Hampton Hick Ltd

1 St James's Road
Hampton Hill

Transport Statement

May 2020

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1 INTRODUCTION

1.1 Hampton Hick Ltd has commissioned Pulsar to prepare a Transport Statement in support of a planning application for a residential development consisting of 9 dwellings. The site is located at 1 St James's Road, Hampton Hill, TW12 1DH.

Background

1.2 The site is situated within Hampton Hill and presently comprises a two-storey dwelling surrounding by a large garden and has a total area of 0.084 hectares.

1.3 The Local Planning Authority and Local Highway Authority are the London Borough of Richmond Upon Thames (LBRuT).

Proposed Development

1.4 The Applicant seeks to submit a planning application for demolition of the existing dwelling and construction of 9 residential units including 1 one-bedroom, 7 two-bedroom and 1 three-bedroom flat. The proposed development will include 5 parking spaces and 18 cycle parking spaces. The proposed layout is shown on the architect's plans in **Appendix A**.

1.5 The Transport Statement is structured as follows:

- **Section 2: Existing Conditions** – A review of travel and transport conditions at the site and surrounding area.
- **Section 3: Policy Review** – A review of relevant national, regional and local transport and land use planning policy.
- **Section 4: The Proposed Development** – A description of the proposed development with an emphasis on the transport related proposals.
- **Section 5: Development Impact** – A review of the likely number of trips to be generated by the proposed development and a review of the parking impacts.
- **Section 6: Summary & Conclusions** – A review of key issues and conclusions raised in the report.

2 EXISTING CONDITIONS

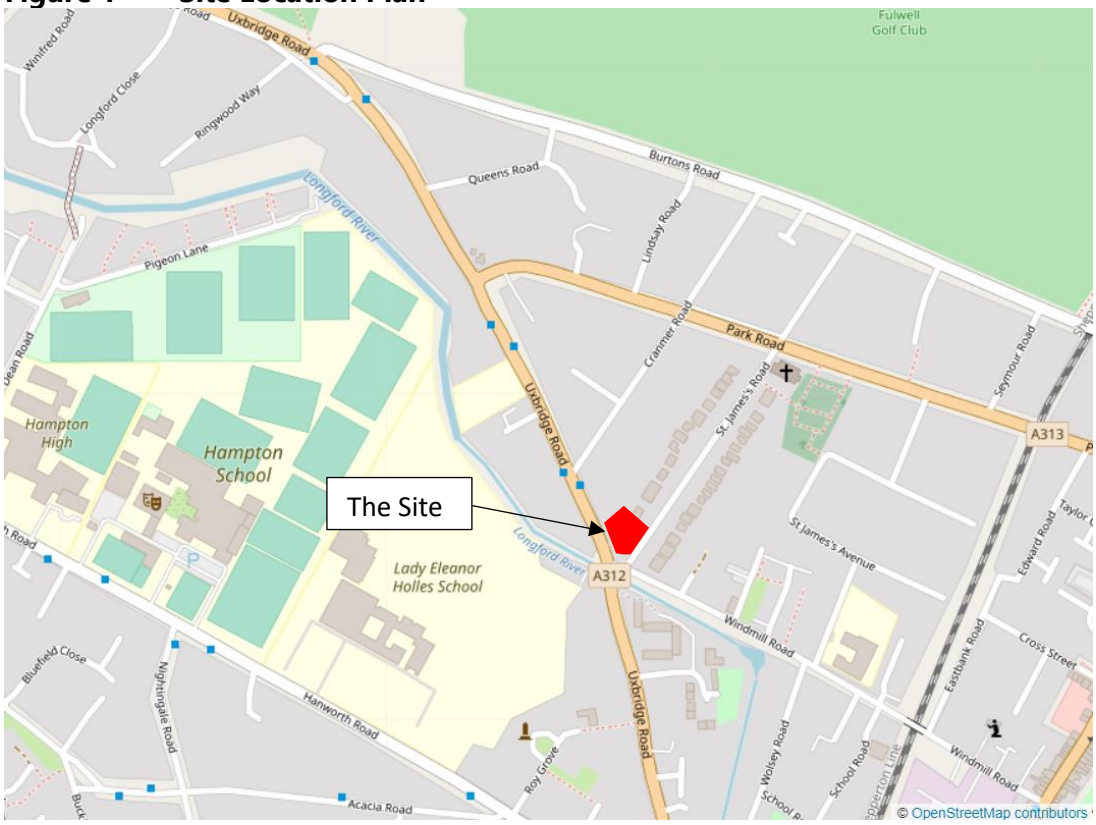
2.1 This section describes existing conditions at the site in relation to transport.

Site Location

2.2 The site is located at the corner of St James's Road on a large plot of land at the junction between St James's Road, Windmill Road and Uxbridge Road.

2.3 The location of the application site in the context of its local setting is shown in **Figure 1**.

Figure 1 Site Location Plan



2.4 The surrounding area of the site comprises of predominantly residential development. The site is bounded to the north by residential development, to the east by St James's Road, to the west by Uxbridge Road and to the south by Windmill Road.

2.5 Vehicular access to the site and associated parking is from an existing crossover on St James's Road along the eastern boundary of the site.

Accessibility

2.6 This section provides information on access to and from the site by sustainable modes of transport.

Walking & Cycling

2.7 St James's Road benefits from footways of appropriate width along both sides of the carriageway with street lighting present at regular intervals. There is a good network of footways on surrounding roads.

2.8 The topography in the area is generally flat, which is good for walking and cycling activities.

2.9 A number of local amenities are accessible on foot including the parade of shops along A311 High Street approximately 550 metres east of the site (at the eastern end of Windmill Road). There is a zebra crossing at A311 High Street immediately at the junction with Windmill Road.

2.10 Further crossing facilities adjacent to the site include an existing pelican crossing on Uxbridge Road (A312) approximately 15 metres north of Windmill Road, as well as a zebra crossing on Windmill Road adjacent to the junction with St James's Avenue.

2.11 Government research contained in Planning Policy Guidance 13: Transport, as well as guidance produced by the Chartered Institution of Highway and Transportation (CIHT) suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under two kilometres. Therefore, a consideration of services and facilities accessible by walking within two kilometres is considered appropriate.

2.12 **Table 2.1** below sets out walk distances between the site and key local amenities.

Table 2.1: Approximate walk distances to local amenities

Local Facility	Distance (m)
Bus Stops	130
Primary School (Hampton Hill School)	320
Post Office	650
Library (Hampton Hill Library)	700
Supermarket (Sainsbury's)	750
GP (Hampton Hill Medical Centre)	820
Lady Eleanor Holles Junior and Secondary School	820
Pharmacy (Hampton Hill Pharmacy)	850
Supermarket (Tesco Express)	900
Secondary School (Hampton School)	1000
Train Station (Fulwell Station)	1300

2.13 **Table 2.1** demonstrates that the site is conveniently located close to key amenities, thereby encouraging walking trips.

2.14 Accepted guidance and research suggest that cycling is a significant potential mode for journeys up to 5 miles. This catchment would include several local areas including, Hounslow, Twickenham, the Heathrow Airport area, Kingston upon Thames and Richmond.

Public Transport

2.15 There are three locally accessible bus services in the immediate area: routes 285, R68 and R70. The nearest bus stops are located on Uxbridge Road which serve route 285. It is located approximately 150 m from the site and incorporates a shelter with seating on the southbound stop (refer to photo 1 below).

Photo 1: Nearest bus stop on Uxbridge Road

2.16 All three bus services mentioned above are accessible from High Street approximately 650m from the site.

2.17 Further information on the accessible bus services is provided in **Table 2.2**.

Table 2.2 Accessible Bus Services: Typical Frequencies (Mins)

No.	Route	Week	Sat	Sun
285	Heathrow Central – Feltham Station- Cromwell Road Bus Station	10-14	11-14	11-13
R68	Kew Retail Park – Richmond Station – Hampton Court Station	12-13	13-15	13-15
R70	Nurserylands Shopping Centre- Fullwell Station- Richmond/Manor Road	10-11	7-11	15

2.18 Table 2.2 shows that that these bus routes combine to provide approximately 12 services per hour to a variety of destinations including Richmond, Heathrow Airport, Hampton Court Station, Nurserylands Shopping Centre and Cromwell Road. A bus map for Hampton Hill is contained in **Appendix B.**

PTAL

2.19 PTAL is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.

2.20 The PTAL measure, reflects:

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

2.21 According to TfL, the site has a public transport accessibility level (PTAL) rating of 1b (poor) on a scale of 1a (very poor) to 6b (excellent).

2.22 However, PTAL is only one measure of accessibility, and given that the site is close to bus services that provide onward connection to underground and rail stations, residents would be able to access a wide range of destinations using public transport.

Rail Services

2.23 Fulwell Station is located approximately 1300-metre walking distance northeast of the site. Rail services from Fulwell station are operated by South Western Railway (SWR) and provide regular services towards London Waterloo and Shepperton.

2.24 Typical journey times to London Waterloo and Shepperton are 40 and 16 minutes respectively. Trains run at a frequency of every 10 minutes throughout the day.

Local Highway Network

2.25 St James's Road is a 7.3 metre wide single carriageway with two lanes running in a northeast-southwest alignment between Windmill Road to the southwest and Park Road to the northeast. There are no restrictions for on-street parking on St James's Road except the presence of double yellow lines close to the junction of Windmill Road and St James's Road.

2.26 Windmill Road is located to the south of the site. Windmill Road connects Uxbridge Road (A312) to High Street (A311). It is approximately 6.5m wide (carriageway) and has footways on both sides of the carriageway.

2.27 Uxbridge Road is located to the west of the site. It provides access to the A316 Twickenham Road (1.5km to the north) and A311 High Street which in turn provides access to Hampton Court Road A308 (2km to the south).

Local Car Ownership

2.28 Census data for Richmond upon Thames 020 middle super output area (MSOA) was referenced to understand local car ownership levels, as shown in **Table 2.3**.

2.29 According to the Census data, 44% of flats in the area do not own a car or van.

Table 2.3 Car/Van Ownership by Household Type

Number of Cars per Household	Flat
Zero	44%
One	47%
Two or More	9%
Total	100%

2.30 The average car ownership for flats is 0.65 vehicle per unit. For a total 9 flats, this equates to a parking of demand of 6 vehicles. The census data is included in **Appendix C**.

2.31 The proposed site is located within walking distance of the main facilities including the High Street shops, restaurants, Fulwell train station and bus stops. Furthermore, given that the units are flats in a highly accessible area, occupiers are less likely to need a vehicle to undertake day to day activities. Therefore, the proposed provision of five car parking spaces for nine units of flats is considered sufficient and in line with policy.

Parking Survey

2.32 On-street parking surveys were undertaken on 3rd and 4th July 2019 with an additional weekend survey on Sunday 5th April 2020.The survey involved an area that encompassed roads within a 200 metre walk distance from the site.

2.33 The parking survey results are included in **Appendix D**, and Table 2.4 below provides a summary of the results.

Table 2.4: Summary of On-street Parking Survey Results

	Parked Vehicles	Observed Spaces	Parking Stress
Wednesday 01:00am to 05:30am (3rd July 2019)	116	82	70.7%
Thursday 01:00am to 05:30am (4th July 2019)	116	82	70.7%
Sunday 01:00am to 05:30am (5th April 2020)	116	94	81.0%

2.34 The results show that there is spare on-street parking capacity within the area. Across the three days surveyed, the parking demand was similar with an average stress of 74%. These results reflect that there are c.30 unoccupied parking spaces available overnight. A review of the data shows that for the survey data with the highest demand, there were 27 unoccupied parking spaces on St James Road, i.e. the most likely location for any potential overspill parking.

3 POLICY REVIEW

Introduction

3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

3.2 The revised NPPF was published in July 2018 (and subsequently updated in February 2019) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.

3.3 The NPPF reiterates that "the purpose of the planning system is to contribute to the achievement of sustainable development" and "at the heart of the Framework is a **presumption in favour of sustainable development**".

3.4 Section 9 deals with promoting sustainable transport. Paragraph 102 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

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

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

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

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

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

3.5 Paragraph 103 states that the planning system should actively manage patterns of growth in support of the above objectives.

3.6 Paragraph 108 states that in assessing specific applications for development, the following should be ensured:

"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 to the site can be achieved for all users; and

Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

3.7 Paragraph 109 goes on to state:

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."

3.8 NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment.

National Planning Practice Guidance (NPPG), 2014

3.9 On 6 March 2014 the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance web-based resource. One section relates specifically to Transport and is titled 'Travel Plans, Transport Assessments and Statements in decision-taking' and this provides the overarching principles of Travel Plans, Transport Assessments and Statements.

3.10 The guidance explains the role of Transport Assessments and Statements as:

"ways of assessing the potential transport impacts of developments (and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans)".

3.11 The guidance demonstrates that Transport Assessments and Statements and Travel Plans can positively contribute in the following ways:

- "encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads."

Regional Policy

London Plan (March 2016)

3.12 The London Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

3.13 One of the Mayor's six objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

3.14 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance it states that the Mayor will encourage the closer integration of transport and development by:

"a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b. seeking to improve the capacity and accessibility of public transport, walking and cycling;

g. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and

i. promoting walking by ensuring an improved urban realm".

3.15 In March 2016, the Minor Alterations to the London Plan (MALP) document was published which provides updated guidance on parking standards. It states that "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 use."

The Draft London Plan

3.16 The new London Plan is a broad plan to shape the way London develops over the next 20-25 years. An "intend to publish" version was published by the Mayor in December 2019 and has been updated in August 2018 with minor changes to reflect consultation responses.

3.17 Following an Examination in Public (EIP), a "consolidated" version draft London Plan was published in July 2019 incorporating all of the Mayor's suggested changes. More recently, an "Intend to Publish" version of the London Plan (December 2019) has been released.

3.18 Once adopted, this London Plan will replace the current adopted London Plan.

3.19 A key objective of the new London Plan is to enable "Good Growth", i.e. delivering a more socially integrated and sustainable city.

3.20 Policy GG2 "Making Best Use of Land" supports high-density, mixed-use places

where local amenities are within walking and cycling distance, and public transport options are available for longer distance trips, supporting good health, allowing strong communities to develop, and boosting the success of local businesses.

Making the best use of land means directing growth towards the most accessible and well-connected places, making the most efficient use of the existing and future public transport, walking and cycling networks.

3.21 Specific transport related policies are dealt with in Chapter 10 of the draft new London Plan. There is a focus on reducing car dependency and promoting a significant shift towards active modes of travel and public transport use.

3.22 Policy T1 "Strategic approach to transport" states:

A. Development Plans and development proposals should support and facilitate:

1. The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

2. The proposed transport schemes set out in Table 4.1

B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

3.23 Policy T2 "Healthy Streets" is seeking a pattern of land use that facilitate shorter, regular trips by walking or cycling. This is in line with the Mayor's Transport Strategy to deliver infrastructure and public realm to increase levels of walking, cycling and public transport use.

3.24 Policy T4 "Assessing and mitigating transport impacts" notes that Transport Assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network are fully assessed.

3.25 Policy T6 "Car Parking" notes that car parking "*should be restricted in line with existing and future public transport accessibility and connectivity*".

Local Policy

Local Plan 2018

3.26 LBRuT adopted a new Local Plan in July 2018, replacing the policies in their previous Core Strategy and Development Management Plan. In response to two legal challenges, LBRuT adopted the two matters related to the legal challenges in March 2020. Neither of these matters related specifically to transport issues.

3.27 The Local Plan sets out policies and guidance for development for the next 15 years (up to 2033) and contains the strategic vision and objectives of the borough.

3.28 The Local Plan has 3 inter-related themes of "Protecting Local Character", "A Sustainable Future" and "Meeting People's Needs". Under the heading of "A Sustainable Future" the Local Plan Strategic Vision states:

Whilst cars will still be a significant part of our future, the borough's improved transport network and interchanges will encourage many residents as well as those who work and visit the borough to make journeys using high quality public transport and walking and cycling routes. The built environment, spaces and public realm will be attractive and pleasant, and residents will have increasingly adopted active and healthy lifestyles and enjoy the borough's cycling and walking networks.

3.29 Within the Strategic Objectives, the Local Plan includes the following objective:

"Promote safe and sustainable transport choices, including public transport, cycling and walking, for all people, including those with disabilities."

3.30 Section 11 of the Local Plan deals with Transport policy and parking standards. It states that:

Developers may only provide fewer parking spaces, including car free schemes, if they can demonstrate as part of a Transport Statement or Transport Assessment with supporting survey information and technical assessment that there would be no unacceptable adverse impact on on-street parking availability, amenity, street scene, road safety or emergency access in the surrounding area, as a result of the generation of unacceptable overspill of on-street parking in the vicinity.

3.31 The parking standards are set out in Appendix 3 of the Local Plan. For residential development it states that cycle parking standards should follow London Plan standards. For sites in PTAL 0-3, the following car parking standards have been set:

- 1-2 bedrooms – 1 space;

- 3+ bedrooms – 2 spaces.

Summary

3.32 The focus of transport and land use planning policy is on the development of sustainable travel measures and the encouragement of development proposals which widen the accessibility of sustainable travel to residents and the wider community.

3.33 The site is situated in a very accessible location and further information is provided later in this report which details the transport infrastructure proposed for the site.

4 THE PROPOSED DEVELOPMENT

4.1 This section of the report provides a description of the proposed development with a focus on transport infrastructure. **Appendix A** contains the architect's layout.

4.2 The proposed development will involve demolition of existing dwelling to create space for nine flats. It will comprise nine residential units and five off-street car parking spaces including a disabled parking space.

4.3 The nine residential units will comprise:

- 1 x 1 bed flats;
- 7 x 2 bed flats; and
- 1 x 3 bed Flats.

Access

4.4 Pedestrian access will take place from St James's Road via an amended shared access. It should be noted that vehicle movements and speeds at this location will be very low.

4.5 This pedestrian access will be at grade to enable mobility by all users including those using pushchairs and the mobility impaired.

4.6 Vehicular access will be via the existing entrance from St James's Road, however, a minor alteration is proposed to convert a small area of existing verge to hardstanding (refer to **Drawing No. 20008/002** in **Appendix E**).

Servicing

4.7 It is expected that the proposed development will be typically serviced by refuse vehicles, home food and non-food deliveries and infrequent maintenance.

4.8 Given that there will only be 9 dwellings, the number of delivery movements is expected to be very low. These are no specific loading / unloading restrictions, so legitimate loading / unloading is allowed on- street.

4.9 Waste/refuse will be stored to the rear of the parking spaces from where bins can be wheeled to the front of the driveway on collection days.

Vehicle Parking

4.10 The proposed development will provide 5 parking spaces within the site. The parking provision will be marked clearly and a swept path analysis has been undertaken to demonstrate that they would allow satisfactory vehicle movements within the site (refer to **Appendix E**).

4.11 It should be noted that the recommended parking standard for flats with 1 or 2 bedrooms within PTAL 0-3 rates, is one parking space and for flats with 3 bedrooms and more is two spaces (with reference to LBRuT's "Local Plan, adopted on 3rd July 2018, on Appendix 3 Parking Standards"). The parking impact of the scheme is discussed in more detail in section 5 below.

Cycles

4.12 The development will have a total of 18 cycle parking spaces. Cycle parking will be located at the western side of the residential building (refer to Architect's drawing in **Appendix A**). All cycle parking for the development will be covered, secure and safely accessible.

4.13 LBRuT's cycle parking standards refer to the London Plan's cycle parking standards, which is one space for studio and 1 bedroom flat, and two spaces per all other dwellings.

Construction Impacts

4.14 A separate Construction Logistics Plan (CLP) has been prepared, which shows how construction impacts would be mitigated. The CLP also includes vehicle tracking showing how construction vehicles can be accommodated within the site.

5 DEVELOPMENT IMPACT

Trip Assessment

5.1 This section considers the likely number of trips that the development is forecast to generate.

Residential Trip Rates & Trip Generation

5.2 In order to understand whether the proposal would be likely to result in a material increase in trips in the vicinity of the site, the TRICS 7.7.1 dataset has been interrogated to obtain trip rate information for the proposed development.

5.3 In order to determine the number of trips generated by the proposed development the following search parameters have been applied for the privately owned flats TRICS analysis:

- Privately owned flats in Greater London;
- 1-25 residential units;
- Weekdays survey
- PTAL 1-3

5.4 The results of the TRICS analysis for the residential usage summarised in **Table 5.1** below and are included in **Appendix F**.

Table 5.1 Residential Trip Rates & Trip Generation: Vehicles

Period	Trip Rates			Net Trip Generation (8 units)		
	In	Out	Total	In	Out	Total
08:00 – 09:00	0.12	0.12	0.24	1	1	2
17:00 – 18:00	0.28	0.10	0.38	2	1	3
07:00 – 21:00	1.933	1.875	3.808	15	15	30

5.5 The proposed development is expected to generate 2 two-way vehicle trips during 08:00 to 09:00 and 3 two-way vehicle trips during 17:00 to 18:00. Over a 12-hour period it is estimated that the proposed development would result in an additional 30 vehicles trips (approximately 15 each way).

5.6 The trip generation analysis shows that the proposed development will have an insignificant impact on the transport network. Given the very low traffic numbers associated with the proposed residential units, any further analysis is not considered necessary at this stage.

Parking Assessment

5.7 With reference to LBRuT's maximum parking standards, the proposed development would require a maximum parking requirement of 10 spaces.

5.8 However, it has been established that the site is in close proximity to a wide range of amenities and public transport connections. A review of local car ownership data shows that each flat within the local area has an average of 0.65 vehicles per unit, which demonstrates that a high proportion of residents in the area do not require a car. For the proposed development, application of the census car ownership data would equate to a parking demand of 6 vehicles for the 9 dwellings proposed.

5.9 The proposed development includes 5 off-street spaces. Therefore, there could be a potential shortfall of one parking space at the development.

5.10 An on- street parking survey shows that there is spare capacity on the local highway network, with over 30 spare parking spaces observed during periods of peak parking demand. This represented an existing level of parking stress of 74%, which is significantly below the threshold considered by LBRuT to represent high parking stress.

5.11 Assuming there would be one additional vehicle parked on-street, would result in an amended on-street parking stress of 75% - a negligible increase.

5.12 Given the above, the proposed parking provision is considered to be sufficient to cater for the proposed developments and spare on-street parking spaces would be adequate to accommodate any potential additional vehicles.

6 SUMMARY & CONCLUSIONS

6.1 Hampton Hick Ltd has commissioned Pulsar to prepare a Transport Statement to support the planning application for development at 1 St James's Road, Hampton Hill, TW12 1DH.

6.2 The proposals involve the demolition of the existing building and construction of 9 residential units with 5 car parking spaces. In addition, 18 secure and sheltered cycle parking spaces are proposed for residents to encourage active travel patterns. Access to the site is proposed through an amended shared access from St James's Road.

6.3 Parking surveys were undertaken on the 3rd and 4th of July 2019, and Sunday 5th April 2020 in line with LBRuT's parking survey methodology. The surveys demonstrated that overnight (i.e. when parking demand in this residential area would be at its highest), there was ample spare parking capacity. In the event that the proposed development results in overspill parking, this can be comfortably accommodated on-street.

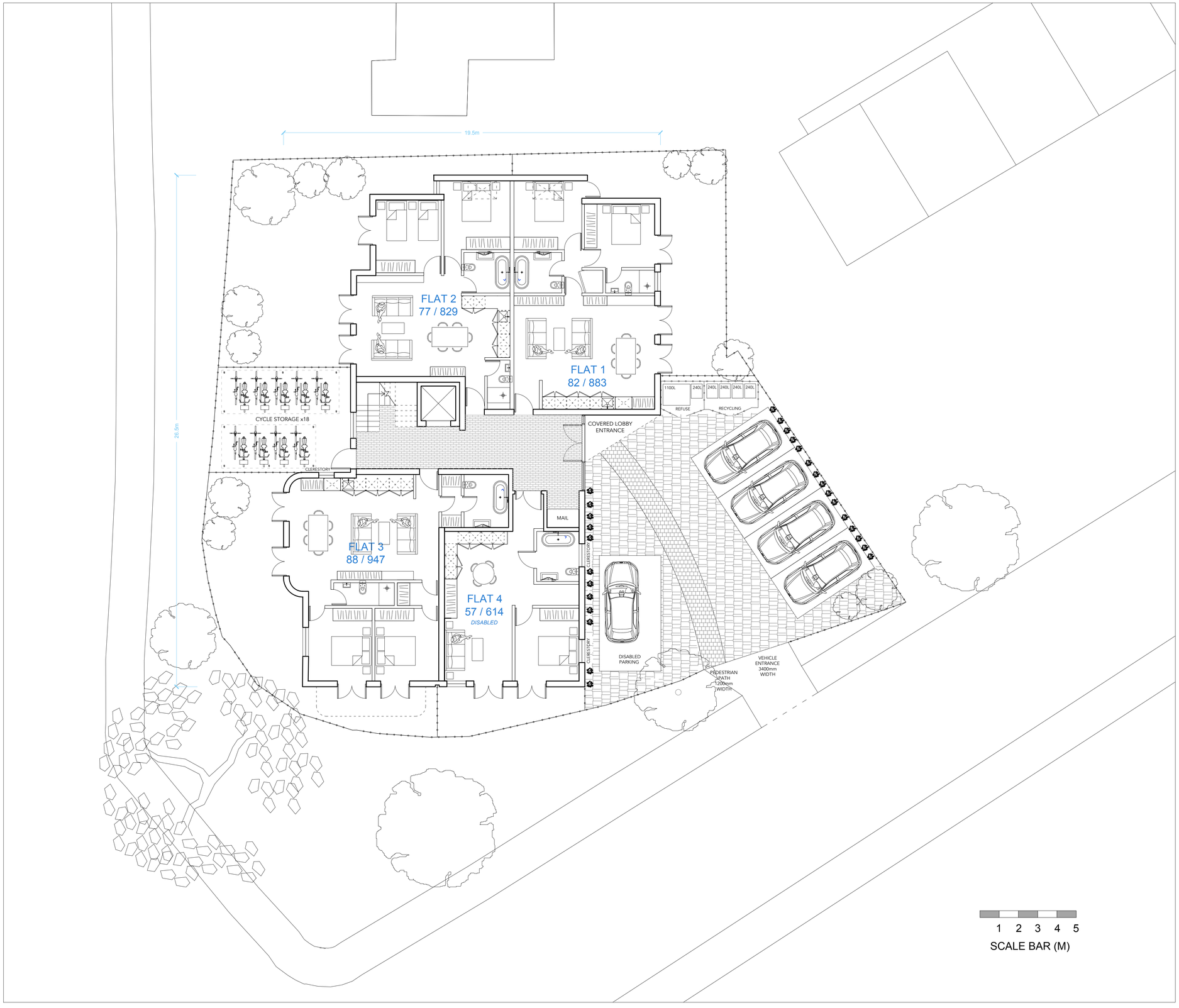
6.4 A trip generation assessment was undertaken, which shows that the impact of the proposed development is expected to generate a very low level of trips during peak periods and throughout the day.

6.5 The site is expected to have a minimal impact on the public highway network and from a transport perspective meets the tests of the NPPF namely to ensure:

- opportunities for sustainable transport modes have been taken up;
- safe and suitable access to the site can be achieved by all people;
- that where necessary, improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development. The impact of the development is not severe.

6.6 In conclusion, and on the basis of the above, the proposed development should not be refused on transport grounds. The cumulative residual transport impacts of the proposal would be minimal. Therefore, the proposals would comply with national and local policy.

APPENDIX A – ARCHITECT'S LAYOUT



GROUND FLOOR PLAN

N

Workstage

PLANNING

GENERAL NOTES

1. No dimensions to be scaled from this drawing
2. Any Discrepencies found between this drawing and other documents should be referred immediately to the consultants
3. This drawing should be removed from currency immediately a revised version is issued
4. All dimensions in mm's

Job No.	Dwg No.	Rev.
1808	901	REV G

Rev	Date	Reason For Issue	Chk

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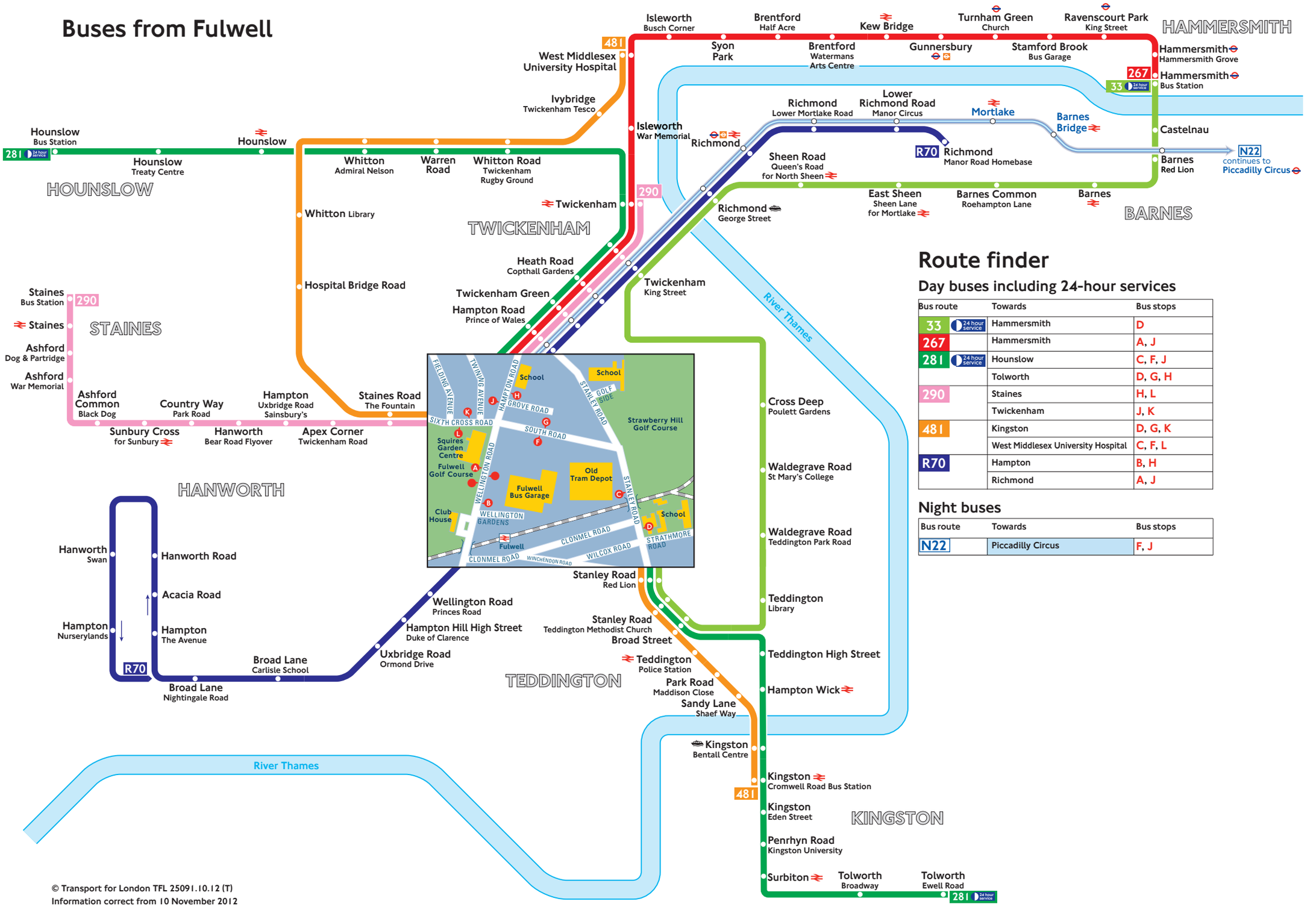
APPENDIX B – LOCAL BUS MAP

Buses from Fulwell



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
33 (24 hour service)	Hammersmith	D
267	Hammersmith	A, J
281 (24 hour service)	Hounslow	C, F, J
	Tolworth	D, G, H
290	Staines	H, L
	Twickenham	J, K
481	Kingston	D, G, K
	West Middlesex University Hospital	C, F, L
R70	Hampton	B, H
	Richmond	A, J

Night buses

Bus route	Towards	Bus stops
N22	Piccadilly Circus	F, J

Information correct from 10 November 2012

APPENDIX C – CENSUS CAR OWNERSHIP DATA

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

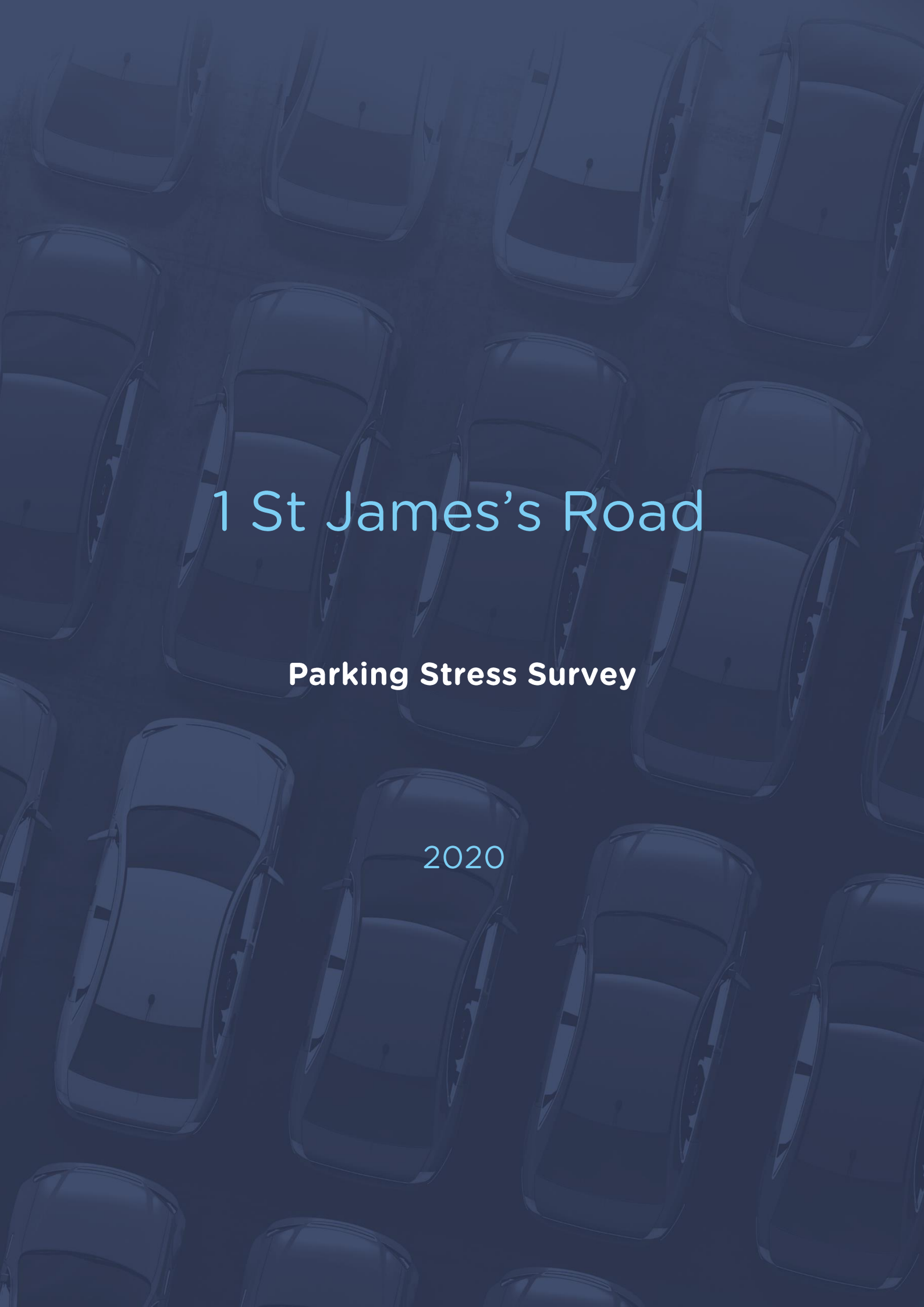
population	All households
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02000803 : Richmond upon Thames 020
no of usual residents in househ	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow		Flat, maisonette, apartment, caravan or other mobile or temporary structure	
All categories: Car or van availa	4,086	2,985		1,101	
No cars or vans in household	912	430	14.4%	482	43.8%
1 car or van in household	1,924	1,407	47.1%	517	47.0%
2 or more cars or vans in house	1,250	1,148	38.5%	102	9.3%

0.67

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX D – PARKING SURVEY DATA



1 St James's Road

Parking Stress Survey

2020

PARKING STRESS SURVEY REPORT

Development: 1 St James's Road, Hampton Hill, TW12 1DH

Location: 1 St James's Road

Client: Kingston Estates

Project Manager: Roger Mortimer

Version No: V01

Date: 09/04/2020

Approvals:

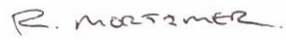
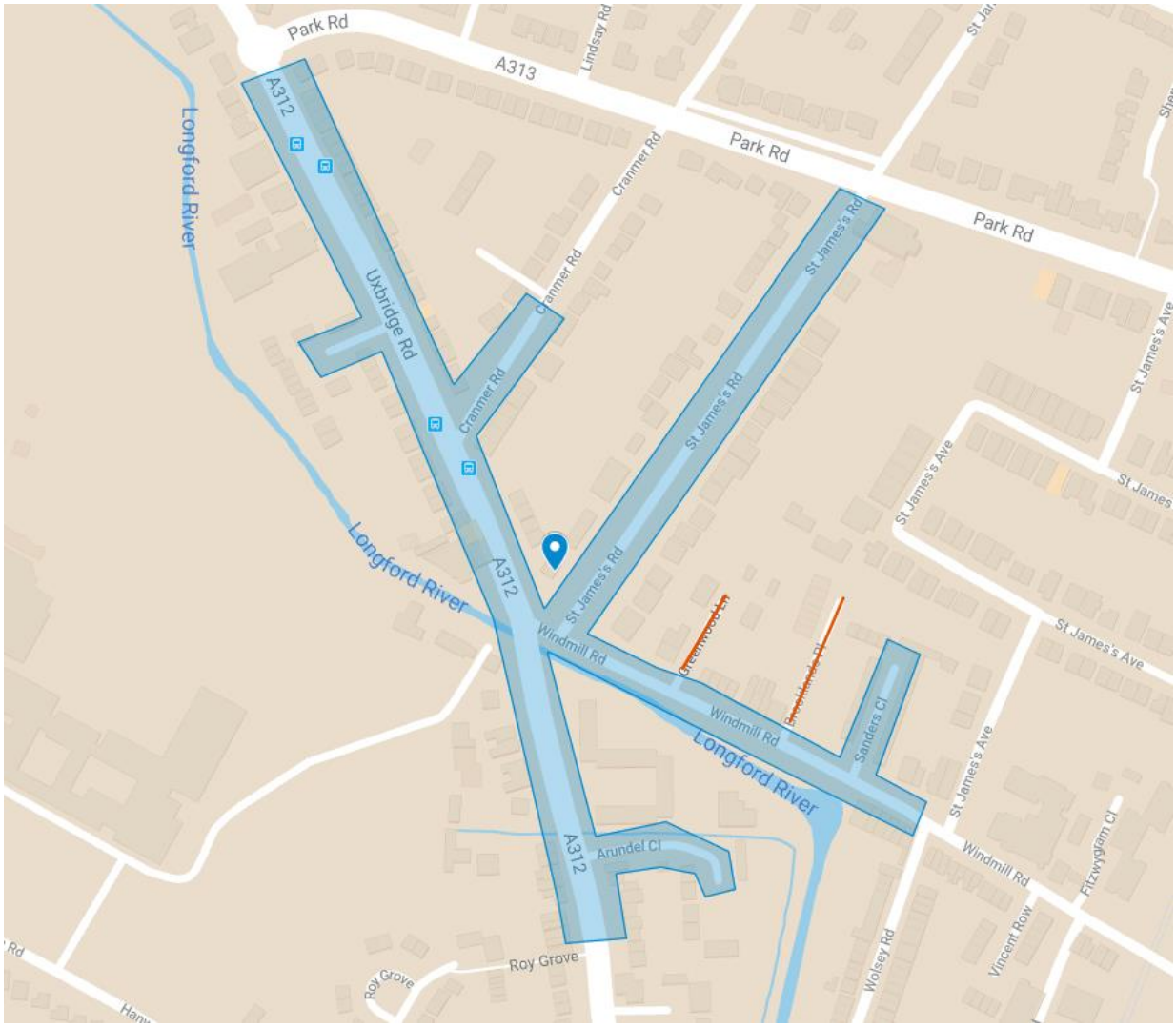
Name	Signature	Title
Roger Mortimer		Project Manager
Penny Winder		Director

Figure 1 – Survey Area



- **Blue pin point = site location**
- **Orange line = private road**

Table 1

Day one Wednesday- Parking Stress Survey results:

Road Name	Arundel Close			Cranmer Road			Grenville Mews			Sanders Close		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Dropped kerb	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Double yellow line	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Unrestricted	12	10	83.33%	19	17	89.47%	8	9	112.50%	8	8	100.00%
TOTAL	12	10	83.33%	19	17	89.47%	8	9	112.50%	8	8	100.00%

Road Name	St James Road			Uxbridge Road			Windmill Road		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled	0	0	0.00%	0	0	0.00%	1	1	100.00%
Dropped kerb	0	0	0.00%	0	0	0.00%	0	0	0.00%
Double yellow line	0	0	0.00%	0	0	0.00%	0	0	0.00%
Unrestricted	55	25	45.45%	0	0	0.00%	13	12	92.31%
TOTAL	55	25	45.45%	0	0	0.00%	14	13	92.86%

Overall Results	Spaces	Usage	Av. Stress
	116	82	70.69%

Table 2

Day two Thursday - Parking Stress Survey results:

Road Name	Arundel Close			Cranmer Road			Grenville Mews			Sanders Close		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Dropped kerb	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Double yellow line	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Unrestricted	12	9	75.00%	19	18	94.74%	8	10	125.00%	8	8	100.00%
TOTAL	12	9	75.00%	19	18	94.74%	8	10	125.00%	8	8	100.00%

Road Name	St James Road			Uxbridge Road			Windmill Road		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled	0	0	0.00%	0	0	0.00%	1	1	100.00%
Dropped kerb	0	0	0.00%	0	0	0.00%	0	0	0.00%
Double yellow line	0	0	0.00%	0	0	0.00%	0	0	0.00%
Unrestricted	55	25	45.45%	0	0	0.00%	13	11	84.62%
TOTAL	55	25	45.45%	0	0	0.00%	14	12	85.71%

Overall Results	Spaces	Usage	Av. Stress
	116	82	70.69%

Table 3

Day three Sunday - Parking Stress Survey results:

Road Name	Arundel Close			Cranmer Road			Grenville Mews			Sanders Close		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Dropped kerb	0	0	0.00%	0	0	0.00%	0	0	0.00%	0	0	0.00%
Double yellow line	0	0	0.00%	0	0	0.00%	0	1	>100.00%	0	0	0.00%
Unrestricted	12	11	91.67%	19	19	100.00%	8	10	125.00%	8	10	125.00%
TOTAL	12	11	91.67%	19	19	100.00%	8	11	137.50%	8	10	125.00%

Road Name	St James Road			Uxbridge Road			Windmill Road		
Type of Parking Bay	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)	No of Parking Spaces	Occupancy (Number)	Stress (%)
Disabled	0	0	0.00%	0	0	0.00%	1	1	100.00%
Dropped kerb	0	0	0.00%	0	0	0.00%	0	1	>100.00%
Double yellow line	0	0	0.00%	0	0	0.00%	0	0	0.00%
Unrestricted	55	28	50.91%	0	0	0.00%	13	13	100.00%
TOTAL	55	28	50.91%	0	0	0.00%	14	15	107.14%

Overall Results	Spaces	Usage	Av. Stress
	116	94	81.03%

N
W E
S

24.9
26.5
12.2
12.7
16
15.6
38.5
20.6
10.2
8.2
32.8
23.3
36.6
20.7
29.5
23.5
20.3
25.8
22.3
10.3
22.2
27.3
17.3
5.4
29.4
14.2
25.7
7.2
21.2
46.4
19.3
6.9
47.4
23.4

Key to Restriction Types Displayed

- Bus Stop
- Day 1
- Disabled Bay
- Drive
- No waiting at any time
- School Keep Clear
- Space
- Zig Zag - Pedestrian Crossing

ALPHA PARKING

Day 1 Results

SCALE	1 : 1250
DATE	09/04/2020
DRAWING No.	
DRAWN BY	

N
W E
S

24.9
26.5
12.2
12.7
16
15.6
38.5
20.6
10.2
8.2
32.8
23.3
36.6
20.7
29.5
23.5
20.3
25.8
22.3
10.3
22.2
27.3
17.3
5.4
29.4
14.2
25.7
7.2
21.2
46.4
19.3
6.9
47.4
23.4

LOWESTOFT ROAD
GREENWOOD LANE
WYNDHELL ROAD
BROOKLANDS PLACE

Key to Restriction Types Displayed

- Bus Stop
- Day 2
- Disabled Bay
- Drive
- No waiting at at any time
- School Keep Clear
- Space
- Zig Zag - Pedestrian Crossing

ALPHA PARKING

Day 2 Results

SCALE	1 : 1250
DATE	09/04/2020
DRAWING No.	
DRAWN BY	

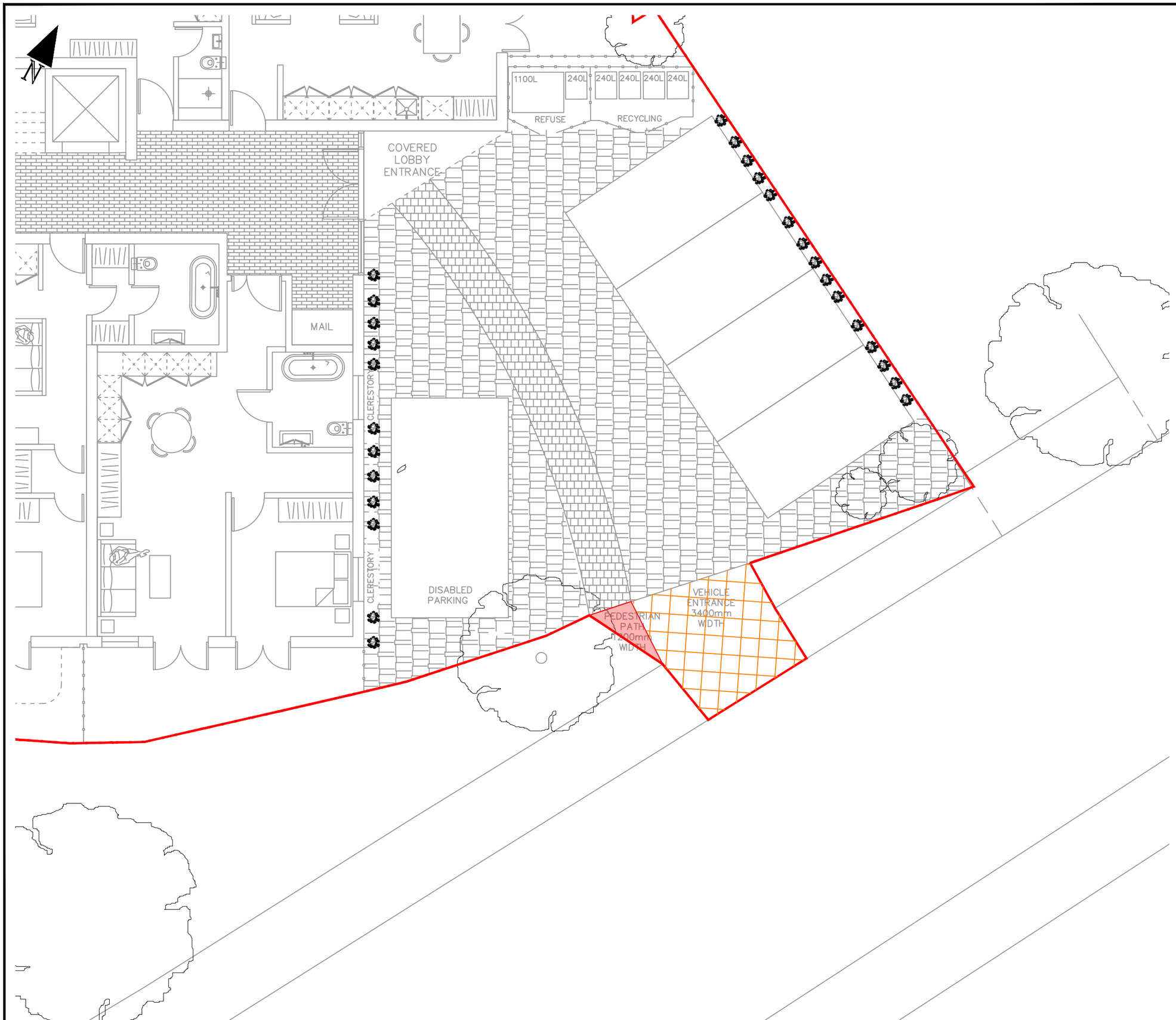
N
W E
S

ALPHA PARKING

Day 3 Results

SCALE	1 : 1250
DATE	09/04/2020
DRAWING No.	
DRAWN BY	

APPENDIX E – HIGHWAY LAYOUT PLAN & VEHICLE SWEPT PATH ANALYSIS



NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

KEY:

	RED LINE BOUNDARY
	NEW HARDSTANDING SURFACING
	EXISTING CROSSOVER REPAIRED TO LB RICHMOND STANDARDS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT
Hampton Hick Ltd

PROJECT
St James's Road,
Hampton Hill

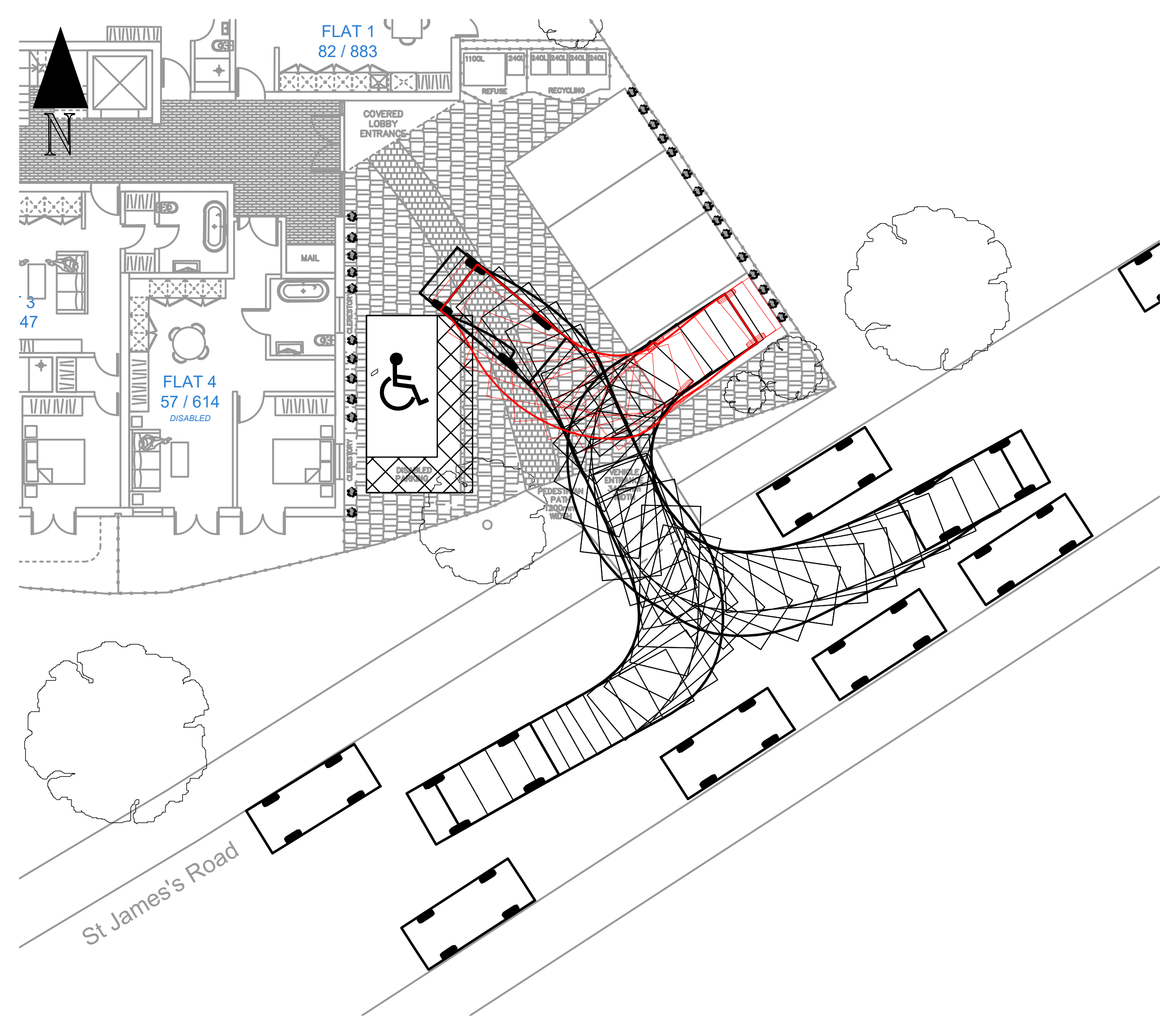
DRAWING TITLE
Highway Improvement Plan

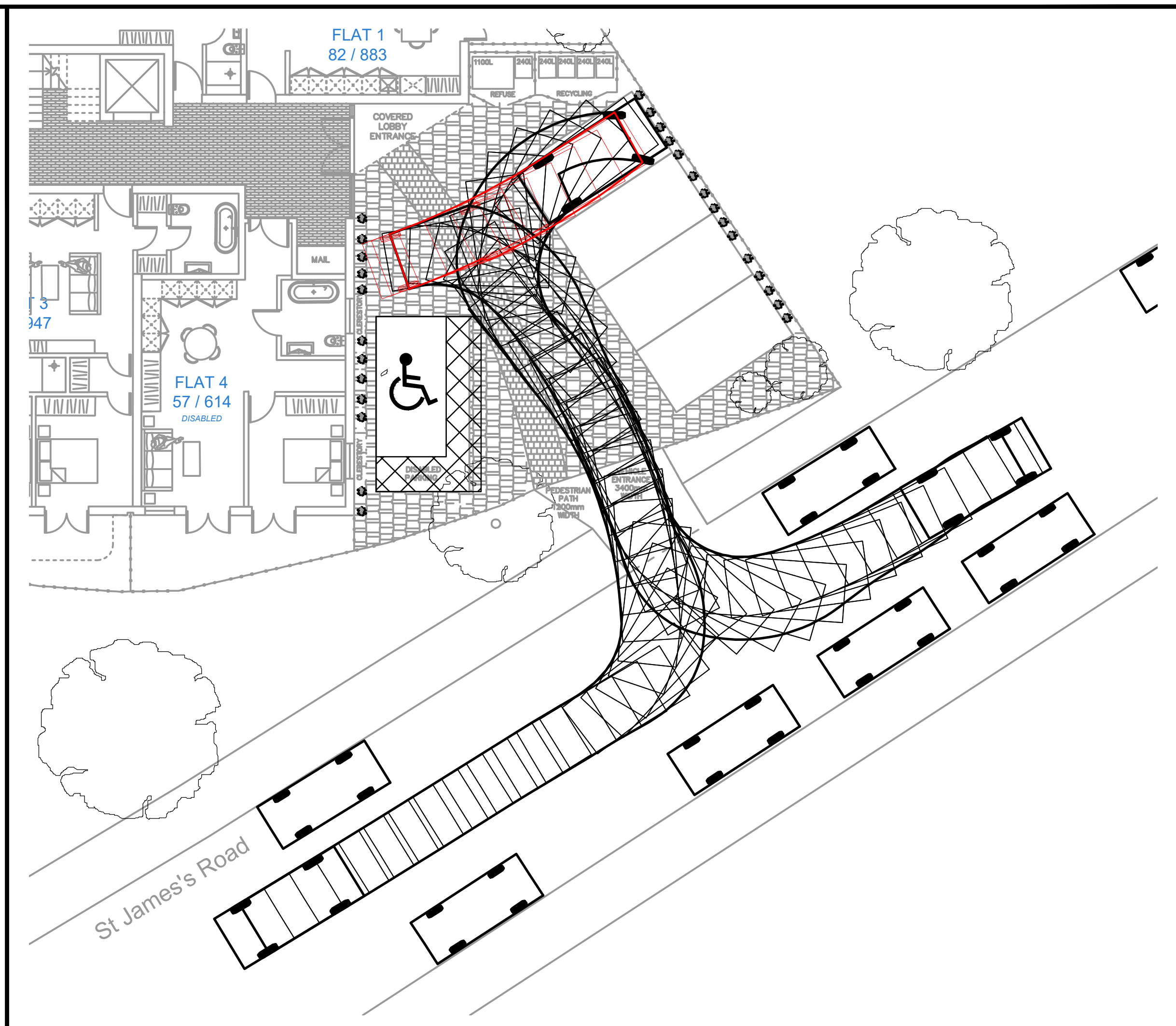
SCALE	SIZE
1:100	A3

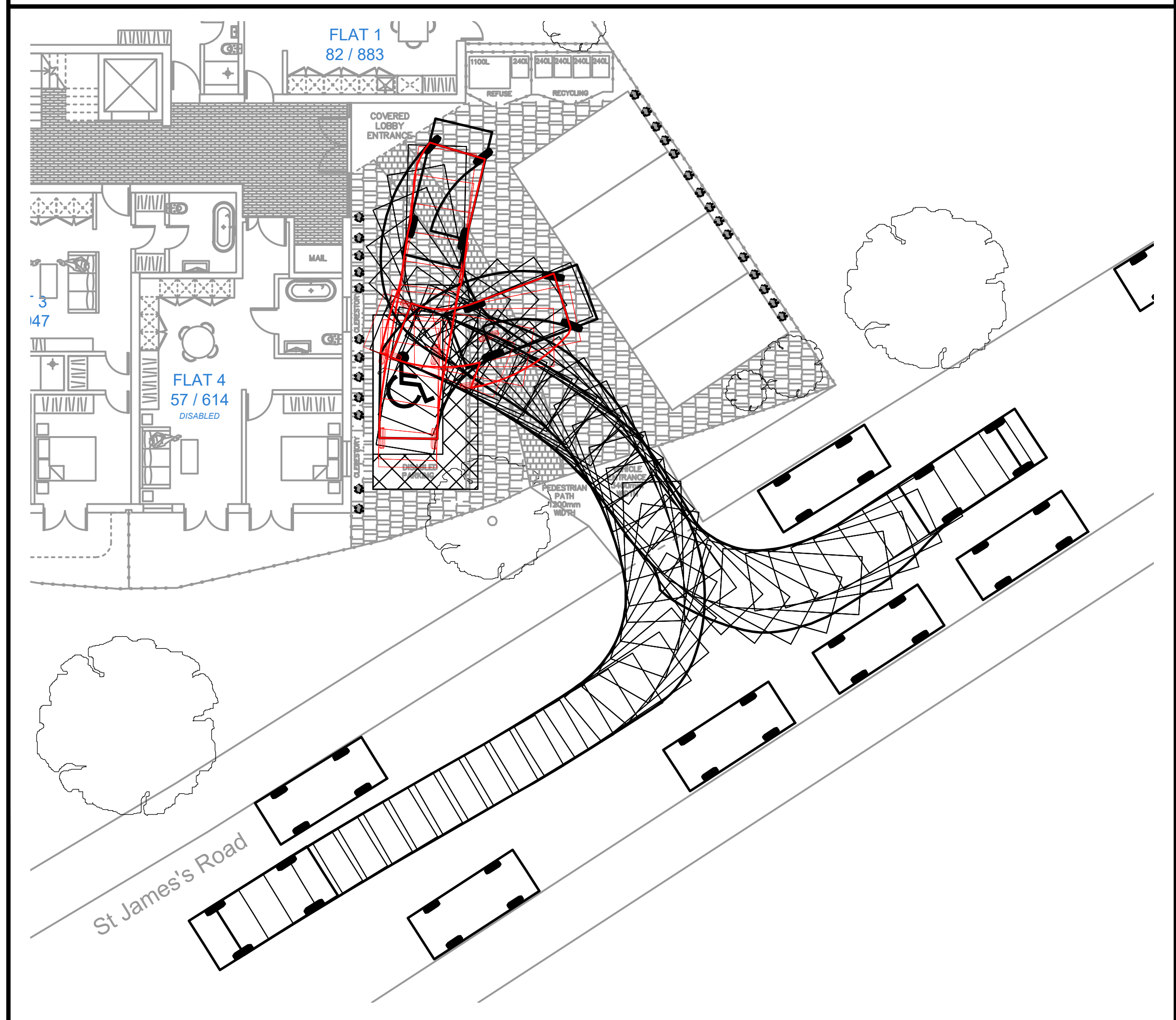
DRAWN BY	CHECKED BY	DATE
NJ	KH	04.05.2020

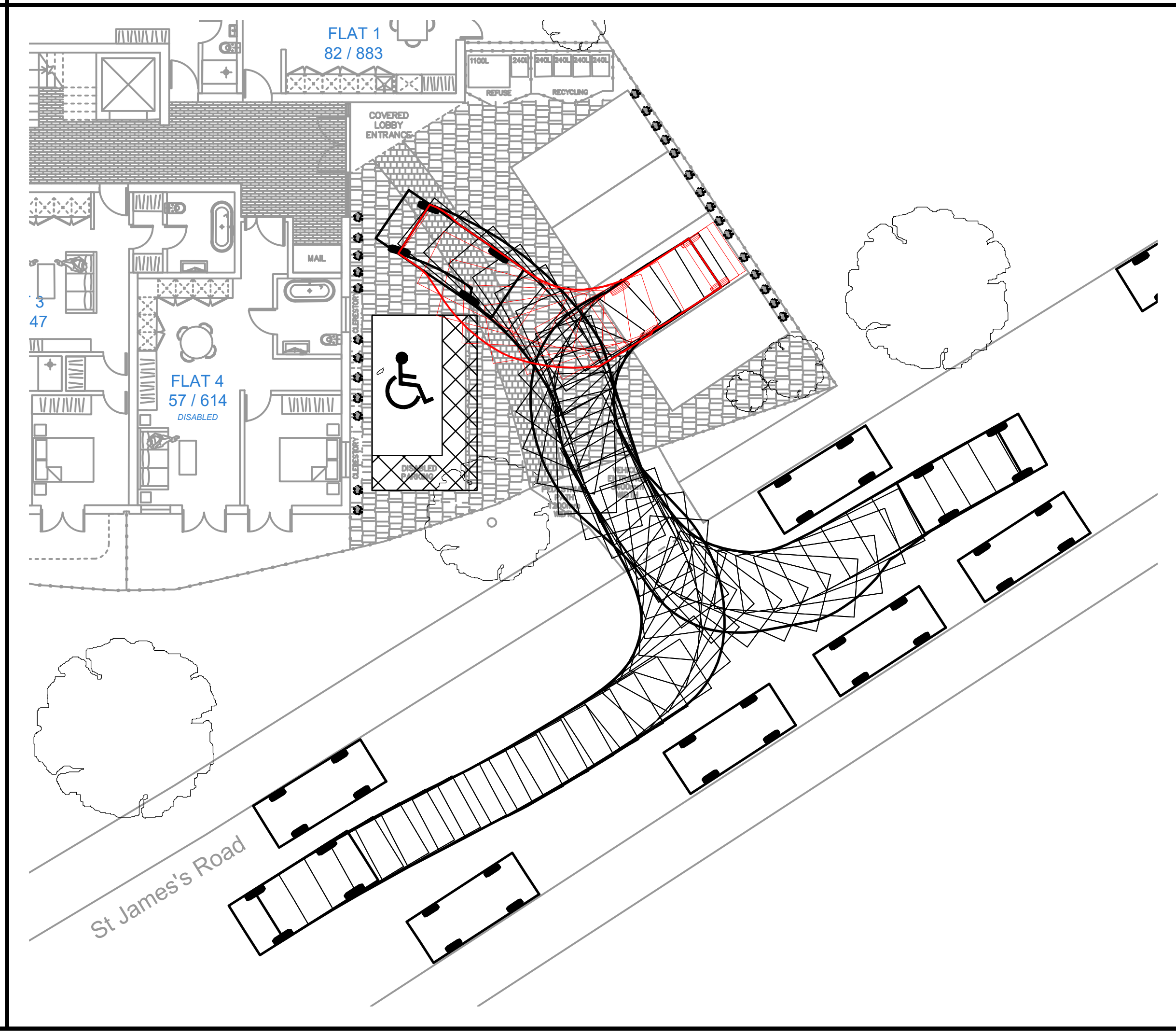
Pulsar
TRANSPORT PLANNING
4 Underwood Row, London, N1 7LQ
Tel: 020 7324 2677
www.pulsartransport.co.uk

PROJECT REF	DWG NO	REV
20008	002	-







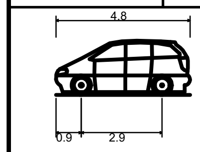


NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

KEY:

[forward symbol]	FORWARD MOVEMENTS *(design speed - 5kph)*
[reverse symbol]	REVERSE MOVEMENTS *(design speed - 2.5kph)*



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

REV	DETAILS	DRAWN	CHECKED	DATE
B	Updated Layout	NJ	KH	30.04.2020
A	Updated Layout	NJ	KH	22.04.2020

CLIENT
Hampton Hick Ltd

PROJECT
St James's Road, Hampton Hill

DRAWING TITLE
Swept Path Analysis
Standard Design Vehicle

SCALE	SIZE
1:250	A3

DRAWN BY	CHECKED BY	DATE
NJ	KH	06.03.2020

Pulsar
TRANSPORT PLANNING

4 Underwood Row, London, N1 7LQ
Tel: 020 7324 2677
www.pulsartransport.co.uk

PROJECT REF	DWG NO	REV
20008	TR002	B

APPENDIX F – RESIDENTIAL TRICS DATA

Calculation Reference: AUDIT-805401-200402-0405

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	EN	ENFIELD	1 days
	KI	KINGSTON	1 days
	NH	NEWHAM	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 12 to 20 (units:)
Range Selected by User: 2 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 08/11/17

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	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	2 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:

No	3 days

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

PTAL Rating:

No PTAL Present	1 days
2 Poor	1 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

2 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

3 NH-03-C-01 BLOCK OF FLATS NEWHAM
ARTHINGWORTH STREET
STRATFORD

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 12
Survey date: THURSDAY *14/11/13* *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/C - FLATS PRIVATELY OWNED
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	3	17	0.080	3	17	0.180	3	17	0.260
08:00 - 09:00	3	17	0.120	3	17	0.240	3	17	0.360
09:00 - 10:00	3	17	0.120	3	17	0.120	3	17	0.240
10:00 - 11:00	3	17	0.060	3	17	0.060	3	17	0.120
11:00 - 12:00	3	17	0.060	3	17	0.080	3	17	0.140
12:00 - 13:00	3	17	0.100	3	17	0.080	3	17	0.180
13:00 - 14:00	3	17	0.060	3	17	0.080	3	17	0.140
14:00 - 15:00	3	17	0.120	3	17	0.180	3	17	0.300
15:00 - 16:00	3	17	0.120	3	17	0.100	3	17	0.220
16:00 - 17:00	3	17	0.160	3	17	0.120	3	17	0.280
17:00 - 18:00	3	17	0.280	3	17	0.100	3	17	0.380
18:00 - 19:00	3	17	0.180	3	17	0.140	3	17	0.320
19:00 - 20:00	2	19	0.289	2	19	0.263	2	19	0.552
20:00 - 21:00	2	19	0.184	2	19	0.132	2	19	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.933			1.875			3.808

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:	12 - 20 (units:)
Survey date date range:	01/01/12 - 08/11/17
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.000	3	17	0.000	3	17	0.000
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.020	3	17	0.020	3	17	0.040
17:00 - 18:00	3	17	0.020	3	17	0.020	3	17	0.040
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00	2	19	0.000	2	19	0.000	2	19	0.000
20:00 - 21:00	2	19	0.000	2	19	0.000	2	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.040	3	17	0.040
08:00 - 09:00	3	17	0.040	3	17	0.040	3	17	0.080
09:00 - 10:00	3	17	0.020	3	17	0.040	3	17	0.060
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.020	3	17	0.000	3	17	0.020
14:00 - 15:00	3	17	0.000	3	17	0.040	3	17	0.040
15:00 - 16:00	3	17	0.020	3	17	0.000	3	17	0.020
16:00 - 17:00	3	17	0.040	3	17	0.040	3	17	0.080
17:00 - 18:00	3	17	0.020	3	17	0.020	3	17	0.040
18:00 - 19:00	3	17	0.020	3	17	0.020	3	17	0.040
19:00 - 20:00	2	19	0.026	2	19	0.000	2	19	0.026
20:00 - 21:00	2	19	0.079	2	19	0.000	2	19	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.240			0.525

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.060	3	17	0.200	3	17	0.260
08:00 - 09:00	3	17	0.140	3	17	0.300	3	17	0.440
09:00 - 10:00	3	17	0.120	3	17	0.140	3	17	0.260
10:00 - 11:00	3	17	0.080	3	17	0.060	3	17	0.140
11:00 - 12:00	3	17	0.080	3	17	0.120	3	17	0.200
12:00 - 13:00	3	17	0.060	3	17	0.140	3	17	0.200
13:00 - 14:00	3	17	0.120	3	17	0.100	3	17	0.220
14:00 - 15:00	3	17	0.200	3	17	0.200	3	17	0.400
15:00 - 16:00	3	17	0.180	3	17	0.140	3	17	0.320
16:00 - 17:00	3	17	0.180	3	17	0.160	3	17	0.340
17:00 - 18:00	3	17	0.280	3	17	0.160	3	17	0.440
18:00 - 19:00	3	17	0.220	3	17	0.160	3	17	0.380
19:00 - 20:00	2	19	0.342	2	19	0.316	2	19	0.658
20:00 - 21:00	2	19	0.211	2	19	0.158	2	19	0.369
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.273			2.354			4.627

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.020	3	17	0.080	3	17	0.100
08:00 - 09:00	3	17	0.140	3	17	0.340	3	17	0.480
09:00 - 10:00	3	17	0.080	3	17	0.160	3	17	0.240
10:00 - 11:00	3	17	0.080	3	17	0.180	3	17	0.260
11:00 - 12:00	3	17	0.080	3	17	0.060	3	17	0.140
12:00 - 13:00	3	17	0.180	3	17	0.100	3	17	0.280
13:00 - 14:00	3	17	0.060	3	17	0.120	3	17	0.180
14:00 - 15:00	3	17	0.160	3	17	0.140	3	17	0.300
15:00 - 16:00	3	17	0.240	3	17	0.140	3	17	0.380
16:00 - 17:00	3	17	0.300	3	17	0.120	3	17	0.420
17:00 - 18:00	3	17	0.180	3	17	0.120	3	17	0.300
18:00 - 19:00	3	17	0.260	3	17	0.280	3	17	0.540
19:00 - 20:00	2	19	0.132	2	19	0.158	2	19	0.290
20:00 - 21:00	2	19	0.158	2	19	0.026	2	19	0.184
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.070			2.024			4.094

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.020	3	17	0.220	3	17	0.240
08:00 - 09:00	3	17	0.020	3	17	0.160	3	17	0.180
09:00 - 10:00	3	17	0.040	3	17	0.160	3	17	0.200
10:00 - 11:00	3	17	0.080	3	17	0.020	3	17	0.100
11:00 - 12:00	3	17	0.040	3	17	0.000	3	17	0.040
12:00 - 13:00	3	17	0.080	3	17	0.000	3	17	0.080
13:00 - 14:00	3	17	0.000	3	17	0.020	3	17	0.020
14:00 - 15:00	3	17	0.040	3	17	0.060	3	17	0.100
15:00 - 16:00	3	17	0.100	3	17	0.080	3	17	0.180
16:00 - 17:00	3	17	0.200	3	17	0.040	3	17	0.240
17:00 - 18:00	3	17	0.160	3	17	0.040	3	17	0.200
18:00 - 19:00	3	17	0.120	3	17	0.080	3	17	0.200
19:00 - 20:00	2	19	0.053	2	19	0.000	2	19	0.053
20:00 - 21:00	2	19	0.079	2	19	0.000	2	19	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.032			0.880			1.912

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.100	3	17	0.100
08:00 - 09:00	3	17	0.020	3	17	0.180	3	17	0.200
09:00 - 10:00	3	17	0.020	3	17	0.000	3	17	0.020
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.040	3	17	0.040
12:00 - 13:00	3	17	0.020	3	17	0.020	3	17	0.040
13:00 - 14:00	3	17	0.000	3	17	0.040	3	17	0.040
14:00 - 15:00	3	17	0.000	3	17	0.080	3	17	0.080
15:00 - 16:00	3	17	0.040	3	17	0.000	3	17	0.040
16:00 - 17:00	3	17	0.020	3	17	0.040	3	17	0.060
17:00 - 18:00	3	17	0.100	3	17	0.000	3	17	0.100
18:00 - 19:00	3	17	0.100	3	17	0.000	3	17	0.100
19:00 - 20:00	2	19	0.158	2	19	0.000	2	19	0.158
20:00 - 21:00	2	19	0.079	2	19	0.000	2	19	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.557			0.500			1.057

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.020	3	17	0.320	3	17	0.340
08:00 - 09:00	3	17	0.040	3	17	0.340	3	17	0.380
09:00 - 10:00	3	17	0.060	3	17	0.160	3	17	0.220
10:00 - 11:00	3	17	0.080	3	17	0.020	3	17	0.100
11:00 - 12:00	3	17	0.040	3	17	0.040	3	17	0.080
12:00 - 13:00	3	17	0.100	3	17	0.020	3	17	0.120
13:00 - 14:00	3	17	0.000	3	17	0.060	3	17	0.060
14:00 - 15:00	3	17	0.040	3	17	0.140	3	17	0.180
15:00 - 16:00	3	17	0.140	3	17	0.080	3	17	0.220
16:00 - 17:00	3	17	0.220	3	17	0.080	3	17	0.300
17:00 - 18:00	3	17	0.260	3	17	0.040	3	17	0.300
18:00 - 19:00	3	17	0.220	3	17	0.080	3	17	0.300
19:00 - 20:00	2	19	0.211	2	19	0.000	2	19	0.211
20:00 - 21:00	2	19	0.158	2	19	0.000	2	19	0.158
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.589			1.380			2.969

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.100	3	17	0.640	3	17	0.740
08:00 - 09:00	3	17	0.360	3	17	1.020	3	17	1.380
09:00 - 10:00	3	17	0.280	3	17	0.500	3	17	0.780
10:00 - 11:00	3	17	0.240	3	17	0.260	3	17	0.500
11:00 - 12:00	3	17	0.200	3	17	0.220	3	17	0.420
12:00 - 13:00	3	17	0.340	3	17	0.260	3	17	0.600
13:00 - 14:00	3	17	0.200	3	17	0.280	3	17	0.480
14:00 - 15:00	3	17	0.400	3	17	0.520	3	17	0.920
15:00 - 16:00	3	17	0.580	3	17	0.360	3	17	0.940
16:00 - 17:00	3	17	0.740	3	17	0.400	3	17	1.140
17:00 - 18:00	3	17	0.740	3	17	0.340	3	17	1.080
18:00 - 19:00	3	17	0.720	3	17	0.540	3	17	1.260
19:00 - 20:00	2	19	0.711	2	19	0.474	2	19	1.185
20:00 - 21:00	2	19	0.605	2	19	0.184	2	19	0.789
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.216			5.998			12.214

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.060	3	17	0.140	3	17	0.200
08:00 - 09:00	3	17	0.120	3	17	0.180	3	17	0.300
09:00 - 10:00	3	17	0.080	3	17	0.100	3	17	0.180
10:00 - 11:00	3	17	0.060	3	17	0.040	3	17	0.100
11:00 - 12:00	3	17	0.060	3	17	0.080	3	17	0.140
12:00 - 13:00	3	17	0.100	3	17	0.080	3	17	0.180
13:00 - 14:00	3	17	0.060	3	17	0.080	3	17	0.140
14:00 - 15:00	3	17	0.080	3	17	0.140	3	17	0.220
15:00 - 16:00	3	17	0.080	3	17	0.040	3	17	0.120
16:00 - 17:00	3	17	0.040	3	17	0.040	3	17	0.080
17:00 - 18:00	3	17	0.220	3	17	0.080	3	17	0.300
18:00 - 19:00	3	17	0.140	3	17	0.120	3	17	0.260
19:00 - 20:00	2	19	0.237	2	19	0.237	2	19	0.474
20:00 - 21:00	2	19	0.184	2	19	0.132	2	19	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.521			1.489			3.010

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.000	3	17	0.000
09:00 - 10:00	3	17	0.020	3	17	0.020	3	17	0.040
10:00 - 11:00	3	17	0.000	3	17	0.020	3	17	0.020
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.040	3	17	0.020	3	17	0.060
15:00 - 16:00	3	17	0.000	3	17	0.020	3	17	0.020
16:00 - 17:00	3	17	0.040	3	17	0.040	3	17	0.080
17:00 - 18:00	3	17	0.020	3	17	0.000	3	17	0.020
18:00 - 19:00	3	17	0.000	3	17	0.000	3	17	0.000
19:00 - 20:00	2	19	0.026	2	19	0.000	2	19	0.026
20:00 - 21:00	2	19	0.000	2	19	0.000	2	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.146			0.120			0.266

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	17	0.000	3	17	0.000	3	17	0.000
08:00 - 09:00	3	17	0.000	3	17	0.020	3	17	0.020
09:00 - 10:00	3	17	0.020	3	17	0.000	3	17	0.020
10:00 - 11:00	3	17	0.000	3	17	0.000	3	17	0.000
11:00 - 12:00	3	17	0.000	3	17	0.000	3	17	0.000
12:00 - 13:00	3	17	0.000	3	17	0.000	3	17	0.000
13:00 - 14:00	3	17	0.000	3	17	0.000	3	17	0.000
14:00 - 15:00	3	17	0.000	3	17	0.000	3	17	0.000
15:00 - 16:00	3	17	0.000	3	17	0.000	3	17	0.000
16:00 - 17:00	3	17	0.020	3	17	0.000	3	17	0.020
17:00 - 18:00	3	17	0.000	3	17	0.000	3	17	0.000
18:00 - 19:00	3	17	0.020	3	17	0.000	3	17	0.020
19:00 - 20:00	2	19	0.026	2	19	0.026	2	19	0.052
20:00 - 21:00	2	19	0.000	2	19	0.000	2	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.046			0.132

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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