

# Transport Statement

April 2024

EAS

## The White Hart

St Albans Road, South Mimms,  
Hertsmere, EN6 3PJ

**Griggs (South Mimms) Limited**

## Document History

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The content of this report is based on information available as of April 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 This Transport Statement has been prepared by EAS to support an application for the conversion and extension of the former The White Hart public house.
- 1.2 The full site address is The White Hart, St Albans Road, South Mimms, Potters Bar, Hertsmere, EN6 3PJ. A location plan is included at **Appendix A**.
- 1.3 The site is located within the administrative boundaries of Hertfordshire County Council and the Hertsmere Borough Council.
- 1.4 The proposal is for the conversion and extension of the former public house into six apartments, conversion of outbuilding into a two-bedroom apartment and construction of a detached infill dwelling, along with associated landscaping, bin store, cycle storage and vehicle parking. The proposed site layout is contained at **Appendix B**.

### Pre-application advice

- 1.5 In April 2022 Hertsmere provided a detailed report in response to a request for pre-application for a previous scheme at the proposed site for the “conversion and extension of the former public house into 6 x 1-bedroom apartments, conversion of outbuilding into a 1-bedroom apartment, and construction of two detached infill dwellings”.
- 1.6 The report stated the following in regards to parking:

*“Policies SADM40 and CS25 and Parking Standards SPD require new development to have sufficient off-road car parking provision. The Parking Standards SPD determines the amount of off-road car parking provision based on the number of bedrooms and additional habitable rooms that could serve as bedrooms.*

*The Councils Parking Standards SPD 2014 advocates that 1 bedroom properties are served by 1.5 parking spaces and 2 and 3 bedroom properties are served by 2 parking spaces each.*

*The proposed development would result in the overall provision of a total of 18 no. off-street car parking spaces. From the information that you have provided it is apparent that the existing car park, which previously served the former pub, provides a total of 20 no. off-street car parking spaces, in order to satisfy the requirements of the Council’s Parking Standards 2014.*

*In terms of the parking strategy, the Urban Design Team noted that tandem parking would not be the preferred option and alternative parking arrangements might result in a more sympathetic approach. Consideration should be given to the prominence of the parking and its highly visible location from the main highway and the siting adjacent to the listed building. At the application stage, the details of the parking strategy should be included in the supporting documentation and hard and soft landscaping should be improved on the site which would also result in an improvement of the appearance of the surrounding area.*

*Secure cycle parking should also be implemented as part of the scheme along with the provision of electric vehicle charging points in order to promote more sustainable and alternative forms of transport.”*

## Report Structure

- 1.7 This Transport Statement has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014).
- 1.8 This document is aimed at informing the planning application of the impacts to the local highway network by the proposed development scheme to develop the nine dwellings on this site.
- 1.9 This report's aims and structure follows national and regional guidelines on the drafting of Transport Assessments and Statements.
- 1.10 This document is set out as follows:
  - Section 2 describes relevant transport policy;
  - Section 3 describes the local area including the existing facilities and transport network;
  - Section 4 describes the proposals including access, parking and servicing;
  - Section 5 describes the site sustainability and impact upon the local network; and
  - Section 6 provides a summary and conclusions.

## 2 Policy Context

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2023)
- Hertfordshire's Local Transport Plan (LTP4) (2018)
- Hertsmere Core Strategy (January 2013)
- Hertsmere Site Allocations and Development Management Policies Plan (2016)
- Hertsmere Parking Standards SPD (January 2014)
- Hertsmere Sustainable Transport & Parking Standards Draft Supplementary Planning Document (SPD) (September 2022)

### National Planning Policy Framework (NPPF) (2023)

2.2 The revised National Planning Policy Framework ('NPPF') was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.

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

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

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

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

2.6 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 108 and 109:

*“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.*

*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*

2.7 Paragraph 111, in relation to parking standards, states that the following should be taken into account:

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

2.8 Paragraph 112 adds that:

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

2.9 Paragraphs 114 and 115 state that in assessing applications for development it should be ensured that:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*



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

2.10 Furthermore, paragraphs 116 and 117 continue:

*“112. Within this context, applications for development should:*

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

*117. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”*

### **Hertfordshire’s Local Transport Plan (LTP4) (2018)**

- 2.11 The Hertfordshire Local Transport Plan (LTP4), published in May 2018, sets out how transport can help deliver a positive future vision of the county. As well as providing for safe and efficient travel, transport has a major impact on wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage.
- 2.12 The plan covers the period up to 2031, aligning with the timescale for most housing proposals being set out in the Local Plans of the county’s 10 districts. However, it also considers how future planning decisions and emerging technology might affect the way that transport needs to be provided in the longer term.
- 2.13 Critically the new Transport Plan accelerates the transition from a previous transport strategy that was largely car based to a more balanced approach which caters for all forms of transport and seeks to encourage a switch to sustainable transport (e.g. walking, cycling and passenger transport) where possible.
- 2.14 The Local Transport Plan sets out the objectives, policies, and key schemes that will achieve this switch. The packages of smaller schemes and activities that are essential to successful outcomes will be considered through a series of “Supporting documents” covering particular topic areas and include Growth and Transport Plans for specific geographic areas.



2.15 A core feature of the plan is to do more to improve conditions for sustainable modes such as walking, cycling and passenger transport. This is in recognition of their role in reducing traffic growth, reducing environmental impact, increasing physical activity and improving health.

2.16 Policy 1 'Transport User Hierarchy' states:

*To support the creation of built environments that encourage greater and safer use of sustainable transport modes, the county council will in the design of any scheme and development of any transport strategy consider in the following order:*

- *Opportunities to reduce travel demand and the need to travel*
- *Vulnerable road user needs (such as pedestrians and cyclists)*
- *Passenger transport user needs*
- *Powered two wheeler (mopeds and motorbikes) user needs*
- *Other motor vehicle user needs*

2.17 Policy 2 'Influencing Land Use Planning' states:

*The county council will encourage the location of new development in areas served by, or with the potential to be served by, high quality passenger transport facilities so they can form a real alternative to the car, and where key services can be accessed by walking and cycling.*

2.18 Policy 5 'Development Management' states:

*The county council will to work with development promoters and the district and borough councils to:*

- a) *Ensure the location and design of proposals reflect the LTP Transport User Hierarchy and encourage movement by sustainable transport modes and reduced travel demand.*
- b) *Ensure access arrangements are safe, suitable for all people, built to an adequate standard and adhere to the county council's Highway Design Standards.*
- c) *Consider the adoption of access roads and internal road layouts where they comply with the appropriate adoption requirements and will offer demonstrable utility to the wider public. Where internal roads are not adopted the county council will expect suitable private management arrangements to be in place.*
- d) *Secure developer mitigation measures to limit the impacts of development on the transport network, and resist development where the residual cumulative impact of development is considered to be severe.*
- e) *Require a travel plan for developments according to the requirements of 'Hertfordshire's Travel Plan Guidance'.*
- f) *Only consider new accesses onto primary and main distributor roads where special circumstances can be demonstrated in favour of the proposals.*
- g) *Resist development that would either severely affect the rural or residential character of a road or other right of way, or which would severely affect safety on rural roads,*

*local roads and rights of way especially for vulnerable road users. This should include other routes which are important for sustainable transport or leisure.*

- h) Ensure that any new parking provision in new developments provides facilities for electric charging of vehicles, as well as shared mobility solutions such as car clubs and thought should be made for autonomous vehicles in the future.*

#### 2.19 Policy 7 'Active Travel – Walking' states:

*The county council will seek to encourage and promote walking by:*

- a) Implementing measures to increase the priority of pedestrians relative to motor vehicles, especially in town centres, and creating walking friendly town and neighbourhood centre.*
- b) Delivering infrastructure to provide safer access to key services, and pedestrian facilities to enable and encourage walking.*
- c) Identifying and promoting networks of pedestrian priority routes.*
- d) Promoting walking as a mode of travel and for recreational enjoyment.*
- e) Supporting the implementation of the Rights of Way Improvement Plan.*

#### 2.20 Policy 8 'Active Travel – Cycling' states:

*The county council aims to deliver a step change in cycling, through:*

- a) Infrastructure improvements, especially within major urban areas to enable and encourage more cycling.*
- b) Implementing measures to increase the priority of cyclists relative to motor vehicles.*
- c) Improved safety for users including delivery of formal and informal cycle training schemes.*
- d) Supporting promotion campaigns to inform, educate, reassure and encourage cycling provision and education, such as Bike ability.*
- e) Facilitating provision of secure cycle parking.*

### **Hertsmere Core Strategy (January 2013)**

2.21 The Hertsmere Core Strategy was adopted in January 2013.

2.22 Policy CS24 'Development and accessibility to services and employment' states:

*The Council will work towards Hertfordshire County Council's vision of providing a safe, efficient and affordable transport system that allows access for all to everyday facilities.*

*To obtain the best use of the existing highway network, major trip generating development should be focused principally on Transport Development Areas and town centres, as indicated on the Key Diagram. Major developments will only be permitted where:*

- i. *it does not conflict with the Transport Objectives of the Hertfordshire Local Transport Plan (as amended);*
- ii. *it is accompanied by a suitable Travel Plan (where required by the Hertfordshire Local Transport Plan (as amended)), prepared in accordance with guidance set out in the Parking Standards Supplementary Planning Document and DfT guidance on preparing travel plans;*
- iii. *it is in accordance with Hertfordshire County Council guidance and relevant Local Plan (as amended) policies relating to the operation of the Highways network and the achievement of vehicular, pedestrian and equestrian safety;*
- iv. *it contributes, where required, to the provision or funding of new infrastructure or improved public transport services and non-motorised routes; and*
- v. *the cumulative impact on the highways network can be adequately mitigated.*

#### 2.23 Policy CS25 'Accessibility and parking' states:

*In order to facilitate fair and convenient access to local services, the quantity of off-street parking for all modes of transport, to be provided at new developments, will be based on an assessment of:*

- i. *a site's location;*
- ii. *local car ownership;*
- iii. *the proposed land use (having regard to Table 13 for residential development)*
- iv. *housing tenure;*
- v. *the potential for shared parking, over various times of the day and week, with other uses;*
- vi. *local on-street parking conditions and controls, including those likely to be available within the new development;*
- vii. *highway and pedestrian safety considerations including whether roads have been designed to an adoptable standard;*
- viii. *incentives to reduce dependency on the car and the provisions of any Travel Plan submitted;*
- ix. *the Accessibility Zones for the Borough; together with the extent of compliance with requirements set out in the Parking Supplementary Planning Document; and*
- x. *the extent to which permeable and semi-permeable surfaces are incorporated into the area of off-street parking to be provided.*

#### 2.24 Policy CS26 'Promoting alternatives to the car' states:

*The Council will support a wide range of measures to provide safer and more reliable alternatives to the car for access to new and existing development and other destinations across the Borough including:*

- i. improved public transport facilities;
- ii. additional public transport routes and stops;
- iii. enhanced and new non-motorised links (including Greenways) within and between urban and rural areas, along or additional to the existing rights of way and highways network, which increase walking, cycling or riding opportunities; and
- iv. the safeguarding of proposed non-motorised routes, where necessary, to preclude development occurring which would prevent their future implementation.

New developments will be assessed in terms of their accessibility by a range of transport modes and where appropriate, measures to promote alternatives to the car will need to be provided as part of a proposed scheme, having regard to the requirements of the Parking Standards Supplementary Planning Document and the adopted Greenway Strategy.

### **Hertsmere Site Allocations and Development Management Policies Plan (2016)**

#### 2.25 Policy SADM38 'The Road Hierarchy' states:

*All new development will be directed to the appropriate category of road in the road hierarchy based on the amount of traffic generated and its effect on safety and the environment.*

*The traffic generated from new development must be compatible with the location, design and capacity of the current and future operation of the road(s) within the road hierarchy. In reaching a judgement, the Council will have regard to:*

- i. any planned improvements on the road;
- ii. the cumulative effects of incremental developments;
- iii. advice from the local highway authority, including guidance on the relative priorities given to particular types of traffic and/or modes of transport; and
- iv. the protection of rural character.

*The type and nature of accesses will be controlled according to the category of road. In particular, new access will not be permitted on to a Primary Trunk Road or a Main Distributor Road.*

#### 2.26 Policy SADM40 'Highway and Access Criteria for New Development' permits development where:

- i. it can be accessed by a range of transport modes including, where appropriate, public and other sustainable transport modes;
- ii. it provides safe and convenient links through the site and within the site and enables access to adjoining routes and services for all users;
- iii. it will not harm the safety of any users of the highway network, cause or add significantly to road congestion or unduly harm the flow of vehicles;
- iv. the proposed design and layout give priority to pedestrians, cyclists and other non-vehicle users and provide for safe and convenient:

- v. *movement, circulation, parking, manoeuvring and picking up or dropping off;*
- vi. *accommodation of larger vehicles including emergency and servicing vehicles and / or coaches where required and*
- vii. *site access for all users (including adequate visibility splays);*
- viii. *off-street car and cycle parking is provided in accordance with Core Strategy Policy CS25 and is consistent with the Parking Standards SPD [see below]; and*
- ix. *for major trip generating schemes, the applicant provides a Transport Statement or Transport Assessment (prepared in compliance with guidance issued by the Council and local highway authority), which demonstrates that the scheme accords with the policies in the Local Plan.*

*Where development may be expected to have negative impacts, appropriate mitigation measures will be required at the developer's expense.*

#### **Hertsmere Parking Standards Supplementary Parking Document (July 2014)**

2.27 This document sets out Hertsmere Council's off-street parking guidelines for new developments. Residential parking standards, as a 'required' number (as opposed to maximum or minimum) are as follows:

- *Studio/bedsit – 1.5 spaces per unit*
- *1-bedroom – 1.5 spaces per unit*
- *2-bedroom – 2 spaces per unit*
- *3-bedroom – 2 spaces per unit*
- *4-bedroom – 3 spaces per unit*
- *5-bedroom – 4 spaces per unit*
- *6-bedroom – 5 spaces per unit (and one additional space per bedroom thereafter)*

2.28 For cycle parking, there should be 1 secure long-term space per unit, plus 1 short term space for every 5 units where communal parking is to be provided

#### **Hertsmere Sustainable Transport & Parking Standards (Draft Supplementary Planning Document) (September 2022)**

2.29 This Draft Supplementary Planning Document (SPD) document sets out Hertsmere Council's off-street parking guidelines for new developments. The guidance is currently adopted as interim guidance to the parking standards within the district. Residential parking standards, recommended for curtilages of the houses are as follows:

- *Studio/bedsit – 0.5 spaces per unit*
- *1-bedroom – 0.75 spaces per unit*

- *2-bedroom – 1 space per unit*
- *3-bedroom – 2 spaces per unit*
- *4-bedroom – 3 spaces per unit*
- *5-bedroom+ – To be determined on individual basis.*

2.30 For cycle parking, there should be 1 secure long-term space provided per bedroom.



### 3 Existing Site Assessment

#### Site Location

- 3.1 The site currently comprises the former public house The White Hart.
- 3.2 The full site address is The White Hart, St Albans Road, South Mimms, Potters Bar, Hertsmere, EN6 3PJ.
- 3.3 The site forms a triangular parcel of land, as demonstrated in the location plan contained at **Appendix A**, bordered to the northeast by the B556, to the west by Blanche Lane, and to the south by St Giles Church.

#### Site Access

- 3.4 The site is currently accessed directly off the B556 to the northeast of the site. The access forms a dropped kerb vehicular crossovers measuring circa 11.5m in width and provides direct access to the existing car parking spaces to the east of the site.
- 3.5 Pedestrian access points are available via the footways bordering both the B556 and Blanche Lane.

#### Facilities

- 3.6 To assess the ability for potential residents to access important desirable services, research has been undertaken to identify amenities local to the proposed development site, and the results are shown in Table 3.1 below.

**Table 3.1 – Local Amenities**

Facility	Distance	Walking (mins)	Time	Cycle (mins)	Time
The White Hart PH Bus Stops	25m	<1		<1	
Church Yard Bus Stops	210m	3		1	
The Black Horse Public House	350m	4		1	
South Mimms Village Hall	290m	4		1	
Pit Stop 21 Off License	20m	<1		<1	
Waitrose and Partners at	1.4km	19		4	



South Mimms Services			
WHSmith Motorway Services	1.4km	19	4
Tesco Express Orchard Parade	1.9km	27	7
St Giles Church	75m	<1	<1
Subway	1.4km	19	4
Pret A Manger	1.4km	19	4
Starbucks	1.4km	19	4
St Giles C of E Primary School	260m	4	2
Dame Alice Owens Secondary School	3.2km	45	12

- 3.7 The conclusions that can be drawn from the table above is that the site is well located in terms of local amenities, the majority of which are available within easy walking distance or short cycle distance of the site.
- 3.8 Walking offers the greatest potential to replace car journeys of less than 2.0km whilst cycling also has the potential to replace many car trips of less than 5.0km, which may also form part of longer journeys supported by public transport.
- 3.9 All daily activities are within a suitable walking and cycling distance from the proposed development. For any travel outside of the immediate area there are bus services available to key locations as discussed later in this section.
- 3.10 St Giles C of E Primary School is the closest primary educational facility, circa 260m (4 min walk) south of the development.
- 3.11 The nearest secondary school to the site is Dame Alice Owens Secondary School located in southeastern Potters Bar, a circa 12-minute cycle from the site.

### Walking and Cycling

- 3.12 Footways on the B556 extend to the northwest beyond the Junction 22 of the M25, as well as to the south up to the B556/St Albans Road/Cecil Road roundabout. Footways are present off all three arms of the roundabout.

- 3.13 Footways are also present on both sides of Blanche Lane, extending to the south of the site
- 3.14 There are several PROWs in the vicinity of the site. Footpath 'South Mimms 032' runs to the south of the site in an east-west alignment, linking Blanche Lane and St Albans Road. To the southeast of the site, access can be gained to footpath 'South Mimms 033' via St Albans Road, providing walking opportunities to the south of the site. To the southwest of the site, access can be gained to footpath 'South Mimms 031' via Frowycke Crescent. This joins part of a wider network of PROW extending to the northwest and northeast, providing access to nearby settlements including Ridge, Shenley and London Colney.

### Bus

- 3.15 The nearest bus stops are the White Hart PH stops, located on the B556 circa 25m southeast of the site. Both stops are equipped with a shelter, bench, and Kassel kerbs to help facilitate pedestrian movement.
- 3.16 These stops are serviced by bus routes 84 and 398.
- Bus route 84 runs between Potters Bar and St Albans at circa 30 minute intervals Monday to Saturday and 60 minute intervals on Sundays. The route runs via Potters Bar, South Mimms, London Colney, Cell Barnes, St Albans and New Greens. Key stops include Mount Grace School, Potters Bar railway station, London Colney Fields Retail Park, London Colney Leisure Centre, Samuel Rider Academy, St Albans City station and St Albans Girls School.
  - Bus route 398 runs between Potters Bar and Watford at circa 60 minute intervals Monday to Friday, with additional services in the AM and PM peak hours. The route runs via Bushey, Radlett, Borehamwood, South Mimms, Potters Bar and Little Heath. Key stops include Borehamwood Tesco, Elstree Studios, Potters Bar Tesco and Potters Bar Railway Station.
- 3.17 The Church Yard bus stops circa 210m southeast of the site also serves bus route 398, as well as bus route 356.
- Bus route 356 is a school service running between Potters Bar and Nicholas Breakspear School. The service runs one return trip departing the Church Yard stop at 07:54 and returning at 15:35.

### Rail

- 3.18 Local rail services can be found at Potters Bar train station circa 2.8km east of the site. Access can be gained via a circa 47min 3.4km walk, 12min cycle or 5min drive.
- 3.19 Services at Potters Bar are operated by Thameslink. The typical off-peak service in trains per hour is:
- 2 tph to London King's Cross (calls at Alexandra Palace and Finsbury Park only)
  - 2 tph to Moorgate (all stations)
  - 2 tph to Welwyn Garden City (all stations)
  - 2 tph to Letchworth Garden City of which 1 continues to Cambridge

- 3.20 During the peak hours, the service to Letchworth Garden City is extended to Cambridge and the service between Moorgate and Welwyn Garden City is increased to 4 tph.
- 3.21 In addition, during peak hours a 2 tph Thameslink service operates to and from Sevenoaks via the Thameslink Core.

### Local Highway Safety Record

- 3.22 A review of local personal injury road traffic accidents in the last five years, 2017 - 2021 (inclusive), has been undertaken using the data contained in CrashMap. This gives personal injury accidents only, which are then classified as slight, serious or fatal, and is taken from the official local authority accident records.

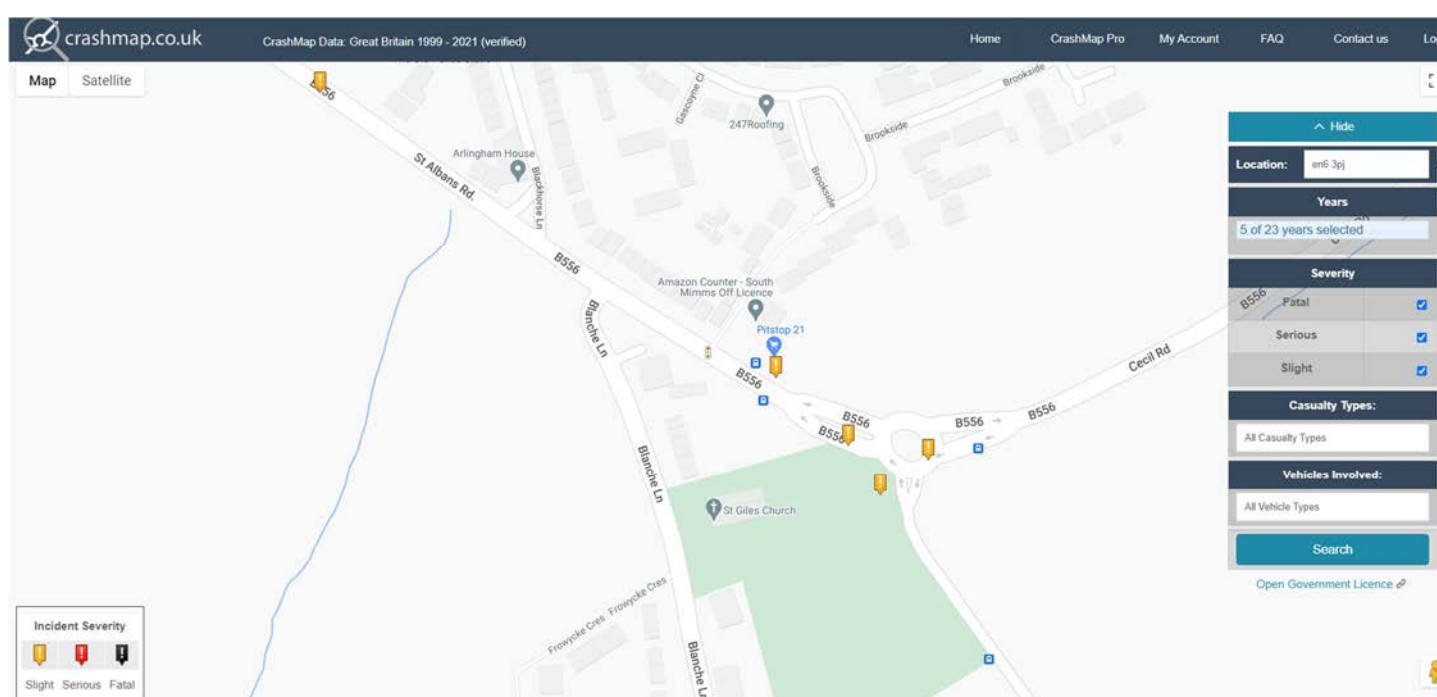


Figure 3.1 – CrashMap output (via <https://www.crashmap.co.uk/Search>)

- 3.23 Five 'slight' incidents have been recorded within 200m of the proposed site.
- 3.24 The first incident occurred circa 195m northwest of the site on the B556 St Albans Road. Three vehicles were involved in the incident, all of which were in the act of slowing down or stopping. Car 1's first point of impact was at the front of the vehicle, with car 2 and 3's first point of impact being the rear of the vehicle. This indicates a rear shunt taking place. Two slight injuries were recorded to the drivers of vehicles 1 and 2.
- 3.25 A second incident was recorded circa 60m southeast of the site on the B556 in close vicinity to the White Hart PH bus stop. The incident involved a car in the process of moving off making front on contact with a pedestrian walking in the carriageway towards traffic. Slight injuries were recorded for both the driver and pedestrian. Footways are present on both sides of the B556 in the proximity of the incident, so it is unclear as to why a pedestrian was walking in the carriageway.

- 3.26 A third incident occurred at the B556/St Albans Road/Cecil Road roundabout. The incident involved a motorcycle. No point of impact is recorded, so it has been assumed that the rider lost control of the bike and slid along the carriageway, indicating rider error rather than unsafe highway design. A slight injury was recorded.
- 3.27 The fourth incident also occurred at the B556/St Albans Road/Cecil Road roundabout. A car in the act of turning left made contact with a cyclist described as “proceeding normally along the carriageway, not at a bend”. A slight injury was recorded for the cyclist.
- 3.28 The fifth incident is indicated to occur at the spur to the west of St Albans Road when approaching the B556/St Albans Road/Cecil Road roundabout. The incident report indicates that a goods vehicle reversed into a car that was parked in the carriageway. Slight injuries were recorded for both the driver and a passenger in the car. It has been concluded that this incident was the result of driver error rather than unsafe highway design.
- 3.29 There is no evidence that any of these accidents are due to unsafe highway design. Due to the low number of recorded incidents, the local highway is therefore considered to be safe, and no potential risks have been noted.
- 3.30 The CrashMap reports are contained at **Appendix C**.

## 4 The Proposed Development

### The Development Proposals

- 4.1 The proposals are for the redevelopment of the existing structure into 6 x apartments and 2 x detached dwellings. This will consist of 2 x one bed apartments, 4 x two-bed apartments, 1 x one-bed detached dwelling, and 1 x two-bed detached dwelling. A plan of the proposed site is included at **Appendix B**.

### Site Access

- 4.2 It is proposed that the existing vehicular access point off the B556 be retained. This will lead into the proposed car park which will retain its location to the east of the site.
- 4.3 A secondary access point will be located to the northwest of the site, off the existing spur to the north of the pub accessed via Blanche Lane. This will provide access to a single parking space.
- 4.4 Visibility splays of 2.4m x 43.0m have been drawn from the proposed access points, demonstrating unimpaired visibility for vehicles utilising both proposed accesses. This is in line with standards stated in Manual for Streets for a road limited to 30mph.
- 4.5 To the north of the secondary access point, a splay of 2.4m x 26m has been drawn. This is in line with MfS guidance for a 20mph speed, which is assumed to be acceptable as vehicles approaching this access from the north will be travelling at low speeds after negotiating the B556/Blanche Lane junction. In any case, the splay terminates on the carriageway edge and cannot extend further due to existing road layout constraints.
- 4.6 The visibility splays drawings for the main proposed access and secondary access are contained at **Appendix D**.
- 4.7 Swept path analysis has also been undertaken of the proposed access, demonstrating accessibility for all required private and service vehicles. Swept path analysis shows two large cars accessing and egressing the site simultaneously, evidencing that at no point will any car have to stop and block the highway whilst waiting for the access to clear. The swept path analysis exercise is contained in **Appendix E**.

### Parking

- 4.8 Hertsmere set out their off-street parking guidelines for new developments in the Hertsmere Parking Standards SPD (2014). They have also published the Draft SPD (2022) and quote that the draft document “is a material consideration in the determination of planning applications, and should be read alongside the Planning and Design Guide and our other policies.”
- 4.9 The Parking Standards SPD (2014) states residential parking standards as a ‘required’ number (as opposed to maximum or minimum) as follows:
- 1-bedroom – 1.5 spaces per unit
  - 2-bedroom – 2 spaces per unit

- 4.10 Therefore, in line with the draft parking standards, the proposed mix of 2 x one bed apartments, 4 x two-bed apartments, 1 x one-bed detached dwelling, and 1 x two-bed detached dwelling will require 15 (14.5) car parking spaces.
- 4.11 The Draft SPD (2022) document sets out Hertsmere Council's off-street parking guidelines for new developments. The guidance is currently adopted as interim guidance to the parking standards within the district. Residential parking standards for both flats and houses, recommended for curtilages of the houses are as follows:
- 1-bedroom – 0.75 spaces per unit
  - 2-bedroom – 1 space per unit
- 4.12 Therefore, in line with the draft parking standards, the proposed mix of 2 x one bed apartments, 4 x two-bed apartments, 1 x one-bed detached dwelling, and 1 x two-bed detached dwelling will require 8 (7.25) car parking spaces.
- 4.13 It is proposed that 20 parking spaces are provided, in line with the provision previously used to serve the former pub, in excess of the stated requirements in the 2014 SPD, as agreed in the aforementioned planning pre-app response, as quoted below:
- “it is apparent that the existing car park, which previously served the former pub, provides a total of 20 no. off-street car parking spaces, in order to satisfy the requirements of the Council's Parking Standards 2014”*
- 4.14 This will take the formation of 19 bay parking spaces to the east of the site, and a single parking space accessible to the northwest via the Blanche Lane access point. The layout has been amended in line with the pre-app comments, as demonstrated in the site layout contained at **Appendix B**.
- 4.15 Provision of electric vehicle charging spaces will be provided in line with local standards. As such, 8 parking spaces will be fitted with EV charging points, while 12 will have passive charging capabilities.
- 4.16 In line with the 2014 SPD the proposed scheme requires 1 secure long-term cycle space per unit, plus 1 short term space for every 5 units where communal parking is to be provided. This equates to a total of 9 secure long term cycle spaces.
- 4.17 In line with the 2022 Draft SPD the proposed scheme requires 1 secure long-term space per bedroom. This equates to a total of 13 secure long term cycle spaces.
- 4.18 Cycle parking for all the units will be provided at a level of at least 1 space per bedroom in form of secured dedicated cycle storage within each individual unit curtilage.

### **Servicing**

- 4.19 A delivery bay is located to the east of the site, accessed directly to the north of the proposed B556 access point, as demonstrated in the proposed layout plan contained at **Appendix B**. This bay will allow for day-to-day service vehicles and fire tender to enter and egress the site in a forward gear, without having to stop in the carriageway.
- 4.20 A bin store is provided to the southeast of the proposed structure, to the rear of plots 7 and 8. This is located with 16m of the carriageway and will allow for kerbside collection to be carried

out by the waste collection team as per the existing arrangements for all surrounding structures. This is in line with the 25m distance between the waste storage point and waste collection vehicle as for waste collection as stated in paragraph 6.8.9 of the Manual for Streets.



## 5 Development Impact

5.1 To obtain an estimate of the likely vehicle trips associated with the development a TRICS assessment has been undertaken for the proposed, residential element.

5.2 To estimate trip generation associated with the 2 x detached dwellings included in the proposal site the TRICS database was therefore interrogated to find surveys of sites that met the following criteria:

- Privately owned houses (03/A);
- Located in the England outside of London;
- Situated in 'Edge of Town, 'Suburban Area' or 'Neighbourhood Centre' locations;
- Carried out on a weekday in the last 5 years

5.3 A summary of the TRICS trip rate generation for the detached dwellings is shown below in Table 5.1:

Trip rates:	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (07:00 – 19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicles	0.147	0.373	0.520	0.338	0.160	0.533	2.147	2.157	4.304
Pedestrians	0.031	0.094	0.125	0.038	0.031	0.069	0.382	0.391	0.773
Cyclists	0.003	0.016	0.019	0.009	0.006	0.015	0.057	0.059	0.116
Public Transport	0.002	0.031	0.033	0.021	0.003	0.024	0.114	0.113	0.227

**Table 5.1 TRICS Vehicle Trip Rates (Residential Houses)**

5.4 To estimate trip generation associated with the 6 x apartments included in the proposal site the TRICS database was therefore interrogated to find surveys of sites that met the following criteria:

- Privately owned flats (03/C);
- Located in the England outside of London;
- Situated in 'Edge of Town, 'Suburban Area' or 'Neighbourhood Centre' locations;
- Carried out on a weekday in the last 5 years

5.5 A summary of the TRICS trip rate generation for the apartments is shown below in Table 5.2:

Trip rates:	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (07:00 – 19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicles	0.055	0.186	0.241	0.174	0.079	0.253	1.028	1.109	2.137
Pedestrians	0.022	0.125	0.147	0.084	0.060	0.144	0.583	0.645	1.228
Cyclists	0.000	0.029	0.029	0.014	0.005	0.019	0.062	0.065	0.127
Public Transport	0.002	0.108	0.110	0.082	0.003	0.085	0.310	0.346	0.656

**Table 5.2 TRICS Vehicle Trip Rates (Residential Flats)**

5.6 Based on a development of 2 x detached dwellings and 6 x apartments, as per the trip rates demonstrated in Figures 5.1 and 5.2 above, the following trips are predicted to be generated:

Trip numbers:	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			All Day (07:00 – 19:00)		
	In	Out	Total	In	Out	Total	In	Out	Total
Total vehicles	1	2	2	2	1	3	10	11	21
Pedestrians	0	1	1	1	0	1	4	5	9
Cyclists	0	0	0	0	0	0	0	1	1
Public Transport	0	1	1	1	0	1	2	2	4

**Table 5.3 Expected Trip Numbers from TRICS \*allow for rounding**

- 5.7 The proposed scheme will therefore be expected to generate 2 vehicle movements (1 in/2 out) in the AM peak hour and 3 vehicle movements (2 in/1 out) in the PM peak hour.
- 5.8 Multi-modal results indicate the scheme would generate 9 daily pedestrian trips, with 1 AM peak hour movement and 1 PM peak hour movement.
- 5.9 Further to this the proposed scheme is expected to produce 1 daily cycle trip and 4 public transport trips.
- 5.10 The full TRICS datasheet is included in **Appendix F**.
- 5.11 Overall predicted traffic flows from the development are low and are expected to have a negligible impact on the local highway network.

## 6 Summary

### Summary

- 6.1 This Transport Statement has been prepared by EAS to support an application for the conversion and extension of the former The White Hart public house. The full site address is The White Hart, St Albans Road, South Mimms, Potters Bar, Hertsmere, EN6 3PJ.
- 6.2 The proposal is for the conversion and extension of the former public house into six apartments, conversion of outbuilding into a two-bedroom apartment and construction of a detached infill dwelling, along with associated landscaping, bin store, cycle storage and vehicle parking.
- 6.3 There are a wide range of local facilities within walking and cycling distance of the site.
- 6.4 The site is located in a close vicinity of a number of footways and PROWs, proving walking opportunities in the vicinity of the site.
- 6.5 The nearest bus stops are the White Hart PH stops, located on the B556 circa 25m southeast of the site. Both stops are serviced by bus routes 84 and 398. Local rail services can be found at Potters Bar train station circa 2.8km east of the site. Access can be gained via a circa 47min 3.4km walk, 12min cycle or 5min drive.
- 6.6 Due to the low number of recorded incidents, the local highway is therefore considered to be safe, and no potential risks have been noted.
- 6.7 It is proposed that the existing vehicular access point off the B556 be retained. This will lead into the proposed car park which will retain its location to the east of the site. A secondary access point will be located to the northwest of the site, off the existing spur to the north of the pub accessed via Blanche Lane. This will provide access to a single parking space.
- 6.8 Visibility splays of 2.4m x 43.0m have been drawn from the proposed access in line with standards stated in MfS for a road restricted to 30mph, demonstrating unimpaired visibility for vehicles utilising the proposed access.
- 6.9 It is proposed that 20 parking spaces be provided, in line with the provision previously used to serve the former pub, in excess of the stated requirements in the 2022 Draft SPD, as agreed in the planning pre-app response.
- 6.10 A delivery bay is located to the east of the site, allowing service vehicles to enter and egress the site in a forward gear, without having to stop in the carriageway. Kerbside refuse collection to be carried out by the waste collection team as per the existing arrangements for all surrounding structures.
- 6.11 The proposed scheme is expected to generate 2 vehicle movements (1 in/2 out) in the AM peak hour and 3 vehicle movements (2 in/1 out) in the PM peak hour.
- 6.12 Multi-modal results indicate the scheme would generate 9 daily pedestrian trips, with 1 AM peak hour movement and 1 PM peak hour movement as well as 1 daily cycle trip and 4 public transport trips.

## Conclusion

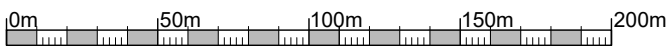
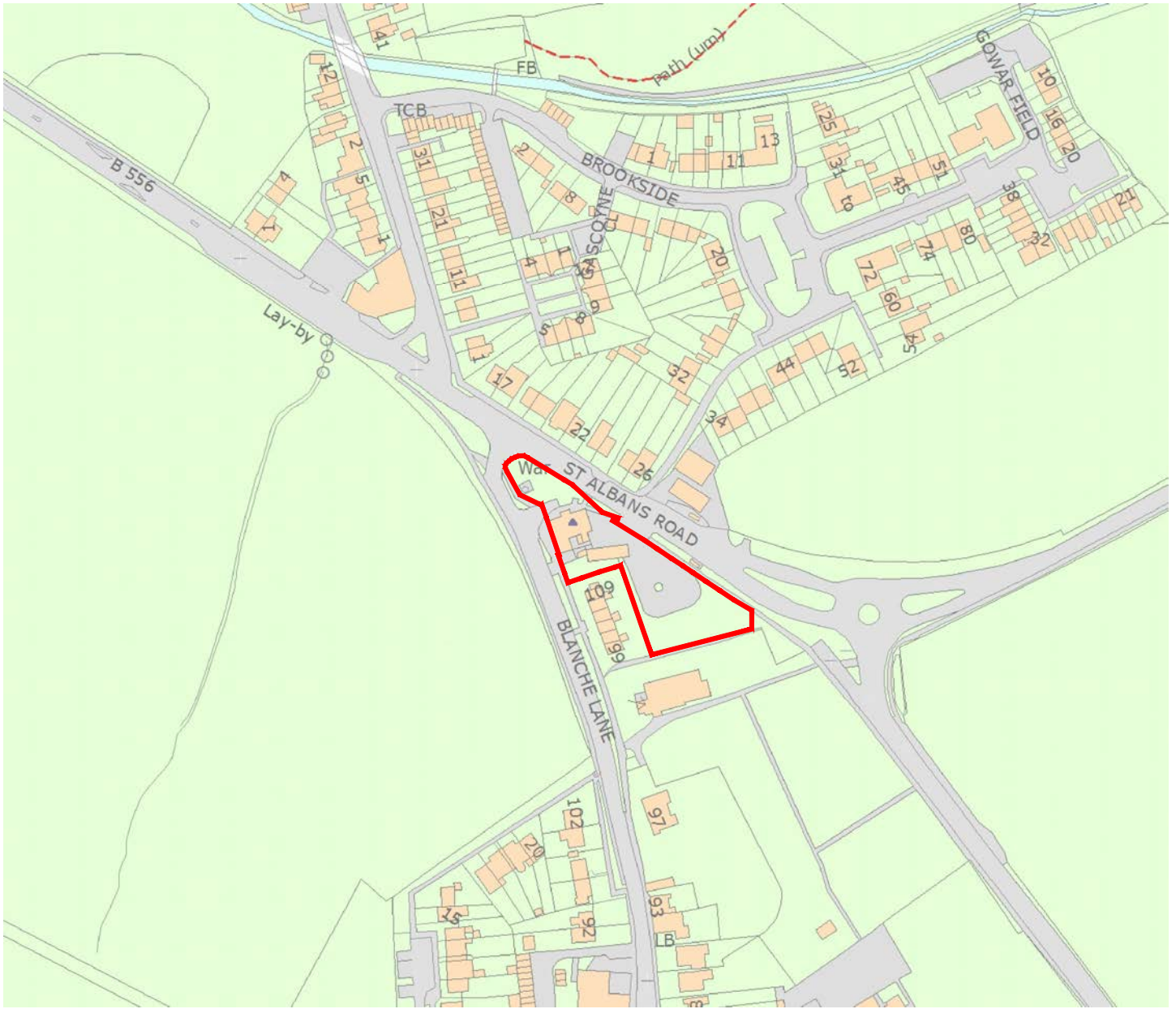
- 6.13 The proposed development is compliant with national and local policies and will have negligible effect on the local highway network.
- 6.14 All advice from the pre-application request has been considered and implemented in regards to transport and highways.
- 6.15 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.


## Appendices

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## Appendix: A - Location Plan



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						Title: <b>Location Plan.</b>						
						Drawn: <b>KAT</b>	Checked:	Date: <b>Sept 2023</b>	Scale: <b>1:2500</b>	Size: <b>A4</b>		





## Appendix: B – Proposed Site Layout



- LEGEND**
- +94.05 Proposed Levels.
  - Existing Trees/Foliage / Woodland
  - New Trees
  - Planting / Hedging / Borders
  - Grass
  - Porecelain Paving Slabs or similar
  - Permeable Construction to Parking Area
  - 1.2m high post and 4 rail fencing
  - EV EV Charging Point - in rear of Garages.

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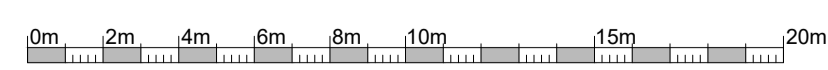
Rev:	By:	Check:	Date:	Description:

**PLANNING**

Project:  
 The White Hart Pub,  
 St Albans Road, South Mimms,  
 Herts, EN6 3PJ.

Title:  
 Site Plan (Ground Floor Layout)

Drawn: KAT	Checked:	Date: Sept 2023	Scale: 1:200	Size: A1
Project No: 1563	Drawing No: PL020			Revision: -





## Appendix: C – CrashMap Reports





**Validated Data**

**Crash Date:** Thursday, July 06, 2017

**Time of Crash:** 12:25:00 PM

**Crash Reference:** 2017410209227

**Highest Injury Severity:** Slight

**Road Number:** U0

**Number of Casualties:** 1

**Highway Authority:** Hertfordshire

**Number of Vehicles:** 2

**Local Authority:** Hertsmere Borough

**OS Grid Reference:** 522322 201223

**Weather Description:** Fine without high winds

**Road Surface Description:** Dry

**Speed Limit:** 60

**Light Conditions:** Daylight: regardless of presence of streetlights

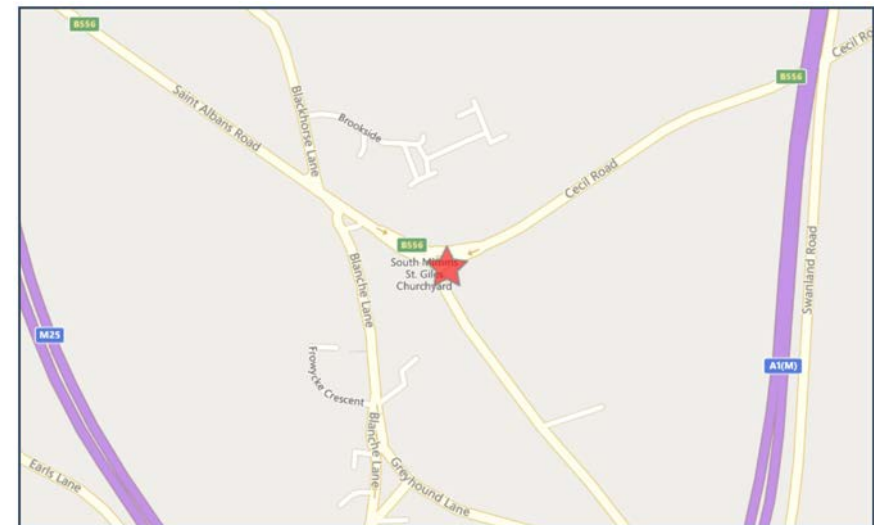
**Carriageway Hazards:** None

**Junction Detail:** Roundabout

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Roundabout

**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Pedal cycle	-1	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

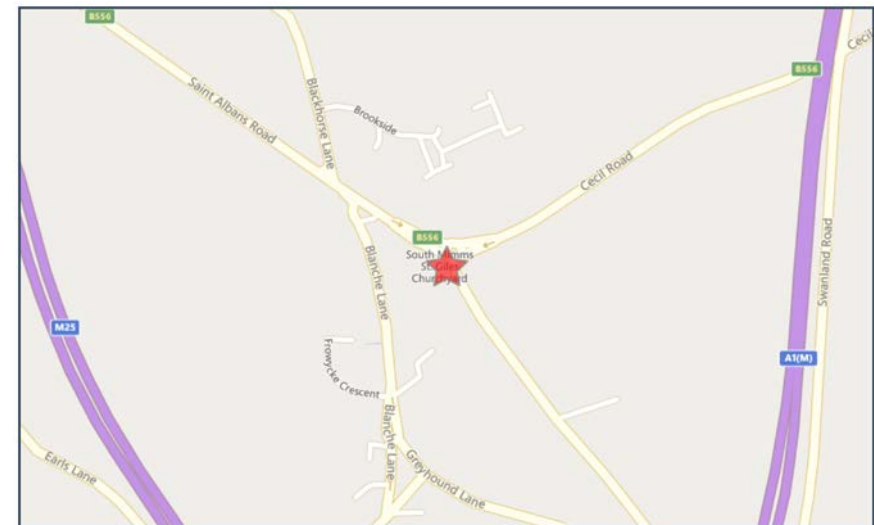
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Validated Data

**Crash Date:** Thursday, November 23, 2017    **Time of Crash:** 10:30:00 AM    **Crash Reference:** 2017410251058

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Hertfordshire			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	Broxbourne Borough			<b>OS Grid Reference:</b>	522299 201205
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Unknown				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over	5	Male	36 - 45	Vehicle is reversing	Back	Journey as part of work	None	None
2	Car (excluding private hire)	0	Female	36 - 45	Vehicle is parked in the carriageway	Back	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

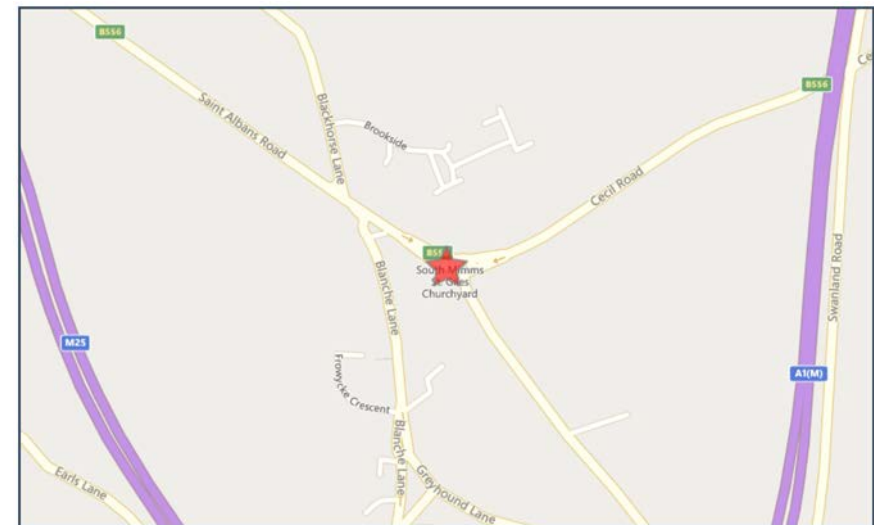
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**Validated Data**

<b>Crash Date:</b>	Monday, April 15, 2019	<b>Time of Crash:</b>	3:20:00 PM	<b>Crash Reference:</b>	<b>2019410841215</b>
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B556	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Hertfordshire	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	522283 201229
<b>Local Authority:</b>	Hertsmere Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Roundabout				
<b>Junction Pedestrian Crossing:</b>	Central refuge - no other controls				
<b>Road Type:</b>	Roundabout				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 125cc and up to 500cc	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

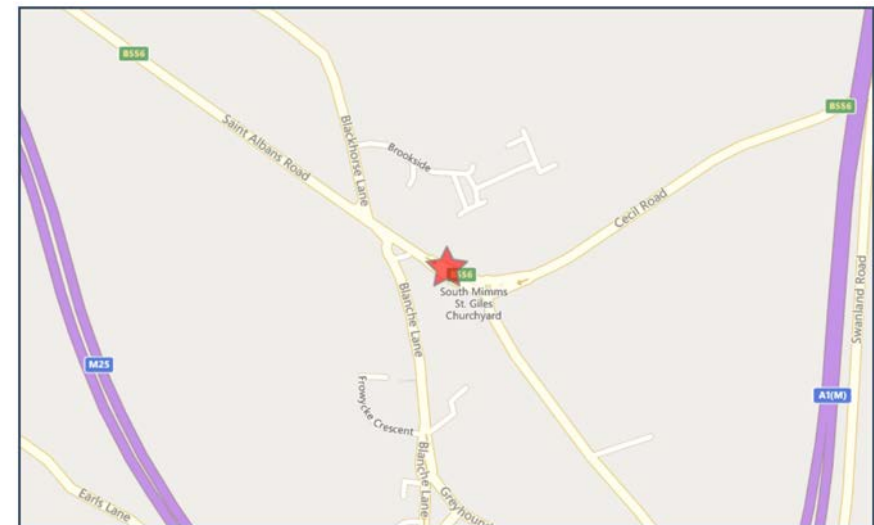
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**Validated Data**

**Crash Date:** Thursday, February 14, 2019      **Time of Crash:** 4:12:00 PM      **Crash Reference:** 2019410895480

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B556	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Hertfordshire			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	Hertsmere Borough			<b>OS Grid Reference:</b>	522247 201261
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Male	26 - 35	Vehicle is moving off	Front	Journey as part of work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
1	2	Slight	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Walking along in carriageway - facing traffic

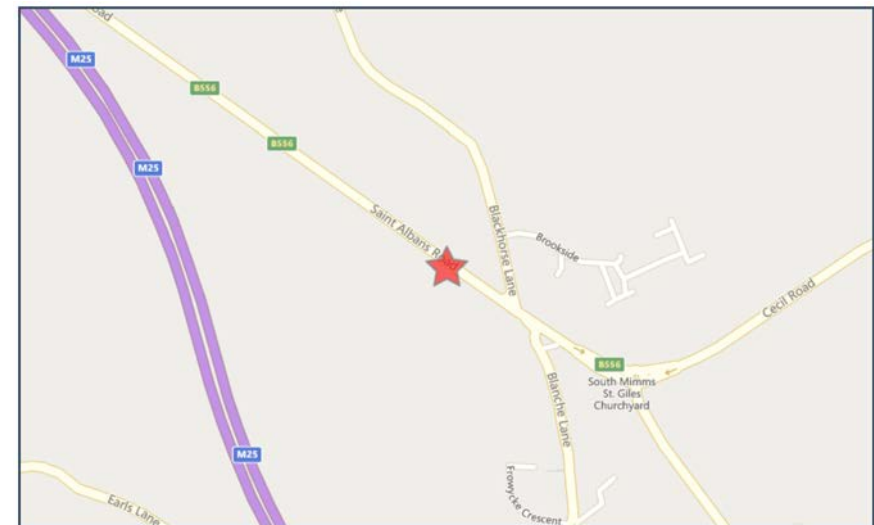
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**Validated Data**

<b>Crash Date:</b>	Friday, February 07, 2020	<b>Time of Crash:</b>	8:30:00 AM	<b>Crash Reference:</b>	<b>2020410934663</b>
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	B556	<b>Number of Casualties:</b>	2
<b>Highway Authority:</b>	Hertfordshire	<b>Number of Vehicles:</b>	3	<b>OS Grid Reference:</b>	522022 201394
<b>Local Authority:</b>	Hertsmere Borough				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	60				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is slowing down or stopping	Front	Journey as part of work	None	None
2	Car (excluding private hire)	5	Male	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
3	Car (excluding private hire)	1	Male	26 - 35	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



## Appendix: D – Visibility Splays





2.4m x 26m VISIBILITY SPLAY  
ACHIEVABLE TO NEARSIDE  
KERBLINE IN LINE WITH MFS  
GUIDANCE FOR 85th  
PERCENTILE SPEED OF 20mph

2.4m x 43m VISIBILITY  
SPLAYS ACHIEVABLE TO  
NEARSIDE KERBLINE IN  
LINE WITH MFS GUIDANCE  
FOR 30mph SPEEDS

2.4m x 43m VISIBILITY SPLAY  
ACHIEVABLE TO NEARSIDE  
KERBLINE IN LINE WITH MFS  
GUIDANCE FOR 30mph SPEEDS



- LEGEND**
- +0.01 Proposed Levels
  - Existing Trees/Foliage / Woodland
  - New Trees
  - ▨ Planting / Hedging / Borders

REV	DATE	BY	DESCRIPTION	CHK	APD

DRAWING STATUS:

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1st Floor Millers House, Roydon Road,  
Stanstead Abbots, Hertfordshire, SG12 8HN  
Tel: 01920 871777  
www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

THE WHITE HART, ST ALBANS ROAD,  
SOUTH MIMMS, HERTSMERE BC

TITLE:

SITE ACCESS VISIBILITY SPLAYS

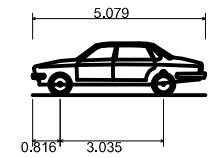
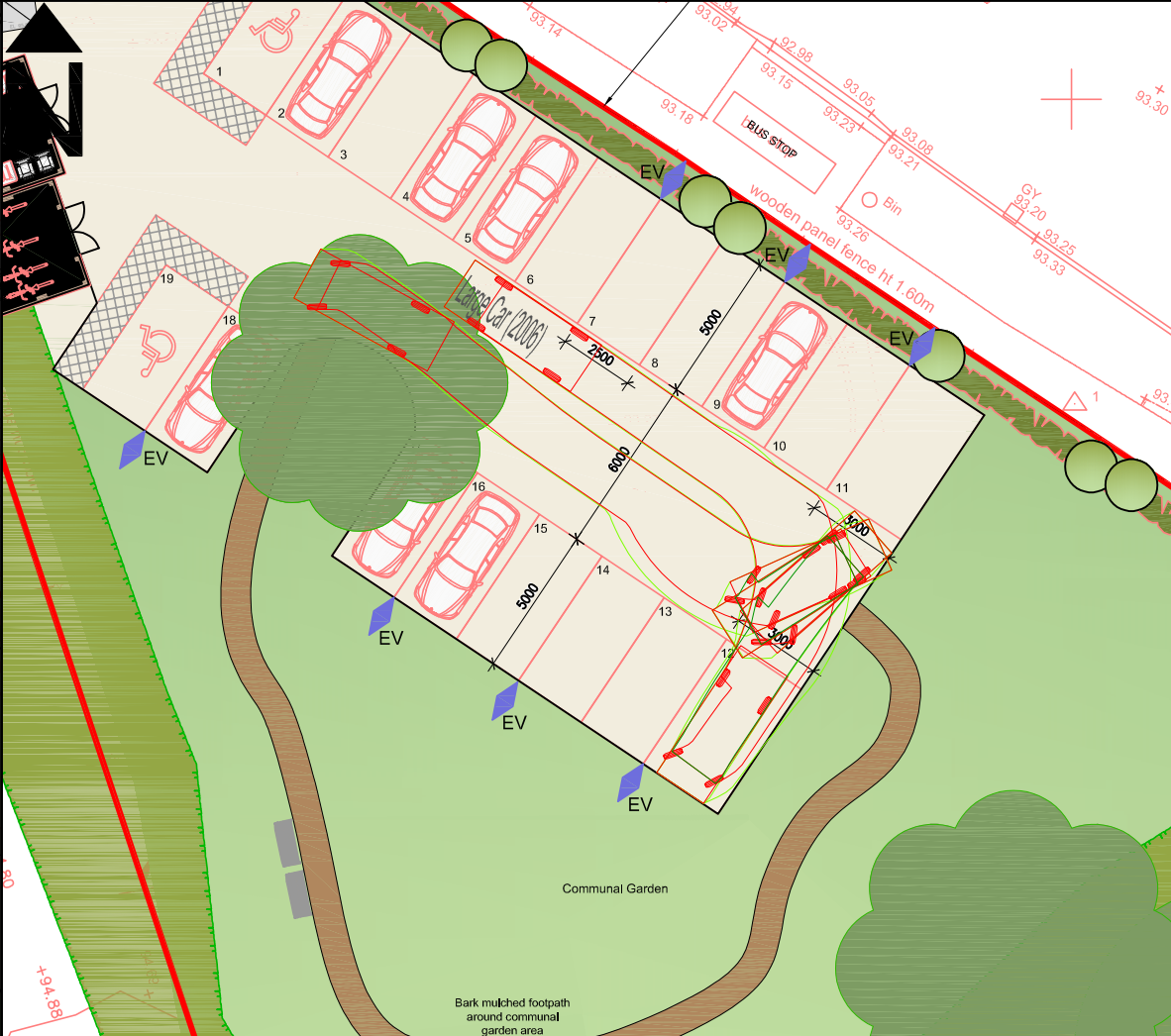
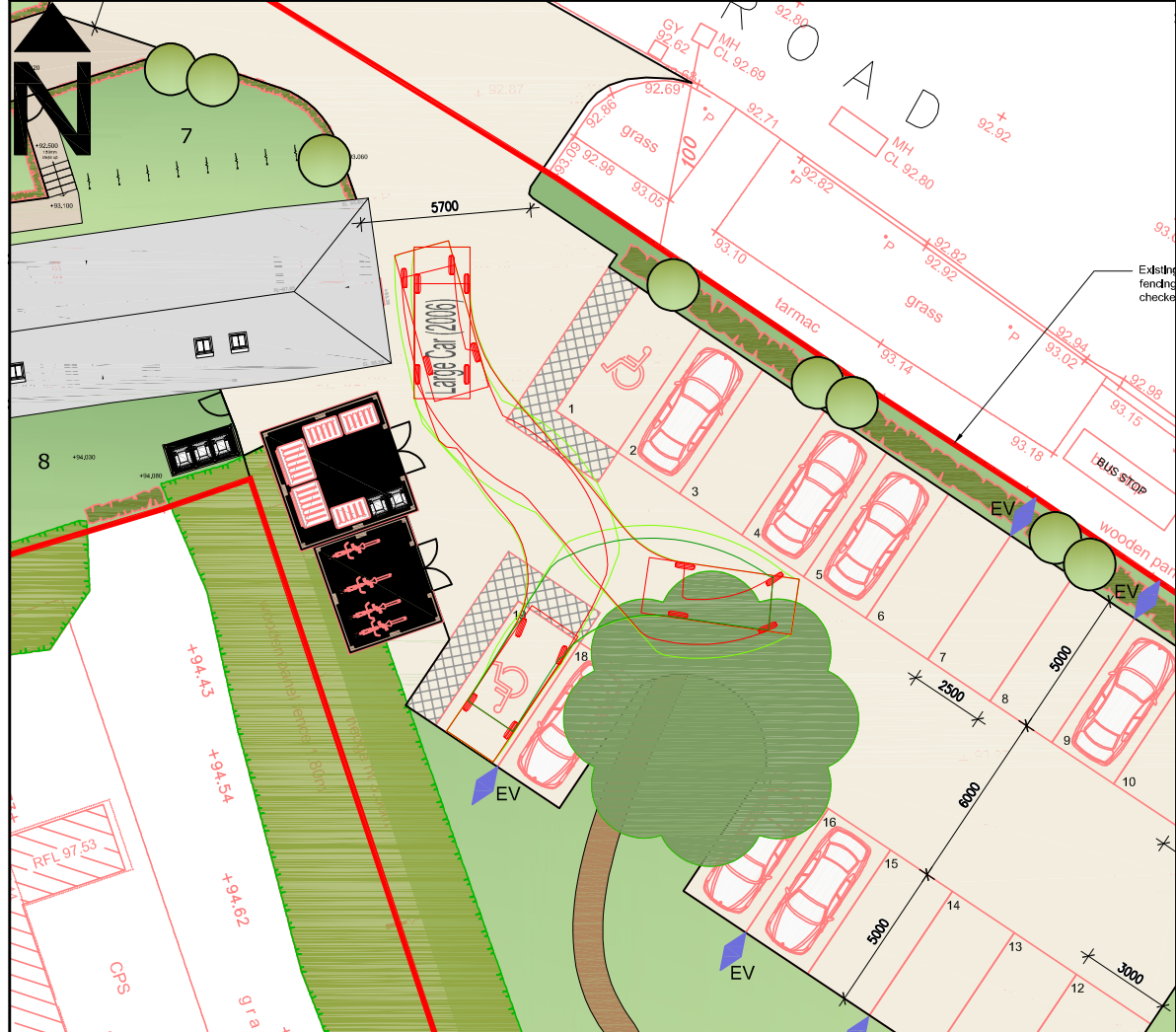
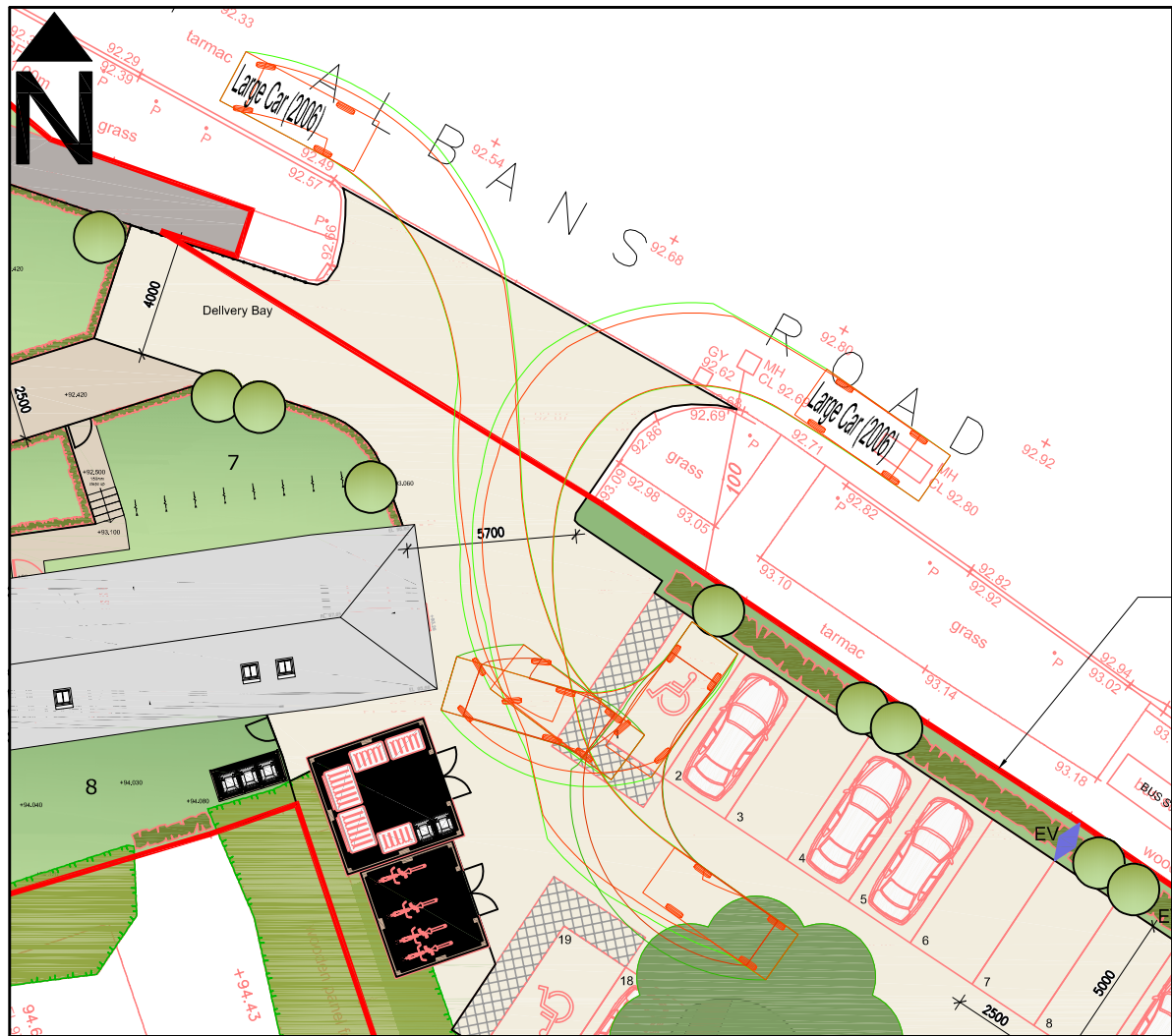
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PROJECT No: <b>3991</b>	DRAWING No: <b>SK01 REV A</b>
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## Appendix: E – Swept Path Analysis





Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.872m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	BY	DESCRIPTION	CHK	APD

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PROJECT:

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 SOUTH MIMMS, HERTSMERE BC

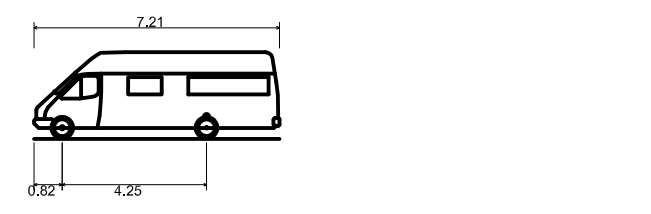
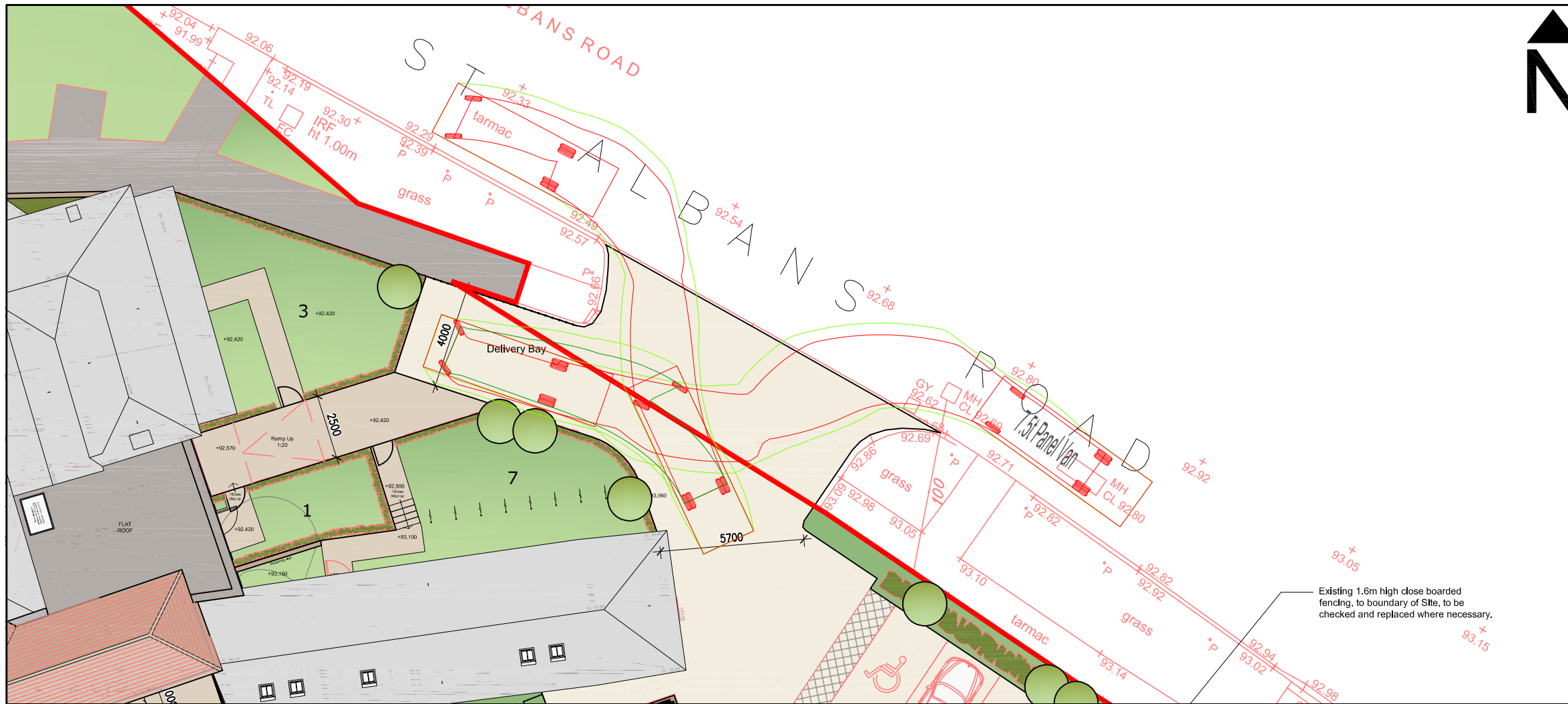
TITLE:

CAR PARKING SWEEP PATH  
 ANALYSIS

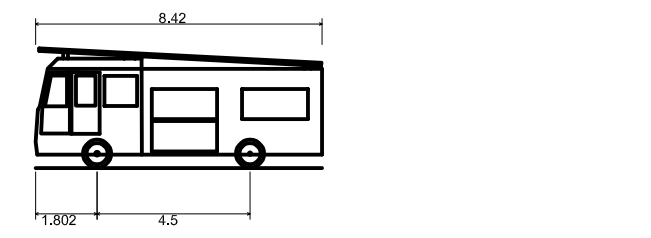
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PROJECT No: 3991	DRAWING No: SK04 REV A
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**7.5t Panel Van**  
 Overall Length 7.210m  
 Overall Width 2.192m  
 Overall Body Height 2.544m  
 Min Body Ground Clearance 0.316m  
 Track Width 1.865m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.400m



**Dennis Sabre Fire Tender (LWB)**  
 Overall Length 8.420m  
 Overall Width 2.430m  
 Overall Body Height 3.512m  
 Min Body Ground Clearance 0.397m  
 Track Width 2.380m  
 Lock to lock time 5.00s  
 Kerb to Kerb Turning Radius 7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD

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CLIENT:

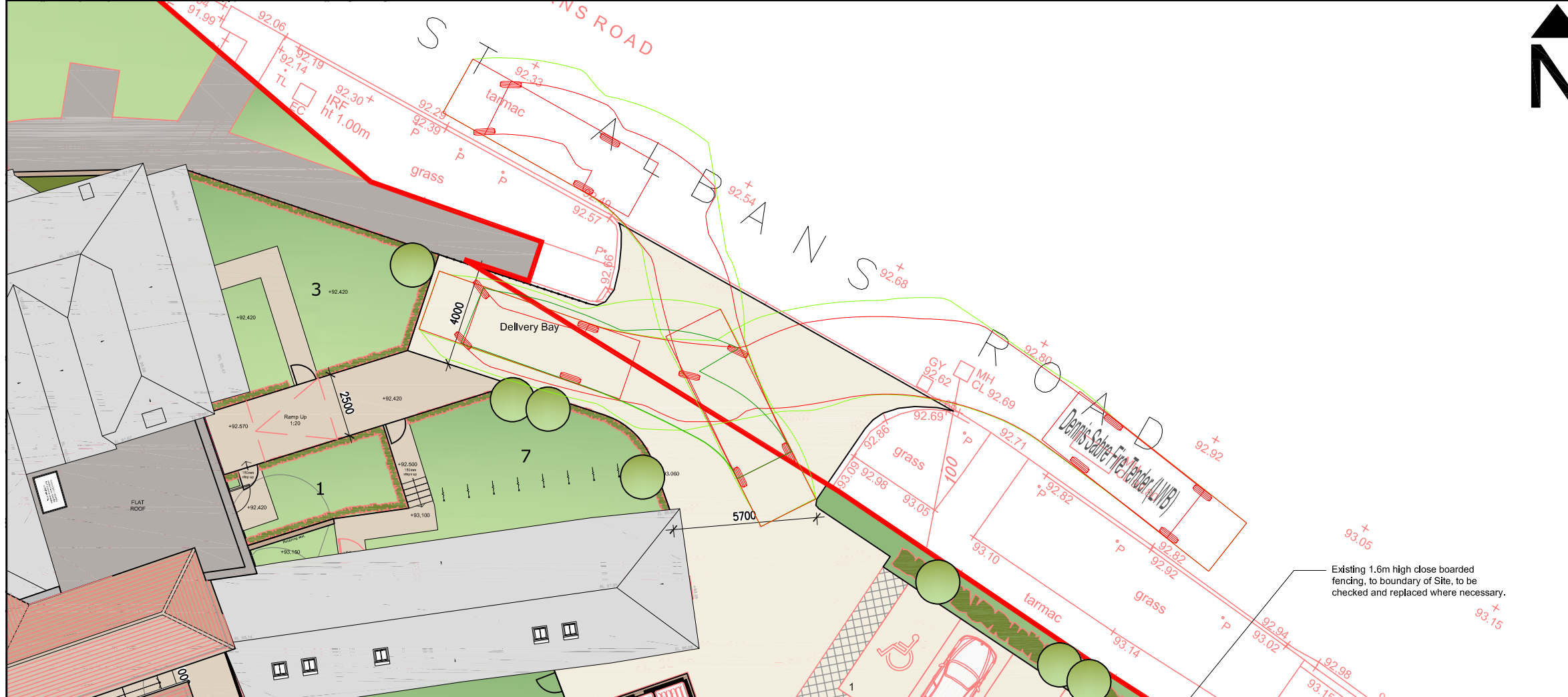
ARCHITECT:

PROJECT:  
 THE WHITE HART, ST ALBANS ROAD,  
 SOUTH MIMMS, HERTSMERE BC

TITLE:  
 SERVICING VEHICLE SWEEP PATH  
 ANALYSIS

SCALE © A3: 1:200      DESIGN-DRAWN: CT      DATE: 09/02/2024

PROJECT No: 3991      DRAWING No: SK05 REV A





**Appendix: F – TRICS**

Calculation Reference: AUDIT-743101-230927-0905

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	4 days
	EX ESSEX	1 days
	HC HAMPSHIRE	9 days
	HF HERTFORDSHIRE	2 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	4 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	7 days
03	SOUTH WEST	
	DC DORSET	2 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	19 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	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	3 days
09	NORTH	
	DH DURHAM	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: 8 to 1817 (units: )  
 Range Selected by User: 6 to 1817 (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: 26/09/18 to 26/09/23

*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	17 days
Wednesday	20 days
Thursday	14 days
Friday	7 days

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

Selected survey types:

Manual count	64 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)	4
Edge of Town	48
Neighbourhood Centre (PPS6 Local Centre)	12

*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	45
Village	13
Out of Town	4
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	20 days - Selected
Servicing vehicles Excluded	50 days - Selected



Secondary Filtering selection:

Use Class:

C3 64 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	11 days
5,001 to 10,000	22 days
10,001 to 15,000	15 days
15,001 to 20,000	8 days
20,001 to 25,000	7 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	9 days
25,001 to 50,000	12 days
50,001 to 75,000	7 days
75,001 to 100,000	7 days
100,001 to 125,000	4 days
125,001 to 250,000	21 days
250,001 to 500,000	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	12 days
1.1 to 1.5	46 days
1.6 to 2.0	6 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	54 days
No	10 days

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

PTAL Rating:

No PTAL Present	64 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	TOWN HOUSES		CESHIRE WEST & CHESTER
	LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	24		
	<i>Survey date: THURSDAY</i>		<i>06/06/19</i>	<i>Survey Type: MANUAL</i>
2	AC-03-A-05	SEMI -DETACHED & TERRACED		CESHIRE WEST & CHESTER
	MEADOW DRIVE NORTHWICH BARNTON Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	40		
	<i>Survey date: FRIDAY</i>		<i>30/04/21</i>	<i>Survey Type: MANUAL</i>
3	AC-03-A-06	DETACHED HOUSES		CESHIRE WEST & CHESTER
	COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	99		
	<i>Survey date: FRIDAY</i>		<i>29/04/22</i>	<i>Survey Type: MANUAL</i>
4	CA-03-A-07	MIXED HOUSES		CAMBRI DGESHI RE
	FIELD END NEAR ELY WITCHFORD Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	32		
	<i>Survey date: THURSDAY</i>		<i>27/05/21</i>	<i>Survey Type: MANUAL</i>
5	CA-03-A-08	DETACHED & SEMI -DETACHED		CAMBRI DGESHI RE
	GIDDING ROAD SAWTRY  Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	83		
	<i>Survey date: THURSDAY</i>		<i>13/10/22</i>	<i>Survey Type: MANUAL</i>
6	CT-03-A-01	MIXED HOUSES		CENTRAL BEDFORDSHIRE
	ARLESEY ROAD STOTFOLD  Edge of Town Residential Zone			
	Total No of Dwellings:	46		
	<i>Survey date: WEDNESDAY</i>		<i>22/06/22</i>	<i>Survey Type: MANUAL</i>
7	DC-03-A-09	MIXED HOUSES		DORSET
	A350 SHAFTESBURY  Edge of Town No Sub Category			
	Total No of Dwellings:	50		
	<i>Survey date: FRIDAY</i>		<i>19/11/21</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DC-03-A-10 ADDISON CLOSE GILLINGHAM	MIXED HOUSES		DORSET
	Edge of Town Residential Zone Total No of Dwellings:		26	
	<i>Survey date: WEDNESDAY</i>		<i>09/11/22</i>	<i>Survey Type: MANUAL</i>
9	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone Total No of Dwellings:		57	
	<i>Survey date: FRIDAY</i>		<i>19/10/18</i>	<i>Survey Type: MANUAL</i>
10	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		99	
	<i>Survey date: WEDNESDAY</i>		<i>05/06/19</i>	<i>Survey Type: MANUAL</i>
11	ES-03-A-06 BISHOPS LANE RINGMER	MIXED HOUSES		EAST SUSSEX
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		12	
	<i>Survey date: WEDNESDAY</i>		<i>16/06/21</i>	<i>Survey Type: MANUAL</i>
12	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		91	
	<i>Survey date: THURSDAY</i>		<i>07/11/19</i>	<i>Survey Type: MANUAL</i>
13	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:		110	
	<i>Survey date: WEDNESDAY</i>		<i>12/10/22</i>	<i>Survey Type: MANUAL</i>
14	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES		ESSEX
	Edge of Town Residential Zone Total No of Dwellings:		123	
	<i>Survey date: MONDAY</i>		<i>27/09/21</i>	<i>Survey Type: MANUAL</i>
15	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED		HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		39	
	<i>Survey date: TUESDAY</i>		<i>13/11/18</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

16	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE Edge of Town Residential Zone Total No of Dwellings: 40 <i>Survey date: WEDNESDAY 31/10/18</i>		
	<i>Survey Type: MANUAL</i>		
17	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 62 <i>Survey date: TUESDAY 19/11/19</i>		
	<i>Survey Type: MANUAL</i>		
18	HC-03-A-24	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE EASTLEIGH  Edge of Town Residential Zone Total No of Dwellings: 243 <i>Survey date: WEDNESDAY 10/11/21</i>		
	<i>Survey Type: MANUAL</i>		
19	HC-03-A-26	MIXED HOUSES & FLATS	HAMPSHIRE
	BOTLEY ROAD WHITELEY  Edge of Town Out of Town Total No of Dwellings: 270 <i>Survey date: THURSDAY 24/06/21</i>		
	<i>Survey Type: MANUAL</i>		
20	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER  Edge of Town Residential Zone Total No of Dwellings: 73 <i>Survey date: TUESDAY 16/11/21</i>		
	<i>Survey Type: MANUAL</i>		
21	HC-03-A-28	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone Total No of Dwellings: 125 <i>Survey date: MONDAY 08/11/21</i>		
	<i>Survey Type: MANUAL</i>		
22	HC-03-A-29	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: 195 <i>Survey date: THURSDAY 30/06/22</i>		
	<i>Survey Type: MANUAL</i>		
23	HC-03-A-31	MIXED HOUSES & FLATS	HAMPSHIRE
	KILN ROAD LIPHOOK  Edge of Town Residential Zone Total No of Dwellings: 44 <i>Survey date: FRIDAY 07/10/22</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

24	HF-03-A-03 HARE STREET ROAD BUNTINGFORD	MIXED HOUSES		HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>08/07/19</i>	<i>Survey Type: MANUAL</i>
25	HF-03-A-04 HOLMSIDE RISE WATFORD	TERRACED HOUSES		HERTFORDSHIRE
	SOUTH OXHEY Edge of Town Residential Zone Total No of Dwellings:		8	
	<i>Survey date: TUESDAY</i>		<i>08/06/21</i>	<i>Survey Type: MANUAL</i>
26	KC-03-A-09 WESTERN LINK FAVERSHAM	MIXED HOUSES & FLATS		KENT
	DAVINGTON Edge of Town Residential Zone Total No of Dwellings:		14	
	<i>Survey date: WEDNESDAY</i>		<i>09/06/21</i>	<i>Survey Type: MANUAL</i>
27	MW-03-A-02 OTTERHAM QUAY LANE RAINHAM	MIXED HOUSES		MEDWAY
	Edge of Town Residential Zone Total No of Dwellings:		19	
	<i>Survey date: MONDAY</i>		<i>06/06/22</i>	<i>Survey Type: MANUAL</i>
28	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>
29	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH	MIXED HOUSES		NORFOLK
	BRADWELL Edge of Town Residential Zone Total No of Dwellings:		275	
	<i>Survey date: MONDAY</i>		<i>23/09/19</i>	<i>Survey Type: MANUAL</i>
30	NF-03-A-08 SIR ALFRED MUNNINGS RD NEAR NORWICH	MIXED HOUSES & FLATS		NORFOLK
	COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:		1817	
	<i>Survey date: THURSDAY</i>		<i>19/09/19</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	NF-03-A-09	MIXED HOUSES & FLATS	NORFOLK
	ROUND HOUSE WAY		
	NORWICH		
	CRINGLEFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	984	
	Survey date: <i>TUESDAY</i>	<i>24/09/19</i>	<i>Survey Type: MANUAL</i>
32	NF-03-A-23	MIXED HOUSES & FLATS	NORFOLK
	SILFIELD ROAD		
	WYMONDHAM		
	Edge of Town		
	Out of Town		
	Total No of Dwellings:	514	
	Survey date: <i>WEDNESDAY</i>	<i>22/09/21</i>	<i>Survey Type: MANUAL</i>
33	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE		
	GORLESTON-ON-SEA		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	55	
	Survey date: <i>TUESDAY</i>	<i>21/09/21</i>	<i>Survey Type: MANUAL</i>
34	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK
	YARMOUTH ROAD		
	NEAR NORWICH		
	BLOFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	93	
	Survey date: <i>THURSDAY</i>	<i>16/09/21</i>	<i>Survey Type: MANUAL</i>
35	NF-03-A-28	MIXED HOUSES & FLATS	NORFOLK
	ATLANTIC AVENUE		
	NORWICH		
	SPROWSTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	1146	
	Survey date: <i>THURSDAY</i>	<i>22/09/22</i>	<i>Survey Type: MANUAL</i>
36	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD		
	SWAFFHAM		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	266	
	Survey date: <i>THURSDAY</i>	<i>23/09/21</i>	<i>Survey Type: MANUAL</i>
37	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD		
	ATTLEBOROUGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	143	
	Survey date: <i>THURSDAY</i>	<i>29/09/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

38	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>
39	NF-03-A-35 REPTON AVENUE NORWICH	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		116	
	<i>Survey date: WEDNESDAY</i>		<i>28/09/22</i>	<i>Survey Type: MANUAL</i>
40	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>
41	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>
42	NF-03-A-38 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		537	
	<i>Survey date: TUESDAY</i>		<i>20/09/22</i>	<i>Survey Type: MANUAL</i>
43	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		212	
	<i>Survey date: TUESDAY</i>		<i>27/09/22</i>	<i>Survey Type: MANUAL</i>
44	NF-03-A-43 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		NORFOLK
	Total No of Dwellings:		125	
	<i>Survey date: WEDNESDAY</i>		<i>15/09/21</i>	<i>Survey Type: MANUAL</i>
45	NF-03-A-46 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		300	
	<i>Survey date: TUESDAY</i>		<i>14/09/21</i>	<i>Survey Type: MANUAL</i>



LIST OF SITES relevant to selection parameters (Cont.)

46	NF-03-A-51	SEMI -DETACHED		NORFOLK
	CITY ROAD			
	NORWICH			
	LAKENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:		34	
	Survey date: <i>TUESDAY</i>		<i>13/09/22</i>	<i>Survey Type: MANUAL</i>
47	NT-03-A-08	DETACHED HOUSES		NOTTINGHAMSHIRE
	WIGHAY ROAD			
	HUCKNALL			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		36	
	Survey date: <i>MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
48	NY-03-A-14	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	PALACE ROAD			
	RIPON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		45	
	Survey date: <i>WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
49	SC-03-A-07	MIXED HOUSES		SURREY
	FOLLY HILL			
	FARNHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		41	
	Survey date: <i>WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
50	SC-03-A-08	MIXED HOUSES		SURREY
	REIGATE ROAD			
	HORLEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		790	
	Survey date: <i>WEDNESDAY</i>		<i>04/05/22</i>	<i>Survey Type: MANUAL</i>
51	SC-03-A-09	MIXED HOUSES & FLATS		SURREY
	AMLETS LANE			
	CRANLEIGH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		136	
	Survey date: <i>TUESDAY</i>		<i>24/05/22</i>	<i>Survey Type: MANUAL</i>
52	SC-03-A-10	MIXED HOUSES		SURREY
	GUILDFORD ROAD			
	ASH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total No of Dwellings:		32	
	Survey date: <i>WEDNESDAY</i>		<i>14/09/22</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

53	SF-03-A-09 FOXHALL ROAD IPSWICH	MIXED HOUSES & FLATS	SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 179 <i>Survey date: THURSDAY 24/06/21</i>		
	<i>Survey Type: MANUAL</i>		
54	SF-03-A-10 LOVETOFTS DRIVE IPSWICH WHITEHOUSE	TERRACED & SEMI -DETACHED	SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings: 149 <i>Survey date: TUESDAY 22/06/21</i>		
	<i>Survey Type: MANUAL</i>		
55	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 12/10/21</i>		
	<i>Survey Type: MANUAL</i>		
56	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES	WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 108 <i>Survey date: FRIDAY 09/09/22</i>		
	<i>Survey Type: MANUAL</i>		
57	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 49 <i>Survey date: FRIDAY 27/09/19</i>		
	<i>Survey Type: MANUAL</i>		
58	WS-03-A-11 ELLIS ROAD WEST HORSHAM S BROADBRIDGE HEATH	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 918 <i>Survey date: TUESDAY 02/04/19</i>		
	<i>Survey Type: MANUAL</i>		
59	WS-03-A-12 MADGWICK LANE CHICHESTER WESTHAMPNETT	MIXED HOUSES	WEST SUSSEX
	Edge of Town Village Total No of Dwellings: 152 <i>Survey date: WEDNESDAY 16/06/21</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

60	WS-03-A-13	MIXED HOUSES & FLATS	WEST SUSSEX
	LITTLEHAMPTON ROAD		
	WORTHING		
	WEST DURRINGTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
61	WS-03-A-14	MIXED HOUSES	WEST SUSSEX
	TODDINGTON LANE		
	LITTLEHAMPTON		
	WICK		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	117	
	Survey date: WEDNESDAY	20/10/21	Survey Type: MANUAL
62	WS-03-A-15	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD		
	BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	380	
	Survey date: TUESDAY	23/11/21	Survey Type: MANUAL
63	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE		
	BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	58	
	Survey date: WEDNESDAY	09/11/22	Survey Type: MANUAL
64	WS-03-A-17	MIXED HOUSES & FLATS	WEST SUSSEX
	SHOPWHYKE ROAD		
	CHICHESTER		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	86	
	Survey date: WEDNESDAY	01/03/23	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): 1.68

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	64	199	0.074	64	199	0.302	64	199	0.376
08:00 - 09:00	64	199	0.147	64	199	0.373	64	199	0.520
09:00 - 10:00	64	199	0.133	64	199	0.161	64	199	0.294
10:00 - 11:00	64	199	0.116	64	199	0.136	64	199	0.252
11:00 - 12:00	64	199	0.123	64	199	0.126	64	199	0.249
12:00 - 13:00	64	199	0.143	64	199	0.143	64	199	0.286
13:00 - 14:00	64	199	0.147	64	199	0.134	64	199	0.281
14:00 - 15:00	64	199	0.145	64	199	0.165	64	199	0.310
15:00 - 16:00	64	199	0.237	64	199	0.158	64	199	0.395
16:00 - 17:00	64	199	0.259	64	199	0.153	64	199	0.412
17:00 - 18:00	64	199	0.338	64	199	0.160	64	199	0.498
18:00 - 19:00	64	199	0.285	64	199	0.146	64	199	0.431
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.147</b>			<b>2.157</b>			<b>4.304</b>

*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 - 1817 (units: )  
 Survey date date range: 26/09/18 - 26/09/23  
 Number of weekdays (Monday-Friday): 64  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 6  
 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 TAXI S  
 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	64	199	0.002	64	199	0.003	64	199	0.005
08:00 - 09:00	64	199	0.005	64	199	0.005	64	199	0.010
09:00 - 10:00	64	199	0.002	64	199	0.002	64	199	0.004
10:00 - 11:00	64	199	0.001	64	199	0.001	64	199	0.002
11:00 - 12:00	64	199	0.001	64	199	0.001	64	199	0.002
12:00 - 13:00	64	199	0.001	64	199	0.001	64	199	0.002
13:00 - 14:00	64	199	0.002	64	199	0.002	64	199	0.004
14:00 - 15:00	64	199	0.002	64	199	0.002	64	199	0.004
15:00 - 16:00	64	199	0.004	64	199	0.004	64	199	0.008
16:00 - 17:00	64	199	0.003	64	199	0.003	64	199	0.006
17:00 - 18:00	64	199	0.002	64	199	0.002	64	199	0.004
18:00 - 19:00	64	199	0.002	64	199	0.001	64	199	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.027			0.027			0.054

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

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

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	64	199	0.001	64	199	0.002	64	199	0.003
08:00 - 09:00	64	199	0.003	64	199	0.002	64	199	0.005
09:00 - 10:00	64	199	0.002	64	199	0.002	64	199	0.004
10:00 - 11:00	64	199	0.002	64	199	0.002	64	199	0.004
11:00 - 12:00	64	199	0.002	64	199	0.002	64	199	0.004
12:00 - 13:00	64	199	0.001	64	199	0.002	64	199	0.003
13:00 - 14:00	64	199	0.002	64	199	0.002	64	199	0.004
14:00 - 15:00	64	199	0.002	64	199	0.001	64	199	0.003
15:00 - 16:00	64	199	0.001	64	199	0.001	64	199	0.002
16:00 - 17:00	64	199	0.001	64	199	0.001	64	199	0.002
17:00 - 18:00	64	199	0.001	64	199	0.001	64	199	0.002
18:00 - 19:00	64	199	0.001	64	199	0.001	64	199	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.019			0.019			0.038

*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	64	199	0.001	64	199	0.001	64	199	0.002
08:00 - 09:00	64	199	0.001	64	199	0.001	64	199	0.002
09:00 - 10:00	64	199	0.000	64	199	0.001	64	199	0.001
10:00 - 11:00	64	199	0.000	64	199	0.000	64	199	0.000
11:00 - 12:00	64	199	0.001	64	199	0.001	64	199	0.002
12:00 - 13:00	64	199	0.000	64	199	0.000	64	199	0.000
13:00 - 14:00	64	199	0.001	64	199	0.001	64	199	0.002
14:00 - 15:00	64	199	0.001	64	199	0.000	64	199	0.001
15:00 - 16:00	64	199	0.001	64	199	0.001	64	199	0.002
16:00 - 17:00	64	199	0.001	64	199	0.001	64	199	0.002
17:00 - 18:00	64	199	0.001	64	199	0.001	64	199	0.002
18:00 - 19:00	64	199	0.000	64	199	0.000	64	199	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.008			0.008			0.016

*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	64	199	0.003	64	199	0.008	64	199	0.011
08:00 - 09:00	64	199	0.003	64	199	0.016	64	199	0.019
09:00 - 10:00	64	199	0.002	64	199	0.003	64	199	0.005
10:00 - 11:00	64	199	0.003	64	199	0.003	64	199	0.006
11:00 - 12:00	64	199	0.002	64	199	0.002	64	199	0.004
12:00 - 13:00	64	199	0.002	64	199	0.002	64	199	0.004
13:00 - 14:00	64	199	0.003	64	199	0.002	64	199	0.005
14:00 - 15:00	64	199	0.003	64	199	0.003	64	199	0.006
15:00 - 16:00	64	199	0.010	64	199	0.004	64	199	0.014
16:00 - 17:00	64	199	0.011	64	199	0.006	64	199	0.017
17:00 - 18:00	64	199	0.009	64	199	0.006	64	199	0.015
18:00 - 19:00	64	199	0.006	64	199	0.004	64	199	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.057			0.059			0.116

*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	64	199	0.087	64	199	0.427	64	199	0.514
08:00 - 09:00	64	199	0.180	64	199	0.615	64	199	0.795
09:00 - 10:00	64	199	0.167	64	199	0.226	64	199	0.393
10:00 - 11:00	64	199	0.153	64	199	0.189	64	199	0.342
11:00 - 12:00	64	199	0.166	64	199	0.170	64	199	0.336
12:00 - 13:00	64	199	0.191	64	199	0.188	64	199	0.379
13:00 - 14:00	64	199	0.198	64	199	0.175	64	199	0.373
14:00 - 15:00	64	199	0.208	64	199	0.216	64	199	0.424
15:00 - 16:00	64	199	0.407	64	199	0.216	64	199	0.623
16:00 - 17:00	64	199	0.408	64	199	0.216	64	199	0.624
17:00 - 18:00	64	199	0.486	64	199	0.228	64	199	0.714
18:00 - 19:00	64	199	0.402	64	199	0.215	64	199	0.617
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.053			3.081			6.134

*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	64	199	0.014	64	199	0.037	64	199	0.051
08:00 - 09:00	64	199	0.031	64	199	0.094	64	199	0.125
09:00 - 10:00	64	199	0.026	64	199	0.026	64	199	0.052
10:00 - 11:00	64	199	0.018	64	199	0.021	64	199	0.039
11:00 - 12:00	64	199	0.022	64	199	0.021	64	199	0.043
12:00 - 13:00	64	199	0.022	64	199	0.022	64	199	0.044
13:00 - 14:00	64	199	0.022	64	199	0.021	64	199	0.043
14:00 - 15:00	64	199	0.028	64	199	0.029	64	199	0.057
15:00 - 16:00	64	199	0.083	64	199	0.038	64	199	0.121
16:00 - 17:00	64	199	0.042	64	199	0.024	64	199	0.066
17:00 - 18:00	64	199	0.038	64	199	0.031	64	199	0.069
18:00 - 19:00	64	199	0.036	64	199	0.027	64	199	0.063
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.382			0.391			0.773

*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	64	199	0.000	64	199	0.021	64	199	0.021
08:00 - 09:00	64	199	0.001	64	199	0.024	64	199	0.025
09:00 - 10:00	64	199	0.003	64	199	0.008	64	199	0.011
10:00 - 11:00	64	199	0.004	64	199	0.007	64	199	0.011
11:00 - 12:00	64	199	0.004	64	199	0.007	64	199	0.011
12:00 - 13:00	64	199	0.005	64	199	0.005	64	199	0.010
13:00 - 14:00	64	199	0.005	64	199	0.004	64	199	0.009
14:00 - 15:00	64	199	0.007	64	199	0.004	64	199	0.011
15:00 - 16:00	64	199	0.019	64	199	0.005	64	199	0.024
16:00 - 17:00	64	199	0.018	64	199	0.003	64	199	0.021
17:00 - 18:00	64	199	0.015	64	199	0.002	64	199	0.017
18:00 - 19:00	64	199	0.009	64	199	0.002	64	199	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.090			0.092			0.182

*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	64	199	0.001	64	199	0.007	64	199	0.008
08:00 - 09:00	64	199	0.000	64	199	0.007	64	199	0.007
09:00 - 10:00	64	199	0.000	64	199	0.003	64	199	0.003
10:00 - 11:00	64	199	0.001	64	199	0.001	64	199	0.002
11:00 - 12:00	64	199	0.001	64	199	0.000	64	199	0.001
12:00 - 13:00	64	199	0.001	64	199	0.001	64	199	0.002
13:00 - 14:00	64	199	0.001	64	199	0.001	64	199	0.002
14:00 - 15:00	64	199	0.001	64	199	0.000	64	199	0.001
15:00 - 16:00	64	199	0.001	64	199	0.000	64	199	0.001
16:00 - 17:00	64	199	0.003	64	199	0.000	64	199	0.003
17:00 - 18:00	64	199	0.006	64	199	0.000	64	199	0.006
18:00 - 19:00	64	199	0.008	64	199	0.000	64	199	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.024			0.020			0.044

*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	64	199	0.000	64	199	0.000	64	199	0.000
08:00 - 09:00	64	199	0.000	64	199	0.001	64	199	0.001
09:00 - 10:00	64	199	0.000	64	199	0.000	64	199	0.000
10:00 - 11:00	64	199	0.000	64	199	0.000	64	199	0.000
11:00 - 12:00	64	199	0.000	64	199	0.000	64	199	0.000
12:00 - 13:00	64	199	0.000	64	199	0.000	64	199	0.000
13:00 - 14:00	64	199	0.000	64	199	0.000	64	199	0.000
14:00 - 15:00	64	199	0.000	64	199	0.000	64	199	0.000
15:00 - 16:00	64	199	0.000	64	199	0.000	64	199	0.000
16:00 - 17:00	64	199	0.000	64	199	0.000	64	199	0.000
17:00 - 18:00	64	199	0.000	64	199	0.000	64	199	0.000
18:00 - 19:00	64	199	0.000	64	199	0.000	64	199	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.000			0.001			0.001

*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	64	199	0.001	64	199	0.028	64	199	0.029
08:00 - 09:00	64	199	0.002	64	199	0.031	64	199	0.033
09:00 - 10:00	64	199	0.003	64	199	0.010	64	199	0.013
10:00 - 11:00	64	199	0.005	64	199	0.007	64	199	0.012
11:00 - 12:00	64	199	0.005	64	199	0.007	64	199	0.012
12:00 - 13:00	64	199	0.006	64	199	0.007	64	199	0.013
13:00 - 14:00	64	199	0.005	64	199	0.005	64	199	0.010
14:00 - 15:00	64	199	0.008	64	199	0.005	64	199	0.013
15:00 - 16:00	64	199	0.021	64	199	0.005	64	199	0.026
16:00 - 17:00	64	199	0.021	64	199	0.003	64	199	0.024
17:00 - 18:00	64	199	0.021	64	199	0.003	64	199	0.024
18:00 - 19:00	64	199	0.016	64	199	0.002	64	199	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.114			0.113			0.227

*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): 1.68

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	64	199	0.104	64	199	0.498	64	199	0.602
08:00 - 09:00	64	199	0.215	64	199	0.756	64	199	0.971
09:00 - 10:00	64	199	0.199	64	199	0.266	64	199	0.465
10:00 - 11:00	64	199	0.179	64	199	0.220	64	199	0.399
11:00 - 12:00	64	199	0.195	64	199	0.200	64	199	0.395
12:00 - 13:00	64	199	0.222	64	199	0.218	64	199	0.440
13:00 - 14:00	64	199	0.229	64	199	0.203	64	199	0.432
14:00 - 15:00	64	199	0.248	64	199	0.253	64	199	0.501
15:00 - 16:00	64	199	0.520	64	199	0.263	64	199	0.783
16:00 - 17:00	64	199	0.481	64	199	0.249	64	199	0.730
17:00 - 18:00	64	199	0.553	64	199	0.267	64	199	0.820
18:00 - 19:00	64	199	0.461	64	199	0.247	64	199	0.708
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.606			3.640			7.246

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	64	199	0.059	64	199	0.265	64	199	0.324
08:00 - 09:00	64	199	0.123	64	199	0.335	64	199	0.458
09:00 - 10:00	64	199	0.111	64	199	0.139	64	199	0.250
10:00 - 11:00	64	199	0.094	64	199	0.113	64	199	0.207
11:00 - 12:00	64	199	0.101	64	199	0.103	64	199	0.204
12:00 - 13:00	64	199	0.122	64	199	0.120	64	199	0.242
13:00 - 14:00	64	199	0.125	64	199	0.110	64	199	0.235
14:00 - 15:00	64	199	0.125	64	199	0.147	64	199	0.272
15:00 - 16:00	64	199	0.210	64	199	0.133	64	199	0.343
16:00 - 17:00	64	199	0.228	64	199	0.133	64	199	0.361
17:00 - 18:00	64	199	0.303	64	199	0.143	64	199	0.446
18:00 - 19:00	64	199	0.262	64	199	0.134	64	199	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.863			1.875			3.738

*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	64	199	0.010	64	199	0.029	64	199	0.039
08:00 - 09:00	64	199	0.016	64	199	0.025	64	199	0.041
09:00 - 10:00	64	199	0.016	64	199	0.016	64	199	0.032
10:00 - 11:00	64	199	0.017	64	199	0.019	64	199	0.036
11:00 - 12:00	64	199	0.017	64	199	0.017	64	199	0.034
12:00 - 13:00	64	199	0.017	64	199	0.018	64	199	0.035
13:00 - 14:00	64	199	0.018	64	199	0.018	64	199	0.036
14:00 - 15:00	64	199	0.014	64	199	0.014	64	199	0.028
15:00 - 16:00	64	199	0.018	64	199	0.016	64	199	0.034
16:00 - 17:00	64	199	0.024	64	199	0.014	64	199	0.038
17:00 - 18:00	64	199	0.028	64	199	0.012	64	199	0.040
18:00 - 19:00	64	199	0.018	64	199	0.009	64	199	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.213			0.207			0.420

*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	64	199	0.001	64	199	0.003	64	199	0.004
08:00 - 09:00	64	199	0.000	64	199	0.004	64	199	0.004
09:00 - 10:00	64	199	0.001	64	199	0.000	64	199	0.001
10:00 - 11:00	64	199	0.001	64	199	0.001	64	199	0.002
11:00 - 12:00	64	199	0.001	64	199	0.001	64	199	0.002
12:00 - 13:00	64	199	0.001	64	199	0.001	64	199	0.002
13:00 - 14:00	64	199	0.001	64	199	0.001	64	199	0.002
14:00 - 15:00	64	199	0.001	64	199	0.001	64	199	0.002
15:00 - 16:00	64	199	0.002	64	199	0.002	64	199	0.004
16:00 - 17:00	64	199	0.002	64	199	0.001	64	199	0.003
17:00 - 18:00	64	199	0.003	64	199	0.001	64	199	0.004
18:00 - 19:00	64	199	0.003	64	199	0.001	64	199	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.017			0.017			0.034

*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 CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	HF HERTFORDSHIRE	3 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	3 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 184 (units: )  
 Range Selected by User: 6 to 184 (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: 26/09/18 to 26/09/23

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

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

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	3

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

Selected Location Sub Categories:

Development Zone	3
Residential Zone	6

*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	9 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	7 days
25,001 to 50,000	3 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	6 days
250,001 to 500,000	2 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	7 days
1.1 to 1.5	2 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	3 days
No	7 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	10 days
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*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	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 25/09/19</i>		
	<i>Survey Type: MANUAL</i>		
2	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 09/06/21</i>		
	<i>Survey Type: MANUAL</i>		
3	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 91 <i>Survey date: THURSDAY 14/11/19</i>		
	<i>Survey Type: MANUAL</i>		
4	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 07/06/21</i>		
	<i>Survey Type: MANUAL</i>		
5	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 184 <i>Survey date: TUESDAY 13/11/18</i>		
	<i>Survey Type: MANUAL</i>		
6	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 13/11/18</i>		
	<i>Survey Type: MANUAL</i>		
7	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS	MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings: 24 <i>Survey date: MONDAY 12/04/21</i>		
	<i>Survey Type: MANUAL</i>		

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
9	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET		
	IPSWICH		
	IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:	69	
	Survey date: WEDNESDAY	23/06/21	Survey Type: MANUAL
10	TW-03-C-01	BLOCKS OF FLATS	TYNE & WEAR
	CAULDWELL AVENUE		
	WHITLEY BAY		
	MONKESEATON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	45	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.22

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	10	58	0.031	10	58	0.148	10	58	0.179
08:00 - 09:00	10	58	0.055	10	58	0.186	10	58	0.241
09:00 - 10:00	10	58	0.070	10	58	0.084	10	58	0.154
10:00 - 11:00	10	58	0.065	10	58	0.103	10	58	0.168
11:00 - 12:00	10	58	0.070	10	58	0.079	10	58	0.149
12:00 - 13:00	10	58	0.069	10	58	0.079	10	58	0.148
13:00 - 14:00	10	58	0.055	10	58	0.077	10	58	0.132
14:00 - 15:00	10	58	0.046	10	58	0.070	10	58	0.116
15:00 - 16:00	10	58	0.096	10	58	0.053	10	58	0.149
16:00 - 17:00	10	58	0.144	10	58	0.065	10	58	0.209
17:00 - 18:00	10	58	0.174	10	58	0.079	10	58	0.253
18:00 - 19:00	10	58	0.153	10	58	0.086	10	58	0.239
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.028			1.109			2.137

*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 - 184 (units: )  
 Survey date date range: 26/09/18 - 26/09/23  
 Number of weekdays (Monday-Friday): 10  
 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	10	58	0.002	10	58	0.002	10	58	0.004
08:00 - 09:00	10	58	0.003	10	58	0.003	10	58	0.006
09:00 - 10:00	10	58	0.007	10	58	0.007	10	58	0.014
10:00 - 11:00	10	58	0.002	10	58	0.002	10	58	0.004
11:00 - 12:00	10	58	0.003	10	58	0.003	10	58	0.006
12:00 - 13:00	10	58	0.007	10	58	0.005	10	58	0.012
13:00 - 14:00	10	58	0.002	10	58	0.003	10	58	0.005
14:00 - 15:00	10	58	0.000	10	58	0.000	10	58	0.000
15:00 - 16:00	10	58	0.000	10	58	0.000	10	58	0.000
16:00 - 17:00	10	58	0.003	10	58	0.003	10	58	0.006
17:00 - 18:00	10	58	0.002	10	58	0.002	10	58	0.004
18:00 - 19:00	10	58	0.012	10	58	0.012	10	58	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.043			0.042			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.*



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	10	58	0.002	10	58	0.000	10	58	0.002
08:00 - 09:00	10	58	0.000	10	58	0.002	10	58	0.002
09:00 - 10:00	10	58	0.002	10	58	0.002	10	58	0.004
10:00 - 11:00	10	58	0.000	10	58	0.000	10	58	0.000
11:00 - 12:00	10	58	0.003	10	58	0.003	10	58	0.006
12:00 - 13:00	10	58	0.002	10	58	0.002	10	58	0.004
13:00 - 14:00	10	58	0.000	10	58	0.000	10	58	0.000
14:00 - 15:00	10	58	0.002	10	58	0.002	10	58	0.004
15:00 - 16:00	10	58	0.000	10	58	0.000	10	58	0.000
16:00 - 17:00	10	58	0.002	10	58	0.000	10	58	0.002
17:00 - 18:00	10	58	0.000	10	58	0.002	10	58	0.002
18:00 - 19:00	10	58	0.000	10	58	0.000	10	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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	10	58	0.000	10	58	0.012	10	58	0.012
08:00 - 09:00	10	58	0.000	10	58	0.029	10	58	0.029
09:00 - 10:00	10	58	0.005	10	58	0.002	10	58	0.007
10:00 - 11:00	10	58	0.002	10	58	0.000	10	58	0.002
11:00 - 12:00	10	58	0.003	10	58	0.002	10	58	0.005
12:00 - 13:00	10	58	0.002	10	58	0.000	10	58	0.002
13:00 - 14:00	10	58	0.009	10	58	0.003	10	58	0.012
14:00 - 15:00	10	58	0.007	10	58	0.007	10	58	0.014
15:00 - 16:00	10	58	0.005	10	58	0.000	10	58	0.005
16:00 - 17:00	10	58	0.005	10	58	0.000	10	58	0.005
17:00 - 18:00	10	58	0.014	10	58	0.005	10	58	0.019
18:00 - 19:00	10	58	0.010	10	58	0.005	10	58	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.062			0.065			0.127

*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	10	58	0.036	10	58	0.192	10	58	0.228
08:00 - 09:00	10	58	0.057	10	58	0.284	10	58	0.341
09:00 - 10:00	10	58	0.089	10	58	0.103	10	58	0.192
10:00 - 11:00	10	58	0.088	10	58	0.120	10	58	0.208
11:00 - 12:00	10	58	0.081	10	58	0.112	10	58	0.193
12:00 - 13:00	10	58	0.093	10	58	0.101	10	58	0.194
13:00 - 14:00	10	58	0.067	10	58	0.091	10	58	0.158
14:00 - 15:00	10	58	0.057	10	58	0.084	10	58	0.141
15:00 - 16:00	10	58	0.137	10	58	0.060	10	58	0.197
16:00 - 17:00	10	58	0.192	10	58	0.067	10	58	0.259
17:00 - 18:00	10	58	0.213	10	58	0.095	10	58	0.308
18:00 - 19:00	10	58	0.198	10	58	0.120	10	58	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>1.308</b>			<b>1.429</b>			<b>2.737</b>

*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	10	58	0.015	10	58	0.067	10	58	0.082
08:00 - 09:00	10	58	0.022	10	58	0.125	10	58	0.147
09:00 - 10:00	10	58	0.046	10	58	0.077	10	58	0.123
10:00 - 11:00	10	58	0.034	10	58	0.036	10	58	0.070
11:00 - 12:00	10	58	0.034	10	58	0.045	10	58	0.079
12:00 - 13:00	10	58	0.043	10	58	0.029	10	58	0.072
13:00 - 14:00	10	58	0.045	10	58	0.038	10	58	0.083
14:00 - 15:00	10	58	0.048	10	58	0.058	10	58	0.106
15:00 - 16:00	10	58	0.069	10	58	0.036	10	58	0.105
16:00 - 17:00	10	58	0.074	10	58	0.024	10	58	0.098
17:00 - 18:00	10	58	0.084	10	58	0.060	10	58	0.144
18:00 - 19:00	10	58	0.069	10	58	0.050	10	58	0.119
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.583			0.645			1.228

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

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

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	10	58	0.000	10	58	0.029	10	58	0.029
08:00 - 09:00	10	58	0.000	10	58	0.038	10	58	0.038
09:00 - 10:00	10	58	0.003	10	58	0.029	10	58	0.032
10:00 - 11:00	10	58	0.003	10	58	0.009	10	58	0.012
11:00 - 12:00	10	58	0.005	10	58	0.012	10	58	0.017
12:00 - 13:00	10	58	0.009	10	58	0.009	10	58	0.018
13:00 - 14:00	10	58	0.002	10	58	0.014	10	58	0.016
14:00 - 15:00	10	58	0.012	10	58	0.014	10	58	0.026
15:00 - 16:00	10	58	0.019	10	58	0.007	10	58	0.026
16:00 - 17:00	10	58	0.043	10	58	0.007	10	58	0.050
17:00 - 18:00	10	58	0.040	10	58	0.003	10	58	0.043
18:00 - 19:00	10	58	0.026	10	58	0.003	10	58	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.162			0.174			0.336

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	10	58	0.000	10	58	0.052	10	58	0.052
08:00 - 09:00	10	58	0.002	10	58	0.069	10	58	0.071
09:00 - 10:00	10	58	0.000	10	58	0.014	10	58	0.014
10:00 - 11:00	10	58	0.003	10	58	0.009	10	58	0.012
11:00 - 12:00	10	58	0.007	10	58	0.007	10	58	0.014
12:00 - 13:00	10	58	0.009	10	58	0.007	10	58	0.016
13:00 - 14:00	10	58	0.007	10	58	0.005	10	58	0.012
14:00 - 15:00	10	58	0.009	10	58	0.002	10	58	0.011
15:00 - 16:00	10	58	0.014	10	58	0.003	10	58	0.017
16:00 - 17:00	10	58	0.019	10	58	0.002	10	58	0.021
17:00 - 18:00	10	58	0.043	10	58	0.000	10	58	0.043
18:00 - 19:00	10	58	0.038	10	58	0.003	10	58	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.151			0.173			0.324

*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	10	58	0.000	10	58	0.000	10	58	0.000
08:00 - 09:00	10	58	0.000	10	58	0.002	10	58	0.002
09:00 - 10:00	10	58	0.000	10	58	0.000	10	58	0.000
10:00 - 11:00	10	58	0.000	10	58	0.000	10	58	0.000
11:00 - 12:00	10	58	0.000	10	58	0.000	10	58	0.000
12:00 - 13:00	10	58	0.000	10	58	0.000	10	58	0.000
13:00 - 14:00	10	58	0.000	10	58	0.000	10	58	0.000
14:00 - 15:00	10	58	0.000	10	58	0.000	10	58	0.000
15:00 - 16:00	10	58	0.000	10	58	0.000	10	58	0.000
16:00 - 17:00	10	58	0.000	10	58	0.000	10	58	0.000
17:00 - 18:00	10	58	0.000	10	58	0.000	10	58	0.000
18:00 - 19:00	10	58	0.000	10	58	0.000	10	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			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	10	58	0.000	10	58	0.081	10	58	0.081
08:00 - 09:00	10	58	0.002	10	58	0.108	10	58	0.110
09:00 - 10:00	10	58	0.003	10	58	0.043	10	58	0.046
10:00 - 11:00	10	58	0.005	10	58	0.017	10	58	0.022
11:00 - 12:00	10	58	0.009	10	58	0.019	10	58	0.028
12:00 - 13:00	10	58	0.017	10	58	0.015	10	58	0.032
13:00 - 14:00	10	58	0.010	10	58	0.019	10	58	0.029
14:00 - 15:00	10	58	0.019	10	58	0.015	10	58	0.034
15:00 - 16:00	10	58	0.034	10	58	0.010	10	58	0.044
16:00 - 17:00	10	58	0.062	10	58	0.009	10	58	0.071
17:00 - 18:00	10	58	0.082	10	58	0.003	10	58	0.085
18:00 - 19:00	10	58	0.067	10	58	0.007	10	58	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.310			0.346			0.656

*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): 2.22

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	10	58	0.052	10	58	0.352	10	58	0.404
08:00 - 09:00	10	58	0.081	10	58	0.546	10	58	0.627
09:00 - 10:00	10	58	0.144	10	58	0.225	10	58	0.369
10:00 - 11:00	10	58	0.129	10	58	0.174	10	58	0.303
11:00 - 12:00	10	58	0.127	10	58	0.177	10	58	0.304
12:00 - 13:00	10	58	0.155	10	58	0.146	10	58	0.301
13:00 - 14:00	10	58	0.131	10	58	0.151	10	58	0.282
14:00 - 15:00	10	58	0.131	10	58	0.165	10	58	0.296
15:00 - 16:00	10	58	0.246	10	58	0.107	10	58	0.353
16:00 - 17:00	10	58	0.333	10	58	0.100	10	58	0.433
17:00 - 18:00	10	58	0.393	10	58	0.163	10	58	0.556
18:00 - 19:00	10	58	0.344	10	58	0.182	10	58	0.526
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.266			2.488			4.754

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL 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	10	58	0.024	10	58	0.141	10	58	0.165
08:00 - 09:00	10	58	0.043	10	58	0.168	10	58	0.211
09:00 - 10:00	10	58	0.045	10	58	0.070	10	58	0.115
10:00 - 11:00	10	58	0.045	10	58	0.079	10	58	0.124
11:00 - 12:00	10	58	0.055	10	58	0.065	10	58	0.120
12:00 - 13:00	10	58	0.052	10	58	0.062	10	58	0.114
13:00 - 14:00	10	58	0.041	10	58	0.058	10	58	0.099
14:00 - 15:00	10	58	0.038	10	58	0.062	10	58	0.100
15:00 - 16:00	10	58	0.088	10	58	0.045	10	58	0.133
16:00 - 17:00	10	58	0.129	10	58	0.053	10	58	0.182
17:00 - 18:00	10	58	0.162	10	58	0.067	10	58	0.229
18:00 - 19:00	10	58	0.134	10	58	0.070	10	58	0.204
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.856			0.940			1.796

*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	10	58	0.002	10	58	0.003	10	58	0.005
08:00 - 09:00	10	58	0.009	10	58	0.012	10	58	0.021
09:00 - 10:00	10	58	0.017	10	58	0.005	10	58	0.022
10:00 - 11:00	10	58	0.017	10	58	0.021	10	58	0.038
11:00 - 12:00	10	58	0.009	10	58	0.007	10	58	0.016
12:00 - 13:00	10	58	0.009	10	58	0.010	10	58	0.019
13:00 - 14:00	10	58	0.009	10	58	0.014	10	58	0.023
14:00 - 15:00	10	58	0.007	10	58	0.007	10	58	0.014
15:00 - 16:00	10	58	0.009	10	58	0.007	10	58	0.016
16:00 - 17:00	10	58	0.010	10	58	0.009	10	58	0.019
17:00 - 18:00	10	58	0.007	10	58	0.005	10	58	0.012
18:00 - 19:00	10	58	0.005	10	58	0.003	10	58	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.110			0.103			0.213

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	10	58	0.002	10	58	0.002	10	58	0.004
08:00 - 09:00	10	58	0.000	10	58	0.000	10	58	0.000
09:00 - 10:00	10	58	0.000	10	58	0.000	10	58	0.000
10:00 - 11:00	10	58	0.002	10	58	0.002	10	58	0.004
11:00 - 12:00	10	58	0.000	10	58	0.000	10	58	0.000
12:00 - 13:00	10	58	0.000	10	58	0.000	10	58	0.000
13:00 - 14:00	10	58	0.003	10	58	0.002	10	58	0.005
14:00 - 15:00	10	58	0.000	10	58	0.000	10	58	0.000
15:00 - 16:00	10	58	0.000	10	58	0.002	10	58	0.002
16:00 - 17:00	10	58	0.000	10	58	0.000	10	58	0.000
17:00 - 18:00	10	58	0.003	10	58	0.003	10	58	0.006
18:00 - 19:00	10	58	0.002	10	58	0.000	10	58	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012			0.011			0.023

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.