



39 Fitzjohn's Avenue,  
Hampstead

**Transport Statement**

For

39 Fitzjohn's Avenue Limited

## Document Control Sheet

Transport Statement

39 Fitzjohn's Avenue, Hampstead

39 Fitzjohn's Avenue Limited

This document has been issued and amended as follows:

<b>Date</b>	<b>Issue</b>	<b>Prepared by</b>	<b>Approved by</b>
16/04/2018	Final	EU/DM	DM
01/05/2018	Final v2	EU/DM	DM

---

## Contents

1.0	Introduction.....	2
2.0	Transport Policy and Context .....	3
3.0	Existing Conditions .....	6
4.0	Proposed Development .....	13
5.0	Impacts of Development .....	14
6.0	Summary and Conclusion .....	17

## Figures

- 3.1 Strategic Site Location
- 3.2 Local Site Location Plan

## Appendices

- A London Tube Map
- B PTAL Output
- C Architect's Site Layout Plan
- D Swept Path Analysis
- E TRICS Output – Existing
- F TRICS Output - Proposed

## 1.0 Introduction

- 1.1 Motion is instructed by 39 Fitzjohn's Avenue Limited to prepare this Transport Statement (TS) to accompany a planning application relating to 39 Fitzjohn's Avenue, Hampstead (herein referred to as 'the site'). This report considers the highway and transport related matters in respect of the proposed development.
- 1.2 The application site is located approximately 600 metres to the south of Hampstead, within the London Borough of Camden (LBC). The site is located adjacent to Fitzjohn's Avenue, which connects Swiss Cottage to the south from Hampstead to the north. Fitzjohn's Avenue also connects with the A41 Finchley Road to the west, and the A502 Haverstock Hill to the east.
- 1.3 Finchley Road and Frognal Railway Station is located 640 metres to the west of the site, whilst Finchley Road Underground Station is located 480 metres south-west. Hampstead Underground Station located 800 metres to the north.
- 1.4 The site currently comprises an extensive self-contained, detached private dwelling. The proposals seek planning permission for the extension and conversion of the southern part of the existing dwelling into a 20-unit residential development over six floors. The northern section of the existing building will be converted into one extensive dwelling with 12 bedrooms. Appropriate levels of cycle parking will be provided in accordance with relevant standards.
- 1.5 This TS has been prepared to address the highway aspects relating to the above proposal, namely the proximity of the site to sustainable modes of travel, as well as the impact of the proposal in traffic, parking and servicing.
- 1.6 The remainder of this TS is arranged as follows:
  - ▶ Section 2 considers relevant transport policy at a national, regional and local level;
  - ▶ Section 3 identifies the baseline transport conditions in the area;
  - ▶ Section 4 explains the development proposals;
  - ▶ Section 5 considers the impact of the development proposals; and,
  - ▶ Section 6 provides a summary and conclusion.

## 2.0 Transport Policy and Context

- 2.1 This section evaluates the development proposals against appropriate national, regional and local transport policies.

### National Policy

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

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Twelve core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is to *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."*

- 2.4 Section 4 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 29 states that:

*"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

- 2.5 Paragraph 32 addresses the relationship between development and sustainable transport as follows:

*"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*

*the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*

*safe and suitable access to the site can be achieved for all people; and*

*improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe."*

- 2.6 Paragraph 35 suggests that development should be located and designed where practical to, among other things, give priority to pedestrian and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport.

### National Planning Practice Guidance

- 2.7 The NPPG provides government led advice on when Transport Assessments and Transport Statements are required, and what they should contain. Paragraph 6 of the 'Overarching principles on Travel Plans, Transport Assessments and Statements' within the NPPG states that they can positively contribute to:

*"encouraging sustainable travel;*

*lessening traffic generation and its detrimental impacts;*

*reducing carbon emissions and climate impacts;*

*creating accessible, connected, inclusive communities;*

*improving health outcomes and quality of life;*

*improving road safety; and*

*reducing the need for new development to increase existing road capacity or provide new roads."*

## Regional Policy

- 2.8 The London Plan, Spatial Development Strategy for Greater London sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The London Plan was updated to incorporate the Minor Alterations to the London Plan (MALP), including revised parking standards for residential developments, published on 14 March 2016.
- 2.9 One of the Mayor's six objectives for London is:
- "A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."*
- 2.10 Policy 6.1 establishes the Mayor's strategic approach to transport. Of relevance, it states that the Mayor will encourage the closer integration of transport and development by:
- "a. encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- b. seeking to improve the capacity and accessibility of public transport, walking and cycling;*
- c. supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
- d. promoting walking by ensuring an improved urban realm."*
- 2.11 In relation to walking, Policy 6.10 states that in respect of planning decisions, developments should:
- "Development proposals should ensure high quality pedestrian environments and emphasis the quality of the pedestrian and street space."*

## Draft London Plan (December 2017)

- 2.12 A draft version of the New London Plan was released in December 2017 ahead of public consultation which runs between 4<sup>th</sup> December and 2<sup>nd</sup> March 2018. The new London Plan identifies changes in car parking standards, requiring high PTAL sites (5-6) to provide limited parking on site such as parking for disabled residents or essential operational needs.

## Local Policy

- 2.13 The Camden Local Plan was adopted by LBC in July 2017. It sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning document (adopted in 2010).
- 2.14 Policy T1 Prioritising Walking states that developments should:
- "make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping"*
- 2.15 Policy T1 Prioritising Cycling states that development should:
- "provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance 7: Transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development"*
- 2.16 Policy T2 Parking and Car-Free Development states that Camden will:
- "a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- b. limit on-site parking to: i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;*

*c. support the redevelopment of existing car parks for alternative uses; and d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.”*

2.17 Policy T3 Transport and Infrastructure states that Camden will:

*"a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*

*b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;"*

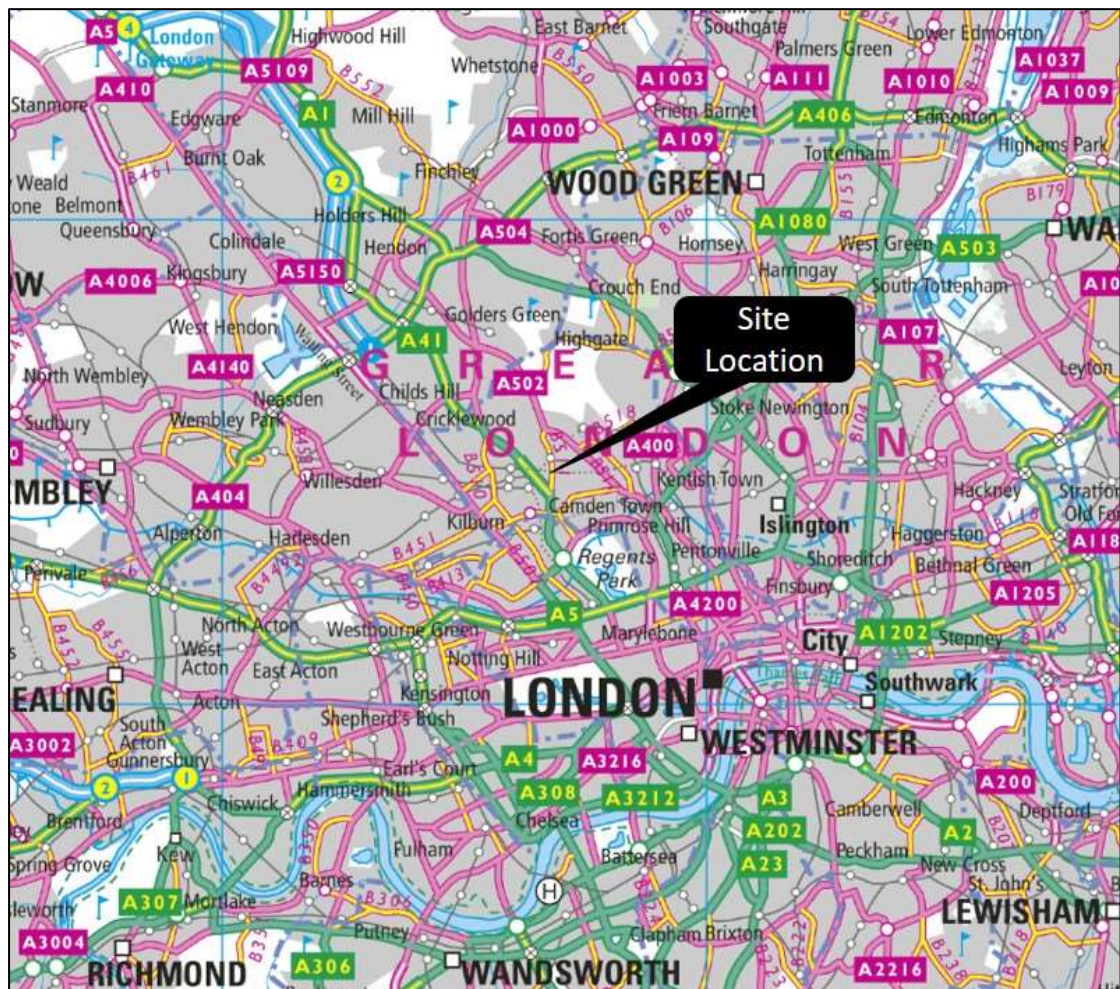
### **Overview**

2.18 The development site represents a highly accessible location which maximises opportunities for the use of sustainable travel modes through its proximity to high frequency bus services and rail/underground connections. Cycle parking will further promote sustainable travel, whilst the existing car parking spaces on site will be removed.

2.19 The proposed development is therefore considered to be consistent with relevant national, regional and local transport policy.

### 3.0 Existing Conditions

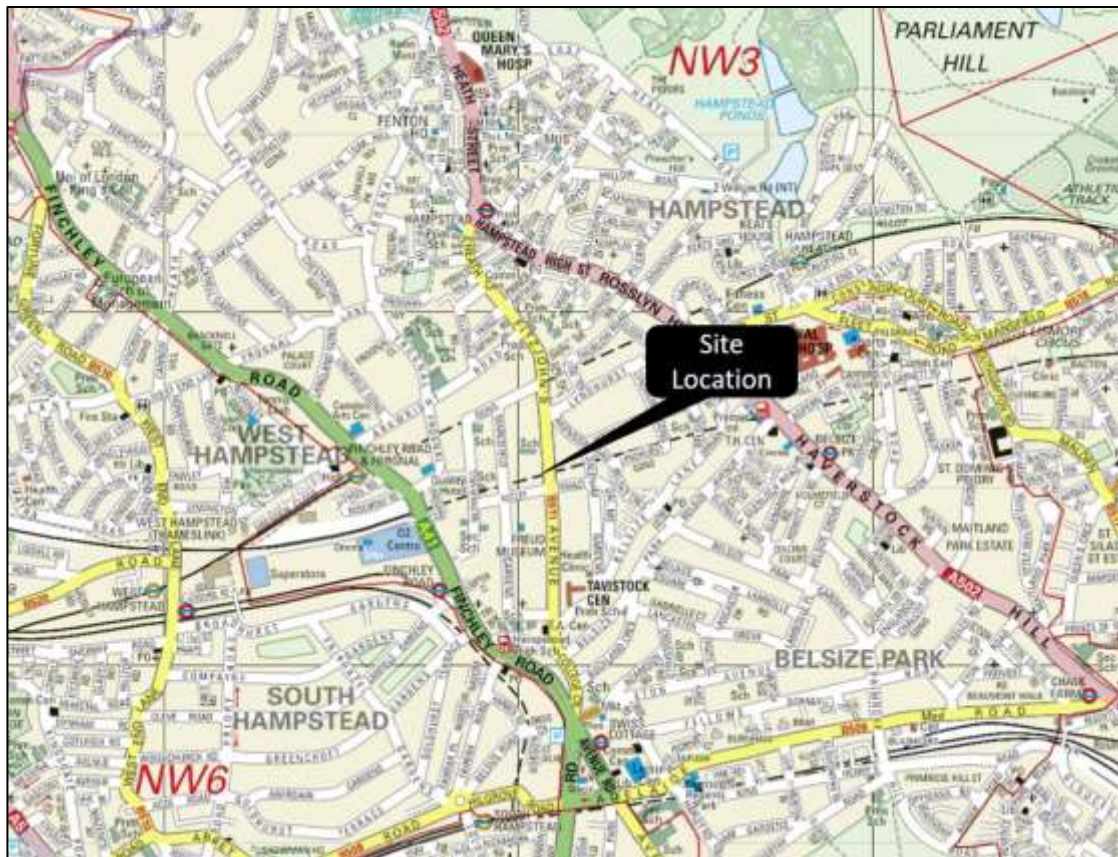
- 3.1 The application site is located adjacent to Fitzjohn's Avenue at the northwest corner of the road's junction with Nutley Terrace. The neighbouring area is predominantly residential in nature, although Hampstead Village is located 600 metres to the north. The site benefits from close proximity to major roads such as the A41 and A505, as well as a number of train and underground stations including Finchley Road and Fognal Station.
- 3.2 The site is shown in relation to strategic transport links in **Figure 3.1** below.



**Figure 3.1: Strategic Site Location Plan**

- 3.3 The site in relation to its local area is illustrated in **Figure 3.2** below.





**Figure 3.2: Local Site Location Plan**

- 3.4 Parking on the surrounding road network forms part of a controlled parking zone (CPZ), restricted between Monday to Friday 09:00 and 18:30 hours and Saturday 09:30 and 13:30 hours, within specified bays. There are also two car club bays immediately adjacent to the site on Nutley Terrace, one is located to the east of Fitzjohn's Avenue and the other to the west.

### **Accessibility by Non-Car Modes**

#### **Accessibility by Foot**

- 3.5 The site is easily accessible on foot via adjacent footpaths on all local roads. Continuous footways provide access from the site to Hampstead Village, as well as the aforementioned railway and underground stations.
- 3.6 A zebra crossing directly in front of the site on Fitzjohn's Avenue provides a safe route to southbound bus stops. A further two zebra crossings with dropped kerbs and tactile paving are located 230 metres north and 380 metres south along Fitzjohn's Avenue, providing safe routes to local schools. All local roads benefit from street lighting.

#### **Accessibility by Cycle**

- 3.7 Government guidance in respect of cycling proposes that people are prepared to cycle up to five kilometres to access local amenities or travel to work. Within five kilometres cyclists can reach Hampstead Village, South Hampstead, Queens Park, Kensal Town, Willesden Green, Highgate, Camden Town, Kentish Town, Regents Park and Paddington.

- 3.8 TfL cycling guides 4, 7 and 14 provide information pertaining to safe cycling in the vicinity, including signed cycle paths, advised quieter routes, greenways and station protocols on cycle parking. There are numerous networks in the area supported by either route marked for cyclists or quiet roads recommended by cyclists. These provide routes to nearby retail areas. There are also many off-street routes leading to major parks and recreational grounds in the surrounding area.
- 3.9 Much of Fitzjohn's Avenue and Finchley Road is signed for the use of cyclists providing cycle access to Hampstead Village. Off-road routes through Hampstead Heath and Regent Park offer access to the wider road network.

#### Accessibility by Bus

- 3.10 Several bus routes on Fitzjohn's Avenue and Finchley Road provide access to various locations in London including London Victoria, Golders Green, Oxford Circus, South Hampstead, Edgware and North Finchley. The nearest stop is 180 metres north of the site on Fitzjohn's Avenue. Additional stops are located on Finchley Road, less than a 400-metre walk from the site. Locations served by these routes are set out in Table 3.1 and Table 3.2 below.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
46	Lancaster Gate Station – Paddington Station – Bishops Bridge – Warwick Avenue Station – Maida Vale – Circus Road – St John's Wood Station – Swiss Cottage Station – College Crescent – St Mary's School – Hampstead Station – Hampstead High St – Royal Free Hospital – Kentish Town West Station – Kentish Town Road – Royal College Street – Camden Gardens – St Pancras International Station – King's Cross Station – Eastman Dental Hospital – Chancery Lane Station – Holborn Circus – City Thameslink Station – St Bartholomew's Hospital	Every 8-12 minutes	Every 8-12 minutes	Every 8-10 minutes
603 (School Service)	Princes Avenue – East Finchley Station – Highgate School – Hampstead Heath – Hampstead Station – Fitzjohn's Avenue – St Mary's School – College Crescent – Swiss Cottage Station	1 between 08:00 and 09:00	1 between 15:00 and 16:00	No Service

Table 3.1: Local Bus Services – Fitzjohn's Avenue

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
13	North Finchley Bus Station – Victoria Park – Finchley Central Station – Clifton Gardens – Golders Green Station – Lyncroft Gardens – Alvanley Gardens – Finchley Road and Frognal Station – O2 Centre – Swiss Cottage Station – St Johns Wood Station – Lord's Cricket Ground – London Business School – Baker Street Station – Selfridges – Marble Arch Station – Hyde Park Corner – Buckingham Palace Road – Victoria Bus Station	Every 3-7 minutes	Every 3-7 minutes	Every 4-7 minutes
113	Edgware Bus Station – University of London Observatory – St Joseph's School – Hendon Central Station – Woodville Gardens – The Vale – West End Lane – Finchley Road and Frognal Station – O2 Centre – Finchley Road Station – Swiss Cottage Station – St John's Wood Station – Lord's Cricket Ground – London Business School – Baker Street Station – Selfridges – Oxford Circus Station – Oxford Circus	Every 5 – 9 minutes	Every 5 – 9 minutes	Every 6 – 8 minutes
187	Central Middlesex Hospital – Abbey Road – Harlesden Station – Buckingham Road – Doyle Gardens – Kensal Rise Station – Queens Park Station – Warwick Avenue Station – Maida Vale – St John's Wood Station – Swiss Cottage Station – Finchley Road Station – O2 Centre	Every 11 – 12 minutes	Every 11 – 12 minutes	Every 10 – 12 minutes
268	Golders Green Station – Hampstead Way – Hampstead Station – Belsize Square – Swiss Cottage Station – Finchley Road Station – O2 Centre	Every 8 – 12 minutes	Every 8 – 12 minutes	Every 9 – 13 minutes

Table 3.2: Local Bus Services – Finchley Road

- 3.11 In addition to the above services, the N113 night bus serves Finchley Road every 30 minutes between the hours of 01:00 and 04:00.

#### **Accessibility by Rail**

- 3.12 West Hampstead Thames Link is located 1.2 kilometres west of the site. Additionally, Finchley Road and Frognal Railway Station is 640 metres from the site, providing connections to various locations within London. Services provided from West Hampstead Thames Link and Finchley Road and Frognal Station are outlined in Table 3.3 below.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
<b>West Hampton Thameslink</b>				
Sevenoaks	West Hampstead Thameslink – Kentish Town – London St Pancras International – Farrington – City Thameslink – London Blackfriars – Elephant & Castle – Crofton Park – Catford – Beckenham Hill – Bromley South – Swanley – Shoreham (Kent) – Sevenoaks	Every 10 - 20 minutes	Every 20 - 30 minutes	No Direct Services
Luton	Sutton (London) – Wimbledon – Tooting – Loughborough Junction – Elephant & Castle – London Blackfriars – City Thameslink – London St Pancras International – Kentish Town – West Hampstead Thameslink – Hendon – St Alban City – Harpenden – Luton Airport Parkway – Luton	Every 5 – 20 minutes	Every 20 - 30 minutes	Every 15 - 30 minutes
Brighton	Bedford – Harlington (Bedfordshire) – Luton – Luton Airport Parkway – Harpenden – St Albans City – West Hampstead Thameslink – London St Pancras International – City Thameslink – London Blackfriars – East Croydon – Gatwick Airport – Haywards Heath – Brighton	Every 20 - 30 minutes	Every 25 minutes	Every 30 minutes
<b>Finchley Road and Frognal</b>				
Richmond	Stratford – Hackney Central – Camden Road – Kentish Town West – Hampstead Heath – Finchley Road & Frognal – West Hampstead Heath – Brondesbury – Acton Central – Richmond	Every 15 minutes	Every 15 minutes	Every 10 - 15 minutes
Clapham Junction	Stratford – Hackney – Camden Road – Kentish Town West – Hampstead Heath – Finchley Road & Frognal – West Hampstead – Brondesbury – Kensington Olympia – West Brompton – Imperial Wharf – Clapham Junction	Every 15 – 20 minutes	Every 15 minutes	No Direct Service

Table 3.3: Local Rail Services

- 3.13 In addition to the overground services there are also underground services available from Finchley Road Station 480 metres south west of the site and Hampstead Station 800 metres north of the site. Finchley Road is on the Jubilee and Metropolitan Line, whereas Hampstead Station lies on the Northern Line. A full London Tube Map is available for reference in [Appendix A](#). Services provided from Finchley Road and Hampstead Stations are outlined in Table 3.4 below.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
<b>Finchley Road Station</b>				
Jubilee	Stanmore – Canons Park – Queensbury – Kingsbury – Wembley Park – Neasden – Dollis Hill – Willesden Green – Kilburn – West Hampstead – Finchley Road – Swiss Cottage – St. Johns Wood – Baker Street – Bond Street – Green Park – Westminster – Waterloo – Southwark – London Bridge – Bermondsey – Canada Water – Canary Wharf – North Greenwich – Canning Town – West Ham – Stratford	Every 2 – 5 minutes	Every 2 – 5 minutes	Every 2 – 5 minutes
Metropolitan	Amersham – Chesham – Chalfont & Latimer – Chorleywood – Rickmansworth – Croxley – Watford – Moor Park – Northwood – Northwood Hills – Pinner – North Harrow – Harrow-on-the-Hill – West Harrow – Rayners Lane – Eastcote – Ruislip Manor – Ruislip – Ickenham – Hillingdon – Uxbridge – Northwick Park – Preston Road – Wembley Park – Finchley Road – Baker Street – Great Portland Street – Euston Square – Harrington – Barbican – Moorgate – Liverpool Street – Aldgate	Every 2 – 5 minutes	Every 2 – 5 minutes	Every 2 – 5 minutes
<b>Hampstead Station</b>				
Northern	High Barnet – Totteridge & Whetstone – Woodside Park – West Finchley – Mill Hill East – Finchley Central – East Finchley – Highgate – Archway – Tufnell – Kentish Town – Camden Town – Chalk Farm – Belize Park – Hampstead – Golders Green – Brent Cross – Hendon Central – Colindale – Burnt Oak – Edgware – Mornington Crescent – Euston – Warren Street – Goodge Street – Tottenham Court Road – Leicester Square – Charing Cross – Embankment – Waterloo – Kennington – Oval – Stockwell – Clapham North – Clapham Common – Clapham South – Balham – Tooting Bec – Tooting Broadway – Colliers Wood – South Wimbledon – Morden – Elephant Castle – Borough – London Bridge – Monument – Moorgate – Old Street – Angel – King's Cross St Pancras	Every 2 – 5 minutes	Every 2 – 5 minutes	Every 2 – 5 minutes

Table 3.4: Local Underground Services

### Transport Connectivity

- 3.14 Public Transport Accessibility (PTALs) are theoretical measures of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.

- 3.15 Walk times are calculated from the specified point of interest to all public transport access points including bus stop and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.16 The site is classed as a PTAL 6a (excellent), which reflects the sites close proximity to various bus, tube and rail services. The Full PTAL output is included at [Appendix B](#).

### Access to Local Facilities

- 3.17 Numerous local amenities are available in the vicinity of the site, all within a suitable walking distance (two kilometres). This includes many schools (nursery, primary and secondary). Table 3.5 provides a summary of nearby everyday local facilities.

Amenity	Distance from Site Access (metres)
St Mary's School Hampstead	100
North Bridge House Nursery School	80
Southbank International School	200
South Hampstead Junior School	300
Devonshire House Preparatory and Pre-Preparatory School	350
Fitzjohn's Primary School	400
St Anthony's Junior School	500
The Tavistock and Portman NHS Foundation Trust	500
Daleham Gardens Surgery	580
Sainsbury's Superstore	600
Lloyds Pharmacy in Sainsburys	600
Waitrose	600
Post Office	800
North Bridge House Senior School	950

Table 3.5: Distance from Local Facilities

- 3.18 In addition to the above, leisure and retail facilities can be accessed along Finchley Road and in Hampstead.

### Summary

- 3.19 In summary, the site has an excellent level of accessibility by public transport, on foot and by cycle. The site's location in relation to retail facilities means that future residents can access everyday local amenities on foot.

## 4.0 Proposed Development

- 4.1 The proposal constitutes the conversion and extension of an existing detached private dwelling to provide 20 flats over six floors. The proposals seek to remove an existing link to the Northern Wing in its entirety, leaving a separate free-standing building. The Northern Wing will be retained as a separate 12-bedroom dwelling in addition to the above flats.
- 4.2 The 1960's built extension on the Nutley Terrace side of the building will be demolished and rebuilt. Additionally, at the rear an extension is proposed on all levels. The Architect's site layout plan is included at **Appendix C**.
- 4.3 The breakdown of the 20 proposed flats within the property is set out in Table 4.1 below.

	1 Bed	2 Bed	3 Bed	4 Bed
Lower Ground Floor	2	1	2	-
Ground Floor	-	1	3	-
1 <sup>st</sup> Floor	2	3	1	-
2 <sup>nd</sup> Floor	1	1	1	1
3 <sup>rd</sup> Floor	-	-	-	1
<b>TOTAL</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>2</b>

Table 4.1: Proposed Breakdown of Units

- 4.4 The site ownership and application site include the existing original house and rear garden as well as the frontage on Fitzjohn's Avenue. Primary pedestrian access to the site will be from Fitzjohn's Avenue via an existing access, whilst a secondary pedestrian access will be provided onto Nutley Terrace.
- 4.5 A ramped access path leads to the front entrance of the building and will provide full wheelchair access. Paving will include tactile features at top and bottom of ramps and landings.
- 4.6 Residents will not be able to apply for an on-street permit, as per Camden policy requirements, although there are two car club spaces located on Nutley Terrace adjacent to the site which residents could utilise.

### Cycle Parking Provision

- 4.7 Secure bicycle parking will be provided within a secure store at Lower Ground Floor level accessed externally. The London Plan requires two cycle parking spaces for two bed residential units and above, and one space for one-bed residential units or studio flats. As the proposal is for 15 two+ bed units, with the remaining five flats with one-bed, the required number of cycle spaces is 35. A total of 36 spaces will be provided on site at lower ground floor level, which exceeds London Plan standards.

### Servicing/Refuse Collection

- 4.8 Refuse collection will be undertaken on street. A dedicated waste and recycling store is included at lower ground floor level and internal refuse collection will be managed by a facility manager/caretaker. Bins will be transferred to a holding area on the appropriate collection day, which is located adjacent to Fitzjohn's Avenue. This arrangement is like that of the adjoining building, which is a flatted development.
- 4.9 The northern most access junction serving the site will be retained and widened for emergency vehicle access alongside general deliveries. Swept path analysis of a 7.5t Panel Van (representing a general servicing vehicle) and a Fire Appliance has been carried out and is attached as **Appendix D**. This demonstrates that it is possible for emergency vehicles and general delivery vehicles to both enter and exit the site in forward gear.
- 4.10 Other than a weekly refuse/recycling collection, servicing activity at the site will be infrequent.

## 5.0 Impacts of Development

5.1 This section sets out the impact of the development proposals on the highway network. The assessment focuses on the weekday morning and evening peak hours of 08:00-09:00 and 17:00-18:00, which constitutes the key trip generation periods for a residential development. Consideration is also given to daily trips.

### Existing Site Use

5.2 To calculate the trip attraction potential of the existing house, an assessment utilising the TRICS database has been undertaken. The TRICS category '03 Residential: A – Houses Privately Owned' has been used with the following criteria:

- ▶ Sites located in England, including Greater London;
- ▶ Site classified as detached and semi-detached houses; and,
- ▶ Site in an area classed as Edge of Town Centre, Suburban and Edge of Town.

5.3 A summary of the peak hour total person and vehicular trip rates are provided in Table 5.1 below and the full TRICS output included at [Appendix E](#).

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.157	0.690	0.503	0.271	3.448	3.802
Total Person Trips	0	1	1	0	4	4
Vehicular Trip Rates	0.113	0.355	0.287	0.158	1.979	2.143
Vehicular Trips	0	0	0	0	2	2

Table 5.1: Existing House Trip Rates and Associated Trips

5.4 Table 5.1 indicates that the existing house could generate one total person trip during both the weekday morning and evening peak hours, with no vehicular trips. Over an average weekday, the existing house could generate eight two-way total person trips, of which four could be vehicular. Considering the existing house benefits from off-street parking, it is considered likely that it would attract vehicular trips at present.

### Proposed Site Use

5.5 The proposals include the conversion of the existing residential dwelling into 20 flats, alongside one stand alone residential dwelling. Whilst the proposed dwelling will be smaller than the existing dwelling, in trip generation terms it is assumed they represent a like-for-like.

5.6 The trip generation potential of 20 residential flats has been assessed based on trip rates derived from TRICS databased category '03 Residential: Flats Privately Owned', with the following criteria:

- ▶ Sites located in England, including Greater London;
- ▶ Sites with up to 30 dwellings; and
- ▶ Sites in areas of Edge of Town Centre, Suburban and Edge of Town.

5.7 A summary of the peak hour total person and vehicular trip rates are provided in Table 5.2 below and the full TRICS output included at [Appendix F](#).



Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.157	0.552	0.274	0.171	3.245	3.239
Total Person Trips	3	11	6	3	65	65

Table 5.2: Proposed Flats – Trip Rate and Associated Trips

- 5.8 Table 5.2 indicates that the proposed development could generate 14 total person trips in the weekday morning peak hour. In the evening peak hour, the development could generate 9 total person trips. Across a typical weekday, the site could generate 130 two-way total trips.

### Multi-Modal Assessment

- 5.9 To provide an indication of the trip generation of the proposed development by mode of travel, typical travel modes of the existing resident population have been established with reference to Census data for 'Method of Travel to Work' for the resident population (2011 Output) for the Frognal and Fitzjohn's ward in which the site is situated.
- 5.10 The Census modal split of travel is summarised in Table 5.3 below, with trips by mode calculated based on the total person trips identified in Table 5.2.

Mode of Travel	Census Model Split	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
		Arr	Dep	Arr	Dep	Arr	Dep
Underground	53%	2	6	3	2	34	34
Car Driver	17%	1	2	1	1	11	11
On Foot	9%	0	1	1	0	6	6
Bus	7%	0	1	1	0	5	5
Train	5%	0	1	0	0	3	3
Cycle	4%	0	0	0	0	3	3
Motorbike	2%	0	0	0	0	1	1
Car Passenger	1%	0	0	0	0	1	1
Taxi	1%	0	0	0	0	1	1
Other	1%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100%</b>	<b>3</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>65</b>	<b>65</b>

Table 5.3: Census Modal Split (Frognal and Fitzjohn's Ward)

- 5.11 The Frognal and Fitzjohn's ward output experiences a relatively low proportion of car driver trips across a typical weekday, with 17% of trips by car. Travel by underground makes up most trips at 53%. Indeed, public transport accounts for two-thirds of all trips.

### Net Impact

- 5.12 Table 5.4 below summarises the net impact of the proposals in terms of person trips. As the conversion of the Northern Wing to a single detached dwelling will essentially replace the existing dwelling in trip generation terms, Table 5.4 sets out the likely impact associated with the 20 flats only.

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Net Impact	+3	+11	+6	+3	+65	+65

Table 5.4: Net Impact of Proposed Development in terms of Total Person Trips

- 
- 5.13 Table 5.4 indicates that the change of use could lead to an increase in the number of total person trips to the site. These trips will largely be by public transport or on-foot, as opposed to vehicular trips. The increase in trips would constitute approximately one additional trips every four minutes in the morning peak hour and one additional trip every 6-7 minutes in the evening peak hour. As noted previously, it is likely that the proposals will generate a negligible number of vehicular trips other than occasional deliveries.
- 5.14 Based on the above, it is considered that the proposed development would contribute a negligible rise in trips to the site.

## 6.0 Summary and Conclusion

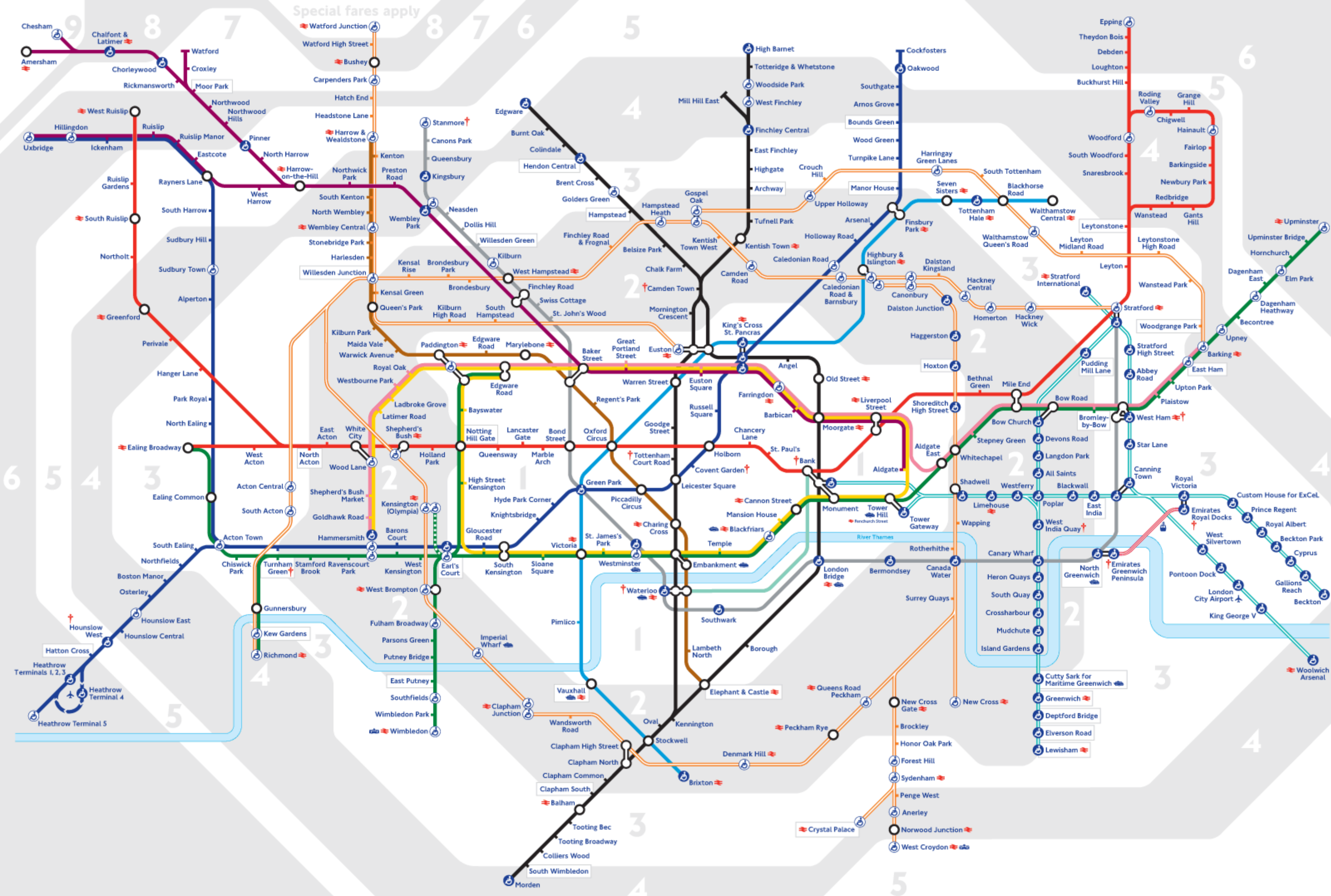
- 6.1 Motion is instructed by 39 Fitzjohn's Avenue Limited to prepare this TS to accompany a planning application relating to 39 Fitzjohn's Avenue, Hampstead. The proposals seek planning permission for the extension and conversion of the existing dwelling to create one smaller detached dwelling alongside 20-flats over six floors.
- 6.2 In summary, this TS has identified the following:
- ▶ Bus services are accessible within close proximity of the site;
  - ▶ Regular train and underground services are available nearby from Finchley Road and Frognal (nine minutes on foot) and Finchley Road (seven minutes on foot);
  - ▶ The site has a PTAL of 6a, which relates to 'excellent access by public transport';
  - ▶ The site benefits from good access on foot and cycle to Hampstead and Finchley Road. Indeed, there are many local amenities within close walk and cycle distance of the site;
  - ▶ Cycle parking will be provided on site;
  - ▶ Pedestrian access to the site would be achieved via both Fitzjohn's Avenue and Nutley Terrace; and,
  - ▶ The proposal could result in a minimal increase in total person trips in the weekday peak hours and over a typical weekday.
- 6.3 Overall the site is situated within close proximity to local facilities (retail, leisure, education, health etc.), as well as excellent public transport services.

### Conclusion

- 6.4 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

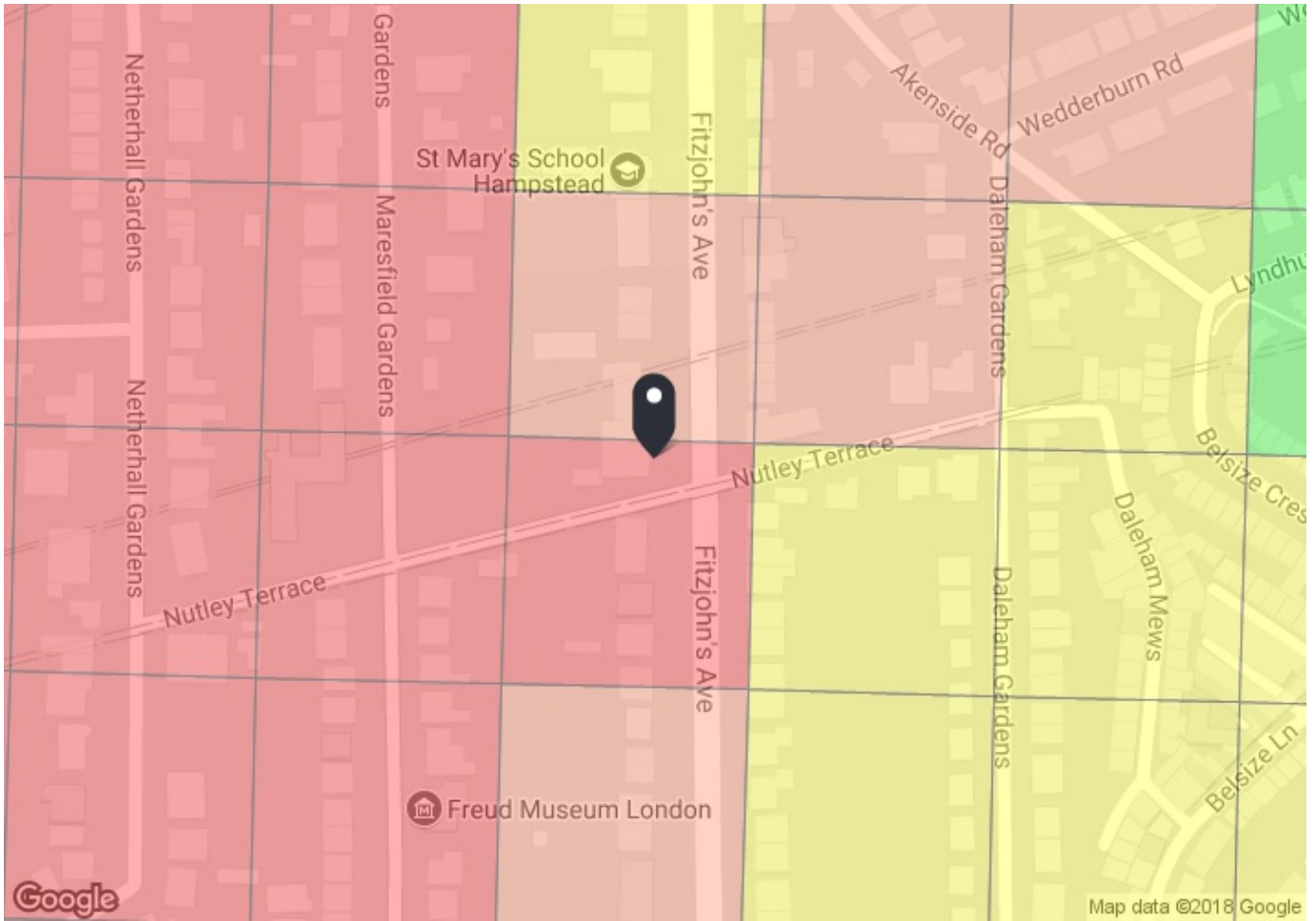
**Appendix A**

London Tube Map



## **Appendix B**

PTAL Outputs



**PTAL output for Base Year 6a**

Southwell House, 39 Fitzjohn's Ave, London NW3 5JT, UK  
Easting: 526557, Northing: 184987

Grid Cell: 103616

Report generated: 31/01/2018

---

**Calculation Parameters**

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

**Map key - PTAL**

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

**Map layers**

- PTAL (cell size: 100m)

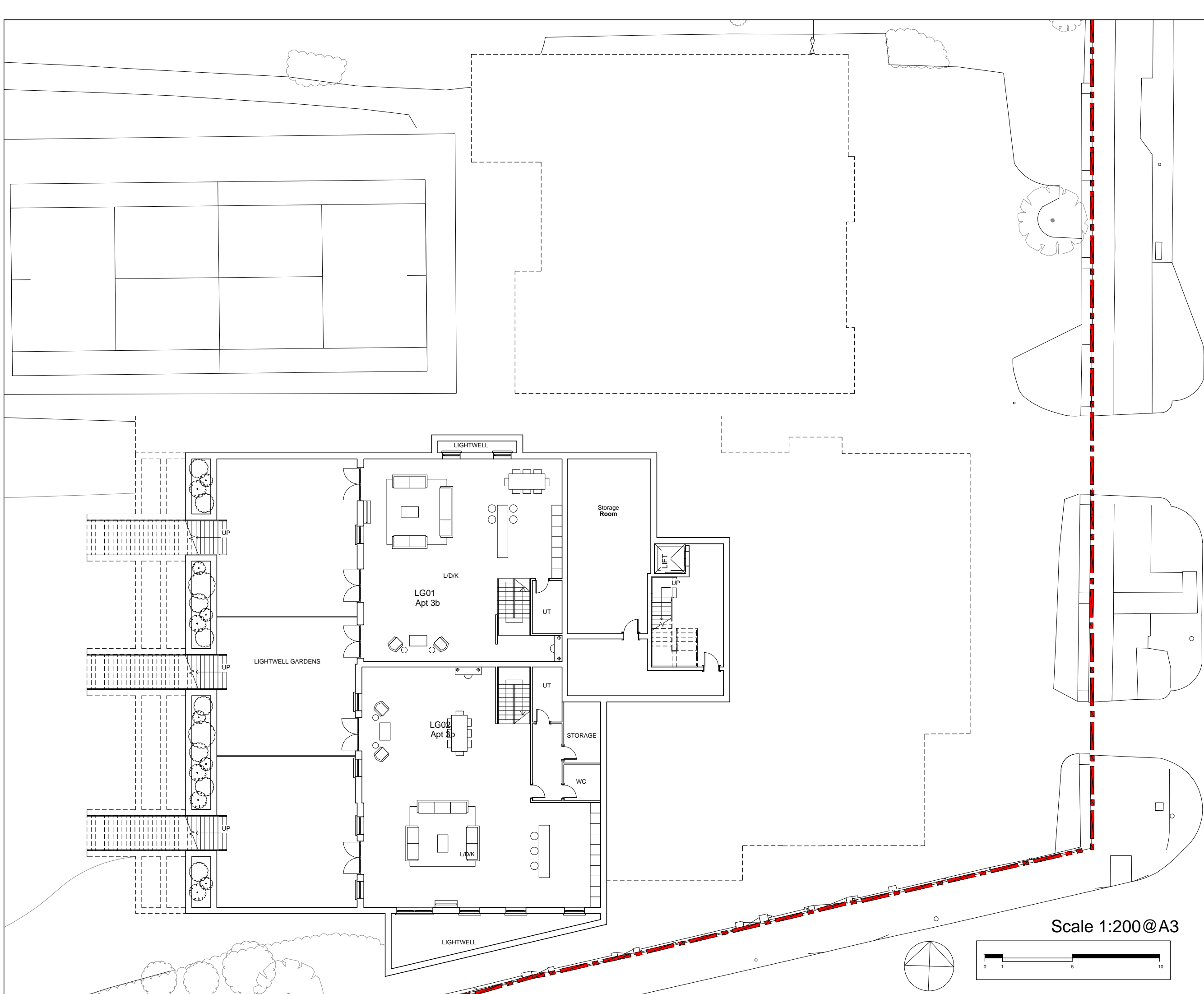
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FINCHLEY RD STN S/B	C11	523.53	7.5	6.54	6	12.54	2.39	0.5	1.2
Bus	FINCHLEY RD STN S/B	113	523.53	7	6.54	6.29	12.83	2.34	0.5	1.17
Bus	FINCHLEY RD STN S/B	82	523.53	8.75	6.54	5.43	11.97	2.51	0.5	1.25
Bus	FINCHLEY RD STN S/B	13	523.53	8	6.54	5.75	12.29	2.44	0.5	1.22
Bus	FINCHLEY RD STN S/B	268	523.53	5	6.54	8	14.54	2.06	0.5	1.03
Bus	FINCHLEY RD STN S/B	187	523.53	5.5	6.54	7.45	14	2.14	0.5	1.07
Bus	FITZJOHNS AV NUTLEY TERR	46	90.54	6	1.13	7	8.13	3.69	1	3.69
LUL	Hampstead	'Edgware-Morden'	915.74	9	11.45	4.08	15.53	1.93	0.5	0.97
LUL	Hampstead	'Morden-Edgware'	915.74	4.67	11.45	7.17	18.62	1.61	0.5	0.81
LUL	Hampstead	'Kennington-Edgware'	915.74	14.67	11.45	2.79	14.24	2.11	0.5	1.05
Rail	Finchley Road & Frognal	'CLPHMJ2-STFD 2L50'	774.74	3.67	9.68	8.92	18.61	1.61	1	1.61
Rail	Finchley Road & Frognal	'STFD-CLPHMJ2 2Y11'	774.74	3.67	9.68	8.92	18.61	1.61	0.5	0.81
LUL	Finchley Road	'WembleyPark-Stratfo'	561.63	3.67	7.02	8.92	15.94	1.88	0.5	0.94
LUL	Finchley Road	'WillesdenGreen-Stra'	561.63	4.33	7.02	7.68	14.7	2.04	0.5	1.02
LUL	Finchley Road	'Stratford-Stanmore'	561.63	17	7.02	2.51	9.54	3.15	1	3.15
LUL	Finchley Road	'Amer-AldgateFast'	561.63	1	7.02	30.75	37.77	0.79	0.5	0.4
LUL	Finchley Road	'Aldgate-ChesFast'	561.63	1.67	7.02	18.71	25.73	1.17	0.5	0.58
LUL	Finchley Road	'Uxbridge-AldSlow'	561.63	5.33	7.02	6.38	13.4	2.24	0.5	1.12
LUL	Finchley Road	'BakerSt-AmerFast'	561.63	1.33	7.02	23.31	30.33	0.99	0.5	0.49
LUL	Finchley Road	'Watford-BStreetsF'	561.63	2.33	7.02	13.63	20.65	1.45	0.5	0.73
LUL	Finchley Road	'Watford-AldFast'	561.63	3.67	7.02	8.92	15.94	1.88	0.5	0.94
LUL	Finchley Road	'Aldg-WatfordSlow'	561.63	3.67	7.02	8.92	15.94	1.88	0.5	0.94
LUL	Finchley Road	'BakStr-WatfordSlow'	561.63	1.67	7.02	18.71	25.73	1.17	0.5	0.58
LUL	Finchley Road	'BkStr-UxbridgeSFast'	561.63	2.33	7.02	13.63	20.65	1.45	0.5	0.73
LUL	Finchley Road	'Uxbridge-BStreetSl'	561.63	3.67	7.02	8.92	15.94	1.88	0.5	0.94
LUL	Finchley Road	'Ald-HarrowHill'	561.63	1.33	7.02	23.31	30.33	0.99	0.5	0.49
LUL	Finchley Road	'BStreet-WembleyPk'	561.63	0.33	7.02	91.66	98.68	0.3	0.5	0.15
LUL	Finchley Road	'BakerSt-HarrowHill'	561.63	0.67	7.02	45.53	52.55	0.57	0.5	0.29
<b>Total Grid Cell AI:</b>										<b>29.37</b>



**Appendix C**

Architect's Site Layout Plan



# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

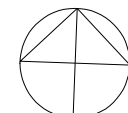
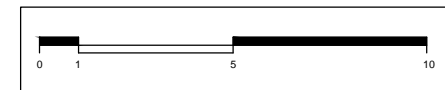
PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed Garden Level Plan



41-42 FOLEY STREET, LONDON W1W 7TS  
 T: +(0) 207 253 2526 / +(0)207 631 5405  
 E: mail@ch-architects.com / info@mrpartnership.co.uk  
 www.ch-architects.com / www.mrpartnership.co.uk

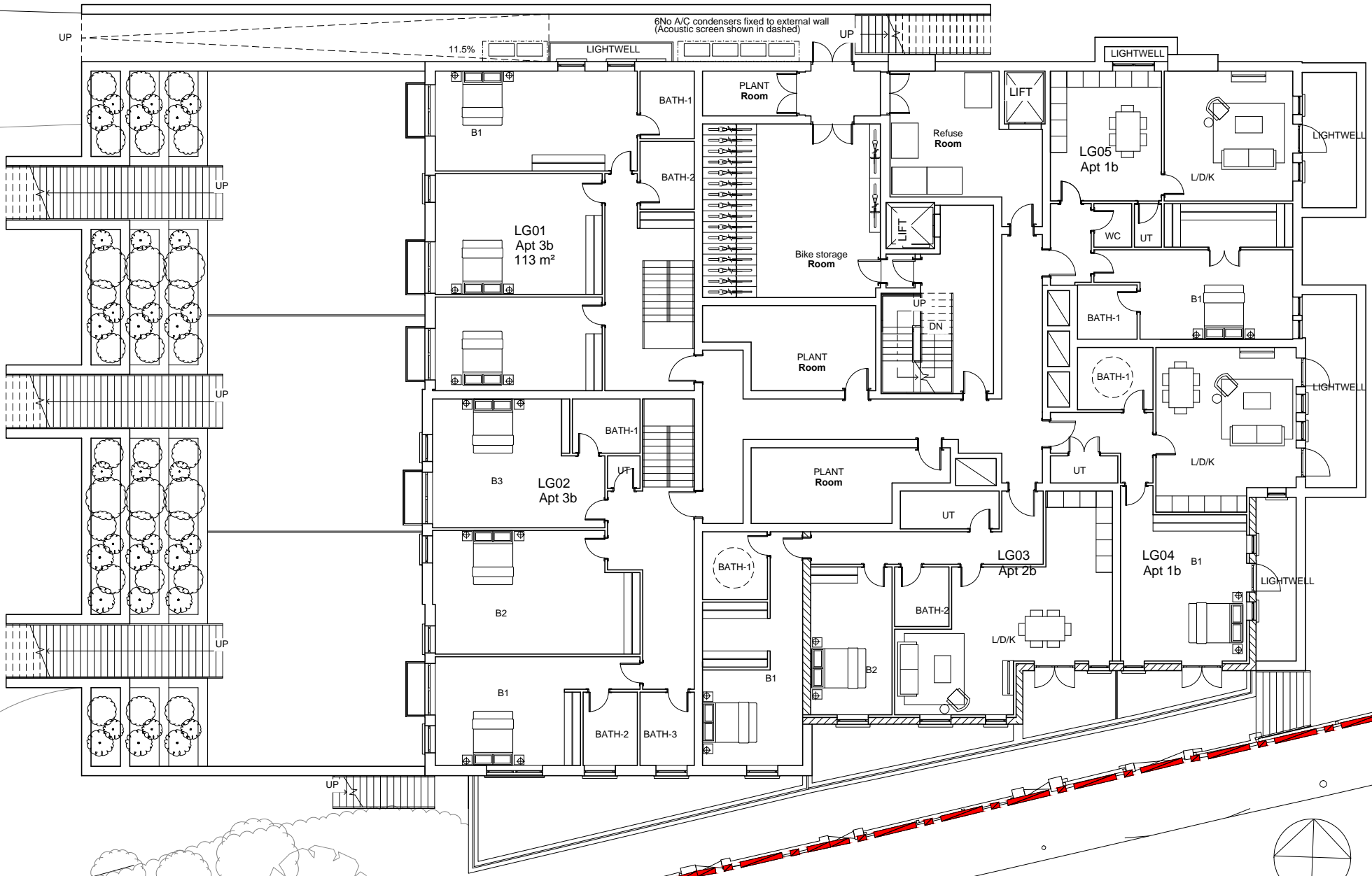
Scale 1:200@A3



DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_51	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg



# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R. PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed Lower Ground Floor Plan



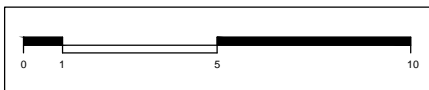
41-42 FOLEY STREET, LONDON W1W 7TS  
 T: +(0) 207 253 2526 / +(0)207 631 5405  
 E: mail@ch-architects.com / info@mrpartnership.co.uk  
 www.ch-architects.com / www.mrpartnership.co.uk

DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_52	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg

Scale 1:200@A3





# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R. PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed Raised Ground Floor Plan



41-42 FOLEY STREET, LONDON W1W 7TS  
 T: +(0) 207 253 2526 / +(0)207 631 5405  
 E: mail@gh-architects.com / info@mrpartnership.co.uk  
 www.gh-architects.com / www.mrpartnership.co.uk

DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_53	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg

Scale 1:200@A3



# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R. PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed First Floor Plan



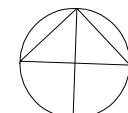
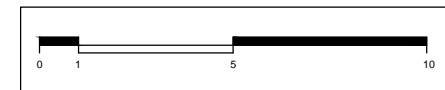
41-42 FOLEY STREET, LONDON W1W 7TS  
 T: +(0) 207 253 2526 / +(0)207 631 5405  
 E: mail@ch-architects.com / info@mrpartnership.co.uk  
 www.ch-architects.com / www.mrpartnership.co.uk

DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_54	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg

Scale 1:200@A3





# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed  
Second Floor  
Plan



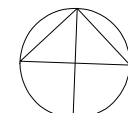
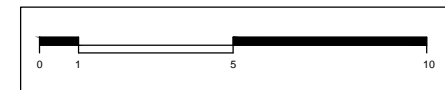
41-42 FOLEY STREET, LONDON W1W 7TS  
T: +(0) 207 253 2526 / +(0)207 631 5405  
E: mail@ch-architects.com / info@mrpartnership.co.uk  
www.ch-architects.com / www.mrpartnership.co.uk

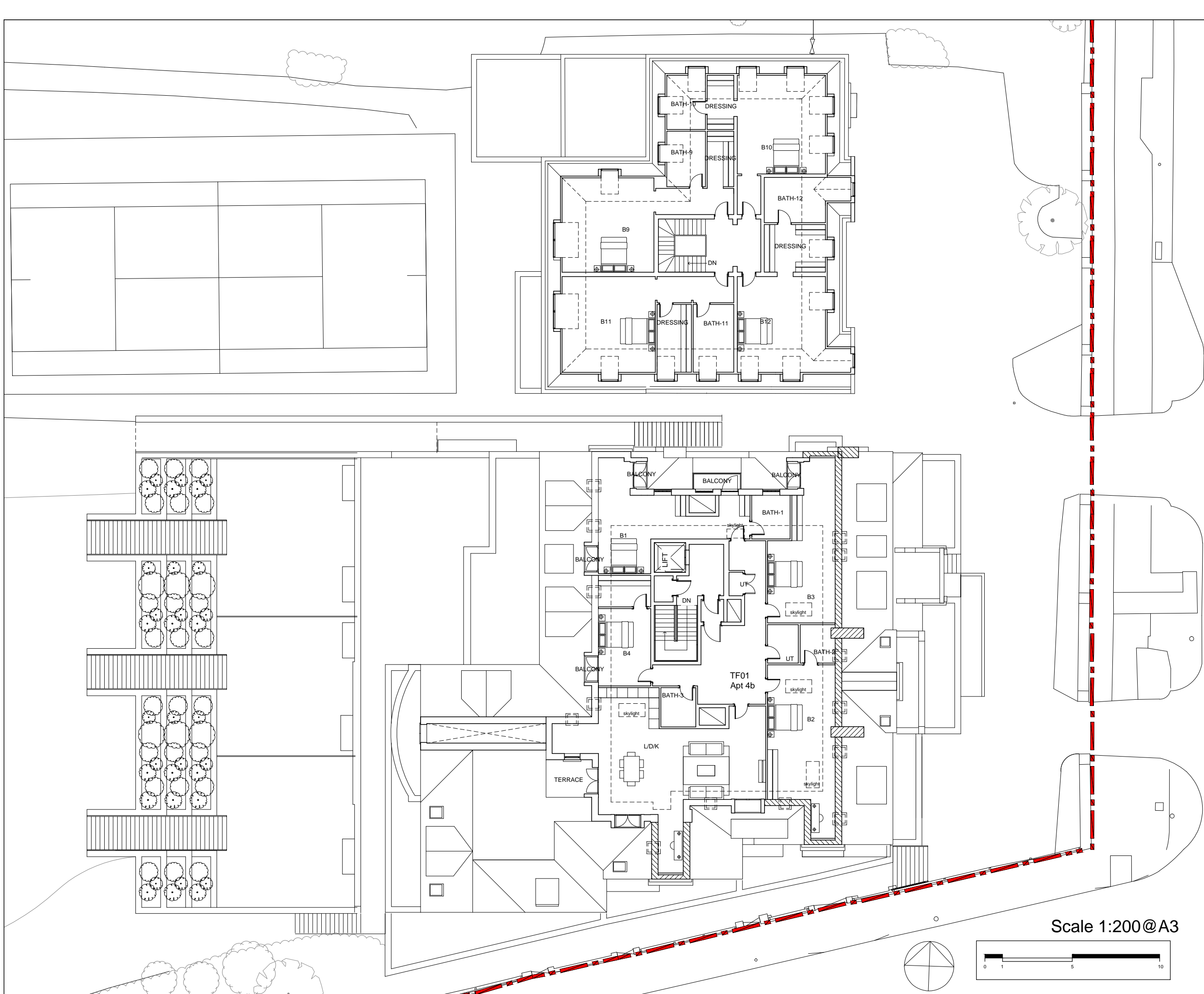
DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_55	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg

Scale 1:200@A3





# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R. PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed  
Third Floor  
Plan



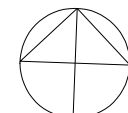
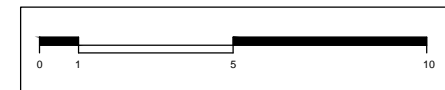
41-42 FOLEY STREET, LONDON W1W 7TS  
T: +(0) 207 253 2526 / +(0)207 631 5405  
E: mail@ch-architects.com / info@mrpartnership.co.uk  
www.ch-architects.com / www.mrpartnership.co.uk

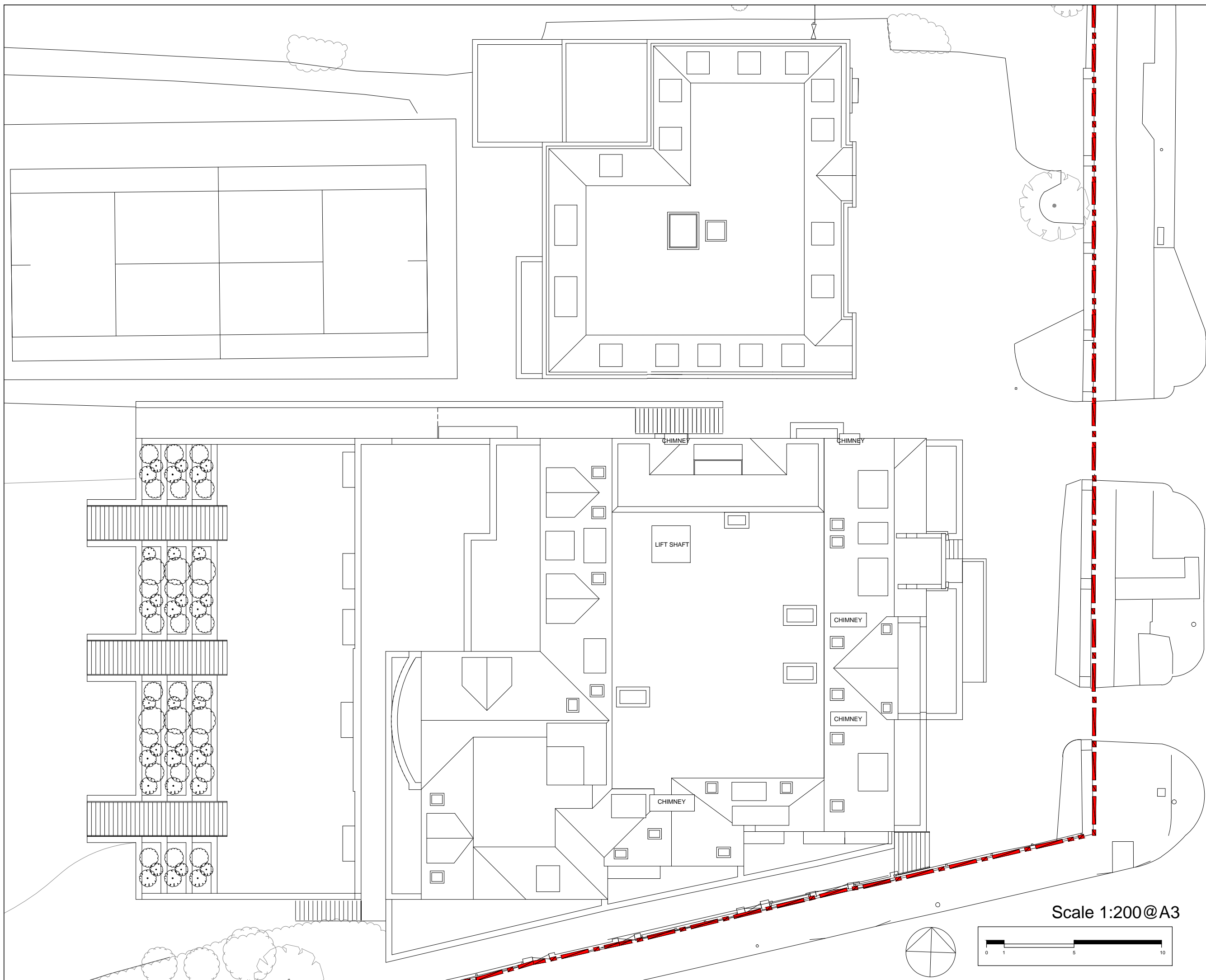
DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_56	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg

Scale 1:200@A3





# PLANNING

THIS DRAWING IS NOT TO BE SCALED, ONLY FIGURED DIMENSIONS ARE TO BE FOLLOWED (UNLESS THE DRAWING IS PART OF A PLANNING APPLICATION). CONTRACTORS ARE TO CHECK ALL DIMENSIONS BEFORE WORK COMMENCES, AND REFER ANY APPARENT DISCREPANCY TO THE ARCHITECT.

THIS DRAWING IS THE SOLE PROPERTY OF M.R. PARTNERSHIP LIMITED, AND MAY NOT BE COPIED OR REPRODUCED IN ANY MANNER WHATSOEVER WITHOUT THE OWNERS WRITTEN CONSENT. (c) COPYRIGHT.

PROJECT 39 Fitzjohns Avenue NW3

DRAWING Proposed  
Roof Level  
Plan



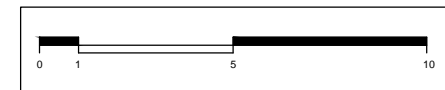
41-42 FOLEY STREET, LONDON W1W 7TS  
T: +(0) 207 253 2526 / +(0)207 631 5405  
E: mail@ch-architects.com / info@mrpartnership.co.uk  
www.ch-architects.com / www.mrpartnership.co.uk

DATE: 10/04/2018	SCALE: 1:100@A1 1:200@A3	DRAWN: CAD
------------------	-----------------------------	------------

DWG No: 3169_57	REV. No: /
-----------------	------------

FILE: Floor Plans.dwg

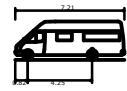
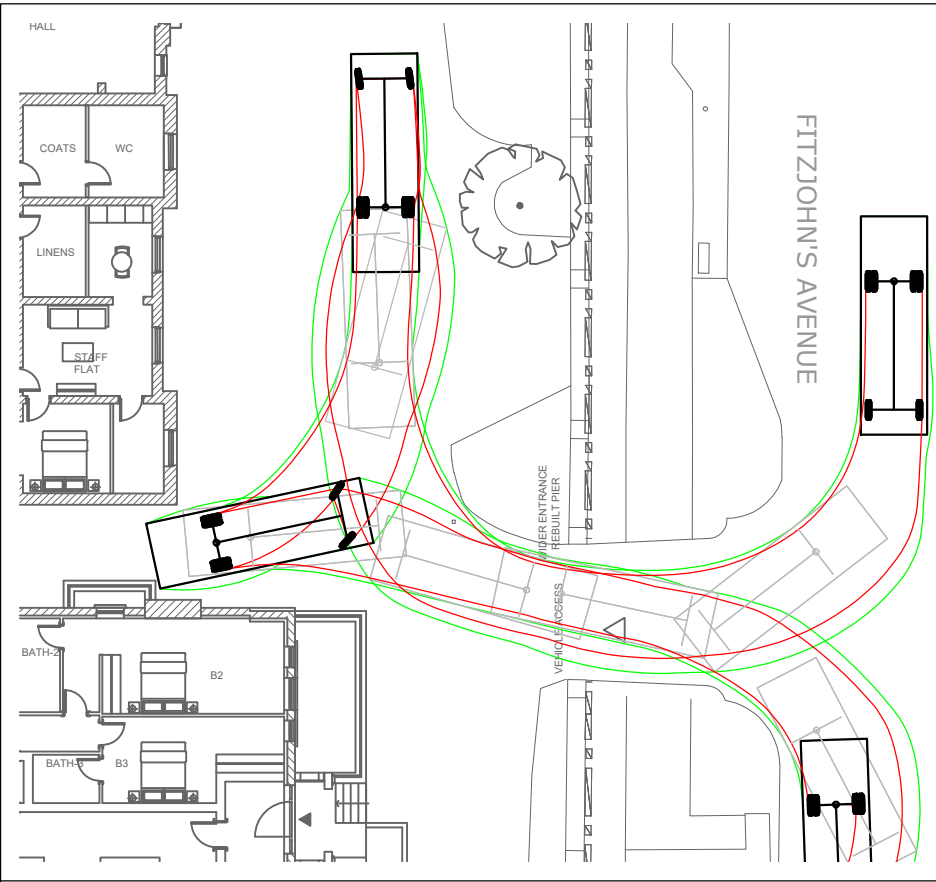
Scale 1:200@A3



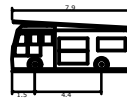
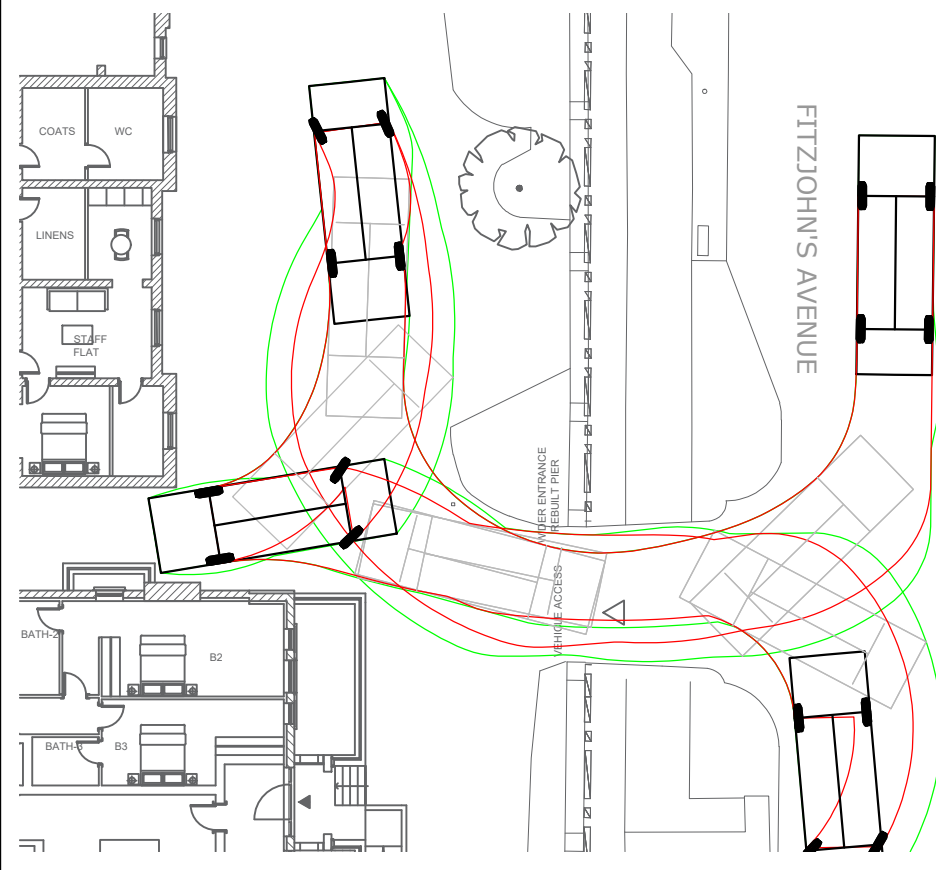


## **Appendix D**

Swept Path Analysis



7.5t Panel Van  
 Overall Length 7.210m  
 Overall Width 2.132m  
 Overall Body Height 2.544m  
 Min Body Ground Clearance 0.316m  
 Track Width 1.865m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.400m



Pumping Appliance  
 Overall Length 7.900m  
 Overall Width 2.500m  
 Overall Body Height 3.300m  
 Min Body Ground Clearance 0.140m  
 Track Width 2.500m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 7.750m

N:\Projects\gofitz\_1801070\Drawings\1801070-TK01.dwg



84 North Street Golden Cross House  
 Guildford 8 Duncannon Street  
 Surrey London  
 GU1 4AU WC2N 4JF  
 T: 01483 531 300 T: 020 7031 8141

www.motion.co.uk

Project:  
**39 Fitzjohn's Avenue**

---

Title:  
**Swept Path Analysis  
 Vehicle Access**

---

Scale: 1:250 (@ A4)

---

Drawing:  
**1801070-TK01**

Revision:  
**A**

**Appendix E**

TRIC Output - Existing

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	KI KINGSTON	2 days
02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	2 days
	NY NORTH YORKSHIRE	2 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

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

## Secondary 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: Number of dwellings  
 Actual Range: 9 to 432 (units: )  
 Range Selected by User: 9 to 432 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 28/03/17

*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	4 days
Tuesday	6 days
Wednesday	5 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	23 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	4
Suburban Area (PPS6 Out of Centre)	11
Edge of Town	8

*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.*

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

Secondary Filtering selection:

Use Class:

C3 22 days

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

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days

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

Population within 5 miles:

5,001 to 25,000	3 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	8 days
1.1 to 1.5	14 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	22 days

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

PTAL Rating:

No PTAL Present	21 days
3 Moderate	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	CA-03-A-04	DETACHED		CAMBRI D GESHIRE
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: TUESDAY 18/10/11</i>			
2	CA-03-A-05	DETACHED HOUSES		CAMBRI D GESHIRE
	EASTFIELD ROAD  PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 28 <i>Survey date: MONDAY 17/10/16</i>			
3	CH-03-A-08	DETACHED		CHESHIRE
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 11 <i>Survey date: TUESDAY 22/05/12</i>			
4	DH-03-A-01	SEMI DETACHED		DURHAM
	GREENFIELDS ROAD  BISHOP AUCKLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 50 <i>Survey date: TUESDAY 28/03/17</i>			
5	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD  PEACEHAVEN Edge of Town Residential Zone Total Number of dwellings: 37 <i>Survey date: FRIDAY 18/11/11</i>			
6	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings: 29 <i>Survey date: WEDNESDAY 12/10/11</i>			
7	KI-03-A-01	DETACHED		KINGSTON
	COOMBE RISE  KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 <i>Survey date: THURSDAY 24/06/10</i>			
8	KI-03-A-02	DETACHED		KINGSTON
	WOLSEY CLOSE  KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 <i>Survey date: THURSDAY 24/06/10</i>			

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-03-A-30 WATSON ROAD	SEMI -DETACHED		LANCASHIRE
	BLACKPOOL Edge of Town Centre Residential Zone Total Number of dwellings:		24	
	<i>Survey date: FRIDAY</i>		<i>14/06/13</i>	<i>Survey Type: MANUAL</i>
10	LN-03-A-03 ROOKERY LANE BOULTHAM LINCOLN	SEMI DETACHED		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		22	
	<i>Survey date: TUESDAY</i>		<i>18/09/12</i>	<i>Survey Type: MANUAL</i>
11	LN-03-A-04 EGERTON ROAD	DETACHED & SEMI -DETACHED		LINCOLNSHIRE
	LINCOLN Edge of Town Centre Residential Zone Total Number of dwellings:		30	
	<i>Survey date: MONDAY</i>		<i>29/06/15</i>	<i>Survey Type: MANUAL</i>
12	MS-03-A-03 BEMPTON ROAD OTTERSPOOL LIVERPOOL	DETACHED		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		15	
	<i>Survey date: FRIDAY</i>		<i>21/06/13</i>	<i>Survey Type: MANUAL</i>
13	NE-03-A-02 HANOVER WALK	SEMI DETACHED & DETACHED		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE Edge of Town No Sub Category Total Number of dwellings:		432	
	<i>Survey date: MONDAY</i>		<i>12/05/14</i>	<i>Survey Type: MANUAL</i>
14	NE-03-A-03 STATION ROAD	PRIVATE HOUSES		NORTH EAST LINCOLNSHIRE
	SCUNTHORPE Edge of Town Centre Residential Zone Total Number of dwellings:		180	
	<i>Survey date: TUESDAY</i>		<i>20/05/14</i>	<i>Survey Type: MANUAL</i>
15	NF-03-A-03 HALING WAY	DETACHED HOUSES		NORFOLK
	THETFORD Edge of Town Residential Zone Total Number of dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>16/09/15</i>	<i>Survey Type: MANUAL</i>
16	NY-03-A-11 HORSEFAIR	PRIVATE HOUSING		NORTH YORKSHIRE
	BOROUGHBRIDGE Edge of Town Residential Zone Total Number of dwellings:		23	
	<i>Survey date: WEDNESDAY</i>		<i>18/09/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

17	NY-03-A-12 RACECOURSE LANE	TOWN HOUSES		NORTH YORKSHIRE
	NORTHALLERTON Edge of Town Centre Residential Zone			
	Total Number of dwellings:	47		
	Survey date: <i>TUESDAY</i>	<i>27/09/16</i>		<i>Survey Type: MANUAL</i>
18	SF-03-A-05 VALE LANE	DETACHED HOUSES		SUFFOLK
	BURY ST EDMUNDS Edge of Town Residential Zone			
	Total Number of dwellings:	18		
	Survey date: <i>WEDNESDAY</i>	<i>09/09/15</i>		<i>Survey Type: MANUAL</i>
19	SH-03-A-03 SOMERBY DRIVE BICTON HEATH SHREWSBURY	DETACHED		SHROPSHIRE
	Edge of Town No Sub Category			
	Total Number of dwellings:	10		
	Survey date: <i>FRIDAY</i>	<i>26/06/09</i>		<i>Survey Type: MANUAL</i>
20	SM-03-A-01 WEMBDON ROAD NORTHFIELD BRIDGWATER	DETACHED & SEMI		SOMERSET
	Edge of Town Residential Zone			
	Total Number of dwellings:	33		
	Survey date: <i>THURSDAY</i>	<i>24/09/15</i>		<i>Survey Type: MANUAL</i>
21	SY-03-A-01 A19 BENTLEY ROAD BENTLEY RISE DONCASTER	SEMI DETACHED HOUSES		SOUTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	54		
	Survey date: <i>WEDNESDAY</i>	<i>18/09/13</i>		<i>Survey Type: MANUAL</i>
22	TW-03-A-02 WEST PARK ROAD	SEMI-DETACHED		TYNE & WEAR
	GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	16		
	Survey date: <i>MONDAY</i>	<i>07/10/13</i>		<i>Survey Type: MANUAL</i>
23	WL-03-A-02 HEADLANDS GROVE	SEMI DETACHED		WILTSHIRE
	SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Number of dwellings:	27		
	Survey date: <i>THURSDAY</i>	<i>22/09/16</i>		<i>Survey Type: MANUAL</i>

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



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

MULTI-MODAL 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	23	49	0.053	23	49	0.234	23	49	0.287
08:00 - 09:00	23	49	0.113	23	49	0.355	23	49	0.468
09:00 - 10:00	23	49	0.133	23	49	0.140	23	49	0.273
10:00 - 11:00	23	49	0.130	23	49	0.139	23	49	0.269
11:00 - 12:00	23	49	0.124	23	49	0.124	23	49	0.248
12:00 - 13:00	23	49	0.147	23	49	0.152	23	49	0.299
13:00 - 14:00	23	49	0.120	23	49	0.131	23	49	0.251
14:00 - 15:00	23	49	0.143	23	49	0.183	23	49	0.326
15:00 - 16:00	23	49	0.251	23	49	0.202	23	49	0.453
16:00 - 17:00	23	49	0.257	23	49	0.164	23	49	0.421
17:00 - 18:00	23	49	0.287	23	49	0.158	23	49	0.445
18:00 - 19:00	23	49	0.221	23	49	0.161	23	49	0.382
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.979			2.143			4.122

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	9 - 432 (units: )
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	23
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	23	49	0.082	23	49	0.420	23	49	0.502
08:00 - 09:00	23	49	0.157	23	49	0.690	23	49	0.847
09:00 - 10:00	23	49	0.189	23	49	0.261	23	49	0.450
10:00 - 11:00	23	49	0.219	23	49	0.257	23	49	0.476
11:00 - 12:00	23	49	0.206	23	49	0.234	23	49	0.440
12:00 - 13:00	23	49	0.258	23	49	0.262	23	49	0.520
13:00 - 14:00	23	49	0.190	23	49	0.231	23	49	0.421
14:00 - 15:00	23	49	0.271	23	49	0.319	23	49	0.590
15:00 - 16:00	23	49	0.516	23	49	0.325	23	49	0.841
16:00 - 17:00	23	49	0.503	23	49	0.271	23	49	0.774
17:00 - 18:00	23	49	0.496	23	49	0.271	23	49	0.767
18:00 - 19:00	23	49	0.361	23	49	0.261	23	49	0.622
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.448			3.802			7.250

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	9 - 432 (units: )
Survey date date range:	01/01/09 - 28/03/17
Number of weekdays (Monday-Friday):	23
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.*

## Appendix F

TRICS Output –Proposed

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	WH WANDSWORTH	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RI EAST RIDING OF YORKSHIRE	1 days

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

## Secondary 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: Number of dwellings  
 Actual Range: 6 to 30 (units: )  
 Range Selected by User: 6 to 30 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 11/07/16

*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	2 days
Tuesday	2 days
Wednesday	6 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	16 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	7
Suburban Area (PPS6 Out of Centre)	8
Edge of Town	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	13
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,*

Secondary Filtering selection:

Use Class:

C1	1 days
C3	15 days

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

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	3 days
100,001 or More	4 days

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

Population within 5 miles:

50,001 to 75,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	8 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	4 days
0.6 to 1.0	6 days
1.1 to 1.5	6 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	15 days

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

PTAL Rating:

No PTAL Present	7 days
2 Poor	1 days
4 Good	1 days
6a Excellent	5 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT SPA ROAD WEYMOUTH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 <i>Survey date: FRIDAY 28/03/14</i>		
2	DS-03-C-01	BLOCK OF FLATS	DERBYSHIRE
	DRAGE STREET LITTLE CHESTER DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 8 <i>Survey date: THURSDAY 25/06/09</i>		
3	EX-03-C-01	FLATS	ESSEX
	WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings: 6 <i>Survey date: TUESDAY 22/10/13</i>		
4	HC-03-C-02	FLATS	HAMPSHIRE
	WORTING ROAD  BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY 21/10/10</i>		
5	HG-03-C-02	BLOCK OF FLATS	HARINGEY
	HIGH ROAD WOODSIDE PARK WOOD GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 30 <i>Survey date: WEDNESDAY 01/10/14</i>		
6	HK-03-C-03	BLOCK OF FLATS	HACKNEY
	GREEN LANES MANOR HOUSE FINSBURY PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 <i>Survey date: WEDNESDAY 24/09/14</i>		
7	IS-03-C-03	BLOCK OF FLATS	ISLINGTON
	FLORENCE STREET  ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 <i>Survey date: THURSDAY 21/11/13</i>		
8	IS-03-C-05	BLOCK OF FLATS	ISLINGTON
	LEVER STREET  FINSBURY Edge of Town Centre Built-Up Zone Total Number of dwellings: 15 <i>Survey date: WEDNESDAY 29/06/16</i>		



LIST OF SITES relevant to selection parameters (Cont.)

9	IS-03-C-06 CALEDONIAN ROAD	BLOCK OF FLATS	ISLINGTON
	HOLLOWAY Edge of Town Centre Residential Zone Total Number of dwellings:	14	
	<i>Survey date: MONDAY</i>	<i>27/06/16</i>	<i>Survey Type: MANUAL</i>
10	KI-03-C-03 PORTSMOUTH ROAD	BLOCK OF FLATS	KINGSTON
	SURBITON Edge of Town Centre Residential Zone Total Number of dwellings:	20	
	<i>Survey date: MONDAY</i>	<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
11	KN-03-C-01 UXBRIDGE STREET	BLOCKS OF FLATS	KENSINGTON AND CHELSEA
	NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwellings:	16	
	<i>Survey date: THURSDAY</i>	<i>15/10/09</i>	<i>Survey Type: MANUAL</i>
12	OX-03-C-01 OXFORD ROAD COWLEY OXFORD	BLOCK OF FLATS	OXFORDSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	14	
	<i>Survey date: WEDNESDAY</i>	<i>20/10/10</i>	<i>Survey Type: MANUAL</i>
13	RI-03-C-01 465 PRIORY ROAD	FLATS	EAST RIDING OF YORKSHIRE
	HULL Edge of Town Residential Zone Total Number of dwellings:	20	
	<i>Survey date: TUESDAY</i>	<i>13/05/14</i>	<i>Survey Type: MANUAL</i>
14	SF-03-C-03 TOLLGATE LANE	BLOCKS OF FLATS	SUFFOLK
	BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:	30	
	<i>Survey date: WEDNESDAY</i>	<i>03/12/14</i>	<i>Survey Type: MANUAL</i>
15	SK-03-C-02 LAMB WALK	BLOCK OF FLATS	SOUTHWARK
	BERMONDSEY Edge of Town Centre Built-Up Zone Total Number of dwellings:	29	
	<i>Survey date: THURSDAY</i>	<i>23/04/15</i>	<i>Survey Type: MANUAL</i>
16	WH-03-C-01 AMIES STREET	BLOCKS OF FLATS	WANDSWORTH
	CLAPHAM JUNCTION Edge of Town Centre Residential Zone Total Number of dwellings:	30	
	<i>Survey date: WEDNESDAY</i>	<i>09/05/12</i>	<i>Survey Type: MANUAL</i>

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

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

MULTI-MODAL 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	16	18	0.046	16	18	0.142	16	18	0.188
08:00 - 09:00	16	18	0.064	16	18	0.196	16	18	0.260
09:00 - 10:00	16	18	0.085	16	18	0.089	16	18	0.174
10:00 - 11:00	16	18	0.053	16	18	0.093	16	18	0.146
11:00 - 12:00	16	18	0.071	16	18	0.060	16	18	0.131
12:00 - 13:00	16	18	0.075	16	18	0.068	16	18	0.143
13:00 - 14:00	16	18	0.075	16	18	0.064	16	18	0.139
14:00 - 15:00	16	18	0.071	16	18	0.093	16	18	0.164
15:00 - 16:00	16	18	0.100	16	18	0.060	16	18	0.160
16:00 - 17:00	16	18	0.075	16	18	0.078	16	18	0.153
17:00 - 18:00	16	18	0.174	16	18	0.036	16	18	0.210
18:00 - 19:00	16	18	0.096	16	18	0.071	16	18	0.167
19:00 - 20:00	6	18	0.139	6	18	0.093	6	18	0.232
20:00 - 21:00	6	18	0.065	6	18	0.065	6	18	0.130
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.322			1.308			2.630

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	6 - 30 (units: )
Survey date date range:	01/01/09 - 11/07/16
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	16	18	0.125	16	18	0.370	16	18	0.495
08:00 - 09:00	16	18	0.157	16	18	0.552	16	18	0.709
09:00 - 10:00	16	18	0.206	16	18	0.295	16	18	0.501
10:00 - 11:00	16	18	0.107	16	18	0.221	16	18	0.328
11:00 - 12:00	16	18	0.135	16	18	0.139	16	18	0.274
12:00 - 13:00	16	18	0.178	16	18	0.110	16	18	0.288
13:00 - 14:00	16	18	0.128	16	18	0.157	16	18	0.285
14:00 - 15:00	16	18	0.164	16	18	0.174	16	18	0.338
15:00 - 16:00	16	18	0.270	16	18	0.125	16	18	0.395
16:00 - 17:00	16	18	0.206	16	18	0.203	16	18	0.409
17:00 - 18:00	16	18	0.374	16	18	0.171	16	18	0.545
18:00 - 19:00	16	18	0.317	16	18	0.178	16	18	0.495
19:00 - 20:00	6	18	0.398	6	18	0.259	6	18	0.657
20:00 - 21:00	6	18	0.213	6	18	0.185	6	18	0.398
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.245			3.239			6.484

*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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

#### Parameter summary

Trip rate parameter range selected:	6 - 30 (units: )
Survey date date range:	01/01/09 - 11/07/16
Number of weekdays (Monday-Friday):	16
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.*