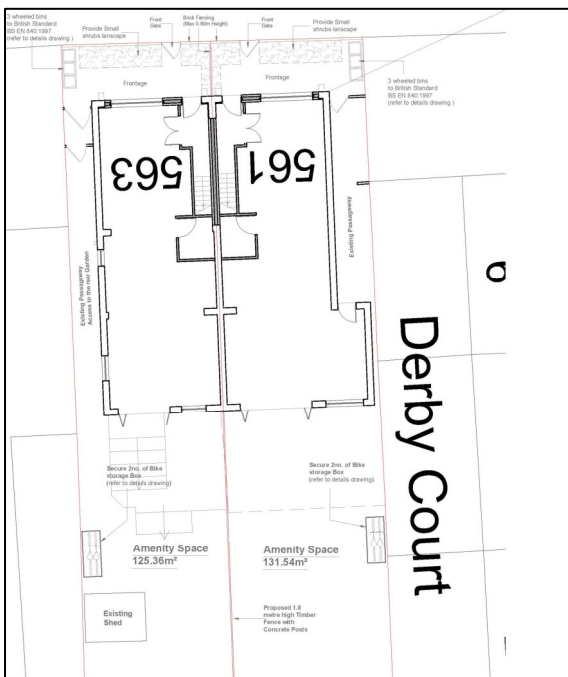


# Proposed Residential Development 561-563 Upper Richmond Road West London SW14 7ED

## Transport Statement

June 2024




# PTP

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# 561-563 Upper Richmond Road West

## Transport Statement

June 2024

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# 1 Introduction

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- 1.1 PT Planners (PTP) has been appointed to advise on the transport issues associated with a planning application proposing the redevelopment and refurbishment of the existing property at 561-563 Upper Richmond Road West, East Sheen, London SW14 7ED.
- 1.2 The site is situated on the southern side of Upper Richmond Road West close to its junctions with Warren Avenue and Derby Road and is located within a short walking distance of a wide range of local facilities and public transport services. These include bus services and local centre facilities available along Upper Richmond Road West and a number of local schools. The site also lies within walking distance of both Mortlake and North Sheen rail stations. The site is therefore a highly sustainable location in transport terms for the type and scale of development proposed.
- 1.3 The site is currently occupied by a two-storey mixed use building comprising a local convenience store (Derby Stores) at the ground floor level plus two residential flats accommodated on the ground and first floors. The development involves the refurbishment and internal reconfiguration of the existing building to replace the existing uses with two residential dwellings comprising semi-detached houses with improved access and cycle parking arrangements. When compared with the existing situation the proposals will result in no change in the number of residential units and a removal of the commercial floor space / element. Due to the site proximity to extensive local facilities and public transport services no on-site vehicle parking is currently provided or proposed. With the removal of the existing commercial (convenience store) unit a significant reduction in site trip generation should be expected.
- 1.4 This Transport Statement (TS) investigates the transport implications of the proposed development having consideration to the following issues:
- (i) The site accessibility by non-car modes of transport and the opportunities for residents to travel by public transport, on foot and by cycle.

- (ii) The relevant transport and parking policies published within the London Plan.
- (iii) The proposed on-site cycle parking provision with reference to the relevant adopted standards and the needs of the development.
- (iv) The proposed servicing arrangements.
- (v) The peak hour site trip generation under the existing and proposed uses to establish the potential impact of the development over the local transport network.

1.5 Following this introduction, the TS is structured as follows:

**Section 2.0, Existing Conditions:** Provides a description of the site, the surrounding area, the local highway / transport networks and the facilities available to facilitate access by modes of transport other than the car.

**Section 3.0, Proposed Development:** Provides a summary of the development proposals including the access arrangements for all modes of transport. This section also includes proposals for servicing and provides details and a justification for the level of cycle parking proposed in accordance the London Plan standards and requirements.

**Section 4.0, Transport Issues:** Makes predictions for the level of peak hour trips by all modes generated by the development under its existing and proposed uses to determine the potential impact on the local transport network.

**Section 5.0, Summary and Conclusions:** Presents a summary of the report and draws together its conclusions.

## 2 Existing Conditions

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### Development Site

- 2.1 The site is situated on the southern side of Upper Richmond Road West close to its junctions with Derby Road and Warren Avenue. It is occupied by a two-storey mixed use building comprising a local convenience store (Derby Stores) at the ground floor level plus two residential flats accommodated on the ground and first floors. At present the building accommodates a total of one commercial unit (convenience store) plus one 3 bedroom and one 4 bedroom flat. The convenience store floor area extends to approximately 115 sqm GFA.
- 2.2 The site is bounded to the north by Upper Richmond Road West, to the east and south by the rear gardens of dwellings fronting Derby Road and to the west by a residential block fronting Upper Richmond Road West. The area surrounding the site has a mix of residential and commercial units with a number of shops and other businesses located on both sides of Upper Richmond Road West especially to the east of the site within the East Sheen Local Centre. It falls under the jurisdiction of the London Borough of Richmond (LB Richmond) as the planning / highway authority. **Figure 2.1** illustrates the site location and the existing site and building layout can be seen at **Appendix A**.

### Existing Access / Parking Arrangements

- 2.3 The site does not provide any vehicular access or car parking provision. Existing access to the convenience store and flats is therefore limited to pedestrians and cyclists. At present there is a single pedestrian entrance to the convenience store from the existing footway located on the southern side of Upper Richmond Road West with separate entrances to the flats and rear garden / amenity space located on the eastern and western sides of the building. Deliveries and refuse collections currently take place from the Upper Richmond Road West frontage with existing parking restrictions prohibiting loading during peak traffic periods on weekdays and Saturdays. The existing cycle parking provision is informal with a hardstanding area available for this purpose adjacent to the convenience store entrance with further areas for cycle parking available within the building rear garden / amenity space.

## The Local Highway Network

- 2.4 A short distance to the east of the site, Upper Richmond Road West forms part of the A205 South Circular Route which at the site frontage transitions to the A305 route. At the frontage this road accommodates two-way traffic, is street lit and its subject to a 20 mph speed limit. Upper Richmond Road West also benefits from wide footways running along both sides of the carriageway. Given that both the A205 and A305 are strategic highway routes within South and Southwest London there are currently extensive parking restrictions in place to maintain the flow of traffic with a combination of single and double yellow line waiting restrictions in the vicinity of the site. Upper Richmond Road West is also a bus route with numerous stops located a short distance from the site. **Figure 2.2** illustrates the site in relation to the A305 frontage.
- 2.5 In the immediate site area the A205 and A305 routes serve a mix of residential and commercial uses, with a parade of shops / businesses located a short distance to the east on the northern side of the road. Further to the east, but still within a reasonable walking distance, the A205 passes through the East Sheen Local Centre with a variety of shops, business and restaurants located on both sides of the road, including a Waitrose supermarket. Within the local centre and running to the north from the A205 Sheen Lane gives access to East Sheen Library and Mortlake rail station. To the west of the site and running to the north of the A305 Manor Road provides access to North Sheen rail station. Both stations are located within a reasonable walking and short cycling distance. **Figure 2.1** illustrates that site in relation to the highway and transport networks described along with key local facilities.

## Accessibility

- 2.6 The application site is located within a short walking / cycling distance of a wide range local facilities available including shops and businesses along the A205 / A305 corridor and local bus services. The site is also within a reasonable walking and short cycling distance of local schools and Mortlake / North Sheen rail stations. The site location will therefore enable residents to travel on foot, by cycle and using public transport for a wide range of day to day journeys.

## **Access on Foot**

- 2.7 Walking is the most important mode of transport for journeys at a local level with data from the National Travel Survey (NTS) confirming that 76% of trips over distances of up to one mile, which equates to 1600m, were undertaken on foot. More detailed advice on locating developments to encourage pedestrian trips can be found within the document “Providing for Journeys on Foot” published by the Chartered Institute of Highways and Transportation (CIHT). This document gives advice on the acceptable walking distances to a variety of local facilities. It recommends a maximum walking distance of 800m for local / town centre facilities and 2000m for schools.
- 2.8 The application site area benefits from an existing well developed footway network that enables connections between the site and local facilities / public transport services. **Table 2.1** illustrates the walking / cycling distances between the application site entrance and key local amenities / services. **Figure 2.1** illustrates the site in relation to these facilities and **Figure 2.3** illustrates the 1600m pedestrian catchment.



**Table 2.1: Access to Local Facilities**

<b>Facility</b>	<b>Walking Distance From Site Entrance</b>
<b>Bus Stops</b> Upper Richmond Road West	80m
<b>Local Shops</b> Upper Richmond Road West	100m
<b>Education Facilities</b> Sheen Mount Primary School Holy Trinity Primary School	300m 500m
<b>Local Centre Facilities</b> East Sheen	300m – 800m
<b>Local Food Retail</b> Waitrose Supermarket	600m
<b>Rail Services</b> Mortlake North Sheen	1100m 1200m

2.9 The table illustrates that key local facilities, including public transport services, can be accessed on foot well within 1600m and within the CIHT distance thresholds. The application site is therefore well placed to enable residents to undertake a wide range of day to day to day journeys on foot.

### **Access by Bicycle**

2.10 It is commonly accepted that trips made by cycle have the potential to substitute for car journeys for distances up to 5 km. This catchment, centred on the site can be seen at **Figure 2.3**. **Table 2.1** illustrates key local facilities are accessible within a very short cycling distance and well within 5 km. In addition, local roads over which cyclists will travel to access these facilities are typically well lit and subject to low vehicle speeds with 20 mph limits in force. Overall, the application site is therefore considered to be well placed to promote cycle trips.

## **Access by Bus**

- 2.11 The nearest bus stops are located on Upper Richmond Road West only 80m from the site. These stops are served by the 33, 337, 493, 969 and N33 bus routes which in combination provide a high service frequency of 1 bus every 5 minutes or better at peak times to a wide variety of destinations including East Sheen, Barnes, Richmond, Putney, Clapham Junction and Tooting. The relevant advice on locating developments to encourage journeys by bus can be found within the document "Planning for Public Transport in Developments", published by the CIHT. This advises that bus stops should be located 400m from a development although slightly longer walking distances are not considered to be a significant deterrent to bus use. **Figure 2.1** and **Table 2.1** illustrate that the closest stops located on Upper Richmond Road West are well within the 400m CIHT distance threshold.

## **Access by Rail**

- 2.12 The nearest rail stations to the site are Mortlake and North Sheen. Both stations are located within a reasonable walking a short cycling distance. The distance between the site and Mortlake (1100m) equates to a walking time of less than 15 minutes. Trains at both stations are operated by South Western Railway between London Waterloo and Wimbledon with connections to a number of intermediate destinations including Wandsworth, Clapham Junction, Richmond, Kingston and Vauxhall. Service frequencies are typically high with 6 - 8 trains per hour at peak times. The application site is therefore well placed for residents to commute by train.

## **Accessibility Summary**

- 2.13 Overall, the review of the sites accessibility by non-car modes demonstrates that it is located within a short walking / cycling distance of local facilities in including frequent bus services, local shops / businesses, schools plus rail services. The application site is therefore highly accessible and can promote sustainable travel patterns and encourage travel by non-car modes. This conclusion is supported by London Plan Policy H2 which advises that residential developments within 800m of a town centre boundary should be considered sustainable and should

therefore be supported. As shown at **Table 2.1** the site is located within 800m of the East Sheen Local Centre.

### 3 Proposed Development

---

#### Development Proposals

- 3.1 The site is currently occupied by a two-storey mixed use building comprising a local convenience store (Derby Stores) at the ground floor level plus two residential flats accommodated on the ground and first floors. The development involves the refurbishment and internal reconfiguration of the existing building to replace the existing uses with 2 residential dwellings comprising semi-detached houses with improved access and cycle parking arrangements. The proposed scheme layout plans can be seen at **Appendix B**.

#### Access / Parking / Servicing Proposals

- 3.2 As shown by the scheme layout plans the development will continue to provide pedestrian / cycle access to Upper Richmond Road West and the footway which runs along the southern side of this road. Separate gated access will be provided for each dwelling with the existing hardstanding area located to the front of the Derby Stores converted to a frontage area for each property accommodating landscaping and bin storage. Separate access to the garden / amenity space at the rear of each dwelling will be provided via the existing passageways located on the eastern and western sides of the building.
- 3.3 The application site does not currently provide any vehicular access or car parking provision and none is proposed. In relation to vehicle parking, London Plan Policy T6 outlines that car-free development should be the starting point for all development proposals in places that are well-connected by public transport. It also advises that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option. Section 2 of the TS has demonstrated that the application site is highly sustainable in transport terms, being located within a convenient walking / cycling distance of local bus and rail services. In addition, it is located within a short walking distance of a wide range of local services and amenities including food retail at along Upper Richmond Road West, a number of local schools plus the East Sheen Local Centre. For these reasons it is considered that the

application site is a suitable location for a car-free development that will be in keeping with London Plan Policy T6.

- 3.4 The development will provide two residential units comprising 4 bed semi-detached houses. In relation to cycle parking Policy T5 of the London Plan and its associated cycle parking standards require the provision of 2 spaces per dwelling for the scale and type of development proposed. As shown by the scheme layout plan at **Appendix B** cycle parking provision in accordance with these standards will be provided within secure and covered cycle stores to the rear of each dwelling in accordance with the London Cycle Design standards.
- 3.5 The site refuse collection and servicing arrangements will be via Upper Richmond Road West as per the existing situation. The proposed enclosed frontage area for each property will provide sufficient capacity for the proposed general and recyclable refuse storage demands in accordance with the LB Richmond requirements. Given that the development will involve replacing an existing commercial (convenience store) unit with a residential use it should be expected that the number of deliveries will be reduced going forward which will be beneficial in highways terms.

## 4 Transport Issues

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### Transport Impacts

- 4.1 The proposed scheme will be a car free development and therefore no material traffic generation is anticipated. In addition, when compared with the existing situation the proposals will result in no change in the number of residential units and a removal of the commercial floor space / element. A significant reduction in the site trip generation overall is therefore likely. To establish the potential change in trips associated with the development this section of the report makes predictions for the weekday peak hour person trips by all modes generated by the application site under its existing and proposed use. Trip predictions have been derived from surveys undertaken at suitable comparison sites provided by the TRICS Database. Weekday 08.00-09.00 and 17.00-18.00 peak hour assessment periods have been chosen when a combination of network trips and trips associated with the development will reach a maximum. For the existing / proposed residential use the resulting trip rates per dwelling for flats and houses are shown within **Tables 4.1 and 4.2**. For the existing convenience store use the trip rates per 100 sqm GFA can be seen at **Table 4.3**. **Tables 4.4 and 4.5** illustrate the resulting person trips with these rates applied to the existing site use, involving two residential flats plus a 115 sqm GFA convenience store. **Table 4.6** illustrates the resulting person trips with the rates applied to the two semi-detached houses proposed. The full TRICS data used can be seen at **Appendix C**.

**Table 4.1: Residential Trip Rates (Flats All Modes)**

Time Period	Trip Rate (Per Dwelling)		
	Arrivals	Departures	Totals
08.00-09.00	0.093	0.434	0.527
17.00-18.00	0.296	0.154	0.450

**Table 4.2: Residential Trip Rates (Houses All Modes)**

<b>Trip Rate (Per Dwelling)</b>			
<b>Time Period</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Totals</b>
08.00-09.00	0.621	1.010	1.631
17.00-18.00	0.495	0.382	0.877

**Table 4.3: Convenience Store Trip Rates All Modes)**

<b>Trip Rate (Per 100 sqm GFA)</b>			
<b>Time Period</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Totals</b>
08.00-09.00	12.327	11.981	24.308
17.00-18.00	12.197	12.630	24.827

**Table 4.4: Residential Person Trips, Existing Residential Use (Flats)**

<b>Person Trips</b>			
<b>Time Period</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Totals</b>
08.00-09.00	0	1	1
17.00-18.00	1	0	1

**Table 4.5: Convenience Store Person Trips, Existing Use**

<b>Person Trips</b>			
<b>Time Period</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Totals</b>
08.00-09.00	14	14	28
17.00-18.00	14	15	29

**Table 4.6: Residential Person Trips, Proposed Residential Use (Houses)**

<b>Person Trips</b>			
<b>Time Period</b>	<b>Arrivals</b>	<b>Departures</b>	<b>Totals</b>
08.00-09.00	1	2	3
17.00-18.00	1	1	2

4.2 The above tables illustrate that the existing site use generates a total of 29 two-way trips by all modes during the weekday AM peak hour with a similar figure of 30 two-way trips during the PM Peak hour. The proposed development, involving only two houses, will result in a significant trip reduction with a maximum of only

3 two-way trips by all modes generated during the AM peak hour. It is therefore clear that the development will not impact on the operation of existing transport networks.



## **5 Summary and Conclusions**

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### **Summary**

- 5.1 This Transport Statement (TS) has investigated the transport issues associated with a planning application proposing the redevelopment and refurbishment of the existing property at 561-563 Upper Richmond Road West, East Sheen, London SW14 7ED. The site is currently occupied by a two-storey mixed use building comprising a commercial unit (convenience store) plus two residential flats. The proposals involve the refurbishment and internal reconfiguration of the existing building to replace the existing uses with two residential dwellings comprising semi-detached houses with improved access and cycle parking arrangements.
- 5.2 The report has considered the accessibility of the site to modes of transport other than the car and put forward access proposals involving the retention of the existing site pedestrian / cycle access to Upper Richmond Road West and. It has also presented details for servicing and on-site cycle parking provision with reference to the relevant London Plan standards. No on-site car parking is proposed as per the existing situation in accordance with London Plan policy requirements. Transport impact issues have been investigated via an assessment of the peak hour trip generation under the existing and proposed uses to determine the potential impact on local transport networks.

### **Conclusions**

- 5.3 Further to the assessments undertaken, the following main conclusions can be drawn:
- (i) The site is highly sustainable in transport terms, being located within a convenient walking distance of local bus services and both Mortlake and North Sheen rail stations. In addition, it is located within a short walking distance of a wide range of local services and amenities including food retail at Upper Richmond Road West, a number of local schools plus the East Sheen Local Centre. The site is also well placed to facilitate cycle trips with local roads being typically well lit and subject to low vehicle

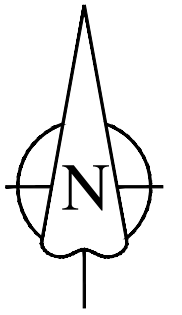
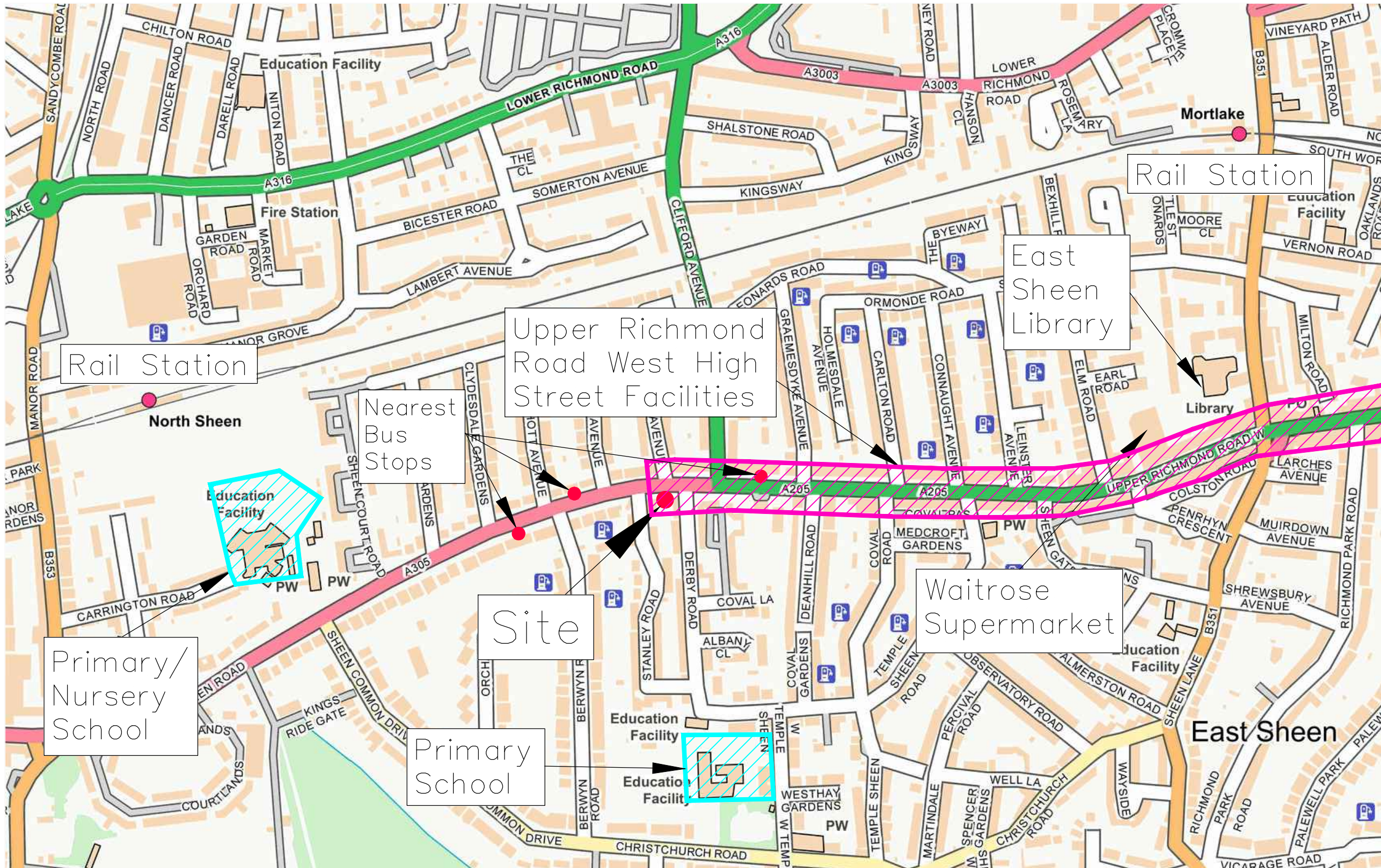
speeds. For these reasons it is considered that the application site is a suitable location for a car-free development that will be in keeping with London Plan Policy T6. This conclusion is supported by London Plan Policy H2 which advises that residential developments within 800m of a town centre boundary should be considered sustainable and should be supported. The TS has demonstrated that the site is located within 800m of the East Sheen Local Centre.

- (ii) Suitable access and servicing for the development can be provided via Upper Richmond Road West and the proposed dwellings will benefit from an improved frontage bin store area and the addition of covered and secure cycle parking facilities. The level of cycle parking proposed for the development complies with Policy T5 of the London Plan and its associated cycle parking standards.
- (iii) The development will result in a significant reduction in peak hour trips by all modes resulting primarily from the replacement of the existing convenience store with a residential use. The reduction in deliveries at the Upper Richmond Road West frontage will also be beneficial in highways terms. Given the predicted reduction in trips and current scale of transport provision within the application site area which includes frequent rail and bus services it is reasonable to conclude that the development will not have a detrimental impact on the local or wider transport network.

5.4 Overall the TS draws the conclusion that the development is acceptable in transport terms.







Issue	Description	Date
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1:5000		Author: LJS
Original Size	A3	Checker: A.RODERICK
Height Datum	O.S.	Approver: A.RODERICK
Grid	O.S.	© Copyright reserved

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Project

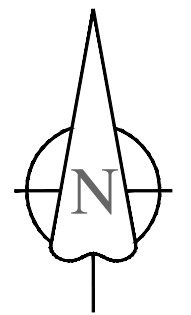
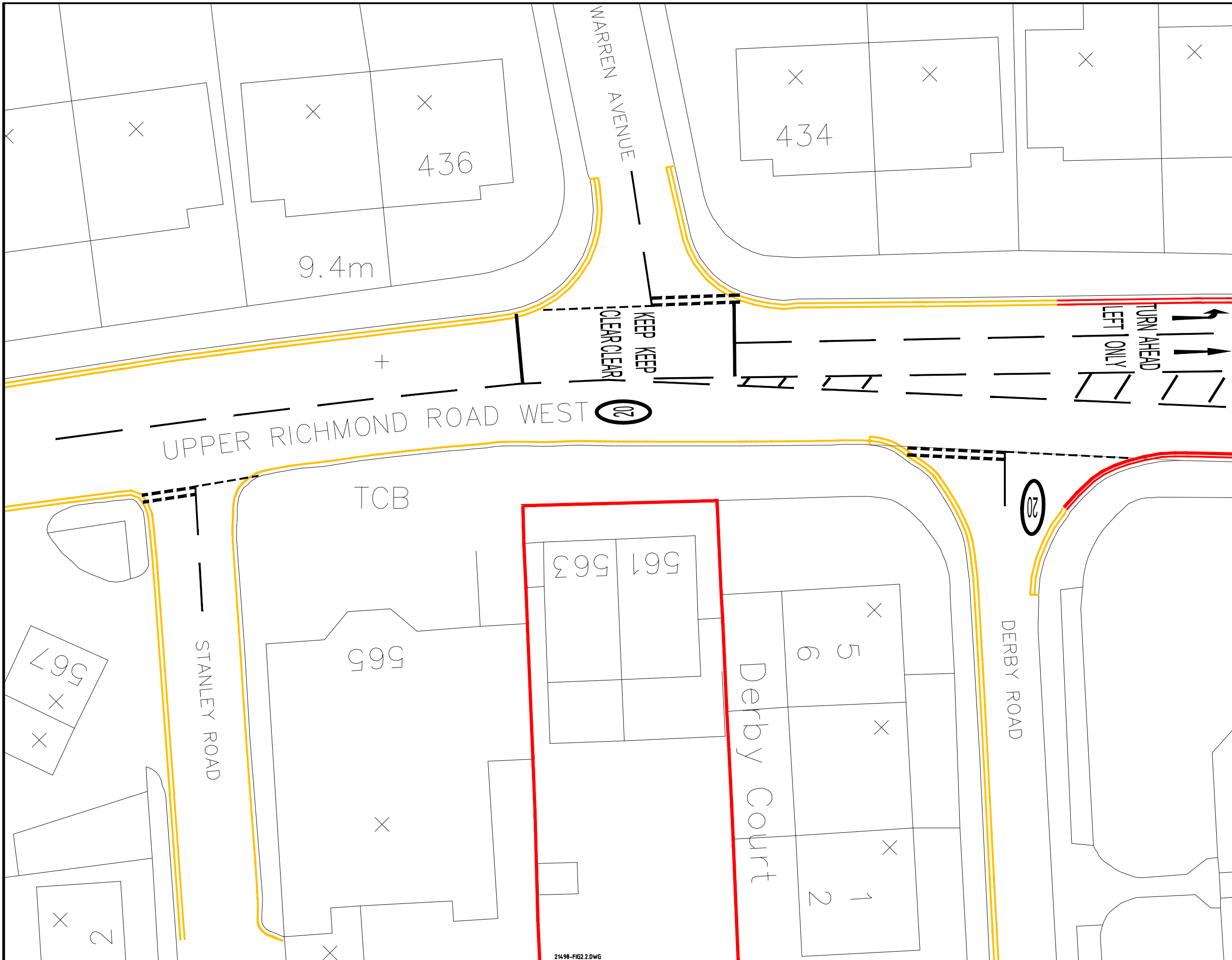
**561-563  
UPPER RICHMOND ROAD WEST**

Title

**SITE LOCATION &  
LOCAL FACILITIES**

Drawing No.	Project No.	Rev
<b>Fig 2.1</b>	<b>21498</b>	<b>01</b>





Issue	Description	Date
Status	<b>PRELIMINARY</b> NOT TO BE USED FOR CONSTRUCTION	
Scales	1:250	Current Issue Signatures
Original Size	A3	Author: LJS
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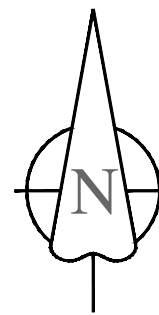
**561-563  
UPPER RICHMOND ROAD WEST**

Title

**EXISTING SITE LAYOUT**

Drawing No.	Project No.	Rev
<b>Fig 2.2</b>	<b>21498</b>	<b>01</b>





Issue	Description	Date
Status	<b>PRELIMINARY</b> NOT TO BE USED FOR CONSTRUCTION	
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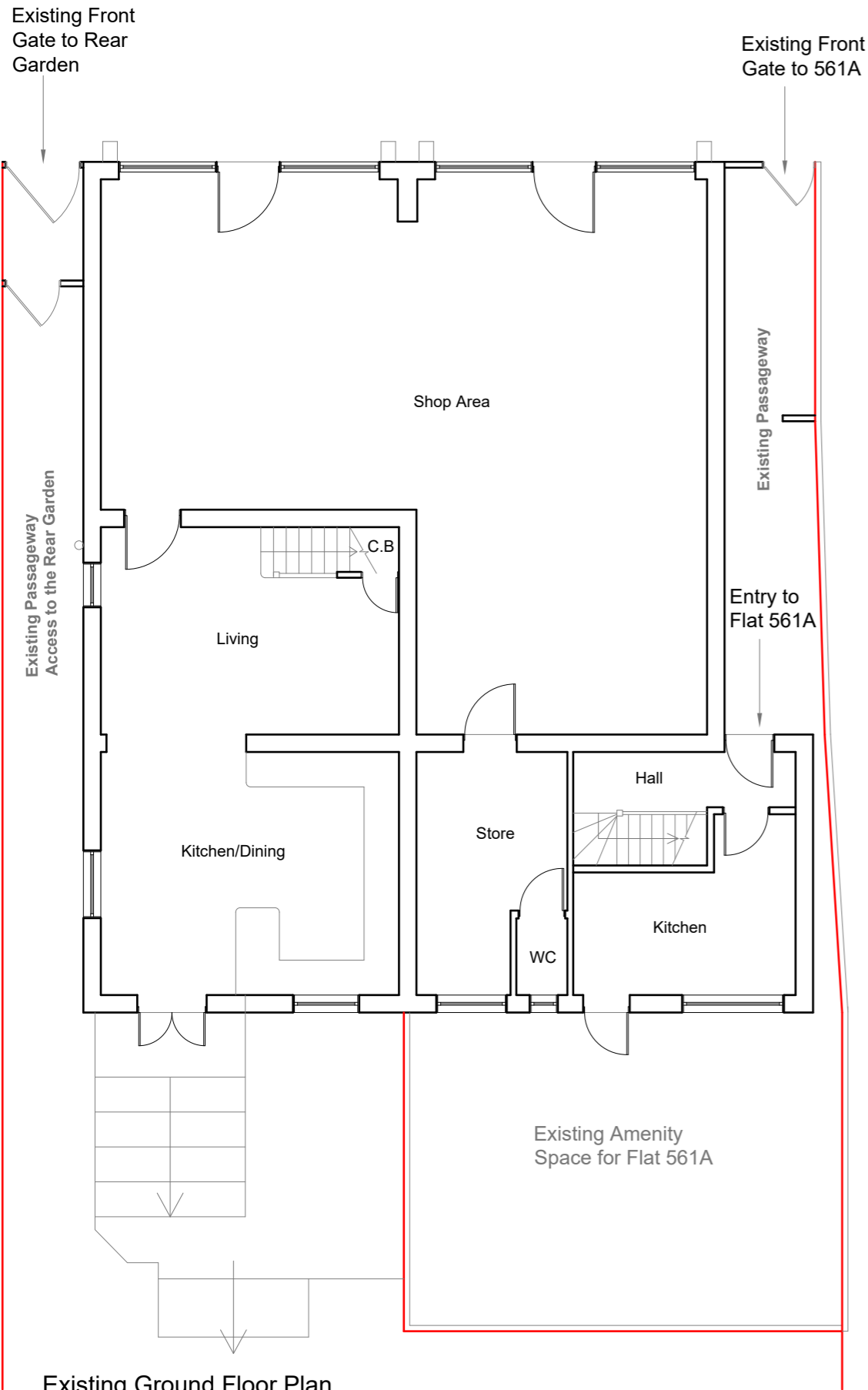
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**1.6KM PEDESTRIAN &  
5KM CYCLE ISOCHRONES**

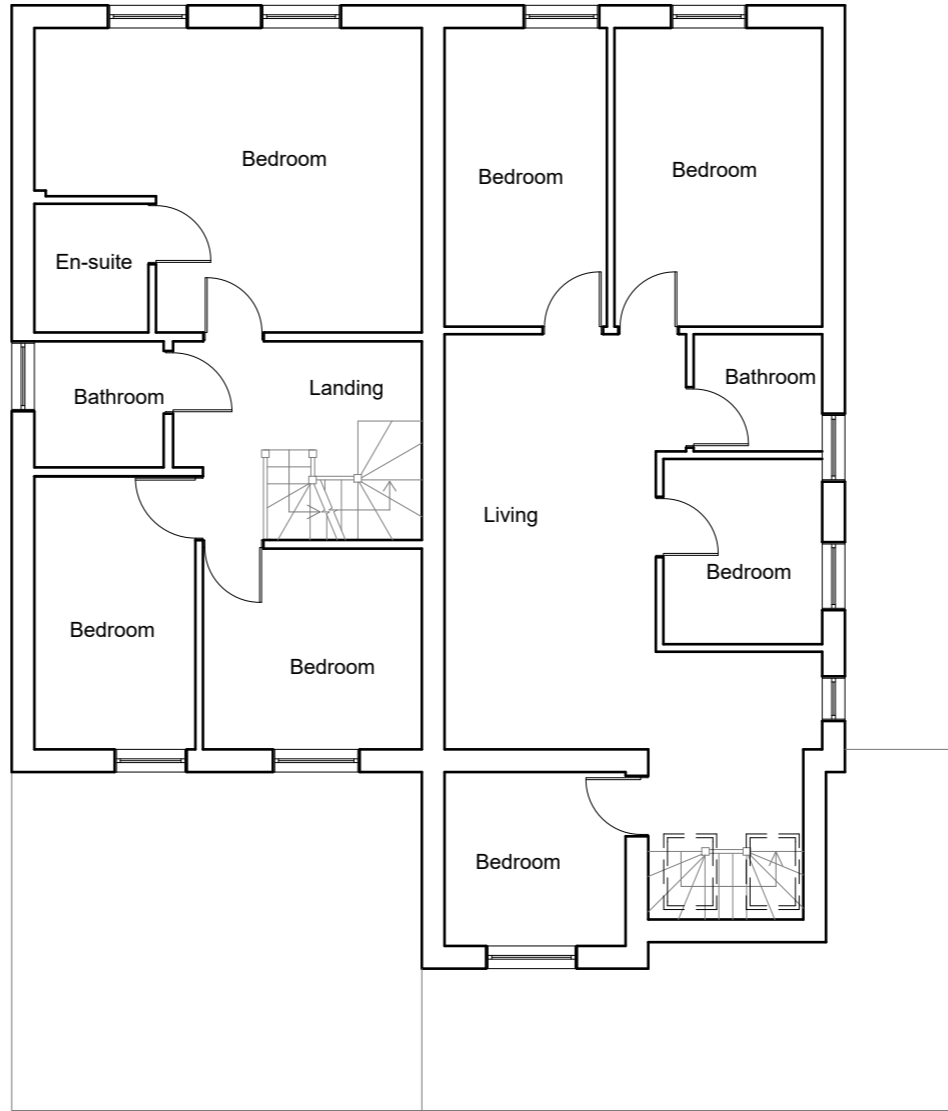
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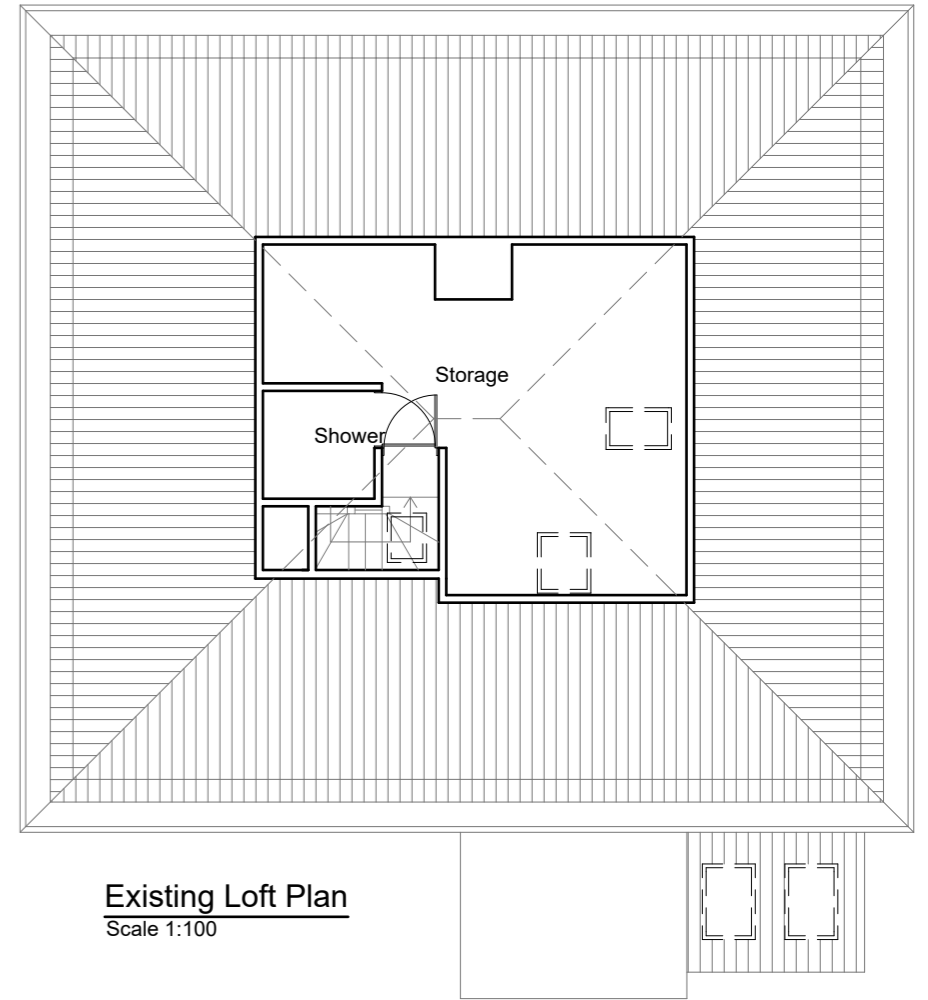
**Appendix A**  
**Existing Site Layout**



**Existing Ground Floor Plan**  
Scale 1:100

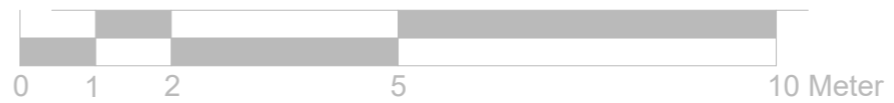


**Existing First Floor Plan**  
Scale 1:100



**Existing Loft Plan**  
Scale 1:100

1:100

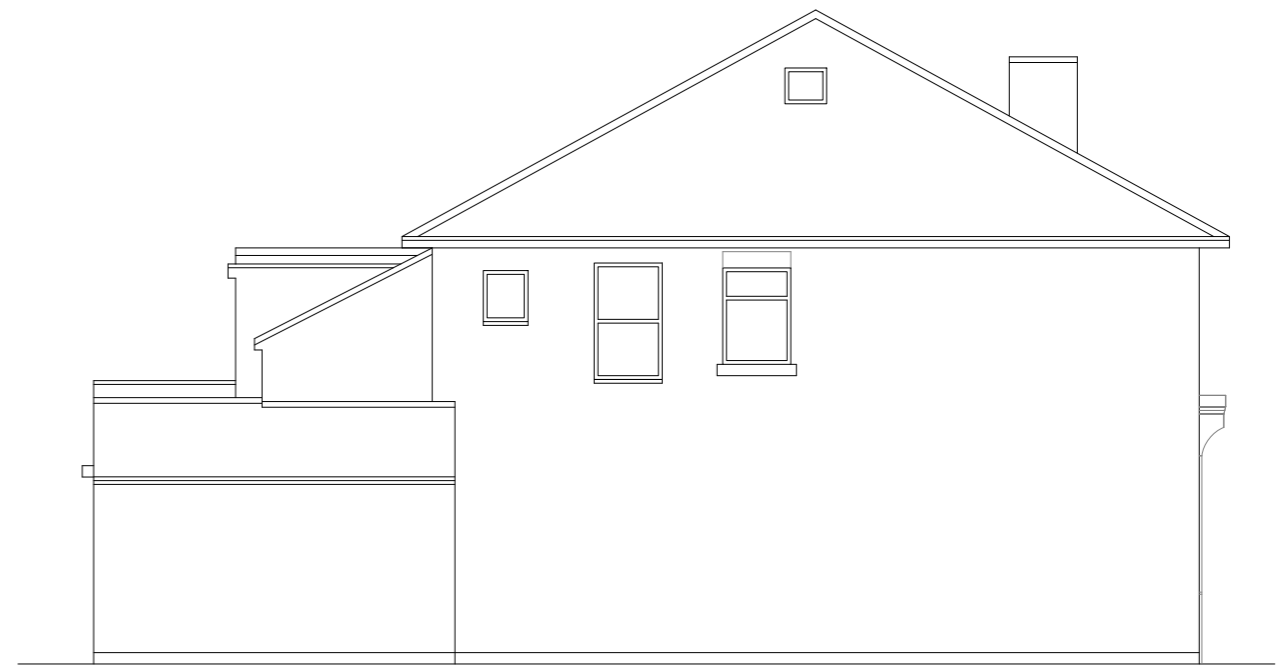


Project: 561-563 Upper Richmond Road West East Sheen SW14 7ED	Title: Existing Floor Plans	Scale: 1:100 @ A3 Date: 03 . 2024 Drawing No.: 175 - 01/MT Revision





Existing Front Elevation  
Scale:1:100



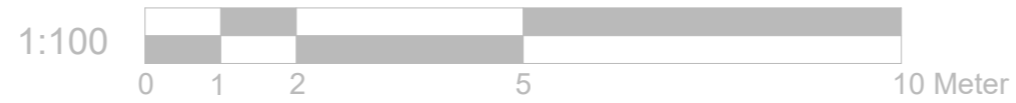
Existing Side Elevation  
Scale:1:100



Existing Rear Elevation  
Scale:1:100



Existing Side Elevation  
Scale:1:100



Project: 561-563 Upper Richmond Road West East Sheen SW14 7ED	Title: Existing Elevations	Scale: 1:100 @ A3 Date: 03 . 2024 Drawing No.: 175 - 02/MT
Revision		

**Appendix B**  
**Scheme Layout Plans**

3 wheeled bins to British Standard BS EN 840:1997 (refer to details drawing)

Provide Small shrubs lanscape

Front Gate

Brick Fencing (Max 0.90m Height)

Front Gate

Provide Small shrubs lanscape

Frontage

Frontage

3 wheeled bins to British Standard BS EN 840:1997 (refer to details drawing)

563  
561

Existing Passageway Access to the rear Garden

Existing Passageway

o

# Derby Court

Secure 2no. of Bike storage Box (refer to details drawing)

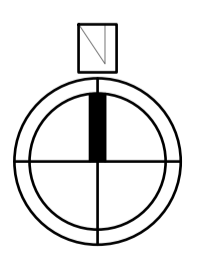
Secure 2no. of Bike storage Box (refer to details drawing)

**Amenity Space**  
125.36m<sup>2</sup>

**Amenity Space**  
131.54m<sup>2</sup>

Existing Shed

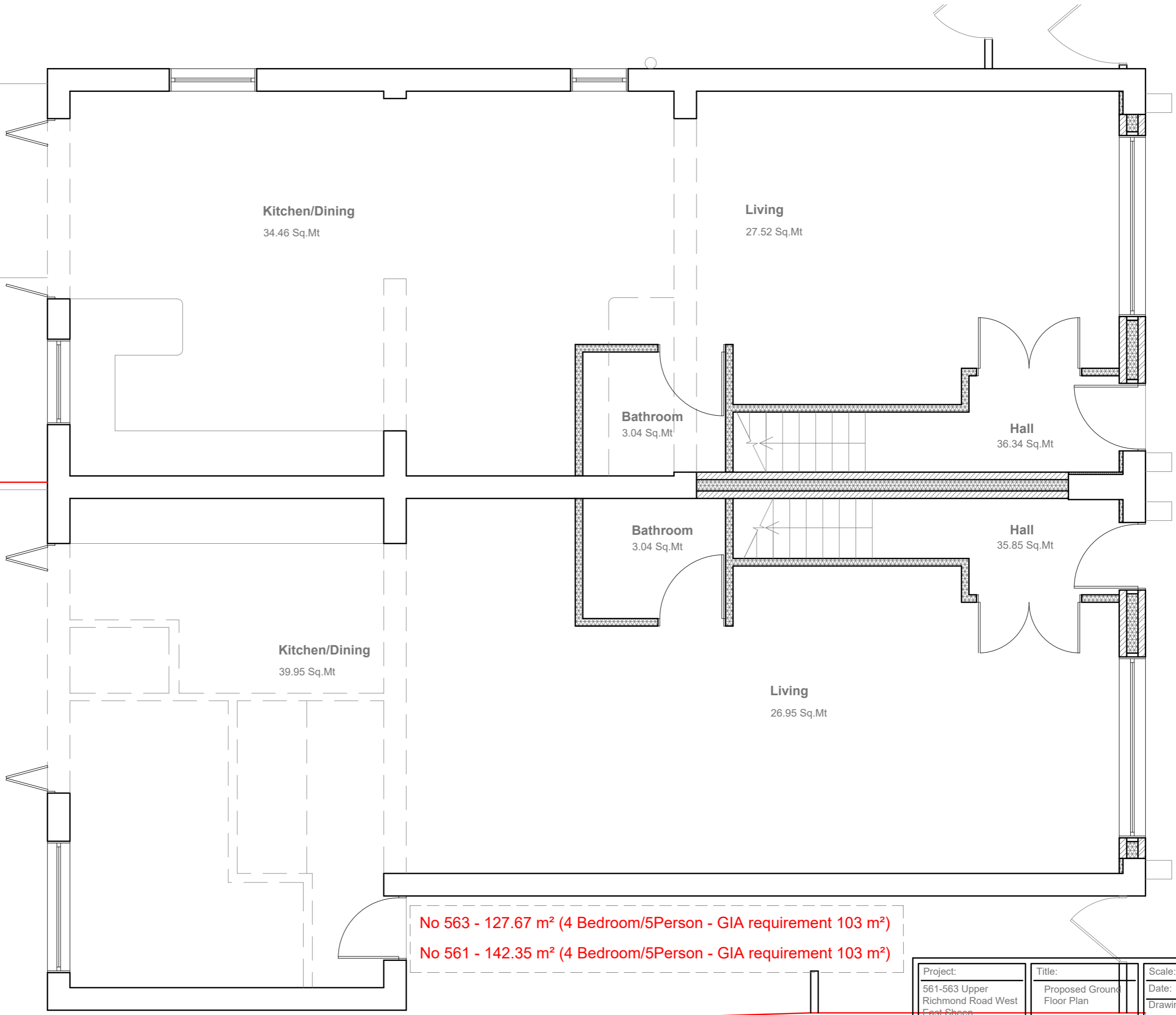
Proposed 1.8 metre high Timber Fence with Concrete Posts



Proposed Site Plan  
Scale:1:100

Project: 561-563 Upper Richmond Road West East Sheen SW14 7ED	Title: Proposed Site Plan	Scale: 1:100 @ A3 Date: 03 . 2024 Drawing No.: 175 - 07/MT Revision

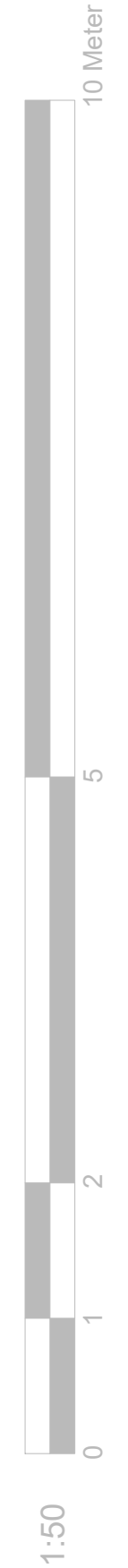
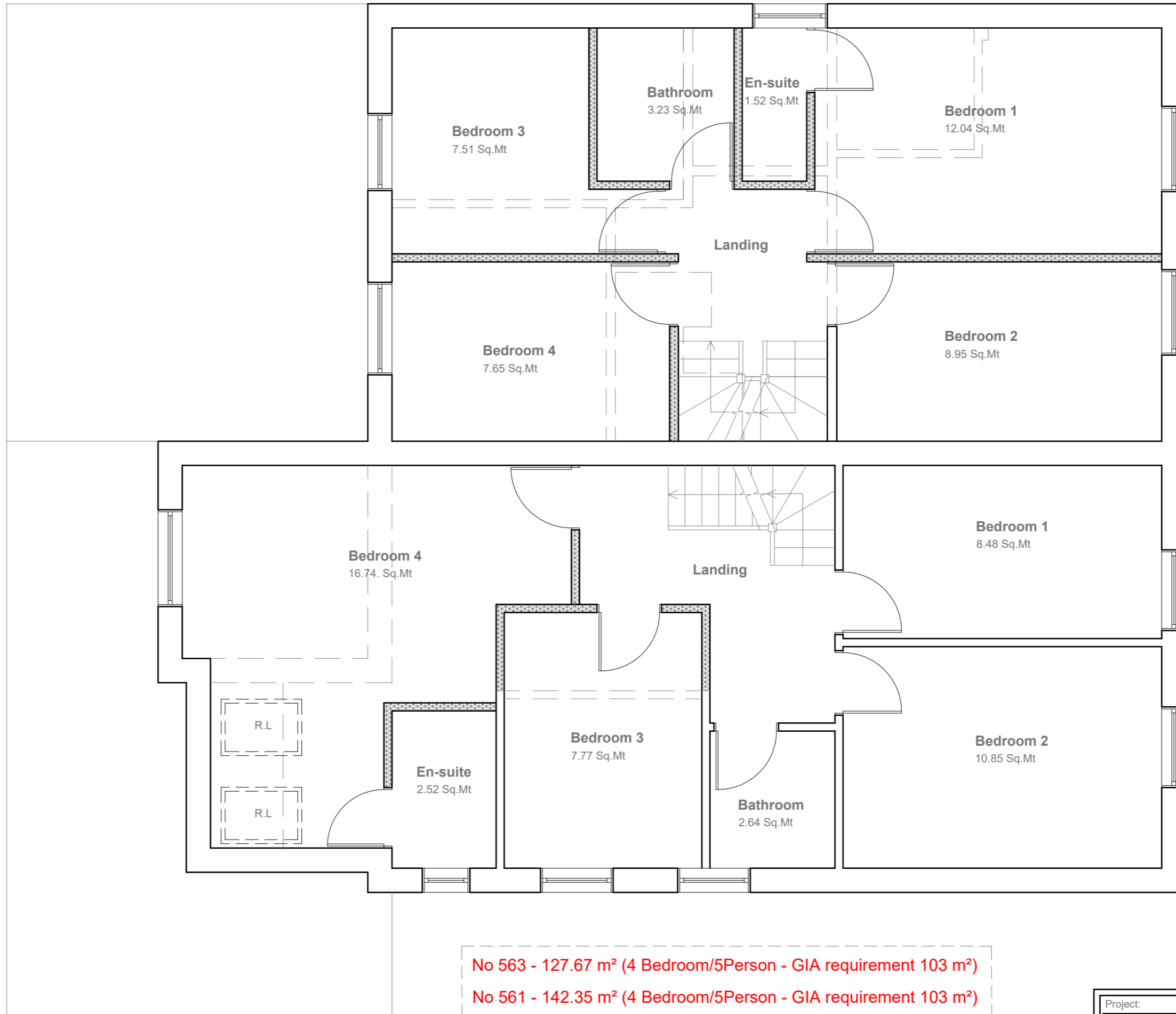
10 Meter  
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 0 1 2 5



No 563 - 127.67 m<sup>2</sup> (4 Bedroom/5Person - GIA requirement 103 m<sup>2</sup>)  
 No 561 - 142.35 m<sup>2</sup> (4 Bedroom/5Person - GIA requirement 103 m<sup>2</sup>)

**Proposed Ground Floor Plan**  
 Scale 1:50

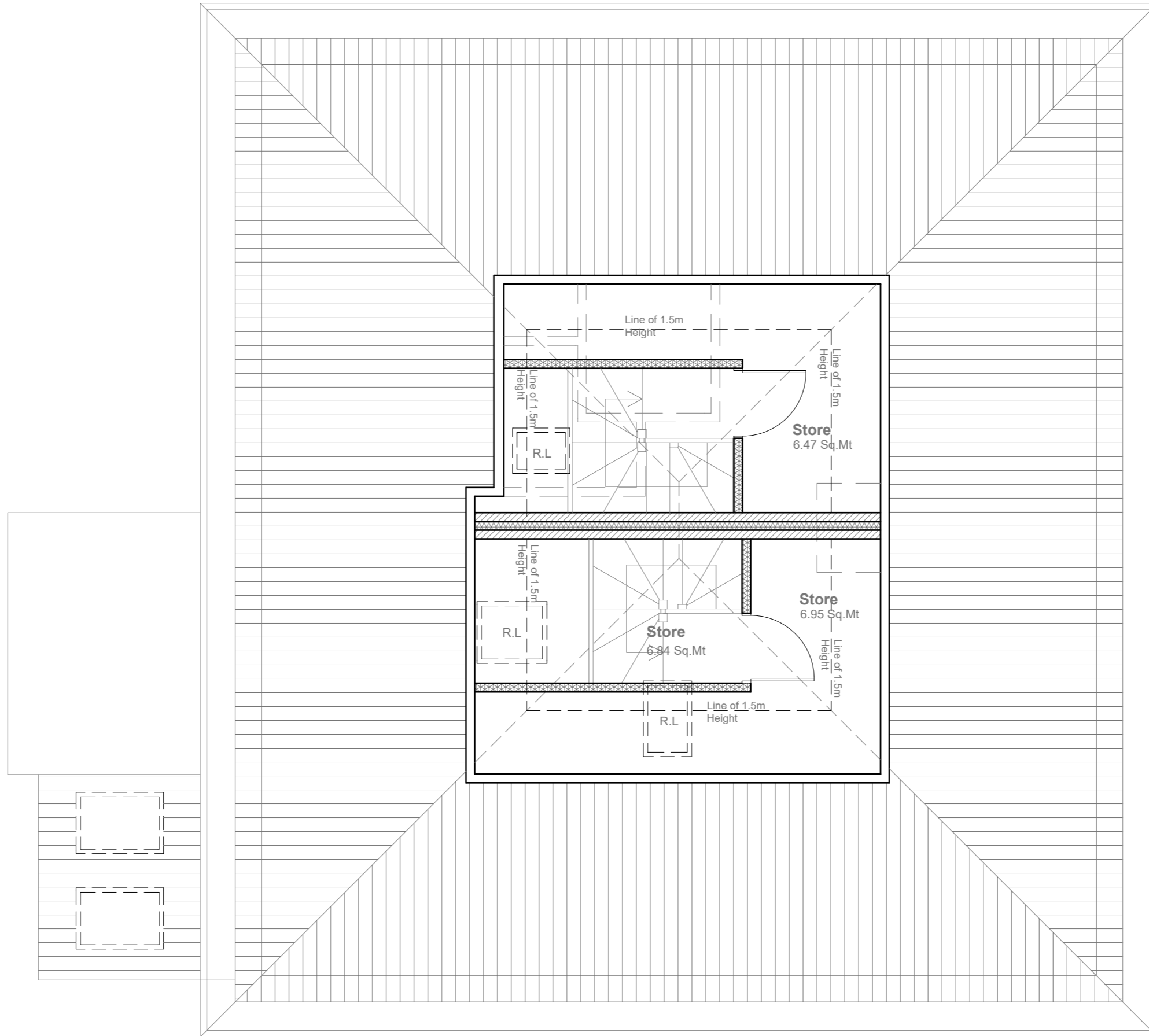
Project: 561-563 Upper Richmond Road West East Cheen SW14 7ED	Title: Proposed Ground Floor Plan	Scale: 1:50 @ A3 Date: 03 . 2024 Drawing No.: 175 - 03/MT Revision



No 563 - 127.67 m<sup>2</sup> (4 Bedroom/5Person - GIA requirement 103 m<sup>2</sup>)  
 No 561 - 142.35 m<sup>2</sup> (4 Bedroom/5Person - GIA requirement 103 m<sup>2</sup>)

**Proposed First Floor Plan**  
 Scale 1:50

Project: 561-563 Upper Richmond Road West East Sheen SW14 7ED	Title: Proposed First Floor Plan	Scale: 1:50 @ A3 Date: 03 . 2024 Drawing No.: 175 - 04/MT Revision					
		<table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>					



**Proposed Loft Floor Plan**  
Scale 1:50

Project:	Title:	Scale: 1:50 @ A3
561-563 Upper Richmond Road West East Sheen SW14 7ED	Proposed Loft Plan	Date: 03 . 2024
		Drawing No.: 175 - 05/MT
		Revision

**Appendix C**  
**TRICS Data**

Calculation Reference: AUDIT-848401-231012-1023

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	BT BRENT	2 days
	EN ENFIELD	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	RD RICHMOND	1 days
	SK SOUTHWARK	1 days
	WF WALTHAM FOREST	5 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: 6 to 493 (units: )  
 Range Selected by User: 6 to 493 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/10/22

*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	3 days
Tuesday	8 days
Wednesday	5 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	19 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 undertaken using machines.*

Selected Locations:

Town Centre	2
Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	6

*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:

Development Zone	4
Residential Zone	10
Built-Up Zone	5

*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	20 days - Selected
Servicing vehicles Excluded	4 days - Selected

## Secondary Filtering selection:

Use Class:

C3 19 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:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	10 days
50,001 to 100,000	4 days
100,001 or More	3 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	18 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	5 days
0.6 to 1.0	12 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	7 days
No	12 days

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

PTAL Rating:

No PTAL Present	1 days
1a (Low) Very poor	2 days
2 Poor	3 days
3 Moderate	2 days
4 Good	3 days
5 Very Good	3 days
6a Excellent	3 days
6b (High) Excellent	2 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
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LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>19/09/18</i>	<i>Survey Type: MANUAL</i>
2	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>12/11/18</i>	<i>Survey Type: MANUAL</i>
3	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		170	
	<i>Survey date: WEDNESDAY</i>		<i>28/09/16</i>	<i>Survey Type: MANUAL</i>
4	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		472	
	<i>Survey date: WEDNESDAY</i>		<i>30/11/16</i>	<i>Survey Type: MANUAL</i>
5	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: WEDNESDAY</i>		<i>08/11/17</i>	<i>Survey Type: MANUAL</i>
6	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	<i>Survey date: TUESDAY</i>		<i>30/04/19</i>	<i>Survey Type: MANUAL</i>
7	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	<i>Survey date: FRIDAY</i>		<i>18/11/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS		HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings: 493 <i>Survey date: TUESDAY 22/11/16</i>			
	<i>Survey Type: MANUAL</i>			
9	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 15 <i>Survey date: WEDNESDAY 29/06/16</i>			
	<i>Survey Type: MANUAL</i>			
10	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings: 14 <i>Survey date: MONDAY 27/06/16</i>			
	<i>Survey Type: MANUAL</i>			
11	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings: 190 <i>Survey date: THURSDAY 20/10/22</i>			
	<i>Survey Type: MANUAL</i>			
12	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings: 20 <i>Survey date: MONDAY 11/07/16</i>			
	<i>Survey Type: MANUAL</i>			
13	RD-03-C-06 BESSANT DRIVE KEW	BLOCKS OF FLATS		RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 170 <i>Survey date: TUESDAY 28/06/22</i>			
	<i>Survey Type: MANUAL</i>			
14	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 29 <i>Survey date: THURSDAY 23/04/15</i>			
	<i>Survey Type: MANUAL</i>			

LIST OF SITES relevant to selection parameters (Cont.)

15	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</i>	<i>Survey Type: MANUAL</i>
16	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
17	WF-03-C-04 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		42	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
18	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
19	WF-03-C-06 BELGRAVE ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 3.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	1	42	0.048	1	42	0.000	1	42	0.048
07:00 - 08:00	19	126	0.060	19	126	0.278	19	126	0.338
08:00 - 09:00	19	126	0.093	19	126	0.434	19	126	0.527
09:00 - 10:00	19	126	0.110	19	126	0.188	19	126	0.298
10:00 - 11:00	19	126	0.115	19	126	0.170	19	126	0.285
11:00 - 12:00	19	126	0.140	19	126	0.149	19	126	0.289
12:00 - 13:00	19	126	0.138	19	126	0.138	19	126	0.276
13:00 - 14:00	19	126	0.137	19	126	0.161	19	126	0.298
14:00 - 15:00	19	126	0.139	19	126	0.139	19	126	0.278
15:00 - 16:00	19	126	0.220	19	126	0.160	19	126	0.380
16:00 - 17:00	19	126	0.244	19	126	0.153	19	126	0.397
17:00 - 18:00	19	126	0.296	19	126	0.154	19	126	0.450
18:00 - 19:00	19	126	0.307	19	126	0.160	19	126	0.467
19:00 - 20:00	18	106	0.286	18	106	0.139	18	106	0.425
20:00 - 21:00	18	106	0.171	18	106	0.104	18	106	0.275
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.504			2.527			5.031

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

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

Calculation Reference: AUDIT-848401-240703-0715

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL  
Category : 0 - CONVENIENCE STORE  
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	2 days
	KI KINGSTON	1 days
	MR MERTON	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: Gross floor area  
Actual Range: 257 to 795 (units: sqm)  
Range Selected by User: 120 to 795 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 15/03/23

*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:

Tuesday 1 days  
Wednesday 2 days  
Thursday 2 days

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

Selected survey types:

Manual count 5 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 undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 2  
Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Residential Zone 3  
High Street 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:

Use Class:

Not Known 1 days  
E(a) 4 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:

20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

500,001 or More	5 days
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*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	5 days

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No	5 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:

1b Very poor	1 days
3 Moderate	4 days

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

LIST OF SITES relevant to selection parameters

1	BN-01-O-02	TESCO EXPRESS		BARNET
	FRIERN BARNET LANE			
	FRIERN BARNET			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		481 sqm	
	<i>Survey date: TUESDAY</i>		<i>06/09/22</i>	<i>Survey Type: MANUAL</i>
2	EN-01-O-01	CO-OPERATIVE		ENFIELD
	LANCASTER ROAD			
	ENFIELD			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:		375 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>29/06/16</i>	<i>Survey Type: MANUAL</i>
3	EN-01-O-02	LITTLE WAITROSE		ENFIELD
	WINDMILL HILL			
	ENFIELD			
	ENFIELD CHASE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:		795 sqm	
	<i>Survey date: THURSDAY</i>		<i>09/11/17</i>	<i>Survey Type: MANUAL</i>
4	KI-01-O-01	THE CO-OPERATIVE		KINGSTON
	KINGS ROAD			
	KINGSTON UPON THAMES			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		257 sqm	
	<i>Survey date: THURSDAY</i>		<i>16/11/17</i>	<i>Survey Type: MANUAL</i>
5	MR-01-O-01	SAINSBURY'S LOCAL		MERTON
	MARTIN WAY			
	MORDEN			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		404 sqm	
	<i>Survey date: WEDNESDAY</i>		<i>15/03/23</i>	<i>Survey Type: MANUAL</i>

*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 01 - RETAIL/O - CONVENIENCE STORE  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 4.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	2	443	0.565	2	443	0.000	2	443	0.565
07:00 - 08:00	5	462	6.618	5	462	6.012	5	462	12.630
08:00 - 09:00	5	462	12.327	5	462	11.981	5	462	24.308
09:00 - 10:00	5	462	9.645	5	462	10.640	5	462	20.285
10:00 - 11:00	5	462	8.997	5	462	7.872	5	462	16.869
11:00 - 12:00	5	462	10.770	5	462	10.294	5	462	21.064
12:00 - 13:00	5	462	12.413	5	462	12.024	5	462	24.437
13:00 - 14:00	5	462	11.721	5	462	11.894	5	462	23.615
14:00 - 15:00	5	462	11.159	5	462	11.246	5	462	22.405
15:00 - 16:00	5	462	13.365	5	462	11.894	5	462	25.259
16:00 - 17:00	5	462	11.548	5	462	11.981	5	462	23.529
17:00 - 18:00	5	462	12.197	5	462	12.630	5	462	24.827
18:00 - 19:00	5	462	13.365	5	462	12.630	5	462	25.995
19:00 - 20:00	5	462	11.851	5	462	12.154	5	462	24.005
20:00 - 21:00	5	462	9.818	5	462	9.213	5	462	19.031
21:00 - 22:00	5	462	4.931	5	462	6.618	5	462	11.549
22:00 - 23:00	2	443	3.164	2	443	3.164	2	443	6.328
23:00 - 24:00	2	443	0.000	2	443	0.904	2	443	0.904
<b>Total Rates:</b>			164.454			163.151			327.605

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

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

Calculation Reference: AUDIT-848401-240703-0718

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	EN ENFIELD	2 days
	HG HARINGEY	1 days
	WF WALTHAM FOREST	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 231 (units: )  
Range Selected by User: 9 to 231 (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: 01/01/16 to 14/09/22

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

Selected survey days:

Tuesday 2 days  
Wednesday 2 days  
Thursday 1 days

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

Selected survey types:

Manual count 5 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 undertaken using machines.*

Selected Locations:

Edge of Town Centre 1  
Edge of Town 2  
Neighbourhood Centre (PPS6 Local Centre) 2

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

Selected Location Sub Categories:

Residential Zone 4  
High Street 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 6 days - Selected  
Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 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:

1,001 to 5,000	1 days
25,001 to 50,000	2 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:

250,001 to 500,000	1 days
500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
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*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	4 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:

1a (Low) Very poor	1 days
1b Very poor	1 days
2 Poor	1 days
4 Good	1 days
5 Very Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-A-04 SWEETS WAY WHETSTONE	MIXED HOUSES & FLATS	BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 231 <i>Survey date: TUESDAY 21/09/21</i>		
	<i>Survey Type: MANUAL</i>		
2	EN-03-A-01 BOLLINGBROKE PARK COCKFOSTERS	TERRACED & SEMI -DETACHED	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 32 <i>Survey date: WEDNESDAY 24/11/21</i>		
	<i>Survey Type: MANUAL</i>		
3	EN-03-A-02 DUCHY ROAD HADLEY WOOD	DETACHED HOUSES	ENFIELD
	Edge of Town Residential Zone Total No of Dwellings: 9 <i>Survey date: WEDNESDAY 14/09/22</i>		
	<i>Survey Type: MANUAL</i>		
4	HG-03-A-01 LAWRENCE ROAD TOTTENHAM WEST GREEN	DETACHED & SEMI -DETACHED	HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings: 20 <i>Survey date: TUESDAY 05/11/19</i>		
	<i>Survey Type: MANUAL</i>		
5	WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW	SEMI DETACHED & TERRACED	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings: 9 <i>Survey date: THURSDAY 06/06/19</i>		
	<i>Survey Type: MANUAL</i>		

*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 PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 2.75

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	5	60	0.153	5	60	0.601	5	60	0.754
08:00 - 09:00	5	60	0.621	5	60	1.010	5	60	1.631
09:00 - 10:00	5	60	0.375	5	60	0.336	5	60	0.711
10:00 - 11:00	5	60	0.243	5	60	0.279	5	60	0.522
11:00 - 12:00	5	60	0.272	5	60	0.259	5	60	0.531
12:00 - 13:00	5	60	0.346	5	60	0.282	5	60	0.628
13:00 - 14:00	5	60	0.326	5	60	0.322	5	60	0.648
14:00 - 15:00	5	60	0.346	5	60	0.322	5	60	0.668
15:00 - 16:00	5	60	0.724	5	60	0.605	5	60	1.329
16:00 - 17:00	5	60	0.482	5	60	0.349	5	60	0.831
17:00 - 18:00	5	60	0.495	5	60	0.382	5	60	0.877
18:00 - 19:00	5	60	0.581	5	60	0.432	5	60	1.013
19:00 - 20:00	5	60	0.349	5	60	0.276	5	60	0.625
20:00 - 21:00	5	60	0.316	5	60	0.169	5	60	0.485
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			5.629			5.624			11.253

*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.*