



**TRANSPORT NOTE**

PROPOSED RESIDENTIAL DEVELOPMENT  
166-168 LEATHERHEAD ROAD, CHESSINGTON, KT9 2HU

On behalf of **JDT Properties Ltd**

Report Reference: **24/329/28A**

March 2024

## REPORT CONTROL SHEET

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**Magna Ref. 24/329/28A**

**March 2024**

<b>Revision</b>	<b>Status</b>	<b>Date</b>	<b>Author</b>
A	CLIENT DRAFT 1	26/02/2024	KI/AP
B	FINAL	28/03/2024	KI/AP

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# **1 INTRODUCTION**

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## **1.1 Purpose Of Report**

1.1.1 Magna Transport Planning Ltd has been appointed by JDT Properties Ltd to prepare a Transport Note in relation to the planning application for the proposed demolition of the existing two dwellings and construction of seven houses (six x two-storey terrace houses with lofts and one bungalow) with associated access, parking, cycle and refuse storage at 166-168 Leatherhead Road, Chessington KT9 2HU.

1.1.2 This Transport Note has been prepared to assess the transport and highways impact of the proposed development.

1.1.3 This Transport Note demonstrates that the proposals are in accordance with the National Planning Policy Framework (2023), the London Plan (2021) and the Royal Borough of Kingston Upon Thames Council's (RBKuT) Local Development Core Strategy (2012).

## **1.2 Structure of Report**

1.2.1 Chapter 2 outlines site and surrounding area in terms of its proximity to local services and provides details of local highway network.

1.2.2 Chapter 3 describes the site's accessibility by non-car modes of transport.

1.2.3 Chapter 4 provides details of the proposed development.

1.2.4 Chapter 5 outlines the traffic impact assessment.

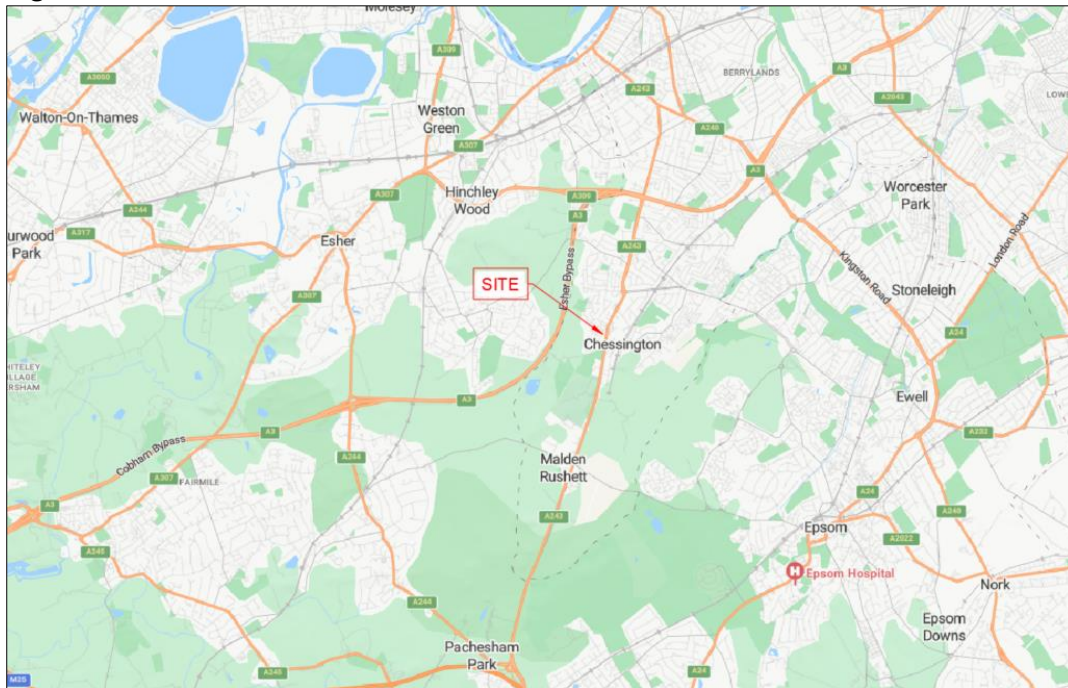
1.2.5 Chapter 6 concludes the study.

## 2 SITE AND SURROUNDING AREA

### 2.1 The Site

2.1.1 The application site is currently a two semi-detached houses, located within the Chessington South ward of LBKuT. The site location plan is shown in Figure 2A.

**Figure 2A Site Location**



2.1.2 The site is bound by Leatherhead Road to the east, residential properties to the north and south, and Nigel Fisher Way to the west.

2.1.3 The immediate area surrounding the site is primarily residential in nature, but benefits being in very close proximity to the employment uses, multiple recreational parks, and Chessington World of Adventures located at 600 metres south, along the A243 Leatherhead Road.

2.1.4 The site location in its local context is shown in Figure 2B.



**Figure 2B Site Location in Local Context**



## 2.2 Local Highway Network

2.2.1 There are currently two site accesses via the A243 Leatherhead Road, denoted as Access 1 and Access 2 in Figure 2C below.

**Figure 2C Existing Access Arrangements**



- 2.2.2 Access 1 (southernmost access) is in the form of dropped kerbs. It is approximately 6.8 metres wide at the entrance. This access is reduced in width to 3.5 metres, approximately 10 metres from the public highway. The entrance to this access is demarcated by the kerbs. Access 2 is relatively narrow access, roughly three metres wide.
- 2.2.3 The A243 Leatherhead Road is an arterial route, subject to a 30mph speed limit in the vicinity of the site. It is approximately 9.5 metres wide in the site vicinity. It benefits from street lighting, footways on both sides and cycle lanes in the form of segregated southbound cycle lane at the back of footway and advisory northbound cycle lane in front of the existing site access.
- 2.2.4 The A243 runs in broadly north-south direction. To the south, it runs past Barwell Business Park located 210 metres south of the site and Chessington World of Adventures located approximately one kilometre south of the site before connecting to M25 at Junction 9, at approximately five kilometres south of the site. To the north, the A243 runs through the residential area of Chessington and Hook before connecting to the A3 at approximately two kilometres from the site.
- 2.2.5 The A243 is a part of TfL Red Route Network (TLRN). There are single and double red line restrictions on various sections of Leatherhead Road, including adjacent to the site, which prohibit motorists from parking/waiting on the kerbside at all times.
- 2.2.6 The plan showing these parking restrictions is shown in Figure 2D.

**Figure 2D Double Yellow Line Restrictions**



## 2.3 Accident Analysis

2.3.1 The Crashmap website has been interrogated to obtain personal injury collision (PIC) data for the latest available five year period from 2018 till 2021 (inclusive).

2.3.2 The search revealed that there has been no collision recorded on Leatherhead Road in close proximity of the site access.

2.3.3 There have three PICs recorded on Leatherhead Road, between the junctions with Fleetwood Closer and Garrison Lane. These are summarised below:

- A serious collision occurred in May 2018 when a motorcyclist collided with a parked vehicle.
- A slight collision occurred in November 2018 when a front of a car collided with the rear of a van which was stopped at the pedestrian crossing.
- A slight collision occurred in May 2022 when a front of a car collided with the rear of another car.

2.3.4 It could be surmised that these collisions may have occurred due to driver error.

2.3.5 Given the frequency of the collisions in the vicinity of the site and the scale of the proposed development, it is unlikely that the proposed development would result in an increased risk of collisions.



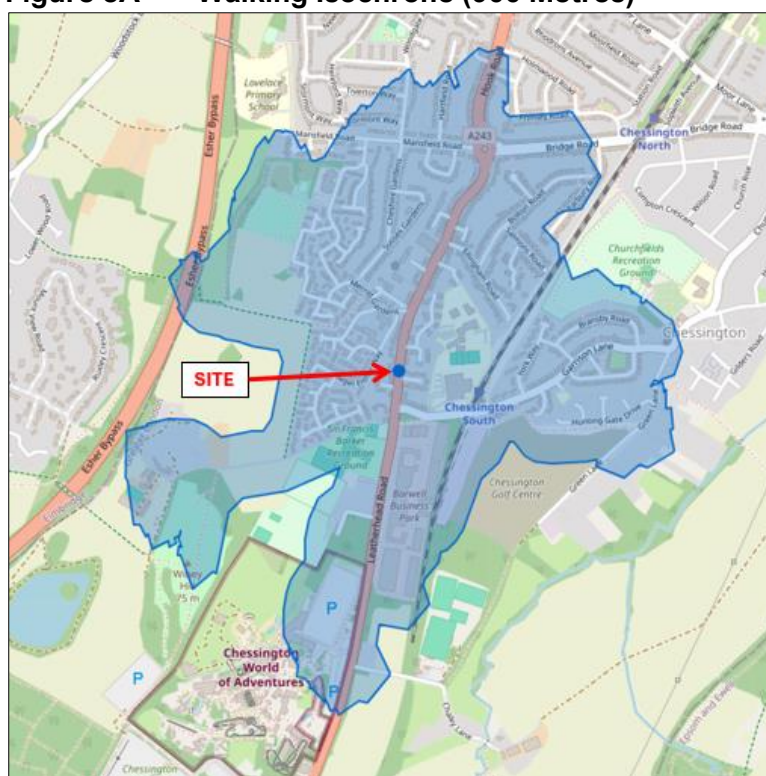
### 3 ACCESSIBILITY

#### 3.1 Pedestrians and Cyclists

3.1.1 Chartered Institute of Highways and Transportation (CIHT) document – ‘Planning for Walking’ (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. The document also states that the walkable neighbourhoods are typically characterised as having a range of facilities within 12-minute walking distance (around 900 metres).

3.1.2 A 900-metre walking isochrone is shown in Figure 3A.

**Figure 3A Walking Isochrone (900 Metres)**



3.1.3 As such, there are a number of local services and facilities located within 900 metres walking distance from the site, as shown below:

- Bus stops on Leatherhead Road– at 50 metres (or one-minute walk) south for the southbound service and 175 metres of the site (or three-minute walk) for the northbound service
- Ellingham Primary School on Ellingham Road – at 200 metres east of the site or three-minute walk
- St Philip’s School (secondary school)– at 280 metres east of the site or four-minute walk

- Chessington School (sixth form college) on Garriston Lane – at 300 metres south of the site or five-minute walk
- Lidl Supermarket – at 360 metres north of the site (or five-minute walk)
- Chessington South Railway Station on Garrison Lane – located 380 metres or six-minute walk
- Sir Francis Baker Recreation Ground – at 400 metres south of the site or six-minute walk
- Chessington Sports Centre – at 440 metres east of the site or seven-minute walk.

3.1.4 In addition to the above services and facilities, there are further services beyond 900 metres but within 1.6 kilometres from the site. They are as follows:

- Chessington World of Adventures, including Chessington Zoo & SEA LIFE Aquarium – at 1000 metres south of the site or 14-minute walk
- Chessington North town centre – at 1.3 kilometres north of the site or 19-minute walk

3.1.5 There is a continuous footway on both sides of Leatherhead Road. Around 75 metres south from the site there is a signal controlled crossing that provides safe pedestrian access to the southbound bus stop and school facilities located at Garrison Lane as well as Chessington South Railway Station located further east. There is also an uncontrolled pedestrian crossing located 55 metres north of the site that connects the site with the schools at Ellingham Road.

3.1.6 This footway infrastructure provides pedestrian access to all local services and facilities discussed above. The quality of the infrastructure is considered to be good. This is likely to influence the propensity to walk.

3.1.7 To the north of the site, there are advisory cycle lanes on both sides of the A243.

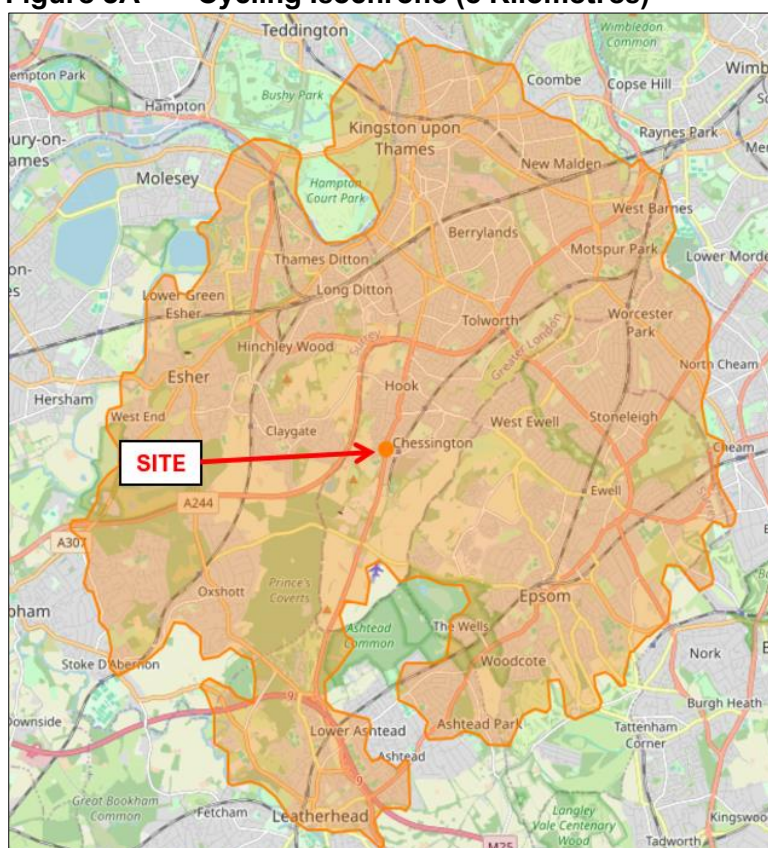
3.1.8 Opposite the site access, the cyclists are able to access the segregated cycle lane along the footway on the eastern side of the A243 via the dropped kerbs. This facility provides traffic free access onto Garrison Lane.

3.1.9 To the south of the site, there is a segregated cycleway/footway on the western side of the A243, which starts immediately north of the junction with Barwell Lane. The cyclists are able to use this facility via the dropped kerbs. This facility continues northwards for up to 70 metres and at the junction of Fleetwood Close, the cyclists are required to merge onto the carriageway.

3.1.10 The existing cycle infrastructure in the form of signage, road marking and paving are considered to be robust.

3.1.11 CIHT's 'Planning for Cycling' document states that the majority of cycling trips are for short distances, with 80% being less than five miles (or eight kilometres). Figure 3A shows an eight-kilometre cycling isochrone based on normal cycle speed of 10 mph.

**Figure 3A Cycling Isochrone (8 Kilometres)**



3.1.12 As can be seen, the entirety of Chessington and Hook areas are located within the eight-kilometre cycling distance from the site. Additional areas of Leatherhead, Epsom, Tolworth, and Esher are located well within the eight-kilometre cycling distance.

3.1.13 The residents working in these areas could therefore potentially cycle to work.

### 3.2 Public Transport

#### Buses

- 3.2.1 There are bus stops on Leatherhead Road, within 50-175 metres walking distance from the site.
- 3.2.2 The site is located well within the CIHT’s recommended walking distance of 400 metres from a bus stop.
- 3.2.3 Both bus stops are equipped with bus shelter with seating arrangement and timetable information board. These bus stops are served by Routes 465 and 467, which are summarised in Table 3A.

**Table 3A Bus Services**

Route No.	Route Location	Frequency		
		Mon-Fri	Saturday	Sunday
465	Kingston - Dorking	2 per hour	2 per hour	1 per hour
467	Hook/Hinchley Wood School - Epsom	1 per hour	1 per hour	-

- 3.2.4 As shown in Table 3A, the bus stops located within three-minute walk from the site provide three buses per hour direction to areas such as Kingston Upon Thames, Leatherhead, Dorking and Epsom.

#### Rail

- 3.2.5 The nearest railway station is Chessington South Railway Station located 380 metres or six-minute walk from the site at Garrison Lane. It is operated by Southwestern Railway with regular trains to London Waterloo. The service interval is 30 minutes during both peak and off-peak hours. All trains run to or from London Waterloo, calling at all intermediate stations (except Queenstown Road which has platforms on only the Waterloo-Reading line).
- 3.2.6 The station has ramped access. There are 12 cycle parking spaces within the station premises.

### 3.3 PTAL Rating

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

3.3.2 Each area is graded between 0 and 6b, where a score of 0 is very poor access to public transport, and 6b is excellent access to public transport. The measure reflects:

- Walking time from the point-of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points - i.e., average waiting time.

3.3.3 As such, the PTAL (Public Transport Accessibility Level) rating of the site is 2 i.e., poor.

3.3.4 Therefore, whilst the PTAL rating of the site is low by London standards, the accessibility to the site by non-car modes of transport is considered to be adequate and commensurate to the location of the site.

## **4 PROPOSED DEVELOPMENT**

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### **4.1 The Proposals**

4.1.1 The proposed development comprises demolition of the existing dwellings and erection of six two-storey houses with lofts and one bungalow with associated access, car parking, cycle and refuse storage.

4.1.2 The proposed site plan is provided in Appendix 1.

4.1.3 The proposed schedule of accommodation is:

- six x three-bedroom house
- one x three-bedroom bungalow

### **4.2 Access and Parking Arrangements**

#### Site Access

4.2.1 The existing northern site access will be closed and footway in front of it reinstated. The existing southernmost access which is 6.8 metres wide will be narrowed to provide 4.8 metres vehicular access. The access will be in the form of a bell-mouth. The vehicular splays of 2.4 metres x 43 metres (for 30 mph sign-posted speed limit) are achieved at the site access. The access arrangements are provided in Appendix 2.

4.2.2 A two-metre wide footway will be provided along the northern kerblines of the entrance. This footway will continue into the site for up to two metres, following which a shared surface will begin.

4.2.3 The internal access road will be at least 3.8 metres wide.

4.2.4 The shared surface will provide access to five dwellings and car parking area for the entire development. Given the level of trip generation associated with the proposed development on this access road, the shared surface nature of access road is considered to be appropriate and unlikely to cause any inconvenience to pedestrians or cyclists.

4.2.5 The pedestrian access to the remaining two semi-detached houses located on the eastern boundary will be accessed directly from Leatherhead Road.



### Car Parking

- 4.2.6 A total of seven car parking spaces are provided on site. The swept path assessment using a large car (4.8 metres in length) is provided in Appendix 3.
- 4.2.7 The overall provision equates to one car parking spaces per dwelling. This accords with the London Plan car parking standards which state that developments in outer London boroughs with PTAL rating of 2 should be provided with a maximum of 1.5 car parking spaces per unit.
- 4.3 Each dwelling would be provided with an electric vehicle charging point.

### Cycle Parking

- 4.3.1 A total of 14 cycle parking spaces for residents will be provided on site, in a form of cycle sheds located within the curtilage of each property. Additionally, an external cycle stand will be provided on site for visitors. This accords with the London Plan's minimum cycle parking standards.

## **4.4 Servicing**

- 4.4.1 Refuse collection point will be located along the shared surface within 10 metres from Leatherhead Road.
- 4.4.2 As such, on-street refuse collection would occur, as per other residential properties on Leatherhead Road.
- 4.4.3 The layout has been designed to accommodate typical delivery vans and emergency vehicles. The swept path diagrams of delivery and emergency vehicles entering and exiting the in forward gear and turning within the site is provided in Appendix 3.

## 5 TRAFFIC IMPACT ASSESSMENT

5.1 The proposal to demolish existing two dwellings and construct seven new dwellings represents a net increase in five dwellings.

5.2 The NPPF requires the planning applications to demonstrate that the residual impact of the proposed development on the local road network is not severe. Hence, in order to estimate people trips associated with the proposed net increase in five dwellings, the TRICS v7.10.4 database has been interrogated. Following criteria within TRICS have been used:

- Land Use Residential
- Sub-land Use Houses Privately Owned
- Regions Greater London
- PTAL Sites with PTAL rating of more than 2 excluded

5.3 TRICS report is provided in Appendix 4 and the results during typical commuter peak hours (08:00-09:00 and 17:00-18:00) are summarised in Table 5A.

**Table 5A Trip Generation – Proposed Flats**

	Hour	Trip Rate		People Trips (Net Increase in 5 Units)		
		In	Out	In	Out	Two-way
Pedestrians	0800-0900	0.228	0.316	1	2	3
	1700-1800	0.114	0.114	1	1	2
Cyclists	0800-0900	0.015	0.022	0	0	0
	1700-1800	0.007	0	0	0	0
Public Transport	0800-0900	0.044	0.147	0	1	1
	1700-1800	0.063	0.029	0	0	0
Vehicles	0800-0900	0.199	0.272	1	1	2
	1700-1800	0.195	0.162	1	1	2

5.4 Table 5A shows that the proposed net increase in five dwellings would generate up to three two-way pedestrian trips, one public transport trip and two two-way vehicular trips during typical commuter peak hours. This is considered to be imperceptible and hence not severe.

5.5 As discussed in Section 3 of this report, the combination of the existing pedestrian and cycle infrastructure as well as a public transport facilities within six-minute walk from the site is considered to be adequate to accommodate the demand that would result from the proposed net increase in five dwellings, without adversely impacting the respective transport capacities.

## **6 CONCLUSIONS**

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- 6.1 Magna Transport Planning Ltd has been appointed by JDT Properties Ltd to prepare a Transport Note in relation to the planning application for the proposed demolition of the existing two dwellings and construction of seven houses (six x two-storey terrace houses with lofts and one bungalow) with associated access, parking, cycle and refuse storage at 166-168 Leatherhead Road, Chessington KT9 2HU.
- 6.2 The existing northern site access will be closed and footway in front of it reinstated. The existing southernmost access which is 6.8 metres wide will be narrowed to provide 4.8 metres vehicular access. These works on the highway will be carried out via an appropriate highway agreement (i.e., S278 or similar).
- 6.3 The proposed access arrangements are in line with the necessary highway safety standards in terms of width and visibility splays.
- 6.4 The internal access road will be in the form of shared surface. Given the scale of the proposed development and low level of trip generation, a shared surface is considered to be appropriate and unlikely to cause any inconvenience to pedestrians or cyclists walking along this access road.
- 6.5 There will be a total of seven car parking spaces i.e., one space per unit. This is in accordance with the London Plan (2021) and RBK Local Development Framework - Sustainable Transport SPD 2013 standards.
- 6.6 Each dwelling would be provided with an electric vehicle charging point.
- 6.6.1 A total of 14 cycle parking spaces for residents will be provided on site, in a form of cycle sheds located within the curtilage of each property. Additionally, an external cycle stand will be provided on site for visitors. This accords with the London Plan's minimum cycle parking standards.
- 6.6.2 The proposed development represents a net increase in five dwellings (i.e., demolition of existing two dwellings and construction of seven new dwellings). Based on TRICS, the increase in all modes of transport as a result of this proposal will be imperceptible and hence not severe.
- 6.7 The on-street refuse collection would occur, as per other residential properties on Leatherhead Road.

6.8 The layout has been designed such that it can accommodate typical delivery vans and emergency vehicles. This is demonstrated via swept path assessment.

6.9 The National Planning Policy Framework (NPPF, 2023) states:

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

6.10 This Transport Note provides sufficient evidence to demonstrate that the development would not have an unacceptable impact on highway safety nor that the residual impact on the road network as a result of the development would be severe.

6.11 The development is therefore in line with the NPPF 2023 and as such, there are no highways reasons to refuse this planning application.

## **Appendix 1. PROPOSED SITE PLAN**

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KEY

- 1 Storey House  
3 Bed 6 Person  
GIA: 94 sqm
- 2 Storey House with Loft  
3 bed 5/6 Person  
GIA: 94 sqm + Loft

P09	Issued for Planning	19/03/24	TB	MA
P08	Issued for Information	23/02/24	TB	MA
P07	Issued for Information	30/01/24	TB	MA
P06	Issued for comment	11/01/24	TB	MA
P05	Issued for Information	15/12/23	TB	MA
P04	Issued for comment	07/12/23	TB	MA
P03	Issued for comment	22/11/23	TB	MA
P02	Pre App	20/10/23	TB	MA
P01	Issued for Information	26/07/23	TB	MA
Rev:	Description:	Date:	Drw:	Chk:



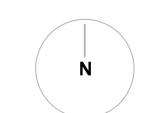
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Client:  
**Dave Tippets**  
Project Name:  
**166 Leatherhead Road**  
Drawing Title:  
**Site & General Setting Out:  
Site Plan**

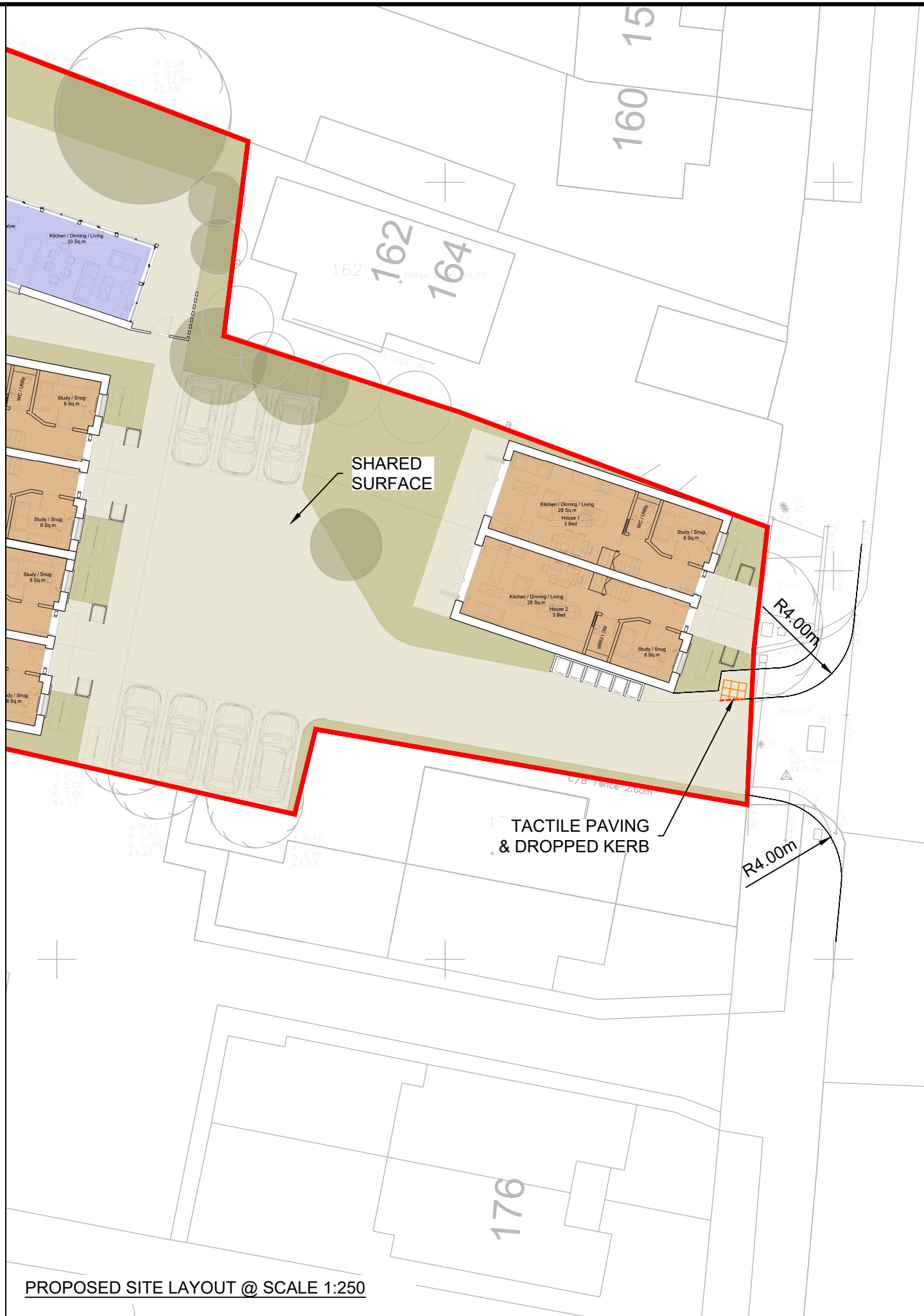
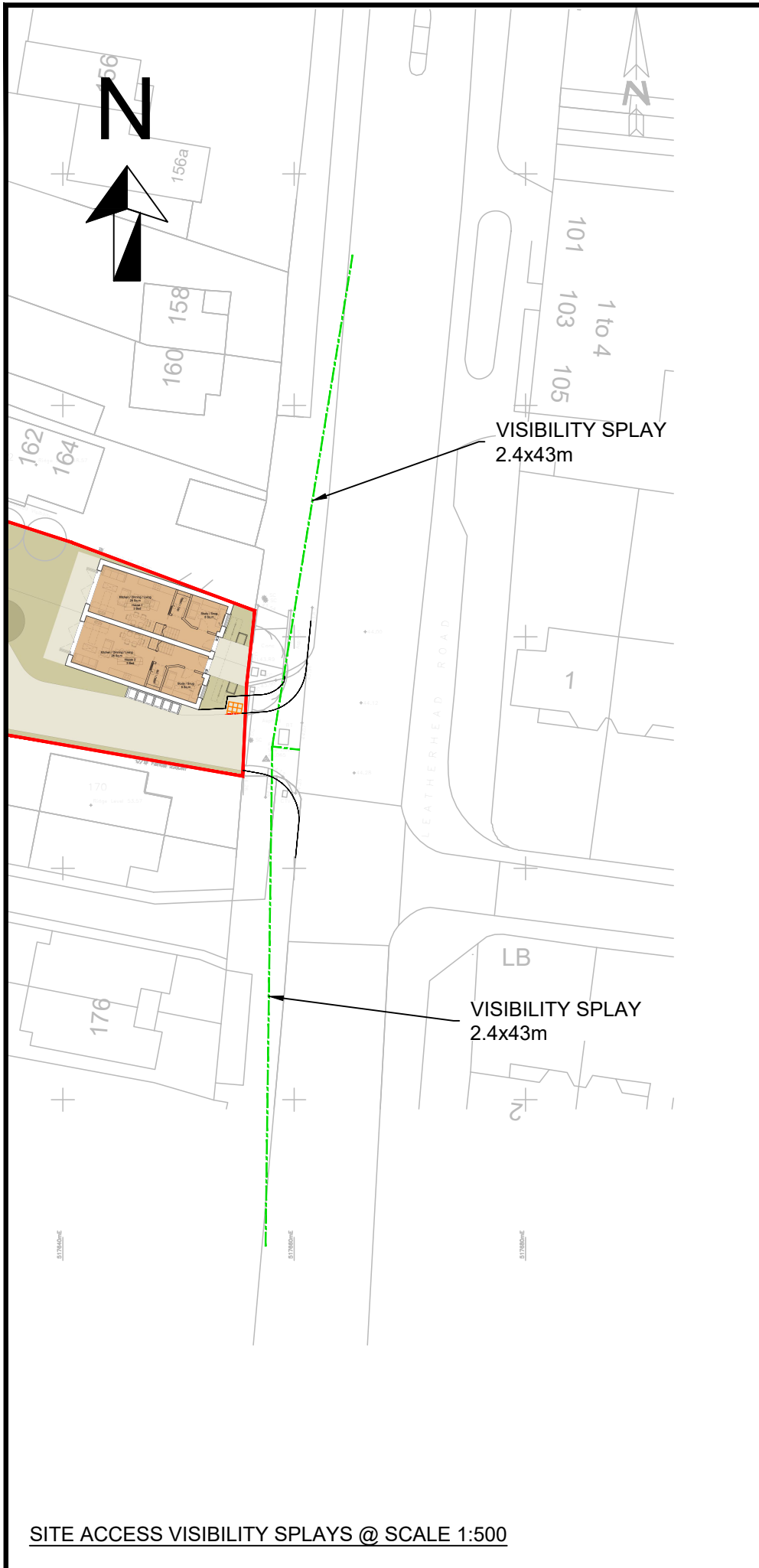
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<b>Stage 3 - Planning</b>	S0	DTP01	1:100
Drawing No:	Revision:	Date:	Scale at A3:
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## **Appendix 2. ACCESS ARRANGEMENTS**

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Rev	Date	Description	Drn	Chk	App
-	28.03.24	ORIGINAL ISSUE	KI	AP	AP



Client

Project  
LEATHERHEAD ROAD,  
CHESSINGTON

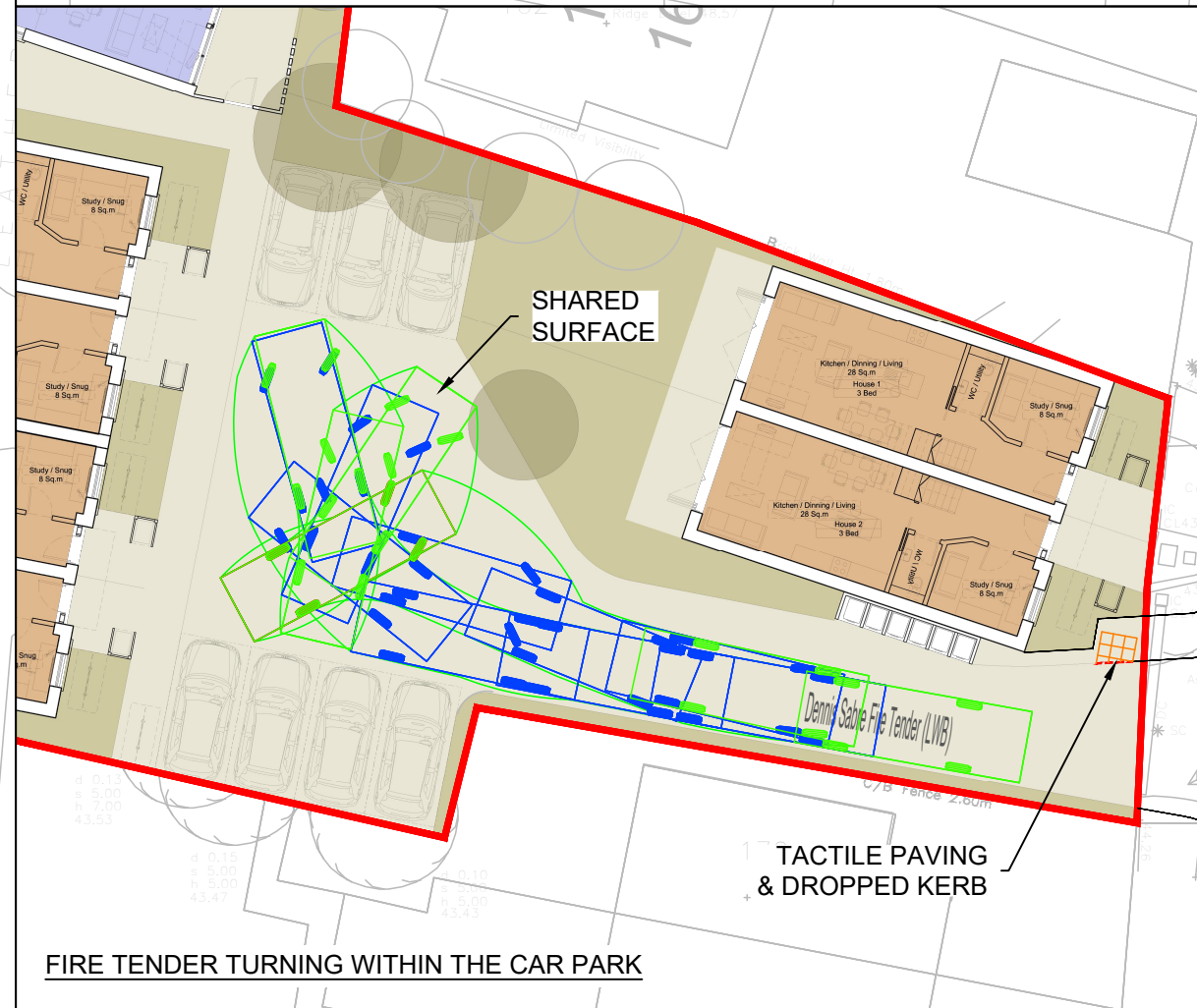
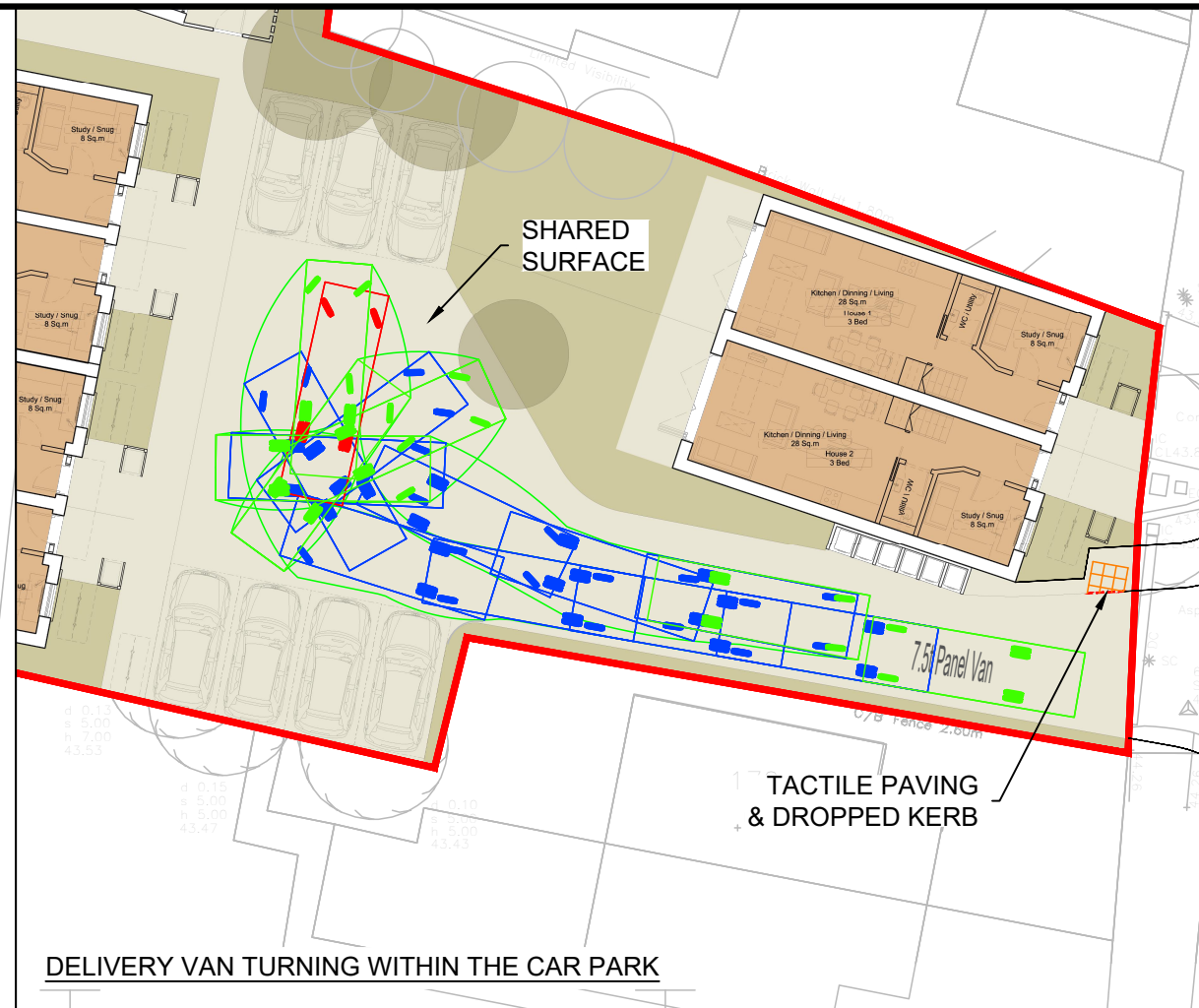
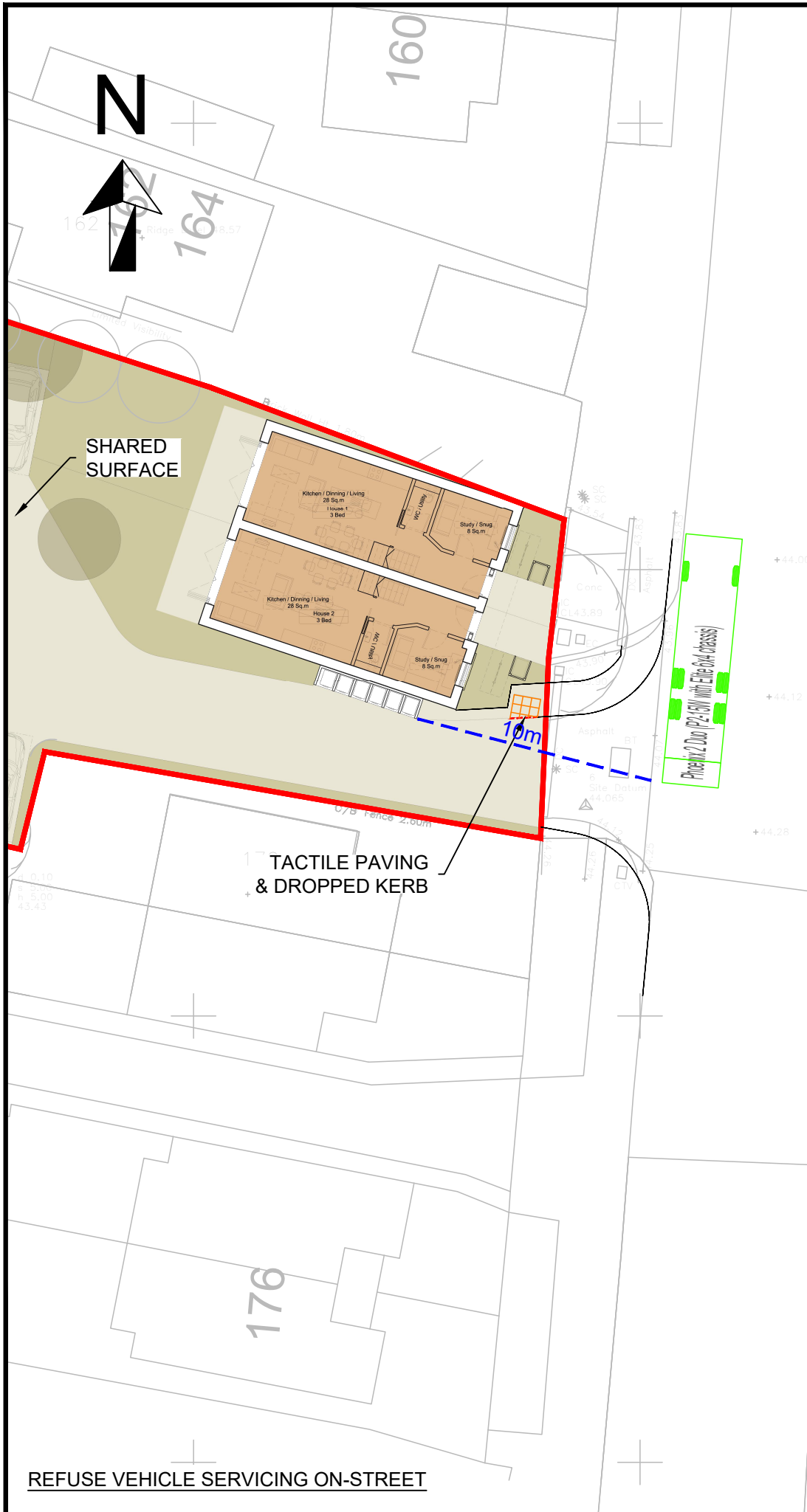
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PROPOSED SITE ACCESS  
& VISIBILITY SPLAYS

Drawing Status  
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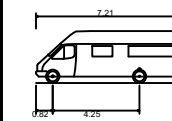
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Drawing No. 24-329-SK01	Rev			-

## **Appendix 3. SWEPT PATH ASSESSMENT**

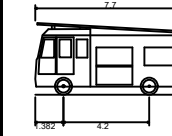
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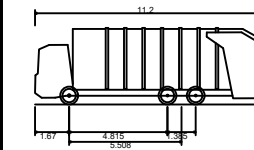
VEHICLE PROFILES:



7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.316m
Min Body Ground Clearance	1.865m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	2.430m
Overall Width	3.512m
Overall Body Height	0.397m
Min Body Ground Clearance	2.380m
Track Width	5.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	11.200m
Overall Length	2.530m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	9.500m
Kerb to Kerb Turning Radius	

Rev	Date	Description	Drn	Chk	App
-	28.03.24	ORIGINAL ISSUE	KI	AP	AP



Client

Project  
LEATHERHEAD ROAD,  
CHESSINGTON

Drawing Title  
PROPOSED LOADING  
& SERVICING

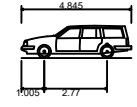
Drawing Status  
**FOR INFORMATION**

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Drawing No. 24-329-TR01				Rev -





**VEHICLE PROFILE:**



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev	Date	Description	KI	AP	AP
-	28.03.24	ORIGINAL ISSUE			



Client  
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Project  
LEATHERHEAD ROAD,  
CHESSINGTON

Drawing Title  
SWEPT PATH ANALYSIS  
PROPOSED CAR PARK

Drawing Status  
**FOR INFORMATION**

Drawn KI	Designed	Date MAR 2024	Scale 1:250	Size A3
Drawing No. 24-329-TR02				Rev -

## **Appendix 4. TRICS**

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Calculation Reference: AUDIT-213601-240227-0217

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	2 days

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

## Primary Filtering selection:

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

Parameter: No of Dwellings  
Actual Range: 9 to 231 (units: )  
Range Selected by User: 9 to 231 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 14/09/22

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

Selected survey days:

Tuesday 1 days  
Wednesday 2 days

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

Selected survey types:

Manual count 3 days  
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 2  
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected  
Servicing vehicles Excluded 3 days - Selected

## Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
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*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	1 days
No	2 days

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

PTAL Rating:

1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-04 SWEETS WAY WHETSTONE	MIXED HOUSES & FLATS	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 231 <i>Survey date: TUESDAY 21/09/21</i>		<i>Survey Type: MANUAL</i>
2	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI -DETACHED	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: WEDNESDAY 24/11/21</i>		<i>Survey Type: MANUAL</i>
3	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 9 <i>Survey date: WEDNESDAY 14/09/22</i>		<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/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): 2.60

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	3	91	0.051	3	91	0.140	3	91	0.191
08:00 - 09:00	3	91	0.199	3	91	0.272	3	91	0.471
09:00 - 10:00	3	91	0.099	3	91	0.092	3	91	0.191
10:00 - 11:00	3	91	0.088	3	91	0.107	3	91	0.195
11:00 - 12:00	3	91	0.085	3	91	0.081	3	91	0.166
12:00 - 13:00	3	91	0.140	3	91	0.125	3	91	0.265
13:00 - 14:00	3	91	0.118	3	91	0.129	3	91	0.247
14:00 - 15:00	3	91	0.129	3	91	0.110	3	91	0.239
15:00 - 16:00	3	91	0.184	3	91	0.180	3	91	0.364
16:00 - 17:00	3	91	0.143	3	91	0.147	3	91	0.290
17:00 - 18:00	3	91	0.195	3	91	0.162	3	91	0.357
18:00 - 19:00	3	91	0.165	3	91	0.165	3	91	0.330
19:00 - 20:00	3	91	0.103	3	91	0.096	3	91	0.199
20:00 - 21:00	3	91	0.121	3	91	0.077	3	91	0.198
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.820			1.883			3.703

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 - 231 (units: )  
Survey date date range: 01/01/10 - 14/09/22  
Number of weekdays (Monday-Friday): 3  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 2  
Surveys manually removed from selection: 0

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

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	3	91	0.055	3	91	0.165	3	91	0.220
08:00 - 09:00	3	91	0.228	3	91	0.316	3	91	0.544
09:00 - 10:00	3	91	0.169	3	91	0.088	3	91	0.257
10:00 - 11:00	3	91	0.051	3	91	0.059	3	91	0.110
11:00 - 12:00	3	91	0.099	3	91	0.085	3	91	0.184
12:00 - 13:00	3	91	0.118	3	91	0.066	3	91	0.184
13:00 - 14:00	3	91	0.092	3	91	0.092	3	91	0.184
14:00 - 15:00	3	91	0.121	3	91	0.114	3	91	0.235
15:00 - 16:00	3	91	0.279	3	91	0.320	3	91	0.599
16:00 - 17:00	3	91	0.173	3	91	0.125	3	91	0.298
17:00 - 18:00	3	91	0.114	3	91	0.114	3	91	0.228
18:00 - 19:00	3	91	0.140	3	91	0.110	3	91	0.250
19:00 - 20:00	3	91	0.037	3	91	0.026	3	91	0.063
20:00 - 21:00	3	91	0.015	3	91	0.007	3	91	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.691			1.687			3.378

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	3	91	0.000	3	91	0.154	3	91	0.154
08:00 - 09:00	3	91	0.044	3	91	0.147	3	91	0.191
09:00 - 10:00	3	91	0.026	3	91	0.029	3	91	0.055
10:00 - 11:00	3	91	0.011	3	91	0.018	3	91	0.029
11:00 - 12:00	3	91	0.044	3	91	0.026	3	91	0.070
12:00 - 13:00	3	91	0.011	3	91	0.015	3	91	0.026
13:00 - 14:00	3	91	0.033	3	91	0.048	3	91	0.081
14:00 - 15:00	3	91	0.037	3	91	0.029	3	91	0.066
15:00 - 16:00	3	91	0.125	3	91	0.026	3	91	0.151
16:00 - 17:00	3	91	0.099	3	91	0.033	3	91	0.132
17:00 - 18:00	3	91	0.063	3	91	0.029	3	91	0.091
18:00 - 19:00	3	91	0.048	3	91	0.000	3	91	0.048
19:00 - 20:00	3	91	0.044	3	91	0.000	3	91	0.044
20:00 - 21:00	3	91	0.022	3	91	0.000	3	91	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.606			0.554			1.160

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.