SW Transport Planning Ltd

Former Strathmore Centre Site, Teddington

Transport Assessment

PA Housing Limited

February 2020

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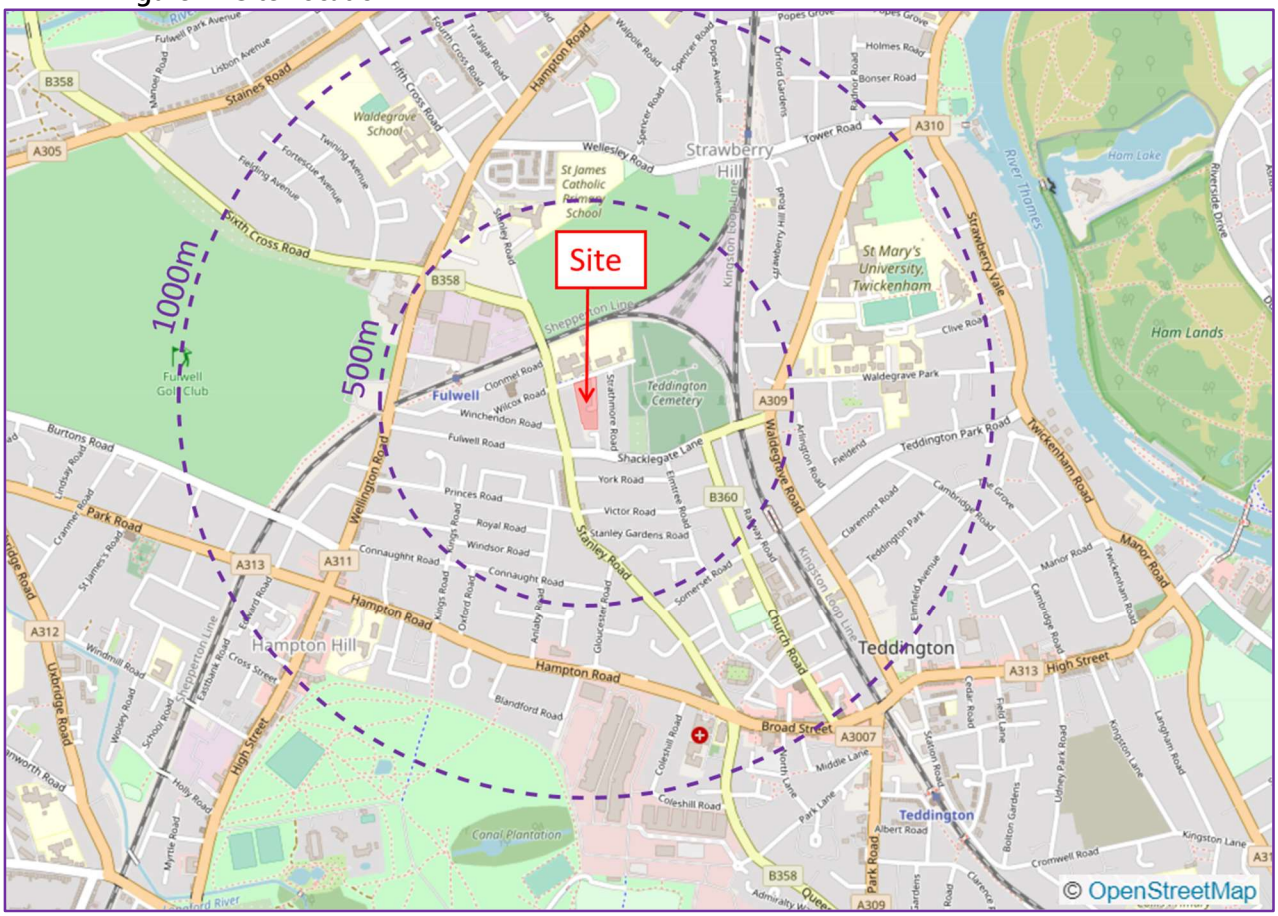
Appendices

1. Introduction

1.1 This Transport Assessment has been prepared on behalf of PA Housing, to accompany a planning application submitted to Richmond and Wandsworth London Borough Councils for the regeneration of the former Teddington Youth Centre and Strathmore Centre site in Strathmore Road, Teddington TW11 8UH. The site is located approximately 1km north west from the centre of Teddington as shown in Figure 1. The development comprises the demolition of all existing buildings; the erection of two residential buildings comprising a total of 30 flats; construction of a new building to replace the current Scamps childrens nursery; widening and alterations to on-site access roads; creation of 38 car parking spaces, provision of ancillary cycle stores and refuse stores, new tree planting and landscaping.

Figure 1 - Site Location



1.2 The site is currently occupied by the former Teddington Youth Club and Strathmore Centre buildings and the existing Scamps childrens nursery building.

1.3 This report assesses the transport implications of the proposed redevelopment of the site. It considers the accessibility of the site by all travel modes and the likely impacts of traffic and parking generated by the development.

1.4 The remaining sections of this report are set out as follows:

- Section 2 considers the transport planning policy context at national and local levels
- Section 3 describes the transport baseline including current transport conditions, the results of parking stress surveys, the accessibility of the site by all travel modes and a road safety assessment;
- Section 4 provides details of the proposed development;
- Section 5 assesses the transport impacts of the development;
- Section 6 contains a summary and conclusion.

2. Policy Context

2.1 National Transport Policy

National Planning Policy Framework

2.1.1 The Governments' principal policy document for planning and sustainable development is the National Planning Policy Framework (NPPF). With regard to the promotion and delivery of sustainable development a key theme running through the document is the need to maximise transport choice. In considering development proposals, paragraph 108 states that it should be ensured that:

- Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- Safe and suitable access can be achieved for all users; and
- Any significant impacts from development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.1.2 Paragraph 109 of the document advises that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.2 The London Plan (March 2016)

2.2.1 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20 to 25 years. Chapter 6 of the Plan deals transport and covers a range of strategic and detailed policies.

2.2.2 Policy 6.1 sets out the Mayor's strategic approach to transport and development, stating:

"The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs".

2.2.3 Policy 6.3 deals with assessing the effects of development on transport capacity. With regard to planning decisions it states:

2.2.4 "A Development proposals should ensure that the impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network".

2.2.5 With regard to cycling, Policy 6.9 states that developments should:

"a provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in table 6.3 and the guidance set out in the London Cycle design Standards (or subsequent revisions)".

2.2.6 With regard to walking, Policy 6.10 states:

"B Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian design Guidance".

2.2.7 Policy 6.13 sets out the Mayor's strategy concerning the provision of car parking as follows:

"A The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport usage".

2.2.8 In addition to setting out maximum parking standards for residential and other land uses, the policy requires that development must:

"a ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles.

b provide parking for disabled people in line with table 6.2

c meet the minimum cycle parking standards set out in Table 6.3

d provide for the needs of businesses for delivery and servicing".

2.3 Local Transport Policy

London Borough of Richmond Upon Thames Local Plan July 2018

2.3.1 The LBRUT Local Plan 2018 sets out policies and guidance for the development of the borough over the period to 2033. Transport policies relevant to the proposed development are described below.

2.3.2 Policy LP44 covers sustainable travel choices noting that the council will work to promote safe, sustainable and accessible transport solutions. In relation to new development, Policy 44 states that the Council will:

A. **Location of development** - Encourage high trip generating development to be located in areas with good public transport with sufficient capacity;

B. **Walking and cycling** - Ensure new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes and to provide opportunities for walking and cycling;

C. **Public transport –** Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided;

D. **The road network** – Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements.

2.3.3 Policy LP45 deals with parking standards and servicing stating that "the Council will require new development to make provision for the accommodation of vehicles in order to provide for the needs of the development while minimising the impact of car based travel including on the operation of the road network and local environment, and ensuring making the best use of land". This will be achieved by:

1. Requiring new development to provide for car, 2 wheel and where applicable, lorry parking and electric vehicle charging points, in accordance with the standards in Appendix 3 [of the Local Plan]. Opportunities to minimise car parking through shared use will be encouraged.

3. Transport Baseline

3.1 Local Road Network

3.1.1 The site is located in Strathmore Road opposite Stanley School and lies between Strathmore Road, Stanley Road and Shacklegate Lane.

Figure 2 - Site Location

3.1.2 The section of Strathmore Road forming the northern boundary of the site operates as a one-way street in a westbound direction. The remaining sections of Strathmore Road and other adjoining streets including Stanley Road and Shacklegate Lane have two-way operation.

3.1.3 Adjacent to the site Strathmore Road has a carriageway width of 5.3m with a 2.2m wide footway to the south and a 4.4m wide footway to the north, the latter operating as a shared-use footway and cycleway serving Stanley School. The streets surrounding the site contain street lighting and are subject to a 30mph speed limit. Speed humps are present on all sections of Strathmore Road.

3.1.4 Double yellow lines and "School Keep Clear" road markings are present along the north side of Strathmore Road outside Stanley School but elsewhere in the area there are no waiting restrictions and there is no Controlled Parking Zone in force.

3.1.5 Outside the site at the entrance to Stanley School a Part time "Clearway" is in force as follows:

"No Stopping Mon-Fri 8am–5pm on entrance markings. Except bank & public holidays, August & 24 to 31 December"

3.1.6 Within the site a private road provides access to the existing Scamps nursery and the rear of the former Strathmore Centre buildings. The road is 5.4m wide with a 2.0m wide footway along the eastern side. The footway widens to approximately 5.0m at the junction with Strathmore Road. The road contains speed humps and street lighting.

Strathmore Rd - View south towards site

Strathmore Rd - View west towards Stanley School

3.1.7 Observations on-site on different days of the week, at different times of the day and at different times of the year confirm that the roads on and surrounding the site experience widely varying levels of traffic and parking. The dropping off and collection of children at Stanley School and Scamps are key factors affecting the levels of traffic and parking activity. Further information on parking, including details of on-street parking surveys, is set out in Section 3.2.

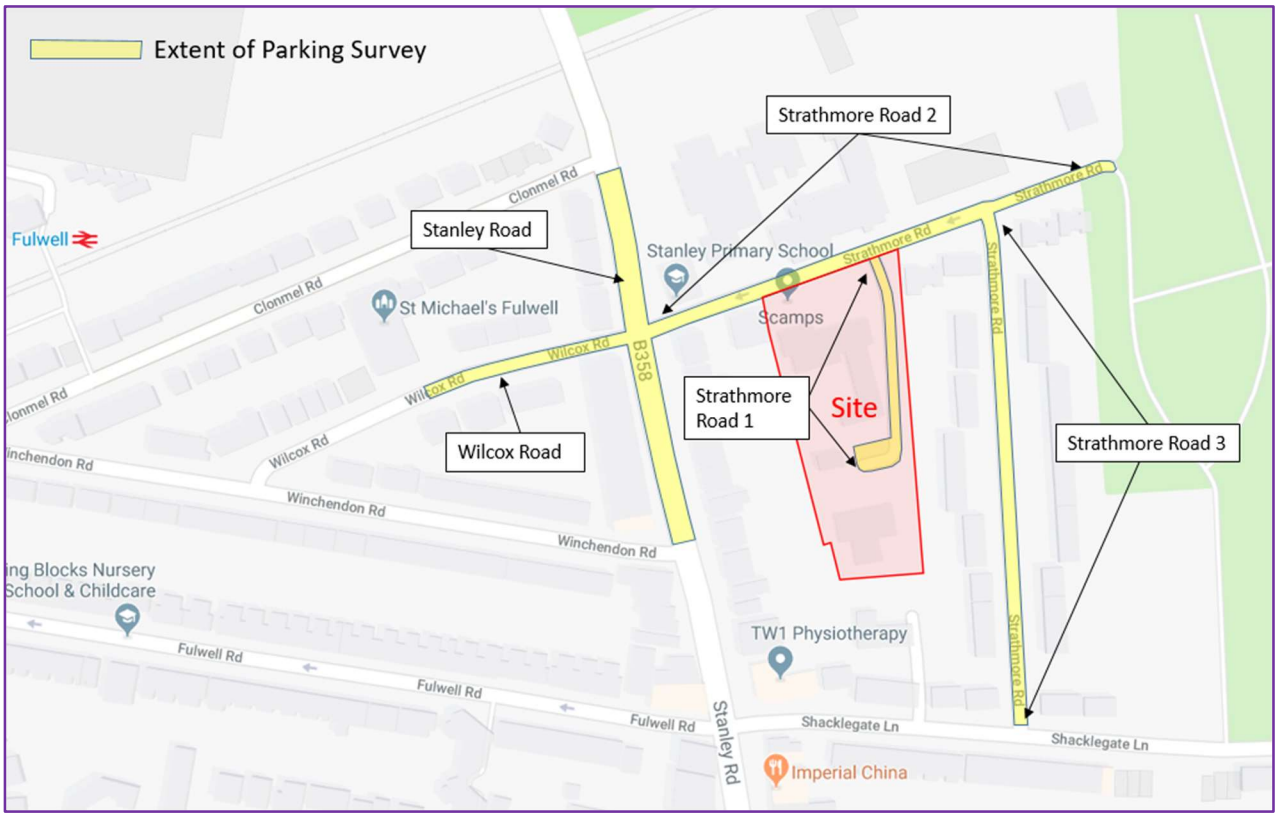
3.1.8 Due to the presence of speed humps and on-street parking, traffic speeds in the area are observed to be low. Outside of child drop-off and collection times, baseline traffic volumes are observed to be low.

3.1.9 The topography of the local area is generally flat, with gentle gradients on all roads and footways.

3.2 On-Street Parking Surveys

3.2.1 As previously noted, the streets adjoining the site experience varying levels of on-street parking. To assess the levels of parking stress, surveys were carried out on all streets within a 200m walking distance of the site, on different days of the week and at different times of the day, evening and at night.

Figure 3 - Parking Survey Study Area



3.2.2 The surveys were undertaken in accordance with the Richmond Parking Survey Methodology in two batches of surveys during October/November 2018 with repeat surveys carried out in October 2019. In each case the scope and methodology of the surveys were agreed in advance with Richmond and Wandsworth London Borough Councils.

3.2.3 The October/November 2018 surveys comprised three separate weekday overnight surveys designed to capture the peak parking demand for the surrounding residential catchment area.

- Wednesday 31 October 2018– 05:05 hrs
- Thursday 01 November 2018 – 05:00 hrs
- Tuesday 06 November 2018 – 04:45 hrs

3.2.4 The full results from the Oct/Nov 2018 surveys are included in Appendix B. These include tables summarising the numbers of vehicles parked in each street with calculations showing 'parking stress' expressed as a percentage of the parking capacity of each street. The results also include diagrams showing the locations of each parked vehicle as well as locations where spare spaces were available.

3.2.5 In October 2019 further surveys were carried out to capture details of daytime parking stress on a weekday day and at a weekend during term time when both Scamps and Stanley School were in operation.

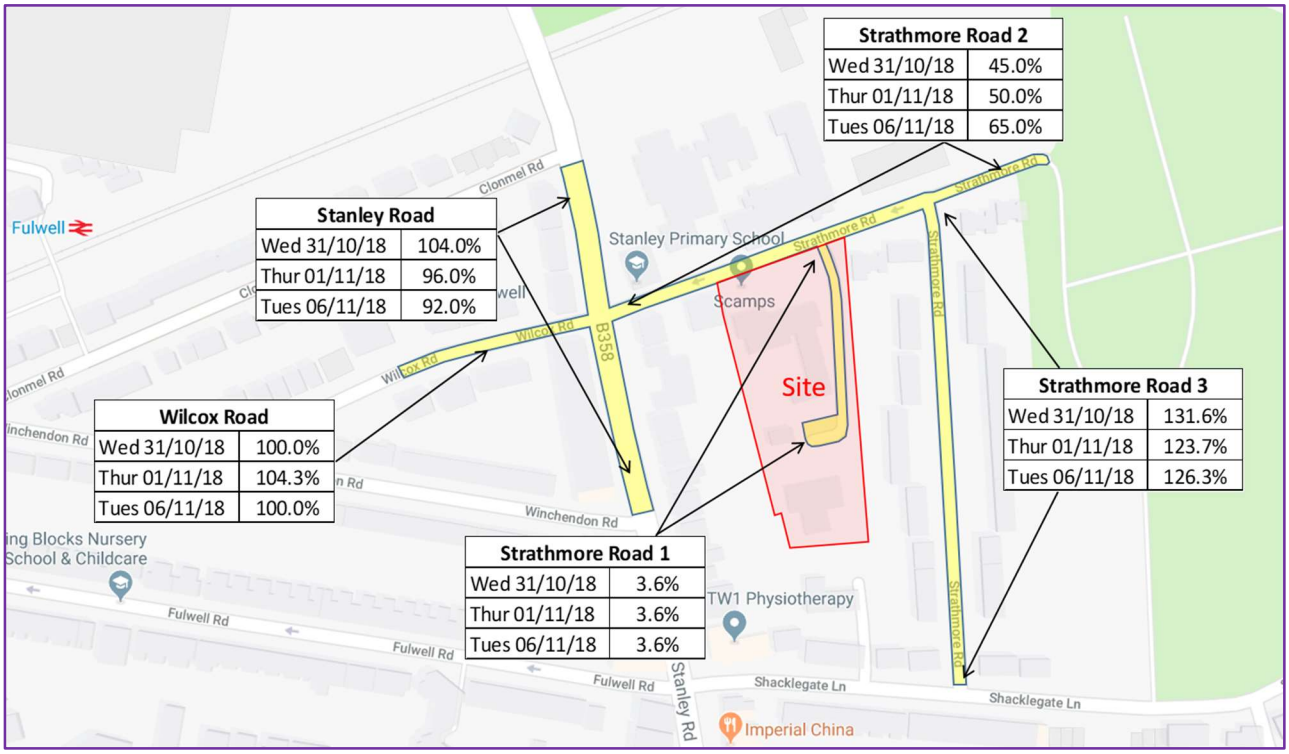
- Sunday 13 October 2019 – 08:00; 12:00; 16:00 and 20:00 hrs
- Tuesday 15 October 2019 – 07:30; 08:30; 09:30; 12:30; 15:15; 17:30 and 19:30hrs

3.2.6 The full results for the October 2019 surveys are included in Appendix C.

Parking Survey Results

3.2.7 The results from the Oct/Nov 2018 overnight surveys are summarised below.

Figure 4 – Summary of Overnight Parking Stress (October / November 2018)



3.2.8 The results show there are high levels of parking stress overnight in Stanley Road, Wilcox Street and parts of Strathmore Road (Strathmore Road 3). These areas contain high density housing with limited off-street parking. This pattern of parking stress is typical for the street design and style of housing prevalent in this type of residential neighbourhood.

3.2.9 The results show there is substantial spare capacity on-site and adjoining the site (Strathmore Road 1 and Strathmore Road 2). The 3.6% recorded on the site relates to a single vehicle being parked overnight in this location (see diagrams in Appendix B).

3.2.10 The results confirm there are no residential parking stress constraints on-site or immediately adjoining the site overnight. There is ample capacity for the one vehicle currently parking on the site overnight to be accommodated elsewhere in Strathmore Road.

3.2.11 The results from the October 2019 daytime surveys are summarised below.

Table 1 – Summary of Daytime Parking Stress (October 2019)

DAY AND DATE	TIME	Strathmore Rd 1		Strathmore Rd 2		Strathmore Rd 3		Stanley Road		Wilcox Road	
		Cars No. (Cap)	Stress %	Cars No. (Cap)	Stress %	Cars No. (Cap)	Stress %	Cars No. (Cap)	Stress %	Cars No. (Cap)	Stress %
Sun 13 Oct	**08.00**	3(29)	10%	10 (24)	42%	37 (40)	93%	22 (29)	76%	23 (27)	85%
	12.00	1 (29)	3%	10 (24)	43%	32 (40)	80%	22 (29)	76%	18 (27)	67%
	16.00	1 (29)	3%	11 (24)	46%	43 (40)	108%	18 (29)	62%	17 (27)	63%
	20.00	2 (29)	7%	10 (24)	42%	40 (40)	100%	22 (29)	76%	22 (27)	81%
Sunday Average		**1.8**	**6%**	**10.3**	**43%**	**38.0**	**95%**	**21.0**	**72%**	**20.0**	**74%**
Tue 15 Oct	**07.30**	4 (29)	14%	22 (24)	110%	39 (40)	98%	22 (29)	76%	23 (27)	85%
	08.30	17(29)	59%	28 (24)	93%	43 (40)	108%	24 (29)	83%	26 (27)	96%
	09.30	12(29)	41%	23 (24)	83%	41(40)	103%	23 (29)	79%	23 (27)	85%
	12.30	16(29)	55%	24 (24)	97%	47 (40)	118%	25 (29)	86%	24(27)	89%
	15.15	23 (29)	79%	31 (24)	113%	47 (40)	118%	22 (29)	76%	24(27)	89%
	17.30	15 (29)	52%	21 (24)	103%	46 (40)	115%	25 (29)	86%	23 (27)	85%
	19.30	2 (29)	7%	17 (24)	90%	41 (40)	103%	26 (29)	90%	23 (27)	85%
Tuesday Average		**12.7**	**44%**	**23.7**	**99%**	**43.4**	**109%**	**23.9**	**82%**	**23.7**	**88%**

3.2.18 The first column (Strathmore Road 1) shows the amount of parking taking place on the private road within the site. This confirms there is minimal parking at weekends but significant levels of parking on weekdays, particularly around the Stanley School and Scamps drop-off and collection times. Outside of these peaks there were typically 12 to 16 cars parked on site.

3.2.19 The results confirm anecdotal evidence from residents that the site is being used for commuter parking during weekdays, including staff from Stanley School and Scamps and by rail commuters using Fullwell Station (450m walking distance from the site). It also confirms on-site observations that the site is being used extensively by parents during drop-off and collection times.

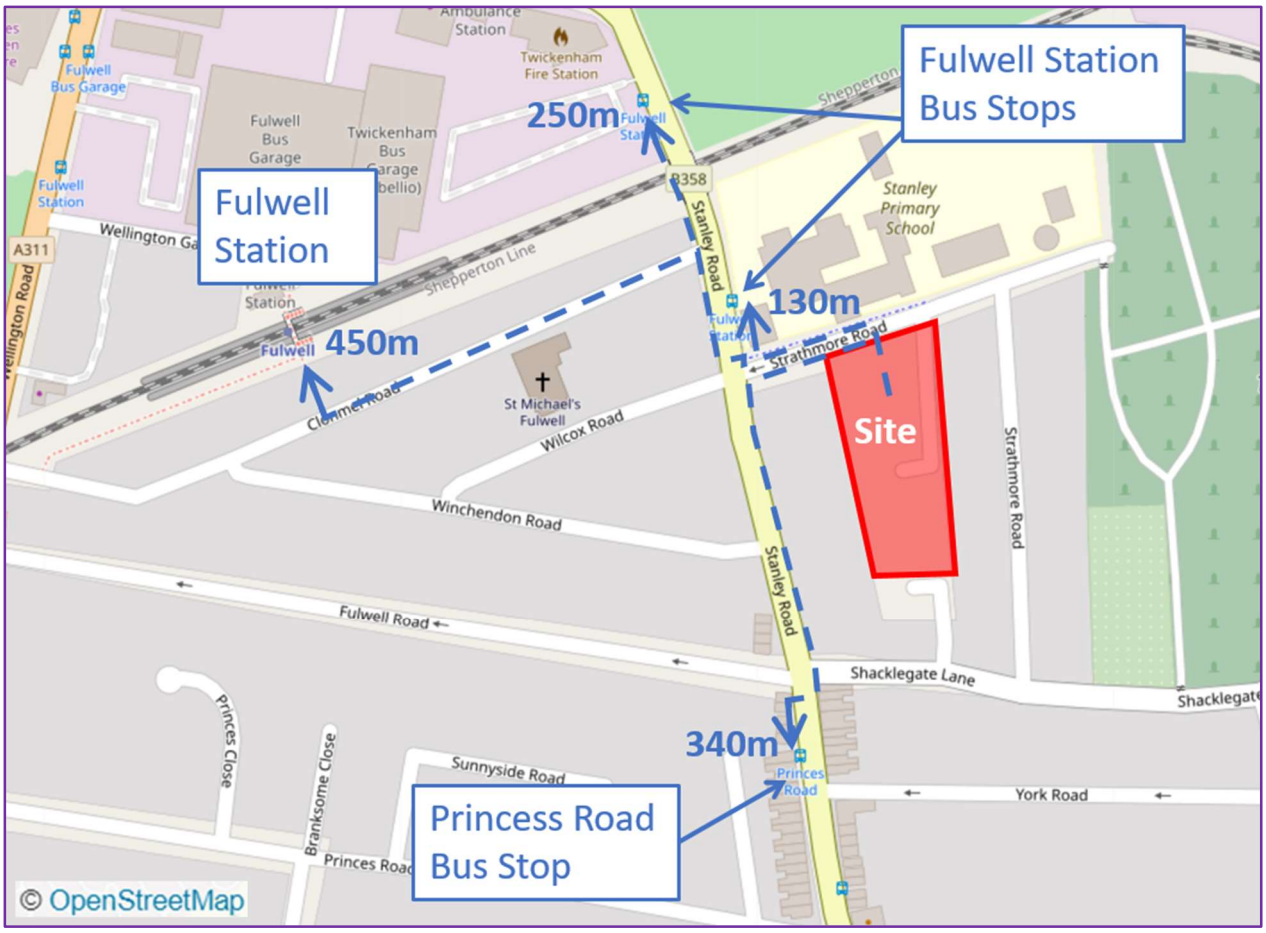
3.2.20 Elsewhere within the study area, Strathmore Road 2 and Strathmore Road 3 are fully utilised for parking during the daytime but some spare capacity exists in Stanley Road and Wilcox Road.

3.3 Public Transport Accessibility

3.3.1 The site is classified as PTAL 2 indicating a moderate level of public transport accessibility. However, in practice the site has access to frequent bus services within 250m walking distance (approx. 3 mins) at the Fullwell Station bus stops on Stanley Road. Additional bus stops are available to the south of Shacklegate Lane at Princess Road within 340m (4 minutes' walk). Rail services can be accessed, within 450m (6 minutes' walk) at Fulwell Station. Rail station and bus stop locations are shown in Figure 5 (next page).

3.3.2 The PTAL score for the site is not representative of the true accessibility of the site because the methodology determines walking distances via public highways and footways and excludes footpaths such as the one serving Fulwell Station from Clonmell Road (see Figure 5). This means that the distance to Fulwell railway station will be overestimated in PTAL with the likelihood that the presence of the railway station has been excluded from the PTAL score.

Figure 5 – Public Transport



3.3.3 Walking routes to the bus and rail stops are via lit footways. The zebra crossing on Stanley Road, at the junction with Strathmore Road, assists with pedestrian movements to the west of Stanley Road.

Bus Services

3.3.4 There are three London Buses bus services operating seven days a week, including night bus services, from the bus stops in Stanley Road. Details of services are summarised in Table 2.

Table 2 - Bus Services

No	ROUTE	Monday to Saturday	Sunday
218	Hounslow – Twickenham – Teddington – Kingston - Tolworth	24 hour service. 7 to 14 mins frequency.	24 hour service. 11 to 13 mins frequency.

481	Kingston – Teddington – Twickenham - Isleworth	Half hourly from 07.30 to 20.30.	Hourly from 10.30 to 20.30.
33 & N33	Fullwell – Twickenham – Richmond – Barnes - Castlenau	4 to 12 mins frequency from 06.00 to 20.00; 20 to 60 mins at other times.	15 to 20 mins frequency from 05.00 to 00.05; 30 to 60 mins at other times.

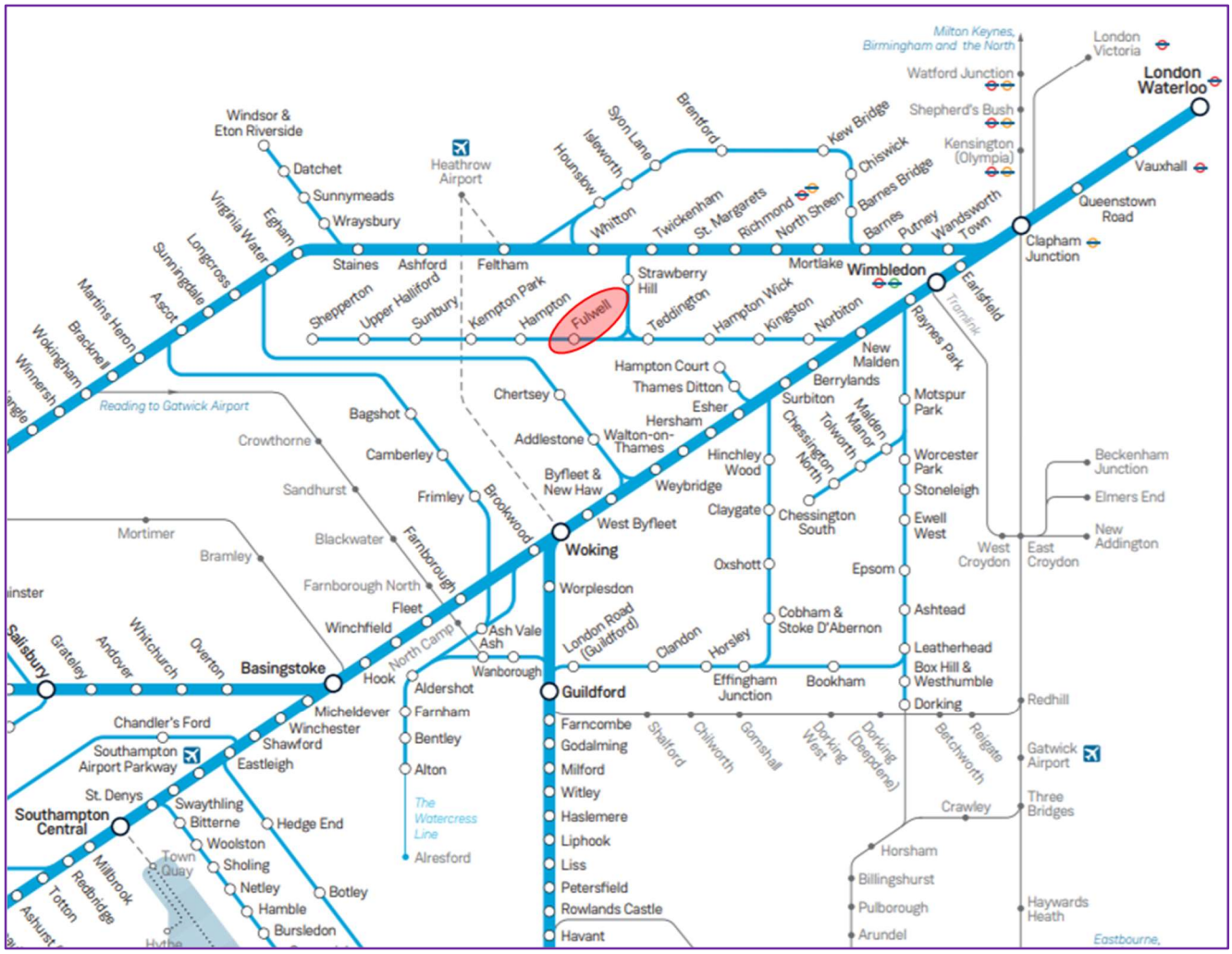
Rail Services

3.3.5 The site is located 450m walking distance from Fulwell railway station; the station is accessible from Stanley Road and Clonmel Road as shown in Figure 5. Fulwell lies on the Shepperton Branch of the South Western Railway network serving stations between London Waterloo and Shepperton as shown in the rail network map on Figure 6 (next page). The station benefits from services routed via both Twickenham / Strawberry Hill as well as Kingston / Teddington services. There are four services per hour in each direction during peak periods and 2 per hour off-peak.

3.3.6 Fulwell station lies 13 miles southwest of London Waterloo within Travelcard Zone 6; with a typical journey time of 40 to 50 mins to waterloo and 16 mins to Shepperton.

3.3.7 Fulwell lies on the route of the proposed Crossrail 2 which is expected to significantly increase capacity at this station by 2030.

Figure 6 - Rail Network



3.4 Pedestrian and Cyclist Accessibility

3.4.1 The terrain surrounding the site is generally flat making local journeys conducive to walking and cycling. The site lies within a walking distance of 350m of the local centre in Stanley Road (See Figure 7 - next page) which offers a range of shopping and other services including laundry / dry cleaning, convenience stores, a pharmacy, a bakery, a gym, cafes, public houses, restaurants and take-away food.

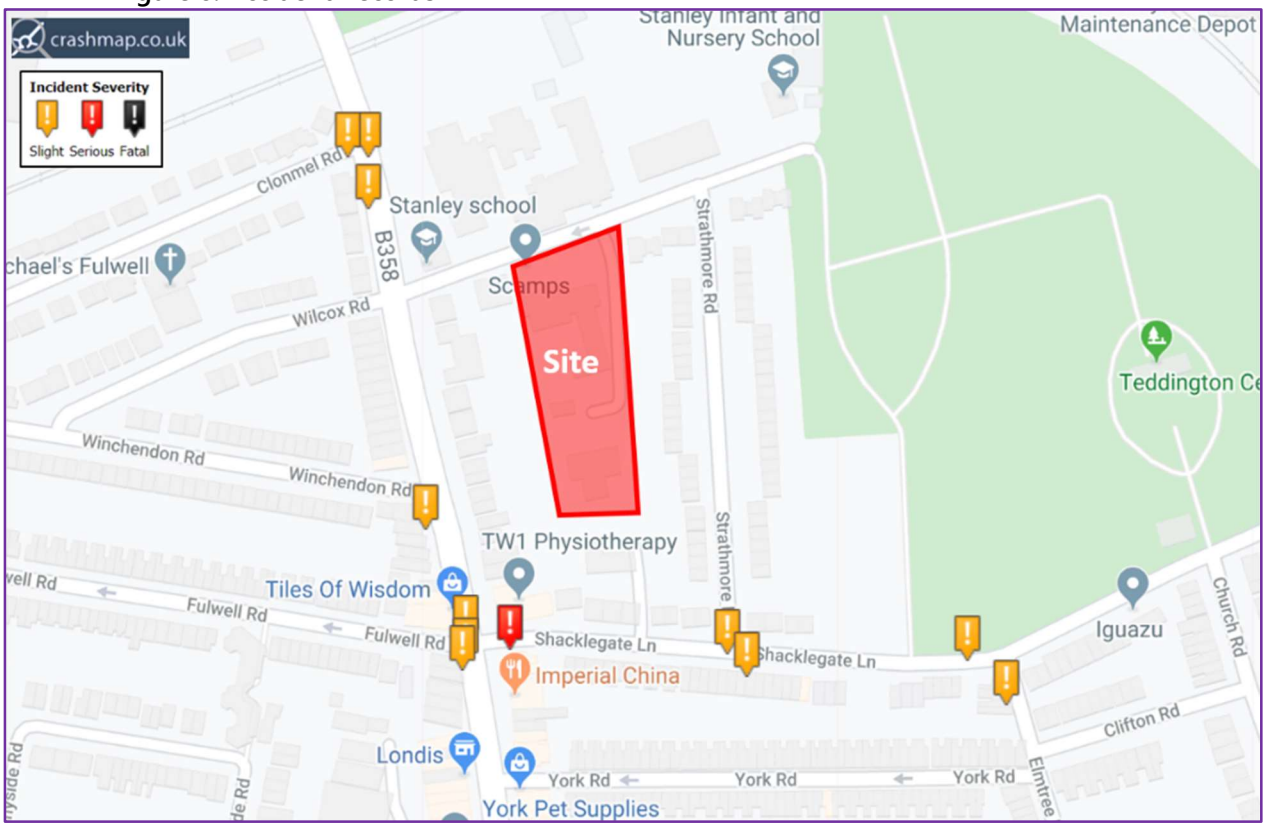
3.4.2 A full range of town centre facilities is available in the centre of Teddington which lies approximately 1km south of the site and easily accessible by walking, cycling and local bus services in Stanley Road.

Figure 7 – Local Facilities

3.5 Road Safety Assessment

3.5.1 Accident records for the five year period from 2014 to 2018 (the latest period available) have been obtained from CrashMap UK and the results are shown in the Figure 8 (next page).

Figure 8: Accident Records



3.5.2 There were no accidents in the immediate vicinity of the site, but the report shows small clusters of accidents on Stanley Road and Shacklegate Lane. In total there were eleven accidents over the five year period, with ten classified as 'slight' and one 'serious'. The serious accident occurred on Thursday 31st May 2018 at 9.17am and involved a car colliding with a pedal cyclist while turning left at the junction of Stanley Road and Shacklegate Lane; resulting in serious injury to the cyclist.

3.5.3 The overall frequency, distribution and severity of traffic accidents is typical of a busy urban highway network and does not indicate any abnormal highway safety concerns.

4. Proposed Development

4.1 Description

4.1.1 The proposed development comprises the removal of all existing buildings on the site and the provision of three new buildings comprising two blocks of residential development and a replacement building for the Scamps nursery. The development will also contain on-site parking and turning space, cycle and refuse storage, new tree planting and landscaping.

4.1.2 A site plan illustrating the proposed layout of the development is shown on Living Architects Drawing No 1003 OD 200, included in Appendix A. The new residential accommodation will be provided as 1, 2 and 3 bedroom flats within two blocks. All units will be affordable and will include 80% London Affordable Rent and 20% Shared Ownership. Three of the 2 bedroom ground floor units will be for wheelchair users.

Table 3: Schedule of Accommodation

FLOOR	1 BED UNITS	2 BED UNITS	3BED UNITS	TOTAL UNITS
Ground	-	7	3	10
First	-	6	4	10
Second	6	4	-	10
TOTALS	**6**	**17**	**7**	**30**

4.1.3 The new Scamps building will be re-provided in the same location as the current building.

4.2 Access Arrangements

Pedestrians

4.2.1 Block A fronts onto Strathmore Road and provides direct access for pedestrians via two entrance doors facing onto the street (See Site Plan in Appendix A). Block B and the Scamps building will be accessed from 2m wide footways running along both sides of the internal private access road.

Vehicles

4.2.2 Vehicular access is proposed from Strathmore Road, in the north-east corner of the site. The existing access road in this location will be widened from 5.4m to 8.8m (comprising a 4.8m carriageway with 2.0m wide parking laybys along both sides). This will enable the free flow of traffic to be maintained even when parked cars are present along both sides.

4.2.3 The two existing vehicular access points from Strathmore Road will be permanently closed and the footway reinstated, as shown on the Site Plan in Appendix A. This will enable 4 additional on-street parking spaces to be created.

Cyclists

4.2.4 Access for cyclists will be from Strathmore Road via the on-site private access road, which provides access the bike storage shelters.

4.3 Parking Provision

Car Parking

4.3.1 As shown on the site plan, car parking laybys will be arranged along both sides of the site access road with additional spaces laid out in a parking court between Block B and Scamps. Dimensions for standard perpendicular parking spaces will be 2.4m X 4.8m; parallel parking bays will be 2.0m X 6.0m; disabled bays will be 3.6m X 4.8m and the width of the parking aisle in the parking court will be 6.0m.

4.3.2 On-site car parking will be provided in accordance with Richmond Parking Standards (set out in Appendix 3 of the Adopted Local Plan 2018). As the site comprises affordable housing and lies within a PTAL area of 0 to 3, the required standard is 1 space per dwelling giving a requirement for 30 residential spaces. This will include 3 disabled bays; one each for the three wheelchair units. In addition to this, a further 4 spaces have been included within the site to allow for visitor parking. In accordance with The London Plan, 20% (6 spaces) will be equipped for active electric vehicle charging with a further 20% (6 spaces) provided with passive EV charging.

4.3.3 Outside the site, on Strathmore Road, four additional on-street parking spaces will be created as a result of the closure of existing vehicular accesses and reinstatement of the footway in this area. These will be for general public use.

4.3.4 Parking for Scamps will include 2 staff parking spaces plus 2 additional drop-off spaces. As shown on the site plan, one of the Scamps bays will be provided at an increased width of 3.6m to enable its use as a disabled bay if needed. Additional short-term capacity for drop-offs and collections for Scamps will be available within the turning-head in the north-east corner of the site. Use of the turning head by large vehicles will be infrequent and of short duration; and therefore the shared use of this space represents a pragmatic solution to cater for additional demand at drop-off and collection times.

Cycle Parking

4.3.5 Cycle parking is proposed in accordance with London Plan standards which require long stay parking at a ratio of 1 space per unit for 1 bed units and 2 spaces per unit for all other dwellings. This gives a requirement for 54 long stay spaces. Short stay parking for visitors is required at a rate of 1 per 40 units giving a requirement of one additional space.

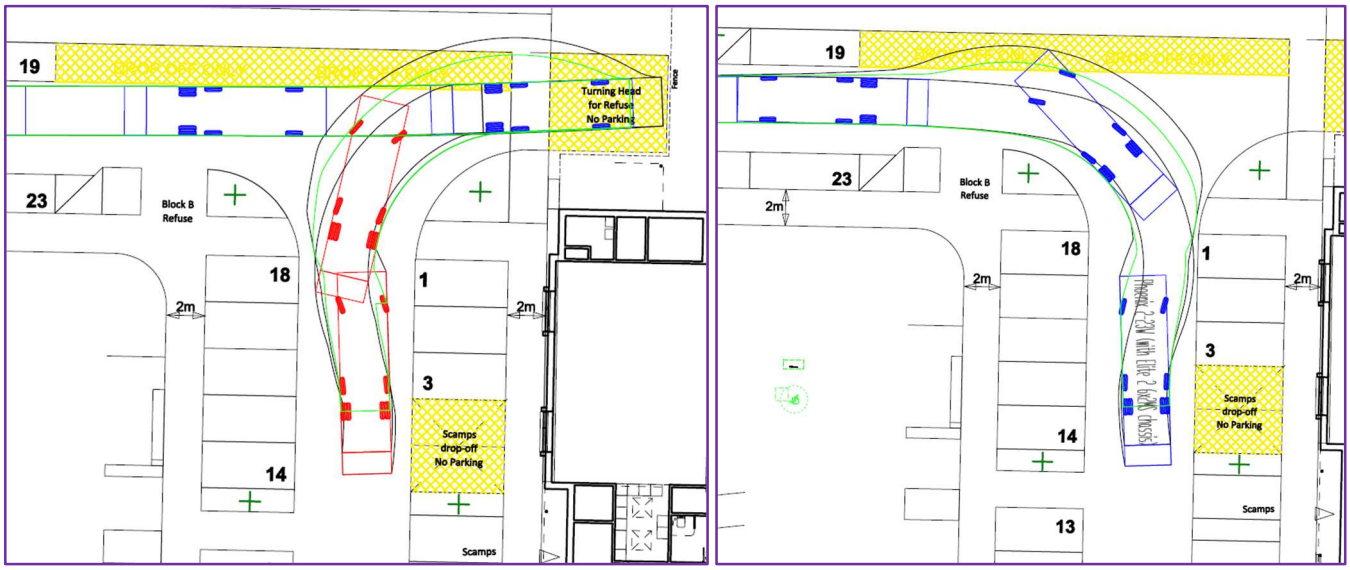
4.3.6 The proposed development will include two covered cycle stores with capacity for 28 spaces in each, giving a total capacity of 56 spaces, thus meeting the London Plan standards.

4.3.7 Two cycle stands are proposed for Scamps, giving capacity for 4 bicycles. This exceeds the London Plan requirement for 1 long stay space per 8 staff members and one short stay space per 100 pupils. Given the age range of the pupils no cycle parking is proposed for pupils.

4.4 Servicing

4.4.1 A turning head is incorporated into the design of the site layout (See Site Plan in Appendix A). This has been designed to accommodate the turning requirements of a large refuse vehicle, 10.4m in length, compliant with Richmond and Wandsworth Councils' guidance. Tracking of the refuse vehicle is shown on drawing SWTP-P1024-TR0-001 in Appendix D. An extract from the drawing is shown in Figure 9.

Figure 9 – Refuse Vehicle Swept Path Tracking



4.4.2 The turning head will be used one day per week by refuse vehicles and intermittently by other service vehicles. As shown on the Site Plan, part of the turning area will have a shared-use for short term waiting during peak periods for drop-offs and collections at Scamps. Sufficient turning space will remain for light vehicles during these periods. The risk of conflicts with large vehicles during these limited time periods will be very low and be of short duration whilst drivers move their cars.

5. Transport Impacts

5.1 Introduction

5.1.1 This Section assesses the likely transport impacts of the development having regard to current and future land uses.

5.2 Existing Uses

5.2.1 The former Teddington Youth Centre and Strathmore Centre uses ceased some time ago and are no longer generating any traffic.

5.2.2 Scamps operates as a childrens nursery and will relocate to the new building once completed. The re-provision of Scamps will be on a like for like basis and for assessment purposes it is assumed there will be no net change in staff or pupil numbers.

5.3 Proposed Use

5.3.1 As set out in Section 4, the proposed development will comprise 30 affordable flats and as set out above the Scamps nursery will be reprovided on a like for like basis.

5.4 Trip Generation

5.4.1 To determine the trip generation for the development, multi-modal trip generation rates have been derived from the TRICS database for 'Affordable Flats'. Two different site selection criteria have been examined as follows:

- All Sites in England and Wales (excluding London) with size range 0 to 200 units; and
- All Sites in Southeast and Southwest England (excluding London) with size range 0 to 200 units

5.4.2 The resulting vehicle trip rates are included in Appendix E and summarised in Table 4.

Table 4: Vehicle Trip Generation Rates (2-Way) – Affordable Flats

TIME PERIOD	ARRIVALS		DEPARTURES		TOTAL 2-WAY	
	England & Wales	SE & SW England	England & Wales	SE & SW England	England & Wales	SE & SW England
AM Peak Hour	0.065	0.077	0.111	0.128	0.176	**0.205**
PM Peak Hour	0.136	0.128	0.095	0.103	0.231	**0.231**
Daily Traffic (12Hr)	1.007	0.770	0.972	0.772	**1.979**	1.542

5.4.3 The results show that the Southeast and Southwest England sites returned higher 2-way trip rates than the England and Wales sites, for peak hour trips but the opposite was true in respect of the daily trip rate. Maximum values for 2-way trip rates are shown in bold text in the tables.

5.4.4 In the interests of robustness, the maximum trip rate values from the TRICS search will be used within this assessment to determine traffic impacts.

5.5 Traffic Impacts

Traffic Generation

5.5.1 Using the maximum vehicle trip generation rates from Table 4, the peak hour and daily traffic generation for the proposed development is shown in Table 5.

Table 5: Proposed Residential Development - Vehicle Trip Generation

TIME PERIOD / TENURE	ARRIVALS		DEPARTURES		TOTAL 2-WAY VEHICLE MOVEMENTS	
	Trip Rate (per unit)	Vehicle Trips	Trip Rate (per unit)	Vehicle Trips	Trip Rate (per unit)	Vehicle Trips
PRIVATE FLATS	(30 Units)					
AM Peak Hour	0.066	2.0	0.184	5.5	0.250	7.5
PM Peak Hour	0.206	6.2	0.104	3.1	0.310	9.3
Daily Traffic (12Hr)	1.226	36.8	1.263	37.9	2.489	74.7

5.5.2 This shows that the proposed residential development will generate approximately 8 to 9 additional vehicle movements during the AM and PM peak periods. Over the course of a 12-hour day, an additional 75 vehicle trips will be generated. As the Scamps nursery will be reprovided on a like for like basis, the above forecasts also represent the overall net change in traffic generation for the proposed development.

5.5.3 It is clear that such small changes in traffic generation will have no material impact in terms of the safety or operation of the local highway network.

5.6 Car Parking Impacts

5.6.1 As noted in Section 3.2, the parking surveys confirm there are varying levels of on-street parking both on the site and in surrounding streets, with substantial spare capacity in the evenings and overnight when the demand for residents parking is at its highest. Some of the daytime parking currently taking place on the site is related to the operation of Scamps, however, a substantial proportion is related to unauthorised commuter parking and drop-off / collections at Stanley School.

5.6.2 The proposed development will provide on-site car parking in accordance with the Councils adopted parking standards and will accommodate its own parking demand. The proposals therefore are compliant with Policy LP45 of the Local Plan. The current unauthorised commuter and school parent parking will be displaced from the site. The parking surveys show that there is some capacity in surrounding streets notwithstanding the generally high levels of parking stress.

5.6.3 The site comprises private land and no rights exist for members of the public to use the site for parking for uses unrelated to the proposed development. Such drivers will need to make alternative arrangements such as changing travel mode or seeking parking elsewhere. In this respect it is noted there is no CPZ in this area and much of the surrounding street network contains no parking restrictions.

5.6.4 Use of the site for parking by staff working at Stanley School will cease once development commences. This parking will be accommodated within the schools' staff car park which has now reopened following the completion of recent construction work. The displacement of other commuter parking will be of small magnitude and dispersed to other areas. Thus, the residual impacts of displaced parking will not be severe and no conflict arises with Policy LP44 of the Local Plan or paragraph 109 of NPPF.

6. Summary and Conclusion

6.1 This Transport Assessment has been prepared on behalf of PA Housing, to accompany a planning application for the regeneration of the former Teddington Youth Centre and Strathmore Centre in Strathmore Road, Teddington. The proposed development comprises the provision of 30 affordable flats and the construction of a new building for the Scamps childrens nursery.

6.2 The site is located within a walking distance of 350m of the local centre in Stanley Road which offers a range of local services and facilities. Additional wide-ranging facilities and services are available in the centre of Teddington which lies approximately 1km south of the site and easily accessible by walking, cycling and local bus services in Stanley Road.

6.3 Frequent local bus services are available on Stanley Road within 250m walking distance and rail services at Fulwell Station can be reached within 450m.

6.4 The streets both on and surrounding the site experience widely varying levels of traffic and parking. The dropping off and collection of children at Stanley School and Scamps are key factors affecting the levels of traffic and parking activity in the area. A series of parking surveys at various times of day and night and on different days of the week were undertaken to fully evaluate current parking conditions. The results confirm that the private road on the site is used by commuters during the day and by parents dropping off and collecting from Stanley School as well as Scamps. However, the on-site access road is vacant in the evenings and overnight. Parking stress levels are high in the residential streets surrounding the site including Strathmore Road, Stanley Road and Wilcox Road, particularly overnight.

6.5 The proposed development will provide 30 on-site car parking spaces for the residential development. A further 4 spaces will be provided on the site for use by visitors. Scamps will be provided 4 parking spaces including 2 staff and 2 drop-off spaces. Additional space for drop-off and collections at scamps will be available through the shared use of the turning head in the north-east of the site. The level of parking provision accords with the Councils' adopted parking standards and Policy LP45 and will meet the demands of the proposed development.

6.6 The current unauthorised commuter and school parent parking will be displaced from the site. These drivers will need to make alternative arrangements such as changing travel mode or seeking parking elsewhere. The displacement of commuter parking will be of small magnitude and dispersed to other areas. The residual impacts of displaced parking will not be severe and no conflict arises with Policy LP44 of the Local Plan or paragraph 109 of NPPF.

6.7 In terms of vehicular traffic, the proposed development will generate approximately 8 to 9 additional vehicle movements during the AM and PM peak periods, compared with baseline traffic conditions. Over the course of a 12-hour day, an additional 75 vehicle trips will be generated. It is clear that such small changes in traffic generation will have no material impact in terms of the safety or operation of the local highway network.

6.8 On the basis of the findings in this Transport Assessment and in the context of current local and national transport policy, it is considered that the residual impacts of the development are small and accordingly there are no transport grounds to withhold the granting of planning permission.

Appendix A Proposed Site Plan

OUTLINE SCHEDULE OF ACCOMMODATION

GROUND FLOOR

2B3P WC	2 NO.
2B4P WC	1 NO.
2B4P	4 NO.
3B5P	3 NO.

FIRST FLOOR

2B4P	6 NO.
3B5P	4 NO.

SECOND FLOOR

1B2P	6 NO.
2B3P	2 NO.
2B4P	2 NO.

OVERALL

1B2P	6 NO.	(20%)
2B3P	2 NO.	
2B3P WC	2 NO.	
2B4P WC	1 NO.	
2B4P	12 NO.	(57%)
3B5P	7 NO.	(23%)
TOTAL	**30 NO.**	

J 040220 EVC spaces shown MG
H 220120 additional detail MG
G 181119 Updated Scamps MG
F 100919 Updated layout AW
E 140519 Parking layout altered AW
D 130519 Parking layout altered AW
C 010419 Updated layouts AW
B 150219 Update mix AW
A 130219 Minor updates AW

notes

Site boundary as shown is for development purposes only. Actual legal boundary may differ and is subject to confirmation and verification

Off site areas are indicative only and shown for general identification. Information is taken from Promap under license No.100022432 and is positioned relative to the site as 'best fit' due to discrepancies between survey and Promap information.

date	Revisions

THE STRATHMORE CENTRE
STRATHMORE ROAD
TEDDINGTON TW11 8UH

OUTLINE DESIGN

GROUND FLOOR PLAN

living-architects
14 Linen House, 253 Kilburn Lane
London W10 4BQ
Tel. 020 8962 6660
Fax. 020 8962 6661
surname@living-architects.com

SCALE	**1:200@A1**
DATE	August 2018
DRAWN BY	MG
CHECKED BY	mg
CAD FILE REF	1003OD01.vwx16
DRAWING STATUS	planning
DRAWING NO.	1003 / OD200
REVISION	J

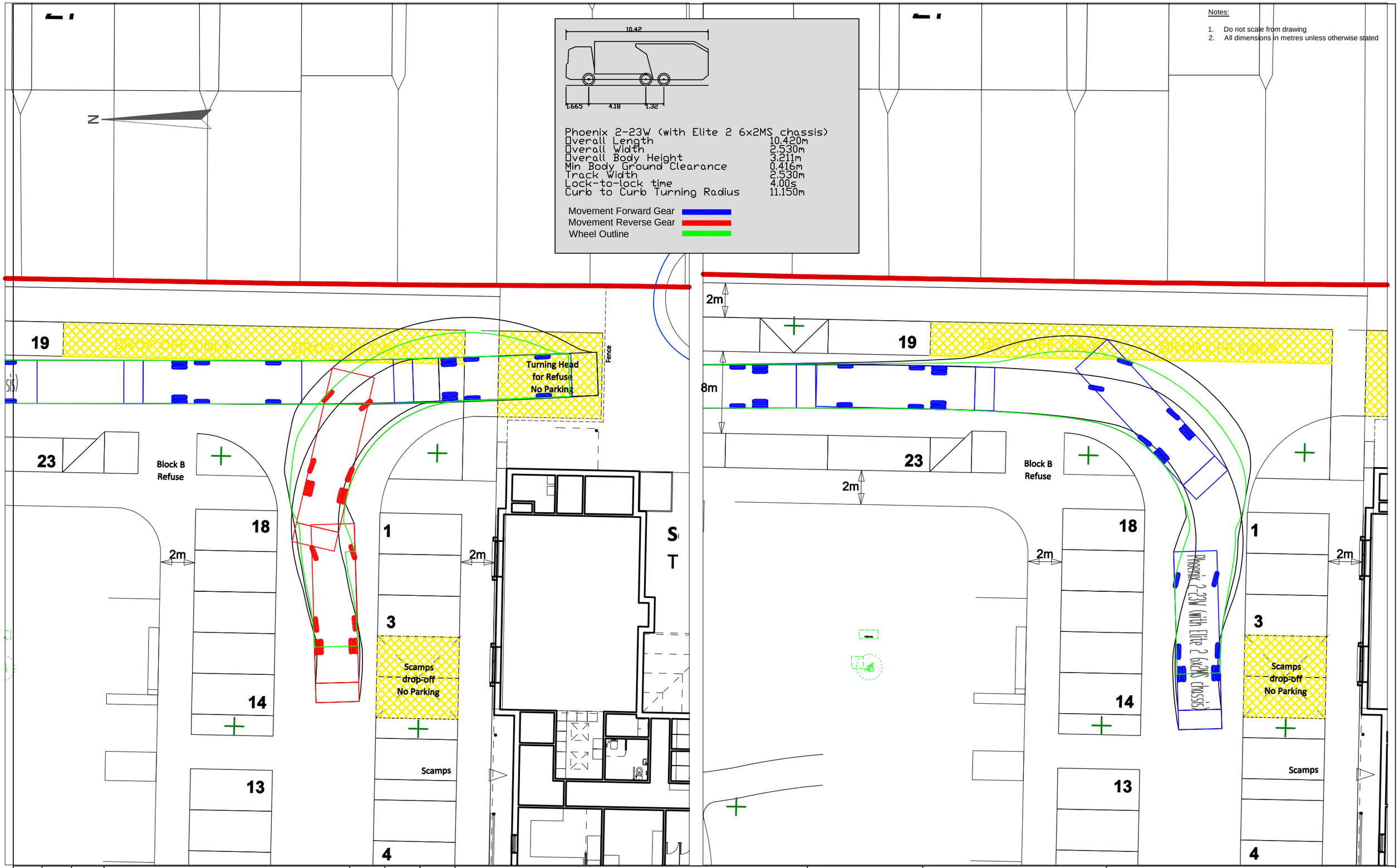
Appendix B 2018 Parking Survey

(See separate document)

Appendix C 2019 Parking Surveys

(See separate document)

Appendix D Vehicle Tracking Drawing



REVISION	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
P02	30/01/20	Site base updated	SW	SWT	SWT
P01	21/08/19	-	SW	SWT	SWT

SW Transport Planning Ltd
22 Farriers Close, Bramley, Hampshire RG26 5AX
Company Number 11021003
Tel: +44(0)1256 883566 www.swtpltd.co.uk

Drawn: SW	Client: PA Housing		Project: Strathmore Centre, Teddington
Checked: SAW	Scale: 1:200@A3	Date: 21/08/19	Title: Vehicle Swept Path Analysis Refuse Vehicle
Approved: SAW	Format:	Status: For Information	
Project Manager:			Drawing Number: SWTP-P1024-TR-001 Rev: P02

Appendix E TRICS Trip Rate Data

Calculation Reference: AUDIT-231601-190725-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	2 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	1 days
10	WALES		
	CF	CARDIFF	1 days

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

Secondary 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: Number of dwellings
Actual Range: 15 to 62 (units:)
Range Selected by User: 0 to 200 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 07/10/16

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	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
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	5
Built-Up Zone	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.

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	3 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	6 days
1.1 to 1.5	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	1 days
No	6 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	7 days

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

LIST OF SITES relevant to selection parameters

1 CF-03-D-01 BLOCKS OF FLATS CARDIFF
TYN-Y-PARC ROAD
CARDIFF
WHITCHURCH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 24
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

2 CH-03-D-01 BLOCK OF FLATS CHESHIRE
HEATH LANE
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: THURSDAY *24/05/12* *Survey Type: MANUAL*

3 ES-03-D-05 BLOCKS OF FLATS EAST SUSSEX
WALWERS LANE
LEWES

Town Centre
Built-Up Zone
Total Number of dwellings: 24
Survey date: FRIDAY *10/10/14* *Survey Type: MANUAL*

4 ES-03-D-06 FLATS & HOUSES EAST SUSSEX
WELLINGTON ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 15
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

5 LN-03-D-02 FLATS LINCOLNSHIRE
ADDISON DRIVE
LINCOLN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: WEDNESDAY *01/07/15* *Survey Type: MANUAL*

6 NT-03-D-02 BLOCK OF FLATS NOTTINGHAMSHIRE
WATCOMBE ROAD
NOTTINGHAM
CARRINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 22
Survey date: TUESDAY *23/06/15* *Survey Type: MANUAL*

7 WK-03-D-01 BLOCKS OF FLATS WARWICKSHIRE
QUEEN VICTORIA ROAD
COVENTRY

Town Centre
Built-Up Zone
Total Number of dwellings: 62
Survey date: THURSDAY *17/10/13* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.055	7	28	0.101	7	28	0.156
08:00 - 09:00	7	28	0.065	7	28	0.111	7	28	0.176
09:00 - 10:00	7	28	0.085	7	28	0.095	7	28	0.180
10:00 - 11:00	7	28	0.080	7	28	0.090	7	28	0.170
11:00 - 12:00	7	28	0.070	7	28	0.045	7	28	0.115
12:00 - 13:00	7	28	0.075	7	28	0.095	7	28	0.170
13:00 - 14:00	7	28	0.085	7	28	0.080	7	28	0.165
14:00 - 15:00	7	28	0.085	7	28	0.065	7	28	0.150
15:00 - 16:00	7	28	0.070	7	28	0.070	7	28	0.140
16:00 - 17:00	7	28	0.106	7	28	0.050	7	28	0.156
17:00 - 18:00	7	28	0.136	7	28	0.095	7	28	0.231
18:00 - 19:00	7	28	0.095	7	28	0.075	7	28	0.170
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.007			0.972			1.979

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

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

Parameter summary

Trip rate parameter range selected:	15 - 62 (units:)
Survey date date range:	01/01/11 - 07/10/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.005	7	28	0.005	7	28	0.010
08:00 - 09:00	7	28	0.005	7	28	0.005	7	28	0.010
09:00 - 10:00	7	28	0.000	7	28	0.000	7	28	0.000
10:00 - 11:00	7	28	0.000	7	28	0.000	7	28	0.000
11:00 - 12:00	7	28	0.000	7	28	0.000	7	28	0.000
12:00 - 13:00	7	28	0.005	7	28	0.005	7	28	0.010
13:00 - 14:00	7	28	0.015	7	28	0.015	7	28	0.030
14:00 - 15:00	7	28	0.005	7	28	0.005	7	28	0.010
15:00 - 16:00	7	28	0.005	7	28	0.005	7	28	0.010
16:00 - 17:00	7	28	0.000	7	28	0.000	7	28	0.000
17:00 - 18:00	7	28	0.005	7	28	0.005	7	28	0.010
18:00 - 19:00	7	28	0.005	7	28	0.000	7	28	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.045			0.095

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.000	7	28	0.000
08:00 - 09:00	7	28	0.010	7	28	0.000	7	28	0.010
09:00 - 10:00	7	28	0.005	7	28	0.015	7	28	0.020
10:00 - 11:00	7	28	0.000	7	28	0.000	7	28	0.000
11:00 - 12:00	7	28	0.000	7	28	0.000	7	28	0.000
12:00 - 13:00	7	28	0.000	7	28	0.000	7	28	0.000
13:00 - 14:00	7	28	0.000	7	28	0.000	7	28	0.000
14:00 - 15:00	7	28	0.005	7	28	0.005	7	28	0.010
15:00 - 16:00	7	28	0.005	7	28	0.005	7	28	0.010
16:00 - 17:00	7	28	0.000	7	28	0.000	7	28	0.000
17:00 - 18:00	7	28	0.000	7	28	0.000	7	28	0.000
18:00 - 19:00	7	28	0.000	7	28	0.000	7	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.010	7	28	0.010
08:00 - 09:00	7	28	0.015	7	28	0.015	7	28	0.030
09:00 - 10:00	7	28	0.010	7	28	0.010	7	28	0.020
10:00 - 11:00	7	28	0.010	7	28	0.000	7	28	0.010
11:00 - 12:00	7	28	0.000	7	28	0.005	7	28	0.005
12:00 - 13:00	7	28	0.020	7	28	0.000	7	28	0.020
13:00 - 14:00	7	28	0.000	7	28	0.000	7	28	0.000
14:00 - 15:00	7	28	0.005	7	28	0.000	7	28	0.005
15:00 - 16:00	7	28	0.005	7	28	0.015	7	28	0.020
16:00 - 17:00	7	28	0.005	7	28	0.025	7	28	0.030
17:00 - 18:00	7	28	0.020	7	28	0.000	7	28	0.020
18:00 - 19:00	7	28	0.000	7	28	0.000	7	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.080			0.170

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.065	7	28	0.131	7	28	0.196
08:00 - 09:00	7	28	0.075	7	28	0.186	7	28	0.261
09:00 - 10:00	7	28	0.085	7	28	0.111	7	28	0.196
10:00 - 11:00	7	28	0.111	7	28	0.121	7	28	0.232
11:00 - 12:00	7	28	0.080	7	28	0.055	7	28	0.135
12:00 - 13:00	7	28	0.106	7	28	0.106	7	28	0.212
13:00 - 14:00	7	28	0.075	7	28	0.101	7	28	0.176
14:00 - 15:00	7	28	0.116	7	28	0.085	7	28	0.201
15:00 - 16:00	7	28	0.090	7	28	0.085	7	28	0.175
16:00 - 17:00	7	28	0.186	7	28	0.065	7	28	0.251
17:00 - 18:00	7	28	0.141	7	28	0.146	7	28	0.287
18:00 - 19:00	7	28	0.126	7	28	0.090	7	28	0.216
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.256			1.282			2.538

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.015	7	28	0.030	7	28	0.045
08:00 - 09:00	7	28	0.065	7	28	0.161	7	28	0.226
09:00 - 10:00	7	28	0.116	7	28	0.131	7	28	0.247
10:00 - 11:00	7	28	0.111	7	28	0.111	7	28	0.222
11:00 - 12:00	7	28	0.116	7	28	0.131	7	28	0.247
12:00 - 13:00	7	28	0.106	7	28	0.090	7	28	0.196
13:00 - 14:00	7	28	0.126	7	28	0.166	7	28	0.292
14:00 - 15:00	7	28	0.121	7	28	0.101	7	28	0.222
15:00 - 16:00	7	28	0.226	7	28	0.146	7	28	0.372
16:00 - 17:00	7	28	0.121	7	28	0.090	7	28	0.211
17:00 - 18:00	7	28	0.146	7	28	0.106	7	28	0.252
18:00 - 19:00	7	28	0.065	7	28	0.080	7	28	0.145
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.334			1.343			2.677

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.045	7	28	0.045
08:00 - 09:00	7	28	0.005	7	28	0.010	7	28	0.015
09:00 - 10:00	7	28	0.005	7	28	0.030	7	28	0.035
10:00 - 11:00	7	28	0.010	7	28	0.035	7	28	0.045
11:00 - 12:00	7	28	0.005	7	28	0.025	7	28	0.030
12:00 - 13:00	7	28	0.015	7	28	0.020	7	28	0.035
13:00 - 14:00	7	28	0.025	7	28	0.025	7	28	0.050
14:00 - 15:00	7	28	0.015	7	28	0.030	7	28	0.045
15:00 - 16:00	7	28	0.030	7	28	0.010	7	28	0.040
16:00 - 17:00	7	28	0.055	7	28	0.035	7	28	0.090
17:00 - 18:00	7	28	0.035	7	28	0.005	7	28	0.040
18:00 - 19:00	7	28	0.030	7	28	0.010	7	28	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.230			0.280			0.510

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.005	7	28	0.005
08:00 - 09:00	7	28	0.000	7	28	0.005	7	28	0.005
09:00 - 10:00	7	28	0.000	7	28	0.000	7	28	0.000
10:00 - 11:00	7	28	0.000	7	28	0.020	7	28	0.020
11:00 - 12:00	7	28	0.005	7	28	0.005	7	28	0.010
12:00 - 13:00	7	28	0.000	7	28	0.005	7	28	0.005
13:00 - 14:00	7	28	0.010	7	28	0.005	7	28	0.015
14:00 - 15:00	7	28	0.005	7	28	0.000	7	28	0.005
15:00 - 16:00	7	28	0.005	7	28	0.010	7	28	0.015
16:00 - 17:00	7	28	0.005	7	28	0.005	7	28	0.010
17:00 - 18:00	7	28	0.020	7	28	0.000	7	28	0.020
18:00 - 19:00	7	28	0.015	7	28	0.000	7	28	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.060			0.125

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.000	7	28	0.000
08:00 - 09:00	7	28	0.000	7	28	0.000	7	28	0.000
09:00 - 10:00	7	28	0.000	7	28	0.000	7	28	0.000
10:00 - 11:00	7	28	0.000	7	28	0.000	7	28	0.000
11:00 - 12:00	7	28	0.000	7	28	0.000	7	28	0.000
12:00 - 13:00	7	28	0.000	7	28	0.005	7	28	0.005
13:00 - 14:00	7	28	0.000	7	28	0.000	7	28	0.000
14:00 - 15:00	7	28	0.000	7	28	0.000	7	28	0.000
15:00 - 16:00	7	28	0.000	7	28	0.000	7	28	0.000
16:00 - 17:00	7	28	0.000	7	28	0.000	7	28	0.000
17:00 - 18:00	7	28	0.000	7	28	0.000	7	28	0.000
18:00 - 19:00	7	28	0.000	7	28	0.000	7	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.005			0.005

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.050	7	28	0.050
08:00 - 09:00	7	28	0.005	7	28	0.015	7	28	0.020
09:00 - 10:00	7	28	0.005	7	28	0.030	7	28	0.035
10:00 - 11:00	7	28	0.010	7	28	0.055	7	28	0.065
11:00 - 12:00	7	28	0.010	7	28	0.030	7	28	0.040
12:00 - 13:00	7	28	0.015	7	28	0.030	7	28	0.045
13:00 - 14:00	7	28	0.035	7	28	0.030	7	28	0.065
14:00 - 15:00	7	28	0.020	7	28	0.030	7	28	0.050
15:00 - 16:00	7	28	0.035	7	28	0.020	7	28	0.055
16:00 - 17:00	7	28	0.060	7	28	0.040	7	28	0.100
17:00 - 18:00	7	28	0.055	7	28	0.005	7	28	0.060
18:00 - 19:00	7	28	0.045	7	28	0.010	7	28	0.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.295			0.345			0.640

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.080	7	28	0.221	7	28	0.301
08:00 - 09:00	7	28	0.161	7	28	0.377	7	28	0.538
09:00 - 10:00	7	28	0.216	7	28	0.281	7	28	0.497
10:00 - 11:00	7	28	0.241	7	28	0.286	7	28	0.527
11:00 - 12:00	7	28	0.206	7	28	0.221	7	28	0.427
12:00 - 13:00	7	28	0.246	7	28	0.226	7	28	0.472
13:00 - 14:00	7	28	0.236	7	28	0.296	7	28	0.532
14:00 - 15:00	7	28	0.261	7	28	0.216	7	28	0.477
15:00 - 16:00	7	28	0.357	7	28	0.266	7	28	0.623
16:00 - 17:00	7	28	0.372	7	28	0.221	7	28	0.593
17:00 - 18:00	7	28	0.362	7	28	0.256	7	28	0.618
18:00 - 19:00	7	28	0.236	7	28	0.181	7	28	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.974			3.048			6.022

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	28	0.000	7	28	0.000	7	28	0.000
08:00 - 09:00	7	28	0.000	7	28	0.000	7	28	0.000
09:00 - 10:00	7	28	0.010	7	28	0.010	7	28	0.020
10:00 - 11:00	7	28	0.000	7	28	0.000	7	28	0.000
11:00 - 12:00	7	28	0.000	7	28	0.000	7	28	0.000
12:00 - 13:00	7	28	0.000	7	28	0.000	7	28	0.000
13:00 - 14:00	7	28	0.000	7	28	0.000	7	28	0.000
14:00 - 15:00	7	28	0.005	7	28	0.005	7	28	0.010
15:00 - 16:00	7	28	0.010	7	28	0.010	7	28	0.020
16:00 - 17:00	7	28	0.000	7	28	0.000	7	28	0.000
17:00 - 18:00	7	28	0.000	7	28	0.000	7	28	0.000
18:00 - 19:00	7	28	0.000	7	28	0.000	7	28	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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.*

Calculation Reference: AUDIT-231601-190725-0745

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days

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

Secondary 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:	Number of dwellings
Actual Range:	15 to 24 (units:)
Range Selected by User:	0 to 200 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 16/10/14

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:

Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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	1 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	2 days

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

LIST OF SITES relevant to selection parameters

1	ES-03-D-05 WALWERS LANE LEWES	BLOCKS OF FLATS		EAST SUSSEX
	Town Centre Built-Up Zone Total Number of dwellings:		24	
	Survey date: FRIDAY		*10/10/14*	*Survey Type: MANUAL*
2	ES-03-D-06 WELLINGTON ROAD BRIGHTON	FLATS & HOUSES		EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		15	
	Survey date: THURSDAY		*16/10/14*	*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.077	2	20	0.128	2	20	0.205
08:00 - 09:00	2	20	0.051	2	20	0.103	2	20	0.154
09:00 - 10:00	2	20	0.026	2	20	0.077	2	20	0.103
10:00 - 11:00	2	20	0.077	2	20	0.051	2	20	0.128
11:00 - 12:00	2	20	0.103	2	20	0.077	2	20	0.180
12:00 - 13:00	2	20	0.051	2	20	0.103	2	20	0.154
13:00 - 14:00	2	20	0.051	2	20	0.026	2	20	0.077
14:00 - 15:00	2	20	0.026	2	20	0.026	2	20	0.052
15:00 - 16:00	2	20	0.026	2	20	0.026	2	20	0.052
16:00 - 17:00	2	20	0.128	2	20	0.103	2	20	0.231
17:00 - 18:00	2	20	0.103	2	20	0.026	2	20	0.129
18:00 - 19:00	2	20	0.051	2	20	0.026	2	20	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.770			0.772			1.542

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

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

Parameter summary

Trip rate parameter range selected:	15 - 24 (units:)
Survey date date range:	01/01/11 - 16/10/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.026	2	20	0.026	2	20	0.052
08:00 - 09:00	2	20	0.026	2	20	0.026	2	20	0.052
09:00 - 10:00	2	20	0.000	2	20	0.000	2	20	0.000
10:00 - 11:00	2	20	0.000	2	20	0.000	2	20	0.000
11:00 - 12:00	2	20	0.000	2	20	0.000	2	20	0.000
12:00 - 13:00	2	20	0.000	2	20	0.000	2	20	0.000
13:00 - 14:00	2	20	0.000	2	20	0.000	2	20	0.000
14:00 - 15:00	2	20	0.000	2	20	0.000	2	20	0.000
15:00 - 16:00	2	20	0.026	2	20	0.026	2	20	0.052
16:00 - 17:00	2	20	0.000	2	20	0.000	2	20	0.000
17:00 - 18:00	2	20	0.000	2	20	0.000	2	20	0.000
18:00 - 19:00	2	20	0.000	2	20	0.000	2	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.078			0.156

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.026	2	20	0.026
08:00 - 09:00	2	20	0.000	2	20	0.026	2	20	0.026
09:00 - 10:00	2	20	0.000	2	20	0.000	2	20	0.000
10:00 - 11:00	2	20	0.000	2	20	0.000	2	20	0.000
11:00 - 12:00	2	20	0.000	2	20	0.000	2	20	0.000
12:00 - 13:00	2	20	0.026	2	20	0.000	2	20	0.026
13:00 - 14:00	2	20	0.000	2	20	0.000	2	20	0.000
14:00 - 15:00	2	20	0.000	2	20	0.000	2	20	0.000
15:00 - 16:00	2	20	0.000	2	20	0.000	2	20	0.000
16:00 - 17:00	2	20	0.000	2	20	0.000	2	20	0.000
17:00 - 18:00	2	20	0.000	2	20	0.000	2	20	0.000
18:00 - 19:00	2	20	0.000	2	20	0.000	2	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.052			0.078

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.026	2	20	0.154	2	20	0.180
08:00 - 09:00	2	20	0.026	2	20	0.231	2	20	0.257
09:00 - 10:00	2	20	0.026	2	20	0.077	2	20	0.103
10:00 - 11:00	2	20	0.103	2	20	0.077	2	20	0.180
11:00 - 12:00	2	20	0.103	2	20	0.077	2	20	0.180
12:00 - 13:00	2	20	0.051	2	20	0.128	2	20	0.179
13:00 - 14:00	2	20	0.051	2	20	0.000	2	20	0.051
14:00 - 15:00	2	20	0.026	2	20	0.051	2	20	0.077
15:00 - 16:00	2	20	0.026	2	20	0.000	2	20	0.026
16:00 - 17:00	2	20	0.231	2	20	0.128	2	20	0.359
17:00 - 18:00	2	20	0.103	2	20	0.026	2	20	0.129
18:00 - 19:00	2	20	0.077	2	20	0.026	2	20	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.849			0.975			1.824

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.077	2	20	0.077
08:00 - 09:00	2	20	0.128	2	20	0.385	2	20	0.513
09:00 - 10:00	2	20	0.154	2	20	0.154	2	20	0.308
10:00 - 11:00	2	20	0.385	2	20	0.333	2	20	0.718
11:00 - 12:00	2	20	0.282	2	20	0.256	2	20	0.538
12:00 - 13:00	2	20	0.205	2	20	0.205	2	20	0.410
13:00 - 14:00	2	20	0.205	2	20	0.308	2	20	0.513
14:00 - 15:00	2	20	0.128	2	20	0.333	2	20	0.461
15:00 - 16:00	2	20	0.641	2	20	0.333	2	20	0.974
16:00 - 17:00	2	20	0.205	2	20	0.128	2	20	0.333
17:00 - 18:00	2	20	0.359	2	20	0.051	2	20	0.410
18:00 - 19:00	2	20	0.128	2	20	0.179	2	20	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.820			2.742			5.562

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.154	2	20	0.154
08:00 - 09:00	2	20	0.026	2	20	0.000	2	20	0.026
09:00 - 10:00	2	20	0.000	2	20	0.026	2	20	0.026
10:00 - 11:00	2	20	0.051	2	20	0.077	2	20	0.128
11:00 - 12:00	2	20	0.000	2	20	0.000	2	20	0.000
12:00 - 13:00	2	20	0.026	2	20	0.000	2	20	0.026
13:00 - 14:00	2	20	0.026	2	20	0.077	2	20	0.103
14:00 - 15:00	2	20	0.026	2	20	0.051	2	20	0.077
15:00 - 16:00	2	20	0.026	2	20	0.026	2	20	0.052
16:00 - 17:00	2	20	0.051	2	20	0.051	2	20	0.102
17:00 - 18:00	2	20	0.051	2	20	0.000	2	20	0.051
18:00 - 19:00	2	20	0.103	2	20	0.026	2	20	0.129
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.386			0.488			0.874

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.026	2	20	0.026
08:00 - 09:00	2	20	0.000	2	20	0.000	2	20	0.000
09:00 - 10:00	2	20	0.000	2	20	0.000	2	20	0.000
10:00 - 11:00	2	20	0.000	2	20	0.000	2	20	0.000
11:00 - 12:00	2	20	0.000	2	20	0.000	2	20	0.000
12:00 - 13:00	2	20	0.000	2	20	0.026	2	20	0.026
13:00 - 14:00	2	20	0.000	2	20	0.026	2	20	0.026
14:00 - 15:00	2	20	0.000	2	20	0.000	2	20	0.000
15:00 - 16:00	2	20	0.000	2	20	0.000	2	20	0.000
16:00 - 17:00	2	20	0.000	2	20	0.000	2	20	0.000
17:00 - 18:00	2	20	0.000	2	20	0.000	2	20	0.000
18:00 - 19:00	2	20	0.051	2	20	0.000	2	20	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.078			0.129

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.179	2	20	0.179
08:00 - 09:00	2	20	0.026	2	20	0.000	2	20	0.026
09:00 - 10:00	2	20	0.000	2	20	0.026	2	20	0.026
10:00 - 11:00	2	20	0.051	2	20	0.077	2	20	0.128
11:00 - 12:00	2	20	0.000	2	20	0.000	2	20	0.000
12:00 - 13:00	2	20	0.026	2	20	0.026	2	20	0.052
13:00 - 14:00	2	20	0.026	2	20	0.103	2	20	0.129
14:00 - 15:00	2	20	0.026	2	20	0.051	2	20	0.077
15:00 - 16:00	2	20	0.026	2	20	0.026	2	20	0.052
16:00 - 17:00	2	20	0.051	2	20	0.051	2	20	0.102
17:00 - 18:00	2	20	0.051	2	20	0.000	2	20	0.051
18:00 - 19:00	2	20	0.154	2	20	0.026	2	20	0.180
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.437			0.565			1.002

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.026	2	20	0.436	2	20	0.462
08:00 - 09:00	2	20	0.179	2	20	0.641	2	20	0.820
09:00 - 10:00	2	20	0.179	2	20	0.256	2	20	0.435
10:00 - 11:00	2	20	0.538	2	20	0.487	2	20	1.025
11:00 - 12:00	2	20	0.385	2	20	0.333	2	20	0.718
12:00 - 13:00	2	20	0.308	2	20	0.359	2	20	0.667
13:00 - 14:00	2	20	0.282	2	20	0.410	2	20	0.692
14:00 - 15:00	2	20	0.179	2	20	0.436	2	20	0.615
15:00 - 16:00	2	20	0.692	2	20	0.359	2	20	1.051
16:00 - 17:00	2	20	0.487	2	20	0.308	2	20	0.795
17:00 - 18:00	2	20	0.513	2	20	0.077	2	20	0.590
18:00 - 19:00	2	20	0.359	2	20	0.231	2	20	0.590
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.127			4.333			8.460

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.051	2	20	0.051	2	20	0.102
08:00 - 09:00	2	20	0.026	2	20	0.077	2	20	0.103
09:00 - 10:00	2	20	0.026	2	20	0.077	2	20	0.103
10:00 - 11:00	2	20	0.051	2	20	0.051	2	20	0.102
11:00 - 12:00	2	20	0.026	2	20	0.000	2	20	0.026
12:00 - 13:00	2	20	0.051	2	20	0.103	2	20	0.154
13:00 - 14:00	2	20	0.026	2	20	0.026	2	20	0.052
14:00 - 15:00	2	20	0.026	2	20	0.026	2	20	0.052
15:00 - 16:00	2	20	0.000	2	20	0.000	2	20	0.000
16:00 - 17:00	2	20	0.103	2	20	0.051	2	20	0.154
17:00 - 18:00	2	20	0.077	2	20	0.026	2	20	0.103
18:00 - 19:00	2	20	0.051	2	20	0.026	2	20	0.077
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.514			0.514			1.028

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.026	2	20	0.026
08:00 - 09:00	2	20	0.000	2	20	0.000	2	20	0.000
09:00 - 10:00	2	20	0.000	2	20	0.000	2	20	0.000
10:00 - 11:00	2	20	0.026	2	20	0.000	2	20	0.026
11:00 - 12:00	2	20	0.077	2	20	0.077	2	20	0.154
12:00 - 13:00	2	20	0.000	2	20	0.000	2	20	0.000
13:00 - 14:00	2	20	0.000	2	20	0.000	2	20	0.000
14:00 - 15:00	2	20	0.000	2	20	0.000	2	20	0.000
15:00 - 16:00	2	20	0.000	2	20	0.000	2	20	0.000
16:00 - 17:00	2	20	0.026	2	20	0.051	2	20	0.077
17:00 - 18:00	2	20	0.026	2	20	0.000	2	20	0.026
18:00 - 19:00	2	20	0.000	2	20	0.000	2	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.155			0.154			0.309

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	20	0.000	2	20	0.026	2	20	0.026
08:00 - 09:00	2	20	0.000	2	20	0.000	2	20	0.000
09:00 - 10:00	2	20	0.000	2	20	0.000	2	20	0.000
10:00 - 11:00	2	20	0.000	2	20	0.000	2	20	0.000
11:00 - 12:00	2	20	0.000	2	20	0.000	2	20	0.000
12:00 - 13:00	2	20	0.000	2	20	0.000	2	20	0.000
13:00 - 14:00	2	20	0.026	2	20	0.000	2	20	0.026
14:00 - 15:00	2	20	0.000	2	20	0.000	2	20	0.000
15:00 - 16:00	2	20	0.000	2	20	0.000	2	20	0.000
16:00 - 17:00	2	20	0.000	2	20	0.000	2	20	0.000
17:00 - 18:00	2	20	0.000	2	20	0.000	2	20	0.000
18:00 - 19:00	2	20	0.000	2	20	0.000	2	20	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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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