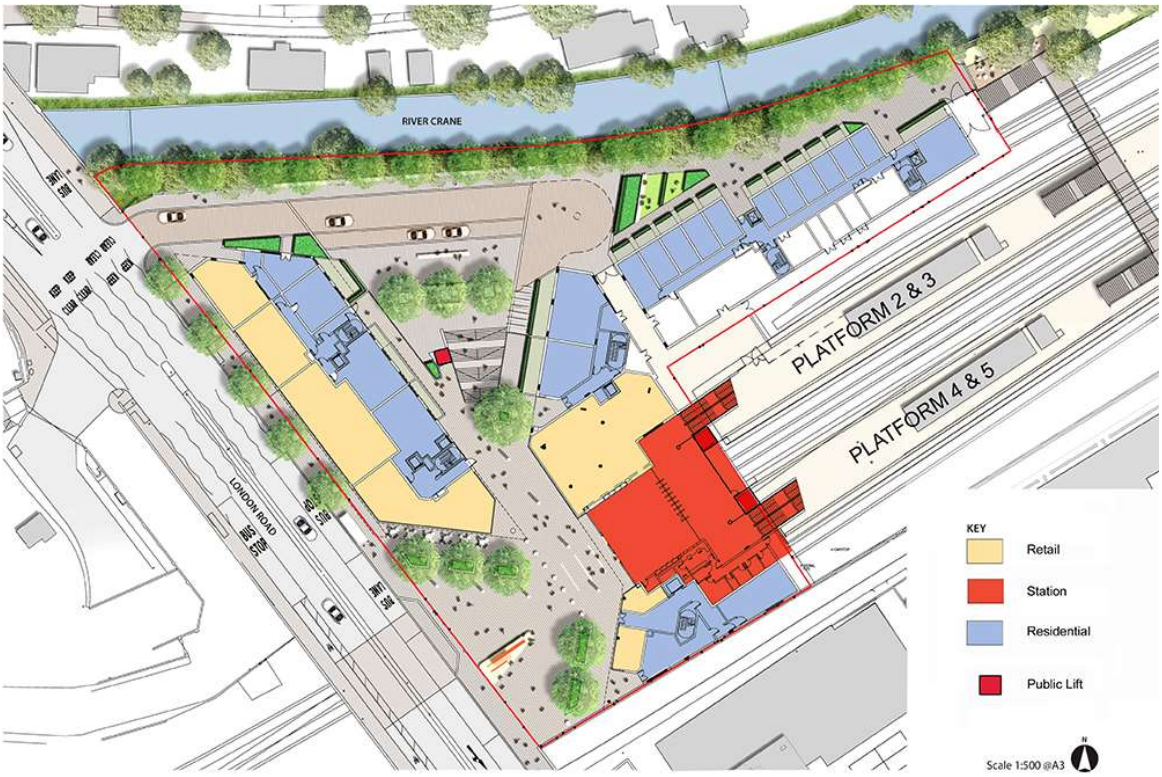
3.7 At its junction with A310 London Road, Whitton Road forms a signal-crossed junction with phased crossings on all arms. Cycle priority is provided on carriageway. Footways remain of a good standard and segregated from cycle traffic.

B361 Whitton Road/A310 London Road junction

3.8 Along London Road, footways on the western site remain wide and have recently been improved by neighbouring development. A further signalised cross is provided to ensure pedestrians can access both sides of the carriageway.

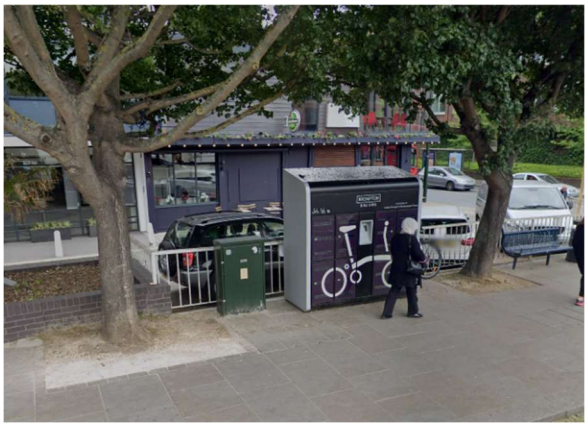
3.9 Along the eastern side of London Road and outside the Station, the footway and public realm space is currently undergoing significant improvement as part of the Twickenham Gateway Development. It is considered that this area has been subject to recent assessment and does not form part of the scope of this assessment.



Twickenham Gateway Masterplan Layout

3.10 Further south, these good pedestrian provision extent into the town centre, crossing the London Road/Railway Approach/Arragon Road signal-controlled junction

3.11 In terms of cycle provision, London Road, provides a dedicated cycle lane on-carriageway, with a dedicated bus lane for northbound cyclists provides further refuge towards the District Centre. Cycle lanes are provided in both directions through the junction. Cycle parking (Sheffield stands) and Brompton Bike Hire is available in this location. This appears to be well used and could be increased, although other cycle parking is provided throughout the District Centre and would likely be re-provided as part of the station redevelopment.



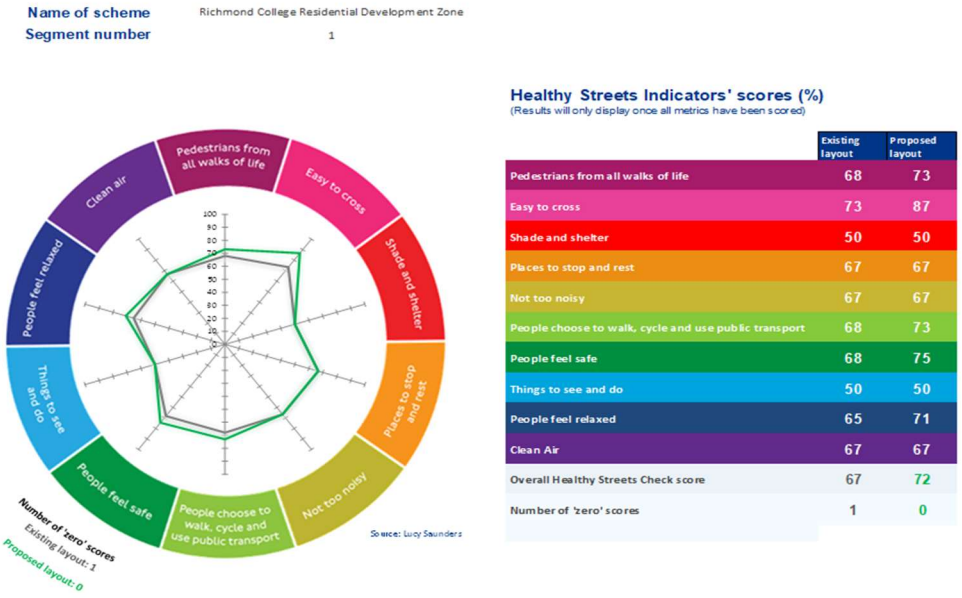
4 HEALTHY STREETS ASSESSMENT

4.1 This assessment has been undertaken with consideration of TfL's 'Guide to the Healthy Streets Indicators' and the 'Healthy Streets Check for Designers', which set out the criteria for the 10 indicators of a healthy street and focus on the experience of people using the street.

4.2 The full result of the Healthy Streets assessment for Avenue Road is attached at **Appendix A**. The assessment has been split into two segments; Segment 1 including the proposed pedestrian/cycle access, Egerton Road and Court Way; Segment 2 including Whitton Road between Court Way and London Road. As detailed above, given the ongoing improvements to London Road and Twickenham Station no further assessment is considered necessary.

Segment 1 – Egerton Road and Court Way

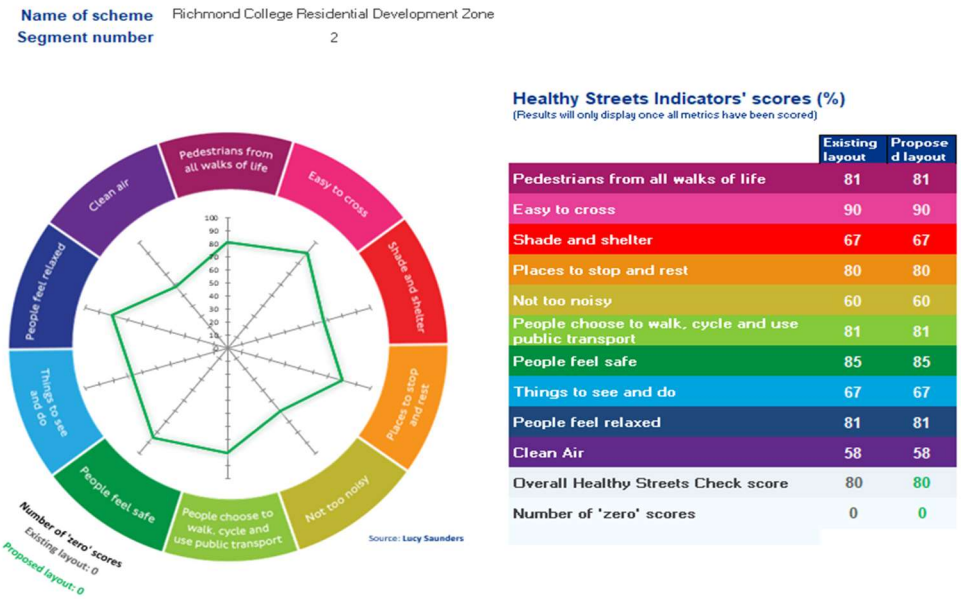
4.3 The summary chart below outlines the existing and proposed conditions for pedestrians and cyclists on this route, identifying any '0' rated aspects that are known as high-risk danger issues, which need to be eliminated.



4.4 The results of the Healthy Streets Assessment identified a single zero rating, due to a concern with the availability of dropped kerbs and crossings over Egerton Road. This would be rectified with the provision of new uncontrolled crossing points with tactile paving over Egerton Road. Footways outside the site to these crossing points would be resurfaced.

Segment 2 – B361 Whitton Road

4.5 The summary chart below confirms the results of the assessment for Segment, including the section of Whitton Road between Court Way and London Road. This section was observed as having high-quality pedestrian and cycle link with well surfaced and wide provisions.



4.6 It is concluded that the existing infrastructure would be suitable to accommodate any additional demands generated by the proposed development and no further enhancements are necessary.

Project Summary

Name of scheme*

Richmond College Residential Development Zone

Segment number*

1

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

Egerton Road & Court Way

From (Side Street)*

Egerton Road

To (Side Street)*

Whitton Road

Client name and organisation*

Clarion Housing Group

Designer name and organisation*

RGP

Drawing number reference*

Plan 01

Check originator*

Stuart Jones

Date*

22/02/2021

Check moderator*

Neil Rowe

Date*

23/02/2021

Complete the Check ›

Key scoring rules ›

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	**3**	**3**	
2	**Interaction between large vehicles and people cycling**	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. **or** The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	**The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either:** **- in a nearside general traffic lane or bus lane less than 4.5m wide, or** **- in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.**	ⓘ	**2**	**2**	
3	**Speed of motorised traffic**	85th percentile speed is less than 20mph. **or** Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. **or** Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. **or** Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. **or** Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	**85th percentile speed is greater than 30mph.** **or** **Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.**	ⓘ	**3**	**3**	
4	**Traffic noise based on peak hour motorised traffic volumes**	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	ⓘ	**2**	**2**	
5	**Noise from large vehicles**	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	ⓘ	**3**	**3**	

6	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 **or** the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume **or** the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	ⓘ	3	3	
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	ⓘ	1	1	
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	**0**	2	
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	ⓘ	1	3	
10	**Type and suitability of pedestrian crossings away from junctions**	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. **or** A Zebra or parallel crossing is provided. **or** Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. **or** Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	ⓘ	3	3	
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	3	3	No signalised crossings present

12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	**3**	**3**	No signalised crossings present
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	**2**	**2**	
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	**3**	**3**	
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	**1**	**1**	

16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	**1**	**1**	
17	**Impact of kerbside activity on cycling**	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	**People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.**	ⓘ	**1**	**1**	
18	**Quality of carriageway surface**	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	**There are major defects in the carriageway surface (please see scoring guidance).**	ⓘ	**2**	**2**	
19	**Quality of footway surface**	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	**There are major defects in the footway surface (please see scoring guidance).**	ⓘ	**2**	**2**	
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	**3**	**3**	
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	**3**	**3**	

22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	**2**	**2**	
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ	**2**	**2**	
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	**2**	**2**	
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	**1**	**1**	
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	**1**	**1**	
					Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28		**N**	**N**	**An answer is required here in order to generate results**

27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ			
28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ			
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			**N**	**N**	**An answer is required here in order to generate results**
29	**Bus stop connectivity with other public transport services**	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		**1**	**0**	***Insert design response for 'zero' scores here***

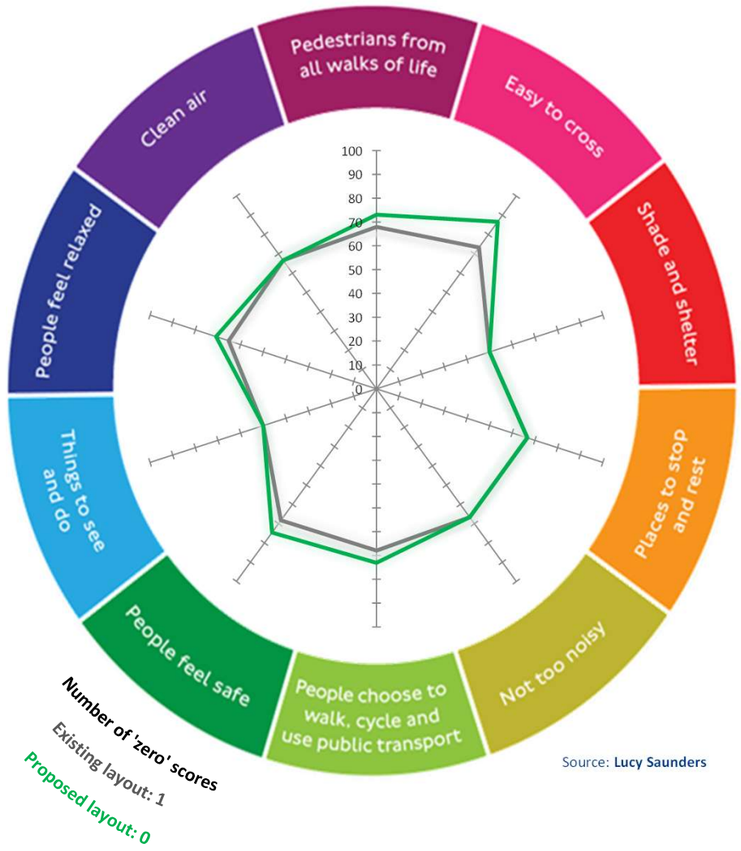
Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



Source: **Lucy Saunders**

Healthy Streets Indicator scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	68	73
Easy to cross	73	87
Shade and shelter	50	50
Places to stop and rest	67	67
Not too noisy	67	67
People choose to walk, cycle and use public transport	68	73
People feel safe	68	75
Things to see and do	50	50
People feel relaxed	65	71
Clean air	67	67
Overall Healthy Streets Check score	67	72
Number of 'zero' scores	1	0

Project Summary

Name of scheme*

Richmond College Residential Development Zone

Segment number*

2

Where multiple segments are being assessed for a scheme, please attach an overview plan as part of your submission, showing the areas defined for each segment.

Segment description*

B361 Whitton Road

From (Side Street)*

Court Way

To (Side Street)*

A310 London Road

Client name and organisation*

Clarion Housing Group

Designer name and organisation*

RGP

Drawing number reference*

Plan 01

Check originator*

Stuart Jones

Date*

22/02/2021

Check moderator*

Neil Rowe

Date*

23/02/2021

Complete the Check ›

Key scoring rules ›

Healthy Streets Check

		Scoring System					Enter score here		Notes
		3	2	1	0	More info on each question	Existing layout	Proposed layout	Please supplement your answers with detailed notes where possible
1	**Total volume of two way motorised traffic**	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	**There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.**	ⓘ	**3**	**3**	
2	**Interaction between large vehicles and people cycling**	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. **or** The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	**The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either:** **- in a nearside general traffic lane or bus lane less than 4.5m wide, or** **- in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.**	ⓘ	**2**	**2**	
3	**Speed of motorised traffic**	85th percentile speed is less than 20mph. **or** Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. **or** Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. **or** Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. **or** Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	**85th percentile speed is greater than 30mph.** **or** **Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.**	ⓘ	**3**	**3**	
4	**Traffic noise based on peak hour motorised traffic volumes**	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	–	ⓘ	**2**	**2**	
5	**Noise from large vehicles**	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	–	ⓘ	**2**	**2**	

6	**NO2 concentration** (from London Atmospheric Emission Inventory)	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 **or** the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume **or** the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3 (legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–	ⓘ	**2**	**2**	
7	**Reducing private car use**	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–	ⓘ	**1**	**1**	
8	**Ease of crossing side roads for people walking**	Side roads are closed to motor traffic. **or** Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	**Side roads have no dropped kerbs.**	ⓘ	**2**	**2**	
9	**Mid-link crossings, to meet pedestrian desire lines**	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–	ⓘ	**3**	**3**	
10	**Type and suitability of pedestrian crossings away from junctions**	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. **or** A Zebra or parallel crossing is provided. **or** Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. **or** Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. **or** Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–	ⓘ	**3**	**3**	
11	**Technology to optimise efficiency of movement** (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–	ⓘ	**3**	**3**	No signalised crossings present

12	**Additional features to support people using controlled crossings**	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). **or** There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	ⓘ	**3**	**3**	No signalised crossings present
13	**Width of clear continuous walking space**	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). **or** There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). **or** There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). **or** There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	**There is less than 1.5m clear width for walking.**	ⓘ	**3**	**3**	
14	**Sharing of footway with people cycling**	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. **or** Part or all of a footway less than 3m wide is designated as shared use.	–	ⓘ	**3**	**3**	
15	**Collision risk between people cycling and turning motor vehicles**	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. **and** At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. **and** At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. **and** At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	**At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.**	ⓘ	**2**	**2**	

16	**Effective width for cycling**	**Where cycles are separated from other traffic,** the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	**Where cycles are separated from other traffic,** the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	**Where cycles are separated from other traffic,** the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). **Otherwise:** Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	**Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.**	ⓘ	**2**	**2**	
17	**Impact of kerbside activity on cycling**	There is no kerbside activity. **or** People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	**People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.**	ⓘ	**2**	**2**	
18	**Quality of carriageway surface**	The carriageway surface is even and smooth, with sufficient skid resistance. **or** There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	**There are major defects in the carriageway surface (please see scoring guidance).**	ⓘ	**3**	**3**	
19	**Quality of footway surface**	There is an even and level surface for walking on footways. **or** There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	**There are major defects in the footway surface (please see scoring guidance).**	ⓘ	**3**	**3**	
20	**Surveillance of public spaces**	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	**3**	**3**	
21	**Lighting**	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. **and** Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	**3**	**3**	

22	**Provision of cycle parking**	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. **or** Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	3	3	
23	**Street trees**	**If assessing existing:** There are multiple trees, with canopies spaced less than 15m apart on average. **If assessing proposal:** All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. **or** All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	**If assessing existing:** There are multiple trees, with canopies spaced more than 15m apart on average. **If assessing proposal:** Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. **or** All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	**If assessing existing:** There are no trees, or only one tree. **If assessing proposal:** There are no existing or proposed trees. **or** The number of trees has been reduced.	–	ⓘ	2	2	
24	**Planting at footway-level** (excluding trees)	**If assessing existing:** There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). **If assessing proposal:** Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	**If assessing existing:** There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. **If assessing proposal:** Existing standalone greenery is to be retained.	**If assessing existing:** There is no planting, or existing planting is in a poor condition. **If assessing proposal:** No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	2	2	
25	**Walking distance between resting points** (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	2	2	
26	**Walking distance between sheltered areas protecting from rain.** Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	2	2	
					Are there any bus services running on this street? (Y/N) **If not, do not complete metrics 27-28**		Y	Y	**An answer is required here in order to generate results**

27	**Factors influencing bus passenger journey time**	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ	**2**	**2**	
28	**Bus stop accessibility**	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ	**2**	**2**	
				Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31			**N**	**N**	**An answer is required here in order to generate results**
29	**Bus stop connectivity with other public transport services**	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	ⓘ			
30	**Street-to-station step-free access**	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	ⓘ			
31	**Support for interchange between cycling and underground/rail**	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	ⓘ			
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		**0**	**0**	***Insert design response for 'zero' scores here***

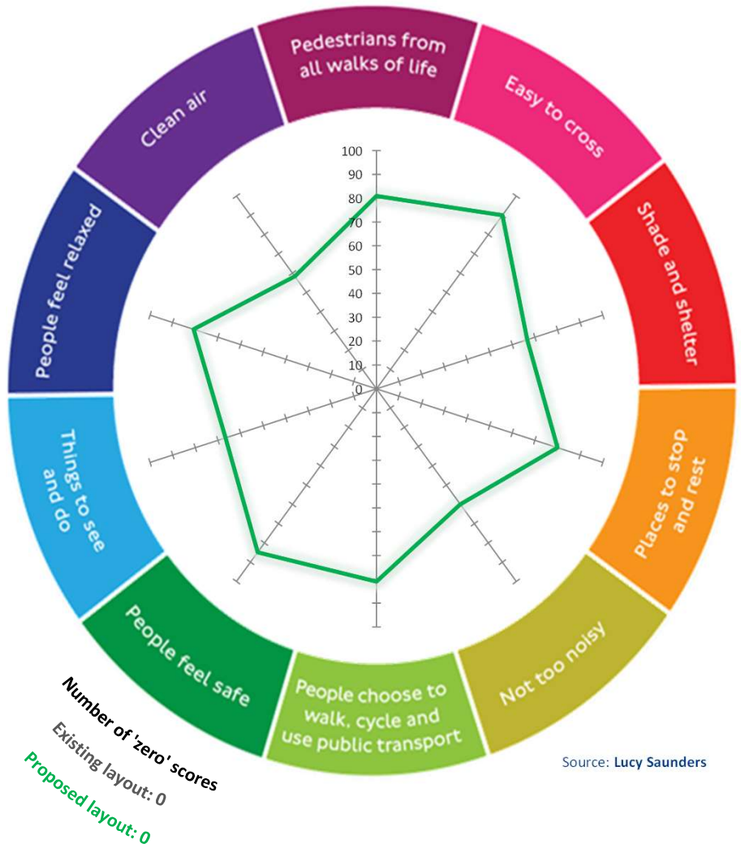
Healthy Streets Check Summary Results

Indicators explained ›

An overview of how each metric aligns with different Indicators

Interpreting results ›

A summary of how to use and improve on your results



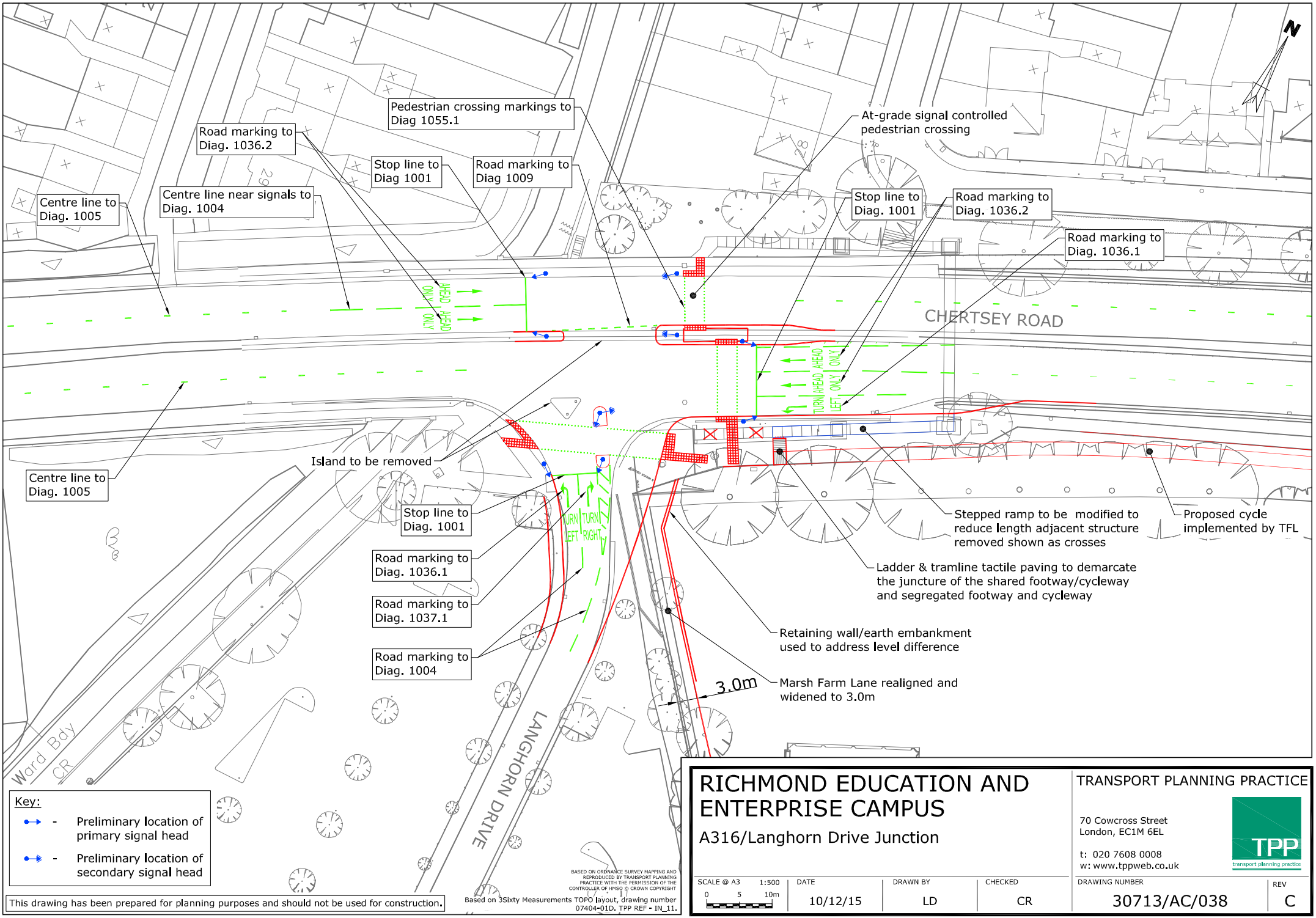
Source: **Lucy Saunders**

Healthy Streets Indicator scores (%)

(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	81	81
Easy to cross	90	90
Shade and shelter	67	67
Places to stop and rest	80	80
Not too noisy	60	60
People choose to walk, cycle and use public transport	81	81
People feel safe	85	85
Things to see and do	67	67
People feel relaxed	81	81
Clean air	58	58
Overall Healthy Streets Check score	80	80
Number of 'zero' scores	0	0

APPENDIX F



Key:

- Preliminary location of primary signal head
- Preliminary location of secondary signal head

This drawing has been prepared for planning purposes and should not be used for construction.

Based on 3Sixty Measurements TOPO layout, drawing number 07404-01D. TPP REF - IN_11.

RICHMOND EDUCATION AND ENTERPRISE CAMPUS

A316/Langhorn Drive Junction

TRANSPORT PLANNING PRACTICE
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London, EC1M 6EL
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w: www.tppweb.co.uk

SCALE @ A3	DATE	DRAWN BY	CHECKED	DRAWING NUMBER	REV
1:500 (0 5 10m)	10/12/15	LD	CR	30713/AC/038	C

T:\30000_projects\30713 Richmond Education and Enterprise Campus\ACAD\038_C.dwg

APPENDIX G

NOT FOR CONSTRUCTION

TECH HUB DEVELOPMENT ZONE

COLLEGE

COLLEGE PHASE 2

SCHOOL DEVELOPMENT ZONE

PARKING

RESIDENTIAL DEVELOPMENT ZONE

Shared cycle/footway widened to 3.0m width

A DET 623

A PLN 003

A PLN 004

B DET 623

C DET 623

Native tree and shrub planting in build outs. Detailed planting scheme for Marsh Farm Lane to be agreed as part of the Phase 2 Reserved Matters submission for the College Development Zone.

Short-stay cycle parking for college students

Shared cycle/footway widened to 3.0m width

Access to Sports Building Car Park to be agreed as part of the Phase 2 Reserved Matters submission for the College Development Zone.

Connection to residential development

Detailed planting scheme for Marsh Farm Lane to be agreed as part of the Phase 2 Reserved Matters submission for the College Development Zone.

Shared cycle/footway widened to min 5.0m to southern end enabling emergency access

Detailed planting scheme for Marsh Farm Lane to be agreed as part of the Phase 2 Reserved Matters submission for the College Development Zone.

Emergency vehicle gate. Refer to 6377-LD-DET-623

General Notes

- Do not scale from this drawing, use only written dimensions.
- All dimensions are drawn in mm unless otherwise noted.
- All dimensions must be checked on site and any discrepancies verified with landscape architect.
- Landscape drawing only - to be read in conjunction with architect and engineers drawings.
- All materials/items used to be as specified or alternatives to be approved by landscape architect.

Impermeable Pavings

Hot rolled asphalt. Cat III loading BS7533/2, with thermoplastic markings for shared use cycle way and 150x150 PCC edgings

80mm thick block paving as Formpave 'Cornish' or similar to BS7533/2, cat II loading, mix of sizes. Ref drawing 5137894-ATK-00-XX-DR-C-0152 Detail 3.

Permeable Pavings

60mm thick block paving as Formpave 'Cornish' or similar to BS7533/2, cat II loading, mix of sizes. Ref drawing 5137894-ATK-00-XX-DR-C-0152 Detail 2.

80mm thick block paving as Formpave 'Cornish' or similar to BS7533/2, cat II loading, mix of sizes. Ref drawing 5137894-ATK-00-XX-DR-C-0152 Detail 1.

Phase one site boundary

Development zone boundary

Iss	Date	Issue Notes	Drn	Chk	Apv
B	23.01.17	Planning	ML	ML	EP
A	20.07.16	Planning	ML	JB	EP

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Project
Richmond Upon Thames College
Phase 1

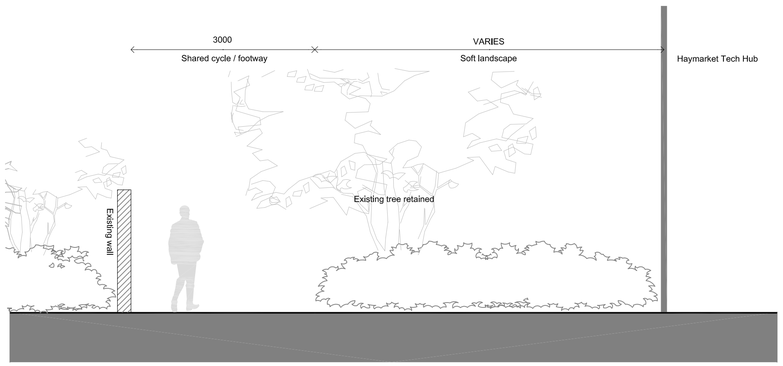
Client
Atkins

Title
General Arrangement
Marsh Farm Lane Arrangement

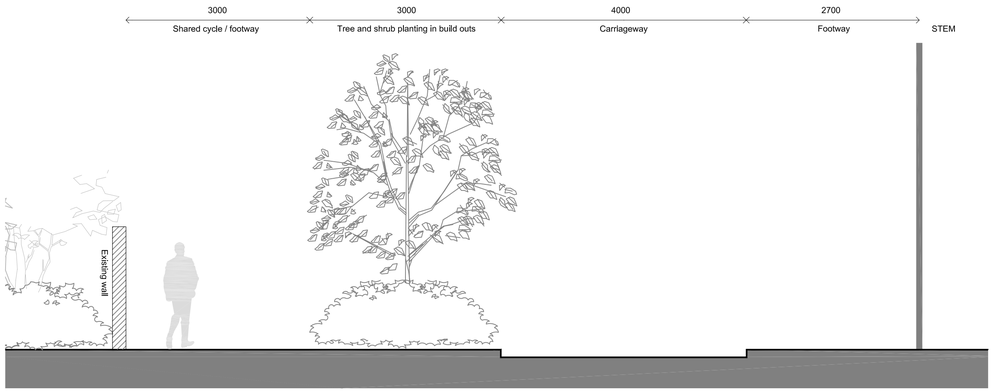
Scale	Status
1:500 @ A1	for Planning

Job No.	Drawing No.	Issue
6377	LD PLN 005	B

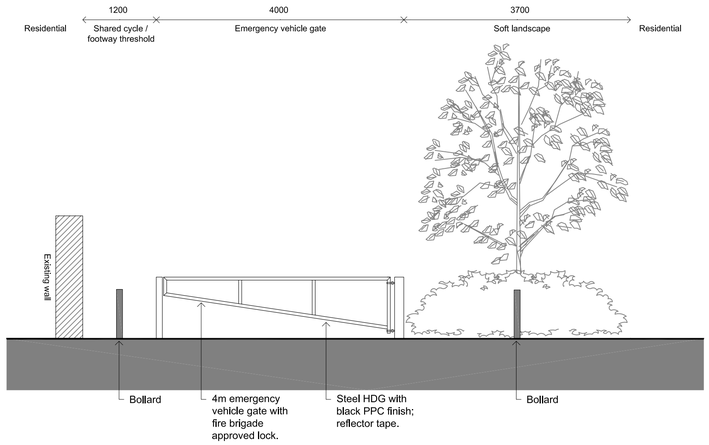
NOT FOR CONSTRUCTION



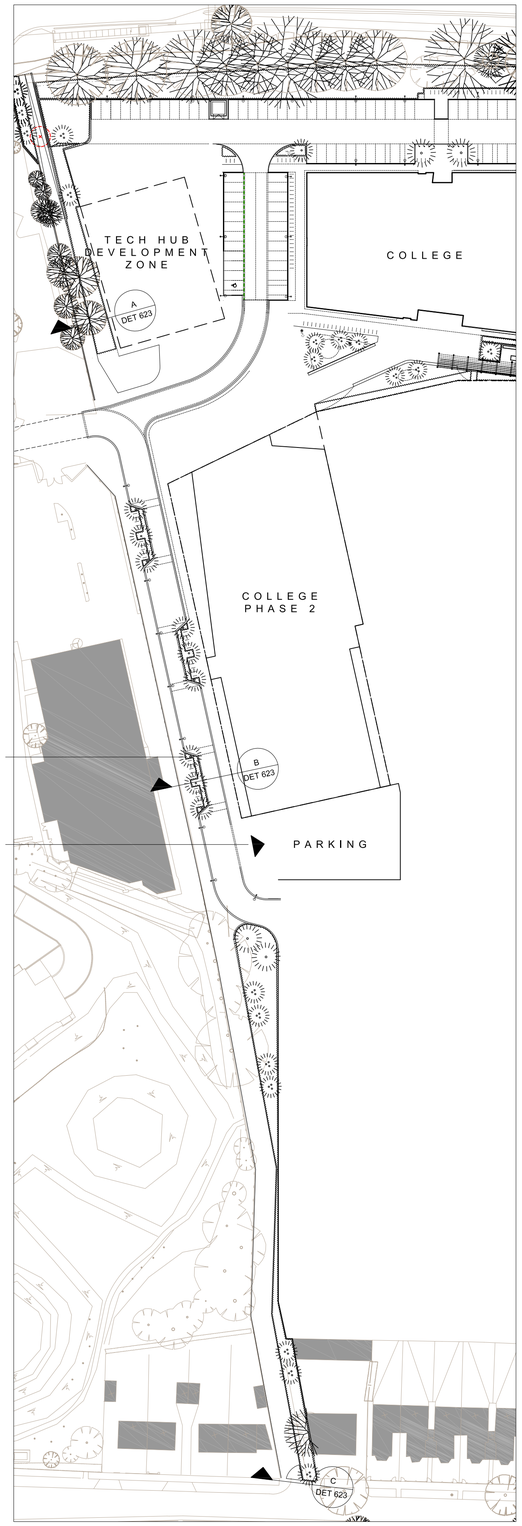
A Marsh Farm Lane to Haymarket
Scale 1:50@A1



B Marsh Farm Lane to STEM
Scale 1:50@A1



C Marsh Farm Lane to Craneford Way Treatment
Scale 1:50@A1



Detailed planting scheme for Marsh Farm Lane to be agreed as part of the Phase 2 Reserved Matters submission for the College Development Zone.

Access to Sports Building Car Park to be agreed as part of the Phase 2 Reserved Matters submission for the College Development Zone.

D Location Plan
Scale 1:750@A1

Notes

- Do not scale from this drawing, use only written dimensions.
- All dimensions are drawn in mm unless otherwise noted.
- All dimensions must be checked on site and any discrepancies verified with landscape architect.
- Landscape drawing only - to be read in conjunction with architect and engineers drawings.
- All materials/items used to be as specified or alternatives to be approved by landscape architect.

N

Iss	Date	Issue Notes	Drn	Chk	Apv
A	23.01.17	Planning	ML	ML	EP

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Project
Richmond Upon Thames College
Phase 1

Client
Atkins

Title
Sections
Marsh Farm Lane

Scale	Status
VARIES @ A1	for Planning

Job No.	Drawing No.	Issue
6377	LD DET 623	A

APPENDIX H

Calculation Reference: AUDIT-237601-150616-0632

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)
MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	EN	ENFIELD	1 days
	HA	HARROW	1 days
02	**SOUTH EAST**		
	WS	WEST SUSSEX	1 days

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

Filtering Stage 2 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: 61 to 91 (units:)
Range Selected by User: 61 to 91 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 07/11/08

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
Friday	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:

Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	2

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

Filtering Stage 3 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:

20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	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:

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.

LIST OF SITES relevant to selection parameters

1 **EN-03-K-01** **MIXED HOUSING** **ENFIELD**
MOUNT PLEASANT

COCKFOSTERS
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 68
Survey date: FRIDAY *07/11/08* *Survey Type: MANUAL*

2 **HA-03-K-01** **MIXED HOUSING** **HARROW**
HEADSTONE LANE
HARROW
HATCH END
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 91
Survey date: TUESDAY *20/11/07* *Survey Type: MANUAL*

3 **WS-03-K-02** **MIXED HOUSING** **WEST SUSSEX**
RUSSELL WAY

CRAWLEY
Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of dwellings: 61
Survey date: WEDNESDAY *28/11/07* *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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	73	0.073	3	73	0.173	3	73	0.246
08:00 - 09:00	3	73	0.136	**3**	**73**	**0.182**	3	73	0.318
09:00 - 10:00	3	73	0.118	3	73	0.141	3	73	0.259
10:00 - 11:00	3	73	0.095	3	73	0.141	3	73	0.236
11:00 - 12:00	3	73	0.109	3	73	0.123	3	73	0.232
12:00 - 13:00	3	73	0.095	3	73	0.095	3	73	0.190
13:00 - 14:00	3	73	0.086	3	73	0.095	3	73	0.181
14:00 - 15:00	3	73	0.123	3	73	0.118	3	73	0.241
15:00 - 16:00	3	73	0.068	3	73	0.105	3	73	0.173
16:00 - 17:00	3	73	0.191	3	73	0.132	**3**	**73**	**0.323**
17:00 - 18:00	**3**	**73**	**0.214**	3	73	0.100	3	73	0.314
18:00 - 19:00	3	73	0.164	3	73	0.105	3	73	0.269
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.472			1.510			2.982

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:	61 - 91 (units:)
Survey date date range:	01/01/07 - 07/11/08
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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/K - MIXED PRIV HOUS (FLATS AND HOUSES)

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	73	0.145	3	73	0.327	3	73	0.472
08:00 - 09:00	3	73	0.214	**3**	**73**	**0.573**	**3**	**73**	**0.787**
09:00 - 10:00	3	73	0.227	3	73	0.291	3	73	0.518
10:00 - 11:00	3	73	0.136	3	73	0.273	3	73	0.409
11:00 - 12:00	3	73	0.182	3	73	0.205	3	73	0.387
12:00 - 13:00	3	73	0.145	3	73	0.195	3	73	0.340
13:00 - 14:00	3	73	0.159	3	73	0.195	3	73	0.354
14:00 - 15:00	3	73	0.173	3	73	0.186	3	73	0.359
15:00 - 16:00	3	73	0.177	3	73	0.164	3	73	0.341
16:00 - 17:00	3	73	0.368	3	73	0.236	3	73	0.604
17:00 - 18:00	**3**	**73**	**0.377**	3	73	0.127	3	73	0.504
18:00 - 19:00	3	73	0.359	3	73	0.177	3	73	0.536
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.662			2.949			5.611

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:	61 - 91 (units:)
Survey date date range:	01/01/07 - 07/11/08
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	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.

APPENDIX I

Calculation Reference: AUDIT-728001-210208-0259

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	1 days
	BT	BRENT	1 days
	EN	ENFIELD	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days
	HV	HAVERING	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: 14 to 493 (units:)
Range Selected by User: 6 to 493 (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 06/03/20

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	4 days
Friday	1 days

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

Selected survey types:

Manual count	6 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:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	3
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	6 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 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
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:

125,001 to 250,000	1 days
500,001 or More	5 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	5 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	3 days
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	3 days
3 Moderate	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-02 CLYDESDALE WAY BELVEDERE	BLOCKS OF FLATS		BEXLEY
	Edge of Town Industrial Zone Total No of Dwellings:		402	
2	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		170	
3	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		18	
4	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS		HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
5	HO-03-C-05 PARK LANE HOUNSLOW CRANFORD	BLOCK OF FLATS		HOUNSLOW
	Edge of Town Residential Zone Total No of Dwellings:		14	
6	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS		HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings:		493	

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

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

	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	6	188	0.035	6	188	0.106	6	188	0.141
08:00 - 09:00	6	188	0.028	6	188	0.116	6	188	0.144
09:00 - 10:00	6	188	0.048	6	188	0.052	6	188	0.100
10:00 - 11:00	6	188	0.037	6	188	0.045	6	188	0.082
11:00 - 12:00	6	188	0.030	6	188	0.054	6	188	0.084
12:00 - 13:00	6	188	0.043	6	188	0.040	6	188	0.083
13:00 - 14:00	6	188	0.055	6	188	0.059	6	188	0.114
14:00 - 15:00	6	188	0.051	6	188	0.053	6	188	0.104
15:00 - 16:00	6	188	0.067	6	188	0.054	6	188	0.121
16:00 - 17:00	6	188	0.090	6	188	0.061	6	188	0.151
17:00 - 18:00	6	188	0.105	6	188	0.066	6	188	0.171
18:00 - 19:00	6	188	0.121	6	188	0.061	6	188	0.182
19:00 - 20:00	4	151	0.121	4	151	0.065	4	151	0.186
20:00 - 21:00	4	151	0.126	4	151	0.060	4	151	0.186
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.957			0.892			1.849

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:	14 - 493 (units:)
Survey date date range:	01/01/12 - 06/03/20
Number of weekdays (Monday-Friday):	6
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/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	6	188	0.003	6	188	0.002	6	188	0.005
08:00 - 09:00	6	188	0.002	6	188	0.003	6	188	0.005
09:00 - 10:00	6	188	0.004	6	188	0.003	6	188	0.007
10:00 - 11:00	6	188	0.001	6	188	0.001	6	188	0.002
11:00 - 12:00	6	188	0.000	6	188	0.001	6	188	0.001
12:00 - 13:00	6	188	0.002	6	188	0.002	6	188	0.004
13:00 - 14:00	6	188	0.003	6	188	0.003	6	188	0.006
14:00 - 15:00	6	188	0.002	6	188	0.002	6	188	0.004
15:00 - 16:00	6	188	0.004	6	188	0.004	6	188	0.008
16:00 - 17:00	6	188	0.002	6	188	0.002	6	188	0.004
17:00 - 18:00	6	188	0.004	6	188	0.004	6	188	0.008
18:00 - 19:00	6	188	0.004	6	188	0.004	6	188	0.008
19:00 - 20:00	4	151	0.005	4	151	0.005	4	151	0.010
20:00 - 21:00	4	151	0.000	4	151	0.000	4	151	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

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

	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	6	188	0.003	6	188	0.004	6	188	0.007
08:00 - 09:00	6	188	0.001	6	188	0.000	6	188	0.001
09:00 - 10:00	6	188	0.002	6	188	0.003	6	188	0.005
10:00 - 11:00	6	188	0.004	6	188	0.004	6	188	0.008
11:00 - 12:00	6	188	0.000	6	188	0.001	6	188	0.001
12:00 - 13:00	6	188	0.000	6	188	0.000	6	188	0.000
13:00 - 14:00	6	188	0.000	6	188	0.001	6	188	0.001
14:00 - 15:00	6	188	0.002	6	188	0.002	6	188	0.004
15:00 - 16:00	6	188	0.000	6	188	0.000	6	188	0.000
16:00 - 17:00	6	188	0.000	6	188	0.000	6	188	0.000
17:00 - 18:00	6	188	0.002	6	188	0.001	6	188	0.003
18:00 - 19:00	6	188	0.000	6	188	0.000	6	188	0.000
19:00 - 20:00	4	151	0.000	4	151	0.000	4	151	0.000
20:00 - 21:00	4	151	0.000	4	151	0.000	4	151	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.016			0.030

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	6	188	0.001	6	188	0.008	6	188	0.009
08:00 - 09:00	6	188	0.003	6	188	0.012	6	188	0.015
09:00 - 10:00	6	188	0.004	6	188	0.004	6	188	0.008
10:00 - 11:00	6	188	0.002	6	188	0.003	6	188	0.005
11:00 - 12:00	6	188	0.002	6	188	0.001	6	188	0.003
12:00 - 13:00	6	188	0.002	6	188	0.003	6	188	0.005
13:00 - 14:00	6	188	0.006	6	188	0.007	6	188	0.013
14:00 - 15:00	6	188	0.001	6	188	0.006	6	188	0.007
15:00 - 16:00	6	188	0.005	6	188	0.003	6	188	0.008
16:00 - 17:00	6	188	0.009	6	188	0.004	6	188	0.013
17:00 - 18:00	6	188	0.010	6	188	0.003	6	188	0.013
18:00 - 19:00	6	188	0.004	6	188	0.001	6	188	0.005
19:00 - 20:00	4	151	0.008	4	151	0.002	4	151	0.010
20:00 - 21:00	4	151	0.007	4	151	0.000	4	151	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.057			0.121

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	6	188	0.043	6	188	0.138	6	188	0.181
08:00 - 09:00	6	188	0.032	6	188	0.178	6	188	0.210
09:00 - 10:00	6	188	0.056	6	188	0.059	6	188	0.115
10:00 - 11:00	6	188	0.043	6	188	0.058	6	188	0.101
11:00 - 12:00	6	188	0.043	6	188	0.074	6	188	0.117
12:00 - 13:00	6	188	0.059	6	188	0.048	6	188	0.107
13:00 - 14:00	6	188	0.066	6	188	0.074	6	188	0.140
14:00 - 15:00	6	188	0.067	6	188	0.072	6	188	0.139
15:00 - 16:00	6	188	0.098	6	188	0.075	6	188	0.173
16:00 - 17:00	6	188	0.132	6	188	0.075	6	188	0.207
17:00 - 18:00	6	188	0.137	6	188	0.092	6	188	0.229
18:00 - 19:00	6	188	0.165	6	188	0.077	6	188	0.242
19:00 - 20:00	4	151	0.152	4	151	0.079	4	151	0.231
20:00 - 21:00	4	151	0.175	4	151	0.078	4	151	0.253
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.268			1.177			2.445

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	6	188	0.019	6	188	0.035	6	188	0.054
08:00 - 09:00	6	188	0.027	6	188	0.104	6	188	0.131
09:00 - 10:00	6	188	0.042	6	188	0.040	6	188	0.082
10:00 - 11:00	6	188	0.019	6	188	0.043	6	188	0.062
11:00 - 12:00	6	188	0.028	6	188	0.032	6	188	0.060
12:00 - 13:00	6	188	0.051	6	188	0.033	6	188	0.084
13:00 - 14:00	6	188	0.031	6	188	0.031	6	188	0.062
14:00 - 15:00	6	188	0.043	6	188	0.032	6	188	0.075
15:00 - 16:00	6	188	0.066	6	188	0.038	6	188	0.104
16:00 - 17:00	6	188	0.052	6	188	0.034	6	188	0.086
17:00 - 18:00	6	188	0.062	6	188	0.040	6	188	0.102
18:00 - 19:00	6	188	0.055	6	188	0.032	6	188	0.087
19:00 - 20:00	4	151	0.078	4	151	0.066	4	151	0.144
20:00 - 21:00	4	151	0.046	4	151	0.060	4	151	0.106
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.619			0.620			1.239

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	6	188	0.003	6	188	0.046	6	188	0.049
08:00 - 09:00	6	188	0.006	6	188	0.054	6	188	0.060
09:00 - 10:00	6	188	0.016	6	188	0.022	6	188	0.038
10:00 - 11:00	6	188	0.009	6	188	0.010	6	188	0.019
11:00 - 12:00	6	188	0.007	6	188	0.012	6	188	0.019
12:00 - 13:00	6	188	0.019	6	188	0.018	6	188	0.037
13:00 - 14:00	6	188	0.006	6	188	0.014	6	188	0.020
14:00 - 15:00	6	188	0.020	6	188	0.020	6	188	0.040
15:00 - 16:00	6	188	0.028	6	188	0.020	6	188	0.048
16:00 - 17:00	6	188	0.034	6	188	0.018	6	188	0.052
17:00 - 18:00	6	188	0.030	6	188	0.008	6	188	0.038
18:00 - 19:00	6	188	0.041	6	188	0.007	6	188	0.048
19:00 - 20:00	4	151	0.048	4	151	0.012	4	151	0.060
20:00 - 21:00	4	151	0.040	4	151	0.010	4	151	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.307			0.271			0.578

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	6	188	0.002	6	188	0.083	6	188	0.085
08:00 - 09:00	6	188	0.004	6	188	0.097	6	188	0.101
09:00 - 10:00	6	188	0.004	6	188	0.029	6	188	0.033
10:00 - 11:00	6	188	0.004	6	188	0.016	6	188	0.020
11:00 - 12:00	6	188	0.006	6	188	0.020	6	188	0.026
12:00 - 13:00	6	188	0.014	6	188	0.018	6	188	0.032
13:00 - 14:00	6	188	0.011	6	188	0.028	6	188	0.039
14:00 - 15:00	6	188	0.017	6	188	0.023	6	188	0.040
15:00 - 16:00	6	188	0.020	6	188	0.015	6	188	0.035
16:00 - 17:00	6	188	0.028	6	188	0.005	6	188	0.033
17:00 - 18:00	6	188	0.048	6	188	0.012	6	188	0.060
18:00 - 19:00	6	188	0.097	6	188	0.007	6	188	0.104
19:00 - 20:00	4	151	0.119	4	151	0.010	4	151	0.129
20:00 - 21:00	4	151	0.058	4	151	0.012	4	151	0.070
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.432			0.375			0.807

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	6	188	0.004	6	188	0.130	6	188	0.134
08:00 - 09:00	6	188	0.011	6	188	0.151	6	188	0.162
09:00 - 10:00	6	188	0.020	6	188	0.051	6	188	0.071
10:00 - 11:00	6	188	0.012	6	188	0.026	6	188	0.038
11:00 - 12:00	6	188	0.013	6	188	0.032	6	188	0.045
12:00 - 13:00	6	188	0.033	6	188	0.035	6	188	0.068
13:00 - 14:00	6	188	0.017	6	188	0.042	6	188	0.059
14:00 - 15:00	6	188	0.036	6	188	0.043	6	188	0.079
15:00 - 16:00	6	188	0.048	6	188	0.035	6	188	0.083
16:00 - 17:00	6	188	0.061	6	188	0.023	6	188	0.084
17:00 - 18:00	6	188	0.078	6	188	0.020	6	188	0.098
18:00 - 19:00	6	188	0.138	6	188	0.014	6	188	0.152
19:00 - 20:00	4	151	0.167	4	151	0.022	4	151	0.189
20:00 - 21:00	4	151	0.098	4	151	0.022	4	151	0.120
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.736			0.646			1.382

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	6	188	0.067	6	188	0.310	6	188	0.377
08:00 - 09:00	6	188	0.072	6	188	0.445	6	188	0.517
09:00 - 10:00	6	188	0.122	6	188	0.155	6	188	0.277
10:00 - 11:00	6	188	0.076	6	188	0.129	6	188	0.205
11:00 - 12:00	6	188	0.085	6	188	0.138	6	188	0.223
12:00 - 13:00	6	188	0.146	6	188	0.119	6	188	0.265
13:00 - 14:00	6	188	0.120	6	188	0.154	6	188	0.274
14:00 - 15:00	6	188	0.147	6	188	0.154	6	188	0.301
15:00 - 16:00	6	188	0.217	6	188	0.152	6	188	0.369
16:00 - 17:00	6	188	0.255	6	188	0.135	6	188	0.390
17:00 - 18:00	6	188	0.287	6	188	0.155	6	188	0.442
18:00 - 19:00	6	188	0.361	6	188	0.124	6	188	0.485
19:00 - 20:00	4	151	0.406	4	151	0.169	4	151	0.575
20:00 - 21:00	4	151	0.326	4	151	0.159	4	151	0.485
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.687			2.498			5.185

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	6	188	0.027	6	188	0.093	6	188	0.120
08:00 - 09:00	6	188	0.026	6	188	0.109	6	188	0.135
09:00 - 10:00	6	188	0.036	6	188	0.041	6	188	0.077
10:00 - 11:00	6	188	0.025	6	188	0.032	6	188	0.057
11:00 - 12:00	6	188	0.024	6	188	0.044	6	188	0.068
12:00 - 13:00	6	188	0.035	6	188	0.033	6	188	0.068
13:00 - 14:00	6	188	0.045	6	188	0.051	6	188	0.096
14:00 - 15:00	6	188	0.042	6	188	0.047	6	188	0.089
15:00 - 16:00	6	188	0.059	6	188	0.043	6	188	0.102
16:00 - 17:00	6	188	0.082	6	188	0.054	6	188	0.136
17:00 - 18:00	6	188	0.089	6	188	0.055	6	188	0.144
18:00 - 19:00	6	188	0.109	6	188	0.051	6	188	0.160
19:00 - 20:00	4	151	0.109	4	151	0.056	4	151	0.165
20:00 - 21:00	4	151	0.118	4	151	0.056	4	151	0.174
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.826			0.765			1.591

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	6	188	0.004	6	188	0.005	6	188	0.009
08:00 - 09:00	6	188	0.000	6	188	0.003	6	188	0.003
09:00 - 10:00	6	188	0.005	6	188	0.003	6	188	0.008
10:00 - 11:00	6	188	0.007	6	188	0.009	6	188	0.016
11:00 - 12:00	6	188	0.006	6	188	0.007	6	188	0.013
12:00 - 13:00	6	188	0.006	6	188	0.004	6	188	0.010
13:00 - 14:00	6	188	0.006	6	188	0.004	6	188	0.010
14:00 - 15:00	6	188	0.005	6	188	0.003	6	188	0.008
15:00 - 16:00	6	188	0.003	6	188	0.007	6	188	0.010
16:00 - 17:00	6	188	0.006	6	188	0.005	6	188	0.011
17:00 - 18:00	6	188	0.008	6	188	0.004	6	188	0.012
18:00 - 19:00	6	188	0.002	6	188	0.004	6	188	0.006
19:00 - 20:00	4	151	0.002	4	151	0.002	4	151	0.004
20:00 - 21:00	4	151	0.003	4	151	0.002	4	151	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.062			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/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	6	188	0.000	6	188	0.002	6	188	0.002
08:00 - 09:00	6	188	0.000	6	188	0.002	6	188	0.002
09:00 - 10:00	6	188	0.001	6	188	0.004	6	188	0.005
10:00 - 11:00	6	188	0.000	6	188	0.000	6	188	0.000
11:00 - 12:00	6	188	0.000	6	188	0.001	6	188	0.001
12:00 - 13:00	6	188	0.001	6	188	0.001	6	188	0.002
13:00 - 14:00	6	188	0.001	6	188	0.001	6	188	0.002
14:00 - 15:00	6	188	0.001	6	188	0.000	6	188	0.001
15:00 - 16:00	6	188	0.001	6	188	0.000	6	188	0.001
16:00 - 17:00	6	188	0.000	6	188	0.000	6	188	0.000
17:00 - 18:00	6	188	0.003	6	188	0.002	6	188	0.005
18:00 - 19:00	6	188	0.006	6	188	0.003	6	188	0.009
19:00 - 20:00	4	151	0.005	4	151	0.002	4	151	0.007
20:00 - 21:00	4	151	0.005	4	151	0.002	4	151	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.020			0.044

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Underground 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	6	188	0.001	6	188	0.040	6	188	0.041
08:00 - 09:00	6	188	0.001	6	188	0.041	6	188	0.042
09:00 - 10:00	6	188	0.000	6	188	0.007	6	188	0.007
10:00 - 11:00	6	188	0.002	6	188	0.006	6	188	0.008
11:00 - 12:00	6	188	0.003	6	188	0.005	6	188	0.008
12:00 - 13:00	6	188	0.004	6	188	0.004	6	188	0.008
13:00 - 14:00	6	188	0.004	6	188	0.007	6	188	0.011
14:00 - 15:00	6	188	0.008	6	188	0.009	6	188	0.017
15:00 - 16:00	6	188	0.006	6	188	0.008	6	188	0.014
16:00 - 17:00	6	188	0.007	6	188	0.003	6	188	0.010
17:00 - 18:00	6	188	0.014	6	188	0.004	6	188	0.018
18:00 - 19:00	6	188	0.038	6	188	0.003	6	188	0.041
19:00 - 20:00	4	151	0.061	4	151	0.003	4	151	0.064
20:00 - 21:00	4	151	0.025	4	151	0.005	4	151	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.145			0.319

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 DLR 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	6	188	0.000	6	188	0.000	6	188	0.000
08:00 - 09:00	6	188	0.001	6	188	0.001	6	188	0.002
09:00 - 10:00	6	188	0.000	6	188	0.000	6	188	0.000
10:00 - 11:00	6	188	0.000	6	188	0.000	6	188	0.000
11:00 - 12:00	6	188	0.000	6	188	0.000	6	188	0.000
12:00 - 13:00	6	188	0.000	6	188	0.001	6	188	0.001
13:00 - 14:00	6	188	0.000	6	188	0.000	6	188	0.000
14:00 - 15:00	6	188	0.000	6	188	0.000	6	188	0.000
15:00 - 16:00	6	188	0.000	6	188	0.000	6	188	0.000
16:00 - 17:00	6	188	0.000	6	188	0.000	6	188	0.000
17:00 - 18:00	6	188	0.000	6	188	0.000	6	188	0.000
18:00 - 19:00	6	188	0.000	6	188	0.000	6	188	0.000
19:00 - 20:00	4	151	0.000	4	151	0.000	4	151	0.000
20:00 - 21:00	4	151	0.000	4	151	0.000	4	151	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.002			0.003

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 National 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	6	188	0.001	6	188	0.043	6	188	0.044
08:00 - 09:00	6	188	0.003	6	188	0.055	6	188	0.058
09:00 - 10:00	6	188	0.004	6	188	0.022	6	188	0.026
10:00 - 11:00	6	188	0.002	6	188	0.010	6	188	0.012
11:00 - 12:00	6	188	0.004	6	188	0.014	6	188	0.018
12:00 - 13:00	6	188	0.011	6	188	0.012	6	188	0.023
13:00 - 14:00	6	188	0.007	6	188	0.020	6	188	0.027
14:00 - 15:00	6	188	0.009	6	188	0.014	6	188	0.023
15:00 - 16:00	6	188	0.014	6	188	0.007	6	188	0.021
16:00 - 17:00	6	188	0.020	6	188	0.003	6	188	0.023
17:00 - 18:00	6	188	0.034	6	188	0.008	6	188	0.042
18:00 - 19:00	6	188	0.059	6	188	0.004	6	188	0.063
19:00 - 20:00	4	151	0.058	4	151	0.007	4	151	0.065
20:00 - 21:00	4	151	0.033	4	151	0.007	4	151	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.259			0.226			0.485

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 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	6	188	0.003	6	188	0.046	6	188	0.049
08:00 - 09:00	6	188	0.006	6	188	0.054	6	188	0.060
09:00 - 10:00	6	188	0.016	6	188	0.022	6	188	0.038
10:00 - 11:00	6	188	0.009	6	188	0.010	6	188	0.019
11:00 - 12:00	6	188	0.007	6	188	0.012	6	188	0.019
12:00 - 13:00	6	188	0.019	6	188	0.018	6	188	0.037
13:00 - 14:00	6	188	0.006	6	188	0.014	6	188	0.020
14:00 - 15:00	6	188	0.020	6	188	0.020	6	188	0.040
15:00 - 16:00	6	188	0.028	6	188	0.020	6	188	0.048
16:00 - 17:00	6	188	0.034	6	188	0.018	6	188	0.052
17:00 - 18:00	6	188	0.030	6	188	0.008	6	188	0.038
18:00 - 19:00	6	188	0.041	6	188	0.007	6	188	0.048
19:00 - 20:00	4	151	0.048	4	151	0.012	4	151	0.060
20:00 - 21:00	4	151	0.040	4	151	0.010	4	151	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.307			0.271			0.578

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-728001-210208-0226

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 days
	KC	KENT	2 days
	WS	WEST SUSSEX	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: 48 to 363 (units:)
Range Selected by User: 8 to 918 (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 08/10/20

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	4 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:

Suburban Area (PPS6 Out of Centre)	4

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	4

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	4 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 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 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
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	4 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	2 days
No	2 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	62	
2	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	51	
3	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	363	
4	WS-03-A-05 UPPER SHOREHAM ROAD SHOREHAM BY SEA	TERRACED & FLATS	WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	48	

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

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

	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	4	131	0.074	4	131	0.349	4	131	0.423
08:00 - 09:00	4	131	0.101	4	131	0.412	4	131	0.513
09:00 - 10:00	4	131	0.143	4	131	0.166	4	131	0.309
10:00 - 11:00	4	131	0.107	4	131	0.168	4	131	0.275
11:00 - 12:00	4	131	0.143	4	131	0.151	4	131	0.294
12:00 - 13:00	4	131	0.179	4	131	0.155	4	131	0.334
13:00 - 14:00	4	131	0.191	4	131	0.174	4	131	0.365
14:00 - 15:00	4	131	0.160	4	131	0.183	4	131	0.343
15:00 - 16:00	4	131	0.248	4	131	0.183	4	131	0.431
16:00 - 17:00	4	131	0.365	4	131	0.177	4	131	0.542
17:00 - 18:00	4	131	0.424	4	131	0.206	4	131	0.630
18:00 - 19:00	4	131	0.336	4	131	0.223	4	131	0.559
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.471			2.547			5.018

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:	48 - 363 (units:)
Survey date date range:	01/01/12 - 08/10/20
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	4	131	0.002	4	131	0.002	4	131	0.004
08:00 - 09:00	4	131	0.004	4	131	0.002	4	131	0.006
09:00 - 10:00	4	131	0.006	4	131	0.000	4	131	0.006
10:00 - 11:00	4	131	0.002	4	131	0.006	4	131	0.008
11:00 - 12:00	4	131	0.006	4	131	0.006	4	131	0.012
12:00 - 13:00	4	131	0.002	4	131	0.002	4	131	0.004
13:00 - 14:00	4	131	0.004	4	131	0.002	4	131	0.006
14:00 - 15:00	4	131	0.000	4	131	0.004	4	131	0.004
15:00 - 16:00	4	131	0.008	4	131	0.002	4	131	0.010
16:00 - 17:00	4	131	0.002	4	131	0.002	4	131	0.004
17:00 - 18:00	4	131	0.000	4	131	0.000	4	131	0.000
18:00 - 19:00	4	131	0.000	4	131	0.002	4	131	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.030			0.066

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

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

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

	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	4	131	0.000	4	131	0.000	4	131	0.000
08:00 - 09:00	4	131	0.004	4	131	0.004	4	131	0.008
09:00 - 10:00	4	131	0.004	4	131	0.002	4	131	0.006
10:00 - 11:00	4	131	0.004	4	131	0.010	4	131	0.014
11:00 - 12:00	4	131	0.004	4	131	0.004	4	131	0.008
12:00 - 13:00	4	131	0.004	4	131	0.008	4	131	0.012
13:00 - 14:00	4	131	0.000	4	131	0.000	4	131	0.000
14:00 - 15:00	4	131	0.004	4	131	0.002	4	131	0.006
15:00 - 16:00	4	131	0.004	4	131	0.002	4	131	0.006
16:00 - 17:00	4	131	0.004	4	131	0.002	4	131	0.006
17:00 - 18:00	4	131	0.000	4	131	0.004	4	131	0.004
18:00 - 19:00	4	131	0.000	4	131	0.000	4	131	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.038			0.070

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

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

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

	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	4	131	0.004	4	131	0.006	4	131	0.010
08:00 - 09:00	4	131	0.000	4	131	0.010	4	131	0.010
09:00 - 10:00	4	131	0.000	4	131	0.002	4	131	0.002
10:00 - 11:00	4	131	0.004	4	131	0.004	4	131	0.008
11:00 - 12:00	4	131	0.002	4	131	0.002	4	131	0.004
12:00 - 13:00	4	131	0.008	4	131	0.002	4	131	0.010
13:00 - 14:00	4	131	0.004	4	131	0.000	4	131	0.004
14:00 - 15:00	4	131	0.002	4	131	0.000	4	131	0.002
15:00 - 16:00	4	131	0.010	4	131	0.002	4	131	0.012
16:00 - 17:00	4	131	0.002	4	131	0.002	4	131	0.004
17:00 - 18:00	4	131	0.004	4	131	0.002	4	131	0.006
18:00 - 19:00	4	131	0.000	4	131	0.004	4	131	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.036			0.076

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

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

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

	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	4	131	0.088	4	131	0.527	4	131	0.615
08:00 - 09:00	4	131	0.132	4	131	0.704	4	131	0.836
09:00 - 10:00	4	131	0.198	4	131	0.246	4	131	0.444
10:00 - 11:00	4	131	0.158	4	131	0.244	4	131	0.402
11:00 - 12:00	4	131	0.191	4	131	0.231	4	131	0.422
12:00 - 13:00	4	131	0.252	4	131	0.258	4	131	0.510
13:00 - 14:00	4	131	0.275	4	131	0.250	4	131	0.525
14:00 - 15:00	4	131	0.218	4	131	0.261	4	131	0.479
15:00 - 16:00	4	131	0.420	4	131	0.277	4	131	0.697
16:00 - 17:00	4	131	0.626	4	131	0.254	4	131	0.880
17:00 - 18:00	4	131	0.700	4	131	0.311	4	131	1.011
18:00 - 19:00	4	131	0.592	4	131	0.353	4	131	0.945
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.850			3.916			7.766

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	131	0.004	4	131	0.046	4	131	0.050
08:00 - 09:00	4	131	0.027	4	131	0.088	4	131	0.115
09:00 - 10:00	4	131	0.042	4	131	0.042	4	131	0.084
10:00 - 11:00	4	131	0.013	4	131	0.032	4	131	0.045
11:00 - 12:00	4	131	0.034	4	131	0.027	4	131	0.061
12:00 - 13:00	4	131	0.015	4	131	0.013	4	131	0.028
13:00 - 14:00	4	131	0.050	4	131	0.021	4	131	0.071
14:00 - 15:00	4	131	0.040	4	131	0.042	4	131	0.082
15:00 - 16:00	4	131	0.088	4	131	0.032	4	131	0.120
16:00 - 17:00	4	131	0.052	4	131	0.029	4	131	0.081
17:00 - 18:00	4	131	0.048	4	131	0.046	4	131	0.094
18:00 - 19:00	4	131	0.029	4	131	0.027	4	131	0.056
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.442			0.445			0.887

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

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

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

	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	4	131	0.000	4	131	0.013	4	131	0.013
08:00 - 09:00	4	131	0.002	4	131	0.042	4	131	0.044
09:00 - 10:00	4	131	0.010	4	131	0.032	4	131	0.042
10:00 - 11:00	4	131	0.011	4	131	0.011	4	131	0.022
11:00 - 12:00	4	131	0.008	4	131	0.004	4	131	0.012
12:00 - 13:00	4	131	0.008	4	131	0.013	4	131	0.021
13:00 - 14:00	4	131	0.004	4	131	0.004	4	131	0.008
14:00 - 15:00	4	131	0.010	4	131	0.011	4	131	0.021
15:00 - 16:00	4	131	0.032	4	131	0.011	4	131	0.043
16:00 - 17:00	4	131	0.031	4	131	0.004	4	131	0.035
17:00 - 18:00	4	131	0.011	4	131	0.004	4	131	0.015
18:00 - 19:00	4	131	0.017	4	131	0.002	4	131	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.151			0.295

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

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

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

	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	4	131	0.000	4	131	0.034	4	131	0.034
08:00 - 09:00	4	131	0.000	4	131	0.036	4	131	0.036
09:00 - 10:00	4	131	0.000	4	131	0.010	4	131	0.010
10:00 - 11:00	4	131	0.000	4	131	0.002	4	131	0.002
11:00 - 12:00	4	131	0.000	4	131	0.002	4	131	0.002
12:00 - 13:00	4	131	0.002	4	131	0.002	4	131	0.004
13:00 - 14:00	4	131	0.002	4	131	0.000	4	131	0.002
14:00 - 15:00	4	131	0.000	4	131	0.000	4	131	0.000
15:00 - 16:00	4	131	0.002	4	131	0.000	4	131	0.002
16:00 - 17:00	4	131	0.010	4	131	0.000	4	131	0.010
17:00 - 18:00	4	131	0.048	4	131	0.000	4	131	0.048
18:00 - 19:00	4	131	0.032	4	131	0.000	4	131	0.032
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.096			0.086			0.182

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL 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	4	131	0.000	4	131	0.048	4	131	0.048
08:00 - 09:00	4	131	0.002	4	131	0.078	4	131	0.080
09:00 - 10:00	4	131	0.010	4	131	0.042	4	131	0.052
10:00 - 11:00	4	131	0.011	4	131	0.013	4	131	0.024
11:00 - 12:00	4	131	0.008	4	131	0.006	4	131	0.014
12:00 - 13:00	4	131	0.010	4	131	0.015	4	131	0.025
13:00 - 14:00	4	131	0.006	4	131	0.004	4	131	0.010
14:00 - 15:00	4	131	0.010	4	131	0.011	4	131	0.021
15:00 - 16:00	4	131	0.034	4	131	0.011	4	131	0.045
16:00 - 17:00	4	131	0.040	4	131	0.004	4	131	0.044
17:00 - 18:00	4	131	0.059	4	131	0.004	4	131	0.063
18:00 - 19:00	4	131	0.050	4	131	0.002	4	131	0.052
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.238			0.478

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

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

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

	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	4	131	0.095	4	131	0.626	4	131	0.721
08:00 - 09:00	4	131	0.160	4	131	0.880	4	131	1.040
09:00 - 10:00	4	131	0.250	4	131	0.332	4	131	0.582
10:00 - 11:00	4	131	0.187	4	131	0.294	4	131	0.481
11:00 - 12:00	4	131	0.235	4	131	0.265	4	131	0.500
12:00 - 13:00	4	131	0.284	4	131	0.288	4	131	0.572
13:00 - 14:00	4	131	0.334	4	131	0.275	4	131	0.609
14:00 - 15:00	4	131	0.269	4	131	0.315	4	131	0.584
15:00 - 16:00	4	131	0.552	4	131	0.323	4	131	0.875
16:00 - 17:00	4	131	0.719	4	131	0.288	4	131	1.007
17:00 - 18:00	4	131	0.811	4	131	0.363	4	131	1.174
18:00 - 19:00	4	131	0.670	4	131	0.385	4	131	1.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.566			4.634			9.200

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

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

APPENDIX J

HEATHAM CPZ
(Zone HM)

Hours of Operation:
Monday-Saturday
9.00am - 6.30pm

KEY	
Spaces for use by Resident Permit Holders	
Spaces for use by Visitors (Meter or Pay & Display)	

Revision	Details	Date	Checked
A			
B			
C			
D			
E			
F			
G			
H			
J			
K			

Job title
HEATHAM CPZ
(ZONE HM)

Drawing no	Size
	A3

Scale	Date	Section	Drawn
	OCT-04	PARKING	

Mervyn Bartlett BSc MSc CMILT MIHT
HEAD OF TRANSPORT PLANNING SERVICE
ENVIRONMENT DIRECTORATE

Checked

LONDON BOROUGH OF RICHMOND UPON THAMES
ENVIRONMENT DIRECTORATE

CIVIC CENTRE, 44 YORK STREET
TWICKENHAM, TW1 3BZ
TEL: 020-8891 1411 FAX: 020-8891 7702

Preliminary information schematic not yet officially published.
Please refer to street signing for accurate bay types

NOTES:

Spaces available for use by holders of Inner Zone business permits are situated in:

* Clifden Road
* Garfield Road
* Grosvenor Road
* Grove Avenue
* Heath Road
* Holly Road Service Area
* Laurel Avenue
* Saville Road
* Sherland Road
* Sion Road
* The Embankment
* Wharf Lane

Spaces available for use by holders of Outer Zone business permits are situated in:

* Lion Road
* Mary's Terrace
* Riverside
* Station Road

Business permit holders in Garfield Road, Grosvenor Road and Sherland Road may be used by zone D resident permit holders on Saturdays.

KEY	
Spaces for use by Resident Permit Holders	
Spaces for use by Business Permit Holders (see notes)	
Shared use spaces for use by Resident or Business Permit Holders (see notes)	
Shared use spaces for use by Resident or Visitors (Pay & Display)	
Shared use spaces for use by Resident or Business Permit Holders or Visitors (Pay & Display)	
Spaces for use by Visitors (Meter or Pay & Display)	
Loading Bay	Ⓛ
Disabled Bay	DIS
Motorcycle Bay	M/C

Central Twickenham (Zone D)

Hours of Operation:
Monday-Saturday
8.30am - 6.30pm

Revision	Details	Date	Checked
A			
B			
C			
D			
E			
F			
G			
H			
J			
K			

Job title
CENTRAL TWICKENHAM CPZ (Zone D)

Drawing no.		Size
		A3

Scale	Date	Section	Drawn
	OCT-04	PARKING	

Mervyn Bartlett BSc MSc CMILT MIHT
HEAD OF TRANSPORT PLANNING SERVICE
ENVIRONMENT DIRECTORATE

Checked

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ENVIRONMENT DIRECTORATE

CIVIC CENTRE, 44 YORK STREET
TWICKENHAM, TW1 3BZ
TEL: 020-8891 1411 FAX: 020-8891 7702

APPENDIX K

Richmond Education and Enterprise Campus

Site Wide Parking and Servicing Framework

Introduction

1. Transport Planning Practice has been commissioned by Richmond upon Thames College to prepare a Site Wide Parking and Servicing Framework for the proposed Richmond Education and Enterprise Campus to discharge planning condition U08042. This is an overarching document for the development as a whole. The preparation of specific car park management plans and delivery & servicing plans for each development zone is conditioned as part of the outline planning permission, 15/3038/OUT.

Car park access/egress control and management

College and Haymarket building

2. All permanent vehicular access and egress for the College which includes the STEM building and Sports Centre, and the Haymarket building (tech hub) will be via the Langhorn Drive access and the upgraded junction with the A316 Chertsey Road.

3. Access and egress for the College site will be restricted from using the Egerton Road access by the use of security gates for which college staff will not have access controls for day-to-day use.

4. The College will be allocated 150 parking spaces, the majority of which will be located at the northern end of the Campus although some will be located next to the Sports Centre. Visitor, accessible and mini-bus parking will be included within the 150 space allocation.

5. The Haymarket building will be allocated ten parking spaces which will be located next to the building main entrance and the service area. Visitor and accessible parking will be included within the ten space allocation.

6. A permit scheme will be used to prevent unauthorised parking within the curtilage of the College and Haymarket building site. This will provide a visual measure of enforcing against unauthorised parking taking place within these zones. Visitors parking at the College will be required to report to reception on arrival and leave their car registration details. All parking within accessible parking spaces would need to be accompanied by a valid Blue Badge. The permit scheme and use of accessible spaces by Blue Badge holders will be enforced by the College's facility management team. Similarly, Haymarket visitors will required to report to the tech hub reception and provide details. The bays will be sign posted as being for tech hub visitors only and Haymarket will liaise with the College's facility management team in terms of enforcement (since any unauthorised parking is most likely related to the college use).

Residential development

7. All permanent vehicular access and egress for the residential development will be via the Langhorn Drive access and the upgraded junction with the A316 Chertsey Road. A road running adjacent to the Marsh Farm Lane shared cycle/footpath will provide access into

Transport Planning Practice| 70 Cowcross Street | London | EC1M 6EL| Tel: 020 7608 0008 | email@tppweb.co.uk

the development from the main College access. An emergency vehicle access for the residential development will be provided from Craneford Way along Marsh Farm Lane. The emergency access will be controlled by a gate/bollards with a fire lock which can be opened by the emergency services, details of which to be agreed through the reserve matters application for Phase 2 of the College development site.

8. The outline planning consent allows for the provision of up to 190 parking spaces in the residential development zone, of which 18 shall be disabled parking spaces. The allocation of parking between the private and affordable units is yet to be determined but it will be in-line with local standards and policy. Visitor parking spaces will also be included within the maximum parking provision.

9. Any podium type car parks or multi-space garages will have secure authorised access. Therefore, residents allocated a parking space within these types of car parks will be provided with key cards/fobs in order to gain access.

10. Parking in the residential development zone will be regulated and monitored by a parking management company appointed by the residential developer, with suitable signs placed around the site indicating penalties for unauthorised parking. The parking management company will also monitor the use of the visitor parking spaces to ensure that it is not being used by residents on the site and is available for visitor use.

Secondary School

11. Permanent vehicle access and egress for the 42 space shared schools car park will be from Egerton Road and via Chertsey Road. Vehicles exiting the car park wishing to travel east on the Chertsey Road will be able to access the College site and then make their way to Langhorn Drive where they will be able to utilise the right-turn lane at the upgraded signal controlled junction.

12. The car park will have automatic gates and only authorised Secondary School or SEN School staff issued with security cards/fobs will be able to access to this car park from Egerton Road. No pedestrian access will be provided from Egerton Road into the car park.

13. Visitors parking in the Secondary School will be required to report to the school reception on arrival and leave their car registration details. A permit scheme will be used to prevent unauthorised parking within the School's car park and it is envisaged that it will be monitored and enforced by the School's facility management team.

14. All HGV access and egress for the school will be via the Langhorn Drive access. Delivery vehicles and refuse collection vehicles will make use of the service yard on the College site to undertake delivery and refuse collection activities.

SEN School

15. Permanent vehicle access and egress for the SEN School's 28 space car park will be via Egerton Road via the residential roads of Court Way, Heathfield North and Heathfield South. The car park's single access located on Egerton Road will have automatic gates and only SEN School staff with security cards/fobs will be authorised immediate access and egress. Visitors will be required to speak to security through an intercom to enter and exit the car park. Visitor, accessible and mini-bus parking will be included in the SEN School's allocation of 30 spaces.

Harlequin FC's Right of Way

16. A legal right of way exists that allows Harlequin Football Club Limited, Harlequin Estates (Twickenham) Limited and Twickenham Leisure Limited (Nuffield Health) rights of way over the access road through the campus site between Langhorn Drive and Egerton Road. Harlequin Football Club Limited, Harlequin Estates (Twickenham) Limited and Twickenham Leisure Limited (Nuffield Health) will be issued with security cards / fobs to control the gate at the Egerton Road access.

17. The gate will be closed at all times during match/event days other than when in use during an emergency.

Match and event days at The Stoop and Twickenham Stadium

18. During match and event days at Harlequins' The Stoop Stadium and Twickenham Stadium, the College currently offers parking for hire. This will continue in part when the site is redeveloped, making use of the parking spaces in the College development zone only. On Harlequin match days and event days the club will have access to a minimum of 100 spaces on the College site to use for parking, this does not apply on Twickenham match days. Access to the parking will be via Langhorn Drive, with no access or egress via the Egerton Road access unless there is an emergency.

19. During the match and event days Harlequins will have parking marshalls to ensure that the agreed spaces are used for the event and to manage the safe movement of vehicles and pedestrians in and out of the car park.

College and school event days

20. The College and schools will hold various events throughout the academic year such as open days/evenings for prospective students or parents/guardian evenings for existing students etc. In such cases, measures and agreements will be put into place between the College, Secondary School and the SEN School to use each other's car parks for additional parking. Where practical, events held at one educational establishment will be spread over a series of days or evenings in order to reduce event parking demand and arranged not to coincide with other events being held at the other educational establishments on the Campus.

21. On major event days the College has a reciprocal parking arrangement which allows them to use surplus spaces on Harlequins' site. Access and egress to these spaces will be via Langhorn Drive.

Sports Centre and Craneford Way playing fields parking

22. The Sports Centre will be available for the wider community use outside of the educational use operational hours. Therefore, other than outside term time they will only be able to use the Sports Centre during the weekday early mornings and evenings and on weekends. Car parking for the public using the Sports Centre will be accommodated within the College's 150 parking space allocation outside of the College's educational use operational hours when the demand for parking from the College staff will be lower.

23. Members of the public using the Craneford Way playing fields will be able to park within the College site on evenings and on weekends when outside of the College's educational use operational hours. They will then use the upgraded Marsh Farm Lane shared cycle/footpath to access the playing fields.

Accessible parking

24. The quantity of accessible parking for the College, Haymarket building, Schools and residential development will be provided in-line with planning condition U07964: *People with disabilities – Parking* as per Table 1.

Table 1: Condition U07964 People with disabilities - parking

Development Zone	Parking Spaces
Schools – *Secondary and SEN*	4
College	8 (shared)
College, Sports Hall	
College, Craneford Way Playing Fields	
Tech Hub – *Haymarket building*	1
Residential	18

25. Condition U07964 also states:

'The spaces shall be provided in accordance with detailed drawings to be submitted to and approved in writing by the Local Planning Authority, such drawings to show the size, position, surface treatment, and method of delineation and marking/signing of such spaces. These spaces shall at no time be used other than by occupiers of the dwellings identified for wheelchair housing pursuant to conditions U08029 and U08031 f) part c) in the Residential Development Zone or staff/students/visitors to buildings within the other Development Zones'.

26. Accessible spaces will be a minimum of 2.4m x 4.8m with a 1.2m access strip along the side and end of the space. Accessible spaces will be identified with appropriate surface markings and signing and located as close as feasibly possible to the main entrance of the buildings they are serving.

27. Cars parking within accessible spaces will be required to display an in date Blue Badge. This will be enforced by the various facility management teams.

Electric Vehicle Charging Points

28. The quantity of Electric Vehicle Charging Points (EVCPs) for the College, Haymarket building, schools and residential development will be provided in-line with planning condition *U08005: Electric Vehicle Charging Points (EVCPs)* as quoted below:

'Unless otherwise agreed in writing by the Local Planning Authority, the development shall provide active electrical vehicle charging points (EVCPs) at no less than 20% of total parking provision and passive EVCPs at no less than 20% of total parking provision as passive EVCPs provision for all residential and business parking spaces. 8 No. active EVCPS shall be provided within the College and/or Schools Development Zones'.

Car Clubs

29. The provision of car club vehicles on the residential site will be investigated when the detailed application for the residential development zone is prepared. If a car club space is provided on the educational campus site, it will be located where it is accessible to potential users both on the campus and off the campus.

Vehicle and Cycle parking

30. The quantum of vehicle and cycle parking for the Campus will be provided in-line with the requirements set out in planning condition U08002: *Vehicle and Cycle Parking* as shown in Table 2.

Table 2: Condition U08002 Vehicle and Cycle Parking

Development Zone	Use	No. of Vehicle Parking Spaces	No. of Cycle Parking Spaces
Schools – *Secondary and SEN*	D1	70	18 staff (long stay) 9 staff (short stay) 94 students (long stay)
College	D1	150 (shared)	75 staff (long stay) 150 students (long stay) 428 students (short stay)
College, Sports Hall	D2		40 sports centre visitors (short stay)
College, Craneford Way Playing Fields	D1		No. TBA with LPA
Tech Hub – *Haymarket building*	B1	10	11 long stay 4 short stay
Residential	C3	190	315 residents 5 visitors

31. Condition U08002 also states:

'The vehicle parking spaces provided in the Residential Development Zone shall only be made available to residents living within the development and no building/dwelling/flat within any particular Development Zone shall be used/occupied until the parking spaces indicated in the above table for that particular Development Zone have been constructed to the satisfaction of the Local Planning Authority. In the event that the Residential Development Zone is constructed in 2 phases, no fewer than 95 car parking spaces and 150 cycle parking spaces shall be provided within the Residential Development Zone prior to the first occupation of a residential unit within that Development Zone and no more than 90 residential units can be occupied without further provision in accordance with the parking spaces indicated in the above table for that particular Development Zone.

The vehicle parking spaces provided within the College Development Zone shall be at all times made available for users of the 2 pitches within the College Playing Fields Development Zone and the users of the buildings within the College Development Zone in both the D1 Use Class and D2 Use Class.

Cycle parking facilities shall be provided within the College Playing Fields Development Zone in accordance with details to be submitted to and agreed in writing by the Local Planning Authority'.

32. As part of a reserve matters condition the total number of cycle parking for the College Development Zone has been reduced from 653 to 539 spaces,

33. Details of the differentiation between say residents cycle parking (long stay) and their visitor cycle parking (short stay) will be covered in the detailed design of the cycle parking provisions. However, in general long stay parking will be in secure locations,

whereas short stay spaces will be readily visible and accessible to the public as set out below.

College

34. The long stay cycle parking (225 spaces) for staff and students will be provided in covered and secure stores which will be shared. One of the stores will be in the service area in Phase 1 and another will be within the building footprint of Phase 2. These enclosed stores will be monitored with CCTV. The short stay cycle parking (314 spaces) will be spread around the College grounds and will be used by staff, students and visitors depending on where they enter the site/college buildings and their choice of location.

35. Additional short stay cycle parking (40 spaces) will be provided for the Sport Centre to the north of the Sport Centre's car park. Long stay cycle parking facilities will be shared with the main college building.

36. Further short stay cycle parking is also likely to be provided in the proximity of the STEM building. The location and number of cycle spaces will be confirmed within the Reserved Matters submission for the building Zone.

37. The college facility management team will monitor the use of the cycle parking provisions, however they will not strictly enforce whether staff and students make use of either the long or short stay parking, unless there are particular demand and supply issues at particular locations when the situation will be reviewed. Further details for the Main College building will be provided to discharge condition U27006 on Reserved Matters approval 16/4747/RES.

Schools

38. Subject to details to be approved in relation to condition U13875 of Reserved Matters approval 16/3293/RES, it is anticipated that the covered and secure long stay cycle parking spaces (84) provided at the northern pedestrian entrance will be for students. The northern pedestrian entrance will be monitored by CCTV according to the current approved drawings. The further 20 covered long stay cycle parking spaces and 8 covered accessible spaces provided outside the entrance to the Secondary School building are anticipated to be used by staff, visitors and any approved party which requires the use of the accessible spaces.

39. The short stay cycle parking (47 spaces) is located along the primary pedestrian access to the Secondary School. It is anticipated that this parking will be primarily used by students but could also be used by staff and visitors should there be sufficient demand.

40. Details of the designation for both short and long term cycle parking in the Schools Development Zone will be provided to discharge condition U13875 on Reserved Matters approval 16/3293/RES.

41. It is expected that the schools facility management team/teaching staff will monitor the use of the cycle parking provision to ensure that it used in accordance with the information submitted to discharge condition U13875. The Schools will take appropriate action to enforce the approved cycle parking management plan.

Residential

42. At this time the precise details of the cycle parking for the Residential Development Zone is not known. However, it is likely that the long stay cycle parking for the residential

units will be in secure covered location including private garages, private sheds and communal cycle stores in the case of the apartments. Short stay cycle parking for visitors will likely be provided in the form of Sheffield stands in the publically accessible areas of the Residential Development Zone. The long stay cycle parking will be self enforcing given that access will be restricted.

43. Precise details of the long stay and short stay cycle parking for the residential development will be provided within the Reserved Matters submission for the Residential Development Zone.

Haymarket building

44. At this time the precise details of the location of cycle parking for the Haymarket building is not known. However, it is likely that the long stay cycle parking for staff will be provided within the building footprint or an external enclosed and lockable store. It is also likely that short stay cycle parking for visitors will be provided in the form of Sheffield stands in the publically accessible area to the rear of the building. The long stay cycle parking will be self enforcing given that access will be restricted to staff.

45. Precise details of the long stay and short stay cycle parking for the Haymarket building will be provided within Reserved Matters submission for the Tech Hub Development Zone.

Residential enclosed/podium car parking

46. The access to enclosed/podium car parking in the Residential Development Zone will typically be controlled via gates to ensure that a safe and secure environment is maintained at all times.

Taxi, mini-bus and coach access

College and Haymarket building

47. Taxi pick-up and drop-off for the College and the Haymarket building will be from the road through the piazza area. Taxis will be able to turn around at the T-junction to the north of the car park between the two buildings. Another taxi pick-up and drop-off location for the College is located next to the entrance on the northern elevation of the main college building where two vehicles are able to stop. Taxis will then be able to turn around at the entrance to the service yard.

48. Mini-buses for the College will pick-up and drop-off from the site road to the north of the College building. They will stop opposite the main entrance on the northern elevation of the College building. The vehicle will turn around in the service area to the east of the College. For the Sports Centre, mini-buses will pick-up and drop-off from the car park next to the Sports Centre. Large coaches (restricted to a maximum of 12m long) are expected to arrive and leave via Langhorn Drive, and dropped-off and picked-up passengers in the service area.

Schools

49. Taxis for the schools will pick-up and drop-off from Egerton Road. Occasionally access may be required into the SEN School site by taxis. The driver will be required to request access into the site via an intercom at the vehicle access gates.

50. Mini-bus pick-up and drop-off for the Secondary School will be from the site's staff car park or the College service yard. Mini-bus pick-up and drop-off for the SEN School will be from the school's secure drop-off zone.

51. Coach pick-up and drop-off for the schools will be from the College service yard. A pedestrian gate and path will link the College site to the Secondary School site. Pedestrians from the SEN School will also be able to access coaches in the service area through the Secondary School site, although the frequency of coach use by the SEN School is likely to be minimal. Coaches (up to a max of 15m long) will arrive via Langhorn Drive and leave via the same route or via the access on Egerton Road.

Residential

52. Taxi pick-up and drop-off for the residential development will be from the site's internal roads.

Delivery & servicing arrangements

53. Delivery and servicing including refuse collection for the Haymarket building will take place from a designated service area within the development zone.

54. Access for all delivery and servicing including refuse collection for the College, Secondary School and SEN School will take place from the service area to the east of the College building where all vehicles will have unfettered access. The service area will be accessed via Langhorn Drive only.

55. The refuse storage area for the College will be located in the service yard with the schools refuse storage area located adjacent to it but within the Secondary School's curtilage. Access from the schools refuse storage area will be provided by a gate sufficiently wide to allow 1,100 litre Eurobins to be wheeled through to the collection vehicle. The collection vehicle will be able to stop with its rear loading point within 10m of both refuse stores.

56. Small deliveries for the Sports Centre such as drinks and snacks for vending machines will take place from the car park next to the Sports Centre.

57. All delivery and servicing including refuse collection for the residential development will take place from the site's internal roads.

58. Details regarding vehicle types, frequency and timing of deliveries and refuse collections will be outlined in Delivery & Servicing Management Plans for each Development Zone which will be prepared to discharge planning condition U07968: *Servicing/Delivery Plan* prior to occupation/use. Where possible, deliveries and servicing will be consolidated, such as using the same refuse collection vehicle for the whole Campus. Deliveries will be timed not to coincide with peak educational use arrival and departure times.

59. Routes to the electrical sub-stations and the pumping station within the Development Zones will allow for access by 10m rigid lorries and so can accommodate routine, as well as infrequent maintenance vehicles.

60. The design of buried utility services takes into account the need for access for routine and infrequent maintenance.

Emergency vehicle access arrangements

61. The Campus will have a total of five vehicle access points which could be used by emergency vehicles. The access points and the buildings they provide access to are:

- **Langhorn Drive access:** Provides access to the Haymarket building, College including STEM and Sports Centre, and residential development, and the Secondary School car park.
- **Egerton Road, Secondary School car park access:** Provides access to Secondary School car park, the College including STEM and Sports Centre, Haymarket building and residential development.
- **Egerton Road, Secondary School pedestrian and cycle access:** Provides access to the Secondary School building, SEN School building, play areas and MUGAs.
- **Egerton Road, SEN School car park access:** Provides access to the SEN School building, Secondary School building, play areas and MUGAs.
- **Craneford Way emergency vehicle access:** Controlled by a gate with a fire lock. It provides access to the residential development, College including STEM and Sports Centre, Haymarket building and Secondary School car.

Review

62. The Site Wide Parking and Servicing Framework is intended to be reviewed and updated every 5 years to reflect changes to best practice, standards and guidance.

Conclusion

63. The Site Wide Parking and Servicing Framework provide strategic context on access, parking, servicing, and refuse collection across the whole development site. Detailed documents covering specific separate issues (e.g. car parking, servicing, cycle parking etc) will be prepared to address reserved matters for each development zone.