Proposed Development
23A Hampton Road, Teddington, London

Transport Statement

For

ET Planning

motion

Document Control Sheet

Proposed Development

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ET Planning

This document has been issued and amended as follows:

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1.0 Introduction

1.1 This Transport Statement has been prepared on behalf of ET Planning to accompany a proposed planning application for the demolition of an existing 3- bedroom bungalow and the subsequent construction of a 4-bedroom house at 23A Hampton Road, Teddington, London (herein referred to as 'the site').

1.2 The site is located to the west of Teddington approximately 600 metres west of Teddington town centre. The site falls within the administrative boundary of the London Borough of Richmond upon Thames (LBRT) who act as both the Planning and Highway Authority.

Scope of Report

1.3 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:

- The proposals accord with national and local policies relevant to transport;
- Safe and suitable access to the application site can be achieved by all modes;
- The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.

1.4 Following this introduction, this Transport Statement is split into 5 sections as follows:

- Section 2 outlines the transport planning policies that are considered to be relevant to this application;
- Section 3 outlines the baseline conditions relevant to the site;
- Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
- Section 5 assesses the trip generating potential of the proposals and identifies the net impact on the local highway network; and
- Section 6 summarises the key findings and conclusions of this report.

2.0 Policy Context

Overview

2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows;

- National Planning Policy Framework – September 2023;
- London Plan – March 2021;
- London Borough of Richmond upon Thames Local Plan – July 2018; and,
- London Borough of Richmond upon Thames Development Management Plan – November 2011.

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) September 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

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

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

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

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

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

2.4 Off-street parking provision is referred to in Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.5 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.6 Paragraph 110 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and,

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

2.7 This is followed by Paragraph 111 stating:

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

Regional Policy

London Plan

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

2.9 Policy T1, Strategic Approach to Transport states:

- *"A) Development Plans should support, and development proposals should facilitate:*

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

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

2.10 Policy T2, Healthy Streets states:

- *"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling;*

- *Development Plans should:*

  1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;

  2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant;

- *Development proposals should:*

  1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance;

  2) reduce the dominance of vehicles on London's streets whether stationary or moving; and,

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."

2.11 Policy T3, Transport Capacity, Connectivity and Safeguarding states:

- *"Development Plans should develop effective transport policies and projects to support the sustainable development of London and the Wider South East as well as to support better national and international public transport connections;*
- *Development Plans and development decisions should ensure the provision of sufficient and suitably-located land for the development of the current and expanded public and active transport system to serve London's needs, including by:*

  1) safeguarding existing land and buildings used for public transport, active travel or related support functions (unless alternative facilities are provided to the satisfaction of relevant strategic transport authorities and service providers that enable existing transport operations to be maintained and expanded if necessary);

  2) identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport, walking and cycling, as well as to allow for sustainable deliveries and servicing;

  3) safeguarding London's walking and cycling networks;
- *Development proposals should support capacity, connectivity and other improvements to the bus network and ensure it can operate efficiently to, from and within developments, giving priority to buses and supporting infrastructure as needed."*

2.12 Policy T4, Assessing and Mitigating Transport Impacts states:

- *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity;*
- *When required in accordance with national or local guidance,179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;*
- *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified;*
- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure;*
- *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated; and,*
- *Development proposals should not increase road danger."*

2.13 Policy T5, Cycling states:

- *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

  1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure;

  2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision;

- *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people;*

- *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported; and,*

- *Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers."*

2.14 Policy T6, Car Parking states:

- *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity;*

- *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6 .1 Residential parking, Policy T6 .2 Office Parking, Policy T6 .3 Retail parking, and Policy T6 .4 Hotel and leisure uses parking;*

- *All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities; and,*

- *Adequate provision should be made for efficient deliveries and servicing and emergency access."*

2.15 Policy T6.1, Residential Parking states:

- *"New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category;*

- *Parking spaces within communal car parking facilities (including basements) should be leased rather than sold; and,*

- *All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces."*

Local Policy

London Borough of Richmond upon Thame Local Plan

2.16 The Local Plan sets out the strategy for the Borough with a selection of strategic polices relating to development / transport needs which feed into the overall strategy.

2.17 The Local Plan Strategic Vision sets out a desire for a sustainable future associated to transport.

"The borough's main centres will have accommodated the majority of higher density and larger scale developments, thus enabling people to walk to shops and services or use public transport. New development will be of exceptional design quality and will have respected the borough's environmental capacity and constraints through the optimisation of land. Development opportunities outside of the main centres will have been realised and well integrated within existing communities, the environment and infrastructure. Local communities will enjoy the new village heart in Mortlake and residents will have access to a choice of new and improved homes in Ham Close. Whilst cars will still be a significant part of our future, the borough's improved transport network and interchanges will encourage many residents as well as those who work and visit the borough to make journeys using high quality public transport and walking and cycling routes. The built environment, spaces and public realm will be attractive and pleasant, and residents will have increasingly adopted active and healthy lifestyles and enjoy the borough's cycling and walking networks."

2.18 Paragraph 3.1.17 goes on to discuss the need for the Council to focus on development which provides access to sustainable transport modes as a way to promote walking and cycling within the Borough as well as in improving the general air quality of the area.

2.19 Policy LP 44 – Sustainable Travel Choices states;

"The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment. The Council will:

A. Location of development: Encourage high trip generating development to be located in areas with good public transport with sufficient capacity, or which are capable of supporting improvements to provide good public transport accessibility and capacity, taking account of local character and context.

B. Walking and cycling: Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.

C. Public transport: Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services. Proposals will be expected to support improvements to existing services and infrastructure where no capacity currently exists or is planned to be provided. Protect existing public transport interchange facilities unless suitable alternative facilities can be provided which ensure the maintenance of the existing public transport operations. Applications will need to include details setting out how such re-provision will be secured and provided in a timely manner.

D. The road network: Ensure that new development does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks. Any impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, including in relation to on-street parking, should be mitigated through the provision of, or contributions towards, necessary and relevant transport improvements. In assessing planning applications the cumulative impacts of development on the transport network will be taken into account. Planning applications will need to be supported by the provision of a Transport Assessment if it is a major development, and a Transport Statement if it is a minor development.

E. River transport: Encourage the use of the River Thames for passenger and freight transport through the protection of, improvement to, and provision of new relevant infrastructure including wharves, slipways and piers.

F. Safeguarding of routes and facilities: Land required for proposed transport schemes as identified in the London Plan and the Council's Local Implementation Plan for Transport will be protected from

developments which would prevent their proper implementation. Local filling stations and supporting services such as car repair facilities will be protected from redevelopment for alternative uses unless exceptional circumstances can be demonstrated that warrant their loss.

G. Taxis and private hire vehicles: Ensure that taxis and private hire vehicles are adequately catered for in appropriate locations."

London Borough of Richmond upon Thames Development Management Plan

2.20 Policy DM TP 1: Matching Development to Transport Capacity states that "h*igher trip generating development will only be permitted in areas which are, or at the time of implementation are, easily accessible by transport other than the private car, and well located with respect to local services."*

2.21 Policy DM TP 2: Transport and New Development states that "t*he impact of new development on the transport network will be assessed against other plan policies and transport standards. All planning applications for major developments should be accompanied by a Transport Assessment and for smaller developments should be accompanied by a Transport Statement. Matters to be included are set out in DofT/TfL guidance. Developers should also take account of the Council's SPD on Transport Standards."*

2.22 Policy DM TP 6: Walking and the Pedestrian Environment states that *"to protect, maintain and improve the pedestrian environment, the Council will ensure that: 1. New development and schemes protect, maintain and, where appropriate, improve the existing pedestrian infrastructure, including the Rights of Way network. 2. New development does not adversely impact on the pedestrian environment and provides appropriate pedestrian access (see Policy DM TP 3 'Enhancing Transport Links'). 3. New development and schemes improve the safety and security of the pedestrian environment where appropriate."*

2.23 Policy DM TP 7: Cycling states that *"to maintain and improve conditions for cyclists, the Council will ensure that new development or schemes do not adversely impact on the cycling network or cyclists and provide appropriate cycle access and sufficient, secure cycle parking facilities, see Policy DM TP 3 'Enhancing Transport Links' and Policy DM TP 8 'Off Street Parking - Retention and New Provision'."*

2.24 Policy DM TP 8: Off Street Parking – Retention and New Provision states that "*Developments, redevelopments, conversions and extensions will have to demonstrate that the new scheme provides an appropriate level of off street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. A set of maximum car parking standards and minimum cycle parking standards are set out in Appendix Four - Parking Standards 'Appendix Four - Parking Standards' for all types of development, these take into account bus, rail and tube accessibility as well as local highway and traffic conditions including demand for on-street parking. These standards will be expected to be met, unless it can be shown that in proposing levels of parking applicants can demonstrate that there would be no adverse impact on the area in terms of street scene or on-street parking."*

2.25 Policy DM TP 9: Forecourt Parking states that "*The parking of vehicles in existing front gardens will be discouraged, especially where;*

- *this would result in the removal of architectural features such as walls, gates and paving, or of existing trees and other vegetation or,*
- *where such parking would detract from the streetscape or setting of the property or,*
- *where the use of the access would create a road or pedestrian safety problem or where the width of the proposed entrance will be greater than the width of a normal driveway.*

For any proposal the area of impermeable paving should be minimised and soft landscaping maximised. The Council will seek to restrict permitted development rights for forecourt parking through Article 4 directions, where important townscape or surface water flooding issues exist. The Council will have regard to the impact of forecourt parking in considering proposals to extend or convert existing residential property."

Summary

2.26 On the basis of the above review, it is evident that the location of a site in relation to sustainable transport modes is a key consideration when assessing the acceptability of a proposal as well as ensuring that the proposed development will maintain the existing provisions and not negatively impact upon the local highway network.

3.0 Baseline Conditions

Overview

3.1 To put the site into context, a detailed review of the surrounding area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

3.2 The site is located to the west of Teddington, on the southern side of the A313 Hampton Road. The surrounding area can be classified as urban residential. The site benefits from close proximity to the A316 providing access eastbound towards Central London. Westbound travel upon the A316 provides access to the M3 motorway and wider highway connections. The site location is shown below in Figure 3.1.

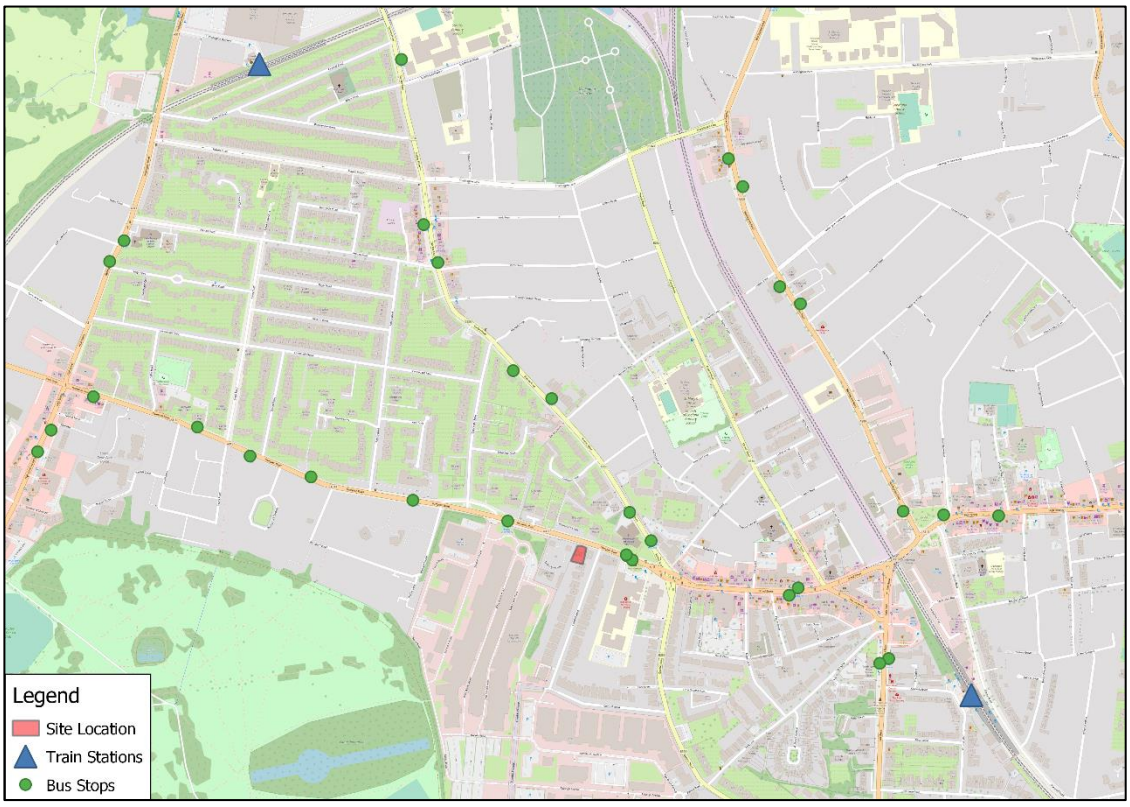

Figure 3.1: Site Location

Existing Highway Network

3.3 Hampton Road is a two-way single carriageway road subject to a 20mph speed limit. Hampton Road connects to the A312 to the west providing access towards the A316. Eastbound travel along Hampton Road provides access towards Teddington town centre and local roads providing access towards Hampton Wick, Kingston upon Thames, and Hampton Court.

Accessibility of the Site by Non-Car Modes

3.4 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning

for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:

- *"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot … but beyond that distance cars are the dominant modes"* (Planning for Walking, 2015).
- *Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles"* (Planning for Cycling, 2014).

3.5 The NPPF recognises that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".* Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as *"having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortable on foot".*

3.6 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that *"81% of all trips under one mile are walks",* making it the most frequent mode of travel for very short distances.

Accessibility on Foot

3.7 The site is accessible by foot via continuously lit footways with dropped kerbs to assist with crossing. Footways upon other local roads are characterised as being continuously lit and having dropped kerbs present too.

3.8 Approximately 150 metres to the west of the site there is a pedestrian refuge island crossing point with dropped kerbs. Approximately 250 metres to the east of the site there is a signalised pedestrian crossing with dropped kerbs and tactile paving to assist with the act of crossing. The crossing point allows safe access to the bus stop located on the northern side of the A313.

3.9 Bushy Park is located approximately 450 metres to the south of the site and can be reached by continuous lit footways. Within Bushy Park there are numerous pedestrian only areas and Public Rights of Way (PRoW). Whilst vehicles are allowed within Bushy Park, there is a 10mph speed limit enforced ensuring that Bushy Park is suitable for pedestrians to utilise.

Accessibility by Cycle

3.10 There are no on-road cycle facilities provided within the vicinity of the site. However, the flat topography and low speed limit ensure that the local highway network is considered suitable for cycling.

3.11 There are numerous cycle routes located within the immediate vicinity of the site. The National Cycle Route 4 is located to the west of the site, accessible from within Kingston upon Thames and provides access from Central London to Fishguard in Wales. The London Cycle Network Route 32 is accessible to the east of the site within Teddington town centre and provides access towards Heathrow Airport to the north or Tolworth to the south.

3.12 Within Bushy Park, to the south of the site, the London Cycle Network 74 is accessible and provides access towards Wimbledon.

Public Transport Accessibility

3.13 Transport for London has published guidelines on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (for example, stops and stations) that are within walking distance of an application site. PTAL scores range from 1-6 with 6 being high and 1 being low. It is noted that PTAL provides a score reflecting access to public transport services as opposed to accessibility by public transport, assuming a threshold of 640 metres to a bus stop and 940 metres to a rail or tube station. A site's PTAL does not consider: the speed or utility of accessible services; crowding, including the ability to board services; or ease of interchange.

3.14 The PTAL score for the site is '3 – Moderate'. The PTAL Calculation Report can be viewed at **Appendix A**.

Accessibility by Bus

3.15 As shown in Figure 3.1, there are a selection of bus stops within close proximity to the site. The closest stop is 'Teddington Memorial Hospital' approximately 62 metres east of the site equivalent to a 1-minute walk.

3.16 The other bus stops within the surrounding area of the site are all accessible by foot due to the continuously lit footways, dropped kerbs, tactile paving, pedestrian crossing infrastructure (signalised crossings, pedestrian crossing refuge islands etc.), and flat topography of the area ensuing that local bus stops are deemed easily accessible by foot.

3.17 A summary of the local bus services provided from the stops located within the vicinity of the site are shown below in Table 3.1.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
33	Fulwell – Teddington – Twickenham – Richmond – North Sheen – Hammersmith	1 every 8 minutes	1 every 9 minutes	1 every 15 minutes
281	Tolworth – Surbiton – Kingston upon Thames – Teddington – Twickenham – Hounslow	1 every 12 minutes	1 every 12 minutes	1 every 12 minutes
285	Kingston upon Thames – Teddington – Hampton Hill – Feltham – Hatton – Heathrow Airport	1 every 12 minutes	1 every 13 minutes	1 every 13 minutes
481	Kingston upon Thames – Hampton Wick – Teddington – Whitton – Isleworth	1 every 30 minutes	1 every 30 minutes	1 every hour
681	Teddington – Twickenham – Hounslow	School Bus Service		
R68	Hampton Court – Hampton Hill – Teddington – Twickenham	1 every 15 minutes	1 every 15 minutes	1 every 15 minutes
N33	Fulwell – Teddington – Twickenham – Richmond – North Sheen – Barnes – Hurlingham – Fulham – Hammersmith	Night Bus service between 00:24-04:30		
SL7	West Croydon – Carshalton – Sutton – North Cheam – Worcester Park – New Malden – Kingston upon Thames – Hampton Wick – Teddington – Hampton Hill – Feltham – Hatton – Heathrow Airport	1 every 15 minutes	1 every 13 minutes	1 every 15 minutes

Table 3.1: Local Bus Services

3.18 Table 3.1 demonstrates the availability of local bus services. These bus services provide connections to other TfL services (London Underground, connecting bus services) as well as National Rail services to other destinations.

Accessibility by Train

3.19 The closest railway station to the site is Teddington Railway Station located approximately 750 metres east of the site equivalent to an 11-minute walk or 3-minute cycle.

3.20 Teddington railway station benefits form 8 car parking spaces as well as 244 sheltered cycle parking spaces covered by CCTV.

3.21 A summary of the direct rail services provided from Teddington railway station are shown below in Table 3.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Shepperton	Teddington – Fulwell – Hampton – Kempton Park – Sunbury – Upper Halliford – Shepperton	1 every 30 minutes	1 every 30 minutes	1 every 30 minutes
London Waterloo	Teddington – Strawberry Hill – Twickenham – St Margarets (London) – Richmond – North Sheen – Mortlake – Barnes – Putney – Wandsworth Town – Clapham Junction – Vauxhall – London Waterloo	1 every 10 minutes	1 every 10 minutes	1 every 15 minutes
London Waterloo	Teddington – Hampton Wick – Kingston – Norbiton – New Malden – Raynes Park – Wimbledon – Earlsfield – Clapham Junction – Vauxhall – London Waterloo	1 every 15 minutes	1 every 15 minutes	1 every 15 minutes

Table 3.2: Direct Rail Services

3.22 Table 3.2 highlights that rail services into London exist from Teddington allowing for access to further destinations from other London transport hubs.

Access to Local Amenities

3.23 There is a wide selection of local amenities accessible from the site by sustainable transport methods. A summary of these is provided below along with their distance from the site in Table 3.3.

Amenity	Distance From Site (metres)	Walking Time (minutes)
Teddington Memorial Health Centre	110 metres	1-minute
KC Pharmacy	220 metres	4-minutes
Tesco Superstore	230 metres	4-minutes
Boots Opticians Teddington	350 metres	5-minutes
Busy Bees at Teddington	400 metres	6-minutes
Teddington Dental Practice	500 metres	7-minutes
St Mary's and St Peter's CofE Primary School	600 metres	8-minutes

Table 3.3: Local Amenities

3.24 Table 3.3 demonstrates the accessibility of local amenities within an acceptable walking distance of the site. Wider amenities are accessible via public transport already deemed accessible from the site.

Road Safety Review

3.25 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from *Crashmap* for the most recent 5-year period (January 2018 – December 2022).

3.26 There are no reported collisions within the immediate vicinity of the site access off Coleshill Road. No collisions were recorded over the 5-year period associated with the junction between Coleshill Road and the A313.

3.27 The recent collision history does not suggest a highway safety deficiency and it is therefore concluded that there is no evidence of an existing road safety concern in the vicinity of the site.

Summary

3.28 The above review demonstrates that the site is accessible by sustainable transport methods which have the potential to reduce the reliance upon the private car. In this regard, it is considered that the location of the site accords with paragraphs 105 of the NPPF as set out in Section 2 and as such provides future residents a genuine choice about how they travel.

4.0 Development Proposals

4.1 The following section details how the site is to be developed, along with the details of the site access and servicing requirements. The proposal seeks planning consent for the demolition of an existing 3-bedroom bungalow and subsequent construction of a 4-bedroom house. The site layout plan is presented within **Appendix B**.

Access Arrangements

4.2 Due to the site remaining as a residential property, the access to the site will remain as per the existing arrangement. Vehicular access to the site will continue to occur off Coleshill Road, where the pre-existing parking for the site is provided.

4.3 Pedestrian and cycle access to the site will continue to either occur from the front of the house upon Hampton Road or through the pre-existing vehicular access to the site off Coleshill Road.

Car Parking

4.4 The London Borough of Richmond upon Thames are currently researching and collecting data so as to publish their own car parking guidance. However, until then, the car parking standards set out within the London Plan are those utilised within the London Borough of Richmond upon Thames.

4.5 London Plan guidance sets out that developments within Outer London within a 2-3 PTAL score and more than 3 bedrooms should have a maximum of *"1 space per dwelling".*

4.6 The site currently has 2 tandem parking spaces accessed off Coleshill Road. An informal parking space which is occasionally utilised on the gravel area at the rear of the application site will be removed. The existing 2 tandem parking spaces accessed via Coleshill Road remain as per the existing condition. Due to this provision of 2 tandem car parking spaces already existing at the site, it is deemed suitable for the continued use of them despite the guidance set out within the London Plan.

Electric Vehicles

4.7 The London Borough of Richmond upon Thames state that *"Richmond is predicated to have a rapid take up of electric vehicles, requiring a commensurate supply of charging infrastructure. Development should make provision for 100% active electric vehicle parking. This does not mean that every parking space needs to be equipped with a charging point, as one fast or rapid charging point may cater for many vehicles. Developers should demonstrate that the development would be able to operate satisfactorily in the future expectation of all vehicles being electrically powered"* within their Transport Supplementary Planning Document.

4.8 As shown within the site layout plan (see **Appendix B**), it is proposed that the site be provided with 2 electric vehicle charging points within the area designated for car parking. This meets the requirements of the London Borough of Richmond upon Thames.

Cycle Parking

4.9 The London Borough of Richmond upon Thames utilise the London Plan requirements for cycle parking standards.

4.10 The London Plan states that for dwellings with more than 1-bedroom, the minimum requirement is for there to be 2 cycle parking spaces provided.

4.11 It is commonly accepted that cycle parking within houses is provided within a shed or similar storage area within the property boundary. This development proposes for the utilisation of a shed in the garden to account for cycle parking with the site layout (see **Appendix B**) demonstrating a provision for 4 cycle parking spaces.

Servicing and Emergency Arrangements

4.12 It is proposed that the pre-existing servicing arrangements continue to occur.

4.13 Observations of the site show that the current residents place their bins on the curtilage of the street and the refuse collection team stop on-street to collect the waste. It is proposed that this will continue due to the lack of change in land-use of the site and the continuation of it as a single residential property.

4.14 Servicing of the site will also continue to occur on-street with delivery vehicles either parking upon Coleshill Road, turning at the end of the cul-de-sac and exiting in a forward gear, or delivery vehicles parking along Hampton Road to service the site.

4.15 The emergency access to the site will continue in the pre-existing manner with emergency vehicles able to stop on-street and access the site.

Summary

4.16 This section demonstrates that the proposed development meets the guidance and requirements set out by the various planning documents influential within the

4.17 This section demonstrates that the proposed development meets the guidance and requirements set out by the various planning documents influential within the planning extent of this development. Due to the lack of change in land-use and the effective replacement of an existing bungalow with a house, key features of the property are able to be retained such as the 2 tandem car parking spaces and the servicing arrangements. Despite this, this section has also demonstrated that there will be improvements made to the car parking provision with the removal of the informal parking space occasionally used on the gravel area to the rear of the application site as well as the implementation of electric vehicle charging points within the parking area to meet the requirements of the London Borough of Richmond upon Thames requirements.

5.0 Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). These periods are when the impact of the proposed development won the local highway network is likely to be greatest. The information provided within this section considers these peak hours as well as the total daily movements.

5.2 To calculate the predicted total people and predicted total vehicle trips for the proposed development, the TRICS database has been utilised with the following dataset '03 Residential – A Houses Privately Owned' with the following criteria;

- Areas within England including Greater London; and,
- 'Edge of Town Centre' and 'Suburban Area' locations.

5.3 Table 5.1 below provides a summary of the peak hour predicted total people and total vehicle trips for the proposed development. The full TRICS output is included within **Appendix C**.

Method of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Predicted Total People Trips	0	1	1	0	6	5
Predicted Total Vehicle Trips	0	0	0	0	3	3

Table 5.1: Predicted Trips

5.4 Table 5.1 demonstrates that the proposed development isn't predicted to generate a significant number of trips. During the morning peak it is predicted that only 1 departure trip will occur which doesn't involve a vehicle. During the evening peak it is predicted that 1 person will arrive not by vehicle. Over the course of a day, it is predicted that there will be a total of 11 two-way trips of which 6 will occur by vehicle.

5.5 These predicted trips won't be different than the current trips made from the pre-existing bungalow therefore there is no detrimental effect likely to occur on the local highway network as a result of this proposed development.

6.0 Summary and Conclusion

6.1 This Transport Statement has been prepared on behalf of ET Planning in support of a proposed demolition of a 3-bedroom bungalow and subsequent construction of a 4-bedroom house at 23A Hampton Road, Teddington, London.

6.2 In summary, this Transport Statement identifies the following;

- There are substantial public transport options accessible to the site;
- The site is supportive of sustainable transport methods;
- The access and servicing arrangements will remain the same as the pre-existing dwelling;
- The car parking provision will see the removal of the informal parking space occasionally used on the gravel area to the rear of the application site with the existing 2 tandem car parking spaces upgraded to include electric vehicle charging points; and,
- The predicted trips for the development are minimal and the same as the existing dwelling therefore there will be no impact had upon the existing local highway network.

6.3 On the basis of the above review, the proposed development is considered to be acceptable in transport terms and meets with national, regional, and local policy criteria. As such, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

PTAL Calculation Report

23A Hampton Road, Teddington

Mode	Route	Stop	Distance (m)	Walk speed (km/h)	Walk time (mins)	Frequency (p	Weight	Frequancy (mins)	SWT (mins)	Reliability fac	AWT (mins)	Total access time (mins)	EDF	Accessibility index
BUS	X26	Teddington Memorial Hospital	129.81	80	1.62	2	0.5	30	15	2	17	18.62	1.61	0.81
	285	National Physical Laboratory	89.25	80	1.12	6	1	10	5	2	7	8.12	3.70	3.70
	R68	National Physical Laboratory	89.25	80	1.12	4	0.5	15	7.5	2	9.5	10.62	2.83	1.41
	481	Teddington Stanley Road	255.18	80	3.19	1	0.5	60	30	2	32	35.19	0.85	0.43
	281	Teddington Stanley Road	255.18	80	3.19	7.5	0.5	8	4	2	6	9.19	3.26	1.63
	33	Teddington Stanley Road	255.18	80	3.19	7.5	0.5	8	4	2	6	9.19	3.26	1.63
RAIL	SHP-WAT	Teddington	810.17	80	10.13	2	1	30	15	0.75	15.75	25.88	1.16	1.16
	WAT-SHP	Teddington	810.17	80	10.13	2	0.5	30	15	0.75	15.75	25.88	1.16	0.58
	WIM-WAT	Teddington	810.17	80	10.13	0.33	0.5	182	91	0.75	91.66	101.79	0.29	0.15
	WAT-WAT	Teddington	810.17	80	10.13	2	0.5	30	15	0.75	15.75	25.88	1.16	0.58
	WAT-WAT	Teddington	810.17	80	10.13	2	0.5	30	15	0.75	15.75	25.88	1.16	0.58
	TED-WAT	Teddington	810.17	80	10.13	0.33	0.5	182	91	0.75	91.66	101.79	0.29	0.15
	TWI-WAT	Teddington	810.7	80	10.13	0.67	0.5	90	45	0.75	45.53	55.66	0.54	0.27
												OVERALL ACCESSIBILITY INDEX		**13.07**

PTAL	3

PTAL Bands:

PTAL	Range of Index		Map Colour	Description
1a	0.01	2.50		Very Poor
1b	2.51	5.00		Very Poor
2	5.01	10.00		Poor
3	10.01	15.00		Moderate
4	15.01	20.00		Good
5	20.01	25.00		Very Good
6a	25.01	40.00		Excellent
6b	40.01	+		Excellent

Appendix B

Site Layout

16 Hampton Road

14 Hampton Road

12 Hampton Road

HAMPTON ROAD

HAMPTON ROAD

25 Hampton Road

23a Hampton Road

23 Hampton Road

E-01

E-02

E-03

E-04

E-05

laid to lawn as per existing

low level planting

mixed shrub planting

low level planting

mixed shrub planting

seat

green sedum roof

rooflight

louvres

metal roof

rooflight

rooflight

green sedum roof

lightwell void below

rooflight

rooflight

roof finish in mid grey in GRP membrane finish

rooflight

ASHP and AC units

rooflight

Rainwater

RL

green sedum roof

balcony

rooflight

patio hardstanding

seat

1.8m high panelled fencing (to match existing)

EV charging points

Car access and parking arrangement (2no spaces) as per existing

Site access point along Coleshill Road to No23a Hampton Road (as per existing)

laid to lawn

timber garden shed

low level border planting

1.8m high panelled fencing

2a Coleshill Road

2 Coleshill Road

COLESHILL ROAD

N

m

0 1 2 3 4 5

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Rev	Description	Drawn	Checked	Date

Client's name
Mr + Mrs Kinsman

Scale:
1:200 @ A3

Drawn	Checked	Date
HIR	TF	11/09/2023

Job title
23a Hampton Road | Teddington | TW11 0JN

Drawing title
Proposed Site Plan

Job No	Drawing No	Status:	Rev
2306	TP(00)04	PLANNING	

FLETCHER CRANE ARCHITECTS

Appendix C

TRICS Report

Calculation Reference: AUDIT-734001-231031-1016

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 days
	WF	WALTHAM FOREST	1 days
02	SOUTH EAST		
	HC	HAMPSHIRE	2 days
	KC	KENT	2 days
03	SOUTH WEST		
	DV	DEVON	2 days
	SD	SWINDON	1 days
	TB	TORBAY	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	PB	PETERBOROUGH	1 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
	FU	WESTMORLAND & FURNESS	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: 9 to 363 (units:)
Range Selected by User: 6 to 1817 (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: 01/01/15 to 29/06/23

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

Selected survey days:

Monday	5 days
Tuesday	5 days
Wednesday	3 days
Thursday	5 days
Friday	2 days

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

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	7
Suburban Area (PPS6 Out of Centre)	13

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	20

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	16 days - Selected

Secondary Filtering selection:

Use Class:

C3	20 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	5 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:

5,001 to 25,000	4 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	2 days
125,001 to 250,000	6 days
250,001 to 500,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	13 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	4 days
No	16 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	18 days
3 Moderate	1 days
5 Very Good	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 AC-03-A-04 TOWN HOUSES CHESHIRE WEST & CHESTER
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

2 DH-03-A-01 SEMI DETACHED DURHAM
GREENFIELDS ROAD
BISHOP AUCKLAND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *28/03/17* *Survey Type: MANUAL*

3 DV-03-A-02 HOUSES & BUNGALOWS DEVON
MILLHEAD ROAD
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 116
Survey date: FRIDAY *25/09/15* *Survey Type: MANUAL*

4 DV-03-A-03 TERRACED & SEMI DETACHED DEVON
LOWER BRAND LANE
HONITON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 70
Survey date: MONDAY *28/09/15* *Survey Type: MANUAL*

5 FU-03-A-02 DETACHED/TERRACED HOUSING WESTMORLAND & FURNESS
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

6 HC-03-A-23 HOUSES & FLATS HAMPSHIRE
CANADA WAY
LIPHOOK

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *19/11/19* *Survey Type: MANUAL*

7 HC-03-A-30 TERRACED HOUSES HAMPSHIRE
MEUDON AVENUE
FARNBOROUGH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 31
Survey date: FRIDAY *14/10/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

9 KC-03-A-03 MIXED HOUSES & FLATS KENT
HYTHE ROAD
ASHFORD
WILLESBOROUGH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 51
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

10 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

11 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

12 NF-03-A-51 SEMI-DETACHED NORFOLK
CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 34
Survey date: TUESDAY *13/09/22* *Survey Type: MANUAL*

13 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

14 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

15 PB-03-A-04 DETACHED HOUSES PETERBOROUGH
EASTFIELD ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 28
Survey date: MONDAY *17/10/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 SD-03-A-01 SEMI DETACHED SWINDON
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 27
Survey date: THURSDAY *22/09/16* *Survey Type: MANUAL*

17 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

18 TB-03-A-01 TERRACED HOUSES TORBAY
BRONSHILL ROAD
TORQUAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 37
Survey date: WEDNESDAY *30/09/15* *Survey Type: MANUAL*

19 WF-03-A-02 SEMI DETACHED & TERRACED WALTHAM FOREST
PALMERSTON ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

20 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *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/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.89

	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	20	68	0.074	20	68	0.270	20	68	0.344
08:00 - 09:00	20	68	0.124	20	68	0.364	20	68	0.488
09:00 - 10:00	20	68	0.157	20	68	0.160	20	68	0.317
10:00 - 11:00	20	68	0.133	20	68	0.178	20	68	0.311
11:00 - 12:00	20	68	0.147	20	68	0.130	20	68	0.277
12:00 - 13:00	20	68	0.168	20	68	0.169	20	68	0.337
13:00 - 14:00	20	68	0.175	20	68	0.172	20	68	0.347
14:00 - 15:00	20	68	0.144	20	68	0.184	20	68	0.328
15:00 - 16:00	20	68	0.254	20	68	0.175	20	68	0.429
16:00 - 17:00	20	68	0.287	20	68	0.165	20	68	0.452
17:00 - 18:00	20	68	0.350	20	68	0.192	20	68	0.542
18:00 - 19:00	20	68	0.256	20	68	0.173	20	68	0.429
19:00 - 20:00	2	30	0.237	2	30	0.169	2	30	0.406
20:00 - 21:00	2	30	0.288	2	30	0.203	2	30	0.491
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.794			2.704			5.498

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:	9 - 363 (units:)
Survey date date range:	01/01/15 - 29/06/23
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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	20	68	0.001	20	68	0.001	20	68	0.002
08:00 - 09:00	20	68	0.006	20	68	0.005	20	68	0.011
09:00 - 10:00	20	68	0.007	20	68	0.004	20	68	0.011
10:00 - 11:00	20	68	0.004	20	68	0.006	20	68	0.010
11:00 - 12:00	20	68	0.002	20	68	0.003	20	68	0.005
12:00 - 13:00	20	68	0.001	20	68	0.001	20	68	0.002
13:00 - 14:00	20	68	0.006	20	68	0.005	20	68	0.011
14:00 - 15:00	20	68	0.001	20	68	0.003	20	68	0.004
15:00 - 16:00	20	68	0.007	20	68	0.005	20	68	0.012
16:00 - 17:00	20	68	0.002	20	68	0.002	20	68	0.004
17:00 - 18:00	20	68	0.000	20	68	0.000	20	68	0.000
18:00 - 19:00	20	68	0.001	20	68	0.002	20	68	0.003
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.037			0.075

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	20	68	0.001	20	68	0.001	20	68	0.002
08:00 - 09:00	20	68	0.004	20	68	0.004	20	68	0.008
09:00 - 10:00	20	68	0.004	20	68	0.003	20	68	0.007
10:00 - 11:00	20	68	0.002	20	68	0.004	20	68	0.006
11:00 - 12:00	20	68	0.004	20	68	0.001	20	68	0.005
12:00 - 13:00	20	68	0.002	20	68	0.007	20	68	0.009
13:00 - 14:00	20	68	0.002	20	68	0.001	20	68	0.003
14:00 - 15:00	20	68	0.002	20	68	0.001	20	68	0.003
15:00 - 16:00	20	68	0.003	20	68	0.004	20	68	0.007
16:00 - 17:00	20	68	0.001	20	68	0.001	20	68	0.002
17:00 - 18:00	20	68	0.000	20	68	0.001	20	68	0.001
18:00 - 19:00	20	68	0.000	20	68	0.000	20	68	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.028			0.053

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 PSVS
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	20	68	0.000	20	68	0.000	20	68	0.000
08:00 - 09:00	20	68	0.002	20	68	0.002	20	68	0.004
09:00 - 10:00	20	68	0.000	20	68	0.000	20	68	0.000
10:00 - 11:00	20	68	0.000	20	68	0.000	20	68	0.000
11:00 - 12:00	20	68	0.000	20	68	0.000	20	68	0.000
12:00 - 13:00	20	68	0.000	20	68	0.000	20	68	0.000
13:00 - 14:00	20	68	0.000	20	68	0.000	20	68	0.000
14:00 - 15:00	20	68	0.000	20	68	0.000	20	68	0.000
15:00 - 16:00	20	68	0.001	20	68	0.001	20	68	0.002
16:00 - 17:00	20	68	0.001	20	68	0.001	20	68	0.002
17:00 - 18:00	20	68	0.000	20	68	0.000	20	68	0.000
18:00 - 19:00	20	68	0.000	20	68	0.000	20	68	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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	20	68	0.004	20	68	0.015	20	68	0.019
08:00 - 09:00	20	68	0.004	20	68	0.019	20	68	0.023
09:00 - 10:00	20	68	0.003	20	68	0.004	20	68	0.007
10:00 - 11:00	20	68	0.004	20	68	0.006	20	68	0.010
11:00 - 12:00	20	68	0.005	20	68	0.001	20	68	0.006
12:00 - 13:00	20	68	0.007	20	68	0.006	20	68	0.013
13:00 - 14:00	20	68	0.005	20	68	0.001	20	68	0.006
14:00 - 15:00	20	68	0.002	20	68	0.007	20	68	0.009
15:00 - 16:00	20	68	0.023	20	68	0.008	20	68	0.031
16:00 - 17:00	20	68	0.021	20	68	0.014	20	68	0.035
17:00 - 18:00	20	68	0.009	20	68	0.009	20	68	0.018
18:00 - 19:00	20	68	0.007	20	68	0.007	20	68	0.014
19:00 - 20:00	2	30	0.034	2	30	0.000	2	30	0.034
20:00 - 21:00	2	30	0.017	2	30	0.000	2	30	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.097			0.242

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	20	68	0.093	20	68	0.372	20	68	0.465
08:00 - 09:00	20	68	0.138	20	68	0.584	20	68	0.722
09:00 - 10:00	20	68	0.197	20	68	0.217	20	68	0.414
10:00 - 11:00	20	68	0.174	20	68	0.242	20	68	0.416
11:00 - 12:00	20	68	0.181	20	68	0.182	20	68	0.363
12:00 - 13:00	20	68	0.222	20	68	0.226	20	68	0.448
13:00 - 14:00	20	68	0.236	20	68	0.225	20	68	0.461
14:00 - 15:00	20	68	0.189	20	68	0.248	20	68	0.437
15:00 - 16:00	20	68	0.400	20	68	0.233	20	68	0.633
16:00 - 17:00	20	68	0.438	20	68	0.236	20	68	0.674
17:00 - 18:00	20	68	0.520	20	68	0.278	20	68	0.798
18:00 - 19:00	20	68	0.394	20	68	0.262	20	68	0.656
19:00 - 20:00	2	30	0.271	2	30	0.186	2	30	0.457
20:00 - 21:00	2	30	0.339	2	30	0.220	2	30	0.559
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.792			3.711			7.503

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	20	68	0.014	20	68	0.060	20	68	0.074
08:00 - 09:00	20	68	0.049	20	68	0.192	20	68	0.241
09:00 - 10:00	20	68	0.058	20	68	0.073	20	68	0.131
10:00 - 11:00	20	68	0.041	20	68	0.057	20	68	0.098
11:00 - 12:00	20	68	0.050	20	68	0.047	20	68	0.097
12:00 - 13:00	20	68	0.044	20	68	0.043	20	68	0.087
13:00 - 14:00	20	68	0.055	20	68	0.056	20	68	0.111
14:00 - 15:00	20	68	0.060	20	68	0.061	20	68	0.121
15:00 - 16:00	20	68	0.183	20	68	0.075	20	68	0.258
16:00 - 17:00	20	68	0.116	20	68	0.060	20	68	0.176
17:00 - 18:00	20	68	0.097	20	68	0.043	20	68	0.140
18:00 - 19:00	20	68	0.046	20	68	0.049	20	68	0.095
19:00 - 20:00	2	30	0.356	2	30	0.288	2	30	0.644
20:00 - 21:00	2	30	0.203	2	30	0.153	2	30	0.356
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.372			1.257			2.629

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	20	68	0.003	20	68	0.015	20	68	0.018
08:00 - 09:00	20	68	0.004	20	68	0.029	20	68	0.033
09:00 - 10:00	20	68	0.004	20	68	0.018	20	68	0.022
10:00 - 11:00	20	68	0.014	20	68	0.007	20	68	0.021
11:00 - 12:00	20	68	0.006	20	68	0.010	20	68	0.016
12:00 - 13:00	20	68	0.013	20	68	0.010	20	68	0.023
13:00 - 14:00	20	68	0.007	20	68	0.007	20	68	0.014
14:00 - 15:00	20	68	0.006	20	68	0.009	20	68	0.015
15:00 - 16:00	20	68	0.016	20	68	0.010	20	68	0.026
16:00 - 17:00	20	68	0.018	20	68	0.007	20	68	0.025
17:00 - 18:00	20	68	0.013	20	68	0.004	20	68	0.017
18:00 - 19:00	20	68	0.014	20	68	0.001	20	68	0.015
19:00 - 20:00	2	30	0.034	2	30	0.051	2	30	0.085
20:00 - 21:00	2	30	0.034	2	30	0.000	2	30	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.186			0.178			0.364

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	20	68	0.000	20	68	0.025	20	68	0.025
08:00 - 09:00	20	68	0.000	20	68	0.024	20	68	0.024
09:00 - 10:00	20	68	0.000	20	68	0.008	20	68	0.008
10:00 - 11:00	20	68	0.001	20	68	0.001	20	68	0.002
11:00 - 12:00	20	68	0.000	20	68	0.003	20	68	0.003
12:00 - 13:00	20	68	0.001	20	68	0.003	20	68	0.004
13:00 - 14:00	20	68	0.002	20	68	0.000	20	68	0.002
14:00 - 15:00	20	68	0.002	20	68	0.002	20	68	0.004
15:00 - 16:00	20	68	0.001	20	68	0.002	20	68	0.003
16:00 - 17:00	20	68	0.006	20	68	0.000	20	68	0.006
17:00 - 18:00	20	68	0.029	20	68	0.000	20	68	0.029
18:00 - 19:00	20	68	0.015	20	68	0.001	20	68	0.016
19:00 - 20:00	2	30	0.136	2	30	0.000	2	30	0.136
20:00 - 21:00	2	30	0.085	2	30	0.000	2	30	0.085
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.278			0.069			0.347

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 COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	68	0.000	20	68	0.000	20	68	0.000
08:00 - 09:00	20	68	0.000	20	68	0.004	20	68	0.004
09:00 - 10:00	20	68	0.000	20	68	0.000	20	68	0.000
10:00 - 11:00	20	68	0.000	20	68	0.000	20	68	0.000
11:00 - 12:00	20	68	0.000	20	68	0.000	20	68	0.000
12:00 - 13:00	20	68	0.000	20	68	0.000	20	68	0.000
13:00 - 14:00	20	68	0.000	20	68	0.000	20	68	0.000
14:00 - 15:00	20	68	0.000	20	68	0.000	20	68	0.000
15:00 - 16:00	20	68	0.001	20	68	0.000	20	68	0.001
16:00 - 17:00	20	68	0.001	20	68	0.000	20	68	0.001
17:00 - 18:00	20	68	0.000	20	68	0.000	20	68	0.000
18:00 - 19:00	20	68	0.000	20	68	0.000	20	68	0.000
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.000	2	30	0.000	2	30	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.004			0.006

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	20	68	0.003	20	68	0.041	20	68	0.044
08:00 - 09:00	20	68	0.004	20	68	0.057	20	68	0.061
09:00 - 10:00	20	68	0.004	20	68	0.026	20	68	0.030
10:00 - 11:00	20	68	0.015	20	68	0.009	20	68	0.024
11:00 - 12:00	20	68	0.006	20	68	0.013	20	68	0.019
12:00 - 13:00	20	68	0.014	20	68	0.013	20	68	0.027
13:00 - 14:00	20	68	0.009	20	68	0.007	20	68	0.016
14:00 - 15:00	20	68	0.008	20	68	0.011	20	68	0.019
15:00 - 16:00	20	68	0.019	20	68	0.012	20	68	0.031
16:00 - 17:00	20	68	0.025	20	68	0.007	20	68	0.032
17:00 - 18:00	20	68	0.041	20	68	0.004	20	68	0.045
18:00 - 19:00	20	68	0.029	20	68	0.002	20	68	0.031
19:00 - 20:00	2	30	0.169	2	30	0.051	2	30	0.220
20:00 - 21:00	2	30	0.119	2	30	0.000	2	30	0.119
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.465			0.253			0.718

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
Total People to Total Vehicles ratio (all time periods and directions): 1.89

	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	20	68	0.114	20	68	0.488	20	68	0.602
08:00 - 09:00	20	68	0.195	20	68	0.852	20	68	1.047
09:00 - 10:00	20	68	0.262	20	68	0.319	20	68	0.581
10:00 - 11:00	20	68	0.234	20	68	0.314	20	68	0.548
11:00 - 12:00	20	68	0.242	20	68	0.242	20	68	0.484
12:00 - 13:00	20	68	0.287	20	68	0.287	20	68	0.574
13:00 - 14:00	20	68	0.305	20	68	0.289	20	68	0.594
14:00 - 15:00	20	68	0.259	20	68	0.327	20	68	0.586
15:00 - 16:00	20	68	0.625	20	68	0.328	20	68	0.953
16:00 - 17:00	20	68	0.601	20	68	0.317	20	68	0.918
17:00 - 18:00	20	68	0.667	20	68	0.334	20	68	1.001
18:00 - 19:00	20	68	0.476	20	68	0.320	20	68	0.796
19:00 - 20:00	2	30	0.831	2	30	0.525	2	30	1.356
20:00 - 21:00	2	30	0.678	2	30	0.373	2	30	1.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.776			5.315			11.091

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 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	20	68	0.064	20	68	0.232	20	68	0.296
08:00 - 09:00	20	68	0.098	20	68	0.329	20	68	0.427
09:00 - 10:00	20	68	0.119	20	68	0.134	20	68	0.253
10:00 - 11:00	20	68	0.104	20	68	0.147	20	68	0.251
11:00 - 12:00	20	68	0.124	20	68	0.111	20	68	0.235
12:00 - 13:00	20	68	0.149	20	68	0.138	20	68	0.287
13:00 - 14:00	20	68	0.145	20	68	0.140	20	68	0.285
14:00 - 15:00	20	68	0.127	20	68	0.161	20	68	0.288
15:00 - 16:00	20	68	0.225	20	68	0.148	20	68	0.373
16:00 - 17:00	20	68	0.255	20	68	0.147	20	68	0.402
17:00 - 18:00	20	68	0.309	20	68	0.162	20	68	0.471
18:00 - 19:00	20	68	0.237	20	68	0.158	20	68	0.395
19:00 - 20:00	2	30	0.203	2	30	0.153	2	30	0.356
20:00 - 21:00	2	30	0.254	2	30	0.186	2	30	0.440
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.413			2.346			4.759

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 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	20	68	0.007	20	68	0.035	20	68	0.042
08:00 - 09:00	20	68	0.014	20	68	0.021	20	68	0.035
09:00 - 10:00	20	68	0.025	20	68	0.018	20	68	0.043
10:00 - 11:00	20	68	0.022	20	68	0.021	20	68	0.043
11:00 - 12:00	20	68	0.015	20	68	0.014	20	68	0.029
12:00 - 13:00	20	68	0.015	20	68	0.023	20	68	0.038
13:00 - 14:00	20	68	0.022	20	68	0.025	20	68	0.047
14:00 - 15:00	20	68	0.013	20	68	0.017	20	68	0.030
15:00 - 16:00	20	68	0.016	20	68	0.015	20	68	0.031
16:00 - 17:00	20	68	0.026	20	68	0.013	20	68	0.039
17:00 - 18:00	20	68	0.040	20	68	0.027	20	68	0.067
18:00 - 19:00	20	68	0.018	20	68	0.012	20	68	0.030
19:00 - 20:00	2	30	0.034	2	30	0.017	2	30	0.051
20:00 - 21:00	2	30	0.000	2	30	0.017	2	30	0.017
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.267			0.275			0.542

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES 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	20	68	0.000	20	68	0.000	20	68	0.000
08:00 - 09:00	20	68	0.000	20	68	0.001	20	68	0.001
09:00 - 10:00	20	68	0.002	20	68	0.001	20	68	0.003
10:00 - 11:00	20	68	0.000	20	68	0.001	20	68	0.001
11:00 - 12:00	20	68	0.001	20	68	0.001	20	68	0.002
12:00 - 13:00	20	68	0.000	20	68	0.001	20	68	0.001
13:00 - 14:00	20	68	0.000	20	68	0.001	20	68	0.001
14:00 - 15:00	20	68	0.001	20	68	0.001	20	68	0.002
15:00 - 16:00	20	68	0.001	20	68	0.001	20	68	0.002
16:00 - 17:00	20	68	0.001	20	68	0.001	20	68	0.002
17:00 - 18:00	20	68	0.001	20	68	0.001	20	68	0.002
18:00 - 19:00	20	68	0.000	20	68	0.001	20	68	0.001
19:00 - 20:00	2	30	0.000	2	30	0.000	2	30	0.000
20:00 - 21:00	2	30	0.034	2	30	0.000	2	30	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.011			0.052

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

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