



Chester Road Hostel,
London Borough of Camden

Transport Statement

For

Bell Philips

Document Control Sheet

Transport Statement

Chester Road Hostel, London Borough of Camden

Bell Phillips

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
03/12/2019	Final	SB	DL
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1.0 Introduction

- 1.1 Motion have been appointed by Bell Phillips to advise on highways and transport matters associated with the proposed redevelopment of the Chester Road Hostel, in the London Borough of Camden (LB Camden).
- 1.2 The site is located adjacent to Chester Road and Dartmouth Park, the site is located within close proximity to Archway to the east. It benefits from a wide variety of services and amenities and benefits from being in close proximity from bus stops and London Underground stations.
- 1.3 The site is currently occupied by a hostel with 26-bedrooms and the proposed development comprises the redevelopment of the site to provide a new hostel with 50 bedrooms to be used as temporary family accommodation.
- 1.4 This Transport Statement has been prepared to consider highways and transport associated with the development. Following this introduction, the remainder of this report contains the following sections:
 - ▶ **Section 2** outlines the transport planning policies that are considered to be pertinent to this application;
 - ▶ **Section 3** considers the existing use of the site and reviews accessibility of the site by all modes of transport;
 - ▶ **Section 4** provides trip generation analyses of the development proposals and the local transport network to the site; and,
 - ▶ **Section 5** summarises the key findings and conclusions of the assessment.

2.0 Policy Context

2.1 This section summarises relevant transport policy documents against which the development proposals would be considered at a national, regional and local level. The most relevant policy document relating to the study are as follows:

- ▶ National Planning Policy Framework (July 2018);
- ▶ The London Plan (2021);
- ▶ Camden Plan (2018-2025);
- ▶ Camden Local Plan (2017); and,
- ▶ Camden Planning Guidance: Transport (2018)

National Planning Policy Framework (NPPF) (2018)

2.2 The current version of the National Planning Policy Framework (NPPF) was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied.

2.3 In promoting sustainable transport, the NPPF identifies at paragraph 103 that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.4 Paragraph 108 of the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ▶ *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *safe and suitable access to the site can be achieved for all users; and*
- ▶ *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."*

2.5 Furthermore, paragraph 109 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Regional Planning Policy

2.6 The London Plan 2021 was adopted in March 2021. The purpose of the replacement plan is to promote economic and social development and the environmental improvement of Greater London.

2.7 With regard to a strategic approach to transport, Policy T1 states:

"A. Development Plans should support, and development proposal should facilitate:

1. *the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made on foot, cycle or public transport by 2041*
2. *the proposed transport schemes set out in Table 10.1*

B. 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."

2.8 With regard to assessing and mitigating transport impacts, Policy T4 states:

"

- A. Development Plans and development proposals should reflect and be integrates with current and planned transport access, capacity and connectivity*
- B. 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 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 developments. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required in accordance with relevant Transport for London guidance.*
- C. Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highway improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
- D. 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 existing for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.*
- E. 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 taken into account and mitigated.*
- F. Development proposals should not increase road danger".*

London Borough of Camden

Camden Local Plan (2017)

2.9 The Council's vision for the borough is set out in the Camden Local Plan. The overall vision of the Camden Local Plan also acts as the vision for this Local Plan:

"We want to make Camden a better borough — a place where everyone has a chance to succeed and where nobody gets left behind. A place that works for everyone."

2.10 In terms of sustainable transport, Policy T1 states:

"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. Walking In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- ▶ improve the pedestrian environment by supporting high quality public realm improvement works;*
- ▶ make improvements to the pedestrian environment including the provision of high-quality safe road crossings where needed, seating, signage and landscaping;*
- ▶ are easy and safe to walk through ('permeable');*
- ▶ are adequately lit;*
- ▶ provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*

- ▶ *contribute towards bridges and water crossings where appropriate.*

Cycling

- ▶ *In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:*
- ▶ *provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, Cycle Superhighways and;*
- ▶ *provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning."*

- 2.11 In terms of car free developments, Policy T2 of the Camden Local Plan states:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:

- ▶ *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;*
- ▶ *limit on-site parking to spaces designated for disabled people where necessary, and/or essential operational or servicing needs;*
- ▶ *support the redevelopment of existing car parks for alternative uses; and,*
- ▶ *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

Camden Planning Guidance: Transport (2018)

- 2.12 The Camden Planning Guidance: Transport, relates to Camden Local Plan Policy A1 'Managing the impact of Development'.

- 2.13 In terms of car-free developments it states:

"In order to maintain car-free development over the lifetime of a scheme, the developer will be required to enter into a legal agreement with the Council (see paragraph 5.11 of this CPG), which would permanently remove the entitlement to occupiers (residents or staff) for on-street parking permits."

- 2.14 In terms of footways the Camden Planning Guidance: Transport states:

"Footways should be designed with frequent and convenient road crossing points for pedestrians. The Council will seek to secure financial contributions to provide new and improved pedestrian crossings where this would be necessary to make a development acceptable in planning terms."

3.0 Baseline Conditions

Site Location

- 3.1 The site is located adjacent to Chester Road and Dartmouth Park, the site is located within close proximity to Archway to the east. It benefits from a wide variety of services and amenities and benefits from being in close proximity from bus stops and London Underground stations.
- 3.2 A site location plan is attached at [Figure 3.1](#).

Local Highway Network

- 3.3 As noted above the site is located directly north of Chester Road, which operates one-way northwest bound and is subject to a 20mph speed limit. To the east of the site, Dartmouth Park Avenue connects the site to the wider area including Highgate and Kentish Town.
- 3.4 The streets in the vicinity of the site are within Controlled Parking Zone CA-U Highgate which is in operation during the hours of 10:00-12:00 Monday to Friday.

Parking

- 3.5 Parking beat surveys were undertaken on Thursday 4th April 2019 between 0700-1900 which incorporated all roads within a 200-metre radius of the site, the full survey results are attached at [Appendix A](#). As it is anticipated that residents would wish to be as close to the site as possible for loading/unloading, analysis of the surveys has concentrated on the parking bays that could be available to them along Chester Road. In addition, overnight surveys were undertaken on Tuesday 2nd and Thursday 4th of April to determine overnight parking availability should it be required. Table 3.1 summarises the survey results both overnight and during the day.

	Spaces Available	Spaces Occupied	% Occupancy
0700	18	42	70%
0800	18	42	70%
0900	19	41	68%
1000	20	40	67%
1100	21	39	65%
1200	22	38	63%
1300	22	38	63%
1400	21	39	65%
1500	19	41	68%
1600	19	41	68%
1700	19	41	68%
1800	21	39	65%
1900	20	40	67%
0200 – Tuesday 2 nd	16	44	73%
0230 – Thursday 4 th	14	46	77%

Table 3.1: Parking Beat Survey Summary

- 3.6 Table 3.1 demonstrates that a minimum of 18 car parking spaces were available during the 12-hour survey period. In addition, it has been demonstrated that a minimum of 14 spaces were available overnight.

	Town Centres	Commuting/Schools	Elsewhere
Desirable	18	42	400
Acceptable	18	42	800
Preferred Maximum	19	41	1,200

Source: 'Providing for Journeys on Foot', CIHT, 2000

Table 3.2: Suggested Walking Distances (metres)

- 3.7 The following sections consider the opportunities for sustainable travel that are available in the vicinity of the site.

Accessibility on Foot

- 3.8 Footways are provided on both sides of Chester Road, offering access to local bus stops, tube stations, shops and other services. There are further footways located on both sides of Dartmouth Park Hill, with an additional zebra crossing located to the east of the site.
- 3.9 The footways and crossings in the vicinity of the application site allow users to access a range of local amenities, shops, services and public transport facilities. A summary of local services is provided in Table 3.3 and [Figure 3.2](#) attached.

Access to Local Amenities

Amenity	Walking		Cycling	
	Distance (metres)	Time (minutes)	Distance (metres)	Time (minutes)
Zip Car	100	1	100	1
Cricks Corner	100	1	100	2
Source Charging	160	2	320	1
Star Pub	160	2	150	1
Archway English and Maths After School Centre	160	2	160	2
Little Angels	320	3	640	2
The House	320	4	480	2
Best London Property Services	320	4	640	2
Girdlestone Community Centre	320	5	320	3
Girdlestone Park	480	6	480	3
Iceland	640	7	640	3
McDonalds	640	8	960	3
St Joseph's Primary School	640	12	640	8
St Anne's Church	960	12	1120	4

Table 3.3: Site Location in relation to Local Area

Accessibility by Cycle

- 3.10 Both Chester Road and Dartmouth Park Hill are roads that have been recommended by cyclists within the London Cycling Guide 4. Dartmouth Park Hill joins to Highgate Road to the west, this is a signed/marked cycle route with a mixture of busier and quiet roads. Highgate Road forms part of the trip to Gospel Oak Overground Station which has cycle parking and connects the site to Greater London.

- 3.11 Furthermore, Hampstead Heath to the west of the site contains a number of designated off road cycle routes through the park.
- 3.12 Cycle parking is located by Highgate Library approximately 320m from the vicinity of the site and Raydon Street located 480m from the vicinity of the site.

Public Transport Accessibility Level (PTAL)

- 3.13 The Public Transport Accessibility Level (PTAL) is a development planning tool used within London which provides a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest. The application site has a PTAL score of 3, which indicates that the site is accessible by public transport.
- 3.14 A copy of the PTAL report is attached at [Appendix B](#).

Accessibility by Bus

- 3.15 The nearest bus stops to the site offer services to the wider London area. These include Chester Road, Dartmouth Park and Chester Road Highgate Library. A summary of these routes can be seen in Table 3.4.

Service	Route	Frequency (every x minutes)		
		Mon-Fri	Sat	Sun
4	Archway – Holloway – Finsbury Park – Islington – St Pauls - Blackfriars	9 minutes	20 minutes	20 minutes
C11	Brent Cross – North Cricklewood – West Hampstead – Swiss Cottage – Hampstead Heath – Gospel Oak - Archway	9 minutes	8-15 minutes	10-12 minutes

Table 3.4: Local Bus Services

Accessibility by Train

- 3.16 Archway Station located approximately 800m north of the application site. The station provides services on the London Underground enabling accessibility into London and national rail services. Further to this Upper Holloway Station is located approximately 1km east of the site. It offers London Overground Services to Barking and Gospel Oak. Table 3.5 below shows the AM and PM peak hour frequency of these services during weekdays and weekends.

Station	Service	Frequency (every x minutes)			
		Mon - Fri		Sat	Sun
		AM Peak	PM Peak		
Archway Station	Circle Line	10 minutes	10 minutes	10 minutes	10 minutes
	Metropolitan Line	5 minutes	5-6 minutes	5 minutes	5 minutes
	Hammersmith and City Line	5 minutes	5-6 minutes	5 minutes	5 minutes
Upper Holloway	Barking	2-5 minutes	2-5 minutes	60 minutes	60 minutes
	Gospel Oak	60 minutes	60 minutes	60 minutes	60 minutes

Table 3.5: Local Rail Services

Car Clubs

- 3.17 Car clubs can help to reduce car ownership by offering the convenience of a car without the costs of repairs, servicing, insurance and parking.
- 3.18 The closest car club to the site is located 100m from site on Bickerton Road. Further car clubs located a short distance from the vicinity of the site include on Churchill Road 640m south of the site and Ospringe Road located 1.2km from site.

4.0 Development Proposals

- 4.1 The proposals comprise of the redevelopment of the Chester Road Hostel to provide a refurbishment of the 26-bedroom hostel to provide a 50-bedroom to be used as temporary accommodation for families. The proposed site layout is attached at [Appendix C](#).

Access Arrangements

- 4.2 The main pedestrian entrance to the site will be taken from the Dartmouth Park Hill frontage of the site.
- 4.3 There will be no vehicle access to the site and it is proposed that the development will be car-free. The proposals for car-free development is in accordance with LB Camden planning policy and it is envisaged that future occupiers of the development will not be eligible to apply for parking permits within the local controlled parking zone.
- 4.4 It is proposed that two on-street disabled accessible parking spaces are provided on-street in the vicinity of the main pedestrian entrance to the site. Two existing residential permit holder parking bays in this location will be relocated to Chester Road, a short distance away, such that there is no overall loss in on-street resident permit holder parking bays in the local area. Drawing 1904009-01 and Drawing 1904009-02 attached at [Appendix D](#) show the existing parking arrangements in the vicinity of the site and the proposed location of the two on-street disabled accessible parking spaces and the location of the relocated resident permit holder parking bays.
- 4.5 There is an existing gated access to the site from Chester Road, opposite Bramshill Gardens. As part of the redevelopment it is proposed to close this access and reinstate footway across the access and this is indicated on the attached Drawing 1904009-02.

Cycle Parking

- 4.6 There are no adopted cycle parking standards for the proposed land use. The proposal incorporates 26 cycle parking spaces for the hostel, and this is considered appropriate to meet the needs of the development.

Servicing and Deliveries

- 4.7 All servicing and deliveries associated with the site will be undertaken on-street, as is consistent with the majority of uses and residential properties in the locality.
- 4.8 Drawing 1904009-02, attached at [Appendix D](#), identifies the proposed refuse collection arrangements at the site. Due to internal carry distances for residents the site will have two internal refuse stores on the Chester Road frontage of the site. The north-westernmost bins store is located close to where the existing access is being closed and the refuse vehicle would be able to stop on the existing stretch of double yellow line to collect waste and it is proposed to provide a new dropped kerb to assist trolleying of bins to the vehicle.
- 4.9 The second bin store is located further east on Chester Road. The refuse vehicle would need to stop on the carriageway of Chester Road to collect from this store and this is consistent with refuse collection arrangements for the existing properties on the street. It is proposed to provide a new dropped kerb to assist trolleying of bins to the vehicle. This is shown on the attached Drawing 1904009-02 and would result in the reconfiguration of the parking bays, although there would be no overall loss in the parking capacity of this bay.

Drop-off and Pick-up Arrangement

- 4.10 When residents arrive and depart the development and the beginning and end of their stay, they will need to unload/load their possessions. As no car parking will be provided to serve the development, future residents will stop on street to unload/load. The existing parking bays on Chester Road and Dartmouth Park Hill allow loading, free of charge, for up to 20 minutes during the hours of restriction. On that basis residents arriving or leaving the development would be able to park with the existing parking bays, free of charge for up to 20 minutes to unload/load their possessions.

5.0 Effect of Development

5.1 This section considers the expected multi-modal trips associated with the development proposals. Reference has been made to the TRICS database in order to establish total person trip rates for the morning and evening peak periods.

Existing Hostel

5.2 The site is currently occupied by a 26-bedroom hostel. There are no directly comparable sites within the TRICS database for the existing and proposed land use, therefore it is considered that the land use category of Local Authority Flats is the most comparable category and this has been used to generate trip rates for the site, as this is the most comparable category to fit the sites land use.

5.3 In order to determine the likely person trips associated with the hostel, the following parameters have been applied to the TRICS database:

- ▶ Land Use: Local Authority Flats
- ▶ Regions: Greater London
- ▶ PTAL: 2-6b
- ▶ Selected Surveys: Weekdays
- ▶ Selected Locations: Edge of Town Centre, Suburban Area, Neighbourhood Centre

5.4 A copy of the TRICS report is provided in [Appendix E](#) while a summary of the total people trip rates is provided below in Table 5.1.

	Person Trip Rate			Existing Total Person Trips (26 Bedrooms)		
	In	Out	Total	In	Out	Total
AM Peak	0.13	0.73	0.86	3	19	22
PM Peak	0.36	0.23	0.6	9	6	15

Table 5.1: Existing Trip Rates and Trips

5.5 Table 5.1 demonstrates that the existing use of the 26-bedroom site is estimated to result in 22 two-way trips in the morning peak period and 15 two-way person trips during the evening peak period.

Proposed Hostel

5.6 The trip rates established for the existing use are considered the most appropriate for the proposed use and are summarised at Table 5.2 below.

	Person Trip Rate			Proposed Total Person Trips (50 Bedrooms)		
	In	Out	Total	In	Out	Total
AM Peak	0.13	0.73	0.86	7	37	44
PM Peak	0.36	0.23	0.6	18	12	30

Table 5.2: Proposed Trip Rates and Trips

5.7 Table 5.2 shows that a total of 44 person trips will be generated from the site in the morning peak hour, with 30 person trips generated during the evening peak period.

Net Change

- 5.8 In order to consider the net change in trips as a result of the proposed development, the trips associated with the existing hostel, as presented at Table 5.1, have been subtracted from the trips associated with proposed hostel, as presented at Table 5.2. Table 5.3 presents the expected net change in person trips as a result of the proposed development.

	Net Change		
	In	Out	Total
AM Peak (08:00-09:00)	4	18	22
PM Peak (17:00-18:00)	9	6	15

Table 5.3: Net Change

- 5.9 Table 5.3 demonstrates that the proposed development is expected to result in 22 additional person trips during the morning peak hour and 15 additional person trips during the evening peak hour.
- 5.10 Given that the site is situated in an accessible location and will be car-free, it is envisaged that the majority of trips will be associated with the site will be undertaken by sustainable transport modes of travel.
- 5.11 Based on the analysis presented above it is concluded that the development proposals will not result in a significant change in trips associated with the site and the development will not have a material effect on the highway network local to the site.

Parking

- 5.12 It is proposed that the development will be car-free with no on-site car parking and this is in accordance with LB Camden planning policy. It is envisaged that future occupiers of the development, other than blue badge holders, will not be eligible to apply for parking permits within the local controlled parking zone.
- 5.13 Based on the above, it is considered that the proposals will have a negligible impact on local parking conditions in the vicinity of the site.

6.0 Summary and Conclusions

- 6.1 Motion have been appointed by Bell Phillips to advise on highways and transport matters associated with the proposed redevelopment of the Chester Road Hostel in the London Borough of Camden.
- 6.2 The site is located adjacent to Chester Road and Dartmouth Park, the site is located within close proximity to Archway to the east. It benefits from a wide variety of services and amenities and benefits from being in close proximity from bus stops and London Underground stations.
- 6.3 The site is located in a largely residential area and benefits from being in close proximity to a range of amenities including shops, schools and medical facilities. In addition, bus stops are located within 100m of the site on Dartmouth Park Hill providing access to the Greater London area.
- 6.4 The proposals comprise the redevelopment of the Chester Road Hostel to provide 50 bedrooms to be used as temporary family accommodation. The development will be car free, other than the provision of two on-street disabled car parking spaces located within close proximity to the vicinity of the site.
- 6.5 This transport statement has demonstrated the following:
- ▶ The proposals accord with national, regional and local planning policies;
 - ▶ The site is accessible by a range of transport opportunities including bus, train, cycle and foot;
 - ▶ The proposed site will be car free; and,
 - ▶ Cycle parking will be provided on site;
 - ▶ The development would not result in a significant change in trips and the majority of trips would be undertaken by sustainable modes of travel; and,
 - ▶ The development will have a negligible impact on local parking conditions in the vicinity of the site.
- 6.6 It is therefore demonstrated that the development proposals accord with local and national transport related planning policies and would not have a material effect on the local highway and transport networks or infrastructure. It is considered that there are no reasons why the proposals should be resisted on traffic or transportation grounds.

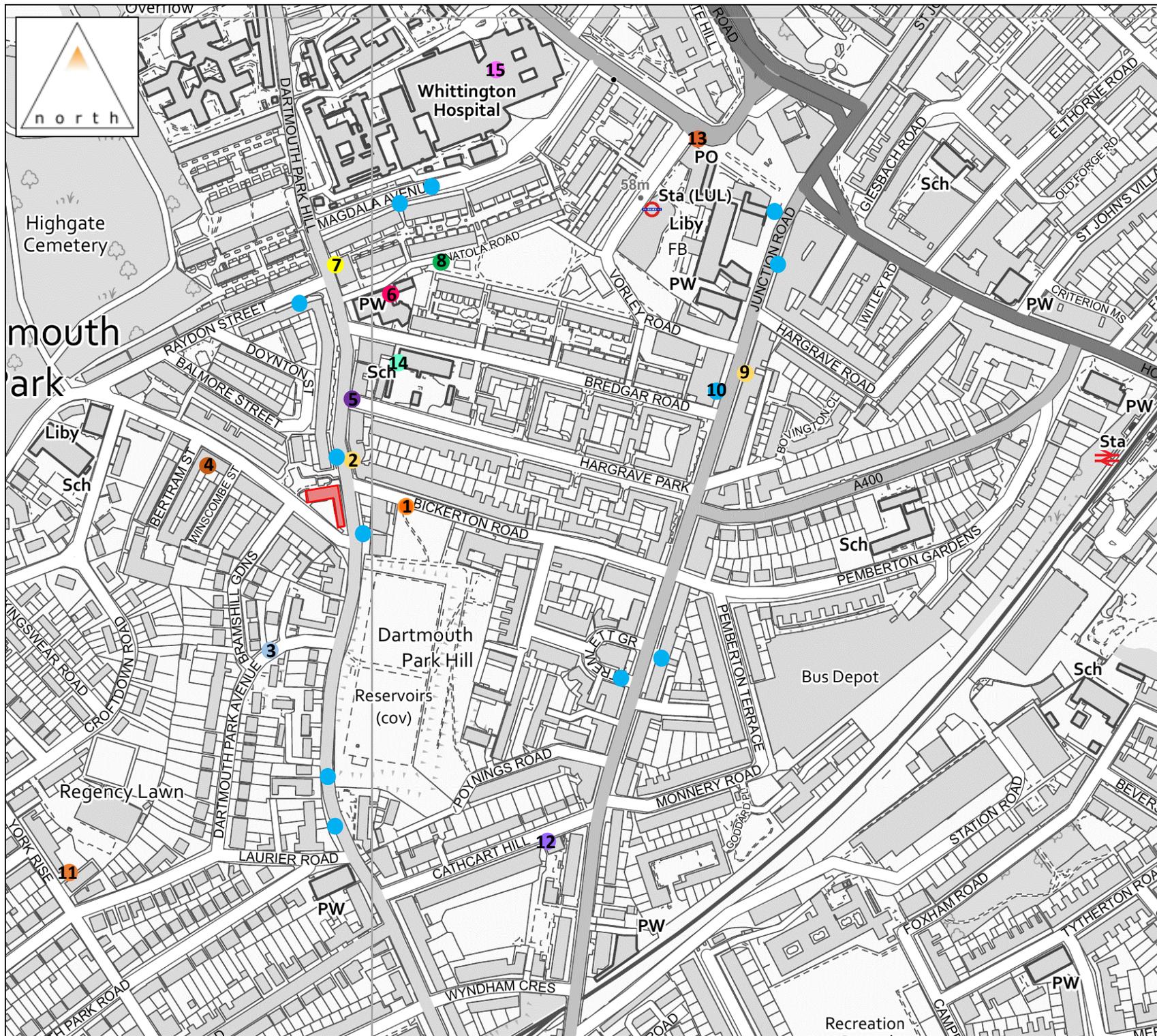
Figures



- Legend:
- ▭ Site Location
 - ★ Station
 - Underground Station
 - Bus Stop

Chester Road Hostel,
 LB Camden
Figure 3.1 Site Location Plan
Not to Scale





Legend:

-  Site Location
-  Station
-  Underground Station
-  Zip Car
-  Cricks Corner
-  Source Charging
-  Star Pub
-  Archway English and Maths
-  Little Angels
-  The House
-  Best London Property
-  Upper Holloway Post Office
-  Iceland
-  York Rise Nursery
-  Archway Connect
-  McDonalds
-  Hargrave Park School
-  The Whittington Hospital

Chester Road Hostel,
 LB Camden
Figure 3.2 Summary of Local Services
 Not to Scale



Appendix A

Parking Beat Surveys

PARKING BEAT SURVEY

CHESTER ROAD HOSTEL - HIGHGATE

200M



TUESDAY 2 APRIL 2019

THURSDAY 4 APRIL 2019

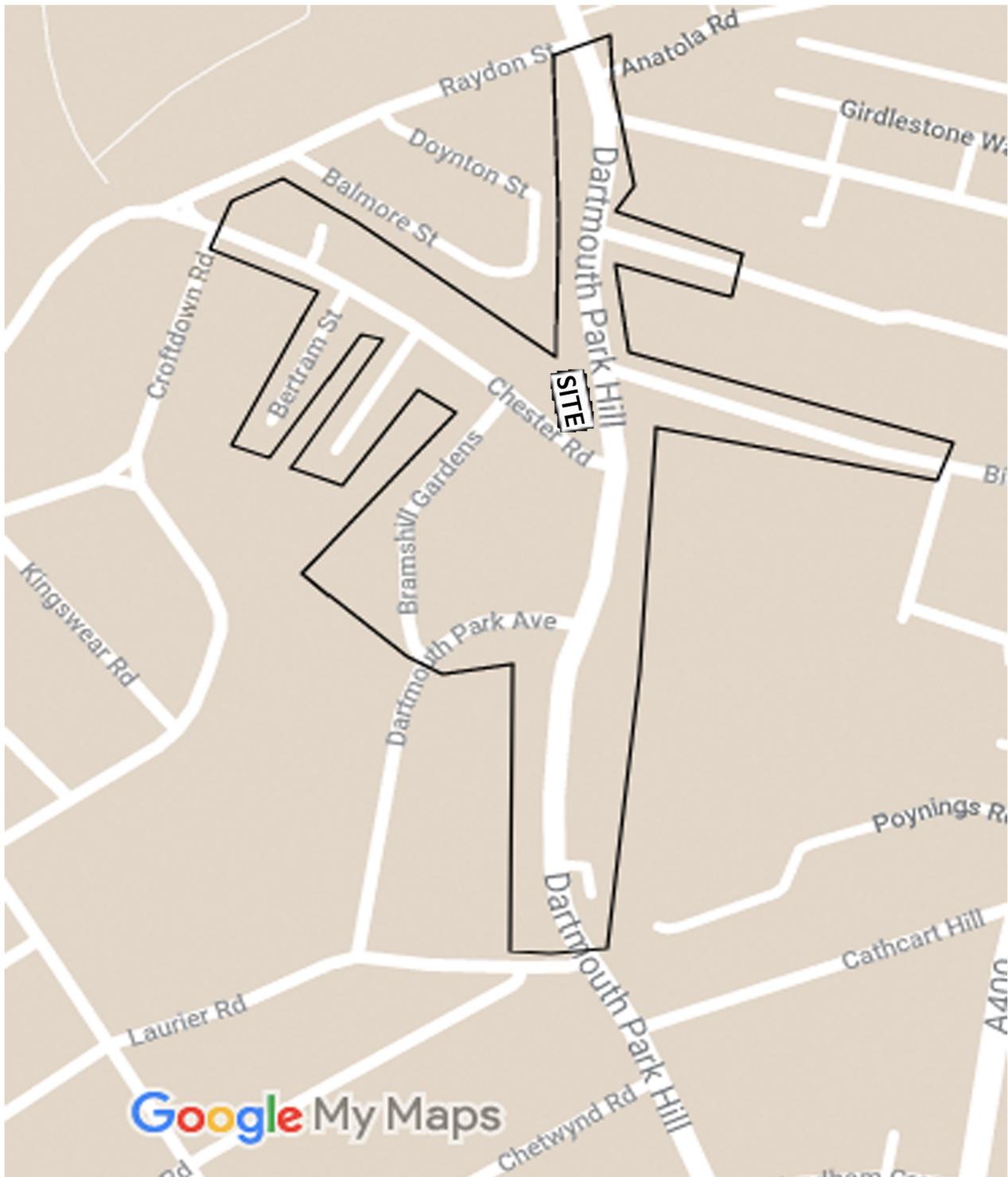


SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology Guidance	London Borough of Lambeth	
Site	CHESTER ROAD HOSTEL - HIGHGATE	
Survey Area	200M	
Date/s	TUESDAY 2 APRIL 2019	THURSDAY 4 APRIL 2019
Time/s	00:30	07:00 - 19:00
Beat Frequency	2 x OVERNIGHT SNAPSHOTS & 1 x HOUR BEATS	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	<p>First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p>	
Parking excluded from stress calculation	<p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p>	
Terminology	<p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p>	

PARKING BEAT SURVEY AREA

SITE: CHESTER ROAD HOSTEL - HIGHGATE
(200M WALKING RADIUS)



PARKING STRESS TABLES - OVERNIGHT SNAPSHOTS

Restriction 1					Unrestricted					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Chester Road	20	4	0	4	2	2	50%	1	3	25%
Total	20	4	0	4	2	2	50%	1	3	25%

Restriction 2					Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Hill	155	31	0	31	26	5	84%	24	7	77%
Total	155	31	0	31	26	5	84%	24	7	77%

Restriction 3					Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Avenue	65	13	0	13	9	4	69%	9	4	69%
Chester Road	225	45	0	45	33	12	73%	36	9	80%
Bertram Street	80	16	0	16	12	4	75%	11	5	69%
Winscombe Street	135	27	0	27	15	12	56%	13	14	48%
Bramshill Gardens	295	59	0	59	41	18	69%	39	20	66%
Total	800	160	0	160	110	50	69%	108	52	68%

Restriction 4					Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon Or Pay By Phone Max Stay 90 Mins					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Avenue	35	7	0	7	5	2	71%	6	1	86%
Chester Road	45	9	0	9	8	1	89%	8	1	89%
Bertram Street	35	7	0	7	5	2	71%	6	1	86%
Total	115	23	0	23	18	5	78%	20	3	87%

Restriction 5					Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Hargrave Park	30	6	0	6	4	2	67%	5	1	83%
Total	30	6	0	6	4	2	67%	5	1	83%

Restriction 6					Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 2 Hours					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Hill	40	8	0	8	5	3	63%	7	1	88%
Total	40	8	0	8	5	3	63%	7	1	88%

Restriction 7					Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Hill	10	2	0	2	1	1	50%	1	1	50%
Hargrave Park	30	6	9	15	13	2	87%	14	1	93%
Bickerton Road	175	35	0	35	31	4	89%	28	7	80%
Total	215	43	9	52	45	7	87%	43	9	83%

Restriction 8					Parking Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Bickerton Road	125	25	0	25	20	5	80%	21	4	84%
Total	125	25	0	25	20	5	80%	21	4	84%

Restriction 9					Disabled Permit Holders					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Hill	0	0	2	2	2	0	100%	2	0	100%
Bickerton Road	0	0	2	2	2	0	100%	1	1	50%
Chester Road	0	0	2	2	1	1	50%	1	1	50%
Bertram Street	0	0	2	2	2	0	100%	2	0	100%
Total	0	0	8	8	7	1	88%	6	2	75%

Restriction 10					Single Yellow					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Hill	25	5	0	5	0	5	0%	0	5	0%
Hargrave Park	10	2	0	2	0	2	0%	0	2	0%
Bickerton Road	15	3	0	3	0	3	0%	0	3	0%
Winscombe Street	5	1	0	1	0	1	0%	0	1	0%
Total	55	11	0	11	0	11	0%	0	11	0%

Restriction 11					Yellow Zig Zags (No Stopping Mon-Fri 8:30am-9:30am / 3:00pm-4:30pm On School Entrance Markings)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Hargrave Park	5	1	0	1	0	1	0%	0	1	0%
Total	5	1	0	1	0	1	0%	0	1	0%

Restriction 12					Car Club					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Bickerton Road	0	0	2	2	0	2	0%	1	1	50%
Total	0	0	2	2	0	2	0%	1	1	50%

Restriction 13					Electric Vehicles Only					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Dartmouth Park Avenue	0	0	1	1	1	0	100%	1	0	100%
Total	0	0	1	1	1	0	100%	1	0	100%

Illegal/Obstructive Parking							
Location	Description	TUESDAY 2 APRIL 2019			THURSDAY 4 APRIL 2019		
		00:30			00:30		
		Occupied			Occupied		
Bickerton Road	Skip	1			1		
Total		1			1		

PARKING STRESS TABLES - THURSDAY 4 APRIL 2019

Restriction 1				Unrestricted																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Chester Road	20	4	0	4	1	3	25%	1	3	25%	1	3	25%	2	2	50%	2	2	50%	1	3	25%	1	3	25%	1	3	25%	1	3	25%	1	3	25%									
Total	20	4	0	4	1	3	25%	1	3	25%	1	3	25%	2	2	50%	2	2	50%	1	3	25%																					

Restriction 2				Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Hill	155	31	0	31	25	6	81%	25	6	81%	24	7	77%	24	7	77%	23	8	74%	25	6	81%	23	8	74%	22	9	71%	23	8	74%	22	9	71%	23	8	74%						
Total	155	31	0	31	25	6	81%	25	6	81%	24	7	77%	24	7	77%	23	8	74%	25	6	81%	23	8	74%	22	9	71%	23	8	74%	22	9	71%	23	8	74%						

Restriction 3				Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Avenue	65	13	0	13	10	3	77%	12	1	92%	11	2	85%	12	1	92%	9	4	69%	7	6	54%	6	7	46%	9	4	69%	6	6	62%	6	6	62%	7	6	54%						
Chester Road	225	45	0	45	34	11	76%	34	11	76%	33	12	73%	31	14	69%	30	15	67%	30	15	67%	29	16	64%	30	15	67%	31	14	69%	32	13	71%	32	13	71%						
Bertram Street	80	16	0	16	12	4	75%	11	5	69%	9	7	56%	9	7	56%	9	7	56%	10	6	63%	10	6	63%	10	6	63%	11	5	69%	10	6	63%	10	6	63%						
Winscombe Street	135	27	0	27	14	13	52%	15	12	56%	16	11	59%	19	8	70%	15	12	56%	12	15	44%	9	18	33%	11	16	41%	15	12	56%	16	11	59%	15	12	56%						
Bramshill Gardens	295	59	0	59	33	26	56%	29	30	49%	28	31	47%	31	28	53%	32	27	54%	33	26	56%	35	24	59%	36	25	58%	34	25	58%	36	23	61%	36	23	61%						
Total	800	160	0	160	103	57	64%	101	59	63%	97	63	61%	102	58	64%	94	66	59%	91	69	57%	89	71	56%	95	65	59%	99	61	62%	100	60	63%	101	59	63%						

Restriction 4				Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon Or Pay By Phone Max Stay 90 Mins																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Avenue	35	7	0	7	3	4	43%	3	4	43%	4	3	57%	4	3	57%	4	3	57%	5	2	71%	5	2	71%	6	1	86%	6	1	86%	5	2	71%									
Chester Road	45	9	0	9	6	3	67%	6	3	67%	6	3	67%	7	2	78%	7	2	78%	7	2	78%	8	1	89%	8	1	89%	7	2	78%	7	2	78%									
Bertram Street	35	7	0	7	5	2	71%	5	2	71%	5	2	71%	4	3	57%	4	3	57%	4	3	57%	4	3	57%	4	3	57%	5	2	71%	5	2	71%									
Total	115	23	0	23	14	9	61%	14	9	61%	15	8	65%	15	8	65%	15	8	65%	16	7	70%	17	6	74%	17	6	74%	19	4	83%	18	5	78%									

Restriction 5				Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Hargrave Park	30	6	0	6	5	1	83%	4	2	67%	3	3	50%	3	3	50%	4	2	67%	4	2	67%	3	3	50%	4	2	67%	4	2	67%	5	1	83%									
Total	30	6	0	6	5	1	83%	4	2	67%	3	3	50%	3	3	50%	4	2	67%	4	2	67%	3	3	50%	4	2	67%	4	2	67%	5	1	83%									

Restriction 6				Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 2 Hours																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Hill	40	8	0	8	7	1	88%	7	1	88%	8	0	100%	7	1	88%	7	1	88%	6	2	75%	6	2	75%	7	1	88%	6	2	75%	7	1	88%									
Total	40	8	0	8	7	1	88%	7	1	88%	8	0	100%	7	1	88%	7	1	88%	6	2	75%	6	2	75%	7	1	88%	6	2	75%	7	1	88%									

Restriction 7				Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Hill	10	2	0	2	1	1	50%	1	1	50%	1	1	50%	0	2	0%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	2	0	100%	1	1	50%									
Hargrave Park	30	6	0	6	13	2	87%	14	1	93%	14	1	93%	13	2	87%	12	3	80%	12	3	80%	12	3	80%	13	2	87%	14	1	93%	14	1	93%									
Bickerton Road	175	35	0	35	27	8	77%	28	7	80%	26	9	74%	26	9	74%	25	10	71%	26	9	74%	25	10	71%	25	10	71%	24	11	69%	22	13	63%									
Total	215	43	9	52	41	11	79%	43	9	83%	41	11	79%	39	13	73%	38	14	73%	39	13	73%	38	14	73%	39	13	73%	39	13	73%	38	14	73%									

Restriction 8				Parking Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours																																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)</																																	

Restriction 9					Disabled Permit Holders																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Hill	0	0	2	2	2	0	100%	1	1	50%	1	1	50%	1	1	50%	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	2	0	100%	2	0	100%						
Bickerton Road	0	0	2	2	1	1	50%	1	1	50%	1	1	50%	0	0	0%	0	0	0%	0	0	0%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%						
Chester Road	0	0	2	2	1	1	50%	1	1	50%	1	1	50%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	1	1	50%	1	1	50%	1	1	50%	1	1	50%						
Bertram Street	0	0	2	2	2	0	100%	2	0	100%	1	1	50%	1	1	50%	0	0	0%	0	0	0%	1	1	50%	1	1	50%	0	0	100%	2	0	100%	2	0	100%						
Total	0	0	8	8	6	2	75%	5	3	63%	4	4	50%	3	3	38%	2	6	25%	2	6	25%	3	3	38%	3	3	38%	3	3	38%	5	3	63%	6	2	75%						

Restriction 10					Single Yellow																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)			
Dartmouth Park Hill	25	5	0	5	0	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%	0	5	0%							
Hargrave Park	10	2	0	2	0	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%							
Bickerton Road	15	3	0	3	0	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%							
Winscombe Street	0	1	0	1	0	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%							
Total	55	11	0	11	0	11	0%	0	11	0%	0	11	0%	0	11	0%	0	11	0%	0	11	0%	0	11	0%	0	11	0%	0	11	0%	0	11	0%									

Restriction 11					Yellow Zig Zags (No Stopping Mon-Fri 8:30am-9:30am / 3:00pm-4:30pm On School Entrance Markings)																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Hargrave Park	5	1	0	1	0	0%	2	0	200%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%							
Total	5	1	0	1	0	0%	2	0	200%	0	1	0%																															

Restriction 12					Car Club																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Bickerton Road	0	0	2	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%						
Total	0	0	2	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%									

Restriction 13					Electric Vehicles Only																																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	THURSDAY 4 APRIL 2019																																						
					07:00			08:00			09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:00			19:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)						
Dartmouth Park Avenue	0	0	1	1	1	0	100%	1	0	100%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	1	0	100%	1	0	100%	1	0	100%						
Total	0	0	1	1	1	0	100%	1	0	100%	0	1	0%	1	0	100%	1	0	100%																								

Illegal/Obstructive Parking		THURSDAY 4 APRIL 2019												
Location	Description	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
		Occupied												
Bickerton Road	Skip	1	1	1	1	1	1	1	1	1	1	1	1	1
Hargrave Park	Double Yellow	0	0	4	0	0	0	0	0	3	0	0	0	0
Total		1	1	5	1	1	1	1	1	4	1	1	1	1

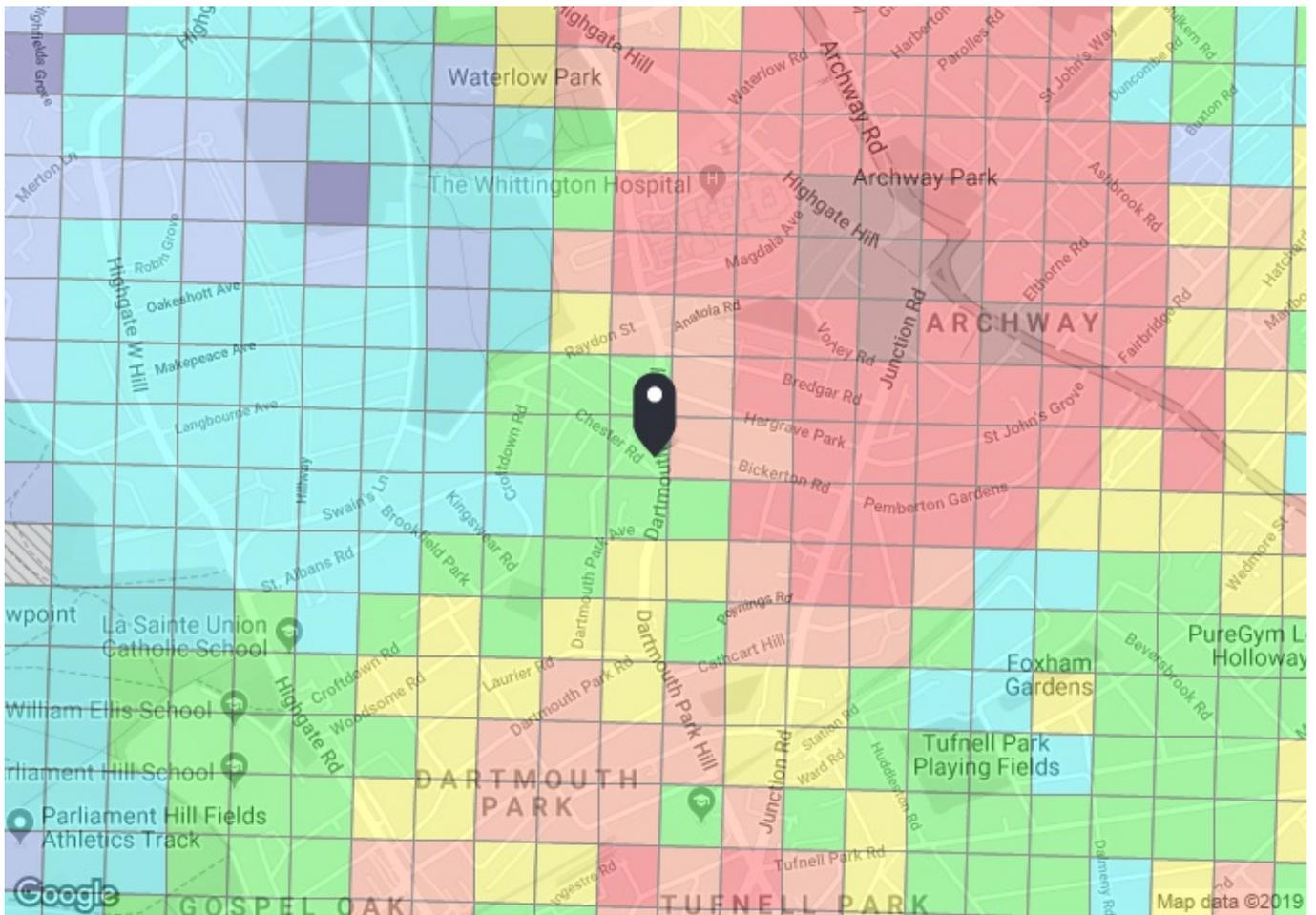
PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Dartmouth Park Hill	W S-N	Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm	14.7			10	2
Dartmouth Park Hill	W S-N	Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm	35			35	7
Dartmouth Park Hill	W S-N	Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm	15.4			15	3
Dartmouth Park Hill	W S-N	Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm	36.4			35	7
Dartmouth Park Hill	W S-N	Single Yellow	20.3			20	4
Dartmouth Park Hill	W S-N	Parking Permit Holders Only (CA-U) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm	61.6			60	12
Dartmouth Park Hill	E N-S	Single Yellow	7			5	1
Dartmouth Park Hill	E N-S	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 2 Hours	44.1			40	8
Dartmouth Park Hill	E N-S	Disabled Permit Holders	5.6	LW	1		1
Dartmouth Park Hill	E N-S	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	11.2			10	2
Dartmouth Park Hill	E N-S	Disabled Permit Holders	5.6	LW	1		1
Haggrave Park	N W-E	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm	30.1			30	6
Haggrave Park	N W-E	Single Yellow	12.6			10	2
Haggrave Park	N W-E	Yellow Zig Zags (No Stopping Mon-Fri 8:30am-9:30am / 3:00pm-4:30pm On School Entrance Markings)	7			5	1
Haggrave Park	S E-W	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	23.1	CW	9		9
Haggrave Park	S E-W	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	32.9			30	6
Dartmouth Park Avenue	S E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon Or Pay By Phone Max Stay 90 Mins	36.4			35	7
Dartmouth Park Avenue	S E-W	Electric Vehicles Only	4.9	LW	1		1
Dartmouth Park Avenue	S E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	16.1			15	3
Dartmouth Park Avenue	N W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	11.2			10	2
Dartmouth Park Avenue	N W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	40.6			40	8
Bickerton Road	N W-E	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	101.5			100	20
Bickerton Road	N W-E	Single Yellow	18.9			15	3
Bickerton Road	N W-E	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	23.8			20	4
Bickerton Road	N W-E	Disabled Permit Holders	6.3	LW	1		1
Bickerton Road	N W-E	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	22.4			20	4
Bickerton Road	N W-E	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	21			20	4
Bickerton Road	S E-W	Parking Permit Holders Only (IS-P) Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	18.9			15	3
Bickerton Road	S E-W	Disabled Permit Holders	6.3	LW	1		1
Bickerton Road	S E-W	Parking Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	35			35	7
Bickerton Road	S E-W	Parking Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	47.6			45	9
Bickerton Road	S E-W	Car Club	11.9	LW	2		2
Bickerton Road	S E-W	Parking Mon-Fri 8:30am-6:30pm / Saturday 8:30am-1:30pm Or Pay By Phone Max Stay 4 Hours	47.6			45	9
Chester Road	N E-W	Disabled Permit Holders	6.3	LW	1		1
Chester Road	N E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	12.6			10	2
Chester Road	N E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	21.7			20	4
Chester Road	N E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	16.8			15	3
Chester Road	N E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	75.6			75	15
Chester Road	N E-W	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon Or Pay By Phone Max Stay 90 Mins	29.4			25	5
Chester Road	N E-W	Unrestricted	20.3			20	4
Chester Road	S W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon Or Pay By Phone Max Stay 90 Mins	21			20	4
Chester Road	S W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	33.6			30	6
Chester Road	S W-E	Disabled Permit Holders	7	LW	1		1
Chester Road	S W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	14.7			10	2
Chester Road	S W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	21.7			20	4
Chester Road	S W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	20.3			20	4
Chester Road	S W-E	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	26.6			25	5
Bertram Street	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	29.4			25	5
Bertram Street	W N-S	Disabled Permit Holders	6.3	LW	1		1
Bertram Street	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	27.3			25	5
Bertram Street	W N-S	Disabled Permit Holders	7	LW	1		1
Bertram Street	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	7.7			5	1
Bertram Street	E S-N	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon Or Pay By Phone Max Stay 90 Mins	39.9			35	7
Bertram Street	E S-N	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	23.1			20	4
Bertram Street	E S-N	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	6.3			5	1
Winscombe Street	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	14.7			10	2
Winscombe Street	W N-S	Single Yellow	5.6			5	1
Winscombe Street	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	58.8			55	11
Winscombe Street	E S-N	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	73.5			70	14
Bramshill Gardens	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	145			145	29
Bramshill Gardens	W N-S	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	11.9			10	2
Bramshill Gardens	E S-N	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	92.4			90	18
Bramshill Gardens	E S-N	Parking Permit Holders Only (CA-U) Mon-Fri 10am-Noon	51.8			50	10

Appendix B

PTAL Report



PTAL output for Base Year
3

Chester Road Hostel
 2 Chester Rd, Highgate, London N19 5BP, UK
 Easting: 528975, Northing: 186522

Grid Cell: 112622

Report generated: 24/10/2019

Map key - PTAL

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

Map layers

- PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	JUNCTION R PEMBERTON GDS	134	461.66	12	5.77	4.5	10.27	2.92	0.5	1.46
Bus	JUNCTION R PEMBERTON GDS	390	461.66	8	5.77	5.75	11.52	2.6	0.5	1.3
Bus	D'MOUTH P HILL CHESTER R	C11	135.41	7.5	1.69	6	7.69	3.9	1	3.9
Bus	D'MOUTH P HILL CHESTER R	4	135.41	6	1.69	7	8.69	3.45	0.5	1.73
LUL	Archway	'Morden-MillHillE'	826.55	4	10.33	8.25	18.58	1.61	0.5	0.81
LUL	Archway	'HighBarnet-Kenningt'	826.55	5.33	10.33	6.38	16.71	1.8	0.5	0.9
LUL	Archway	'MillHillE-Kenningt'	826.55	1.67	10.33	18.71	29.05	1.03	0.5	0.52
LUL	Tufnell Park	'Morden-HighBarnet'	778.14	14.67	9.73	2.79	12.52	2.4	1	2.4
LUL	Tufnell Park	'HighBarnet-Morden'	778.14	0.33	9.73	91.66	101.39	0.3	0.5	0.15
LUL	Tufnell Park	'MillHill-Morden'	778.14	1.67	9.73	18.71	28.44	1.05	0.5	0.53
Total Grid Cell AI:										13.7

Appendix C

Proposed Site Layout



Notes:

- KEY
-  Existing tree to be removed to facilitate development
 -  Existing tree to be retained
 -  Proposed tree - Canopy
 -  Proposed multistem tree/shrub
 -  Grass
 -  Field layer - Woodland planting
 -  Understorey & Field layer - Woodland planting
 -  Wood oval planter
 -  Decking to be Millboard (millboard.co.uk) Enhanced Grain
Decking - Golden Oak
 -  SureSet Bound gravel - Blue Granite
 -  Pedestrian paving to be Marshalls (marshalls.co.uk) Mistral Piora
Permeable paving - Charcoal
 -  Pedestrian paving to be Marshalls Alvanley Pavers - Silver Blend
 -  Steps to be Marshalls Concrete Step Units - Silver Grey
 -  600mm wide gravel bed
 -  Edging to be ExcelEdge - 150mm AluExcel Flexible
 -  Edging to be Marshalls - Mistral - Charcoal
 -  Existing step edge to be kept & reused to build the new curved steps
 -  Kerb to be Marshalls - Conservation Kerb - Silver grey
 -  Wall to architect detail
 -  Low retaining wall
 -  Step railings to architects details & specification
 -  Balustrade to architects details & specification
 -  Handrail to ramp access to architects details & specification
 -  Stepping stone to be Marshalls Conservation Kerb - Silver grey
 -  EarthWrighTs (earthwrighTs.co.uk)
Bespoke Play Equipment - Balance beams & logs (or similar)
 -  Bespoke Curved Bench with Bug Hotel & Wood top
 -  Marshalls - Sheffield stainless steel cycle stand
 -  Existing level
 -  Proposed level
 -  Gradient

Tree removed due to poor condition

D		
C		
B	28.01.21	Step free access added towards Colva Walk
A	11.05.20	Updated to architect's current layout
Rev	Date	Details


 Anna French Associates Ltd
 Room 12, The Stable Block
 Wrest Park
 Silsoe, Bedfordshire
 MK45 4HR
 T 01525838796
 E info@annafrenchassociates.co.uk
 W annafrenchassociates.co.uk

Client:

Project:
Chester Road

Drawing Title:
Landscape Masterplan

Phase:
FOR PLANNING

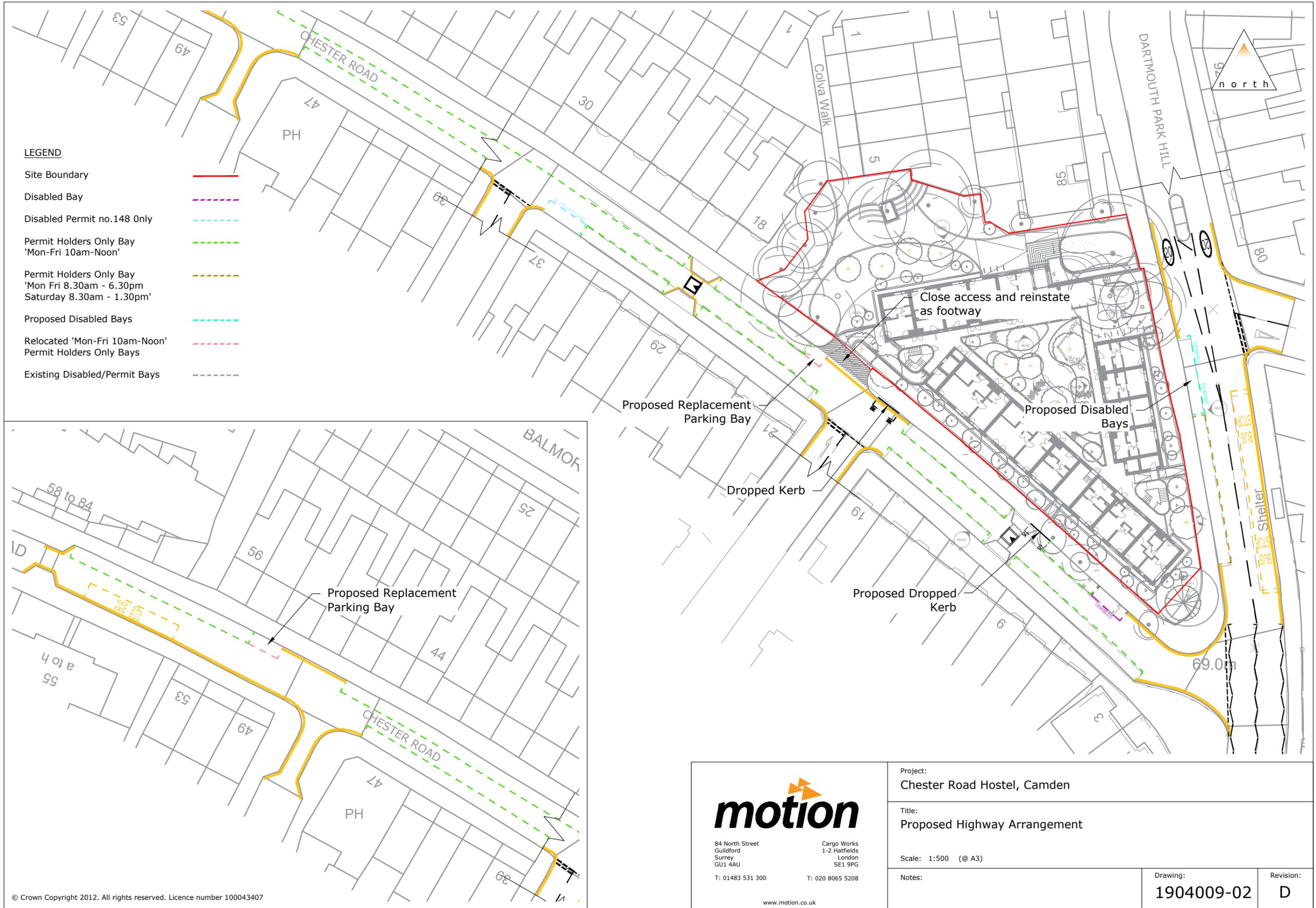
Drawing Number: 220-PL-001	Rev: B	Date: 26.11.19
--------------------------------------	------------------	--------------------------

Drawn by: AL	Scale: 1:150@A1
------------------------	---------------------------

DO NOT SCALE FROM DRAWING.

Appendix D

Proposed Access Arrangement



LEGEND

- Site Boundary
- Disabled Bay
- Disabled Permit no.148 Only
- Permit Holders Only Bay 'Mon-Fri 10am-Noon'
- Permit Holders Only Bay 'Mon Fri 8.30am - 6.30pm Saturday 8.30am - 1.30pm'
- Proposed Disabled Bays
- Relocated 'Mon-Fri 10am-Noon' Permit Holders Only Bays
- Existing Disabled/Permit Bays





84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Cargo Works
1-2, Hatfields
London
SE1 9PG
T: 020 8065 5208

www.motion.co.uk

Project: Chester Road Hostel, Camden	
Title: Proposed Highway Arrangement	
Scale: 1:500 (@ A3)	
Notes:	Drawing: 1904009-02
	Revision: D

V:\Archive\archived Projects\bpcamd 1904009\Drawings\1904009-02D.dwg

Appendix E

TRICS Report

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BT BRENT	1 days
	HA HARROW	1 days
	HG HARINGEY	1 days
	IS ISLINGTON	3 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: 36 to 250 (units:)
 Range Selected by User: 15 to 339 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 27/06/16

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	1 days
Thursday	4 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	1
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	6
------------------	---

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	6 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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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	2 days
No	4 days

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

PTAL Rating:

2 Poor	1 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BT-03-D-01 FLOWERS CLOSE DOLLIS HILL	BLOCKS OF FLATS	BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 160 <i>Survey date: THURSDAY 26/06/14</i>		<i>Survey Type: MANUAL</i>
2	HA-03-D-01 THE MALL KINGSBURY KINGSBURY CIRCLE	BLOCKS OF FLATS	HARROW
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 88 <i>Survey date: THURSDAY 17/07/14</i>		<i>Survey Type: MANUAL</i>
3	HG-03-D-03 COMMERCE ROAD WOOD GREEN WOODSIDE PARK	BLOCKS OF FLATS	HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 90 <i>Survey date: FRIDAY 26/09/14</i>		<i>Survey Type: MANUAL</i>
4	IS-03-D-02 COPENHAGEN STREET ISLINGTON BARNARD PARK	BLOCKS OF FLATS	ISLINGTON
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 250 <i>Survey date: THURSDAY 28/11/13</i>		<i>Survey Type: MANUAL</i>
5	IS-03-D-03 HAWES STREET ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 36 <i>Survey date: THURSDAY 21/11/13</i>		<i>Survey Type: MANUAL</i>
6	IS-03-D-04 LIVERPOOL ROAD HIGHBURY	BLOCKS OF FLATS	ISLINGTON
	Edge of Town Centre Residential Zone Total Number of dwellings: 247 <i>Survey date: MONDAY 27/06/16</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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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	6	145	0.061	6	145	0.271	6	145	0.332
08:00 - 09:00	6	145	0.127	6	145	0.734	6	145	0.861
09:00 - 10:00	6	145	0.176	6	145	0.245	6	145	0.421
10:00 - 11:00	6	145	0.134	6	145	0.184	6	145	0.318
11:00 - 12:00	6	145	0.157	6	145	0.216	6	145	0.373
12:00 - 13:00	6	145	0.203	6	145	0.222	6	145	0.425
13:00 - 14:00	6	145	0.168	6	145	0.150	6	145	0.318
14:00 - 15:00	6	145	0.178	6	145	0.228	6	145	0.406
15:00 - 16:00	6	145	0.482	6	145	0.286	6	145	0.768
16:00 - 17:00	6	145	0.502	6	145	0.219	6	145	0.721
17:00 - 18:00	6	145	0.364	6	145	0.230	6	145	0.594
18:00 - 19:00	6	145	0.343	6	145	0.185	6	145	0.528
19:00 - 20:00	1	247	0.364	1	247	0.271	1	247	0.635
20:00 - 21:00	1	247	0.211	1	247	0.093	1	247	0.304
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.470			3.534			7.004

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.