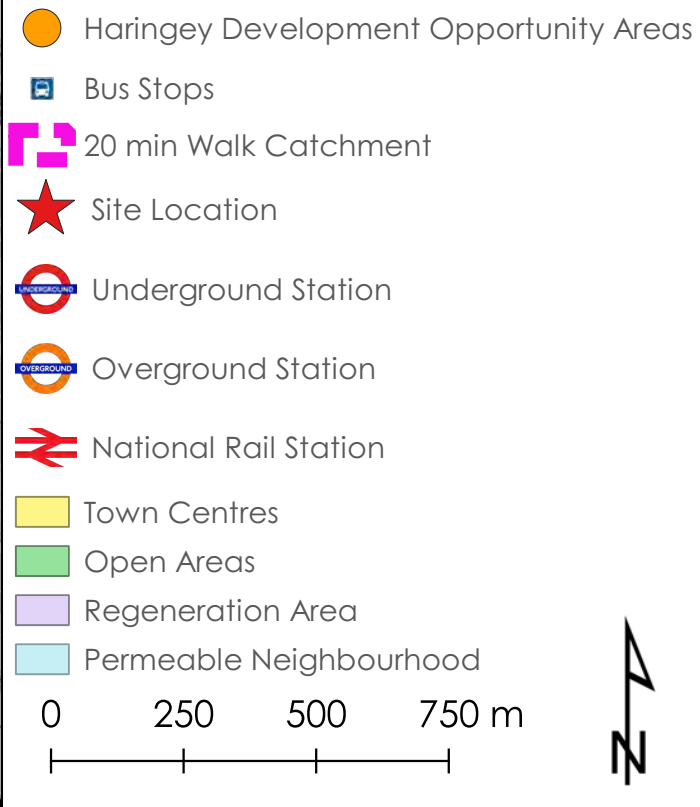
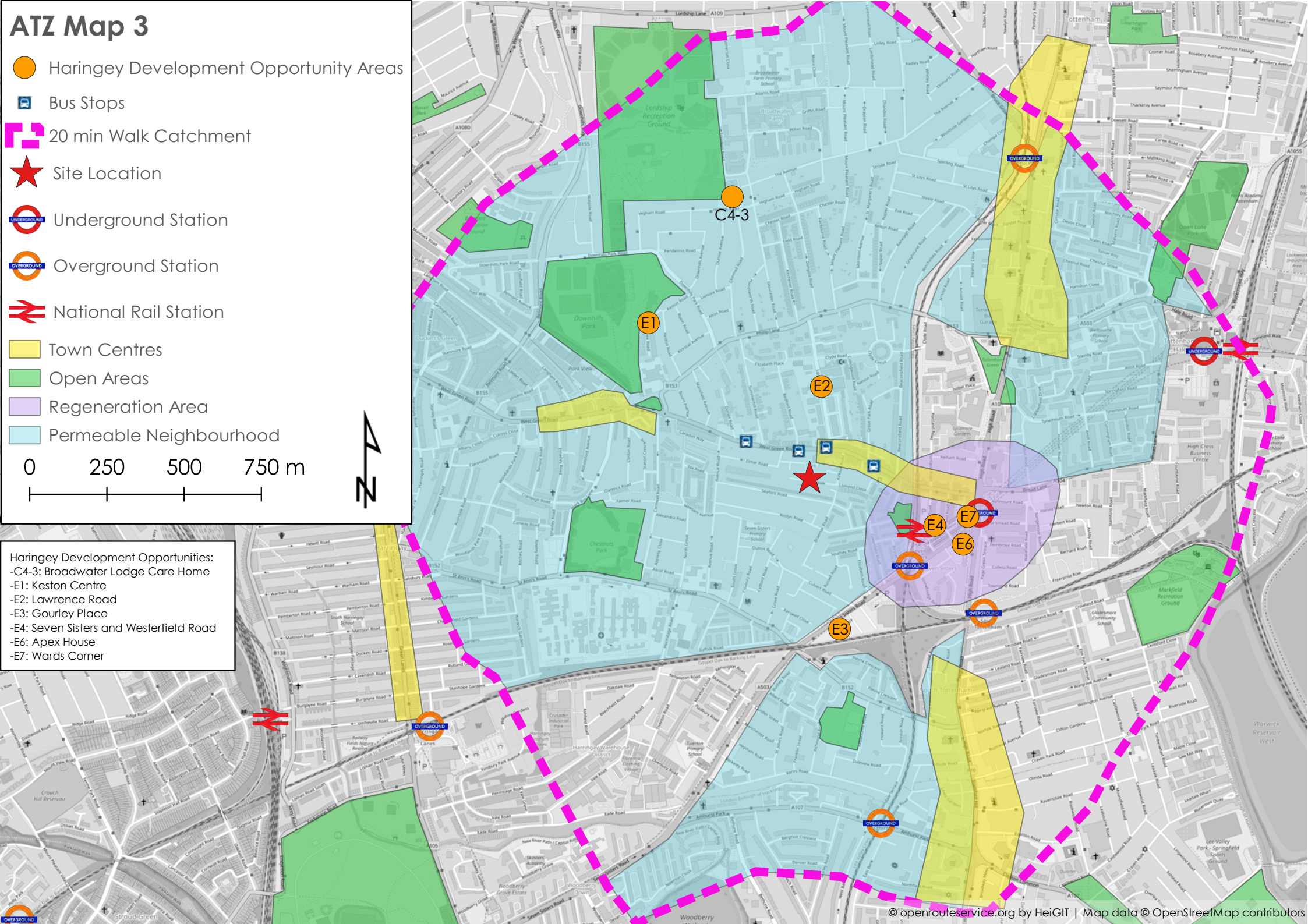


ATZ Map 3



Haringey Development Opportunities:

- C4-3: Broadwater Lodge Care Home
- E1: Keston Centre
- E2: Lawrence Road
- E3: Gourley Place
- E4: Seven Sisters and Westerfield Road
- E6: Apex House
- E7: Wards Corner



APPENDIX E

HEALTHY STREETS NEIGHBOURHOOD PHOTOGRAPHY

BRUNEL WALK, HARINGEY, N15 5DG

Point of View (POV) Photography to Key Destinations

Date: May 2022

Ref: 2021/5638

The below POV photography assesses the walking routes to/from five key destinations in the local area to/from the development site. These key routes and destinations have been considered and discussed within the Transport Assessment.

1 DEVELOPMENT SITE TO WEST GREEN ROAD BUS STOPS (KEY DESTINATION 1)



Photo 1

RGP – Transport Planning and Infrastructure Design Consultants

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Photo 2



Photo 3



Photo 4



Photo 5

Route 1- Development Site to West Green Road Bus Stops		
Worst section of Route – Photo 4		
Heathy Streets Indicators	Observed Problems/Issues	Improvements
Easy to cross	The crossing is provided with tactile paving and dropped kerbs for pedestrians. However, the surface is uneven and carriageway cracking makes this crossing unstable for those with mobility impairment, for example.	Improved carriageway surfacing would make this crossing point safer for all pedestrians.
People feel safe	This section of footway is well-lit and well populated due to the presence of high street shops and the bus stop to make people feel safe.	None suggested.
Things to see and do	There are a number of retail shops in this location.	None suggested.
Places to stop and rest	The footway is wide enough to enable pedestrians to stop and rest, whilst allowing other pedestrians to pass safely.	None suggested.
People feel relaxed	This section of footway is well-lit and well populated due to the presence of high street shops to help people feel relaxed.	None suggested.
Not too noisy	West Green Road provides a busy through route for vehicular traffic, however this section of pedestrian route is not too noisy.	This could be improved by low noise surfacing.
Clean air	The air here is classified as average for London.	None suggested.
Shade and Shelter	The presence of buildings and infrastructure provide sufficient shade. This is a crossing point where there is limited scope for shelter.	None suggested.

2 DEVELOPMENT SITE TO WEST GREEN ROAD RETAIL STORES (KEY DESTINATION 2)



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

Route 2- Development Site to West Green Road Retail Stores		
Worst section of Route – Photo 4		
Heathy Streets Indicators	Observed Problems/Issues	Improvements
Easy to cross	The crossing is provided with tactile paving and dropped kerbs for pedestrians. However, the surface is uneven and carriageway cracking makes this crossing unstable for those with mobility impairment, for example.	Improved carriageway surfacing would make this crossing point safer for all pedestrians.
People feel safe	This section of footway is well-lit and well populated due to the presence of high street shops to make people feel safe.	None suggested.
Things to see and do	There are a number of retail shops in this locality.	None suggested.
Places to stop and rest	The footway is wide enough to enable pedestrians to stop and rest, whilst allowing other pedestrians to pass safely.	None suggested.
People feel relaxed	This section of footway is well-lit and well populated due to the presence of high street shops to help people feel relaxed.	None suggested.
Not too noisy	West Green Road provides a busy through route for vehicular traffic, however this section of pedestrian route is not too noisy.	This could be improved by low noise surfacing.
Clean air	The air here is classified as average for London.	None suggested.
Shade and Shelter	The presence of retail stores provides sufficient shade and shelter for pedestrians.	None suggested.

3 DEVELOPMENT SITE TO SEVEN SISTERS RAIL STATION (KEY DESTINATION 3)



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

Route 3 - Development Site to Seven Sisters Station		
Worst section of Route – Photo 4		
Heathy Streets Indicators	Observed Problems/Issues	Improvements
Easy to cross	The crossing is provided with tactile paving and dropped kerbs for pedestrians. However, the surface is uneven and carriageway cracking makes this crossing unstable for those with mobility impairment, for example.	Improved carriageway surfacing would make this crossing point safer for all pedestrians.
People feel safe	This section of footway is well-lit and well populated due to the presence of high street shops and the bus stop to make people feel safe.	None suggested.
Things to see and do	There are a number of retail shops in this locality.	None suggested.
Places to stop and rest	The footway is wide enough to enable pedestrians to stop and rest, whilst allowing other pedestrians to pass safely.	None suggested.
People feel relaxed	This section of footway is well-lit and well populated due to the presence of high street shops to help people feel relaxed.	None suggested.
Not too noisy	West Green Road provides a busy through route for vehicular traffic, however this section of this route is not too noisy.	This could be improved by low noise surfacing.
Clean air	The air here is classified as average for London.	None suggested.
Shade and Shelter	The presence of buildings and infrastructure provide sufficient shade. This is a crossing point where there is limited scope for shelter.	None suggested.

4 DEVELOPMENT SITE TO BRUNSWICK PARK OPEN SPACE (KEY DESTINATION 4)



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

Route 4 - Development Site to Brunswick Park Open Space		
Worst section of Route – Photo 7		
Heathy Streets Indicators	Observed Problems/Issues	Improvements
Easy to cross	No dedicated crossing point provided although Brunswick Road is very lightly trafficked and is a no through route for vehicles, making it easy for pedestrians to cross.	None suggested.
People feel safe	There is a good level of street lighting and the area benefits from a good level of natural surveillance.	None suggested.
Things to see and do	There is a large amount of green space available. The footway in this vicinity is functional.	None suggested.
Places to stop and rest	The type of street here is functional. Pedestrians would be able to stop and rest here due to the low pedestrian footfall and low traffic.	None suggested.
People feel relaxed	The footway narrows in this location and would be difficult for pedestrians to pass one another simultaneously due vehicles overhanging the footway. However, pedestrian footfall is low.	Ensuring vehicles do not overhang the footway.
Not too noisy	This area is quiet due to the nature of vehicle use and speeds locally.	None suggested.
Clean air	The air here is classified as good for London.	None suggested.
Shade and Shelter	The tree coverage provides some shade and shelter.	None suggested.

5 DEVELOPMENT SITE TO SEVEN SISTERS PRIMARY SCHOOL (KEY DESTINATION 5)



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

Route 5 - Development Site to Seven Sisters Primary School		
Worst section of Route – Photo 7		
Heathy Streets Indicators	Observed Problems/Issues	Improvements
Easy to cross	There is limited pedestrian crossing infrastructure outside the Primary School.	Implementation of tactile paving and appropriate dropped kerbs to provide a safer crossing for all pedestrians.
People feel safe	The footway narrows in this location which may make people feel less safe, particularly young children. There are also garages on the northern side of the carriageway which may be used by cars to enter and egress.	Consideration given to widening the footway, however this may not be possible due to the constrained access along Newsam Avenue in this location.
Things to see and do	This section of footway is functional.	None suggested.
Places to stop and rest	The type of street here is functional although there are limited places to stop and rest, given the reduced width of footway and presence of garages which may be used by cars.	None suggested.
People feel relaxed	This area benefits from street lighting.	None suggested.
Not too noisy	This section of Newsam Avenue is not too noisy since it is lightly trafficked and serves one-way traffic only.	None suggested.
Clean air	The air here is classified as good for London.	None suggested
Shade and Shelter	The type of street here is functional with limited shade and shelter.	None suggested.

APPENDIX F

Key scoring rules >							Enter score here		Notes
Healthy Streets Check		Scoring System					Existing layout	Proposed layout	
		3	2	1	0	More info on each question			Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.		3	3	A DfT count point data (CPD) is recorded 1.2km north-west of the site on Carlingford Road which is considered a reasonable reflection of traffic flow data on Elmar Road/Turner Avenue. As such, DfT CPD (ID 811203) - estimated 2019 (normal highway conditions) is 729 vehicles AADT. Using DfT hourly flow conversion factor of 0.076 produces circa 56 vehicles along Elmar Road/Turner Avenue in the AM peak hour. Cycles are mixed with motorised traffic.
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.		2	2	Based on DfT count poing data (Count ID 811203) - estimated for 2019 there are 5 HGVs AADT which generates 0.7% of all vehicles as HGVs.
3	Speed of motorised traffic	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. <u>or</u> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.		3	3	Elmar Road/Turner Avenue is subject to a 20mph speed limit. Speeds will be slower due to on-street parking on bays and some speed reduction bumps
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	—		2	2	
5	Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	—		3	3	

6	NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–		2	2	Based on scoring of N15 SDG and score of 34-37 http://www.londonair.org.uk/london/asp/annualmaps.asp
7	Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–		1	1	
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.		2	2	Dropped kerbs and Elmar Road is one-way with 'Please Drive Slowly' sign at the road entrance from West Green Road
9	Mid-link crossings, to meet pedestrian desire lines	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–		2	2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–		3	3	uncontrolled dropped kerbing and tactile paving with traffic below 200 vehicles per hour
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–		1	1	N/A no traffic signals

12	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). <u>or</u> There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	①	2	2	All crossing facilities are appropriate for the context, dropped kerbs and tactile paving is present across Elmar Road
13	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). <u>or</u> There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). <u>or</u> There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	①	3	3	2m footways with flows of <600 pedestrians an hour as Elmar Road/Turner Avenue is a residential throughroad
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. <u>or</u> Part or all of a footway less than 3m wide is designated as shared use.	–	①	3	3	No shared use current or proposed.
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. <u>and</u> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. <u>and</u> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. <u>and</u> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	①	2	2	Elmar Road is a one-way road restriction vehicle turning movements
16	Effective width for cycling	Where cycles are separated from other traffic , the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic , the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic , the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	①	1	1	

17	Impact of kerbside activity on cycling	There is no kerbside activity. <u>or</u> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	ⓘ	2	2	There is frequent kerbside activity with on-street parking bays on both sides of the carriageway (Monday-Saturday, 8am to 6.30pm) with sections of double yellow line parking restrictions
18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. <u>or</u> There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ	2	2	The carriageway surface is a good standard without additional skid resistance surfacing
19	Quality of footway surface	There is an even and level surface for walking on footways. <u>or</u> There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ	1	1	
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	2	2	Elmar Road/Turner Avenue is lined with residential properties for its entirety
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. <u>and</u> Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	3	3	
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. <u>or</u> Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	1	2	cycle parking would be situated inside each Block to allow access to all residents/visitors

23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. or All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. or All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. or The number of trees has been reduced.	–	ⓘ	2	2	a few street trees existing
24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	2	3	Some bushes are within the curtilage of the residential dwellings that line Elmar Road and also some grass landscaping with a few trees at the corner of Elmar Road and Turner Avenue. The development proposals include the implementation of vegetation within the boundaries of the site that would be visible Elmar Road/Turner Avenue.
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	1	
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	1	
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28							N	N	An answer is required here in order to generate results
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ	3	3	
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ	3	3	

Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31						N	N	An answer is required here in order to generate results				
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	❗	1	1				
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	❗	2	2				
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	❗	2	2				
					If 'zero' scores (known road danger issues) remain, please explain why opposite:					0	0	Insert design response for 'zero' scores here

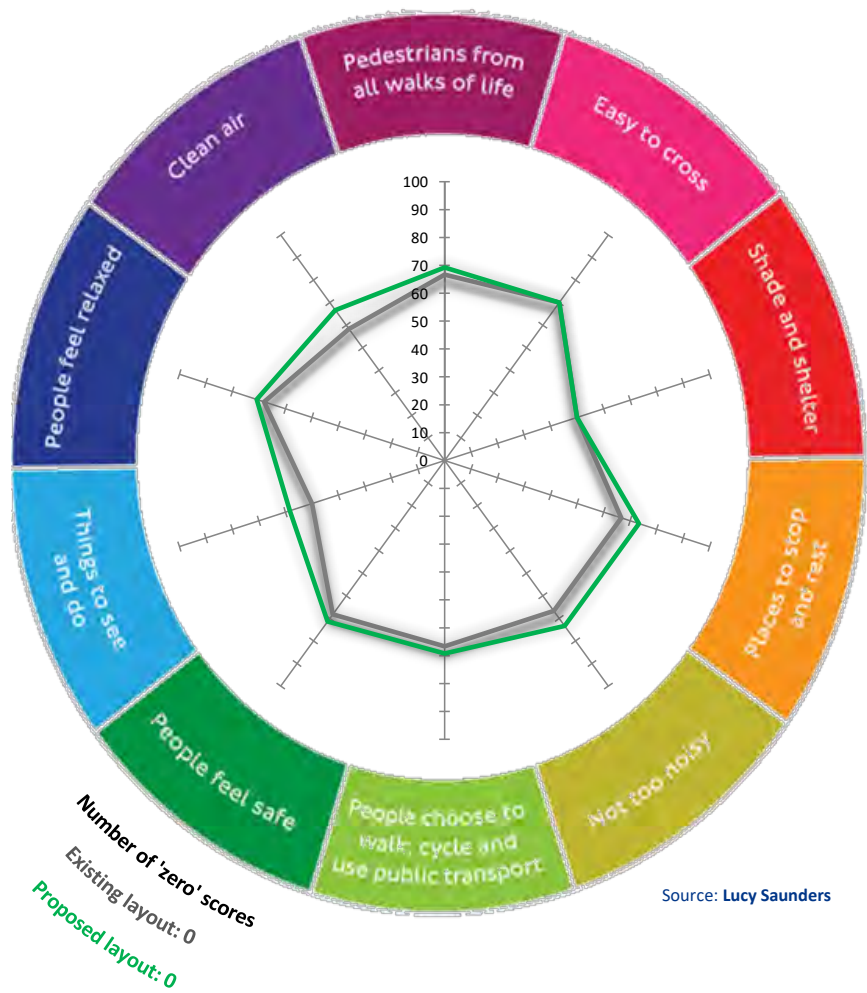
Healthy Streets
Check Summary
Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)

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

	Existing layout	Proposed layout
Pedestrians from all walks of life	67	69
Easy to cross	70	70
Shade and shelter	50	50
Places to stop and rest	67	73
Not too noisy	67	73
People choose to walk, cycle and use public transport	67	69
People feel safe	68	71
Things to see and do	50	58
People feel relaxed	68	71
Clean air	58	67
Overall Healthy Streets Check score	66	70
Number of 'zero' scores	0	0

Key scoring rules >							Enter score here		Notes
Healthy Streets Check		Scoring System					Existing layout	Proposed layout	
		3	2	1	0	More info on each question			Please supplement your answers with detailed notes where possible
1	Total volume of two way motorised traffic	There are fewer than 500 vehicles per hour at peak.	There are 500 to 1000 vehicles per hour at peak.	There are more than 1000 vehicles per hour at peak, where people cycling are separated from motorised traffic.	There are more than 1000 vehicles per hour at peak, where people cycling are mixed with motorised traffic.		3	3	A DfT count point data (CPD) is recorded 1km north-east of the site on Copperfield Drive which is considered a reasonable reflection of traffic flow data on Kirkton Road. As such, DfT CPD (ID 942409) - estimated 2019 (normal highway conditions) is 182 vehicles AADT. Using DfT hourly flow conversion factor of 0.076 produces circa 19 vehicles along Kirkton Road in the AM peak hour. Cycles are mixed with motorised traffic.
2	Interaction between large vehicles and people cycling	No large vehicles are using the street, or cycle traffic is separated from motorised traffic.	The proportion of large vehicles is less than 2% of motorised traffic, 7am to 7pm.	The proportion of large vehicles is 2% to 5% of motorised traffic, 7am to 7pm. <u>or</u> The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane at least 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is at least 4.5m.	The proportion of large vehicles is greater than 5% of motorised traffic, 7am to 7pm, and people are cycling either: - in a nearside general traffic lane or bus lane less than 4.5m wide, or - in a cycle lane where the combined width of the cycle lane and the next general traffic lane is less than 4.5m.		1	1	Based on DfT count poing data (Count ID 942409) - estimated for 2019 there are HGVs AADT which generates 2.2% of all vehicles as HGVs.
3	Speed of motorised traffic	85th percentile speed is less than 20mph. <u>or</u> Existing 85th percentile speed is 20 to 25 mph, but there are some proposals to reduce speed further. <u>or</u> Existing 85th percentile speed is over 25 mph but a complete redesign of the street environment should reduce this to below 20mph.	85th percentile speed is 20 to 25mph. <u>or</u> Existing 85th percentile speed is 25 to 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is 25 to 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, but there are some proposals to reduce speed further.	85th percentile speed is greater than 30mph. <u>or</u> Existing 85th percentile speed is greater than 30 mph, and there are no proposals to reduce this speed.		3	3	Kirkton Road is subject to a 20mph speed limit. Speeds will be slower due to on-street parking on bays
4	Traffic noise based on peak hour motorised traffic volumes	There are fewer than 55 vehicles per hour (c. <58 DB).	There are 55 to 450 vehicles per hour (c. 58-70 DB).	There are more than 450 vehicles per hour (c. >70 DB).	—		3	3	
5	Noise from large vehicles	The proportion of large vehicles is less than 5% (c. +0 to +3DB).	The proportion of large vehicles is 5 to 10% (c. +3 to +5 DB).	The proportion of large vehicles is greater than 10% (c. +5 DB and over).	—		3	3	

6	NO2 concentration (from London Atmospheric Emission Inventory)	If assessing existing: The NO2 concentration is less than 32µg/m3. If assessing proposal: The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is 32 to 40µg/m3. If assessing proposal: The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	If assessing existing: The NO2 concentration is greater than 40µg/m3 (legal limit value). If assessing proposal: The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	–		2	2	Based on scoring of N15 5EY and score of 37 http://www.londonair.org.uk/london/asp/annualmaps.asp
7	Reducing private car use	There is no through-movement for motorised traffic, with access limited to local residents, deliveries and public service vehicles.	There are some time or movement restrictions for motorised traffic.	There are no access restrictions for motorised traffic.	–		1	1	
8	Ease of crossing side roads for people walking	Side roads are closed to motor traffic. or Side roads are one-way out for motor vehicles and have features to encourage drivers to turn cautiously.	Side roads are two-way or one-way in for motor vehicles, and have features to encourage drivers to turn cautiously.	Side roads have dropped kerbs only.	Side roads have no dropped kerbs.		2	2	Dropped kerbs and Kirkton Road is one-way with 'Please Drive Slowly' sign at the road entrance from West Green Road
9	Mid-link crossings, to meet pedestrian desire lines	All main pedestrian desire lines are provided for with crossings.	Only some of the main pedestrian desire lines are provided for with crossings.	No main pedestrian desire lines are provided for with pedestrian crossings.	–		2	2	
10	Type and suitability of pedestrian crossings away from junctions	Crossing is uncontrolled, with conflicting traffic volume less than 200 vehicles per hour. or A Zebra or parallel crossing is provided. or Crossing is signalised so that people crossing the main carriageway have priority, while traffic on the main carriageway has on-demand green.	Crossing is uncontrolled, with conflicting traffic volume between 200 and 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is less than 15m or greater than 15m in a 20mph speed limit. or Crossing is signalised and staggered where the distance to cross is greater than 15m in a 30mph+ speed limit.	Crossing is uncontrolled, with conflicting traffic volume greater than 1000 vehicles per hour. or Crossing is signalised and straight-across where the distance to cross is greater than 15m in a 30mph+ speed limit.	–		3	3	uncontrolled dropped kerbing and tactile paving with traffic below 200 vehicles per hour
11	Technology to optimise efficiency of movement (pedestrians, cyclists, buses and general motor traffic)	All appropriate detection and optimisation technology has been applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	No detection and optimisation technology applied to traffic signals.	–		1	1	N/A no traffic signals

12	Additional features to support people using controlled crossings	Controlled crossings have many additional features to enhance their quality (please see scoring guidance).	Controlled crossings have some additional features to enhance their quality (please see scoring guidance).	Controlled crossings have no additional features to enhance their quality (please see scoring guidance). <u>or</u> There is no step-free access at the crossing point and/or there is no physical delineation between the footway and carriageway away from crossing points.	–	①	2	2	All crossing facilities are appropriate for the context, dropped kerbs and tactile paving is present across northern terminus at its junction with West Green Road
13	Width of clear continuous walking space	There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour). <u>or</u> There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 3m or more in busy locations (flows of >1200 pedestrians an hour).	There is 2m to 2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour). <u>or</u> There is 2.5m to 3m in busy locations (flows of >1200 pedestrians an hour).	There is 1.5m to 2m clear width for walking in quiet and moderate locations (flows of <1200 pedestrians an hour). <u>or</u> There is 2m to 2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour).	There is less than 1.5m clear width for walking.	①	3	3	2m footways with flows of <600 pedestrians an hour as Kirkton Road is a residential throughroad
14	Sharing of footway with people cycling	No part of the footway is designated as shared use for walking and cycling.	Part or all of a footway wider than 3m with fewer than 200 pedestrians per hour is designated as shared use.	Part or all of a footway used by more than 200 pedestrians per hour is designated as shared use. <u>or</u> Part or all of a footway less than 3m wide is designated as shared use.	–	①	3	3	No shared use current or proposed.
15	Collision risk between people cycling and turning motor vehicles	Side roads are closed to motorised traffic, or turning movements by motor vehicles are minimised. <u>and</u> At signal-controlled junctions, all conflicting movements between cycle traffic and turning motor traffic are separated.	Some measures are in place to reduce turning movements by motor vehicles at priority junctions. <u>and</u> At signal-controlled junctions, cycle movements are not separated and fewer than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	There are no restrictions on turning movements by motor vehicles at side roads and other uncontrolled accesses. <u>and</u> At signal-controlled junctions, cycle movements are not separated and more than 5% of turning vehicle movements are made by larger vehicles but mitigation measures are in place.	At signal-controlled junctions, cycle movements are not separated, more than 5% of turning vehicle movements are made by larger vehicles and there are no mitigation measures in place.	①	1	1	no restrictions on vehicle turning movements
16	Effective width for cycling	Where cycles are separated from other traffic , the width of the lane or track is 2.2m or more (one-way) or 3.5m or more (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is 4.5m or more.	Where cycles are separated from other traffic , the width of the lane or track is 1.5m to 2.2m (one-way) or 2.5m to 3.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 4m and 4.5m.	Where cycles are separated from other traffic , the width of the lane or track is less than 1.5m (one-way) or less than 2.5m (two-way). Otherwise: Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is less than 3.2m.	Width of the nearside general traffic lane (where there is no cycle lane) or width of the cycle lane plus adjacent general traffic lane is between 3.2m and 3.9m.	①	1	1	

17	Impact of kerbside activity on cycling	There is no kerbside activity. <u>or</u> People cycling are physically separated from parking or loading facilities.	There is occasional kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	There is frequent or continuous kerbside activity, and people cycling can keep at least 1.0m clearance to vehicles parked or loading.	People cycling cannot maintain at least 1.0m clearance from vehicles parked or loading.	ⓘ	2	2	There is frequent kerbside activity with on-street parking bays on both sides of the carriageway (Monday-Saturday, 8am to 6.30pm) with sections of double yellow line parking restrictions
18	Quality of carriageway surface	The carriageway surface is even and smooth, with sufficient skid resistance. <u>or</u> There are defects but resurfacing of the whole carriageway is proposed.	There are a few minor defects in the carriageway surface (please see scoring guidance).	There are many minor defects in the carriageway surface (please see scoring guidance).	There are major defects in the carriageway surface (please see scoring guidance).	ⓘ	1	1	The carriageway surface is reasonable in standard without additional skid resistance surfacing
19	Quality of footway surface	There is an even and level surface for walking on footways. <u>or</u> There are defects but resurfacing of the whole footway is proposed.	There are a few minor defects in the footway surface (please see scoring guidance).	There are many minor defects in the footway surface (please see scoring guidance).	There are major defects in the footway surface (please see scoring guidance).	ⓘ	1	1	
20	Surveillance of public spaces	There is constant surveillance – because mixed use buildings overlook the street or space, or because there are many people using the space or walking through.	There is intermittent surveillance – because surrounding buildings are single-use or do not completely overlook the street, or because there are few people using the space or walking through.	There is poor surveillance – because few buildings overlook the street or space, there is little activity.	–	ⓘ	2	2	Kirkton Road is lined with residential properties for its entirety
21	Lighting	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201. <u>and</u> Lighting of off-carriageway facilities for walking or cycling exceeds the same standards.	Street lighting meets the British Standard 5489:2003 and the European Standard CEN/TR 13201 but lighting of off-carriageway spaces for walking or cycling does not.	Street lighting does not meet the British Standard 5489:2003 and the European Standard CEN/TR 13201.	–	ⓘ	3	3	
22	Provision of cycle parking	Cycle parking exceeds existing demand and is accessible by all.	Cycle parking meets existing demand and is accessible by all.	Cycle parking does not meet existing demand. <u>or</u> Cycle parking meets existing demand but is not accessible by all.	–	ⓘ	1	2	cycle parking would be situated inside each Block to allow access to all residents/visitors

23	Street trees	If assessing existing: There are multiple trees, with canopies spaced less than 15m apart on average. If assessing proposal: All existing trees are to be retained and the street is already tree-lined with less than 15m between tree canopies. or All existing trees are to be retained, with planting of new trees designed to reduce the average canopy spacing to less than 15m.	If assessing existing: There are multiple trees, with canopies spaced more than 15m apart on average. If assessing proposal: Not all existing trees are to be retained, however new planting will ensure the overall number of trees is maintained or increased. or All existing trees are to be retained, however the canopy spacing will remain more than 15m on average.	If assessing existing: There are no trees, or only one tree. If assessing proposal: There are no existing or proposed trees. or The number of trees has been reduced.	–	ⓘ	2	2	a few street trees existing
24	Planting at footway-level (excluding trees)	If assessing existing: There is substantial planting in good condition designed to create or improve social space and/or act as a connection between other green spaces (eg pocket park, rain garden, community garden area). If assessing proposal: Existing greenery is to be enhanced with integrated SuDS features or new planting or new areas of greenery are proposed.	If assessing existing: There is some planting, eg shrubs, verges, hedges, ornamental flower beds, or adaptation for some animal species. If assessing proposal: Existing standalone greenery is to be retained.	If assessing existing: There is no planting, or existing planting is in a poor condition. If assessing proposal: No green infrastructure is proposed, or the size of existing greenery is to be reduced.	–	ⓘ	2	3	Some bushes, trees and grass is situated along Brunel Walk which can be seen from Kirkton Road The development proposals include the implementation of an abundance of vegetation within the boundaries of the site on Brunel Walk which can be seen from Kirkton Road with new social space and landscaping.
25	Walking distance between resting points (benches and other informal seating)	There is less than 50m between resting points.	There is between 50m and 150m between resting points.	There is more than 150m between resting points.	–	ⓘ	1	1	
26	Walking distance between sheltered areas protecting from rain. Including fixed awning or other shelter provided by buildings/infrastructure	There is less than 50m between sheltered areas.	There is between 50m and 150m between sheltered areas.	There is more than 150m between sheltered areas.	–	ⓘ	1	1	
Are there any bus services running on this street? (Y/N) If not, do not complete metrics 27-28							N	N	An answer is required here in order to generate results
27	Factors influencing bus passenger journey time	There are positive influences on bus journey time, e.g. bus lanes, and/or exemptions for buses from movement bans for general traffic.	Buses are mixed with traffic but not significantly delayed.	There are negative influences on bus journey time, e.g. unclear markings, narrow lane width, parking/loading issues, short cage length, mixing with congested traffic.	–	ⓘ	3	3	
28	Bus stop accessibility	Bus stop is wheelchair accessible, there is clear space for boarding and alighting and there is a clearway in place at the bus stop.	Bus stop is wheelchair accessible but either there is limited clear space around the bus stop for boarding and alighting or, for borough roads, there is no clearway in place.	Bus stop is not wheelchair accessible, ie the kerb height is less than 100mm.	–	ⓘ	3	3	

Are there any rail/underground/bus stations accessible from this street? (Y/N) If not, do not complete metrics 29-31						N	N	An answer is required here in order to generate results	
29	Bus stop connectivity with other public transport services	The bus stop is within sight of another service – less than 50m away.	The bus stop is between 50m and 150m away from another service.	The bus stop is more than 150m away from another service.	–	❗	1	1	
30	Street-to-station step-free access	All entry points to the station are step-free.	The main entry point to the station is not step-free but step-free alternatives are provided.	There is no step-free access to the station.	–	❗	2	2	
31	Support for interchange between cycling and underground/rail	Secure cycle parking is provided close to station access points, and exceeding existing demand.	Cycle parking is available close to station access points that meets existing demand.	There is insufficient cycle parking to meet demand, or cycle parking is poorly located for station access points.	–	❗	2	2	
					If 'zero' scores (known road danger issues) remain, please explain why opposite:		0	0	Insert design response for 'zero' scores here

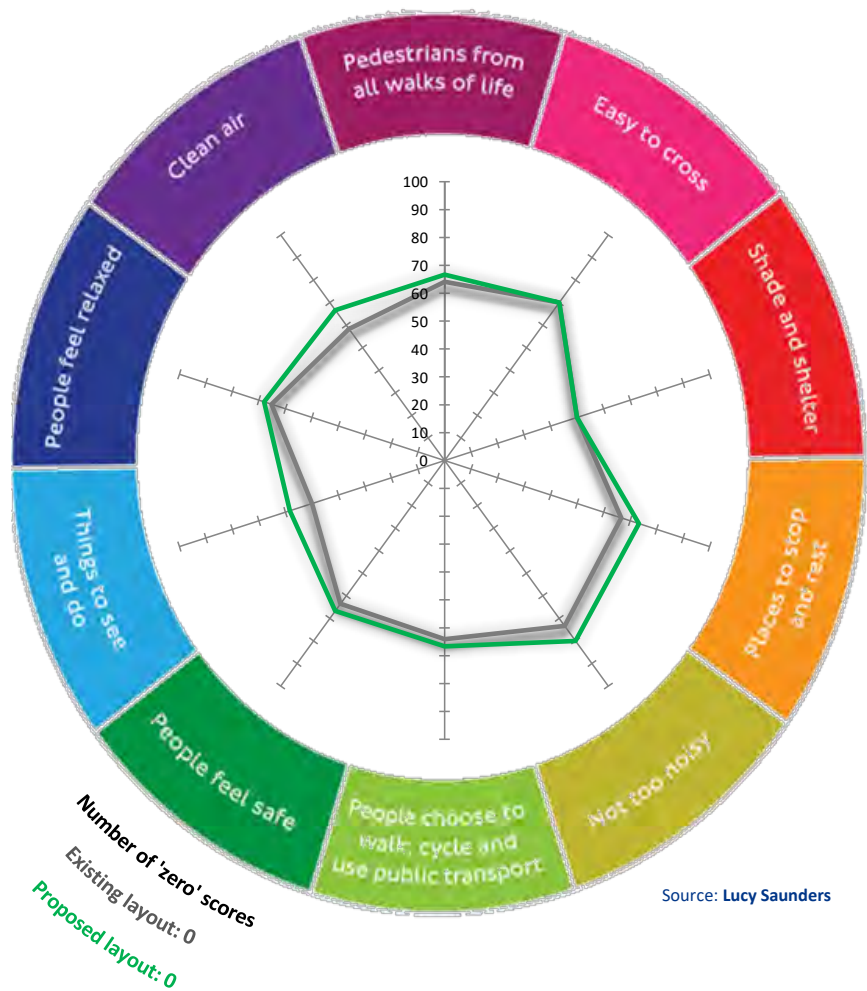
Healthy Streets
Check Summary
Results

Indicators explained >

An overview of how each metric aligns with different Indicators

Interpreting results >

A summary of how to use and improve on your results



Healthy Streets Indicator scores (%)
(Results will only display once all metrics have been scored)

	Existing layout	Proposed layout
Pedestrians from all walks of life	64	67
Easy to cross	70	70
Shade and shelter	50	50
Places to stop and rest	67	73
Not too noisy	73	80
People choose to walk, cycle and use public transport	64	67
People feel safe	63	67
Things to see and do	50	58
People feel relaxed	65	68
Clean air	58	67
Overall Healthy Streets Check score	64	67
Number of 'zero' scores	0	0

APPENDIX G

Calculation Reference: AUDIT-728001-220623-0605

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	2 days
	IS ISLINGTON	1 days
	KI KINGSTON	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: 15 to 90 (units:)
 Range Selected by User: 1 to 100 (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: 01/01/00 to 26/09/14

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:

Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

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

RGP Mill Pool House Godalming

Licence No: 728001

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
50,001 to 100,000	2 days
100,001 or More	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
500,001 or More	3 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	2 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

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:

No PTAL Present	2 days
4 Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	HG-03-D-01	BLOCKS OF FLATS	HARINGEY
	TALBOT ROAD		
	SOUTH TOTTENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	25/01/07	Survey Type: MANUAL
2	HG-03-D-03	BLOCKS OF FLATS	HARINGEY
	COMMERCE ROAD		
	WOOD GREEN		
	WOODSIDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	90	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
3	IS-03-D-03	BLOCK OF FLATS	ISLINGTON
	HAWES STREET		
	ISLINGTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	36	
	Survey date: THURSDAY	21/11/13	Survey Type: MANUAL
4	KI-03-D-01	BLOCKS OF FLATS	KINGSTON
	THE BITTOMS		
	KINGSTON		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	15	
	Survey date: THURSDAY	14/11/02	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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): 4.53

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	4	41	0.061	4	41	0.048	4	41	0.109
08:00 - 09:00	4	41	0.024	4	41	0.109	4	41	0.133
09:00 - 10:00	4	41	0.036	4	41	0.079	4	41	0.115
10:00 - 11:00	4	41	0.079	4	41	0.061	4	41	0.140
11:00 - 12:00	4	41	0.018	4	41	0.036	4	41	0.054
12:00 - 13:00	4	41	0.048	4	41	0.048	4	41	0.096
13:00 - 14:00	4	41	0.091	4	41	0.061	4	41	0.152
14:00 - 15:00	4	41	0.030	4	41	0.024	4	41	0.054
15:00 - 16:00	4	41	0.073	4	41	0.048	4	41	0.121
16:00 - 17:00	4	41	0.067	4	41	0.067	4	41	0.134
17:00 - 18:00	4	41	0.048	4	41	0.036	4	41	0.084
18:00 - 19:00	4	41	0.061	4	41	0.042	4	41	0.103
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.636			0.659			1.295

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

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

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Parameter summary

Trip rate parameter range selected: 15 - 90 (units:)
Survey date range: 01/01/00 - 26/09/14
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	41	0.000	4	41	0.000	4	41	0.000
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.012	4	41	0.006	4	41	0.018
10:00 - 11:00	4	41	0.000	4	41	0.006	4	41	0.006
11:00 - 12:00	4	41	0.000	4	41	0.000	4	41	0.000
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.006	4	41	0.000	4	41	0.006
14:00 - 15:00	4	41	0.000	4	41	0.006	4	41	0.006
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.000	4	41	0.000	4	41	0.000
17:00 - 18:00	4	41	0.000	4	41	0.000	4	41	0.000
18:00 - 19:00	4	41	0.006	4	41	0.000	4	41	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.018			0.042

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	41	0.000	4	41	0.006	4	41	0.006
08:00 - 09:00	4	41	0.000	4	41	0.000	4	41	0.000
09:00 - 10:00	4	41	0.000	4	41	0.012	4	41	0.012
10:00 - 11:00	4	41	0.006	4	41	0.012	4	41	0.018
11:00 - 12:00	4	41	0.000	4	41	0.006	4	41	0.006
12:00 - 13:00	4	41	0.000	4	41	0.000	4	41	0.000
13:00 - 14:00	4	41	0.000	4	41	0.000	4	41	0.000
14:00 - 15:00	4	41	0.018	4	41	0.012	4	41	0.030
15:00 - 16:00	4	41	0.000	4	41	0.000	4	41	0.000
16:00 - 17:00	4	41	0.030	4	41	0.012	4	41	0.042
17:00 - 18:00	4	41	0.000	4	41	0.012	4	41	0.012
18:00 - 19:00	4	41	0.000	4	41	0.006	4	41	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.078			0.132

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	41	0.067	4	41	0.048	4	41	0.115
08:00 - 09:00	4	41	0.024	4	41	0.158	4	41	0.182
09:00 - 10:00	4	41	0.048	4	41	0.103	4	41	0.151
10:00 - 11:00	4	41	0.085	4	41	0.061	4	41	0.146
11:00 - 12:00	4	41	0.024	4	41	0.042	4	41	0.066
12:00 - 13:00	4	41	0.061	4	41	0.055	4	41	0.116
13:00 - 14:00	4	41	0.091	4	41	0.073	4	41	0.164
14:00 - 15:00	4	41	0.042	4	41	0.024	4	41	0.066
15:00 - 16:00	4	41	0.139	4	41	0.055	4	41	0.194
16:00 - 17:00	4	41	0.091	4	41	0.097	4	41	0.188
17:00 - 18:00	4	41	0.061	4	41	0.073	4	41	0.134
18:00 - 19:00	4	41	0.079	4	41	0.061	4	41	0.140
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.812			0.850			1.662

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	4	41	0.042	4	41	0.091	4	41	0.133
08:00 - 09:00	4	41	0.042	4	41	0.176	4	41	0.218
09:00 - 10:00	4	41	0.109	4	41	0.091	4	41	0.200
10:00 - 11:00	4	41	0.073	4	41	0.091	4	41	0.164
11:00 - 12:00	4	41	0.067	4	41	0.079	4	41	0.146
12:00 - 13:00	4	41	0.085	4	41	0.115	4	41	0.200
13:00 - 14:00	4	41	0.115	4	41	0.109	4	41	0.224
14:00 - 15:00	4	41	0.109	4	41	0.091	4	41	0.200
15:00 - 16:00	4	41	0.212	4	41	0.158	4	41	0.370
16:00 - 17:00	4	41	0.188	4	41	0.121	4	41	0.309
17:00 - 18:00	4	41	0.103	4	41	0.079	4	41	0.182
18:00 - 19:00	4	41	0.152	4	41	0.073	4	41	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.297			1.274			2.571

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	41	0.012	4	41	0.097	4	41	0.109
08:00 - 09:00	4	41	0.000	4	41	0.261	4	41	0.261
09:00 - 10:00	4	41	0.024	4	41	0.061	4	41	0.085
10:00 - 11:00	4	41	0.006	4	41	0.030	4	41	0.036
11:00 - 12:00	4	41	0.036	4	41	0.048	4	41	0.084
12:00 - 13:00	4	41	0.036	4	41	0.079	4	41	0.115
13:00 - 14:00	4	41	0.055	4	41	0.042	4	41	0.097
14:00 - 15:00	4	41	0.073	4	41	0.042	4	41	0.115
15:00 - 16:00	4	41	0.133	4	41	0.042	4	41	0.175
16:00 - 17:00	4	41	0.121	4	41	0.036	4	41	0.157
17:00 - 18:00	4	41	0.109	4	41	0.024	4	41	0.133
18:00 - 19:00	4	41	0.133	4	41	0.012	4	41	0.145
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.738			0.774			1.512

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
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): 4.53

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	4	41	0.121	4	41	0.242	4	41	0.363
08:00 - 09:00	4	41	0.067	4	41	0.594	4	41	0.661
09:00 - 10:00	4	41	0.182	4	41	0.267	4	41	0.449
10:00 - 11:00	4	41	0.170	4	41	0.194	4	41	0.364
11:00 - 12:00	4	41	0.127	4	41	0.176	4	41	0.303
12:00 - 13:00	4	41	0.182	4	41	0.248	4	41	0.430
13:00 - 14:00	4	41	0.261	4	41	0.224	4	41	0.485
14:00 - 15:00	4	41	0.242	4	41	0.170	4	41	0.412
15:00 - 16:00	4	41	0.485	4	41	0.255	4	41	0.740
16:00 - 17:00	4	41	0.430	4	41	0.267	4	41	0.697
17:00 - 18:00	4	41	0.273	4	41	0.188	4	41	0.461
18:00 - 19:00	4	41	0.364	4	41	0.152	4	41	0.516
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.904			2.977			5.881

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

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

APPENDIX H

Calculation Reference: AUDIT-728001-211013-1010

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
BE	BEXLEY	1 days
BT	BRENT	1 days
GR	GREENWICH	1 days
SK	SOUTHWARK	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: 98 to 232 (units:)
 Range Selected by User: 20 to 250 (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: 01/01/13 to 22/11/18

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	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
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.

Secondary Filtering selection:

Use Class:

C3	4 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	1 days
------------------	--------

25,001 to 50,000	2 days
------------------	--------

50,001 to 100,000	1 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	3 days
-----------------	--------

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

Car ownership within 5 miles:

0.5 or Less	1 days
-------------	--------

0.6 to 1.0	3 days
------------	--------

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

Travel Plan:

Yes	3 days
-----	--------

No	1 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:

4 Good	1 days
--------	--------

5 Very Good	1 days
-------------	--------

6a Excellent	2 days
--------------	--------

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

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LIST OF SITES relevant to selection parameters

1	BE-03-M-04 JUBILEE WAY SIDCUP	BLOCKS OF FLATS	BEXLEY
	Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings:	98	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
2	BT-03-M-02 EMPIRE WAY WEMBLEY	BLOCK OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	232	
	Survey date: MONDAY	18/05/15	Survey Type: MANUAL
3	GR-03-M-01 GREENWICH HIGH ROAD GREENWICH	BLOCKS OF FLATS	GREENWICH
	Town Centre High Street Total No of Dwellings:	226	
	Survey date: TUESDAY	25/11/14	Survey Type: MANUAL
4	SK-03-M-02 WOOD'S ROAD PECKHAM	BLOCKS OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	122	
	Survey date: THURSDAY	22/11/18	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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	170	0.022	4	170	0.035	4	170	0.057
08:00 - 09:00	4	170	0.050	4	170	0.102	4	170	0.152
09:00 - 10:00	4	170	0.035	4	170	0.034	4	170	0.069
10:00 - 11:00	4	170	0.019	4	170	0.028	4	170	0.047
11:00 - 12:00	4	170	0.016	4	170	0.034	4	170	0.050
12:00 - 13:00	4	170	0.027	4	170	0.027	4	170	0.054
13:00 - 14:00	4	170	0.021	4	170	0.028	4	170	0.049
14:00 - 15:00	4	170	0.022	4	170	0.025	4	170	0.047
15:00 - 16:00	4	170	0.028	4	170	0.025	4	170	0.053
16:00 - 17:00	4	170	0.041	4	170	0.022	4	170	0.063
17:00 - 18:00	4	170	0.058	4	170	0.029	4	170	0.087
18:00 - 19:00	4	170	0.040	4	170	0.027	4	170	0.067
19:00 - 20:00	4	170	0.050	4	170	0.038	4	170	0.088
20:00 - 21:00	4	170	0.037	4	170	0.022	4	170	0.059
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.466			0.476			0.942

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.

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Parameter summary

Trip rate parameter range selected: 98 - 232 (units:)
Survey date range: 01/01/13 - 22/11/18
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 1
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	4	170	0.000	4	170	0.000	4	170	0.000
08:00 - 09:00	4	170	0.000	4	170	0.000	4	170	0.000
09:00 - 10:00	4	170	0.004	4	170	0.004	4	170	0.008
10:00 - 11:00	4	170	0.000	4	170	0.001	4	170	0.001
11:00 - 12:00	4	170	0.000	4	170	0.000	4	170	0.000
12:00 - 13:00	4	170	0.001	4	170	0.001	4	170	0.002
13:00 - 14:00	4	170	0.000	4	170	0.000	4	170	0.000
14:00 - 15:00	4	170	0.001	4	170	0.001	4	170	0.002
15:00 - 16:00	4	170	0.000	4	170	0.000	4	170	0.000
16:00 - 17:00	4	170	0.003	4	170	0.001	4	170	0.004
17:00 - 18:00	4	170	0.001	4	170	0.001	4	170	0.002
18:00 - 19:00	4	170	0.001	4	170	0.001	4	170	0.002
19:00 - 20:00	4	170	0.006	4	170	0.006	4	170	0.012
20:00 - 21:00	4	170	0.006	4	170	0.006	4	170	0.012
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.022			0.045

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	170	0.001	4	170	0.000	4	170	0.001
08:00 - 09:00	4	170	0.001	4	170	0.003	4	170	0.004
09:00 - 10:00	4	170	0.000	4	170	0.000	4	170	0.000
10:00 - 11:00	4	170	0.006	4	170	0.006	4	170	0.012
11:00 - 12:00	4	170	0.000	4	170	0.000	4	170	0.000
12:00 - 13:00	4	170	0.000	4	170	0.000	4	170	0.000
13:00 - 14:00	4	170	0.000	4	170	0.000	4	170	0.000
14:00 - 15:00	4	170	0.000	4	170	0.000	4	170	0.000
15:00 - 16:00	4	170	0.000	4	170	0.000	4	170	0.000
16:00 - 17:00	4	170	0.000	4	170	0.000	4	170	0.000
17:00 - 18:00	4	170	0.001	4	170	0.000	4	170	0.001
18:00 - 19:00	4	170	0.001	4	170	0.001	4	170	0.002
19:00 - 20:00	4	170	0.000	4	170	0.001	4	170	0.001
20:00 - 21:00	4	170	0.000	4	170	0.000	4	170	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.011			0.021

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	170	0.000	4	170	0.009	4	170	0.009
08:00 - 09:00	4	170	0.000	4	170	0.032	4	170	0.032
09:00 - 10:00	4	170	0.001	4	170	0.012	4	170	0.013
10:00 - 11:00	4	170	0.000	4	170	0.004	4	170	0.004
11:00 - 12:00	4	170	0.001	4	170	0.006	4	170	0.007
12:00 - 13:00	4	170	0.000	4	170	0.004	4	170	0.004
13:00 - 14:00	4	170	0.000	4	170	0.006	4	170	0.006
14:00 - 15:00	4	170	0.001	4	170	0.001	4	170	0.002
15:00 - 16:00	4	170	0.012	4	170	0.001	4	170	0.013
16:00 - 17:00	4	170	0.013	4	170	0.000	4	170	0.013
17:00 - 18:00	4	170	0.022	4	170	0.001	4	170	0.023
18:00 - 19:00	4	170	0.019	4	170	0.000	4	170	0.019
19:00 - 20:00	4	170	0.007	4	170	0.000	4	170	0.007
20:00 - 21:00	4	170	0.003	4	170	0.001	4	170	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.079			0.077			0.156

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	170	0.021	4	170	0.038	4	170	0.059
08:00 - 09:00	4	170	0.032	4	170	0.153	4	170	0.185
09:00 - 10:00	4	170	0.038	4	170	0.047	4	170	0.085
10:00 - 11:00	4	170	0.021	4	170	0.028	4	170	0.049
11:00 - 12:00	4	170	0.021	4	170	0.040	4	170	0.061
12:00 - 13:00	4	170	0.032	4	170	0.029	4	170	0.061
13:00 - 14:00	4	170	0.025	4	170	0.038	4	170	0.063
14:00 - 15:00	4	170	0.029	4	170	0.031	4	170	0.060
15:00 - 16:00	4	170	0.044	4	170	0.028	4	170	0.072
16:00 - 17:00	4	170	0.052	4	170	0.029	4	170	0.081
17:00 - 18:00	4	170	0.074	4	170	0.038	4	170	0.112
18:00 - 19:00	4	170	0.047	4	170	0.034	4	170	0.081
19:00 - 20:00	4	170	0.074	4	170	0.044	4	170	0.118
20:00 - 21:00	4	170	0.047	4	170	0.022	4	170	0.069
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.557			0.599			1.156

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/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	170	0.050	4	170	0.081	4	170	0.131
08:00 - 09:00	4	170	0.063	4	170	0.167	4	170	0.230
09:00 - 10:00	4	170	0.071	4	170	0.072	4	170	0.143
10:00 - 11:00	4	170	0.056	4	170	0.035	4	170	0.091
11:00 - 12:00	4	170	0.087	4	170	0.060	4	170	0.147
12:00 - 13:00	4	170	0.069	4	170	0.086	4	170	0.155
13:00 - 14:00	4	170	0.074	4	170	0.058	4	170	0.132
14:00 - 15:00	4	170	0.066	4	170	0.102	4	170	0.168
15:00 - 16:00	4	170	0.150	4	170	0.091	4	170	0.241
16:00 - 17:00	4	170	0.127	4	170	0.088	4	170	0.215
17:00 - 18:00	4	170	0.145	4	170	0.078	4	170	0.223
18:00 - 19:00	4	170	0.142	4	170	0.081	4	170	0.223
19:00 - 20:00	4	170	0.093	4	170	0.088	4	170	0.181
20:00 - 21:00	4	170	0.086	4	170	0.074	4	170	0.160
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.279			1.161			2.440

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	170	0.012	4	170	0.125	4	170	0.137
08:00 - 09:00	4	170	0.025	4	170	0.193	4	170	0.218
09:00 - 10:00	4	170	0.027	4	170	0.053	4	170	0.080
10:00 - 11:00	4	170	0.025	4	170	0.041	4	170	0.066
11:00 - 12:00	4	170	0.037	4	170	0.037	4	170	0.074
12:00 - 13:00	4	170	0.031	4	170	0.053	4	170	0.084
13:00 - 14:00	4	170	0.028	4	170	0.032	4	170	0.060
14:00 - 15:00	4	170	0.028	4	170	0.031	4	170	0.059
15:00 - 16:00	4	170	0.065	4	170	0.031	4	170	0.096
16:00 - 17:00	4	170	0.093	4	170	0.037	4	170	0.130
17:00 - 18:00	4	170	0.109	4	170	0.032	4	170	0.141
18:00 - 19:00	4	170	0.131	4	170	0.041	4	170	0.172
19:00 - 20:00	4	170	0.087	4	170	0.027	4	170	0.114
20:00 - 21:00	4	170	0.037	4	170	0.018	4	170	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.735			0.751			1.486

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	4	170	0.003	4	170	0.145	4	170	0.148
08:00 - 09:00	4	170	0.012	4	170	0.181	4	170	0.193
09:00 - 10:00	4	170	0.006	4	170	0.062	4	170	0.068
10:00 - 11:00	4	170	0.019	4	170	0.027	4	170	0.046
11:00 - 12:00	4	170	0.010	4	170	0.024	4	170	0.034
12:00 - 13:00	4	170	0.012	4	170	0.012	4	170	0.024
13:00 - 14:00	4	170	0.006	4	170	0.022	4	170	0.028
14:00 - 15:00	4	170	0.018	4	170	0.022	4	170	0.040
15:00 - 16:00	4	170	0.028	4	170	0.019	4	170	0.047
16:00 - 17:00	4	170	0.038	4	170	0.013	4	170	0.051
17:00 - 18:00	4	170	0.087	4	170	0.013	4	170	0.100
18:00 - 19:00	4	170	0.122	4	170	0.019	4	170	0.141
19:00 - 20:00	4	170	0.103	4	170	0.024	4	170	0.127
20:00 - 21:00	4	170	0.055	4	170	0.007	4	170	0.062
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.519			0.590			1.109

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	4	170	0.015	4	170	0.270	4	170	0.285
08:00 - 09:00	4	170	0.037	4	170	0.375	4	170	0.412
09:00 - 10:00	4	170	0.032	4	170	0.115	4	170	0.147
10:00 - 11:00	4	170	0.044	4	170	0.068	4	170	0.112
11:00 - 12:00	4	170	0.047	4	170	0.060	4	170	0.107
12:00 - 13:00	4	170	0.043	4	170	0.065	4	170	0.108
13:00 - 14:00	4	170	0.034	4	170	0.055	4	170	0.089
14:00 - 15:00	4	170	0.046	4	170	0.053	4	170	0.099
15:00 - 16:00	4	170	0.093	4	170	0.050	4	170	0.143
16:00 - 17:00	4	170	0.131	4	170	0.050	4	170	0.181
17:00 - 18:00	4	170	0.196	4	170	0.046	4	170	0.242
18:00 - 19:00	4	170	0.254	4	170	0.060	4	170	0.314
19:00 - 20:00	4	170	0.190	4	170	0.050	4	170	0.240
20:00 - 21:00	4	170	0.091	4	170	0.025	4	170	0.116
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.253			1.342			2.595

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

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	4	170	0.086	4	170	0.398	4	170	0.484
08:00 - 09:00	4	170	0.133	4	170	0.727	4	170	0.860
09:00 - 10:00	4	170	0.143	4	170	0.246	4	170	0.389
10:00 - 11:00	4	170	0.121	4	170	0.136	4	170	0.257
11:00 - 12:00	4	170	0.156	4	170	0.167	4	170	0.323
12:00 - 13:00	4	170	0.145	4	170	0.184	4	170	0.329
13:00 - 14:00	4	170	0.133	4	170	0.156	4	170	0.289
14:00 - 15:00	4	170	0.143	4	170	0.187	4	170	0.330
15:00 - 16:00	4	170	0.299	4	170	0.171	4	170	0.470
16:00 - 17:00	4	170	0.323	4	170	0.168	4	170	0.491
17:00 - 18:00	4	170	0.437	4	170	0.164	4	170	0.601
18:00 - 19:00	4	170	0.462	4	170	0.176	4	170	0.638
19:00 - 20:00	4	170	0.364	4	170	0.183	4	170	0.547
20:00 - 21:00	4	170	0.227	4	170	0.122	4	170	0.349
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.172			3.185			6.357

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	170	0.007	4	170	0.004	4	170	0.011
08:00 - 09:00	4	170	0.010	4	170	0.012	4	170	0.022
09:00 - 10:00	4	170	0.009	4	170	0.006	4	170	0.015
10:00 - 11:00	4	170	0.004	4	170	0.004	4	170	0.008
11:00 - 12:00	4	170	0.007	4	170	0.012	4	170	0.019
12:00 - 13:00	4	170	0.009	4	170	0.007	4	170	0.016
13:00 - 14:00	4	170	0.007	4	170	0.010	4	170	0.017
14:00 - 15:00	4	170	0.006	4	170	0.004	4	170	0.010
15:00 - 16:00	4	170	0.001	4	170	0.004	4	170	0.005
16:00 - 17:00	4	170	0.006	4	170	0.004	4	170	0.010
17:00 - 18:00	4	170	0.001	4	170	0.001	4	170	0.002
18:00 - 19:00	4	170	0.001	4	170	0.001	4	170	0.002
19:00 - 20:00	4	170	0.001	4	170	0.001	4	170	0.002
20:00 - 21:00	4	170	0.001	4	170	0.000	4	170	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	170	0.000	4	170	0.040	4	170	0.040
08:00 - 09:00	4	170	0.000	4	170	0.049	4	170	0.049
09:00 - 10:00	4	170	0.000	4	170	0.010	4	170	0.010
10:00 - 11:00	4	170	0.003	4	170	0.001	4	170	0.004
11:00 - 12:00	4	170	0.001	4	170	0.003	4	170	0.004
12:00 - 13:00	4	170	0.001	4	170	0.000	4	170	0.001
13:00 - 14:00	4	170	0.000	4	170	0.004	4	170	0.004
14:00 - 15:00	4	170	0.000	4	170	0.003	4	170	0.003
15:00 - 16:00	4	170	0.004	4	170	0.003	4	170	0.007
16:00 - 17:00	4	170	0.004	4	170	0.000	4	170	0.004
17:00 - 18:00	4	170	0.018	4	170	0.003	4	170	0.021
18:00 - 19:00	4	170	0.019	4	170	0.000	4	170	0.019
19:00 - 20:00	4	170	0.032	4	170	0.007	4	170	0.039
20:00 - 21:00	4	170	0.018	4	170	0.001	4	170	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.124			0.224

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.

RGP Mill Pool House Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

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	4	170	0.000	4	170	0.028	4	170	0.028
08:00 - 09:00	4	170	0.003	4	170	0.024	4	170	0.027
09:00 - 10:00	4	170	0.000	4	170	0.012	4	170	0.012
10:00 - 11:00	4	170	0.000	4	170	0.001	4	170	0.001
11:00 - 12:00	4	170	0.000	4	170	0.001	4	170	0.001
12:00 - 13:00	4	170	0.000	4	170	0.000	4	170	0.000
13:00 - 14:00	4	170	0.000	4	170	0.000	4	170	0.000
14:00 - 15:00	4	170	0.003	4	170	0.000	4	170	0.003
15:00 - 16:00	4	170	0.001	4	170	0.003	4	170	0.004
16:00 - 17:00	4	170	0.003	4	170	0.003	4	170	0.006
17:00 - 18:00	4	170	0.003	4	170	0.000	4	170	0.003
18:00 - 19:00	4	170	0.012	4	170	0.001	4	170	0.013
19:00 - 20:00	4	170	0.018	4	170	0.000	4	170	0.018
20:00 - 21:00	4	170	0.004	4	170	0.000	4	170	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.073			0.120

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.