21 Broad Street, Teddington

TRANSPORT STATEMENT

for Residential Development

on behalf of Monarch Projects Limited

2024/7965/TS02

September 2024

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1 INTRODUCTION

1.1 Background

1.1.1 RGP has been commissioned by Monarch Projects Limited (the 'Client') to prepare a Transport Statement in relation to the proposed development at 21 Broad Street, Teddington, TW11 8QZ ('the site'). The site is situated within the administrative boundary of the London Borough of Richmond upon Thames (LBRuT).

1.1.2 The refurbishment proposals seek a rear extension at ground, first and second floor level, as well as the creation of a rear roof dormer. The scheme will involve a part change of use of the ground floor unit to create a 1-bedroom unit. The first-floor unit will be divided to provide a 2-bedroom unit at first floor, and a 2-bedroom unit at second and third floor. Large balconies are proposed for each of the units. The associated site layout plans are included in **Appendix A** of this report.

1.2 Scope of Assessment

1.2.1 This Transport Statement (TS) considers the appropriateness of the proposed development in this location in the context of transport-related policy at both the national and local level. This report considers the following:

(i) Policy Context;
(ii) Baseline Conditions;
(iii) Accessibility Credentials;
(iv) Development Proposals;
(v) Trip Generation; and
(vi) Summary & Conclusions.

1.2.2 This TS also considers the implications of development-related traffic on the operational and safety characteristics of the surrounding highway, demonstrating that the local highway and transport networks can accommodate the proposed level of development.

2 POLICY CONTEXT

2.1.1 This section examines transport policies and seeks to demonstrate that the proposed development is compliant. Consideration is given to national, regional and local guidance.

2.2 National Planning Policy Framework (July 2021)

2.2.1 The National Planning Policy Framework (NPPF) was published in December 2023 by the 'Department for Levelling Up, Housing and Communities' and is the primary source of national planning guidance in England. The NPPF contains the Government's strategies for economic, social and environmental planning policies and it is designed to be a single, tightly focused document.

2.2.2 Under the heading 'Promoting Sustainable Transport' paragraph 108 of the NPPF requires the planning system to actively manage patterns of growth in order to address the potential impacts of development on transport networks.

2.2.3 Paragraph 115 of the NPPF states that *"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."*

2.2.4 Paragraph 117 of the NPPF states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.3 The London Plan (March 2021)

2.3.1 The London Plan was adopted on 2nd March 2021, therefore, pursuant to Section 38 (5) of the Planning and Compulsory Purchase Act 2004 that states: 'If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.' Subsequently, parking standards as set out within the March 2021 London Plan will be applied to the development proposals.

2.3.2 Chapter Three of the New London Plan considers design matters. Policy D1 relates to London's form and characteristics and Section 3.3.16 states that "the design and layout of development should reduce the dominance of cars and provide permeability to support active travel (public transport, walking and cycling), community interaction and economic vitality."

2.3.3 The policy goes on to say that development plans should encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area.

2.3.4 In terms of parking, Policy L requires that on-street parking is designed so that it is not dominant or continuous, and that there is space for green infrastructure as well as cycle parking in the carriageway. Pedestrian crossings should be regular, convenient and accessible.

2.3.5 Chapter 10 of the New London Plan considers transport, Policy T2 (A) states that "Development proposals and Development Plans should deliver patterns of land use that facilitate making shorter, regular trips by walking or cycling."

2.3.6 The New London Plan expects development proposals to demonstrate the application of the Mayor's Healthy Streets approach in order to reduce car dominance, road danger, community severance, emissions and noise.

2.4 Mayor's Transport Strategy (March 2018)

2.4.1 Alongside the new London Plan, the Mayor's Transport Strategy provides a blueprint for better connectivity throughout London. Using the Healthy Streets approach, the Transport Strategy encourages a new type of thinking to be put into practice in order to reduce car dependency, promote an active lifestyle and more sustainable travel. It requires an understanding of how Londoners interact with their city with particular attention to the streets where daily life plays out.

2.5 Transport for London, Vision Zero Action Plan (July 2018)

2.5.1 The Mayor of London's aim is for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. This Vision Zero approach is based on the fundamental conviction that loss of life and serious injuries are neither acceptable nor inevitable. The Vision Zero ambition is inextricably linked to the Healthy Streets approach, which puts human health and experience at the heart of city planning.

2.5.2 People face an even greater challenge to their health and wellbeing than that posed by traffic collisions. A lack of physical activity is now one of the biggest threats to our health, increasing the risk of developing a range of chronic diseases including diabetes, dementia, depression, heart disease and cancer. The Healthy Streets approach, alongside Vision Zero, seeks to tackle inactive lifestyles and encourage journeys to be made on foot or by cycle, in an environment that is conducive to these modes of travel.

2.5.3 The Action Plan goes on to detail strategies that target reducing the likelihood and severity of collisions, by lowering vehicle speeds and focusing action on the most dangerous locations, particularly junctions. In addition, the Action Plan employs a framework of interventions around five pillars of action, namely:

(i) Safe speeds;
(ii) Safe streets;
(iii) Safe vehicles;
(iv) Safe behaviours; and
(v) Post-collision response.

2.5.4 It is acknowledged that those involved with designing, building, operating, managing and using our streets have a responsibility to reduce danger. Within this TA the primary focus relates to safe speeds and safe streets on the highways that surround the site. Safe vehicles and safe behaviours are considered within associated 'Travel Plan' and 'Delivery and Servicing Plan' documents, which have been submitted as part of the planning application as standalone documents.

2.5.5 The development seeks to incorporate reasonable measures within its design to reduce risk to people, and in doing so it is intended that the development will support TfL's Vision Zero Action Plan.

3 BASELINE CONDITIONS

3.1 Site Location & Local Highway Network

3.1.1 The site is located on the A313 Broad Street directly opposite the Tesco Superstore, circa 360m to the west of Teddington town centre, and circa 600m to the north-west of Teddington station.

3.1.2 The site currently operates as a Nail Salon at its ground floor level, whilst the 1st and 2nd floors are residential dwellings. A service road runs adjacent to the A313 Broad Street which allows some parking. **Figure 1** illustrates the location and context of the site.

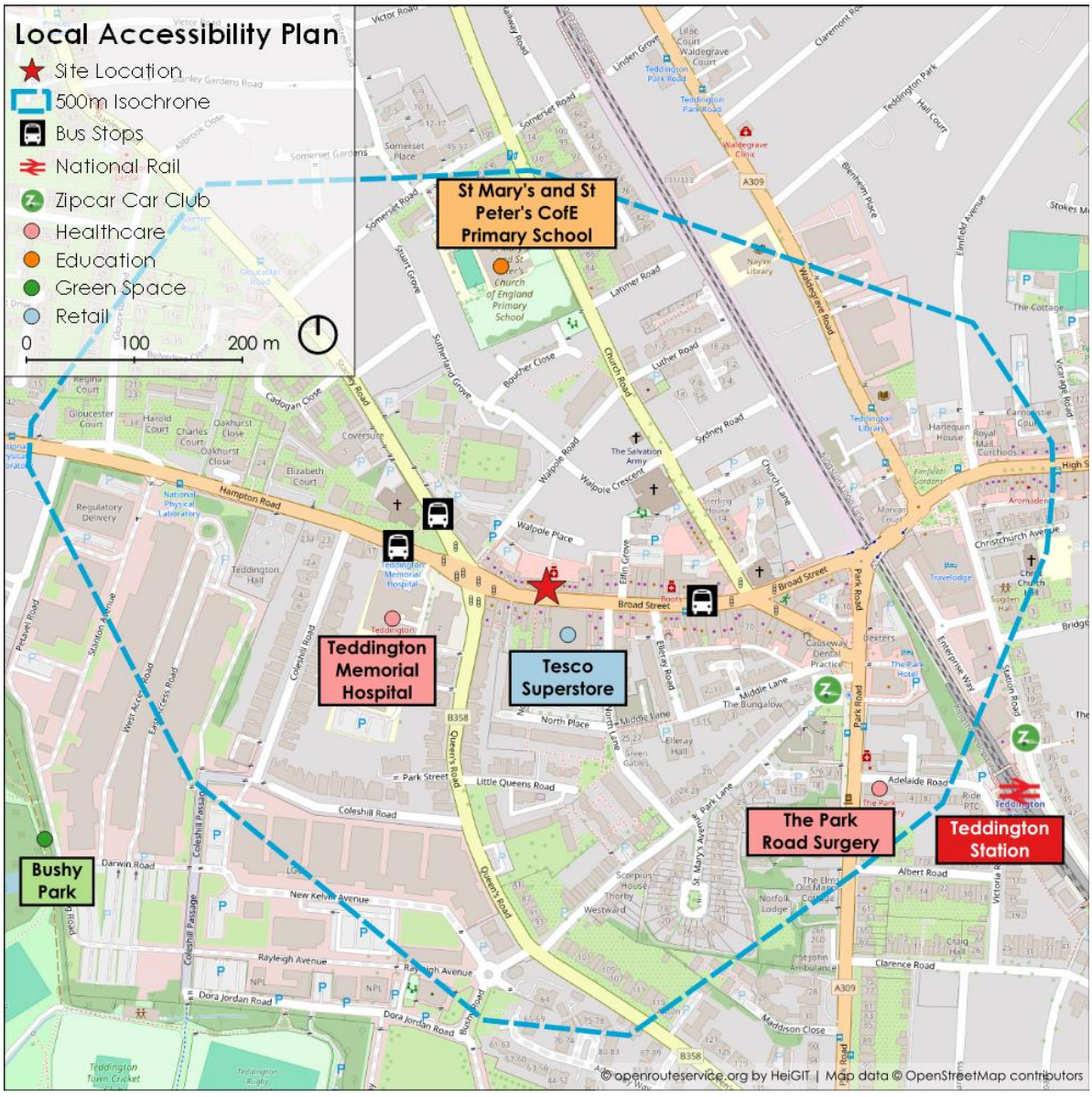

Figure 1 Wider Site Location Context

3.1.3 There are a range of amenities along the A313 close to the site to support the residents of the proposed residential development, including a Tesco's Superstore, Better Gym Teddington, Teddington Memorial Hospital, Primary Schools, Nurseries, and a number of retail establishments and eateries.

3.1.4 The A313 Broad Street is a two-way single carriageway arterial road that is subject to a 30mph posted speed limit. The A313 runs in an east-west alignment, with an eastern terminus at its roundabout junction with Manor Road / Ferry Road / Kingston Road and its western terminus at its junction with the A312, which in turn provides connection to the A316 dual-carriageway.

4 ACCESSIBILITY CREDENTIALS

4.1 Overview

4.1.1 In accordance with relevant national (NPPF), regional (London Plan) and local (LBH Local Plan) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

4.2 Public Transport Accessibility Level

4.2.1 Transport for London (TfL) publish a London-wide Public Transport Accessibility Level (PTAL) mapping tool for reference by local planning authorities and developers to aid strategic planning.

4.2.2 The TfL PTAL model utilises an accessibility range between 1a (low) to 6b (high) which is calculated from a formula based upon the number of bus stops and railway stations (points of interest) located within a pre-defined walking threshold of the subject site, being up to 640m (8-minute walk assuming a comfortable 80m/minute walking pace) to bus services and 960m (12-minute walk) to rail stations respectively. The methodology incorporates the walk time to public transport access points (bus stops, railway and underground stations) and service frequency and reliability.

4.2.3 The site is classified with a Public Transport Accessibility Level (PTAL) rating of 3, representing a good level of public transport accessibility achievable, as illustrated in **Figure 2**.

Figure 2 TfL Public Transport Accessibility Level (PTAL)

4.2.4 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is anticipated that the extensive range of public transport services will act as the primary mode of transport for future staff and visitors travelling to/from the site.

4.3 Walking and Cycling

4.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively. These are considered the preferred maximum distances as outlined in the CIHT Guidelines for Providing Journeys on Foot (2000).

4.3.2 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network.

4.3.3 Cycle routes can be found to the south of the site travelling through Bushy Park, which in turn provides a number of routes to locations such as Hampton, Kingston upon Thames and toward central London.

4.3.4 It is therefore considered that there are realistic opportunities for future residents to travel to / from the site by active modes (walking /cycling).

4.4 Bus Services and Facilities

4.4.1 The closest bus stops to the site are the 'Teddington Memorial Hospital (Stops J, L M, and Q)'. Stops J and L are located on the A313 Hampton Road circa 130m west of the site (a circa 1.5-minute walk), and benefit from a shelter with seating and are demarcated with road markings and a flagpole. Stops M and Q are located on the B358 Stanley Road circa 140m to the north-west of the site, and similarly both benefit from a shelter with seating and are demarcated with road markings and a flagpole.

4.4.2 Stops J and L are served by bus routes 285 and R68, whilst Stops M and Q are served by bus routes 33, 481, 681 and N33. A further bus stops lies 150m to the east of the site (Teddington / Broad Street) which in addition to some of the routes listed below, is also served by bus route SL7. It is noted that bus route 681 is a school bus route.

4.4.3 A summary of the available bus services is presented in **Figure 3**.

Route No / Summary		Typical Frequency	Hours of Operation
33	Fulwell Station – Lonsdale Road	Mon-Fri: every 6-12 mins Sat: every 7-12 mins Sun: every 15 mins	Mon-Sun: 05:02-00:07
285	Heathrow Central Bus Station – Kingston / Wood Street	Mon-Fri: every 9-13 mins Sat-Sun: every 11-14 mins	Mon-Sun: 24hrs
481	Kingston Station – West London Mental Health Trust	Mon-Sat: every 30 mins Sun: every hour	Mon-Sat 06:56-19:28 Sun: 10:28-19:27
R68	Kew Retail Park – Hampton Court Station	Mon-Sun: every 15 mins	Mon-Sat: 06:18-01:40 Sun: 07:06-01:39
SL7	West Croydon Bus Station – Heathrow Central Bus Station	Mon-Fri: every 12-14 mins Sat-Sun: every 13-14 mins	Mon-Fri: 05:01-00:07 Sat: 05:02-00:08 Sun: 05:03-00:07
N33	Fulwell Station – Hammersmith Bus Station	Mon/Sun Ni – Sun/Mon Mor: every 30 mins	Mon/Sun Ni – Sun/Mon Mor: 00:26-04:31

Figure 3 Summary of Local Bus Services

4.4.4 Further information regarding routes and timetable information can be found at https://tfl.gov.uk/travel-information/timetables/.

4.5 Rail Services & Facilities

4.5.1 Teddington railway station is located approximately 600m to the east of the site and can be reached in 7.5 minutes on foot. The station is served by South Western Railway and services depart regularly to London Waterloo and Shepperton. A summary of the services is contained in **Figure 4**.

Destination	Typical Frequency	Typical Journey Time
London Waterloo	6 trains per hour	38-41 minutes
Shepperton	2 trains per hour	20 minutes

Figure 4 Summary of Local Rail Services

4.5.2 Teddington is linked by Oyster Card and contactless card payments, implemented across London zones. This provides commuters with easier access to services, providing a more cost-effective rail connection.

4.5.3 244 cycle storage spaces covered by CCTV are available at the front of the station as well as a taxi rank.

4.5.4 In terms of station accessibility and mobility access, the station is fully accessible to wheelchair users with level access to the booking hall and footbridge and step free access (lifts) to all available platforms, ramps provided for train access, staff on hand during station operational hours to assist all travellers, including those with visual impairments, and wheelchairs are available at the station.

4.6 Car Club Provision

4.6.1 Car clubs provide an alternative to using a private car. Cars are used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owing and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.

4.6.2 Five Zipcar car clubs are located in the vicinity of the site, with the closest being located on Park Lane circa 350m away from the site (a circa 4-minute walk). This could be utilised by residents needing to make a journey during the day rather than requiring the use / ownership of a private vehicle.

4.7 Summary of Accessibility Credentials

4.7.1 The above review demonstrates that the site is highly accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. The measures contained within this Travel Plan further seek to increase the awareness and use of these sustainable transport modes.

5 DEVELOPMENT PROPOSALS

5.1 Proposed Development

5.1.1 The refurbishment proposals seek a rear extension at ground, first and second floor level, as well as the creation of a rear roof dormer. The scheme will involve a part change of use of the ground floor unit to create a 1-bedroom unit. The first-floor unit will be divided to provide a 2-bedroom unit at first floor, and a 2-bedroom unit at second and third floor. Large balconies are proposed for each of the units. The associated site layout plans are included in **Appendix A** of this report.

5.2 Access Arrangements

5.2.1 The retained access arrangements are illustrated in **Appendix A** attached hereto. As illustrated, the proposed access and internal turning facilities are suitable to accommodate a single car. The proposed site layout is therefore suitably designed to accommodate all expected vehicle activity within its curtilage.

5.3 Delivery and Servicing Arrangements

5.3.1 The delivery and servicing arrangements associated with the existing site would be retained post-development.

5.3.2 The majority of deliveries made to the site would comprise general postal services and other small ad-hoc delivery services. Occasional supermarket deliveries could be generated by residents which would likely be completed using 7.5t vans, which would also continue to be accommodated on-street as per existing arrangements.

5.3.3 This likely level of servicing activity would have a negligible impact on the site operation, local highway network, or neighbouring properties.

5.3.4 Refuse collections would be undertaken by LBC as per existing arrangements. All refuse collections would be scheduled by the Council, with collections taking place on-street. The frequency of collections from the site would not need to be increased as a result of the additional residential unit subject to the current development proposals.

5.4 Proposed Car Parking Provision

5.4.1 The development proposals would include the retention of a single existing car parking space. The parking space would be accessible from the existing access route provided internally within the site. Since no additional parking is proposed as part of the development the proposals are therefore car-free as supported by the London Plan. The retention of a parking space on site would also allow potential disabled visitors or a potential disabled future owner/ occupier to access the site.

5.5 Cycle Parking Provision

5.5.1 The residential cycle parking provision shall meet the required minimum standards, as set out in the London Plan. The minimum cycle parking standards that apply to the proposed development would therefore require a total of 6 long stay cycle spaces to be provided within the existing rear parking area as shown in **Appendix A**.

6 TRIP GENERATION

6.1 Overview

6.1.1 A trip generation assessment has been undertaken to understand the impact the development could have on the operation of the local highway network. The TRICS (Trip Rate Information Computer System) database has been interrogated to identify similar sample sites to the proposals.

6.2 Trip Assessment Methodology

6.2.1 TRICS is the industry-standard method to determine trip rates and provides a database used to estimate the trip generation potential for new developments across a range of land uses. The TRICS database has therefore been interrogated for the purpose of this report to identify and evaluate the likely trip generation of the proposed residential development.

6.2.2 In addition to daily weekday trip generation, the potential trips during the critical weekday morning (0800-0900) and evening peak periods (1700-1800) have been assessed, the time during which baseline network demand on the surrounding highway and transportation infrastructure is at its highest.

6.3 Proposed Trip Generation

6.3.1 A consistent methodology has been adopted in order to consider the potential trip generation of the proposed development. Multi-modal trip rates have been extracted from the TRICS database version 7.11.2 applying the following filtering parameters:

(i) Category: 03 - Residential/C - Flats Privately Owned;

(ii) Regions: Greater London; and

(iii) Days: Weekdays only.

6.3.2 **Figure 5** summarises the extracted trip rates and the resultant total number of multi-modal trips that could be expected by all modes to / from the proposed development. Consideration has been given to the traditional AM (08:00-09:00) and PM (17:00-18:00) periods on the highway network. The full TRICS output is attached hereto at **Appendix B** for reference.

Mode	AM Peak Hour (08:00-09:00)		PM Peak Hour (17:00-18:00)		Daily Total (07:00-19:00)	
	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.
Total Vehicles	0	0	0	0	1	1
Pedestrian	0	1	0	0	4	4
Cycle	0	0	0	0	0	0
Public Transport	0	1	0	0	3	4
Total People	**0**	**0**	**0**	**0**	**8**	**9**

Figure 5 Forecasted Multi-Modal Trip Generation

6.3.3 The table shown in **Figure 5** summarises the potential number of trips by all modes associated with the proposed development. The forecast references a number of vehicle movements, it should be noted that these vehicle movements would be reflective of the one unit that shall be allocated the existing parking space.

6.3.4 The proposed development would also generate movements by public transport, including movements by London Underground and bus. In the context of the local public transport options available this would not lead to a material impact on public transport, given the modest quantum of development proposed.

6.4 Delivery and Servicing Trip Generation

6.4.1 It should also be noted that the majority of deliveries to restaurant locations are 'linked' trips. To this end, delivery drivers typically complete a series of deliveries as part of a wider routing schedule and these deliveries are generally scheduled such that they maximise efficiency in terms of journey distance and time. There are likely to be only a small number of 'new' / 'primary' deliveries – i.e. deliveries from origin to the site and then back again with no other stops made en-route.

6.5 Traffic Impact

6.5.1 Consequently, the proposed redevelopment of the site is not considered to constitute a significant material impact, let alone a severe impact as defined in the National Planning Policy Framework (NPPF).

6.5.2 As such, RGP does not consider it necessary to undertake any detailed junction capacity or public transport modelling based on a proposed development.

6.5.3 Furthermore, a Travel Plan Statement has also been produced and outlines the opportunities for sustainable travel to and from the development aimed at residents and visitors to the site. It details measures and initiatives to be implemented with the aim of reducing reliance on the private car and achieving a shift away from overcrowded public transport services through the promotion of active travel modes, should planning permission be granted.

7 SUMMARY & CONCLUSIONS

7.1.1 RGP has been commissioned by Monarch Projects Limited (the 'Client') to prepare a Travel Plan in relation to the proposed development at 21 Broad Street, Teddington, TW11 8QZ ('the site'). The site is situated within the administrative boundary of the London Borough of Richmond upon Thames (LBRuT).

7.1.2 The refurbishment proposals seek a rear extension at ground, first and second floor level, as well as the creation of a rear roof dormer. The scheme will involve a part change of use of the ground floor unit to create a 1-bedroom unit. The first-floor unit will be divided to provide a 2-bedroom unit at first floor, and a 2-bedroom unit at second and third floor.

7.2 Summary

7.2.1 RGP make the following conclusions of this Transport Statement:

i) The proposals would accord with national, regional and local transport policy;

ii) The site is appropriately located to make the most of sustainable transport connections. The site benefits from a PTAL rating of 3, representing a good level of public transport accessibility;

iii) The access arrangements at the site would be retained as existing. No additional car parking would be provided at the site, in accordance with relevant London Plan polices. Secure cycle storage would be provided within the site curtilage; and

iv) The forecast trip generation for the proposed development would represent a negligible impact to the local highway network. The proposals would generate a small number of sporadic deliveries.

7.2.2 This Transport Statement report therefore has established that safe and convenient access can be provided to the site and the development would not result in an unacceptable impact on highway safety and the cumulative impact on the road network would not be considered 'severe'.

7.3 Conclusion

7.3.1 In conclusion, the National Planning Policy Framework (December 2023) Section 115 states that "*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.*" This report has established that the development would not result in a significant impact on the surrounding highway network.

7.3.2 On the basis of the findings within this Transport Statement and in the context of the guidelines within para. 115 of the NPPF it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

RGP

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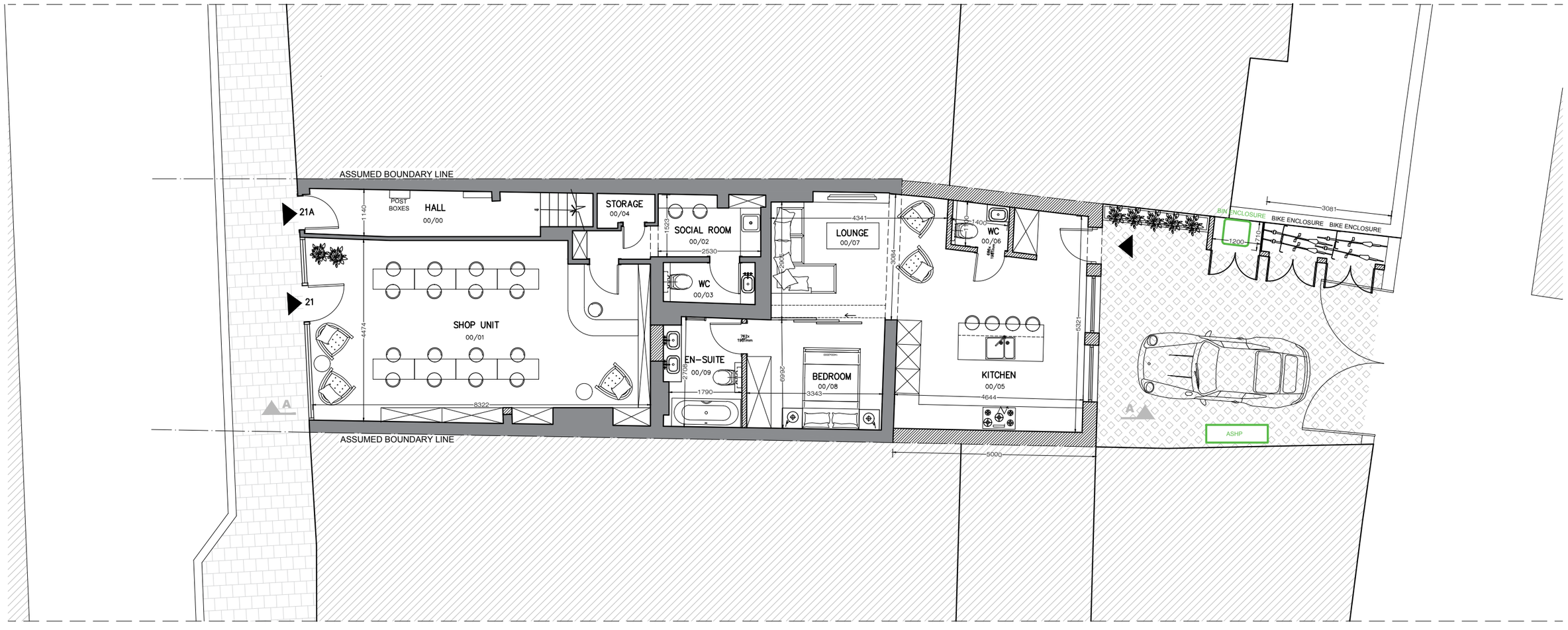
London Office 10 York Road, London SE1 7ND T: 020 7078 9662

APPENDIX A

N

No	Ground Floor	Area m²
00/00	HALL	6.48
00/01	SHOP UNIT	35.99
00/02	SOCIAL ROOM	5.48
00/03	WC	2.36
	SHOP AREA SUM	43.83
00/04	STORAGE	1.12
00/05	KITCHEN	23.62
00/06	WC	1.61
00/07	LOUNGE	9.68
00/08	BEDROOM	9.04
00/09	EN-SUITE	5.10
	APT. 1 AREA SUM	49.05
	TOTAL AREA SUM	100.48



10
A-(13)-010

PROPOSED GROUND FLOOR PLAN

1:50 @ A1,1:100 @ A3

0 0.5 1 1.5 2 2.5 3
SCALE BAR (METRES)

PROJECT NAME:
1323

CLIENT/PROJECT:
21 Broad Street, Teddington
TW11 8QZ

NOTES :

All dimensions in millimetres.

All dimensions and levels are to be checked on site by the main contractor prior to commencing excavation works. Any discrepancy is to be reported back to the designer for instruction.

ARCHITECTURE:
VORBILD
ARCHITECTURE
www.vorbild.co.uk info@vorbild.co.uk

CONSTRUCTION:

INSTALLATIONS:

INSTALLATIONS:

SHEET TITLE:
PROPOSED
GROUND FLOOR PLAN

DRAWING STATUS:
FOR PLANNING

DRAWN BY: KK SIGNATURE:

APPROVED: MS SIGNATURE:

JOB NUMER:
1323

DRAWING No:
A-(13)-010

SCALE: 1:100 DATE: 16.09.2024 Rev. No.:

APPENDIX B

Calculation Reference: AUDIT-728001-240923-0939

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BE	BEXLEY	2 days
	BM	BROMLEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	2 days
	IS	ISLINGTON	3 days
	KI	KINGSTON	1 days
	WF	WALTHAM FOREST	4 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 402 (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: 01/01/16 to 16/11/23

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

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

Selected survey types:

Manual count	14 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:

Town Centre	2
Edge of Town Centre	10
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	2
Residential Zone	8
Built-Up Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	2 days - Selected

LIST OF SITES relevant to selection parameters

1 BE-03-C-01 BLOCKS OF FLATS BEXLEY
CROOK LOG
BEXLEYHEATH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

2 BE-03-C-02 BLOCKS OF FLATS BEXLEY
CLYDESDALE WAY
BELVEDERE

Edge of Town
Industrial Zone
Total No of Dwellings: 402
Survey date: WEDNESDAY *19/09/18* *Survey Type: MANUAL*

3 BM-03-C-01 BLOCKS OF FLATS BROMLEY
RINGER'S ROAD
BROMLEY

Town Centre
Built-Up Zone
Total No of Dwellings: 160
Survey date: MONDAY *12/11/18* *Survey Type: MANUAL*

4 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

5 HO-03-C-03 BLOCKS OF FLATS HOUNSLOW
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total No of Dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

6 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

7 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		14	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
9	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone			
	Total No of Dwellings:		190	
	Survey date: THURSDAY		*20/10/22*	*Survey Type: MANUAL*
10	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		20	
	Survey date: MONDAY		*11/07/16*	*Survey Type: MANUAL*
11	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		97	
	Survey date: TUESDAY		*05/11/19*	*Survey Type: MANUAL*
12	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		28	
	Survey date: TUESDAY		*25/05/21*	*Survey Type: MANUAL*
13	WF-03-C-04 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		42	
	Survey date: TUESDAY		*25/05/21*	*Survey Type: MANUAL*
14	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone			
	Total No of Dwellings:		6	
	Survey date: TUESDAY		*25/05/21*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.60

	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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	14	101	0.023	14	101	0.093	14	101	0.116
08:00 - 09:00	14	101	0.030	14	101	0.092	14	101	0.122
09:00 - 10:00	14	101	0.043	14	101	0.045	14	101	0.088
10:00 - 11:00	14	101	0.050	14	101	0.047	14	101	0.097
11:00 - 12:00	14	101	0.040	14	101	0.060	14	101	0.100
12:00 - 13:00	14	101	0.050	14	101	0.053	14	101	0.103
13:00 - 14:00	14	101	0.047	14	101	0.060	14	101	0.107
14:00 - 15:00	14	101	0.033	14	101	0.040	14	101	0.073
15:00 - 16:00	14	101	0.062	14	101	0.048	14	101	0.110
16:00 - 17:00	14	101	0.077	14	101	0.055	14	101	0.132
17:00 - 18:00	14	101	0.094	14	101	0.061	14	101	0.155
18:00 - 19:00	14	101	0.094	14	101	0.052	14	101	0.146
19:00 - 20:00	14	101	0.078	14	101	0.052	14	101	0.130
20:00 - 21:00	14	101	0.065	14	101	0.043	14	101	0.108
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.786			0.801			1.587

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:	6 - 402 (units:)
Survey date date range:	01/01/16 - 16/11/23
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL 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	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	14	101	0.003	14	101	0.008	14	101	0.011
08:00 - 09:00	14	101	0.003	14	101	0.018	14	101	0.021
09:00 - 10:00	14	101	0.002	14	101	0.004	14	101	0.006
10:00 - 11:00	14	101	0.004	14	101	0.007	14	101	0.011
11:00 - 12:00	14	101	0.002	14	101	0.001	14	101	0.003
12:00 - 13:00	14	101	0.004	14	101	0.004	14	101	0.008
13:00 - 14:00	14	101	0.009	14	101	0.008	14	101	0.017
14:00 - 15:00	14	101	0.004	14	101	0.004	14	101	0.008
15:00 - 16:00	14	101	0.004	14	101	0.003	14	101	0.007
16:00 - 17:00	14	101	0.006	14	101	0.003	14	101	0.009
17:00 - 18:00	14	101	0.010	14	101	0.004	14	101	0.014
18:00 - 19:00	14	101	0.006	14	101	0.006	14	101	0.012
19:00 - 20:00	14	101	0.014	14	101	0.004	14	101	0.018
20:00 - 21:00	14	101	0.006	14	101	0.004	14	101	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.077			0.078			0.155

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.048	1	42	0.000	1	42	0.048
07:00 - 08:00	14	101	0.024	14	101	0.060	14	101	0.084
08:00 - 09:00	14	101	0.044	14	101	0.135	14	101	0.179
09:00 - 10:00	14	101	0.040	14	101	0.081	14	101	0.121
10:00 - 11:00	14	101	0.040	14	101	0.062	14	101	0.102
11:00 - 12:00	14	101	0.061	14	101	0.054	14	101	0.115
12:00 - 13:00	14	101	0.060	14	101	0.055	14	101	0.115
13:00 - 14:00	14	101	0.060	14	101	0.048	14	101	0.108
14:00 - 15:00	14	101	0.060	14	101	0.053	14	101	0.113
15:00 - 16:00	14	101	0.085	14	101	0.070	14	101	0.155
16:00 - 17:00	14	101	0.085	14	101	0.060	14	101	0.145
17:00 - 18:00	14	101	0.094	14	101	0.069	14	101	0.163
18:00 - 19:00	14	101	0.111	14	101	0.088	14	101	0.199
19:00 - 20:00	14	101	0.097	14	101	0.060	14	101	0.157
20:00 - 21:00	14	101	0.067	14	101	0.054	14	101	0.121
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.976			0.949			1.925

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	42	0.000	1	42	0.000	1	42	0.000
07:00 - 08:00	14	101	0.010	14	101	0.174	14	101	0.184
08:00 - 09:00	14	101	0.018	14	101	0.227	14	101	0.245
09:00 - 10:00	14	101	0.038	14	101	0.074	14	101	0.112
10:00 - 11:00	14	101	0.027	14	101	0.048	14	101	0.075
11:00 - 12:00	14	101	0.022	14	101	0.043	14	101	0.065
12:00 - 13:00	14	101	0.040	14	101	0.043	14	101	0.083
13:00 - 14:00	14	101	0.031	14	101	0.051	14	101	0.082
14:00 - 15:00	14	101	0.041	14	101	0.036	14	101	0.077
15:00 - 16:00	14	101	0.062	14	101	0.039	14	101	0.101
16:00 - 17:00	14	101	0.068	14	101	0.042	14	101	0.110
17:00 - 18:00	14	101	0.105	14	101	0.032	14	101	0.137
18:00 - 19:00	14	101	0.171	14	101	0.044	14	101	0.215
19:00 - 20:00	14	101	0.123	14	101	0.021	14	101	0.144
20:00 - 21:00	14	101	0.064	14	101	0.015	14	101	0.079
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.820			0.889			1.709

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.*