SEPTEMBER 2021 | P17-2640/TR/1

PLANNING APPLIATION FOR THE RE-DEVLOPMENT OF HOWSON TERRACE, RICHMOND FOR 28 RETIREMENT APARTMENTS

TRANSPORT STATEMENT

ON BEHALF OF HOUSING 21

Pegasus Group

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PLANNING | DESIGN | ENVIRONMENT | ECONOMICS

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Pegasus Group on behalf of Housing 21 to support a planning application for the proposed redevelopment of land at Howson Terrace, Richmond Hill, London.

1.2 The redevelopment proposes to demolish the existing buildings containing 24 one-bedroom affordable rent flats and re-develop the site with 28 retirement apartments. The tenure mix will be affordable housing comprising 22 rented and 6 shared ownership units.

1.3 The following key transportation issues are addressed in this document:

i. site description and an assessment of existing provision for all modes of travel;

ii. review of local highway safety for the most recent three-year period;

iii. the appropriateness of the access and parking arrangements;

iv. assessment of forecast trips generated by the scheme using the TRICS database; and

v. a review of relevant transport planning policy.

1.4 This TS concludes that the proposed redevelopment provides appropriate access on foot, by cycle and public transport to amenities and facilities required on a daily basis, that it has satisfactory access arrangements and that it can be accommodated without detriment to the existing safety or operation of the local highway network.

1.5 It is concluded that there are no highway or transportation reasons which should prevent the proposed redevelopment of this site.

2. REDEVELOPMENT SITE

Site Location

2.1 The site is located in Richmond, approximately 700 metres from the town centre. **Plate 1** shows the location of the site in its wider geographical context. The proposed redevelopment site is the area outlined in red, comprising approximately 0.229 hectares. The site is currently occupied by three blocks of flats (24 overall flats) and 6 associated car parking spaces.

Plate 1 – Site Location

2.2 The site is bound by a block of flats, known as Bromwich House to the north, Terrace Gardens to the south and east and residential properties to the west. Vehicular access to the site is via the B321 Richmond Hill.

Local Highway Network

2.3 The local roads in the vicinity of the site are generally all provided with streetlighting, footways and are subject to 20 and 30mph speed limits.

B321 Richmond Hill

2.4 The B321 Richmond Hill is approximately 6.5 metres in width, with a sloping gradient, increasing from northwest to southeast. The B321 is a one-way road for southeast-bound vehicles, accessed from the A307 Petersham Road to the northwest and forming a junction with the B322 Friars Stile Road to the southeast.

2.5 On-street parking is available on the northern side of the B321 carriageway between the A307 and Ellerker Gardens junction, with on-street parking available on the southern side of the carriageway between the Ellerker Gardens and B322 junction. The remaining sections of the road is subject to various TROs including single and double yellow line parking restrictions.

2.6 Richmond Hill it lit with footways measuring between two and three metres on both sides of the carriageway and dropped kerbs are provided at the crossings of junctions.

A307 Petersham Road

2.7 Petersham Road is approximately six metres in width and has footways measuring approximately two metres on both sides of the carriageway and is lit. Approximately 25 metre north on Sandy Lane bus stop on Petersham Road there is a controlled pedestrian crossing

2.8 Petersham Road is subject to various TROs with double yellow line parking restrictions along the majority of its length.

Summary

2.9 The local highway network is considered appropriate for the redevelopment and the limited number of vehicles trips that the site will generate in real terms as identified in **Chapter 5**.

Highway Safety

2.10 A review of crashmap.com confirms that there have been no accidents within 100 metres either side of the existing site access in the previous three-year period. It is therefore considered that there are no highway safety issues in the vicinity of the site.

Proximity to Local Services and Amenities

2.11 The site is located approximately 700m south of Richmond Town Centre. This equates to around a 9-minute walk (based on a walking speed of 80 metres per minute[1]). It is accepted that the time it takes people to walk and cycle this distance will depend on the individual's level of health and fitness and will therefore vary from person to person. However, Manual for Streets (MfS, 2007) confirms that "*walking offers the greatest potential to replace short car trips, particularly those under 2km.*"

2.12 There are a mix of services, facilities, amenities and public transport opportunities that are likely to be required on a daily basis by residents and which are located within walking and cycling distance from the centre of the site.

2.13 **Table 2.1** sets these out along with the typical travel time using an average walking speed of 80 metres per minute and an average cycling speed of 320 metres per minute.

Table 2.1 – Summary of Facilities and Amenities

Facility	Location	Distance from the site access (km)	Walking Time (mins)	Cycling Time (mins)
Commercial				
Richmond Post Office	George Street	0.7	9	2
Richmond High Street	George Street	0.4	5	1
Marks and Spencer	George Street	0.65	8	2
BOA Boutique Bridal Shop	Hill Rise	0.21	3	1
Bramble and Moss Florist	Hill Rise	0.28	4	1
Nandos Richmond	Hill Rise	0.4	5	1
Healthcare				
Vineyard Surgery	The Vineyard	0.4	4	1
Roseneath Medical Practice	Mount Ararat Road	0.75	9	2
Boots	George Street	0.7	9	2
The Richmond Dentists	Water Lane	0.7	9	2
Cassel Hospital	Ham Common	2.9	37	9
Leisure				
Richmond Hill Health Club	Lewis Road	0.55	7	2
Richmond Rowing Boat Hire	Bridge Boathouses	0.6	8	2
Odeon Richmond	Hill Street	0.4	5	1
Outdoor Gym	Old Deer Park	1.7	21	5
Richmond Athletic Association	Twickenham Road	1.8	23	6
Old Deer Park Sports Ground	Kew Road	1.9	24	6

[1] Providing for Journeys on Foot, IHT 2000

2.14 It is considered there is an appropriate network of footways within the vicinity of the site that provides access to the proposed redevelopment site.

2.15 The B321 leads onto the junction with A307 which provides a continuous route to the centre of Richmond where there are a range of facilities and amenities. This route provides dropped kerbs and there is a Zebra crossing approximately 400 metres north of the site on the A307. Approximately 65 metres north of the zebra crossing there is a controlled pedestrian crossing point. There are regular controlled crossing points north of this.

2.16 To the west of the site along Buccleuch Passage there is a continuous off-road cycle track. This runs to the south of the site connecting to the A307 Petersham Road to the south and runs to Water Lane in the north. There are also off-road tracks within Terrace Gardens and Richmond Park which could be used by residents for leisure cycling.

2.17 The closest National Cycle Network Route (NCR) to the site is NCR 4, located approximately three kilometres south from the site. NCR 4 is a long-distance cross-country cycle route running from Fishguard via Reading, Bath and Bristol.

2.18 The nearest cycle stands are located on the B321 approximately 300 metres north of the site access. There are three Sheffield parking cycle stands located on the western side of the carriageway and two located on the eastern side.

Existing Public Transport Accessibility Levels

2.19 The TfL Connectivity Assessment Toolkit (WebCAT) provides Public Transport Accessibility Levels (PTAL) along with a Time Mapping Assessment (TIM) for the area of interest.

2.20 PTAL is a TfL approved quantitative measure of public transport accessibility. The WebCAT tool presents a PTAL score ranging between 1 and 6b, with 6b being the highest available score for each 100m^2 grid square across London. The assessment returns a score of between two and four, ranging from "poor" to "good". The resultant PTAL outputs are reproduced at **Appendix A**.

2.21 The TIM tool assesses the connectivity of the Application Site according to the length of time it takes to travel to and from a specific location. The mapping provided in **Appendix B**, illustrates that, for example there are four pharmacies and four GP surgeries within 15 minutes travel time of the site.

2.22 The site is within an area which scores a PTAL rating of 1b. However, this does not provide a fully rounded picture, noting the site is considered to located in an accessible location based on surrounding PTAL ratings. Approximately 300 metres north of the site, the area has a 6a PTAL rating, which the second highest rating.

Public Transport

Bus

2.23 The closest bus stops to the site are located on the A307 Petersham Road approximately 130 metres west of the site. The closest bus stops to the site that do not require the use of steps to access are the Compass Hill (Stop P) and Compass Hill (Stop U) stops, located approximately 400m walking distance northwest of the site.

2.24 The Robins Court southbound bus stop provides shelter, seating, and timetable information, with the northbound stop providing a flagpole and timetable information. The Compass Hill stops comprise of a flag and pole, timetable information and passenger shelter with seating. Both stops are served by the 60 and N65 route.

2.25 The distances of these bus stops are within the recommended 400m proximity of residential properties to bus stops as defined in Planning for Public Transport in New Development (IHT, 1999, para 5.21) and further emphasised in Bus Services and New Residential Developments (Stagecoach UK Bus 2017, section 2.1).

2.26 Approximately 620 metres north from the site access there are 13 bus services available from Richmond Bus Station with frequent arrivals approximately every 2-3 minutes. The Bus Station is accessible at an eight minute journey on foot, based on an 80 metres per second walk time, as per Providing for Journeys on Foot (2000).

2.27 The routes which serve the Robins Hill, Compass Hill and Richmond Bus Station stops are summarised in a table available at **Table 2.2**.

Table 2.2 – Summary of Bus Services

Service	Route	Monday – Friday (per hour)			Sat-Sun (Daily)		Total Evening Services
		AM Peak (0700-0900)	Inter-Peak	PM Peak (1600-1800)	Sat	Sun	
65	Towards Ealing Broadway Station	5-10 minutes	5-9 minutes	5 -9 minutes	5-9 minutes	8-12 minutes	-
N65*	Towards Ealing Broadway Station	-	-	-	-	-	9
33	Towards Fulwell Station	10-20 minutes	5-9 minutes	7-10 minutes	7-10 minutes	20 minutes	-
969**	Towards Selkirk Road	-	1 service at 13:57	-	-	-	
371	Towards Kingston Hall Road or Ashburnhall Road	9-11 minutes	9-11 minutes	15 minutes	9-12 minutes	11-12 minutes	-
490	Towards Heathrow Terminal 5	9-12 minutes	9-12 minutes	9-12 minutes	9-12 minutes	20 minutes	-
493	Towards St Georges/ University of London	10-13 minutes	10 – 13 minutes	10 – 13 minutes	10 – 13 minutes	20 minutes	-
H22	Towards Bell Corner/ Hounslow Civic Centre	11-14 minutes	11-14 minutes	11-14 minutes	10 – 13 minutes	20 minutes	-
H37	Towards Hounslow / Blenheim Centre	5-8 minutes	5-8 minutes	5-8 minutes	5-8 minutes	7-10 minutes	-
N22*	Towards South Road/ Fulwell	-	-	-	-	-	11
N33*	Towards Ham, Isleworth or Twickenham	-	-	-	-	-	9
377	Towards Bolingbroke Grove	11-14 minutes	11-14 minutes	11-14 minutes	10-13 minutes	12-14 minutes	-
R68	Towards Hampton Court Station	15 minutes	15 minutes	15 minutes	15 minutes	15 minutes	-
R70	Towards Richmond/ Manor Road	10-11 minutes	10-11 minutes	10-11 minutes	6-10 minutes	15 minutes	-

* Night Bus ** Tuesday and Friday Only

Rail

2.28 The nearest railway from the site is Richmond (London) Railway Station, approximately 1.1 kilometres to the north of the site. Richmond Railway Station provides overground and underground services, served by London Overground, South Western Railway and District line (underground) trains. The services available from the station provide access to London Waterloo, Stratford (London), Reading, Windsor and Eton, Gunnersby and access across London via the District line and connecting services.

2.29 The station offers sheltered bicycle parking which include compound stands and wheel racks. There are also 212 storage spaces in total There is a station car park which offers 55 car parking spaces and one accessible space. There is a charge for car parking and weekly car parking tickets can be purchased.

2.30 The services available from this station are summarised in **Table 2.3.**

Table 2.3 – Overground Services from Richmond Station

Destination	Line	Journey Time	Frequency
London Waterloo	South Western Railway	19-59 minutes	4-11 minutes
Stratford (London)	Overground	65 minutes	12 minutes
Reading	South Western Railway	69-74 minutes	90 minutes (direct services)
Windsor & Eton Riverside	South Western Railway	39 minutes	30 minutes
Gunnersbury	South Western Railway	6 minutes	5-10 minutes

Underground

2.31 Richmond Station is served by the District underground line, which operates from Upminster in the east to Earls Court in west London, wherefrom the line splits into several branches. One branch runs to Wimbledon in south-west London and the other runs north to Edgware Road. The main route continues west from Earls Court to Turnham Green after which it divides again into two western branches, one to Richmond and the other two Ealing Broadway.

2.32 Services from Richmond on the district line are generally every 10 minutes. Service information can be seen at **Appendix C**.

Car Club

2.33 Approximately 90 metres north of the site on the B321 Richmond Hill there is a car club space operated by Zip Car. In addition, there is an Enterprise car club space located on Park Hill approximately 900 metres to the east.

Water Taxi

2.34 Due to the site's proximity to the River Thames, residents would have the opportunity to use rive tours as a method of travel during summer months. There are two piers close to the site; Richmond Landing Stage, approximately 600 metres north west of the site and Richmond St Helena Pier, approximately 750 metres north west of the site. Both of these stops are operated by Turk Launches and operate services from Richmond to Hampton Court. A summary of the London River Services can be seen at **Appendix D**.

Parking Permits

2.35 Richmond Hill, which runs adjacent to the site is also subject to a Traffic Regulation Order (TRO) restricting parking on the road to resident permit holders only and pay and display parking for a maximum of four hours. A map of the Richmond parking permit areas is shown at **Appendix E**.

Suitability of the Redevelopment Site

2.36 It is concluded that the site provides the opportunity for future resident to walk, cycle, or use public transport facilities to access the site as an alternative to the car for regular day to day activities. It is therefore anticipated that vehicular trips associated with the residents and visitors of the proposed redevelopment will be minimised.

3. TRANSPORT PLANNING GUIDANCE

3.1 Relevant transportation policies are set out in the following documents:

i. National Planning Policy Framework (NPPF (2021);

ii. National Planning Practice Guidance (2014);

iii. The London Plan (2016);

iv. Draft New London Plan (2019);

v. London Borough of Richmond upon Thames Local Plan (2018);

vi. London Borough of Richmond upon Thames SPD: Transport (2020); and

vii. London Borough of Richmond upon Thames SPD: Residential Development Standards (2010).

3.2 The main thrust of recent national and local policy guidance is to:

i. Reduce the need to travel;

ii. Reduce car dependency;

iii. Encourage walking and cycling trips; and

iv. Encourage public transport trips.

3.3 It is considered that the proposed redevelopment is broadly in accordance with the transportation policies of local, regional and national government as the site is located within the existing residential areas within walking and cycling distance of a range of facilities and amenities that would be required on a daily basis. Public transport options are also available within reasonable walking and cycling distance for wider travel.

4. REDEVLOPMENT PROPOSALS

4.1 The scheme comprises redevelopment of the site for 28 retirement apartments. The tenure mix will be affordable housing comprising 22 rented and 6 shared ownership units. The proposed site plan is included in **Appendix F**.

Access Arrangements

4.2 Vehicular access is proposed via the existing priority junction access arrangement off Howson Terrace which forms a shared access with Bromwich House. No modifications are proposed to the access as part of the redevelopment proposals.

4.3 Pedestrian access is proposed via the existing access off Richmond Hill in line with the existing arrangements. This is considered appropriate on this basis and because there will not be large number of vehicular movements as predicted in **Chapter 5**.

4.4 As set out in **Chapter 2**, it is not considered that there is any adverse highway safety record associated with the current operation of the local highway network. As set out in **Chapter 5**, the redevelopment will constitute a low number of vehicular trips. It is therefore considered that the existing site access with Richmond Hill is suitable to serve the proposed redevelopment.

Parking Provision

4.5 In line with Richmond Borough Upon Thames Local Plan (July 2018) parking for retirement housing is stated to be provided on a case-by-case basis but it expected to meet the standards for residential parking in line with the current London Plan.

4.6 The London Plan sets maximum car parking standards for residential developments with no specific car parking standards for affordable retirement apartments. The maximum parking standards for 1-2-bedroom residential properties is less than one space per dwelling.

4.7 The redevelopment of the site proposes 11 car parking spaces for the proposed 28 residential units, which is in line with the London Plan, providing a ratio of one car parking space for every 2.5 residential units.

4.8 It is the experience of the developer that this ratio is typical of car ownership levels for its sites elsewhere in the UK and that given the age of residents, any cars will be parked throughout the day.

4.9 Given the sustainable location of the site and the age of residents who will live in the accommodation, the proposed level of parking provision is deemed sufficient for the type and scale of the redevelopment proposals and provides car parking provision in line with local guidance.

Cycle Parking

4.10 Cycle parking will be provided in accordance with Richmond Borough Upon Thames Local Plan (July 2018), which reflects The London Plan (March 2016) which suggests at Table 6.3 that for residential properties of C3/C4 use that cycle parking should be provided at one space per studio and one-bedroom unit.

4.11 A total of 28 long-stay cycle spaces will be provided.

Servicing Arrangements

4.12 It is proposed that the servicing arrangements will remain as existing, with refuse collection and emergency vehicles provided with appropriate area to manoeuvre and turn within the site and exit in a forward gear.

5. TRIP GENERATION

5.1 In order to provide a robust assessment forecast of the number of trips that could be generated by the proposed redevelopment, multi-modal trip rates have been derived from the TRICS online database.

Trip Generation estimated with Extant and Use

Extant Trip Generation

5.2 Multi-Modal extant vehicle trip attraction rates have been calculated to make an estimate of what trip numbers the extant land use could generate. This has been carried out by using the TRICS database. Owing to the lack of comparable affordable retirement apartment sites in TRICS within London with similar characteristics, trip rates for Privately Owned Flats has been utilised which is considered robust for the purpose of this assessment.

5.3 Sites have been selected using the following selection criteria:

- Residential – Privately Owned Flats;
- Edge of Town/ Suburban;
- Greater London Only;
- PTAL of 2 or less;
- Weekday trips only.

5.4 The multi-modal data is included in full at **Appendix G** and is summarised in **Table 5.1.**

Table 5.1 – Estimated Extant Trip Rates/Generation

Flats Privately Owned – 24 Flats		Vehicles	Pedestrians	Cyclists	Public Transport	Other (OGV)	Total People
0800-0900	Trip Rate per Dwelling	0.198	0.181	0.05	0.298	0	0.794
	Two-Way Trips	5	4	1	7	0	19
1700-1800	Trip Rate per Dwelling	0.19	0.124	0.016	0.141	0	0.505
	Two-Way Trips	5	3	0	3	0	12
Daily	Trip Rate per Dwelling	1.891	1.696	0.299	1.752	0.016	6.016
	Two-Way Trips	45	41	7	42	0	144

5.5 **Table 5.1** estimates the extant land use could attract around five two-way vehicular movements in the AM and PM peak hours respectively with up to 45 two-way total vehicular movements throughout the day.

5.6 **Table 5.1** also estimates that the extant could generate up to 41 daily pedestrian movements, seven daily cyclist movements and 42 public transport trips.

Proposed Trip Generation

5.7 It is proposed to re-develop the site for circa 28 retirement apartments. Trip rates for the proposed apartments have also been based on flats privately owned owing to the lack of comparable age restricted flats for rent within London with the same characteristics of the proposed redevelopment site. It is therefore considered that this assessment is robust as the flats will be age restricted that generally generate less trips in the AM and PM peaks than privately owned flats.

5.8 For this reason, the same trip rates as the extant use have been used. The trips rates for the proposed redevelopment can be seen in **Table 5.2** below.

Table 5.2 – Proposed Trip Rates/Generation

Flats Privately Owned – 24 Flats		Vehicles	Pedestrians	Cyclists	Public Transport	Other (OGV)	Total People
0800-0900	Trip Rate per Dwelling	0.198	0.181	0.05	0.298	0	0.794
	Two-Way Trips	6	5	1	9	0	23
1700-1800	Trip Rate per Dwelling	0.19	0.124	0.016	0.141	0	0.505
	Two-Way Trips	5	4	0	4	0	15
Daily	Trip Rate per Dwelling	1.891	1.696	0.299	1.752	0.016	6.016
	Two-Way Trips	47	44	7	55	1	165

5.9 **Table 5.2** estimates the proposed land use could generate around five two-way vehicular movements in the AM peak and four in the PM peak hours with up to 44 two-way total vehicular movements throughout the day.

5.10 **Table 5.1** also estimates that the extant could generate up to 44 daily pedestrian movements, seven daily cyclist movements and 55 public transport trips.

Comparison of Extant provision with Proposed Provision

5.11 A comparison of the trip generation associated with the extant provision and the proposed redevelopment is set out in **Table 5.3**.

Table 5.3 - Trip Comparison

Comparison	Vehicles	Pedestrians	Cyclists	Public Transport	Other (OGV)	Total People
0800-0900	1	1	0	2	0	4
1700-1800	1	1	0	1	0	3
Daily	2	4	0	13	0	20

5.12 **Table 5.3** shows that the proposed redevelopment is forecast to result in an increase of approximately one two-way vehicular trip during the AM and PM peaks totalling two additional vehicular trips a day.

5.13 The redevelopment may also lead to an additional four pedestrian trips and 13 public transport trips. This is not considered to be a material increase and will not impact significantly on the local highway network.

Conclusion

5.14 It is considered that the redevelopment will not lead to a material change in trip generation when the scheme is compared to the trips that were associated with the extant use. Therefore, it is concluded that the redevelopment proposals will have no material impact on the safety or operation of the local highway network.

6. CONCLUSIONS

6.1 This Transport Statement has been produced by Pegasus Group on behalf of Housing 21 to support an outline application for the redevelopment of Howson Terrace, Richmond for 28 retirement apartments. It examines the local highway network, existing public transport provision and facilities for pedestrians and cyclists. It is concluded that the site is in an accessible location in regard to local facilities and amenities required on a daily basis.

6.2 The site is located in a sustainable location, with a mix of services, facilities, amenities and public transport opportunities located within walking and cycling distance from the centre of the site.

6.3 The existing local highway network is considered to operate safely and efficiently. It is concluded that traffic arising from the redevelopment will have no material impact on the existing situation.

6.4 The access and servicing arrangements will remain as existing for residents, refuse collection and emergency vehicles.

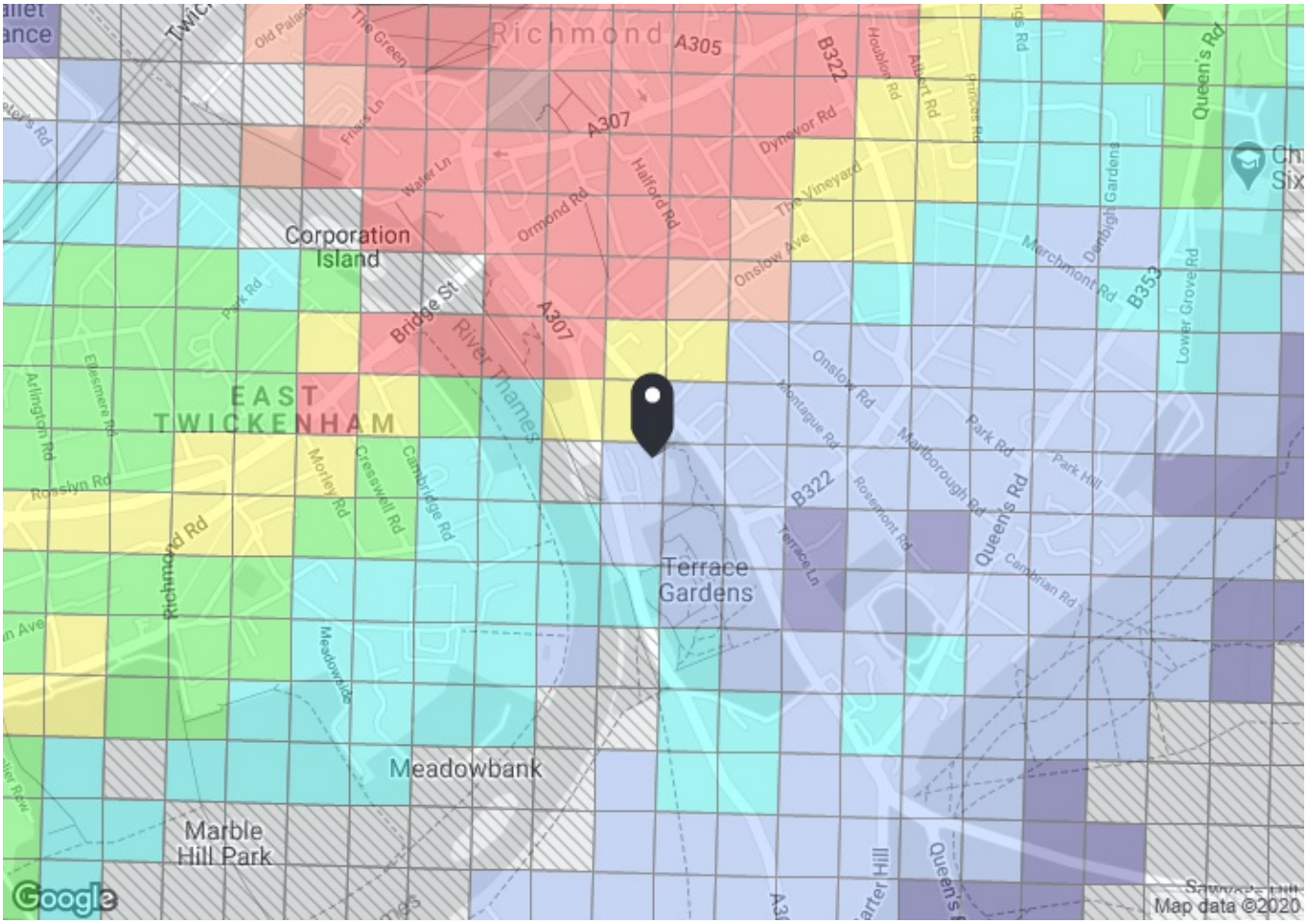
6.5 The redevelopment of the site proposes 11 car parking spaces for the proposed 28 residential units which is in line with London Plan parking standards. Given the sustainable location of the site, the proposed level of parking provision is deemed sufficient for the type and scale of the redevelopment proposals.

6.6 It is therefore concluded that there are no valid highway or transportation reasons which should prevent the proposed redevelopment of the site.

APPENDICES

APPENDIX A: PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for Base Year
1b

Bromwich House, Richmond Hill, Richmond TW10 6RU, UK
Easting: 518078, Northing: 174263

Grid Cell: 49843

Report generated: 30/10/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

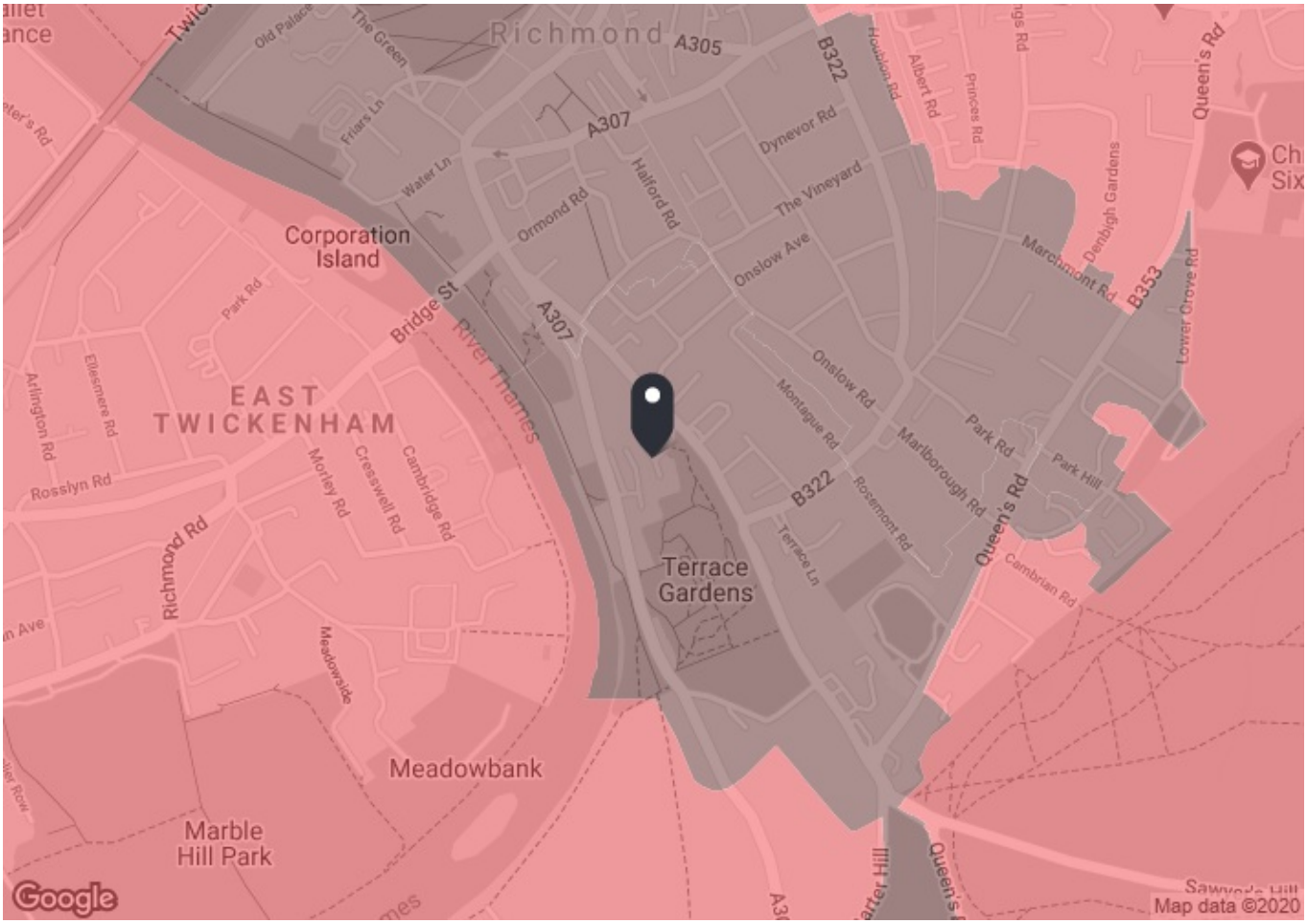
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	RICHMOND PETERSHAM ROAD	65	190.33	9	2.38	5.33	7.71	3.89	1	3.89
									Total Grid Cell AI:	**3.89**

APPENDIX B: TIMS REPORT

TRANSPORT FOR LONDON



TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

Bromwich House, Richmond Hill, Richmond TW10 6RU, UK
Easting: 518078, Northing: 174263

Report generated: 30/10/2020

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

< 15 mins	15 - 30 mins
30 - 45 mins	45 - 60 mins
60 - 75 mins	75 - 90 mins
90 - 105 mins	105 - 120 mins
120 - 135 mins	135 - 150 mins

Map layers

Travel Times

Catchment data for your current selection

Population - Total: London 2011

Total: London (2011) 8,217,475

Travel Time (mins)	Total: London (2011) 8,217,475
< 15	8268
< 30	66844
< 45	522425
< 60	1843873
< 75	3844100
< 90	6174392
< 105	7721453
< 120	8206098
< 135	8214323
< 150	8217473

Travel Time (mins)	Total: London & SE (2011) 21,126,595
< 15	8268
< 30	66844
< 45	525291
< 60	1927896
< 75	4136539
< 90	7107179
< 105	10600823
< 120	13702539
< 135	16342956
< 150	18513401

Travel Time (mins)	Households: London (2011) 3,278,323
< 15	4083
< 30	29829
< 45	221974
< 60	791186
< 75	1597264
< 90	2493283
< 105	3081664
< 120	3273652
< 135	3276980
< 150	3278322

Travel Time (mins)	Households: London & SE (2011) 8,578,772
< 15	4083
< 30	29829
< 45	223169
< 60	824709
< 75	1714423
< 90	2870666
< 105	4237504
< 120	5494089
< 135	6577197
< 150	7459474

Travel Time (mins)	Working Age: London (2011) 5,487,531
< 15	5572
< 30	44065
< 45	358455
< 60	1293297

< 75	2673087
< 90	4219223
< 105	5187621
< 120	5480858
< 135	5485832
< 150	5487530

Travel Time (mins)	Economically active: London (2011) 3,706,868
< 15	4404
< 30	34750
< 45	266971
< 60	918384
< 75	1827036
< 90	2856799
< 105	3496885
< 120	3701818
< 135	3705518
< 150	3706867

Travel Time (mins)	Pensioners: London (2011) 1,087,045
< 15	1426
< 30	10198
< 45	69252
< 60	227754
< 75	460493
< 90	759027
< 105	996710
< 120	1084388
< 135	1086117
< 150	1087045

Employment - Jobs: London 2011

Travel Time (mins)	Jobs: London (2011) 4,895,753
< 15	11140
< 30	46211
< 45	316499
< 60	2077889
< 75	3501247
< 90	4294689
< 105	4755048
< 120	4886887
< 135	4894318
< 150	4895573

Travel Time (mins)	Jobs: London & SE (2011) 10,763,962
< 15	11140
< 30	46211
< 45	322135
< 60	2119522
< 75	3631327
< 90	4839920
< 105	6237530
< 120	7548095
< 135	8654767
< 150	9681616

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191
< 15	1
< 30	2
< 45	15
< 60	47
< 75	101
< 90	161
< 105	185
< 120	191
< 135	191
< 150	191

Travel Time (mins)	Metropolitan and major: London - 47
< 15	1
< 30	1
< 45	8
< 60	20
< 75	30
< 90	41
< 105	47
< 120	47
< 135	47
< 150	47

Travel Time (mins)	Metropolitan only. London - 12
< 15	0
< 30	0
< 45	2
< 60	5
< 75	7
< 90	10
< 105	12
< 120	12
< 135	12
< 150	12

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607
< 15	4
< 30	31
< 45	200
< 60	716
< 75	1379

< 90	2115
< 105	2505
< 120	2606
< 135	2607
< 150	2607

Travel Time (mins)	GP Surgeries: London - 1,454
< 15	4
< 30	19
< 45	98
< 60	355
< 75	705
< 90	1132
< 105	1391
< 120	1452
< 135	1454
< 150	1454

Travel Time (mins)	A&E departments: London - 31
< 15	0
< 30	0
< 45	2
< 60	6
< 75	17
< 90	23
< 105	29
< 120	31
< 135	31
< 150	31

Education establishments - Primary schools: London

Travel Time (mins)	Primary schools: London - 2,663
< 15	2
< 30	17
< 45	142
< 60	495
< 75	1121
< 90	1922
< 105	2469
< 120	2655
< 135	2661
< 150	2663

Travel Time (mins)	Secondary schools: London - 756
< 15	0
< 30	6
< 45	37
< 60	141
< 75	314
< 90	525
< 105	682
< 120	751
< 135	754
< 150	756

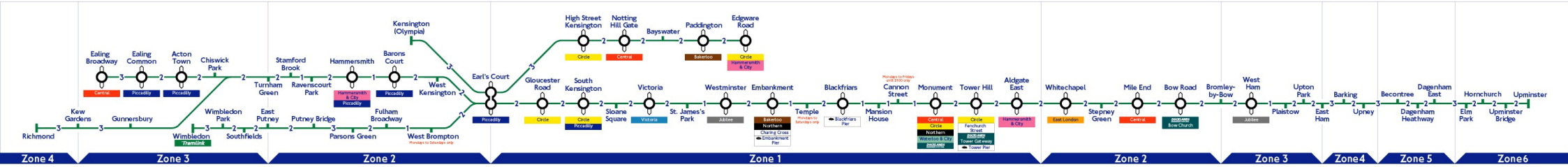
Travel Time (mins)	Further education colleges: London - 50
< 15	1
< 30	1
< 45	5
< 60	16
< 75	25
< 90	37
< 105	46
< 120	49
< 135	50
< 150	50

APPENDIX C: DISTRICT LINE UNDERGROUND SERVICES

District line

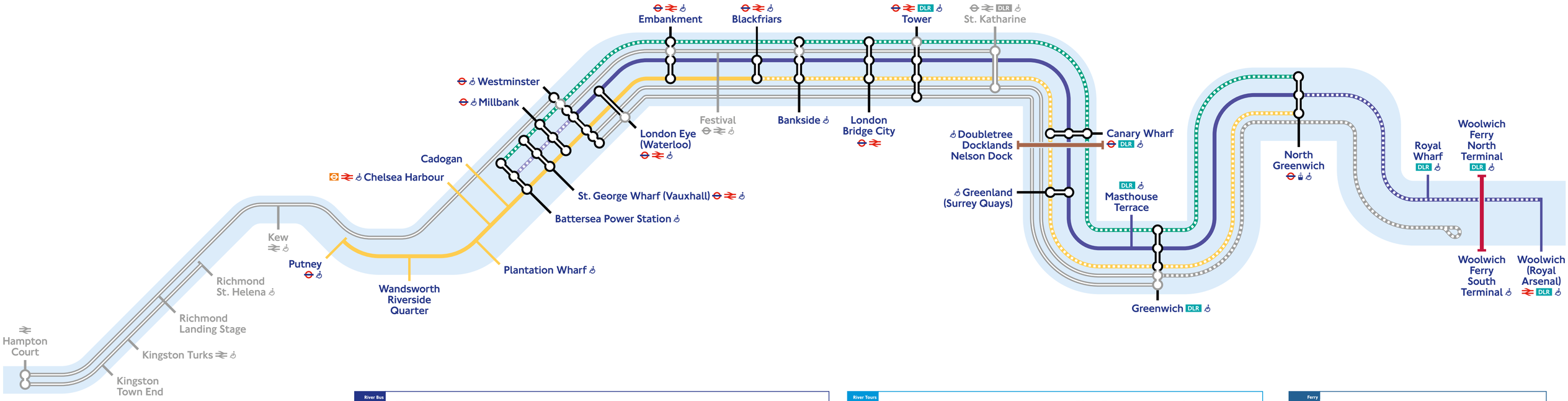
Off-peak running times between stations

Please allow slightly longer for your journey during peak hours



APPENDIX D: RIVER SERVICES MAP

London River Services map



River Bus:

RB1
- **Westminster to North Greenwich**
  Daily
- **North Greenwich to Woolwich (Royal Arsenal)**
  Limited service: mornings and evenings only
- **Westminster to Battersea Power Station**
  Limited service: morning peak and weekends
  Only calls at Millbank at weekends

RB2
- **Battersea Power Station to Bankside**
  Limited service: weekday off-peak only
- **Bankside to North Greenwich**
  Weekday off peak only
  Extends to North Greenwich twice a day

RB4
- **Doubletree Docklands Nelson Dock to Canary Wharf**
  Daily

RB5
- **North Greenwich to Woolwich (Royal Arsenal)**
  Weekends only

RB6
- **Putney to Blackfriars**
  weekday morning peak and evenings only
- **Blackfriars to North Greenwich**
  Limited service: weekday morning peak and evenings only

River Bus services are operated by Uber Boat by Thames Clippers

River Tours year-round (not operating):

- **Westminster/St. Katharine circular cruise**
  Operated by Thames River Sightseeing
- **Westminster to Greenwich**
  Operated by City Cruises
- **Westminster to Greenwich**
  Operated by Thames River Sightseeing

River Tours summer-only (not operating):

- **Westminster to Hampton Court**
  Operated by Thames River Boats
- **Richmond St. Helena to Hampton Court**
  Operated by Turk Launches
- **Thames Barrier loop**
  Some boats cruise through the Thames Barrier
  Operated by Thames River Sightseeing

River Tours circular (not shown on map and not operating):

London Eye River Cruise
40 minute circular tour departing from London Eye Pier

City Cruises Circular River Cruise
50 minute circular tour departing from Bankside Pier and Tower Pier

Ferry service:

- **Woolwich Ferry**
  Daily
  Operated by Briggs Marine

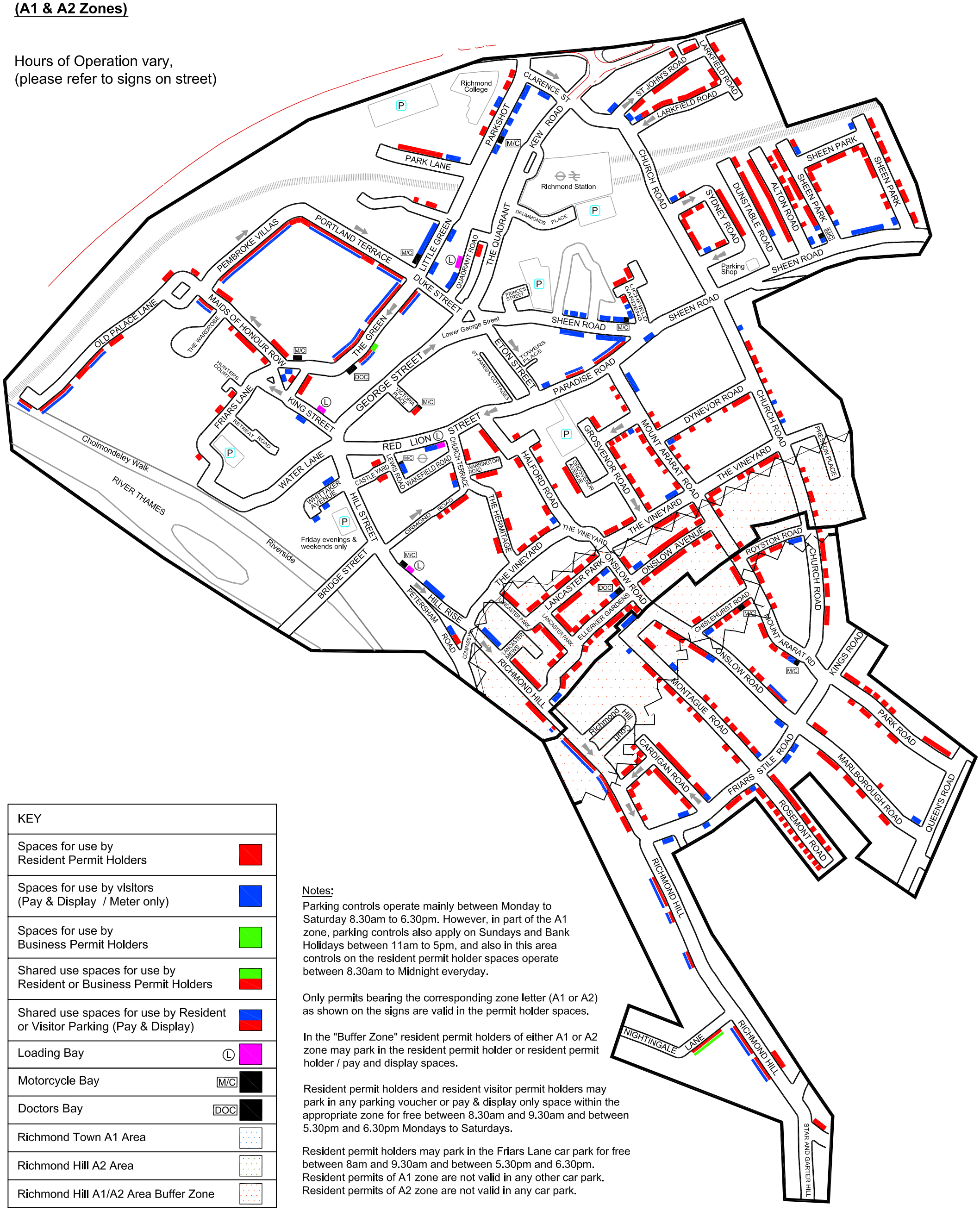
Key to symbols:

- Interchange piers
- DLR
- Emirates Air Line
- London Overground
- London Underground
- National Rail
- Step-free access from street level to pier

APPENDIX E: PARKING PERMIT ZONES

Richmond CPZ
(A1 & A2 Zones)

Hours of Operation vary,
(please refer to signs on street)



KEY	
Spaces for use by Resident Permit Holders	
Spaces for use by visitors (Pay & Display / Meter only)	
Spaces for use by Business Permit Holders	
Shared use spaces for use by Resident or Business Permit Holders	
Shared use spaces for use by Resident or Visitor Parking (Pay & Display)	
Loading Bay	(L)
Motorcycle Bay	M/C
Doctors Bay	DOC
Richmond Town A1 Area	
Richmond Hill A2 Area	
Richmond Hill A1/A2 Area Buffer Zone	

Notes:

Parking controls operate mainly between Monday to Saturday 8.30am to 6.30pm. However, in part of the A1 zone, parking controls also apply on Sundays and Bank Holidays between 11am to 5pm, and also in this area controls on the resident permit holder spaces operate between 8.30am to Midnight everyday.

Only permits bearing the corresponding zone letter (A1 or A2) as shown on the signs are valid in the permit holder spaces.

In the "Buffer Zone" resident permit holders of either A1 or A2 zone may park in the resident permit holder or resident permit holder / pay and display spaces.

Resident permit holders and resident visitor permit holders may park in any parking voucher or pay & display only space within the appropriate zone for free between 8.30am and 9.30am and between 5.30pm and 6.30pm Mondays to Saturdays.

Resident permit holders may park in the Friars Lane car park for free between 8am and 9.30am and between 5.30pm and 6.30pm.
Resident permits of A1 zone are not valid in any other car park.
Resident permits of A2 zone are not valid in any car park.

LONDON BOROUGH OF RICHMOND UPON THAMES
ENVIRONMENT DIRECTORATE

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

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

Job title

Drawing no.

Revision

Scale

Date: OCT-04

Section: PARKING

Drawn

Checked

APPENDIX F: SITE PLAN

SITE PLAN
scale 1:200@A0

SITE LOCATION PLAN
scale 1:1250@A0

BOUNDARY LINE TAKEN FROM LR TITLE PLAN TGL432724

BOUNDARY LINE TAKEN FROM LR TITLE PLAN SGL124353

SCHEDULE OF ACCOMMODATION			
Floor	1b/2p 55.9m²	2b/3p 67.8m²	GIA
Lower Ground:	06	--	443.8m²
Ground Floor:	06	--	584.0m²
First Floor:	07	01	542.7m²
Second Floor:	04	01	368.0m²
Third Floor:	02	01	249.0m²
TOTAL No Apt:	25	03	28 Apts
Parking:	11 car parking spaces		
Notes:			
TOTAL GIA:			2187.5m²
SITE AREA:			2101m²

COLOUR KEY

- One Bedroom Flat
- Two Bedroom Flat

0 1m 5m 10m 20m

Revision
A 04 01 2021 mj Accommodation schedule updated.
B 30 07 2021 pds Minor amendments to notes

N

project name: HOWSON TERRACE, RICHMOND
drawing reference: PROPOSED SITE PLAN
date: 18 09 2020
sheet:
drawn: pds
scale: 1:200@A0
checked: MB
job number: M8764
drawing number: ASK 012
revision: B
status: PRELIMINARY
cad ref: M8764 - Howson GAs.dwg

Use figured dimensions only. All levels and dimensions to be checked on site. This drawing is to be read in conjunction with all other relevant drawings and specifications.
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APPENDIX F: TRICS OUTPUT REPORTS

Calculation Reference: AUDIT-563501-201030-1021

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		
	EN	ENFIELD	1 days
	TH	TOWER HAMLETS	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: 18 to 83 (units:)
Range Selected by User: 9 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:

Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	2 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

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	1 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

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

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

2 TH-03-C-04 BLOCK OF FLATS TOWER HAMLETS
LEVEN ROAD
POPLAR
ABERFELDY VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	51	0.020	2	51	0.089	2	51	0.109
08:00 - 09:00	2	51	0.069	2	51	0.129	2	51	0.198
09:00 - 10:00	2	51	0.079	2	51	0.099	2	51	0.178
10:00 - 11:00	2	51	0.050	2	51	0.069	2	51	0.119
11:00 - 12:00	2	51	0.030	2	51	0.030	2	51	0.060
12:00 - 13:00	2	51	0.030	2	51	0.030	2	51	0.060
13:00 - 14:00	2	51	0.030	2	51	0.050	2	51	0.080
14:00 - 15:00	2	51	0.059	2	51	0.050	2	51	0.109
15:00 - 16:00	2	51	0.050	2	51	0.040	2	51	0.090
16:00 - 17:00	2	51	0.059	2	51	0.030	2	51	0.089
17:00 - 18:00	2	51	0.119	2	51	0.069	2	51	0.188
18:00 - 19:00	2	51	0.109	2	51	0.050	2	51	0.159
19:00 - 20:00	2	51	0.119	2	51	0.069	2	51	0.188
20:00 - 21:00	2	51	0.059	2	51	0.010	2	51	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.882			0.814			1.696

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:	18 - 83 (units:)
Survey date date range:	01/01/12 - 06/03/20
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	51	0.000	2	51	0.000	2	51	0.000
08:00 - 09:00	2	51	0.000	2	51	0.000	2	51	0.000
09:00 - 10:00	2	51	0.010	2	51	0.010	2	51	0.020
10:00 - 11:00	2	51	0.010	2	51	0.010	2	51	0.020
11:00 - 12:00	2	51	0.000	2	51	0.000	2	51	0.000
12:00 - 13:00	2	51	0.000	2	51	0.000	2	51	0.000
13:00 - 14:00	2	51	0.010	2	51	0.010	2	51	0.020
14:00 - 15:00	2	51	0.010	2	51	0.010	2	51	0.020
15:00 - 16:00	2	51	0.000	2	51	0.000	2	51	0.000
16:00 - 17:00	2	51	0.010	2	51	0.010	2	51	0.020
17:00 - 18:00	2	51	0.020	2	51	0.020	2	51	0.040
18:00 - 19:00	2	51	0.000	2	51	0.000	2	51	0.000
19:00 - 20:00	2	51	0.010	2	51	0.010	2	51	0.020
20:00 - 21:00	2	51	0.000	2	51	0.000	2	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.080			0.080			0.160

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

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

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	2	51	0.000	2	51	0.000	2	51	0.000
08:00 - 09:00	2	51	0.000	2	51	0.000	2	51	0.000
09:00 - 10:00	2	51	0.000	2	51	0.000	2	51	0.000
10:00 - 11:00	2	51	0.000	2	51	0.000	2	51	0.000
11:00 - 12:00	2	51	0.010	2	51	0.000	2	51	0.010
12:00 - 13:00	2	51	0.000	2	51	0.000	2	51	0.000
13:00 - 14:00	2	51	0.000	2	51	0.010	2	51	0.010
14:00 - 15:00	2	51	0.000	2	51	0.000	2	51	0.000
15:00 - 16:00	2	51	0.000	2	51	0.000	2	51	0.000
16:00 - 17:00	2	51	0.000	2	51	0.000	2	51	0.000
17:00 - 18:00	2	51	0.000	2	51	0.000	2	51	0.000
18:00 - 19:00	2	51	0.000	2	51	0.000	2	51	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	2	51	0.000	2	51	0.000	2	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

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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	2	51	0.010	2	51	0.040	2	51	0.050
08:00 - 09:00	2	51	0.010	2	51	0.030	2	51	0.040
09:00 - 10:00	2	51	0.000	2	51	0.000	2	51	0.000
10:00 - 11:00	2	51	0.000	2	51	0.010	2	51	0.010
11:00 - 12:00	2	51	0.000	2	51	0.000	2	51	0.000
12:00 - 13:00	2	51	0.000	2	51	0.020	2	51	0.020
13:00 - 14:00	2	51	0.010	2	51	0.000	2	51	0.010
14:00 - 15:00	2	51	0.000	2	51	0.010	2	51	0.010
15:00 - 16:00	2	51	0.010	2	51	0.000	2	51	0.010
16:00 - 17:00	2	51	0.020	2	51	0.020	2	51	0.040
17:00 - 18:00	2	51	0.000	2	51	0.010	2	51	0.010
18:00 - 19:00	2	51	0.020	2	51	0.000	2	51	0.020
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	2	51	0.040	2	51	0.000	2	51	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.120			0.140			0.260

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	2	51	0.020	2	51	0.109	2	51	0.129
08:00 - 09:00	2	51	0.079	2	51	0.198	2	51	0.277
09:00 - 10:00	2	51	0.089	2	51	0.109	2	51	0.198
10:00 - 11:00	2	51	0.050	2	51	0.099	2	51	0.149
11:00 - 12:00	2	51	0.040	2	51	0.050	2	51	0.090
12:00 - 13:00	2	51	0.030	2	51	0.050	2	51	0.080
13:00 - 14:00	2	51	0.030	2	51	0.040	2	51	0.070
14:00 - 15:00	2	51	0.069	2	51	0.050	2	51	0.119
15:00 - 16:00	2	51	0.050	2	51	0.040	2	51	0.090
16:00 - 17:00	2	51	0.079	2	51	0.040	2	51	0.119
17:00 - 18:00	2	51	0.129	2	51	0.099	2	51	0.228
18:00 - 19:00	2	51	0.168	2	51	0.059	2	51	0.227
19:00 - 20:00	2	51	0.158	2	51	0.079	2	51	0.237
20:00 - 21:00	2	51	0.069	2	51	0.010	2	51	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.060			1.032			2.092

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	2	51	0.010	2	51	0.050	2	51	0.060
08:00 - 09:00	2	51	0.050	2	51	0.139	2	51	0.189
09:00 - 10:00	2	51	0.059	2	51	0.079	2	51	0.138
10:00 - 11:00	2	51	0.069	2	51	0.059	2	51	0.128
11:00 - 12:00	2	51	0.050	2	51	0.030	2	51	0.080
12:00 - 13:00	2	51	0.050	2	51	0.050	2	51	0.100
13:00 - 14:00	2	51	0.010	2	51	0.040	2	51	0.050
14:00 - 15:00	2	51	0.059	2	51	0.050	2	51	0.109
15:00 - 16:00	2	51	0.089	2	51	0.089	2	51	0.178
16:00 - 17:00	2	51	0.119	2	51	0.030	2	51	0.149
17:00 - 18:00	2	51	0.069	2	51	0.069	2	51	0.138
18:00 - 19:00	2	51	0.059	2	51	0.050	2	51	0.109
19:00 - 20:00	2	51	0.050	2	51	0.050	2	51	0.100
20:00 - 21:00	2	51	0.050	2	51	0.010	2	51	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.793			0.795			1.588

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	2	51	0.010	2	51	0.109	2	51	0.119
08:00 - 09:00	2	51	0.010	2	51	0.099	2	51	0.109
09:00 - 10:00	2	51	0.030	2	51	0.059	2	51	0.089
10:00 - 11:00	2	51	0.040	2	51	0.020	2	51	0.060
11:00 - 12:00	2	51	0.020	2	51	0.000	2	51	0.020
12:00 - 13:00	2	51	0.040	2	51	0.000	2	51	0.040
13:00 - 14:00	2	51	0.020	2	51	0.010	2	51	0.030
14:00 - 15:00	2	51	0.030	2	51	0.040	2	51	0.070
15:00 - 16:00	2	51	0.089	2	51	0.079	2	51	0.168
16:00 - 17:00	2	51	0.099	2	51	0.030	2	51	0.129
17:00 - 18:00	2	51	0.079	2	51	0.020	2	51	0.099
18:00 - 19:00	2	51	0.040	2	51	0.010	2	51	0.050
19:00 - 20:00	2	51	0.050	2	51	0.000	2	51	0.050
20:00 - 21:00	2	51	0.040	2	51	0.000	2	51	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.597			0.476			1.073

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	2	51	0.000	2	51	0.119	2	51	0.119
08:00 - 09:00	2	51	0.010	2	51	0.208	2	51	0.218
09:00 - 10:00	2	51	0.000	2	51	0.030	2	51	0.030
10:00 - 11:00	2	51	0.000	2	51	0.000	2	51	0.000
11:00 - 12:00	2	51	0.010	2	51	0.000	2	51	0.010
12:00 - 13:00	2	51	0.010	2	51	0.010	2	51	0.020
13:00 - 14:00	2	51	0.000	2	51	0.020	2	51	0.020
14:00 - 15:00	2	51	0.010	2	51	0.040	2	51	0.050
15:00 - 16:00	2	51	0.020	2	51	0.000	2	51	0.020
16:00 - 17:00	2	51	0.020	2	51	0.010	2	51	0.030
17:00 - 18:00	2	51	0.050	2	51	0.000	2	51	0.050
18:00 - 19:00	2	51	0.129	2	51	0.000	2	51	0.129
19:00 - 20:00	2	51	0.168	2	51	0.000	2	51	0.168
20:00 - 21:00	2	51	0.020	2	51	0.000	2	51	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.437			0.884

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	2	51	0.010	2	51	0.228	2	51	0.238
08:00 - 09:00	2	51	0.020	2	51	0.307	2	51	0.327
09:00 - 10:00	2	51	0.030	2	51	0.089	2	51	0.119
10:00 - 11:00	2	51	0.040	2	51	0.020	2	51	0.060
11:00 - 12:00	2	51	0.030	2	51	0.000	2	51	0.030
12:00 - 13:00	2	51	0.050	2	51	0.010	2	51	0.060
13:00 - 14:00	2	51	0.020	2	51	0.030	2	51	0.050
14:00 - 15:00	2	51	0.040	2	51	0.079	2	51	0.119
15:00 - 16:00	2	51	0.109	2	51	0.079	2	51	0.188
16:00 - 17:00	2	51	0.119	2	51	0.040	2	51	0.159
17:00 - 18:00	2	51	0.129	2	51	0.020	2	51	0.149
18:00 - 19:00	2	51	0.168	2	51	0.010	2	51	0.178
19:00 - 20:00	2	51	0.218	2	51	0.000	2	51	0.218
20:00 - 21:00	2	51	0.059	2	51	0.000	2	51	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.042			0.912			1.954

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	2	51	0.050	2	51	0.426	2	51	0.476
08:00 - 09:00	2	51	0.158	2	51	0.673	2	51	0.831
09:00 - 10:00	2	51	0.178	2	51	0.277	2	51	0.455
10:00 - 11:00	2	51	0.158	2	51	0.188	2	51	0.346
11:00 - 12:00	2	51	0.119	2	51	0.079	2	51	0.198
12:00 - 13:00	2	51	0.129	2	51	0.129	2	51	0.258
13:00 - 14:00	2	51	0.069	2	51	0.109	2	51	0.178
14:00 - 15:00	2	51	0.168	2	51	0.188	2	51	0.356
15:00 - 16:00	2	51	0.257	2	51	0.208	2	51	0.465
16:00 - 17:00	2	51	0.337	2	51	0.129	2	51	0.466
17:00 - 18:00	2	51	0.327	2	51	0.198	2	51	0.525
18:00 - 19:00	2	51	0.416	2	51	0.119	2	51	0.535
19:00 - 20:00	2	51	0.426	2	51	0.129	2	51	0.555
20:00 - 21:00	2	51	0.218	2	51	0.020	2	51	0.238
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.010			2.872			5.882

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	2	51	0.020	2	51	0.089	2	51	0.109
08:00 - 09:00	2	51	0.059	2	51	0.109	2	51	0.168
09:00 - 10:00	2	51	0.030	2	51	0.069	2	51	0.099
10:00 - 11:00	2	51	0.040	2	51	0.050	2	51	0.090
11:00 - 12:00	2	51	0.020	2	51	0.030	2	51	0.050
12:00 - 13:00	2	51	0.030	2	51	0.030	2	51	0.060
13:00 - 14:00	2	51	0.020	2	51	0.030	2	51	0.050
14:00 - 15:00	2	51	0.030	2	51	0.030	2	51	0.060
15:00 - 16:00	2	51	0.050	2	51	0.030	2	51	0.080
16:00 - 17:00	2	51	0.050	2	51	0.020	2	51	0.070
17:00 - 18:00	2	51	0.099	2	51	0.050	2	51	0.149
18:00 - 19:00	2	51	0.089	2	51	0.050	2	51	0.139
19:00 - 20:00	2	51	0.099	2	51	0.059	2	51	0.158
20:00 - 21:00	2	51	0.059	2	51	0.010	2	51	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.695			0.656			1.351

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	2	51	0.000	2	51	0.000	2	51	0.000
08:00 - 09:00	2	51	0.010	2	51	0.010	2	51	0.020
09:00 - 10:00	2	51	0.030	2	51	0.020	2	51	0.050
10:00 - 11:00	2	51	0.000	2	51	0.010	2	51	0.010
11:00 - 12:00	2	51	0.000	2	51	0.000	2	51	0.000
12:00 - 13:00	2	51	0.000	2	51	0.000	2	51	0.000
13:00 - 14:00	2	51	0.000	2	51	0.000	2	51	0.000
14:00 - 15:00	2	51	0.020	2	51	0.010	2	51	0.030
15:00 - 16:00	2	51	0.000	2	51	0.010	2	51	0.010
16:00 - 17:00	2	51	0.000	2	51	0.000	2	51	0.000
17:00 - 18:00	2	51	0.000	2	51	0.000	2	51	0.000
18:00 - 19:00	2	51	0.000	2	51	0.000	2	51	0.000
19:00 - 20:00	2	51	0.010	2	51	0.000	2	51	0.010
20:00 - 21:00	2	51	0.000	2	51	0.000	2	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.060			0.130

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	2	51	0.000	2	51	0.000	2	51	0.000
08:00 - 09:00	2	51	0.000	2	51	0.010	2	51	0.010
09:00 - 10:00	2	51	0.010	2	51	0.000	2	51	0.010
10:00 - 11:00	2	51	0.000	2	51	0.000	2	51	0.000
11:00 - 12:00	2	51	0.000	2	51	0.000	2	51	0.000
12:00 - 13:00	2	51	0.000	2	51	0.000	2	51	0.000
13:00 - 14:00	2	51	0.000	2	51	0.000	2	51	0.000
14:00 - 15:00	2	51	0.000	2	51	0.000	2	51	0.000
15:00 - 16:00	2	51	0.000	2	51	0.000	2	51	0.000
16:00 - 17:00	2	51	0.000	2	51	0.000	2	51	0.000
17:00 - 18:00	2	51	0.000	2	51	0.000	2	51	0.000
18:00 - 19:00	2	51	0.020	2	51	0.000	2	51	0.020
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	2	51	0.000	2	51	0.000	2	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.010			0.040

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	2	51	0.000	2	51	0.069	2	51	0.069
08:00 - 09:00	2	51	0.010	2	51	0.139	2	51	0.149
09:00 - 10:00	2	51	0.000	2	51	0.030	2	51	0.030
10:00 - 11:00	2	51	0.000	2	51	0.000	2	51	0.000
11:00 - 12:00	2	51	0.000	2	51	0.000	2	51	0.000
12:00 - 13:00	2	51	0.010	2	51	0.010	2	51	0.020
13:00 - 14:00	2	51	0.000	2	51	0.020	2	51	0.020
14:00 - 15:00	2	51	0.010	2	51	0.040	2	51	0.050
15:00 - 16:00	2	51	0.020	2	51	0.000	2	51	0.020
16:00 - 17:00	2	51	0.010	2	51	0.010	2	51	0.020
17:00 - 18:00	2	51	0.040	2	51	0.000	2	51	0.040
18:00 - 19:00	2	51	0.099	2	51	0.000	2	51	0.099
19:00 - 20:00	2	51	0.109	2	51	0.000	2	51	0.109
20:00 - 21:00	2	51	0.020	2	51	0.000	2	51	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.318			0.646

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 Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	51	0.000	2	51	0.050	2	51	0.050
08:00 - 09:00	2	51	0.000	2	51	0.069	2	51	0.069
09:00 - 10:00	2	51	0.000	2	51	0.000	2	51	0.000
10:00 - 11:00	2	51	0.000	2	51	0.000	2	51	0.000
11:00 - 12:00	2	51	0.010	2	51	0.000	2	51	0.010
12:00 - 13:00	2	51	0.000	2	51	0.000	2	51	0.000
13:00 - 14:00	2	51	0.000	2	51	0.000	2	51	0.000
14:00 - 15:00	2	51	0.000	2	51	0.000	2	51	0.000
15:00 - 16:00	2	51	0.000	2	51	0.000	2	51	0.000
16:00 - 17:00	2	51	0.010	2	51	0.000	2	51	0.010
17:00 - 18:00	2	51	0.010	2	51	0.000	2	51	0.010
18:00 - 19:00	2	51	0.030	2	51	0.000	2	51	0.030
19:00 - 20:00	2	51	0.059	2	51	0.000	2	51	0.059
20:00 - 21:00	2	51	0.000	2	51	0.000	2	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.119			0.119			0.238

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	2	51	0.010	2	51	0.109	2	51	0.119
08:00 - 09:00	2	51	0.010	2	51	0.099	2	51	0.109
09:00 - 10:00	2	51	0.030	2	51	0.059	2	51	0.089
10:00 - 11:00	2	51	0.040	2	51	0.020	2	51	0.060
11:00 - 12:00	2	51	0.020	2	51	0.000	2	51	0.020
12:00 - 13:00	2	51	0.040	2	51	0.000	2	51	0.040
13:00 - 14:00	2	51	0.020	2	51	0.010	2	51	0.030
14:00 - 15:00	2	51	0.030	2	51	0.040	2	51	0.070
15:00 - 16:00	2	51	0.089	2	51	0.079	2	51	0.168
16:00 - 17:00	2	51	0.099	2	51	0.030	2	51	0.129
17:00 - 18:00	2	51	0.079	2	51	0.020	2	51	0.099
18:00 - 19:00	2	51	0.040	2	51	0.010	2	51	0.050
19:00 - 20:00	2	51	0.050	2	51	0.000	2	51	0.050
20:00 - 21:00	2	51	0.040	2	51	0.000	2	51	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.597			0.476			1.073

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 Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	51	0.000	2	51	0.000	2	51	0.000
08:00 - 09:00	2	51	0.010	2	51	0.010	2	51	0.020
09:00 - 10:00	2	51	0.020	2	51	0.020	2	51	0.040
10:00 - 11:00	2	51	0.000	2	51	0.000	2	51	0.000
11:00 - 12:00	2	51	0.000	2	51	0.000	2	51	0.000
12:00 - 13:00	2	51	0.010	2	51	0.000	2	51	0.010
13:00 - 14:00	2	51	0.000	2	51	0.010	2	51	0.010
14:00 - 15:00	2	51	0.010	2	51	0.010	2	51	0.020
15:00 - 16:00	2	51	0.000	2	51	0.000	2	51	0.000
16:00 - 17:00	2	51	0.000	2	51	0.000	2	51	0.000
17:00 - 18:00	2	51	0.000	2	51	0.000	2	51	0.000
18:00 - 19:00	2	51	0.000	2	51	0.000	2	51	0.000
19:00 - 20:00	2	51	0.000	2	51	0.000	2	51	0.000
20:00 - 21:00	2	51	0.000	2	51	0.000	2	51	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.050			0.100

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.*