0.000	11	40	0.000
18:00 - 19:00	11	40	0.000	11	40	0.000	11	40	0.000
19:00 - 20:00	3	28	0.000	3	28	0.000	3	28	0.000
20:00 - 21:00	3	28	0.000	3	28	0.000	3	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.002			0.002

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.002	11	40	0.158	11	40	0.160
08:00 - 09:00	11	40	0.011	11	40	0.224	11	40	0.235
09:00 - 10:00	11	40	0.016	11	40	0.071	11	40	0.087
10:00 - 11:00	11	40	0.014	11	40	0.037	11	40	0.051
11:00 - 12:00	11	40	0.018	11	40	0.034	11	40	0.052
12:00 - 13:00	11	40	0.030	11	40	0.023	11	40	0.053
13:00 - 14:00	11	40	0.011	11	40	0.021	11	40	0.032
14:00 - 15:00	11	40	0.025	11	40	0.032	11	40	0.057
15:00 - 16:00	11	40	0.087	11	40	0.018	11	40	0.105
16:00 - 17:00	11	40	0.078	11	40	0.009	11	40	0.087
17:00 - 18:00	11	40	0.135	11	40	0.014	11	40	0.149
18:00 - 19:00	11	40	0.128	11	40	0.002	11	40	0.130
19:00 - 20:00	3	28	0.094	3	28	0.000	3	28	0.094
20:00 - 21:00	3	28	0.059	3	28	0.000	3	28	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.708			0.643			1.351

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

Total People to Total Vehicles ratio (all time periods and directions): 2.76

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.092	11	40	0.563	11	40	0.655
08:00 - 09:00	11	40	0.153	11	40	0.854	11	40	1.007
09:00 - 10:00	11	40	0.227	11	40	0.396	11	40	0.623
10:00 - 11:00	11	40	0.183	11	40	0.261	11	40	0.444
11:00 - 12:00	11	40	0.190	11	40	0.206	11	40	0.396
12:00 - 13:00	11	40	0.211	11	40	0.176	11	40	0.387
13:00 - 14:00	11	40	0.167	11	40	0.233	11	40	0.400
14:00 - 15:00	11	40	0.240	11	40	0.229	11	40	0.469
15:00 - 16:00	11	40	0.423	11	40	0.188	11	40	0.611
16:00 - 17:00	11	40	0.467	11	40	0.188	11	40	0.655
17:00 - 18:00	11	40	0.556	11	40	0.231	11	40	0.787
18:00 - 19:00	11	40	0.426	11	40	0.172	11	40	0.598
19:00 - 20:00	3	28	0.400	3	28	0.224	3	28	0.624
20:00 - 21:00	3	28	0.259	3	28	0.059	3	28	0.318
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.994			3.980			7.974

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.048	11	40	0.151	11	40	0.199
08:00 - 09:00	11	40	0.064	11	40	0.201	11	40	0.265
09:00 - 10:00	11	40	0.071	11	40	0.121	11	40	0.192
10:00 - 11:00	11	40	0.062	11	40	0.082	11	40	0.144
11:00 - 12:00	11	40	0.057	11	40	0.064	11	40	0.121
12:00 - 13:00	11	40	0.053	11	40	0.055	11	40	0.108
13:00 - 14:00	11	40	0.057	11	40	0.094	11	40	0.151
14:00 - 15:00	11	40	0.073	11	40	0.064	11	40	0.137
15:00 - 16:00	11	40	0.105	11	40	0.059	11	40	0.164
16:00 - 17:00	11	40	0.133	11	40	0.078	11	40	0.211
17:00 - 18:00	11	40	0.178	11	40	0.076	11	40	0.254
18:00 - 19:00	11	40	0.105	11	40	0.057	11	40	0.162
19:00 - 20:00	3	28	0.106	3	28	0.106	3	28	0.212
20:00 - 21:00	3	28	0.106	3	28	0.047	3	28	0.153
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.218			1.255			2.473

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.002	11	40	0.007	11	40	0.009
08:00 - 09:00	11	40	0.007	11	40	0.011	11	40	0.018
09:00 - 10:00	11	40	0.018	11	40	0.007	11	40	0.025
10:00 - 11:00	11	40	0.021	11	40	0.025	11	40	0.046
11:00 - 12:00	11	40	0.016	11	40	0.007	11	40	0.023
12:00 - 13:00	11	40	0.007	11	40	0.007	11	40	0.014
13:00 - 14:00	11	40	0.009	11	40	0.014	11	40	0.023
14:00 - 15:00	11	40	0.009	11	40	0.005	11	40	0.014
15:00 - 16:00	11	40	0.009	11	40	0.007	11	40	0.016
16:00 - 17:00	11	40	0.011	11	40	0.016	11	40	0.027
17:00 - 18:00	11	40	0.005	11	40	0.002	11	40	0.007
18:00 - 19:00	11	40	0.005	11	40	0.005	11	40	0.010
19:00 - 20:00	3	28	0.012	3	28	0.000	3	28	0.012
20:00 - 21:00	3	28	0.000	3	28	0.000	3	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.113			0.244

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	40	0.000	11	40	0.000	11	40	0.000
08:00 - 09:00	11	40	0.000	11	40	0.002	11	40	0.002
09:00 - 10:00	11	40	0.002	11	40	0.000	11	40	0.002
10:00 - 11:00	11	40	0.000	11	40	0.000	11	40	0.000
11:00 - 12:00	11	40	0.000	11	40	0.000	11	40	0.000
12:00 - 13:00	11	40	0.000	11	40	0.000	11	40	0.000
13:00 - 14:00	11	40	0.002	11	40	0.000	11	40	0.002
14:00 - 15:00	11	40	0.002	11	40	0.000	11	40	0.002
15:00 - 16:00	11	40	0.000	11	40	0.002	11	40	0.002
16:00 - 17:00	11	40	0.000	11	40	0.000	11	40	0.000
17:00 - 18:00	11	40	0.002	11	40	0.005	11	40	0.007
18:00 - 19:00	11	40	0.005	11	40	0.002	11	40	0.007
19:00 - 20:00	3	28	0.024	3	28	0.024	3	28	0.048
20:00 - 21:00	3	28	0.000	3	28	0.000	3	28	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.037			0.035			0.072

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.*

Appendix F

TRICS output – Residential - Houses

Calculation Reference: AUDIT-734001-231002-1022

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EN ENFIELD	2 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	KC KENT	2 days
	MW MEDWAY	1 days
	SC SURREY	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	1 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	7 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 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: 8 to 99 (units:)
Range Selected by User: 6 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

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	6 days
Tuesday	9 days
Wednesday	15 days
Thursday	8 days
Friday	4 days

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

Selected survey types:

Manual count	42 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	11
Edge of Town	31

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	39
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	15 days - Selected
Servicing vehicles Excluded	31 days - Selected

Secondary Filtering selection:

Use Class:

C3 42 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	12 days
10,001 to 15,000	13 days
15,001 to 20,000	6 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	4 days
25,001 to 50,000	7 days
50,001 to 75,000	9 days
75,001 to 100,000	4 days
100,001 to 125,000	2 days
125,001 to 250,000	13 days
250,001 to 500,000	2 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	11 days
1.1 to 1.5	30 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	23 days
No	19 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	40 days
1a (Low) Very poor	1 days
1b Very poor	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 <i>06/06/19</i>	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
2	CT-03-A-01 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 46 <i>22/06/22</i>	CENTRAL BEDFORDSHIRE <i>Survey Type: MANUAL</i>
3	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 50 <i>19/11/21</i>	DORSET <i>Survey Type: MANUAL</i>
4	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 26 <i>09/11/22</i>	DORSET <i>Survey Type: MANUAL</i>
5	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	SEMI DETACHED 50 <i>28/03/17</i>	DURHAM <i>Survey Type: MANUAL</i>
6	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED 57 <i>19/10/18</i>	DURHAM <i>Survey Type: MANUAL</i>
7	DV-03-A-03 LOWER BRAND LANE HONITON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	TERRACED & SEMI DETACHED 70 <i>28/09/15</i>	DEVON <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	EN-03-A-01	TERRACED & SEMI -DETACHED	ENFIELD
		BOLLINGBROKE PARK COCKFOSTERS	
		Edge of Town Residential Zone	
		Total No of Dwellings: 32	
		Survey date: WEDNESDAY 24/11/21	Survey Type: MANUAL
9	EN-03-A-02	DETACHED HOUSES	ENFIELD
		DUCHY ROAD HADLEY WOOD	
		Edge of Town Residential Zone	
		Total No of Dwellings: 9	
		Survey date: WEDNESDAY 14/09/22	Survey Type: MANUAL
10	ES-03-A-05	MIXED HOUSES & FLATS	EAST SUSSEX
		RATTLE ROAD NEAR EASTBOURNE STONE CROSS	
		Edge of Town Residential Zone	
		Total No of Dwellings: 99	
		Survey date: WEDNESDAY 05/06/19	Survey Type: MANUAL
11	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
		NEW ROAD HAILSHAM HELLINGLY	
		Edge of Town Residential Zone	
		Total No of Dwellings: 91	
		Survey date: THURSDAY 07/11/19	Survey Type: MANUAL
12	ES-03-A-09	DETACHED & SEMI -DETACHED	EAST SUSSEX
		THE FAIRWAY NEWHAVEN	
		Edge of Town Residential Zone	
		Total No of Dwellings: 47	
		Survey date: MONDAY 13/03/23	Survey Type: MANUAL
13	HC-03-A-21	TERRACED & SEMI -DETACHED	HAMPSHIRE
		PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	
		Edge of Town Residential Zone	
		Total No of Dwellings: 39	
		Survey date: TUESDAY 13/11/18	Survey Type: MANUAL
14	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
		BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	
		Edge of Town Residential Zone	
		Total No of Dwellings: 40	
		Survey date: WEDNESDAY 31/10/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS		HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		62	
	Survey date: <i>TUESDAY</i>		<i>19/11/19</i>	<i>Survey Type: MANUAL</i>
16	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES		HAMPSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		73	
	Survey date: <i>TUESDAY</i>		<i>16/11/21</i>	<i>Survey Type: MANUAL</i>
17	HC-03-A-31 KILN ROAD LIPHOOK	MIXED HOUSES & FLATS		HAMPSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		44	
	Survey date: <i>FRIDAY</i>		<i>07/10/22</i>	<i>Survey Type: MANUAL</i>
18	HF-03-A-04 HOLMSIDE RISE WATFORD SOUTH OXHEY	TERRACED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:		8	
	Survey date: <i>TUESDAY</i>		<i>08/06/21</i>	<i>Survey Type: MANUAL</i>
19	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS		KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:		51	
	Survey date: <i>THURSDAY</i>		<i>14/07/16</i>	<i>Survey Type: MANUAL</i>
20	KC-03-A-09 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS		KENT
	Edge of Town Residential Zone			
	Total No of Dwellings:		14	
	Survey date: <i>WEDNESDAY</i>		<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
21	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone			
	Total No of Dwellings:		19	
	Survey date: <i>MONDAY</i>		<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
22	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone			
	Total No of Dwellings:		10	
	Survey date: <i>WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-05 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		40	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>
24	NF-03-A-25 WOODFARM LANE GORLESTON-ON-SEA	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		55	
	<i>Survey date: TUESDAY</i>		<i>21/09/21</i>	<i>Survey Type: MANUAL</i>
25	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
26	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	<i>Survey date: THURSDAY</i>		<i>29/09/22</i>	<i>Survey Type: MANUAL</i>
27	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
28	NF-03-A-51 CITY ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	SEMI-DETACHED		NORFOLK
	<i>Survey date: TUESDAY</i>		<i>13/09/22</i>	<i>Survey Type: MANUAL</i>
29	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
30	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	TERRACED HOUSES		NORTH YORKSHIRE
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
32	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
33	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
34	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
35	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
36	SF-03-A-07 FOXHALL ROAD IPSWICH	MIXED HOUSES		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		73	
	<i>Survey date: THURSDAY</i>		<i>09/05/19</i>	<i>Survey Type: MANUAL</i>
37	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:		33	
	<i>Survey date: THURSDAY</i>		<i>24/09/15</i>	<i>Survey Type: MANUAL</i>
38	TB-03-A-01 BRONSHILL ROAD TORQUAY	TERRACED HOUSES		TORBAY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		37	
	<i>Survey date: WEDNESDAY</i>		<i>30/09/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

39	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES		WARWICKSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:	49		
	Survey date: FRIDAY	27/09/19		Survey Type: MANUAL
40	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES		WEST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	07/11/18		Survey Type: MANUAL
41	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:	86		
	Survey date: WEDNESDAY	01/03/23		Survey Type: MANUAL
42	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS		WEST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:	92		
	Survey date: MONDAY	15/05/23		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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.093	42	46	0.309	42	46	0.402
08:00 - 09:00	42	46	0.168	42	46	0.390	42	46	0.558
09:00 - 10:00	42	46	0.159	42	46	0.188	42	46	0.347
10:00 - 11:00	42	46	0.135	42	46	0.172	42	46	0.307
11:00 - 12:00	42	46	0.146	42	46	0.160	42	46	0.306
12:00 - 13:00	42	46	0.178	42	46	0.178	42	46	0.356
13:00 - 14:00	42	46	0.186	42	46	0.185	42	46	0.371
14:00 - 15:00	42	46	0.173	42	46	0.210	42	46	0.383
15:00 - 16:00	42	46	0.299	42	46	0.197	42	46	0.496
16:00 - 17:00	42	46	0.288	42	46	0.184	42	46	0.472
17:00 - 18:00	42	46	0.363	42	46	0.174	42	46	0.537
18:00 - 19:00	42	46	0.259	42	46	0.152	42	46	0.411
19:00 - 20:00	2	21	0.171	2	21	0.122	2	21	0.293
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.813			2.767			5.580

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

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

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Parameter summary

Trip rate parameter range selected: 8 - 99 (units:)
 Survey date date range: 01/01/15 - 15/05/23
 Number of weekdays (Monday-Friday): 42
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 4
 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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.003	42	46	0.003	42	46	0.006
08:00 - 09:00	42	46	0.006	42	46	0.006	42	46	0.012
09:00 - 10:00	42	46	0.006	42	46	0.005	42	46	0.011
10:00 - 11:00	42	46	0.003	42	46	0.004	42	46	0.007
11:00 - 12:00	42	46	0.003	42	46	0.003	42	46	0.006
12:00 - 13:00	42	46	0.002	42	46	0.002	42	46	0.004
13:00 - 14:00	42	46	0.004	42	46	0.004	42	46	0.008
14:00 - 15:00	42	46	0.003	42	46	0.004	42	46	0.007
15:00 - 16:00	42	46	0.004	42	46	0.004	42	46	0.008
16:00 - 17:00	42	46	0.003	42	46	0.003	42	46	0.006
17:00 - 18:00	42	46	0.003	42	46	0.003	42	46	0.006
18:00 - 19:00	42	46	0.002	42	46	0.003	42	46	0.005
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.044			0.086

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.002	42	46	0.001	42	46	0.003
08:00 - 09:00	42	46	0.005	42	46	0.004	42	46	0.009
09:00 - 10:00	42	46	0.006	42	46	0.005	42	46	0.011
10:00 - 11:00	42	46	0.004	42	46	0.004	42	46	0.008
11:00 - 12:00	42	46	0.004	42	46	0.005	42	46	0.009
12:00 - 13:00	42	46	0.001	42	46	0.002	42	46	0.003
13:00 - 14:00	42	46	0.003	42	46	0.002	42	46	0.005
14:00 - 15:00	42	46	0.001	42	46	0.001	42	46	0.002
15:00 - 16:00	42	46	0.001	42	46	0.002	42	46	0.003
16:00 - 17:00	42	46	0.001	42	46	0.002	42	46	0.003
17:00 - 18:00	42	46	0.001	42	46	0.002	42	46	0.003
18:00 - 19:00	42	46	0.001	42	46	0.001	42	46	0.002
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.031			0.061

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.002	42	46	0.001	42	46	0.003
08:00 - 09:00	42	46	0.001	42	46	0.002	42	46	0.003
09:00 - 10:00	42	46	0.000	42	46	0.000	42	46	0.000
10:00 - 11:00	42	46	0.000	42	46	0.000	42	46	0.000
11:00 - 12:00	42	46	0.000	42	46	0.000	42	46	0.000
12:00 - 13:00	42	46	0.000	42	46	0.000	42	46	0.000
13:00 - 14:00	42	46	0.000	42	46	0.000	42	46	0.000
14:00 - 15:00	42	46	0.001	42	46	0.001	42	46	0.002
15:00 - 16:00	42	46	0.002	42	46	0.002	42	46	0.004
16:00 - 17:00	42	46	0.001	42	46	0.001	42	46	0.002
17:00 - 18:00	42	46	0.001	42	46	0.000	42	46	0.001
18:00 - 19:00	42	46	0.001	42	46	0.001	42	46	0.002
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.008			0.017

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.005	42	46	0.013	42	46	0.018
08:00 - 09:00	42	46	0.004	42	46	0.015	42	46	0.019
09:00 - 10:00	42	46	0.005	42	46	0.005	42	46	0.010
10:00 - 11:00	42	46	0.005	42	46	0.005	42	46	0.010
11:00 - 12:00	42	46	0.002	42	46	0.003	42	46	0.005
12:00 - 13:00	42	46	0.005	42	46	0.004	42	46	0.009
13:00 - 14:00	42	46	0.006	42	46	0.003	42	46	0.009
14:00 - 15:00	42	46	0.004	42	46	0.002	42	46	0.006
15:00 - 16:00	42	46	0.010	42	46	0.006	42	46	0.016
16:00 - 17:00	42	46	0.006	42	46	0.004	42	46	0.010
17:00 - 18:00	42	46	0.008	42	46	0.006	42	46	0.014
18:00 - 19:00	42	46	0.008	42	46	0.004	42	46	0.012
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.070			0.138

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.109	42	46	0.401	42	46	0.510
08:00 - 09:00	42	46	0.191	42	46	0.612	42	46	0.803
09:00 - 10:00	42	46	0.180	42	46	0.242	42	46	0.422
10:00 - 11:00	42	46	0.160	42	46	0.221	42	46	0.381
11:00 - 12:00	42	46	0.177	42	46	0.199	42	46	0.376
12:00 - 13:00	42	46	0.214	42	46	0.221	42	46	0.435
13:00 - 14:00	42	46	0.234	42	46	0.229	42	46	0.463
14:00 - 15:00	42	46	0.212	42	46	0.263	42	46	0.475
15:00 - 16:00	42	46	0.485	42	46	0.256	42	46	0.741
16:00 - 17:00	42	46	0.416	42	46	0.243	42	46	0.659
17:00 - 18:00	42	46	0.494	42	46	0.234	42	46	0.728
18:00 - 19:00	42	46	0.339	42	46	0.198	42	46	0.537
19:00 - 20:00	2	21	0.220	2	21	0.195	2	21	0.415
20:00 - 21:00	2	21	0.268	2	21	0.195	2	21	0.463
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.699			3.709			7.408

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.016	42	46	0.054	42	46	0.070
08:00 - 09:00	42	46	0.052	42	46	0.142	42	46	0.194
09:00 - 10:00	42	46	0.048	42	46	0.043	42	46	0.091
10:00 - 11:00	42	46	0.027	42	46	0.052	42	46	0.079
11:00 - 12:00	42	46	0.042	42	46	0.036	42	46	0.078
12:00 - 13:00	42	46	0.039	42	46	0.039	42	46	0.078
13:00 - 14:00	42	46	0.035	42	46	0.031	42	46	0.066
14:00 - 15:00	42	46	0.039	42	46	0.033	42	46	0.072
15:00 - 16:00	42	46	0.110	42	46	0.053	42	46	0.163
16:00 - 17:00	42	46	0.059	42	46	0.036	42	46	0.095
17:00 - 18:00	42	46	0.054	42	46	0.043	42	46	0.097
18:00 - 19:00	42	46	0.049	42	46	0.033	42	46	0.082
19:00 - 20:00	2	21	0.073	2	21	0.000	2	21	0.073
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.643			0.595			1.238

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.003	42	46	0.023	42	46	0.026
08:00 - 09:00	42	46	0.004	42	46	0.032	42	46	0.036
09:00 - 10:00	42	46	0.006	42	46	0.013	42	46	0.019
10:00 - 11:00	42	46	0.011	42	46	0.011	42	46	0.022
11:00 - 12:00	42	46	0.007	42	46	0.007	42	46	0.014
12:00 - 13:00	42	46	0.012	42	46	0.012	42	46	0.024
13:00 - 14:00	42	46	0.003	42	46	0.004	42	46	0.007
14:00 - 15:00	42	46	0.006	42	46	0.006	42	46	0.012
15:00 - 16:00	42	46	0.018	42	46	0.007	42	46	0.025
16:00 - 17:00	42	46	0.019	42	46	0.002	42	46	0.021
17:00 - 18:00	42	46	0.017	42	46	0.005	42	46	0.022
18:00 - 19:00	42	46	0.013	42	46	0.001	42	46	0.014
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.123			0.242

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.000	42	46	0.016	42	46	0.016
08:00 - 09:00	42	46	0.000	42	46	0.012	42	46	0.012
09:00 - 10:00	42	46	0.001	42	46	0.004	42	46	0.005
10:00 - 11:00	42	46	0.000	42	46	0.002	42	46	0.002
11:00 - 12:00	42	46	0.001	42	46	0.001	42	46	0.002
12:00 - 13:00	42	46	0.001	42	46	0.001	42	46	0.002
13:00 - 14:00	42	46	0.002	42	46	0.001	42	46	0.003
14:00 - 15:00	42	46	0.002	42	46	0.001	42	46	0.003
15:00 - 16:00	42	46	0.002	42	46	0.000	42	46	0.002
16:00 - 17:00	42	46	0.006	42	46	0.000	42	46	0.006
17:00 - 18:00	42	46	0.015	42	46	0.001	42	46	0.016
18:00 - 19:00	42	46	0.010	42	46	0.000	42	46	0.010
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.000	42	46	0.002	42	46	0.002
08:00 - 09:00	42	46	0.000	42	46	0.002	42	46	0.002
09:00 - 10:00	42	46	0.000	42	46	0.000	42	46	0.000
10:00 - 11:00	42	46	0.000	42	46	0.000	42	46	0.000
11:00 - 12:00	42	46	0.000	42	46	0.000	42	46	0.000
12:00 - 13:00	42	46	0.000	42	46	0.000	42	46	0.000
13:00 - 14:00	42	46	0.000	42	46	0.000	42	46	0.000
14:00 - 15:00	42	46	0.001	42	46	0.000	42	46	0.001
15:00 - 16:00	42	46	0.002	42	46	0.000	42	46	0.002
16:00 - 17:00	42	46	0.002	42	46	0.000	42	46	0.002
17:00 - 18:00	42	46	0.000	42	46	0.000	42	46	0.000
18:00 - 19:00	42	46	0.000	42	46	0.000	42	46	0.000
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.004			0.009

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.003	42	46	0.040	42	46	0.043
08:00 - 09:00	42	46	0.004	42	46	0.046	42	46	0.050
09:00 - 10:00	42	46	0.007	42	46	0.017	42	46	0.024
10:00 - 11:00	42	46	0.011	42	46	0.013	42	46	0.024
11:00 - 12:00	42	46	0.008	42	46	0.008	42	46	0.016
12:00 - 13:00	42	46	0.013	42	46	0.013	42	46	0.026
13:00 - 14:00	42	46	0.004	42	46	0.005	42	46	0.009
14:00 - 15:00	42	46	0.008	42	46	0.007	42	46	0.015
15:00 - 16:00	42	46	0.021	42	46	0.007	42	46	0.028
16:00 - 17:00	42	46	0.026	42	46	0.002	42	46	0.028
17:00 - 18:00	42	46	0.032	42	46	0.006	42	46	0.038
18:00 - 19:00	42	46	0.023	42	46	0.001	42	46	0.024
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.165			0.325

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/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.65

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.133	42	46	0.508	42	46	0.641
08:00 - 09:00	42	46	0.251	42	46	0.815	42	46	1.066
09:00 - 10:00	42	46	0.240	42	46	0.307	42	46	0.547
10:00 - 11:00	42	46	0.204	42	46	0.291	42	46	0.495
11:00 - 12:00	42	46	0.229	42	46	0.244	42	46	0.473
12:00 - 13:00	42	46	0.271	42	46	0.277	42	46	0.548
13:00 - 14:00	42	46	0.278	42	46	0.267	42	46	0.545
14:00 - 15:00	42	46	0.262	42	46	0.305	42	46	0.567
15:00 - 16:00	42	46	0.626	42	46	0.322	42	46	0.948
16:00 - 17:00	42	46	0.507	42	46	0.285	42	46	0.792
17:00 - 18:00	42	46	0.588	42	46	0.289	42	46	0.877
18:00 - 19:00	42	46	0.418	42	46	0.235	42	46	0.653
19:00 - 20:00	2	21	0.293	2	21	0.195	2	21	0.488
20:00 - 21:00	2	21	0.268	2	21	0.195	2	21	0.463
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.568			4.535			9.103

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.077	42	46	0.273	42	46	0.350
08:00 - 09:00	42	46	0.137	42	46	0.348	42	46	0.485
09:00 - 10:00	42	46	0.124	42	46	0.154	42	46	0.278
10:00 - 11:00	42	46	0.098	42	46	0.133	42	46	0.231
11:00 - 12:00	42	46	0.115	42	46	0.126	42	46	0.241
12:00 - 13:00	42	46	0.147	42	46	0.145	42	46	0.292
13:00 - 14:00	42	46	0.144	42	46	0.144	42	46	0.288
14:00 - 15:00	42	46	0.142	42	46	0.175	42	46	0.317
15:00 - 16:00	42	46	0.260	42	46	0.165	42	46	0.425
16:00 - 17:00	42	46	0.254	42	46	0.154	42	46	0.408
17:00 - 18:00	42	46	0.317	42	46	0.154	42	46	0.471
18:00 - 19:00	42	46	0.239	42	46	0.140	42	46	0.379
19:00 - 20:00	2	21	0.146	2	21	0.098	2	21	0.244
20:00 - 21:00	2	21	0.195	2	21	0.146	2	21	0.341
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.395			2.355			4.750

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.011	42	46	0.029	42	46	0.040
08:00 - 09:00	42	46	0.019	42	46	0.028	42	46	0.047
09:00 - 10:00	42	46	0.022	42	46	0.023	42	46	0.045
10:00 - 11:00	42	46	0.029	42	46	0.029	42	46	0.058
11:00 - 12:00	42	46	0.023	42	46	0.026	42	46	0.049
12:00 - 13:00	42	46	0.027	42	46	0.028	42	46	0.055
13:00 - 14:00	42	46	0.034	42	46	0.033	42	46	0.067
14:00 - 15:00	42	46	0.027	42	46	0.028	42	46	0.055
15:00 - 16:00	42	46	0.030	42	46	0.024	42	46	0.054
16:00 - 17:00	42	46	0.027	42	46	0.023	42	46	0.050
17:00 - 18:00	42	46	0.038	42	46	0.015	42	46	0.053
18:00 - 19:00	42	46	0.016	42	46	0.007	42	46	0.023
19:00 - 20:00	2	21	0.000	2	21	0.000	2	21	0.000
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.303			0.293			0.596

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/A - HOUSES PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	46	0.000	42	46	0.002	42	46	0.002
08:00 - 09:00	42	46	0.001	42	46	0.002	42	46	0.003
09:00 - 10:00	42	46	0.002	42	46	0.001	42	46	0.003
10:00 - 11:00	42	46	0.001	42	46	0.002	42	46	0.003
11:00 - 12:00	42	46	0.002	42	46	0.001	42	46	0.003
12:00 - 13:00	42	46	0.001	42	46	0.001	42	46	0.002
13:00 - 14:00	42	46	0.001	42	46	0.002	42	46	0.003
14:00 - 15:00	42	46	0.000	42	46	0.002	42	46	0.002
15:00 - 16:00	42	46	0.002	42	46	0.002	42	46	0.004
16:00 - 17:00	42	46	0.003	42	46	0.002	42	46	0.005
17:00 - 18:00	42	46	0.004	42	46	0.001	42	46	0.005
18:00 - 19:00	42	46	0.001	42	46	0.001	42	46	0.002
19:00 - 20:00	2	21	0.024	2	21	0.024	2	21	0.048
20:00 - 21:00	2	21	0.000	2	21	0.000	2	21	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.043			0.085

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.*