

FORTIS GREEN TENNIS CLUB, 31 SOUTHERN ROAD, LONDON N2 9LH

Transport Statement

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Transport Statement
Version -
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Document Status

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1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS Consulting Services UK Ltd on behalf of Fortis Green LLP (the 'Client') to accompany a planning application for the proposed development located at Fortis Green Tennis Club, 31 Southern Road, N2 9LH.
- 1.2 The purpose of this TS is to consider the transport and highways impacts of the development, in addition to the accessibility of the site to sustainable modes of transport.
- 1.3 The development site is in the London Borough of Haringey (LBH). The proposed vehicular access to the development site is via Cherry Tree Road, which forms part of the London Borough of Barnet (LBB) highway network.
- 1.4 As part of the pre-application discussions (**Reference: PRE/2022/0020**), the LBH has advised that LBB should be consulted regarding the development proposals and the highway access arrangements.
- 1.5 The description of development:

“Redevelopment of the site to provide a detached three storey block containing a new clubhouse with apartments above and a terrace of houses, one new tennis court, refurbishment of two of the existing tennis courts, creation of a vehicular access off Cherry Tree Road, with associated landscaping, car parking, cycle storage, and refuse storage.”
- 1.6 This TS has been produced alongside a Travel Plan Statement and Construction Logistics Plan (CLP).

Site Description

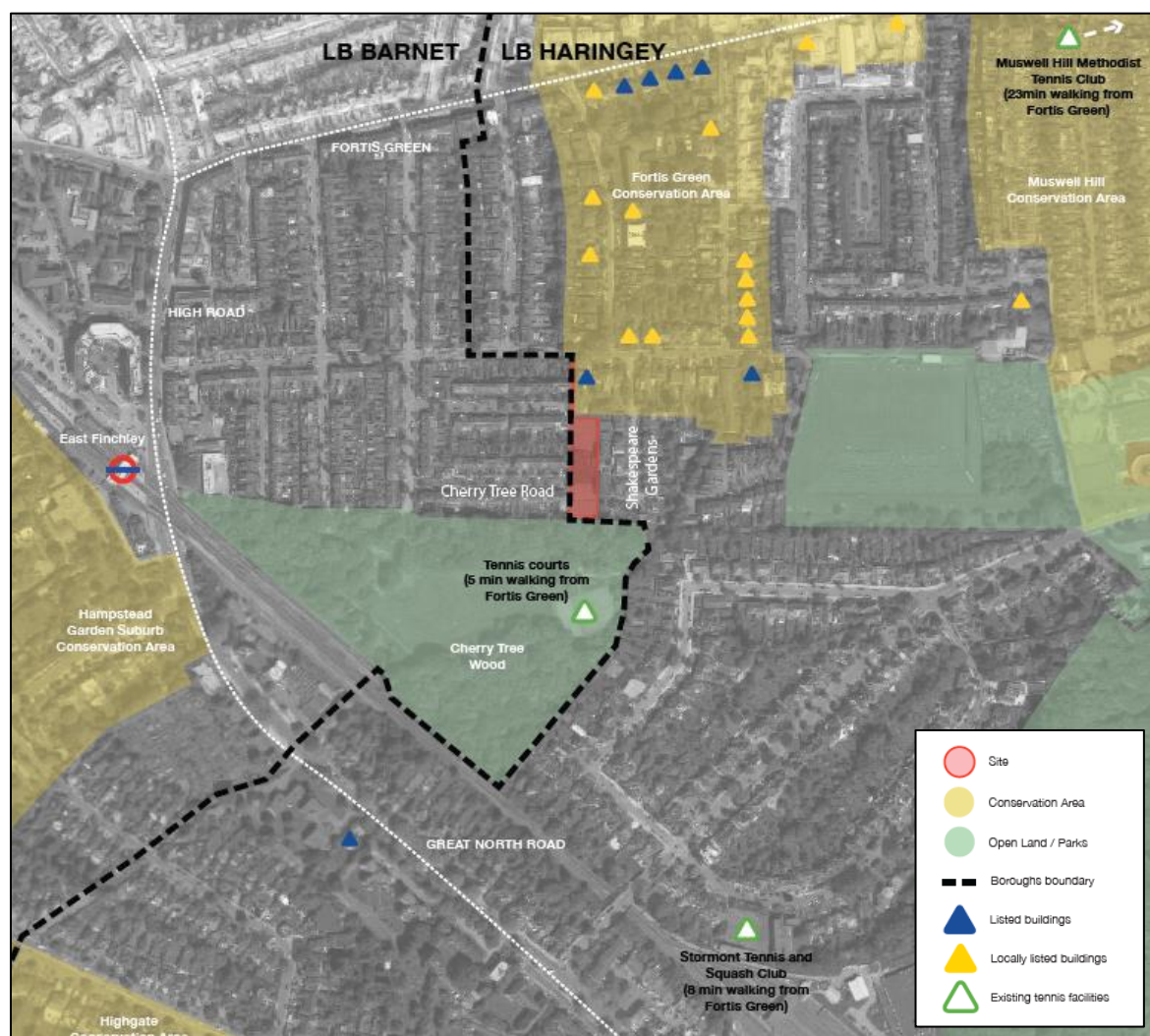
- 1.7 The Fortis Green Tennis Club is a back land site, which is located to the north of Cherry Tree Wood, and is currently accessible through a private pedestrian link accessed from Southern Road to the north. The site is located between East Finchley and Muswell Hill town centres.
- 1.8 The site is located approximately 500m walking distance to the east of East Finchley Station and is situated within the LBH. The western side of the site forms the boundary with the LBB.
- 1.9 The site currently measures circa 3,088sqm (0.3ha) and accommodates four tennis courts with supporting facilities, including a single-storey club house located in the centre of the site.
- 1.10 The site location plan is outlined in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.11 **Figure 1.2** provides additional details of the wider site context, in addition to the site boundary between the LBH and the LBB

Figure 1.2: Wider Site Context



Development Proposals

1.12 The development proposals for the scheme comprise the following elements:

- Refurbishment of the two northern tennis courts;
- Reprovision of a new clay tennis court. There will be an overall reduction from four tennis courts to three;
- New modernised tennis club house;
- Five new terraced residential houses (1 x 2-bed, and 4 x 4 bed);
- Three new flats above the tennis club house (1 x 1 bed and 2 x 3 bed);

- New vehicular access via Cherry Tree Road into the residential site only. No vehicular access to the tennis club is proposed. Access to the tennis club will remain via the private pedestrian access with Southern Road; and
 - Five residential car parking spaces for the five terraced houses (one of which is blue badge).
- 1.13 The total site measures approximately 3,088sqm (0.3ha). The proposed development plans are included in **Appendix 1**.

Report Structure

- 1.14 This TS has been structured as follows:
- **Section 2** of the TS describes the existing transport characteristics of the site and its location;
 - **Section 3** of the TS describes the existing site's accessibility to facilities by sustainable modes of travel. This includes a description of the walking and cycling facilities and access to public transport;
 - **Section 4** of the TS provides a review of the relevant central government and local government land use and transport planning policy and guidelines;
 - **Section 5** provides details of the development proposal including access arrangements, parking and servicing;
 - **Section 6** details the likely traffic and trip generation associated with the proposed scheme and the impact of that traffic onto the local highway network; and
 - **Section 7** provides the summary and conclusions.

2 EXISTING HIGHWAY CHARACTERISTICS

- 2.1 This section of the TS considers the site's context and a review of the local highway network.

Site Context

- 2.2 As previously outlined, the existing site comprises four tennis courts with a small club house. Fortis Green Tennis Club is a back land site, which is located to the north of Cherry Tree Wood, and is currently accessible through a private pedestrian link, taken from Southern Road to the north.

Existing Highway Network

- 2.3 The surrounding highway network is primarily comprised of residential roads, with footways located on either side of the carriageways.
- 2.4 Southern Road is a predominantly residential road, which is orientated in an east to west direction. Southern Road has street lighting located throughout its length. Southern Road becomes Baronsmere Road to the west of its junction with Park Hall Road, which forms a priority junction with East Finchley High Road.
- 2.5 To the east, Southern Road provides access towards Aquarius Archery Club.
- 2.6 Cherry Tree Road is a residential road, which is orientated in an east to west direction. Its eastern end forms the western boundary with the site, which is currently a cul-de-sac. To the west, Cherry Tree Road forms a simple priority junction with Summerlee Avenue, which in turn provides access towards Southern Road to the north.
- 2.7 The site is located on the eastern edge of Fortis Green CPZ, which is operation between 11:00 – 13:00 from Monday to Friday.

3 SITE ACCESSIBILITY

- 3.1 The modal choice for a particular journey is dependent on several factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the scheme.
- 3.2 The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel available to the individual. Where a choice of modes exists, the individual may prefer not to travel by private car; however, the overriding decision relates to the location and trip purpose.
- 3.3 This section of this TS considers the sustainability of the site in terms of the opportunities for accessible travel, walking and cycling and public transport.

Walking and Cycling Connectivity

- 3.4 The site is accessed via a pedestrian link, which is located via Southern Road to the north. The surrounding highway network is comprised of roads, which are primarily residential with footways located on either side.
- 3.5 The site is not located immediately close to any designated cycle routes as outlined on the Transport for London (TfL) website.
- 3.6 East Finchley High Road is categorised as a local cycleway and Fortis Green is categorised as a Primary Road, which is suitable for cycle use.
- 3.7 It is not anticipated that local topography is an impediment to cycle use.

Access to Local Facilities

- 3.8 In line with current planning policy, development sites should be accessible by a variety of transport modes, to minimise travel by private car.
- 3.9 Manual for Streets (Paragraph 4.4.1) states the following:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

- 3.10 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:

“There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1km (0.6miles), and for cycling, it is 4km (2.4miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT (2000).”

- 3.11 The Institution of Highways and Transportation (IHT) 'Guidelines for Providing Journeys on Foot' (2000) suggests acceptable, desirable, and maximum walking distances.
- 3.12 **Table 3.1** contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.1: IHT Guidelines on Walking Distances (Metres)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 3.13 It is evident from **Table 3.1**, that walking offers a great potential to replace short car trips, particularly for trips less than 2 kilometres.
- 3.14 Further to LTN 1/04, Local Transport Note 2/08 'Cycle Infrastructure Design' (Department for Transport 2008) states:
- "Many utility cycle journeys are under 3 miles although, for commuter journeys, a trip distance of over 5 miles is not uncommon."**
- 3.15 **Table 3.2** identifies the walking and cycling distance and time to local facilities and amenities measured from the site.
- 3.16 **Table 3.2** is not intended to provide an exhaustive list, rather an example of distances and travel time to local facilities and amenities.

Table 3.2: Walking and Cycling Distances to Local Facilities from the Site

			Appropriate Journey Time (minutes)*	
	Facility	Distance from Site	Walking	Cycling
Education				
Nursery	Fortis Green Nursery	350m	5mins	3mins
Nursery	Monkey Puzzle East Finchley Day Nursery	500m	6mins	1min
School	Tetherdown Primary School	600m	7mins	3mins
School	Treehouse School	900m	11mins	6mins
School	St James C of E Primary School	900m	11mins	6mins
Nursery	Greygates Day Nursery	1100m	14mins	6mins
Health and Community				
Dentist	The Finchley Dentist	85m	1min	1min
Doctor's Surgery	Queens Avenue Surgery	1100m	14mins	5mins
Shopping / Retail				
Convenience Store	Centro Convenience	550m	6mins	3mins
Supermarket	Budgens Supermarket	600m	8mins	3mins
Supermarket	Iceland	650m	8mins	4mins
Leisure Facilities				
Cinema	Phoenix Cinema London	450m	5mins	3mins
Park	Cherry Tree Wood	290m	3mins	1min
Public Transport				
East Finchley London Underground Station		500m	6mins	3mins
Twyford Avenue Bus Stops		300m	4mins	2mins

(*) distances based on Google Maps, which considers local topography.

- 3.17 As can be seen from **Table 3.2**, a wide range of local facilities including schools, retail and health services are within either acceptable or the preferred walking distance and within acceptable cycling distance of the site.
- 3.18 **Figure 3.1** is a local area context plan, which provides approximate walk and/or drive times to local facilities.

Figure 3.1: Local Area Context Plan

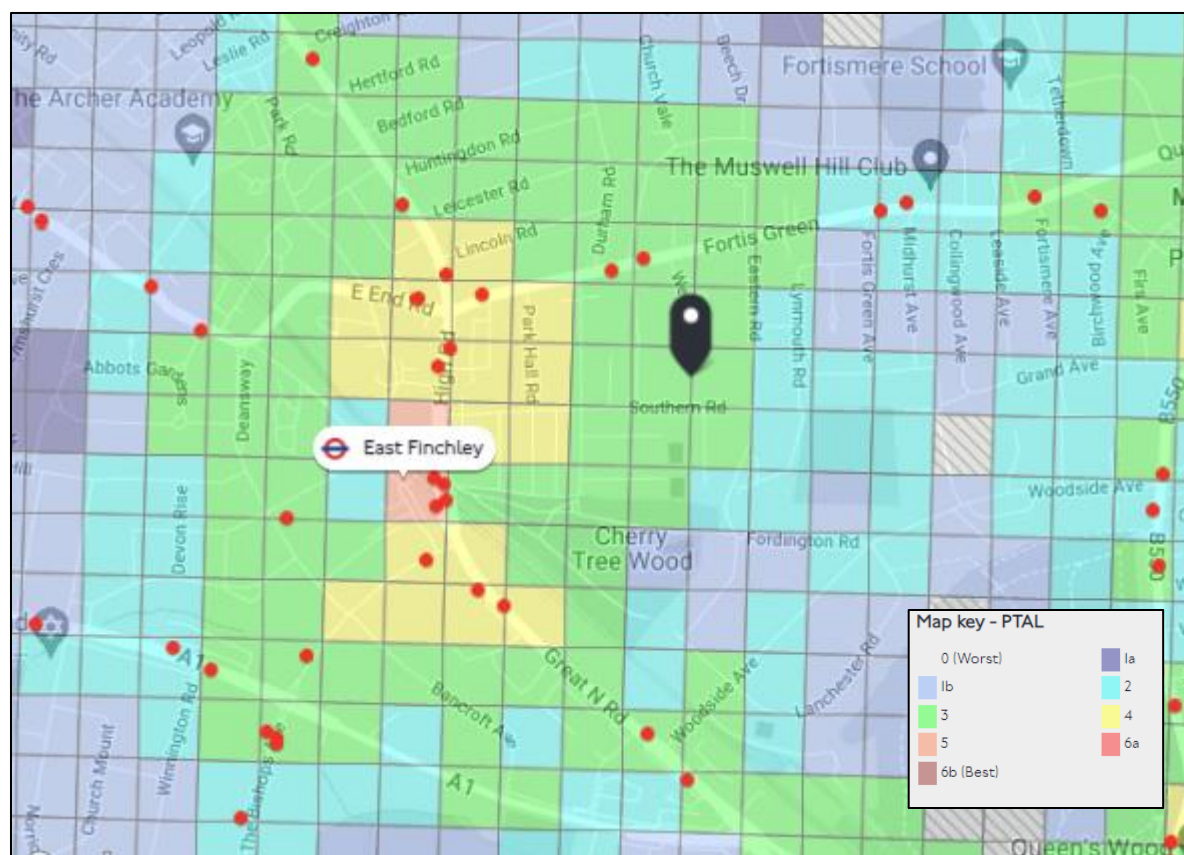


Public Transport Accessibility

PTAL

- 3.19 To obtain a site specific PTAL for the proposed development site, the PTAL has been calculated using the TfL WebCAT online calculator. The PTAL calculation for the site is a score of 3, representing a 'moderate' level of accessibility to public transport.
- 3.20 The PTAL output is shown on **Figure 3.2**.

Figure 3.2: PTAL Output



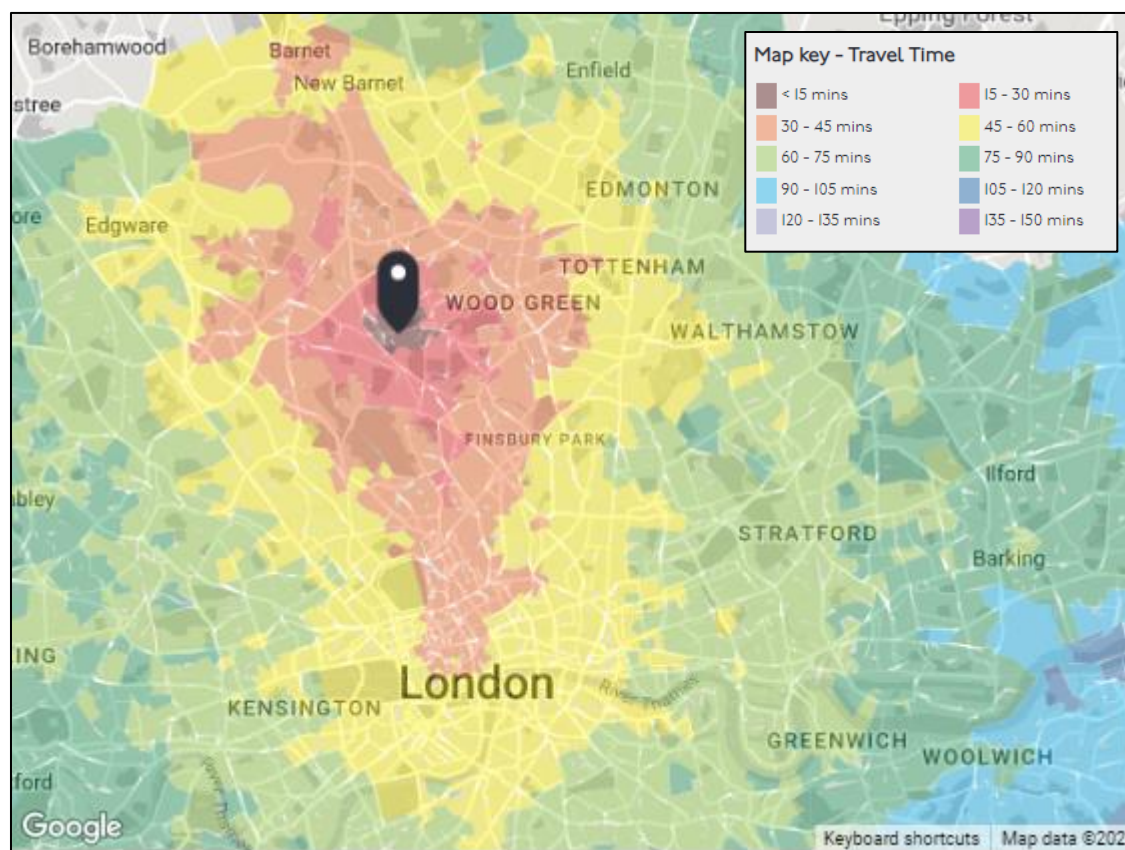
Source: WebCAT (January 2024)

- 3.21 The level of public transport provision nearby to the site can help future users access a range of key destinations by several travel modes, providing these people with a real and genuine choice of travel modes without needing to rely on the private car.
- 3.22 This includes local destinations within the LBH and LBB, which are accessed primarily by bus, in addition to locations in Central London, which are primarily access by London Underground / Rail.

Time Mapping (TIM) and Wider Connectivity

- 3.23 A further and better representation of the level of wider public transport connectivity nearby the development site can be provided by Time Mapping (TIM) Mapping, a tool available on TfL's WebCAT connectivity toolkit website, which measures how far a person can travel in any given journey time.
- 3.24 As can be seen from the output TIM map on **Figure 3.3**, several key employment destinations within Central London can be accessed within 60 minutes, including: Camden, Marylebone, the City of London, Soho, and the City of Westminster.

Figure 3.3: Time Mapping (TIM) Output



Source: WebCAT (January 2024)

- 3.25 The TIM Mapping output map provides a far more accurate representation of the level of public transport provision from the development site and shows that the site is very well connected to the wider public transport network, including both for local trips and those into Central London.

Bus Services

- 3.26 The nearest bus stop pair to the site are the Twyford Avenue bus stops (Stops L and N) located on A504 Fortis Green, which are situated within 300m walking distance (4-minute walk time) of the site. The Twyford Avenue stops are served by the 102, 234 and 603-bus services. The above bus services provide access towards Edmonton Green, Brent Cross, High Barnet, Archway and Swiss Cottage, therefore, providing access to several North London suburbs.
- 3.27 The site is also located 450m walking distance (6-minute walk time) from Fairlawn Avenue (Stop S) on East Finchley High Street, which is served by the 143, 263, H3, N20 and N271 bus services. The above services provide access towards Finchley Central, High Barnet, Upper Holloway and Highbury & Islington Station, therefore, providing access across North London.

London Underground Services

- 3.28 The nearest London Underground Station to the site is East Finchley, which is located within 500m walking distance (6-minute walk time) the west of the site.
- 3.29 East Finchley London Underground Station is in Travel Zone 3 and is situated on the High Barnet branch of the Northern Line.
- 3.30 The High Barnet branch of the Northern Line provides the following services:
- Four trains per hour from High Barnet to Kennington via Charing Cross;
 - Six trains per hour from High Barnet to Battersea Power Station via Charing Cross;
 - Two trains per hour from High Barnet to Morden via Charing Cross;
 - Eight trains per hour from High Barnet to Morden via Bank.
- 3.31 East Finchley London Underground Station can be accessed via several bus routes, including the 102, 143, 234, 263, 603 and H3-bus services.
- 3.32 East Finchley London Underground Station has a station car park, which has a total of 282 parking bays, including five disabled bays.

Road Safety

- 3.33 Personal Injury Accident (PIA) data has been obtained from TfL for the three-year period (February 2019 - February 2022).
- 3.34 A review of the above study area indicates that no collisions have occurred in the sections of Southern Road, Summerlee Avenue and Cherry Tree Road, which are in immediate proximity to the site.

Accessibility Summary

- 3.35 In terms of accessibility, the site is in a highly sustainable location, with a wide range of local facilities, bus, and rail services all within a reasonable walking or cycling distance of the site.
- 3.36 The site is located within walking distance of several bus stops, including stops on A504 Fortis Green and High Road. The site is also located within 500 metres of East Finchley London Underground Station; therefore, has direct access to London's excellent public transport network.
- 3.37 The site is well placed to provide future users with realistic travel alternatives to private car use, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport.

4 PLANNING POLICY

- 4.1 This section of the TS summarises the relevant national, regional, and local transport policy against which the development proposals have been considered.

National Policy

National Planning Policy Framework (NPPF, 2023)

- 4.2 The current National Planning Policy Framework (NPPF), updated in December 2023, replaces the previous Framework published in March 2012, as revised in July 2018 and February 2019, and updated in July 2021 and September 2023.
- 4.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel – most notably within Section 9 ‘Promoting Sustainable Transport’.
- 4.4 Paragraph 114 states:
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
- a. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
 - b. Safe and suitable access to the site can be achieved for all users;**
 - c. The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and**
 - d. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**
- 4.5 Paragraph 115 continues that:
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”**
- 4.6 In terms of planning applications NPPF states at paragraph 116(a) that development should:
- “Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”**
- 4.7 Paragraph 117 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

- 4.8 This NPPG provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.
- 4.9 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.
- 4.10 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe,” which may be a reason for refusal, in accordance with NPPF.

Regional Policy

London Plan (2021)

- 4.11 The London Plan, which was adopted in March 2021, is the spatial development strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for good growth.
- 4.12 Policy T1 ‘Strategic Approach to Transport’ states:
 - “Development Plans should support, and development proposals should facilitate:
 - a. The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and
 - b. The proposed transport schemes set out in Table 10.1.
 - c. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.”
- 4.13 Policy T3 ‘Transport Capacity, Connectivity and Safeguarding’ notes the following:
 - “Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused.”

- 4.14 Policy T4 ‘Assessing and Mitigating Transport Impacts’ asserts that:
- **“When required in accordance with national or local guidance transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;**
 - **Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified;**
 - **Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans, and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure;**
 - **The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be considered and mitigated;**
 - **Development proposals should not increase road danger.”**
- 4.15 Policy T5 ‘Cycle Parking’ states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.
- 4.16 This will be achieved through the provision of appropriate levels of cycle parking, which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2 and should be designed and laid out in accordance with the London Cycling Design Standards.
- 4.17 **Table 4.1** sets out the minimum cycle parking standards for a residential development.

Table 4.1: Minimum Cycle Parking Standards (London Plan 2021)

Use Class	Long-Stay	Short-Stay
C3-C4: Dwellings (All)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces - Thereafter: 1 space per 40 dwellings

4.18 Long-stay cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather, ideally in a sheltered cycle store.

4.19 Regarding short-stay cycle parking, it is stated that provision must be convenient and readily accessible, having step-free access and located nearby the main residential entrance wherever possible.

Local Planning Policy and Guidance

4.20 Although the site is in the LBH, its proximity to the LBB including the fact that the proposed vehicle access to the development will be using LBB highways, means that LBB local policy will also be adhered to.

London Borough of Haringey's Transport Strategy (2018)

4.21 Haringey's Transport Strategy (2018) provides a transport vision for the LBH over the next 10 years.

4.22 As outlined on page 3, the transport vision for the LBH is the following:

“to deliver a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.”

4.23 This vision will be achieved through the following four outcomes:

1. A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions;
2. Active travel the default choice, with more people choosing to travel by walking or cycling;
3. An improved air quality and a reduction in carbon emissions from transport; and
4. A well maintained road network that is less congested and safer.

4.24 This strategy will be achieved through the Local Implementation Plan (LIP), allowing for detailed and focused discussions and engagement on the key transport challenges facing Haringey and a mechanism for adopting tailored responses to meeting these challenges.

London Borough of Haringey Local Implementation Plan 2019-2022 (March 2019)

- 4.25 Haringey's Local Implementation Plan (LIP) is a statutory document setting out how Haringey will help to achieve regional and local transport goals, including those from the Mayor's Transport Strategy (MTS) 2018.
- 4.26 Outcome 8 of the MTS states that 'Active, efficient and sustainable travel will be the best option in new developments.'
- 4.27 The Borough's Strategic Policies Development Plan (DPD) outlines a vision statement for Haringey in 2026, and outlines that:

"Haringey has a network of cycle lanes and secure bike parks, encouraging greater levels of cycling and walking, while also promoting the use of public and greener transport."

- 4.28 The above will underpin the Borough's delivery of new development, as outlined in the Strategic Policies DPD. This aims to manage future growth through managing development locations to be at or near transport hubs, limiting development elsewhere.
- 4.29 The council continue to promote Outcome 8 by setting a requirement that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

Barnet Long Term Transport Strategy 2020-2041

- 4.30 This document outlines the overarching strategy for the LBB up to the year 2041. This timescale has been chosen to coincide with the Mayor of London's Transport Strategy.
- 4.31 It outlines that:

"Residents should be given a real choice of active, sustainable and efficient modes of travel. Second, car and other vehicle trips must be increasingly powered by more sustainable fuels."

Summary

- 4.32 The key transportation policy is to ensure that new developments are in locations which are and can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 4.33 In terms of sustainability, the site benefits from accessibility to existing bus and rail services and is accessible on foot and cycle. The site will therefore provide occupants with a realistic alternative to the private car and will promote travel using active transport modes.
- 4.34 As such, the site's location is considered to accord to relevant land use and transport policy.

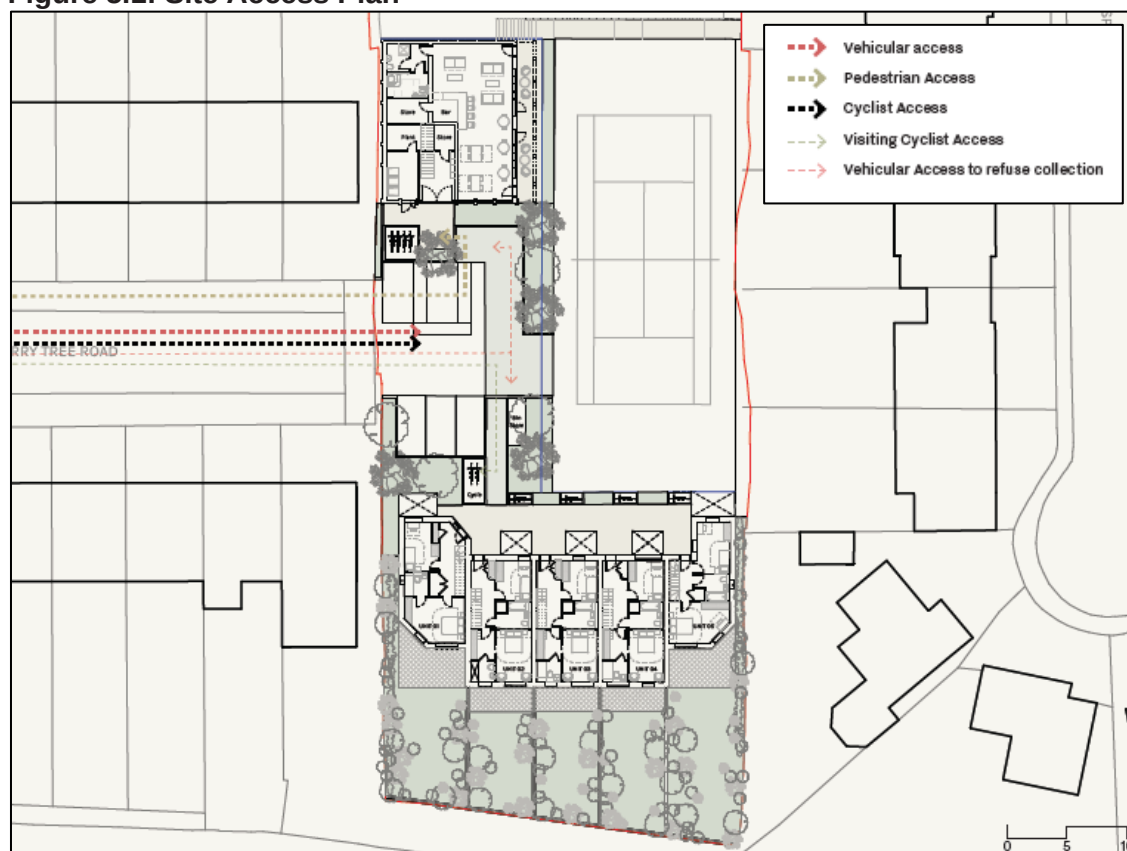
5 DEVELOPMENT PROPOSALS

- 5.1 This section of the TS describes the development proposals in terms of land use, access arrangements for all modes, car and cycle parking provision, and servicing and refuse collection arrangements.
- 5.2 The development proposals for the scheme comprise the following elements:
- Refurbishment of the two northern tennis courts;
 - Reprovision of a new clay tennis court. There will be an overall reduction from 4 tennis courts to 3;
 - New 95sqm tennis club house;
 - 5 new terraced residential houses (1 x 2-bed and 4 x 4 bed);
 - 3 new flats above the tennis club house (1 x 1 bed and 2 x 3 bed);
 - New vehicular access via Cherry Tree Road into the residential site only. No vehicular access to the tennis club is proposed. Access to the tennis club will remain via the private pedestrian access with Southern Road; and
 - 5 residential car parking spaces (including one blue badge bay).
- 5.3 The proposed layout plans are provided in **Appendix 1**.

Pedestrian and Vehicular Access

- 5.4 As previously outlined, it is proposed to create a new highway access to the western side of the site via Cherry Tree Road to serve the proposed 8 residential dwellings and associated parking spaces. The proposed vehicular access will be taken via the LBB highway network.
- 5.5 Pedestrian and residential access into the site will be taken from the western side of the development.
- 5.6 It is proposed that access to the re-configured Tennis Club will remain via the pedestrian access to the north, which is currently in place. It is proposed that no parking will be provided to serve the reconfigured Tennis Club.
- 5.7 **Figure 5.1** outlines the vehicle, pedestrian and cycle access to the site, including the vehicle access to refuse collection.

Figure 5.1: Site Access Plan



Car Parking

- 5.8 Regarding vehicle parking, it is proposed that the five residential houses will be served by a total of five car parking spaces. This will comprise a total of four standard car parking spaces within the car park and a single blue badge parking space.
- 5.9 The location of car parking spaces is provided in **Figure 5.2**.

Figure 5.2: Parking and Refuse Plan



- 5.10 The three proposed flats located above the new tennis club house will be car-free. This accords with the London Plan standards.
- 5.11 Electric vehicle charging provision will accord with the London Plan standards.

Cycle Parking

- 5.12 Cycle parking will be accommodated with secure storage on ground floor level with easy access for residents.
- 5.13 Cycle parking will be provided in accordance with London Plan standards. This will comprise a total of 2 Sheffield Stands for the apartment residents enclosed in an external cycle store, a total of 5 private cycle stores for 1 cycle allocated per house and a single Sheffield Stand to provide 2 visitor spaces located adjacent to the house entrances.
- 5.14 The location of the cycle parking spaces is outlined in **Figure 5.2**.
- 5.15 The cycle parking location is outlined in **Appendix 1**.

Servicing and Waste Collection Strategy

- 5.16 As the development is located on the boundaries of LBB and LBH, private refuse collectors will service the development. Vehicular access for refuse collection will be from Cherry Tree Road and the refuse vehicle will turn within the site.
- 5.17 Communal refuse facilities will be enclosed within the building at ground floor level, with an additional external bin store to be accommodated at the front of the houses for their use. This will be accessible to both residents and refuse collector from the street.
- 5.18 The vehicle tracking for refuse vehicles is outlined in **Appendix 2**.
- 5.19 The residential parking forecourt has been designed to allow access to the parking spaces and allow small delivery vehicles to serve the site. Such delivery vehicles are likely to include large transit type vehicles used for home deliveries.

6 TRIP GENERATION AND IMPACT ASSESSMENT

- 6.1 This section of the TS considers the traffic generation for the site on the local highway network. In determining the predicted traffic generation for the site, information has been collected from comparable sites on the TRICS (version 7.10.2) database.
- 6.2 As the tennis courts and the tennis club house will remain broadly the same for the redevelopment, it is anticipated that there will be no net change in terms of trip generation for this element of the proposed development. Therefore, a formal trip generation exercise has not been undertaken for the existing site use.
- 6.3 The proposed trip generation will be undertaken for the residential element of the scheme, which will comprise the following:
- five residential terraced houses; and
 - three flats to be located above the new tennis club.
- 6.4 It is understood that as the terraced houses and flats are a new provision, they will generate new trips on the local highway network.

Proposed Trip Generation

- 6.5 The TRICS database has been used as part of the assessment in determining the probable trip generation of the residential element of the site. This has been undertaken separately for the residential houses and the flats.

Houses Privately Owned

- 6.6 The following site selection parameters have been applied for the proposed five privately owned houses:
- Land Use: Residential;
 - Category: Houses Privately Owned;
 - Number of Dwellings: 3 – 30 selected;
 - PTAL Rating: 3-5 selected;
 - Time Period: Weekdays; and
 - Location: Greater London.
- 6.7 The total person trip rates for the proposed privately owned houses have been established based on similar surveyed sites within the TRICS database. More specifically, the trip generation rates have been derived on surveyed private houses located within Greater London.
- 6.8 The total person trip rates and generation for a weekday morning and evening peak hour and the daily trip rates (07:00-21:00) are set out in **Table 6.1**. The trip rates have been applied to the proposed 5 residential houses, to calculate the total person arrival and departure trip generation in the time periods. The TRICS reports are included in **Appendix 3**.

Table 6.1: Total Person Trip Rates and Generation (5 Privately Owned Residential Houses)

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Trip Rate	0.532	1.38	1.912	0.987	0.532	1.519	9.785	9.431	19.216
Total Person Trips	3	7	10	5	3	8	49	47	96

- 6.9 **Table 6.1** demonstrates that the proposed residential houses will generate 10 two-way person trips in the morning peak hour, 8 two-way person trips in the evening peak hour, and 96 two-way person trips over the daily period.
- 6.10 To understand the likely modes of travel of residents associated with the proposed development, the modal split derived from the TRICS database has been used.
- 6.11 The Multi-Modal trip generation for the privately owned residential houses is outlined in **Table 6.2**.

Table 6.2: Multi-Modal Trips (5 Privately Owned Residential Houses)

Mode	Modal Split (%)	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Car Driver	43.40%	1	3	4	2	1	3	21	20	42
Bus / Coach	9.70%	0	1	1	0	0	1	5	5	9
Cyclists	2.40%	0	0	0	0	0	0	1	1	2
Pedestrians	35.60%	1	2	3	2	1	3	17	17	34
Rail	8.90%	0	1	1	0	0	1	4	4	9
Total	100%	3	7	10	5	3	8	49	47	96

- 6.12 **Table 6.2** demonstrates that the five proposed residential houses would generate 4 two-way car driver trips in the morning peak hour, 3 two-way car driver trips in the evening peak hour, and 42 two-way car driver trips over the daily period.
- 6.13 The rest of the trips generated are dispersed across sustainable modes of transport, with the next most common mode comprising pedestrians (35.4%).
- 6.14 In terms of pedestrian trips, there would be 3 two-way pedestrian trips in the morning peak hour, 3 two-way pedestrian trips in the evening peak hour and 34 two-way pedestrian trips over the daily period.

Flats Privately Owned

- 6.15 The following site selection parameters have been applied for the proposed three private flats:
- Land Use: Residential;
 - Category: Flats Privately Owned;
 - Number of Dwellings: 3 – 30 selected;
 - PTAL Rating: 3-6b selected;
 - Time Period: Weekdays; and
 - Location: Greater London.
- 6.16 The total person trip rates for the proposed privately owned flats have been established based on similar surveyed sites within the TRICS database. More specifically, the trip generation rates have been derived on surveyed private houses located within Greater London.
- 6.17 The total person trip rates and generation for a weekday morning and evening peak hour and the daily trip rates (07:00-21:00) are set out in **Table 6.3**. The trip rates have been applied to the proposed five residential houses, to calculate the total person arrival and departure trip generation in the time periods. The TRICS reports are included in **Appendix 3**.

Table 6.3: Total Person Trip Rates and Generation (3 Privately Owned Flats)

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Trip Rate	0.158	0.526	0.684	0.272	0.132	0.404	2.702	2.727	5.429
Total Person Trips	0	2	2	1	0	1	8	8	16

- 6.18 **Table 6.3** demonstrates that the proposed flats will generate 2 two-way person trips in the morning peak hour, 1 two-way person trip in the evening peak hour, and 16 two-way person trips over the daily period.
- 6.19 To understand the likely modes of travel of residents associated with the proposed development, the modal split derived from the TRICS database has been used. The Multi-Modal trip generation for the flats is outlined in **Table 6.4**.

Table 6.4: Multi-Modal Trips (3 Privately Owned Flats)

Mode	Modal Split (%)	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Car Driver	10.00%	0	0	0	0	0	0	1	1	2
Bus / Coach	18.80%	0	0	0	0	0	0	2	2	3
Cyclists	11.20%	0	0	0	0	0	0	1	1	2
Pedestrians	42.90%	0	1	1	0	0	1	3	4	7
Rail	17.10%	0	0	0	0	0	0	1	1	3
Total	100%	0	2	2	1	0	1	8	8	16

6.20 **Table 6.2** demonstrates that the car-free nature of the flats would result in most trips to be undertaken by sustainable modes of transport.

6.21 In terms of pedestrian trips, there would be 1 two-way pedestrian trip in the morning peak hour, 1 two-way pedestrian trip in the evening peak hour and 7 two-way pedestrian trips over the daily period.

Proposed Total Trip Generation

6.22 **Table 6.5** outlines the total number of trips that would be generated by both residential uses. This would comprise the sum of the trips generated by the five privately owned houses and the three privately owned flats.

Table 6.5: Total Residential Trips

Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Car Driver	1	3	4	2	1	3	22	21	43
Bus / Coach	0	1	1	1	0	1	6	6	12
Cyclists	0	0	0	0	0	0	2	2	4
Pedestrians	1	3	4	2	1	3	21	20	41
Rail	0	1	1	1	0	1	6	6	11
Total	3	8	12	6	3	9	57	55	112

6.23 **Table 6.5** demonstrates that across all modes, the sum of the residential houses and flats will generate 12 two-way trips during the morning peak hour, 9 two-way trips during the evening peak hour and 112 two-way trips during the surveyed day.

- 6.24 In terms of car driver trips, there will be a total of 4 two-way trips during the morning peak hour, 3 two-way trips during the evening peak hour and 43 trips across the surveyed day.
- 6.25 In terms of pedestrian trips, there will be a total of 4 two-way trips during the morning peak hour, 3 two-way trips during the evening peak hour and 41 two-way trips across the surveyed day.

Summary

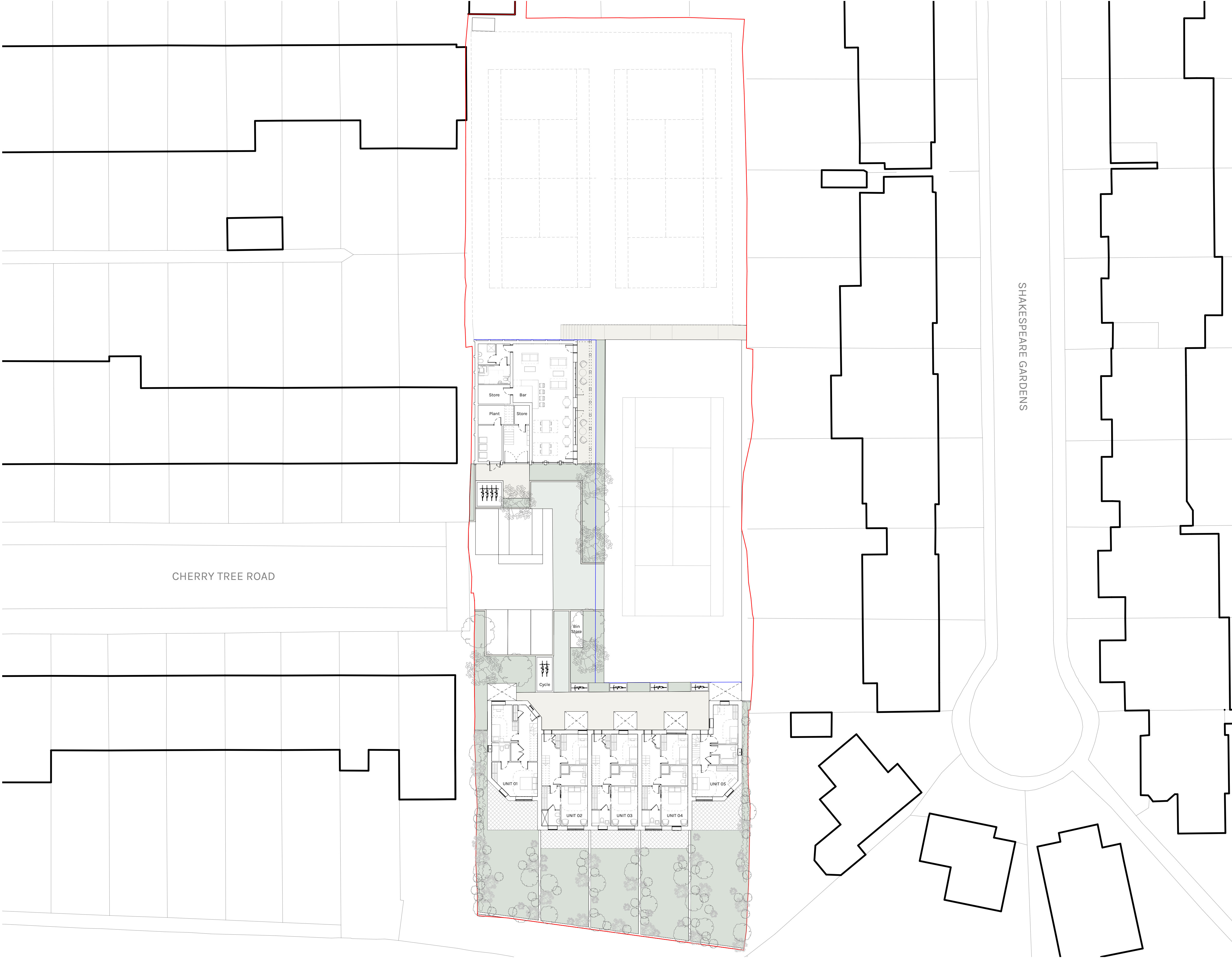
- 6.26 The trip generation assessment presented in this section of the TS shows that the proposed residential element of the development will result in a negligible traffic impact to the site's surrounding highway network.
- 6.27 The additional car driver trips that will be generated as a result of the residential element are equivalent to an additional car every 15 minutes during the morning peak hour and an additional car every 20 minutes during the evening peak hour.

7 CONCLUSIONS

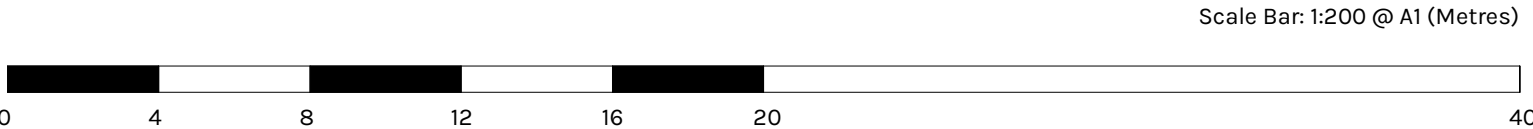
- 7.1 This Transport Statement has been prepared by RPS Transport on behalf of Fortis Green LLP (the 'Client') to accompany a planning application in respect of the proposed development located at Fortis Green Tennis Club. The development is located between East Finchley and Muswell Hill town centres.
- 7.2 The development site is in the LBH. The proposed vehicular access to the development site is via Cherry Tree Road that forms part of the LBB's highway network.
- 7.3 The development proposals for the scheme comprise the following elements:
- Refurbishment of the two northern tennis courts;
 - Reprovision of a new clay tennis court. There will be an overall reduction from four tennis courts to three;
 - New tennis club house;
 - Five new terraced residential houses (1 x 2-bed and 4 x 4 bed);
 - Three new flats above the tennis club house (1 x 1 bed and 2 x 3 bed);
 - New vehicular access via Cherry Tree Road into the residential site only; and
 - Five residential car parking spaces (including one blue badge space).
- 7.4 Cycle parking will be accommodated with secure storage on ground floor level with easy access for residents.
- 7.5 Cycle parking will be provided in accordance with London Plan standards. This will comprise a total of 2 Sheffield Stands for the apartment residents, a total of 5 private cycle stores for 1 cycle allocated per house and a visitor space located adjacent to the house entrance.
- 7.6 The site is very well located for access to a range of local facilities and amenities, including East Finchley London Underground Station and local bus stops, which would enable future site users to use non-car modes of travel for many journey purposes.
- 7.7 The TRICS database has been used as part of the assessment in determining the likely trip generation of the proposed site. The proposed residential element of the site has demonstrated that this would result in 112 additional two-way trips over the course of the day.
- 7.8 In terms of additional vehicle trips, this would result in a single additional vehicle trip every 15 minutes during the morning peak hour and a single additional vehicle trip every 20 minutes during the evening peak hour. In both cases, this represents a negligible impact to the local highway network.
- 7.9 The proposed development will have minimal traffic impact on the operation of the local transport or highway networks or highway safety, in accordance with the requirements outlined in the NPPF.
- 7.10 Based on the above, it is considered that the development proposals could be accommodated without detriment to the operation of the local highway network. As such, the development proposal would not result in a 'severe' impact, therefore, is acceptable in accordance with national, regional and local policies.

Appendices

Appendix 1 – Proposed Development Plans



1 00 Ground Floor Plan
1: 200



DFA

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Project

Fortis Green Tennis Club

Project address

Fortis Green Tennis Club
31 Southern Road
East Finchley
London N2 9LH

Client

Fortis Green LLP

Sheet number

1143-DFA-PL_0202

Sheet name

Proposed Ground Floor

Sheet scale

1: 200 @ A1

Date/time

12/10/2023 15:12:43

Rev	Description	Date	Issued	Checked
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Key

- Freehold boundary
- * Obscure Window

Project status

Draft Planning

GENERAL NOTES:

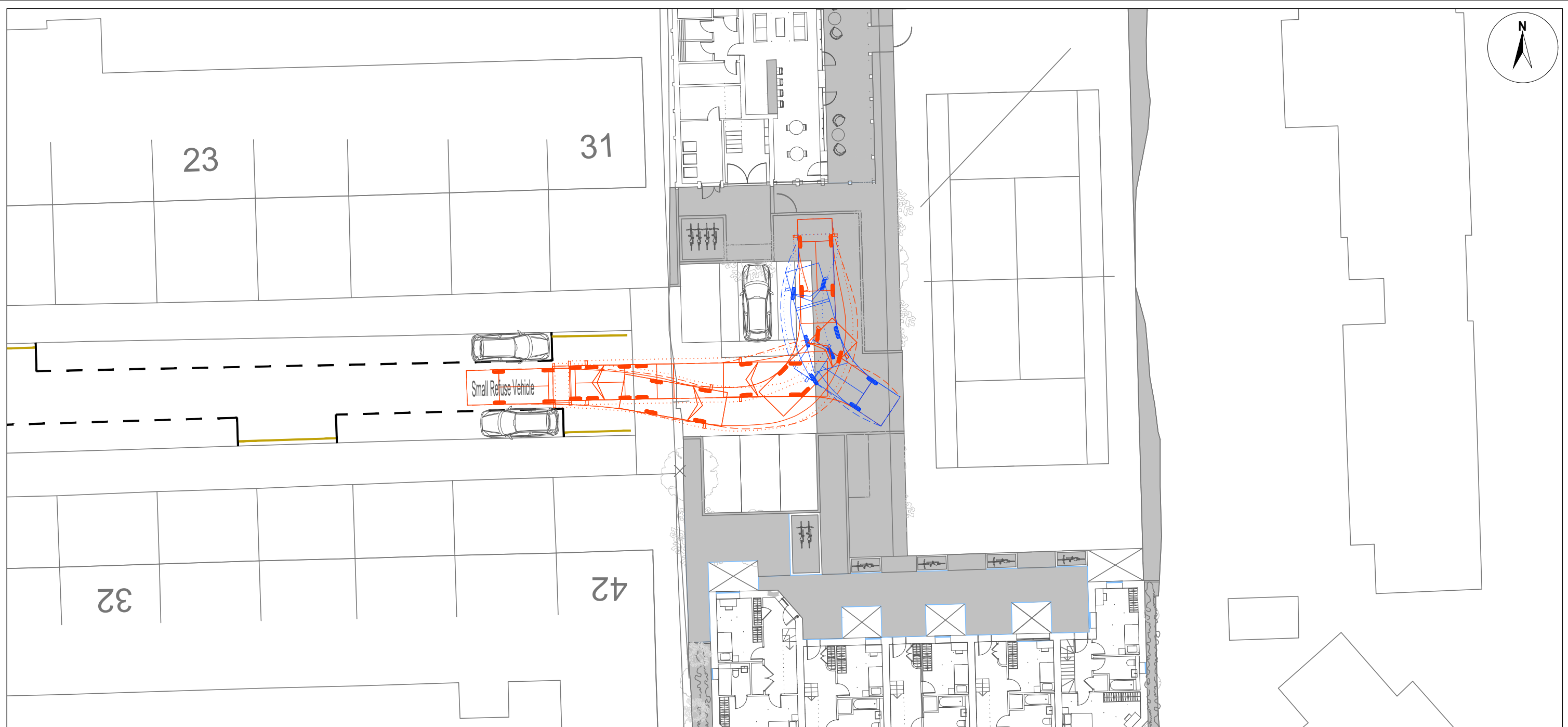
This drawing is not for construction and is for information purposes only. Contractor to provide detailed design and construction information. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site with any discrepancies reported to the architect.

OS information no accurate and not to be used for measurements.

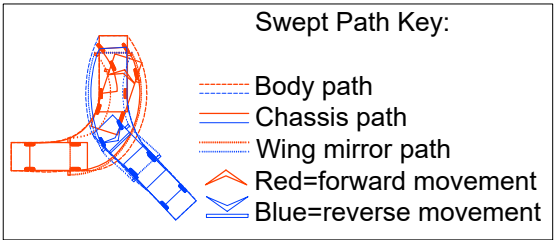
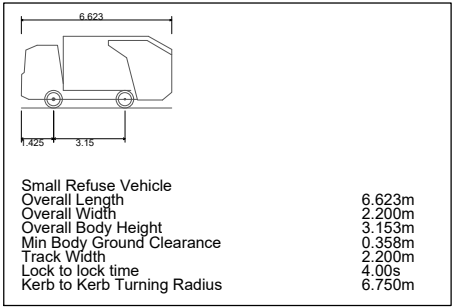
Downen Farmer Architects Ltd is incorporated in England & Wales. Company registration number 10861309.

N

Appendix 2 – Refuse Vehicle Swept Path Analysis



FOR
INFORMATION
ONLY



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T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client Capstone Group

Project Fortis Green Tennis Club

Title Small Refuse Collection Vehicle
Swept Path Analysis

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NOTES
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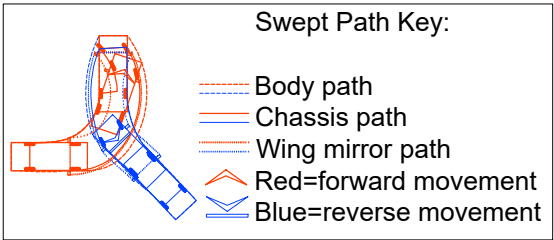
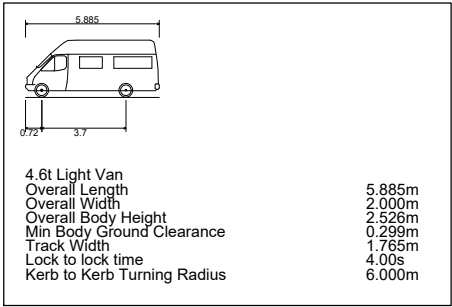
A	Latest layout added (x-PL_0202-Floor Plan - 00 Ground Floor Plan)	AJ	DJ	11/01/24
Rev	Description	By	CB	Date

Status	Drawn By	PM/Checked by
INFORMATION	AJ	MSB
Project Number	Scale @ A3	Date Created
JNY10488	1:###	21/09/2023
RPS Drawing/Figure Number	Rev	
JNY10488-RPS-0100-004	A	

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20 Farringdon Street, London EC4A 4AB
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Client Capstone Group

Project Fortis Green Tennis Club

Title Delivery Van
Swept Path Analysis

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Rev	Description	By	CB	Date
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Status	Drawn By	PM/Checked by
INFORMATION	AJ	MSB
Project Number	Scale @ A3	Date Created
JNY10488	1:250	02/02/2024
RPS Drawing/Figure Number	Rev	
JNY10488-RPS-0100-009		
rpsgroup.com		

Appendix 3 – TRICS Reports

RPS 1st Floor West London

Licence No: 515506

Calculation Reference: AUDIT-515506-230727-0754

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	2 days
SK	SOUTHWARK	1 days
WF	WALTHAM FOREST	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 6 to 29 (units:)
 Range Selected by User: 3 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/21

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	2 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 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	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 9 days - Selected

RPS 1st Floor West London

Licence No: 515506

Secondary Filtering selection:

Use Class:

C3	6 days
----	--------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	3 days
50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	6 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	3 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	1 days
No	5 days

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

PTAL Rating:

3 Moderate	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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RPS 1st Floor West London

Licence No: 515506

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	15	
	Survey date: WEDNESDAY	29/06/16	Survey Type: MANUAL
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:	14	
	Survey date: MONDAY	27/06/16	Survey Type: MANUAL
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL
4	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	28	
	Survey date: TUESDAY	25/05/21	Survey Type: MANUAL
5	WF-03-C-03 FOREST ROAD WALTHAMSTOW	FLATS & TERRACED HOUSES	WALTHAM FOREST
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings:	22	
	Survey date: FRIDAY	21/05/21	Survey Type: MANUAL
6	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	6	
	Survey date: TUESDAY	25/05/21	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.035	6	19	0.070	6	19	0.105
08:00 - 09:00	6	19	0.026	6	19	0.070	6	19	0.096
09:00 - 10:00	6	19	0.096	6	19	0.053	6	19	0.149
10:00 - 11:00	6	19	0.070	6	19	0.096	6	19	0.166
11:00 - 12:00	6	19	0.079	6	19	0.035	6	19	0.114
12:00 - 13:00	6	19	0.070	6	19	0.061	6	19	0.131
13:00 - 14:00	6	19	0.061	6	19	0.079	6	19	0.140
14:00 - 15:00	6	19	0.018	6	19	0.070	6	19	0.088
15:00 - 16:00	6	19	0.053	6	19	0.044	6	19	0.097
16:00 - 17:00	6	19	0.070	6	19	0.070	6	19	0.140
17:00 - 18:00	6	19	0.053	6	19	0.009	6	19	0.062
18:00 - 19:00	6	19	0.061	6	19	0.035	6	19	0.096
19:00 - 20:00	6	19	0.044	6	19	0.018	6	19	0.062
20:00 - 21:00	6	19	0.026	6	19	0.026	6	19	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.762			0.736			1.498

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

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

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Parameter summary

Trip rate parameter range selected:

6 - 29 (units:)

Survey date date range:

01/01/15 - 25/05/21

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.009	6	19	0.018
08:00 - 09:00	6	19	0.000	6	19	0.000	6	19	0.000
09:00 - 10:00	6	19	0.000	6	19	0.000	6	19	0.000
10:00 - 11:00	6	19	0.009	6	19	0.009	6	19	0.018
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.000	6	19	0.000	6	19	0.000
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.009	6	19	0.009	6	19	0.018
17:00 - 18:00	6	19	0.000	6	19	0.000	6	19	0.000
18:00 - 19:00	6	19	0.009	6	19	0.009	6	19	0.018
19:00 - 20:00	6	19	0.000	6	19	0.000	6	19	0.000
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.036			0.072

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.000	6	19	0.000	6	19	0.000
08:00 - 09:00	6	19	0.000	6	19	0.000	6	19	0.000
09:00 - 10:00	6	19	0.000	6	19	0.000	6	19	0.000
10:00 - 11:00	6	19	0.000	6	19	0.000	6	19	0.000
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.009	6	19	0.000	6	19	0.009
13:00 - 14:00	6	19	0.000	6	19	0.009	6	19	0.009
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.000	6	19	0.000	6	19	0.000
17:00 - 18:00	6	19	0.000	6	19	0.000	6	19	0.000
18:00 - 19:00	6	19	0.000	6	19	0.000	6	19	0.000
19:00 - 20:00	6	19	0.000	6	19	0.000	6	19	0.000
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL 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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.000	6	19	0.018	6	19	0.018
08:00 - 09:00	6	19	0.000	6	19	0.044	6	19	0.044
09:00 - 10:00	6	19	0.000	6	19	0.009	6	19	0.009
10:00 - 11:00	6	19	0.000	6	19	0.000	6	19	0.000
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.000	6	19	0.000	6	19	0.000
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.009	6	19	0.000	6	19	0.009
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.000	6	19	0.009	6	19	0.009
17:00 - 18:00	6	19	0.018	6	19	0.000	6	19	0.018
18:00 - 19:00	6	19	0.000	6	19	0.000	6	19	0.000
19:00 - 20:00	6	19	0.044	6	19	0.000	6	19	0.044
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071			0.080			0.151

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.018	6	19	0.061	6	19	0.079
08:00 - 09:00	6	19	0.061	6	19	0.096	6	19	0.157
09:00 - 10:00	6	19	0.096	6	19	0.079	6	19	0.175
10:00 - 11:00	6	19	0.070	6	19	0.114	6	19	0.184
11:00 - 12:00	6	19	0.088	6	19	0.035	6	19	0.123
12:00 - 13:00	6	19	0.096	6	19	0.070	6	19	0.166
13:00 - 14:00	6	19	0.061	6	19	0.079	6	19	0.140
14:00 - 15:00	6	19	0.018	6	19	0.132	6	19	0.150
15:00 - 16:00	6	19	0.070	6	19	0.053	6	19	0.123
16:00 - 17:00	6	19	0.079	6	19	0.061	6	19	0.140
17:00 - 18:00	6	19	0.044	6	19	0.009	6	19	0.053
18:00 - 19:00	6	19	0.061	6	19	0.044	6	19	0.105
19:00 - 20:00	6	19	0.044	6	19	0.018	6	19	0.062
20:00 - 21:00	6	19	0.035	6	19	0.026	6	19	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.841			0.877			1.718

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.035	6	19	0.044
08:00 - 09:00	6	19	0.079	6	19	0.202	6	19	0.281
09:00 - 10:00	6	19	0.096	6	19	0.132	6	19	0.228
10:00 - 11:00	6	19	0.053	6	19	0.053	6	19	0.106
11:00 - 12:00	6	19	0.132	6	19	0.070	6	19	0.202
12:00 - 13:00	6	19	0.096	6	19	0.035	6	19	0.131
13:00 - 14:00	6	19	0.053	6	19	0.044	6	19	0.097
14:00 - 15:00	6	19	0.018	6	19	0.035	6	19	0.053
15:00 - 16:00	6	19	0.079	6	19	0.132	6	19	0.211
16:00 - 17:00	6	19	0.132	6	19	0.088	6	19	0.220
17:00 - 18:00	6	19	0.070	6	19	0.114	6	19	0.184
18:00 - 19:00	6	19	0.167	6	19	0.096	6	19	0.263
19:00 - 20:00	6	19	0.158	6	19	0.079	6	19	0.237
20:00 - 21:00	6	19	0.053	6	19	0.061	6	19	0.114
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.195			1.176			2.371

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.053	6	19	0.062
08:00 - 09:00	6	19	0.000	6	19	0.061	6	19	0.061
09:00 - 10:00	6	19	0.009	6	19	0.053	6	19	0.062
10:00 - 11:00	6	19	0.009	6	19	0.026	6	19	0.035
11:00 - 12:00	6	19	0.018	6	19	0.000	6	19	0.018
12:00 - 13:00	6	19	0.018	6	19	0.018	6	19	0.036
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.009	6	19	0.009	6	19	0.018
16:00 - 17:00	6	19	0.009	6	19	0.000	6	19	0.009
17:00 - 18:00	6	19	0.070	6	19	0.000	6	19	0.070
18:00 - 19:00	6	19	0.035	6	19	0.009	6	19	0.044
19:00 - 20:00	6	19	0.044	6	19	0.018	6	19	0.062
20:00 - 21:00	6	19	0.009	6	19	0.000	6	19	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.247			0.486

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/C - FLATS PRIVATELY OWNED
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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.053	6	19	0.062
08:00 - 09:00	6	19	0.018	6	19	0.123	6	19	0.141
09:00 - 10:00	6	19	0.000	6	19	0.070	6	19	0.070
10:00 - 11:00	6	19	0.000	6	19	0.026	6	19	0.026
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.009	6	19	0.018	6	19	0.027
13:00 - 14:00	6	19	0.009	6	19	0.009	6	19	0.018
14:00 - 15:00	6	19	0.018	6	19	0.018	6	19	0.036
15:00 - 16:00	6	19	0.018	6	19	0.009	6	19	0.027
16:00 - 17:00	6	19	0.009	6	19	0.000	6	19	0.009
17:00 - 18:00	6	19	0.070	6	19	0.009	6	19	0.079
18:00 - 19:00	6	19	0.070	6	19	0.009	6	19	0.079
19:00 - 20:00	6	19	0.096	6	19	0.000	6	19	0.096
20:00 - 21:00	6	19	0.035	6	19	0.009	6	19	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.361			0.353			0.714

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.018	6	19	0.105	6	19	0.123
08:00 - 09:00	6	19	0.018	6	19	0.184	6	19	0.202
09:00 - 10:00	6	19	0.009	6	19	0.123	6	19	0.132
10:00 - 11:00	6	19	0.009	6	19	0.053	6	19	0.062
11:00 - 12:00	6	19	0.018	6	19	0.000	6	19	0.018
12:00 - 13:00	6	19	0.026	6	19	0.035	6	19	0.061
13:00 - 14:00	6	19	0.009	6	19	0.009	6	19	0.018
14:00 - 15:00	6	19	0.018	6	19	0.018	6	19	0.036
15:00 - 16:00	6	19	0.026	6	19	0.018	6	19	0.044
16:00 - 17:00	6	19	0.018	6	19	0.000	6	19	0.018
17:00 - 18:00	6	19	0.140	6	19	0.009	6	19	0.149
18:00 - 19:00	6	19	0.105	6	19	0.018	6	19	0.123
19:00 - 20:00	6	19	0.140	6	19	0.018	6	19	0.158
20:00 - 21:00	6	19	0.044	6	19	0.009	6	19	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.598			0.599			1.197

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.62

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.044	6	19	0.219	6	19	0.263
08:00 - 09:00	6	19	0.158	6	19	0.526	6	19	0.684
09:00 - 10:00	6	19	0.202	6	19	0.342	6	19	0.544
10:00 - 11:00	6	19	0.132	6	19	0.219	6	19	0.351
11:00 - 12:00	6	19	0.237	6	19	0.105	6	19	0.342
12:00 - 13:00	6	19	0.219	6	19	0.140	6	19	0.359
13:00 - 14:00	6	19	0.123	6	19	0.132	6	19	0.255
14:00 - 15:00	6	19	0.061	6	19	0.184	6	19	0.245
15:00 - 16:00	6	19	0.175	6	19	0.202	6	19	0.377
16:00 - 17:00	6	19	0.228	6	19	0.158	6	19	0.386
17:00 - 18:00	6	19	0.272	6	19	0.132	6	19	0.404
18:00 - 19:00	6	19	0.333	6	19	0.158	6	19	0.491
19:00 - 20:00	6	19	0.386	6	19	0.114	6	19	0.500
20:00 - 21:00	6	19	0.132	6	19	0.096	6	19	0.228
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.702			2.727			5.429

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.018	6	19	0.061	6	19	0.079
08:00 - 09:00	6	19	0.018	6	19	0.035	6	19	0.053
09:00 - 10:00	6	19	0.061	6	19	0.035	6	19	0.096
10:00 - 11:00	6	19	0.053	6	19	0.070	6	19	0.123
11:00 - 12:00	6	19	0.070	6	19	0.026	6	19	0.096
12:00 - 13:00	6	19	0.044	6	19	0.044	6	19	0.088
13:00 - 14:00	6	19	0.035	6	19	0.053	6	19	0.088
14:00 - 15:00	6	19	0.018	6	19	0.053	6	19	0.071
15:00 - 16:00	6	19	0.053	6	19	0.044	6	19	0.097
16:00 - 17:00	6	19	0.053	6	19	0.053	6	19	0.106
17:00 - 18:00	6	19	0.053	6	19	0.009	6	19	0.062
18:00 - 19:00	6	19	0.044	6	19	0.018	6	19	0.062
19:00 - 20:00	6	19	0.044	6	19	0.018	6	19	0.062
20:00 - 21:00	6	19	0.018	6	19	0.018	6	19	0.036
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.582			0.537			1.119

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.000	6	19	0.009
08:00 - 09:00	6	19	0.009	6	19	0.035	6	19	0.044
09:00 - 10:00	6	19	0.035	6	19	0.018	6	19	0.053
10:00 - 11:00	6	19	0.009	6	19	0.018	6	19	0.027
11:00 - 12:00	6	19	0.009	6	19	0.009	6	19	0.018
12:00 - 13:00	6	19	0.018	6	19	0.018	6	19	0.036
13:00 - 14:00	6	19	0.026	6	19	0.018	6	19	0.044
14:00 - 15:00	6	19	0.000	6	19	0.018	6	19	0.018
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.009	6	19	0.009	6	19	0.018
17:00 - 18:00	6	19	0.000	6	19	0.000	6	19	0.000
18:00 - 19:00	6	19	0.009	6	19	0.009	6	19	0.018
19:00 - 20:00	6	19	0.000	6	19	0.000	6	19	0.000
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.152			0.285

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.*

RPS 1st Floor West London

Licence No: 515506

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.000	6	19	0.000	6	19	0.000
08:00 - 09:00	6	19	0.000	6	19	0.000	6	19	0.000
09:00 - 10:00	6	19	0.000	6	19	0.000	6	19	0.000
10:00 - 11:00	6	19	0.000	6	19	0.000	6	19	0.000
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.000	6	19	0.000	6	19	0.000
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.000	6	19	0.000	6	19	0.000
17:00 - 18:00	6	19	0.000	6	19	0.000	6	19	0.000
18:00 - 19:00	6	19	0.000	6	19	0.000	6	19	0.000
19:00 - 20:00	6	19	0.000	6	19	0.000	6	19	0.000
20:00 - 21:00	6	19	0.009	6	19	0.009	6	19	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.000	6	19	0.044	6	19	0.044
08:00 - 09:00	6	19	0.018	6	19	0.105	6	19	0.123
09:00 - 10:00	6	19	0.000	6	19	0.053	6	19	0.053
10:00 - 11:00	6	19	0.000	6	19	0.018	6	19	0.018
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.009	6	19	0.018	6	19	0.027
13:00 - 14:00	6	19	0.009	6	19	0.000	6	19	0.009
14:00 - 15:00	6	19	0.018	6	19	0.018	6	19	0.036
15:00 - 16:00	6	19	0.018	6	19	0.009	6	19	0.027
16:00 - 17:00	6	19	0.009	6	19	0.000	6	19	0.009
17:00 - 18:00	6	19	0.035	6	19	0.009	6	19	0.044
18:00 - 19:00	6	19	0.061	6	19	0.009	6	19	0.070
19:00 - 20:00	6	19	0.088	6	19	0.000	6	19	0.088
20:00 - 21:00	6	19	0.035	6	19	0.009	6	19	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.292			0.592

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL DLR 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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.000	6	19	0.000	6	19	0.000
08:00 - 09:00	6	19	0.000	6	19	0.009	6	19	0.009
09:00 - 10:00	6	19	0.000	6	19	0.018	6	19	0.018
10:00 - 11:00	6	19	0.000	6	19	0.000	6	19	0.000
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.000	6	19	0.000	6	19	0.000
13:00 - 14:00	6	19	0.000	6	19	0.009	6	19	0.009
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.000	6	19	0.000	6	19	0.000
17:00 - 18:00	6	19	0.035	6	19	0.000	6	19	0.035
18:00 - 19:00	6	19	0.000	6	19	0.000	6	19	0.000
19:00 - 20:00	6	19	0.000	6	19	0.000	6	19	0.000
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.036			0.071

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL National 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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.009	6	19	0.018
08:00 - 09:00	6	19	0.000	6	19	0.009	6	19	0.009
09:00 - 10:00	6	19	0.000	6	19	0.000	6	19	0.000
10:00 - 11:00	6	19	0.000	6	19	0.009	6	19	0.009
11:00 - 12:00	6	19	0.000	6	19	0.000	6	19	0.000
12:00 - 13:00	6	19	0.000	6	19	0.000	6	19	0.000
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.000	6	19	0.000	6	19	0.000
17:00 - 18:00	6	19	0.000	6	19	0.000	6	19	0.000
18:00 - 19:00	6	19	0.009	6	19	0.000	6	19	0.009
19:00 - 20:00	6	19	0.009	6	19	0.000	6	19	0.009
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.053	6	19	0.062
08:00 - 09:00	6	19	0.000	6	19	0.061	6	19	0.061
09:00 - 10:00	6	19	0.009	6	19	0.053	6	19	0.062
10:00 - 11:00	6	19	0.009	6	19	0.026	6	19	0.035
11:00 - 12:00	6	19	0.018	6	19	0.000	6	19	0.018
12:00 - 13:00	6	19	0.018	6	19	0.018	6	19	0.036
13:00 - 14:00	6	19	0.000	6	19	0.000	6	19	0.000
14:00 - 15:00	6	19	0.000	6	19	0.000	6	19	0.000
15:00 - 16:00	6	19	0.009	6	19	0.009	6	19	0.018
16:00 - 17:00	6	19	0.009	6	19	0.000	6	19	0.009
17:00 - 18:00	6	19	0.070	6	19	0.000	6	19	0.070
18:00 - 19:00	6	19	0.035	6	19	0.009	6	19	0.044
19:00 - 20:00	6	19	0.044	6	19	0.018	6	19	0.062
20:00 - 21:00	6	19	0.009	6	19	0.000	6	19	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.239			0.247			0.486

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/C - FLATS PRIVATELY OWNED
 MULTI-MODAL Servicing 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	1	22	0.000	1	22	0.000	1	22	0.000
07:00 - 08:00	6	19	0.009	6	19	0.000	6	19	0.009
08:00 - 09:00	6	19	0.009	6	19	0.009	6	19	0.018
09:00 - 10:00	6	19	0.035	6	19	0.018	6	19	0.053
10:00 - 11:00	6	19	0.009	6	19	0.018	6	19	0.027
11:00 - 12:00	6	19	0.009	6	19	0.009	6	19	0.018
12:00 - 13:00	6	19	0.026	6	19	0.018	6	19	0.044
13:00 - 14:00	6	19	0.018	6	19	0.026	6	19	0.044
14:00 - 15:00	6	19	0.000	6	19	0.018	6	19	0.018
15:00 - 16:00	6	19	0.000	6	19	0.000	6	19	0.000
16:00 - 17:00	6	19	0.009	6	19	0.009	6	19	0.018
17:00 - 18:00	6	19	0.000	6	19	0.000	6	19	0.000
18:00 - 19:00	6	19	0.009	6	19	0.009	6	19	0.018
19:00 - 20:00	6	19	0.000	6	19	0.000	6	19	0.000
20:00 - 21:00	6	19	0.000	6	19	0.000	6	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.133			0.134			0.267

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.*

RPS 1st Floor West London

Licence No: 515506

Calculation Reference: AUDIT-515506-230727-0750

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	HO HOUNSLOW	1 days
	WF WALTHAM FOREST	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 9 to 50 (units:)
 Range Selected by User: 3 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/09/22

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 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	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2
High Street	1

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

Inclusion of Servicing Vehicles Counts:

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

RPS 1st Floor West London

Licence No: 515506

Secondary Filtering selection:

Use Class:

C3 3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000 3 days

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

Population within 5 miles:

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:

0.6 to 1.0 2 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 3 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:

3 Moderate 1 days

4 Good 1 days

5 Very Good 1 days

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

RPS 1st Floor West London

Licence No: 515506

LIST OF SITES relevant to selection parameters

1	HG-03-A-01 LAWRENCE ROAD TOTTENHAM WEST GREEN Neighbourhood Centre (PPS6 Local Centre) High Street Total No of Dwellings: 20 Survey date: TUESDAY 05/11/19	DETACHED & SEMI-DETACHED	HARINGEY	Survey Type: MANUAL
2	HO-03-A-02 HIBERNIAN ROAD HOUNSLOW Edge of Town Centre Residential Zone Total No of Dwellings: 50 Survey date: MONDAY 29/06/15	MIXED HOUSES	HOUNSLOW	Survey Type: MANUAL
3	WF-03-A-02 PALMERSTON ROAD WALTHAMSTOW Edge of Town Centre Residential Zone Total No of Dwellings: 9 Survey date: THURSDAY 06/06/19	SEMI DETACHED & TERRACED	WALTHAM FOREST	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.17

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	3	26	0.063	3	26	0.190	3	26	0.253
08:00 - 09:00	3	26	0.228	3	26	0.291	3	26	0.519
09:00 - 10:00	3	26	0.152	3	26	0.215	3	26	0.367
10:00 - 11:00	3	26	0.253	3	26	0.253	3	26	0.506
11:00 - 12:00	3	26	0.215	3	26	0.165	3	26	0.380
12:00 - 13:00	3	26	0.253	3	26	0.215	3	26	0.468
13:00 - 14:00	3	26	0.203	3	26	0.266	3	26	0.469
14:00 - 15:00	3	26	0.127	3	26	0.127	3	26	0.254
15:00 - 16:00	3	26	0.228	3	26	0.203	3	26	0.431
16:00 - 17:00	3	26	0.152	3	26	0.089	3	26	0.241
17:00 - 18:00	3	26	0.228	3	26	0.190	3	26	0.418
18:00 - 19:00	3	26	0.342	3	26	0.241	3	26	0.583
19:00 - 20:00	3	26	0.304	3	26	0.266	3	26	0.570
20:00 - 21:00	3	26	0.329	3	26	0.278	3	26	0.607
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.077			2.989			6.066

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:
 Survey date date range:
 Number of weekdays (Monday-Friday):
 Number of Saturdays:
 Number of Sundays:
 Surveys automatically removed from selection:
 Surveys manually removed from selection:

9 - 50 (units:)
 01/01/15 - 14/09/22
 3
 0
 0
 0
 0

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

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

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	3	26	0.000	3	26	0.000	3	26	0.000
08:00 - 09:00	3	26	0.000	3	26	0.000	3	26	0.000
09:00 - 10:00	3	26	0.000	3	26	0.000	3	26	0.000
10:00 - 11:00	3	26	0.013	3	26	0.013	3	26	0.026
11:00 - 12:00	3	26	0.000	3	26	0.000	3	26	0.000
12:00 - 13:00	3	26	0.000	3	26	0.000	3	26	0.000
13:00 - 14:00	3	26	0.013	3	26	0.013	3	26	0.026
14:00 - 15:00	3	26	0.000	3	26	0.000	3	26	0.000
15:00 - 16:00	3	26	0.013	3	26	0.013	3	26	0.026
16:00 - 17:00	3	26	0.013	3	26	0.013	3	26	0.026
17:00 - 18:00	3	26	0.000	3	26	0.000	3	26	0.000
18:00 - 19:00	3	26	0.000	3	26	0.000	3	26	0.000
19:00 - 20:00	3	26	0.000	3	26	0.000	3	26	0.000
20:00 - 21:00	3	26	0.000	3	26	0.000	3	26	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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

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

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

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	3	26	0.013	3	26	0.013	3	26	0.026
08:00 - 09:00	3	26	0.000	3	26	0.000	3	26	0.000
09:00 - 10:00	3	26	0.013	3	26	0.013	3	26	0.026
10:00 - 11:00	3	26	0.025	3	26	0.013	3	26	0.038
11:00 - 12:00	3	26	0.013	3	26	0.000	3	26	0.013
12:00 - 13:00	3	26	0.013	3	26	0.025	3	26	0.038
13:00 - 14:00	3	26	0.013	3	26	0.013	3	26	0.026
14:00 - 15:00	3	26	0.013	3	26	0.013	3	26	0.026
15:00 - 16:00	3	26	0.013	3	26	0.013	3	26	0.026
16:00 - 17:00	3	26	0.000	3	26	0.000	3	26	0.000
17:00 - 18:00	3	26	0.000	3	26	0.000	3	26	0.000
18:00 - 19:00	3	26	0.013	3	26	0.013	3	26	0.026
19:00 - 20:00	3	26	0.038	3	26	0.025	3	26	0.063
20:00 - 21:00	3	26	0.000	3	26	0.013	3	26	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.154			0.321

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

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

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

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	3	26	0.000	3	26	0.000	3	26	0.000
08:00 - 09:00	3	26	0.013	3	26	0.013	3	26	0.026
09:00 - 10:00	3	26	0.000	3	26	0.000	3	26	0.000
10:00 - 11:00	3	26	0.000	3	26	0.000	3	26	0.000
11:00 - 12:00	3	26	0.000	3	26	0.000	3	26	0.000
12:00 - 13:00	3	26	0.000	3	26	0.000	3	26	0.000
13:00 - 14:00	3	26	0.000	3	26	0.000	3	26	0.000
14:00 - 15:00	3	26	0.000	3	26	0.000	3	26	0.000
15:00 - 16:00	3	26	0.000	3	26	0.000	3	26	0.000
16:00 - 17:00	3	26	0.013	3	26	0.013	3	26	0.026
17:00 - 18:00	3	26	0.000	3	26	0.000	3	26	0.000
18:00 - 19:00	3	26	0.000	3	26	0.000	3	26	0.000
19:00 - 20:00	3	26	0.000	3	26	0.000	3	26	0.000
20:00 - 21:00	3	26	0.000	3	26	0.000	3	26	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 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	3	26	0.000	3	26	0.051	3	26	0.051
08:00 - 09:00	3	26	0.000	3	26	0.038	3	26	0.038
09:00 - 10:00	3	26	0.013	3	26	0.013	3	26	0.026
10:00 - 11:00	3	26	0.000	3	26	0.038	3	26	0.038
11:00 - 12:00	3	26	0.013	3	26	0.000	3	26	0.013
12:00 - 13:00	3	26	0.013	3	26	0.038	3	26	0.051
13:00 - 14:00	3	26	0.038	3	26	0.000	3	26	0.038
14:00 - 15:00	3	26	0.013	3	26	0.013	3	26	0.026
15:00 - 16:00	3	26	0.000	3	26	0.000	3	26	0.000
16:00 - 17:00	3	26	0.025	3	26	0.025	3	26	0.050
17:00 - 18:00	3	26	0.025	3	26	0.000	3	26	0.025
18:00 - 19:00	3	26	0.013	3	26	0.013	3	26	0.026
19:00 - 20:00	3	26	0.025	3	26	0.000	3	26	0.025
20:00 - 21:00	3	26	0.025	3	26	0.000	3	26	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.203			0.229			0.432

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	3	26	0.076	3	26	0.241	3	26	0.317
08:00 - 09:00	3	26	0.291	3	26	0.443	3	26	0.734
09:00 - 10:00	3	26	0.177	3	26	0.266	3	26	0.443
10:00 - 11:00	3	26	0.367	3	26	0.367	3	26	0.734
11:00 - 12:00	3	26	0.304	3	26	0.228	3	26	0.532
12:00 - 13:00	3	26	0.380	3	26	0.392	3	26	0.772
13:00 - 14:00	3	26	0.304	3	26	0.392	3	26	0.696
14:00 - 15:00	3	26	0.177	3	26	0.152	3	26	0.329
15:00 - 16:00	3	26	0.354	3	26	0.278	3	26	0.632
16:00 - 17:00	3	26	0.190	3	26	0.076	3	26	0.266
17:00 - 18:00	3	26	0.304	3	26	0.291	3	26	0.595
18:00 - 19:00	3	26	0.443	3	26	0.316	3	26	0.759
19:00 - 20:00	3	26	0.367	3	26	0.367	3	26	0.734
20:00 - 21:00	3	26	0.405	3	26	0.291	3	26	0.696
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.139			4.100			8.239

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

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

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

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	3	26	0.076	3	26	0.127	3	26	0.203
08:00 - 09:00	3	26	0.114	3	26	0.532	3	26	0.646
09:00 - 10:00	3	26	0.215	3	26	0.468	3	26	0.683
10:00 - 11:00	3	26	0.139	3	26	0.076	3	26	0.215
11:00 - 12:00	3	26	0.165	3	26	0.152	3	26	0.317
12:00 - 13:00	3	26	0.114	3	26	0.139	3	26	0.253
13:00 - 14:00	3	26	0.215	3	26	0.228	3	26	0.443
14:00 - 15:00	3	26	0.165	3	26	0.228	3	26	0.393
15:00 - 16:00	3	26	0.430	3	26	0.165	3	26	0.595
16:00 - 17:00	3	26	0.316	3	26	0.203	3	26	0.519
17:00 - 18:00	3	26	0.418	3	26	0.203	3	26	0.621
18:00 - 19:00	3	26	0.367	3	26	0.342	3	26	0.709
19:00 - 20:00	3	26	0.506	3	26	0.316	3	26	0.822
20:00 - 21:00	3	26	0.304	3	26	0.215	3	26	0.519
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.544			3.394			6.938

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	3	26	0.025	3	26	0.063	3	26	0.088
08:00 - 09:00	3	26	0.089	3	26	0.101	3	26	0.190
09:00 - 10:00	3	26	0.025	3	26	0.051	3	26	0.076
10:00 - 11:00	3	26	0.013	3	26	0.063	3	26	0.076
11:00 - 12:00	3	26	0.025	3	26	0.089	3	26	0.114
12:00 - 13:00	3	26	0.051	3	26	0.025	3	26	0.076
13:00 - 14:00	3	26	0.089	3	26	0.038	3	26	0.127
14:00 - 15:00	3	26	0.038	3	26	0.063	3	26	0.101
15:00 - 16:00	3	26	0.051	3	26	0.038	3	26	0.089
16:00 - 17:00	3	26	0.101	3	26	0.013	3	26	0.114
17:00 - 18:00	3	26	0.114	3	26	0.025	3	26	0.139
18:00 - 19:00	3	26	0.190	3	26	0.101	3	26	0.291
19:00 - 20:00	3	26	0.127	3	26	0.127	3	26	0.254
20:00 - 21:00	3	26	0.101	3	26	0.038	3	26	0.139
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.039			0.835			1.874

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	3	26	0.025	3	26	0.165	3	26	0.190
08:00 - 09:00	3	26	0.038	3	26	0.228	3	26	0.266
09:00 - 10:00	3	26	0.013	3	26	0.101	3	26	0.114
10:00 - 11:00	3	26	0.038	3	26	0.013	3	26	0.051
11:00 - 12:00	3	26	0.013	3	26	0.063	3	26	0.076
12:00 - 13:00	3	26	0.025	3	26	0.051	3	26	0.076
13:00 - 14:00	3	26	0.063	3	26	0.000	3	26	0.063
14:00 - 15:00	3	26	0.025	3	26	0.051	3	26	0.076
15:00 - 16:00	3	26	0.025	3	26	0.063	3	26	0.088
16:00 - 17:00	3	26	0.063	3	26	0.000	3	26	0.063
17:00 - 18:00	3	26	0.127	3	26	0.013	3	26	0.140
18:00 - 19:00	3	26	0.165	3	26	0.038	3	26	0.203
19:00 - 20:00	3	26	0.152	3	26	0.025	3	26	0.177
20:00 - 21:00	3	26	0.076	3	26	0.025	3	26	0.101
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.848			0.836			1.684

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL COACH PASSENGERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	3	26	0.000	3	26	0.000	3	26	0.000
08:00 - 09:00	3	26	0.000	3	26	0.038	3	26	0.038
09:00 - 10:00	3	26	0.000	3	26	0.000	3	26	0.000
10:00 - 11:00	3	26	0.000	3	26	0.000	3	26	0.000
11:00 - 12:00	3	26	0.000	3	26	0.000	3	26	0.000
12:00 - 13:00	3	26	0.000	3	26	0.000	3	26	0.000
13:00 - 14:00	3	26	0.000	3	26	0.000	3	26	0.000
14:00 - 15:00	3	26	0.000	3	26	0.000	3	26	0.000
15:00 - 16:00	3	26	0.000	3	26	0.000	3	26	0.000
16:00 - 17:00	3	26	0.013	3	26	0.000	3	26	0.013
17:00 - 18:00	3	26	0.000	3	26	0.000	3	26	0.000
18:00 - 19:00	3	26	0.000	3	26	0.000	3	26	0.000
19:00 - 20:00	3	26	0.000	3	26	0.000	3	26	0.000
20:00 - 21:00	3	26	0.000	3	26	0.000	3	26	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.038			0.051

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

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

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

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	3	26	0.051	3	26	0.228	3	26	0.279
08:00 - 09:00	3	26	0.127	3	26	0.367	3	26	0.494
09:00 - 10:00	3	26	0.038	3	26	0.152	3	26	0.190
10:00 - 11:00	3	26	0.051	3	26	0.076	3	26	0.127
11:00 - 12:00	3	26	0.038	3	26	0.152	3	26	0.190
12:00 - 13:00	3	26	0.076	3	26	0.076	3	26	0.152
13:00 - 14:00	3	26	0.152	3	26	0.038	3	26	0.190
14:00 - 15:00	3	26	0.063	3	26	0.114	3	26	0.177
15:00 - 16:00	3	26	0.076	3	26	0.101	3	26	0.177
16:00 - 17:00	3	26	0.177	3	26	0.013	3	26	0.190
17:00 - 18:00	3	26	0.241	3	26	0.038	3	26	0.279
18:00 - 19:00	3	26	0.354	3	26	0.139	3	26	0.493
19:00 - 20:00	3	26	0.278	3	26	0.152	3	26	0.430
20:00 - 21:00	3	26	0.177	3	26	0.063	3	26	0.240
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.899			1.709			3.608

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.17

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	3	26	0.203	3	26	0.646	3	26	0.849
08:00 - 09:00	3	26	0.532	3	26	1.380	3	26	1.912
09:00 - 10:00	3	26	0.443	3	26	0.899	3	26	1.342
10:00 - 11:00	3	26	0.557	3	26	0.557	3	26	1.114
11:00 - 12:00	3	26	0.519	3	26	0.532	3	26	1.051
12:00 - 13:00	3	26	0.582	3	26	0.646	3	26	1.228
13:00 - 14:00	3	26	0.709	3	26	0.658	3	26	1.367
14:00 - 15:00	3	26	0.418	3	26	0.506	3	26	0.924
15:00 - 16:00	3	26	0.861	3	26	0.544	3	26	1.405
16:00 - 17:00	3	26	0.709	3	26	0.316	3	26	1.025
17:00 - 18:00	3	26	0.987	3	26	0.532	3	26	1.519
18:00 - 19:00	3	26	1.177	3	26	0.810	3	26	1.987
19:00 - 20:00	3	26	1.177	3	26	0.835	3	26	2.012
20:00 - 21:00	3	26	0.911	3	26	0.570	3	26	1.481
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.785			9.431			19.216

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

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

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

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	3	26	0.038	3	26	0.165	3	26	0.203
08:00 - 09:00	3	26	0.139	3	26	0.253	3	26	0.392
09:00 - 10:00	3	26	0.089	3	26	0.114	3	26	0.203
10:00 - 11:00	3	26	0.152	3	26	0.152	3	26	0.304
11:00 - 12:00	3	26	0.165	3	26	0.114	3	26	0.279
12:00 - 13:00	3	26	0.177	3	26	0.089	3	26	0.266
13:00 - 14:00	3	26	0.139	3	26	0.190	3	26	0.329
14:00 - 15:00	3	26	0.076	3	26	0.076	3	26	0.152
15:00 - 16:00	3	26	0.152	3	26	0.139	3	26	0.291
16:00 - 17:00	3	26	0.101	3	26	0.051	3	26	0.152
17:00 - 18:00	3	26	0.165	3	26	0.139	3	26	0.304
18:00 - 19:00	3	26	0.291	3	26	0.190	3	26	0.481
19:00 - 20:00	3	26	0.228	3	26	0.215	3	26	0.443
20:00 - 21:00	3	26	0.266	3	26	0.215	3	26	0.481
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.178			2.102			4.280

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

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

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

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	3	26	0.000	3	26	0.013	3	26	0.013
08:00 - 09:00	3	26	0.076	3	26	0.025	3	26	0.101
09:00 - 10:00	3	26	0.038	3	26	0.076	3	26	0.114
10:00 - 11:00	3	26	0.063	3	26	0.076	3	26	0.139
11:00 - 12:00	3	26	0.038	3	26	0.038	3	26	0.076
12:00 - 13:00	3	26	0.063	3	26	0.101	3	26	0.164
13:00 - 14:00	3	26	0.038	3	26	0.051	3	26	0.089
14:00 - 15:00	3	26	0.038	3	26	0.038	3	26	0.076
15:00 - 16:00	3	26	0.051	3	26	0.038	3	26	0.089
16:00 - 17:00	3	26	0.025	3	26	0.013	3	26	0.038
17:00 - 18:00	3	26	0.063	3	26	0.051	3	26	0.114
18:00 - 19:00	3	26	0.038	3	26	0.038	3	26	0.076
19:00 - 20:00	3	26	0.025	3	26	0.025	3	26	0.050
20:00 - 21:00	3	26	0.038	3	26	0.051	3	26	0.089
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.594			0.634			1.228

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

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	3	26	0.013	3	26	0.000	3	26	0.013
08:00 - 09:00	3	26	0.000	3	26	0.000	3	26	0.000
09:00 - 10:00	3	26	0.013	3	26	0.013	3	26	0.026
10:00 - 11:00	3	26	0.000	3	26	0.000	3	26	0.000
11:00 - 12:00	3	26	0.000	3	26	0.013	3	26	0.013
12:00 - 13:00	3	26	0.000	3	26	0.000	3	26	0.000
13:00 - 14:00	3	26	0.000	3	26	0.000	3	26	0.000
14:00 - 15:00	3	26	0.000	3	26	0.000	3	26	0.000
15:00 - 16:00	3	26	0.000	3	26	0.000	3	26	0.000
16:00 - 17:00	3	26	0.000	3	26	0.000	3	26	0.000
17:00 - 18:00	3	26	0.000	3	26	0.000	3	26	0.000
18:00 - 19:00	3	26	0.000	3	26	0.000	3	26	0.000
19:00 - 20:00	3	26	0.013	3	26	0.000	3	26	0.013
20:00 - 21:00	3	26	0.025	3	26	0.000	3	26	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.026			0.090

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	3	26	0.013	3	26	0.139	3	26	0.152
08:00 - 09:00	3	26	0.025	3	26	0.177	3	26	0.202
09:00 - 10:00	3	26	0.013	3	26	0.089	3	26	0.102
10:00 - 11:00	3	26	0.025	3	26	0.013	3	26	0.038
11:00 - 12:00	3	26	0.013	3	26	0.051	3	26	0.064
12:00 - 13:00	3	26	0.025	3	26	0.038	3	26	0.063
13:00 - 14:00	3	26	0.038	3	26	0.000	3	26	0.038
14:00 - 15:00	3	26	0.025	3	26	0.013	3	26	0.038
15:00 - 16:00	3	26	0.025	3	26	0.038	3	26	0.063
16:00 - 17:00	3	26	0.051	3	26	0.000	3	26	0.051
17:00 - 18:00	3	26	0.076	3	26	0.013	3	26	0.089
18:00 - 19:00	3	26	0.139	3	26	0.013	3	26	0.152
19:00 - 20:00	3	26	0.114	3	26	0.013	3	26	0.127
20:00 - 21:00	3	26	0.063	3	26	0.025	3	26	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.645			0.622			1.267

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL 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	3	26	0.013	3	26	0.000	3	26	0.013
08:00 - 09:00	3	26	0.013	3	26	0.038	3	26	0.051
09:00 - 10:00	3	26	0.000	3	26	0.013	3	26	0.013
10:00 - 11:00	3	26	0.013	3	26	0.000	3	26	0.013
11:00 - 12:00	3	26	0.000	3	26	0.013	3	26	0.013
12:00 - 13:00	3	26	0.000	3	26	0.013	3	26	0.013
13:00 - 14:00	3	26	0.013	3	26	0.000	3	26	0.013
14:00 - 15:00	3	26	0.000	3	26	0.013	3	26	0.013
15:00 - 16:00	3	26	0.000	3	26	0.000	3	26	0.000
16:00 - 17:00	3	26	0.013	3	26	0.000	3	26	0.013
17:00 - 18:00	3	26	0.000	3	26	0.000	3	26	0.000
18:00 - 19:00	3	26	0.025	3	26	0.025	3	26	0.050
19:00 - 20:00	3	26	0.013	3	26	0.013	3	26	0.026
20:00 - 21:00	3	26	0.013	3	26	0.000	3	26	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.128			0.244

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL National 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	3	26	0.000	3	26	0.025	3	26	0.025
08:00 - 09:00	3	26	0.000	3	26	0.013	3	26	0.013
09:00 - 10:00	3	26	0.000	3	26	0.000	3	26	0.000
10:00 - 11:00	3	26	0.000	3	26	0.000	3	26	0.000
11:00 - 12:00	3	26	0.000	3	26	0.000	3	26	0.000
12:00 - 13:00	3	26	0.000	3	26	0.000	3	26	0.000
13:00 - 14:00	3	26	0.013	3	26	0.000	3	26	0.013
14:00 - 15:00	3	26	0.000	3	26	0.025	3	26	0.025
15:00 - 16:00	3	26	0.000	3	26	0.025	3	26	0.025
16:00 - 17:00	3	26	0.000	3	26	0.000	3	26	0.000
17:00 - 18:00	3	26	0.051	3	26	0.000	3	26	0.051
18:00 - 19:00	3	26	0.000	3	26	0.000	3	26	0.000
19:00 - 20:00	3	26	0.025	3	26	0.000	3	26	0.025
20:00 - 21:00	3	26	0.000	3	26	0.000	3	26	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.088			0.177

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL Bus 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	3	26	0.025	3	26	0.063	3	26	0.088
08:00 - 09:00	3	26	0.089	3	26	0.101	3	26	0.190
09:00 - 10:00	3	26	0.025	3	26	0.051	3	26	0.076
10:00 - 11:00	3	26	0.013	3	26	0.063	3	26	0.076
11:00 - 12:00	3	26	0.025	3	26	0.089	3	26	0.114
12:00 - 13:00	3	26	0.051	3	26	0.025	3	26	0.076
13:00 - 14:00	3	26	0.089	3	26	0.038	3	26	0.127
14:00 - 15:00	3	26	0.038	3	26	0.063	3	26	0.101
15:00 - 16:00	3	26	0.051	3	26	0.038	3	26	0.089
16:00 - 17:00	3	26	0.101	3	26	0.013	3	26	0.114
17:00 - 18:00	3	26	0.114	3	26	0.025	3	26	0.139
18:00 - 19:00	3	26	0.190	3	26	0.101	3	26	0.291
19:00 - 20:00	3	26	0.127	3	26	0.127	3	26	0.254
20:00 - 21:00	3	26	0.101	3	26	0.038	3	26	0.139
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.039			0.835			1.874

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
 MULTI-MODAL Servicing 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	3	26	0.013	3	26	0.013	3	26	0.026
08:00 - 09:00	3	26	0.063	3	26	0.051	3	26	0.114
09:00 - 10:00	3	26	0.051	3	26	0.076	3	26	0.127
10:00 - 11:00	3	26	0.114	3	26	0.076	3	26	0.190
11:00 - 12:00	3	26	0.038	3	26	0.038	3	26	0.076
12:00 - 13:00	3	26	0.051	3	26	0.076	3	26	0.127
13:00 - 14:00	3	26	0.038	3	26	0.051	3	26	0.089
14:00 - 15:00	3	26	0.051	3	26	0.025	3	26	0.076
15:00 - 16:00	3	26	0.051	3	26	0.038	3	26	0.089
16:00 - 17:00	3	26	0.025	3	26	0.025	3	26	0.050
17:00 - 18:00	3	26	0.076	3	26	0.063	3	26	0.139
18:00 - 19:00	3	26	0.038	3	26	0.051	3	26	0.089
19:00 - 20:00	3	26	0.063	3	26	0.038	3	26	0.101
20:00 - 21:00	3	26	0.013	3	26	0.051	3	26	0.064
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.685			0.672			1.357

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.*