Transport Technical Note

March 2024

EAS

12 Spring Court Road

LB Enfield, EN2 8JP

Amara Property Investments Ltd

Document History

JOB NUMBER: 5043/2024
DOCUMENT REF: TTN/5043/A
REVISIONS: A – Client Draft

Revision	Comments	By	Checked	Authorised	Date
A	Client Draft	SS	BM	MJ	08/03/2024

The content of this report is based on information available as of March 2024, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

1.1 EAS Transport Planning Ltd has been commissioned to produce a Transport Technical Note to support the redevelopment of the site and construction of 4 x detached dwelling houses with cycle and bin storage, associated landscaping and parking, at 12 Spring Court Road, Enfield, EN2 8JP. A location and site plan is contained at **Appendix A**.

1.2 The site is currently occupied by a large single dwelling. It is proposed to demolish this single dwelling and erect 4 x four-bedroom dwellings on the site.

1.3 Spring Court Road is a private road currently serving circa 20 residential dwellings.

1.4 Principally, this Transport Technical Note serves as a Highway Safety Impact Assessment as per LB Enfield's requirements, addressing the number and mix of units, car and cycle parking arrangements, access arrangements, refuse and servicing arrangements, and expected trip generation.

1.5 This report has been prepared with regard to the Department of Communities and Local Government's 'Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking' (March 2014), as well as to guidance that the regional and local authorities have published on their website.

1.6 This report contains the following:

- Section 2 – Assessment of the local area, including existing facilities and the transport network;
- Section 3 – Development proposals, including access, parking, and servicing;
- Section 4 – Expected trip generation and impact on the local highway network; and
- Section 5 – Summary and conclusions.

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2 Existing Site Assessment

Existing Site Context and Local Road Network

2.1 The existing site comprises a large single dwelling with parking provisions for 2 cars on Spring Court Road, which is a private residential cul-de-sac comprising a shared surface of circa 7m in width, currently serving approximately 20 dwellings.

2.2 Spring Court Road is bordered by a multi storey car park to the east, Chase Farm Hospital to the north, and farmland to the west.

2.3 At its south-western extent Spring Court Road splits into two arms with separate priority junction accesses with The Ridgeway.

2.4 The Ridgeway (classified as the A1005) comprises a carriageway width of circa 6m with circa 2.5m-3m wide footways on either side. The Ridgeway has a system of street lighting. The road is subject to a 30mph speed limit in the vicinity of Spring Court Road.

2.5 The Ridgeway connects with Slades Hill/Windmill Hill (classified as the A110) and Old Park Road at its southernmost extent, and with the M25 via the Potters Bar Interchange at its north-westernmost extent.

Access to Local Amenities

2.6 Spring Court Road is situated a short walking distance from a number of key amenities and facilities, including convenience stores; public houses; schools; and hospitals and medical facilities.

2.7 Further facilities are available within a short cycle or bus ride from the site.

Active Travel Accessibility

Cycling Accessibility

2.8 National Cycle Network Route 12 commences circa 300m west of the site, continuing roughly eastwards towards Enfield Lock and then connecting to National Cycle Network Route 1, which continues north towards Hertfordshire. Much of the route through Enfield follows the path of Public Right of Way (PRoW) Bridleway Number 4, connecting The Ridgeway to Strayfield Road.

2.9 Another section of National Cycle Network Route 12, commencing on Cockfosters Road, is partially connected to The Ridgeway via an off-road path, running towards Hatfield, Welwyn Garden City, Stevenage, into Cambridgeshire and beyond.

2.10 The Ridgeway has a carriageway of circa 6.5m in width which could be used by more experienced cyclists to travel towards Enfield Town.

Walking Accessibility

2.11 The Ridgeway has footways of circa 2.5m-3m in width on either side, as is much of the surrounding area, offering pedestrian permeability towards Enfield Town and beyond.

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2.12 Uncontrolled crossing points over The Ridgeway are located circa 150m south-east of the site access.

2.13 Pedestrians could also utilise PRoW Bridleway Number 4 towards Strayfield Road.

Public Transport Accessibility

2.14 The site is classed as PTAL level 1b according to TfL's WebCAT tool, indicating a relatively poor level of accessibility to public transport facilities.

2.15 However, there are a number of public transport facilities within reasonable walking distance of the site.

Bus Accessibility

2.16 The site is located circa 160m north-east (a circa 2-minute walk) from the nearest bus stop, Hadley Road (Stop Q), located on The Ridgeway.

2.17 Bus stop Q is principally served by the 313 bus route going north-west, operated by Transport for London, providing connections to Potters Bar.

2.18 The nearest south-eastbound bus stop is Roundhedge Way (Stop H), circa 300m from the site (a circa 4-minute walk).

2.19 Bus stop H is also principally served by route 313, providing connections to Enfield Town, Ponders End, and Chingford.

2.20 Route 313 operates at a circa 20-minute frequency Monday to Saturday, reducing to a 30-minute frequency on Sundays, from approximately 6am to 1am the following day.

2.21 Additional bus stops are available surrounding the Chase Farm Hospital, a short walk from the site, offering further connections within London.

Rail Accessibility

2.22 The site is located circa 1.12km (approximately a 16-minute walk or 4-minute cycle) from Gordon Hill railway station.

2.23 Gordon Hill is managed and served by Great Northern, providing an off-peak service pattern of two trains per hour towards Moorgate station and two trains per hour towards Stevenage.

2.24 At peak times this service pattern increases to four trains per hour in either direction.

2.25 The station has cycle parking provisions for up to 30 bicycles.

Road Traffic Collisions

2.26 The CrashMap database has been interrogated to identify any personal injury road traffic collisions that have occurred in the vicinity of the site within the most recent five-year period available (2017-2022 inclusive), to ascertain any potential issues with road safety.

2.27 No road traffic collisions were found to have occurred on Spring Court Road, nor at the access junctions to the site with The Ridgeway.

2.28 The nearest road traffic collisions identified were on the Hadley Road/A1005 mini-roundabout and the Oak Avenue/A1005 junction, circa 100m from the site access. None of

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these collisions are considered to be related to any residential developments on Spring Court Road.

2.29 As such, in this regard, the site is considered acceptable in road safety terms.

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3 The Proposed Development

3.1 Planning permission is sought for the demolition of the current dwelling at 12 Spring Court Road, and the erection of 4 x four-bedroom dwellings in its place alongside associated landscaping and parking. The site and location plan are contained at **Appendix A**.

Access

3.2 No changes are proposed to vehicular, pedestrian, or cycle access into the site.

3.3 Each proposed dwelling will have a driveway access onto Spring Court Road.

3.4 With Spring Court Road being a private cul-de-sac it is expected that traffic flows and speeds would be low. As can be seen on the drawing contained at **Appendix B** visibility splays of 2.4m x 25m can be achieved in both directions to the nearside carriageway edge from the northern- and southern-most driveways, which is in line with the requirements for a 20mph road. The splays fall over maintained verge of the private road in the same manner as is the case for the majority of existing properties on Spring Court Road.

3.5 Additionally, visibility splays in line with Manual for Streets requirements for a road subject to a 30mph speed limit (2.4m x 43m) are achievable onto The Ridgeway to the nearside kerbline in both directions from both junctions, as demonstrated on the visibility splay plan contained at **Appendix C**.

Car Parking

3.6 Two car parking spaces are proposed for each of the dwellings, totalling 8 spaces for the proposed site.

3.7 Given that the proposed dwellings are both 4-bedrooms, this gives a maximum parking requirement of 1.5 spaces per dwelling as per the London Plan (2021).

3.8 Whilst this provision technically does not align with the standards outlined Policy T6.1 and Table 10.3 of the London Plan (2021), the London Plan states that for dwellings in outer London with a PTAL score of 0 to 1, that:

"Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing"

3.9 Given that the proposed dwellings are 4-bedroom houses, it is considered that the proposals would support additional family housing.

3.10 Further to this, it is considered that for smaller development sites, the standards quoted above are less appropriate than they would be for larger development sites, given that there is reduced scope for sharing of parking spaces.

Cycle Parking

3.11 Secure, covered cycle storage for 2 bicycles per dwelling will be provided, in line with London Plan Policy T5 and Table 10.2, for a dwelling of 2 bedrooms or more.

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3.12 The cycle store will be located to the front of each property, as shown on the location and site plan contained at **Appendix A**.

Servicing and Refuse Arrangements

Pumping Appliances

3.13 Access for pumping appliances would be unchanged from the current situation for serving the existing site and indeed the other dwellings on Spring Court Road. Swept path analysis has been undertaken, as per the drawing contained at **Appendix D**, demonstrating that a pumping appliance can enter and egress the site in a forward gear, performing a turning manoeuvre within the turning head at the north-easternmost extent of Spring Court Road.

Refuse and Delivery Arrangements

3.14 Refuse will be collected from bin stores located at the front of each property, providing convenient access for both residents and refuse operatives, remaining within the 25m bin carry distance stipulated by the Manual for Streets. The locations of these bin stores can be seen in the location and site plan contained at **Appendix A**.

3.15 It is expected that collection arrangements will continue as per the current arrangements being undertaken for the existing site and neighbouring properties.

3.16 On the basis that the existing dwelling, alongside other dwellings on the road have been serviced by refuse and delivery vehicles for many years previously, it is understood that refuse vehicles are able to safely conduct on-street collections and that delivery vehicles will be able to serve dwellings from the road.

3.17 Therefore, no changes are expected in regards to the existing servicing and refuse collection arrangements.

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4 Trip Generation and Traffic Impact

Methodology

4.1 The industry-standard TRICS database has been interrogated to ascertain the likely traffic impact of the proposed four dwellings.

4.2 The following criteria was applied to the search:

- Multi-modal survey;
- Houses, Privately Owned (03/A);
- Sites within Outer London boroughs;
- Sites of up to 50 dwellings;
- 'Edge of Town Centre' or 'Edge of Town'
- Conducted on a weekday; and
- Conducted in the last 5 years.

4.3 Three surveys were found that matched this criteria. The full TRICS datasheet is contained at **Appendix E**.

4.4 Whilst the site is likely on the periphery of what could be considered 'Edge of Town Centre', this has been included as a result of the relatively low amount of available surveys that fit the criteria.

Results

4.5 Table 4.1, below, contains the trip rates for these surveys.

Table 4.1 – Trip Rates (from TRICS v7.10.4)

Per Dwelling	AM (08:00-09:00)			PM (17:00-18:00)			ENTIRE DAY (07:00-19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Total Vehicles	0.260	0.300	0.560	0.280	0.140	0.420	2.540	2.480	5.020
Cars	0.200	0.260	0.460	0.240	0.100	0.340	2.020	1.960	3.980
Cyclists	0.000	0.040	0.040	0.020	0.000	0.020	0.100	0.100	0.200
Pedestrians	0.080	0.060	0.140	0.120	0.060	0.180	0.600	0.600	1.200

4.6 Table 4.2, below, adjusts these figures pro-rata to reflect the likely trip generation for the four dwellings.

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Table 4.2 – Trip Numbers for Proposed Dwellings (calculated from Table 4.1 – allow for rounding)

Four Dwellings	AM (08:00-09:00)			PM (17:00-18:00)			ENTIRE DAY (07:00-19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Total Vehicles	1	1	2	1	1	2	10	10	20
Cars	1	1	2	1	0	1	8	8	16
Cyclists	0	0	0	0	0	0	0	0	1
Pedestrians	0	0	1	0	0	1	2	2	5

4.7 As can be seen from Table 4.2, the proposed 4 dwellings would be expected to generate 2 vehicular trips in both the AM and PM peak hours. The site is expected to generate 20 vehicular trips overall over the course of a given day, of which 16 would be expected to be private cars.

4.8 Cycle movements are expected to total 1 per day.

4.9 The site is also expected to generate 5 pedestrian movements per day, with 1 movement in each of the AM and PM peak hours.

4.10 This being said, the net increase in vehicle movements would only be 75% of this, given that there is an existing dwelling on the site presently. This net increase in vehicle trips would be imperceptible on the local highway network.

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5 Summary and Conclusions

Summary

5.1 EAS Transport Planning Ltd has been appointed to produce this Transport Technical Note to support a planning application for the redevelopment of the site and construction of 4 x detached dwelling houses with cycle and bin storage, associated landscaping and parking, at 12 Spring Court Road, Enfield, EN2 8JP. A location and site plan is contained at **Appendix A**.

5.2 Planning permission is sought for 4 x four-bedroom dwellings on the site, with 2 car parking spaces and cycle storage for 2 cycles per unit.

5.3 Spring Court Road is a private residential cul-de-sac on a shared surface, serving approximately 20 dwellings at present. No road traffic collisions have occurred on the road or its access within the 5 year period ending 2022.

5.4 The site is well connected to nearby bus stops and a number of local amenities, alongside Gordon Hill railway station.

5.5 The proposed parking provisions are considered to be compliant with borough-level parking standards, and cycle storage is in line with the requirements of the London Plan.

5.6 Visibility onto The Ridgeway can be achieved in line with Manual for Streets requirements for a road limited to 30mph (2.4m x 43m). Further to this, visibility splays of 2.4m x 25m can be achieved in both directions to the nearside carriageway edge from the northern- and southern-most driveways.

5.7 With regard to deliveries, servicing, and refuse collection, arrangements are expected to mirror the current arrangements, on the basis that Spring Court Road is a residential street that has been successfully serviced without issue for many years.

5.8 The site is expected to generate 2 car movements in each of the AM and PM peak hours, with 16 car movements and 20 overall vehicle movements throughout the day.

Conclusion

5.9 From the findings contained within this report, it is concluded that there are no highways or transport related issues that cause concern, and the proposed development poses no substantial risk to highway safety.

5.10 Paragraph 115 of the National Planning Policy Framework states that:

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

5.11 Given that there are no concerns regarding highway safety, and that the expected impacts on the road network would be imperceptible, it is the opinion of EAS that there is no reason why this planning application should be refused on transport or highways grounds.

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Appendices

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Appendix: A – Site and Location Plan

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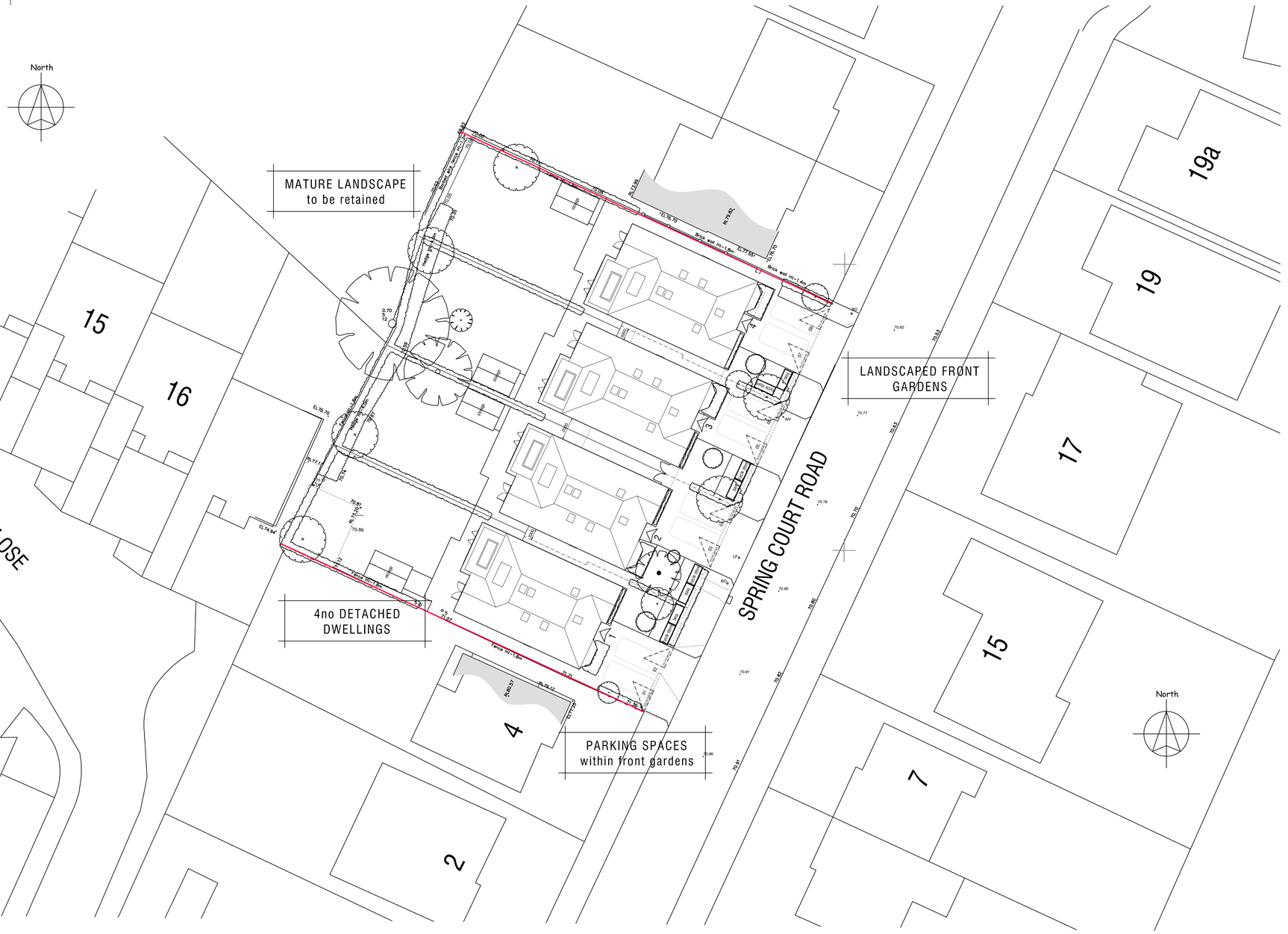
4no. Spring Ct Rd

FRONT ELEVATION (EAST)

1;100 Scale

Location Plan 1;1250 Scale



1:2500 0 | | 50m | 100m | 200m
1:1250 0 | 25m | 50m | 100m
1:500 0 | 5m | 10m | 20m | 40m
1:200 0 | 2m | 4m | 8m | 16m
1:100 0 | 1m | 2m | 4m | 8m
1:50 0 | 0.5m | 1m | 2m | 4m

notes:

any discrepancies should be reported immediately

all dimensions should be checked on site prior to commencement of work

site/survey based on ordnance survey information provided by prodat systems plc, (www.promap.co.uk) prodat does not guarantee that all past or current uses or features will be identified in the product

the product does not give details about the actual state or condition of the site nor should it be used or taken to indicate or exclude actual suitability or unsuitability of the site for any particular purpose, or relied upon for determining salability or value, or used as a substitute for any physical investigation or inspection.

drawings to be read in accordance with the dwelling emission rate (der/ter) calculation. the building must be built 'as designed' meeting the criteria set for air permeability.

note
when printing off pdf's.
it is the responsibility of the user to verify that the resulting prints are to scale on the appropriate sized sheet.
also that the scale bars on the plan measure correctly.

Rev	Description	Date
A	Gen	Jan 24

hps Architecture & Planning
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Chartered Institute of Architectural Technologists

Description

Project	12 Spring Court Enfield EN2 8JP
Drawing	Location and Site Plan 4 Dwellings
Date	16/01/2024
Scale	1:200
Sheet size	A1
Drawn	mRn

20742-P300-A

Appendix: B – Visibility Splay (Spring Court Road)

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REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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Tel: 01920 871777

www.eastp.co.uk

CLIENT:
AMARA PROPERTY INVESTMENTS LTD

ARCHITECT:

PROJECT:
12 SPRING COURT ROAD
LB ENFIELD

TITLE:
PROPERTY ACCESS
VISIBILITY SPLAYS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:250	BM/SS	08/03/2024

PROJECT No:	DRAWING No:
5043	SK04

Appendix: C – Visibility Splay (The Ridgeway)

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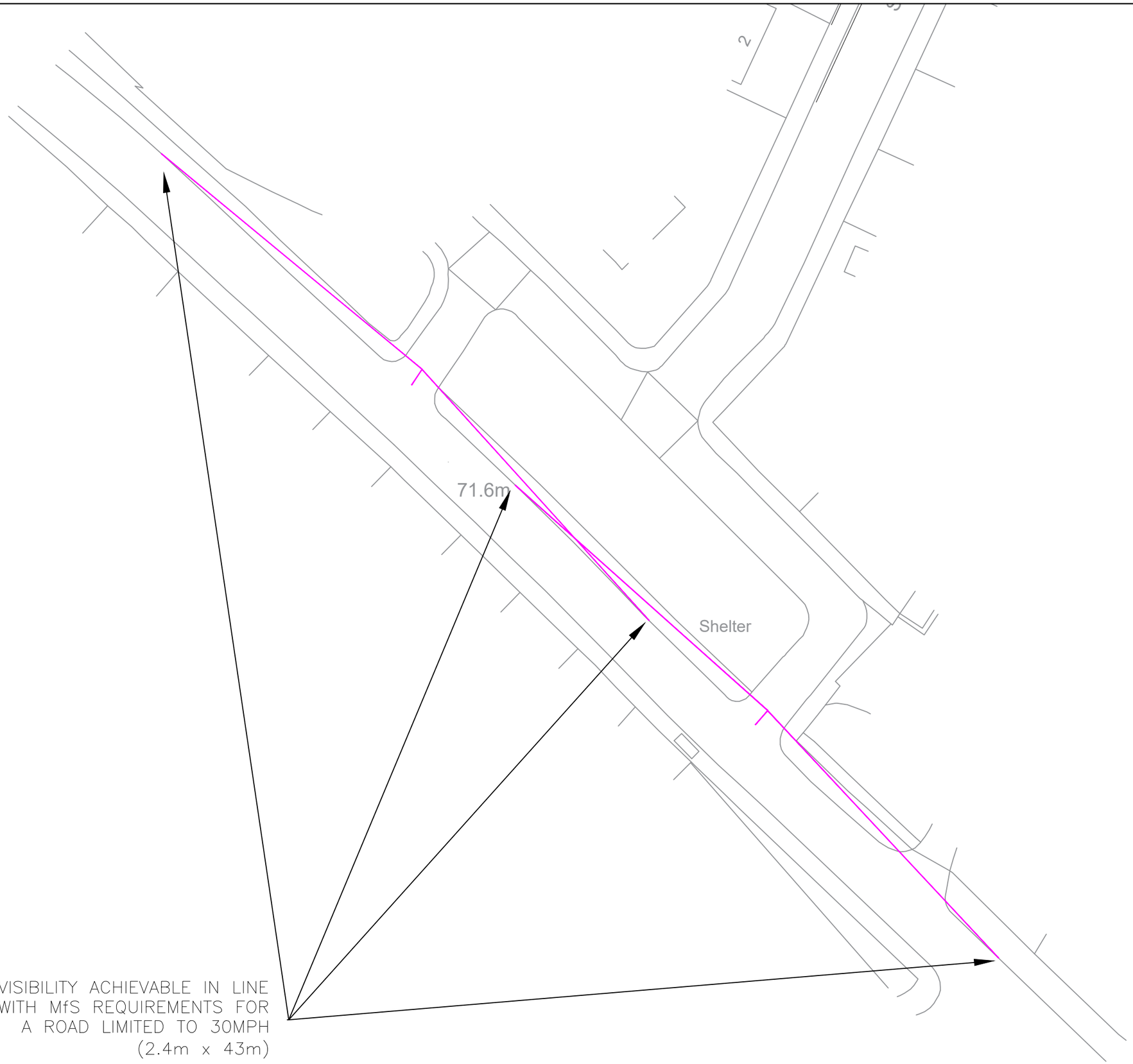

VISIBILITY ACHIEVABLE IN LINE WITH MfS REQUIREMENTS FOR A ROAD LIMITED TO 30MPH (2.4m x 43m)

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

EAS

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Stanstead Abbotts, Hertfordshire, SG12 8HN
Tel: 01920 871777

www.eastp.co.uk

CLIENT:
AMARA PROPERTY INVESTMENTS LTD

ARCHITECT:

PROJECT:
12 SPRING COURT ROAD
LB ENFIELD

TITLE:
VISIBILITY SPLAYS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
1:500	BM/SS	07/03/2024

PROJECT No:	DRAWING No:
5043	SK01

Appendix: D – Pumping Appliance Swept Path Analysis

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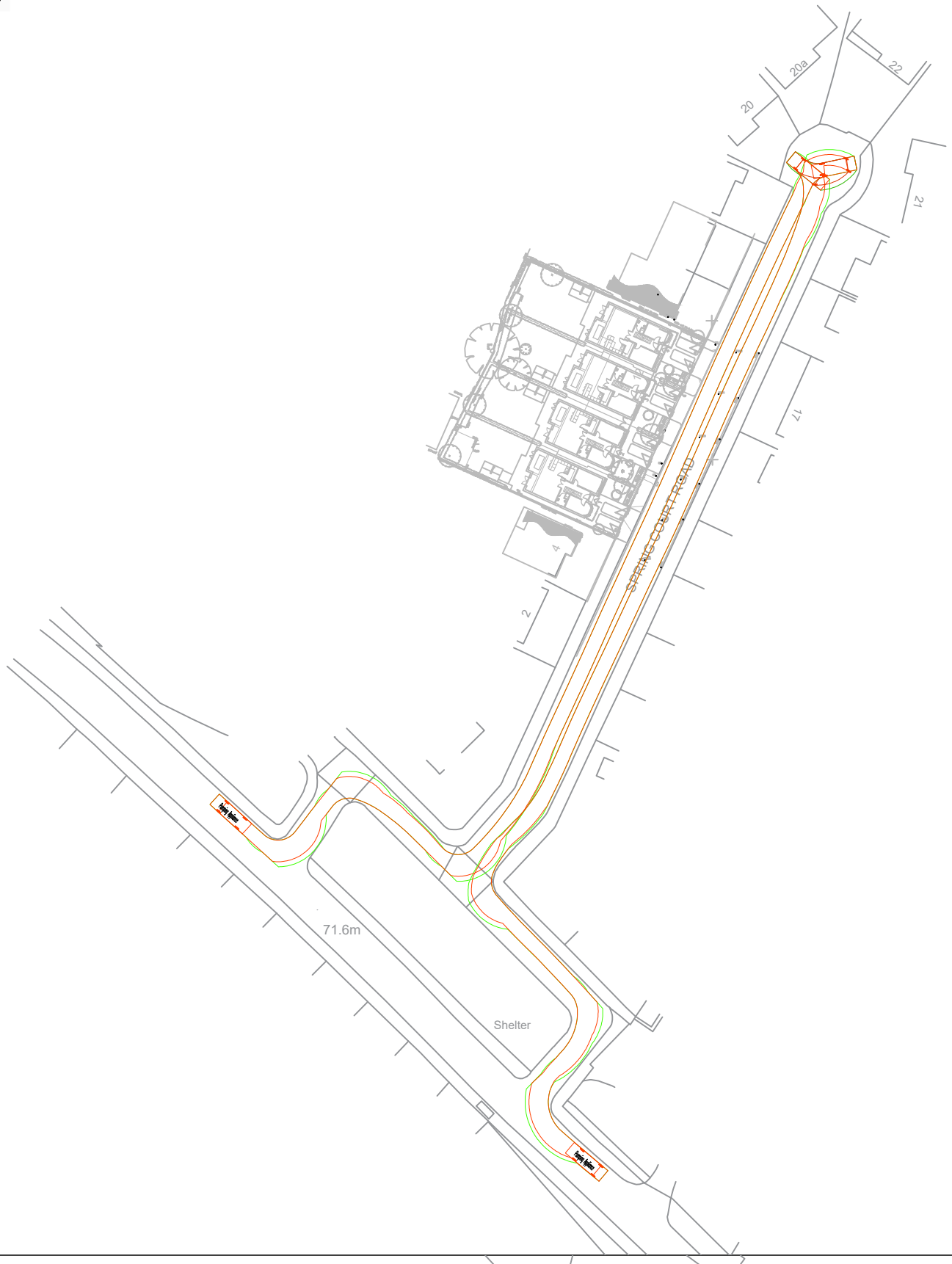
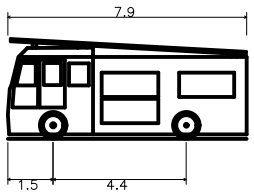
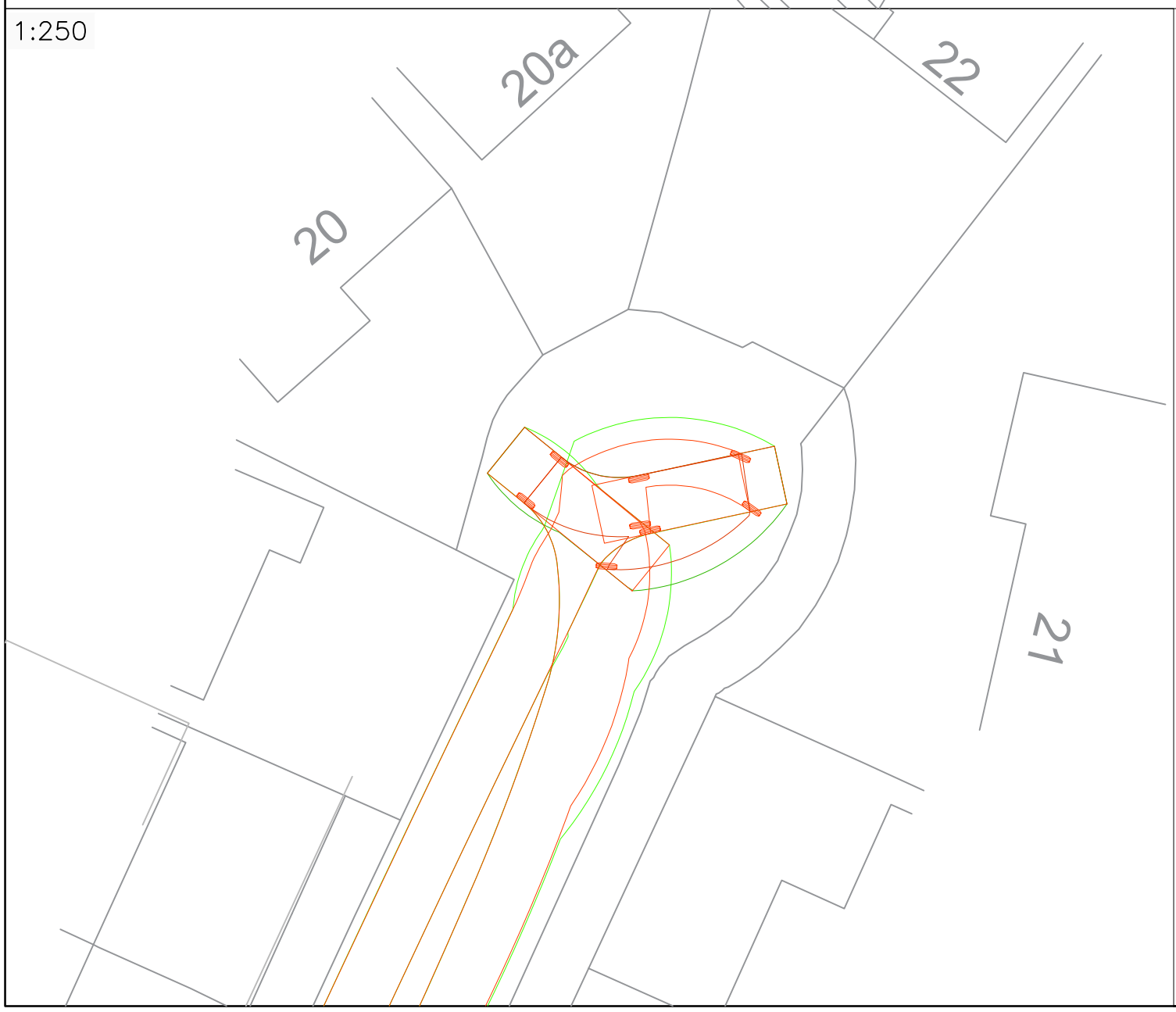
1:1000





Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

1:250



REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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Tel: 01920 871777

www.eastp.co.uk

CLIENT:
AMARA PROPERTY INVESTMENTS LTD

ARCHITECT:

PROJECT:
12 SPRING COURT ROAD
LB ENFIELD

TITLE:
PUMPING APPLIANCE
SWEPT PATH ANALYSIS

SCALE @ A3:	DESIGN–DRAWN:	DATE:
SEE VIEWPORT	SS	07/03/2024

PROJECT No:	DRAWING No:
5043	SK03

Appendix: E – TRICS Datasheet

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EAS Transport Planning Unit 10 The Maltings Stanstead Abbotts Licence No: 743101

Calculation Reference: AUDIT-743101-240307-0315

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
	WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 9 to 32 (units:)
Range Selected by User: 9 to 50 (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: 01/03/19 to 14/09/22

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:

Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	2

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	3

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	3 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	3 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
25,001 to 50,000	1 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:

250,001 to 500,000	1 days
500,001 or More	2 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	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:

No	3 days

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

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1 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

2 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

3 WF-03-A-02 SEMI DETACHED & TERRACED WALTHAM FOREST
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY 06/06/19 Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 1.82

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.100	3	17	0.160	3	17	0.260
08:00 - 09:00	3	17	0.260	3	17	0.300	3	17	0.560
09:00 - 10:00	3	17	0.060	3	17	0.160	3	17	0.220
10:00 - 11:00	3	17	0.140	3	17	0.160	3	17	0.300
11:00 - 12:00	3	17	0.120	3	17	0.100	3	17	0.220
12:00 - 13:00	3	17	0.220	3	17	0.100	3	17	0.320
13:00 - 14:00	3	17	0.220	3	17	0.240	3	17	0.460
14:00 - 15:00	3	17	0.280	3	17	0.240	3	17	0.520
15:00 - 16:00	3	17	0.260	3	17	0.220	3	17	0.480
16:00 - 17:00	3	17	0.120	3	17	0.220	3	17	0.340
17:00 - 18:00	3	17	0.280	3	17	0.140	3	17	0.420
18:00 - 19:00	3	17	0.160	3	17	0.220	3	17	0.380
19:00 - 20:00	3	17	0.140	3	17	0.100	3	17	0.240
20:00 - 21:00	3	17	0.180	3	17	0.120	3	17	0.300
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.540			2.480			5.020

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

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

Parameter summary

Trip rate parameter range selected:	9 - 32 (units:)
Survey date date range:	01/03/19 - 14/09/22
Number of weekdays (Monday-Friday):	3
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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.040	3	17	0.040
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.040	3	17	0.040
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.020	3	17	0.000	3	17	0.020
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.020	3	17	0.000	3	17	0.020
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.000	3	17	0.000	3	17	0.000
17:00 - 18:00	3	17	0.020	3	17	0.000	3	17	0.020
18:00 - 19:00	3	17	0.000	3	17	0.020	3	17	0.020
19:00 - 20:00	3	17	0.020	3	17	0.000	3	17	0.020
20:00 - 21:00	3	17	0.000	3	17	0.000	3	17	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.080	3	17	0.060	3	17	0.140
09:00 - 10:00	3	17	0.040	3	17	0.060	3	17	0.100
10:00 - 11:00	3	17	0.020	3	17	0.020	3	17	0.040
11:00 - 12:00	3	17	0.000	3	17	0.040	3	17	0.040
12:00 - 13:00	3	17	0.040	3	17	0.020	3	17	0.060
13:00 - 14:00	3	17	0.020	3	17	0.020	3	17	0.040
14:00 - 15:00	3	17	0.020	3	17	0.080	3	17	0.100
15:00 - 16:00	3	17	0.120	3	17	0.120	3	17	0.240
16:00 - 17:00	3	17	0.040	3	17	0.020	3	17	0.060
17:00 - 18:00	3	17	0.120	3	17	0.060	3	17	0.180
18:00 - 19:00	3	17	0.020	3	17	0.080	3	17	0.100
19:00 - 20:00	3	17	0.060	3	17	0.020	3	17	0.080
20:00 - 21:00	3	17	0.020	3	17	0.000	3	17	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.600			0.600			1.200

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.200	3	17	0.200
08:00 - 09:00	3	17	0.040	3	17	0.260	3	17	0.300
09:00 - 10:00	3	17	0.040	3	17	0.080	3	17	0.120
10:00 - 11:00	3	17	0.020	3	17	0.000	3	17	0.020
11:00 - 12:00	3	17	0.020	3	17	0.060	3	17	0.080
12:00 - 13:00	3	17	0.020	3	17	0.000	3	17	0.020
13:00 - 14:00	3	17	0.040	3	17	0.020	3	17	0.060
14:00 - 15:00	3	17	0.000	3	17	0.020	3	17	0.020
15:00 - 16:00	3	17	0.060	3	17	0.000	3	17	0.060
16:00 - 17:00	3	17	0.140	3	17	0.000	3	17	0.140
17:00 - 18:00	3	17	0.080	3	17	0.100	3	17	0.180
18:00 - 19:00	3	17	0.060	3	17	0.000	3	17	0.060
19:00 - 20:00	3	17	0.060	3	17	0.000	3	17	0.060
20:00 - 21:00	3	17	0.080	3	17	0.000	3	17	0.080
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.660			0.740			1.400

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.080	3	17	0.140	3	17	0.220
08:00 - 09:00	3	17	0.200	3	17	0.260	3	17	0.460
09:00 - 10:00	3	17	0.060	3	17	0.140	3	17	0.200
10:00 - 11:00	3	17	0.060	3	17	0.080	3	17	0.140
11:00 - 12:00	3	17	0.120	3	17	0.100	3	17	0.220
12:00 - 13:00	3	17	0.180	3	17	0.060	3	17	0.240
13:00 - 14:00	3	17	0.120	3	17	0.140	3	17	0.260
14:00 - 15:00	3	17	0.260	3	17	0.220	3	17	0.480
15:00 - 16:00	3	17	0.200	3	17	0.160	3	17	0.360
16:00 - 17:00	3	17	0.080	3	17	0.180	3	17	0.260
17:00 - 18:00	3	17	0.240	3	17	0.100	3	17	0.340
18:00 - 19:00	3	17	0.120	3	17	0.180	3	17	0.300
19:00 - 20:00	3	17	0.120	3	17	0.080	3	17	0.200
20:00 - 21:00	3	17	0.180	3	17	0.120	3	17	0.300
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.020			1.960			3.980

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

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