GARAGES AT GREEN WALK, RUISLIP

Proposed redevelopment of garage site to provide 2 residential dwellings

Transport Statement

Prepared on behalf of Ruislip Manor Cottage Society

2022/6875/TS01

December 2022

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DOCUMENT CONTROL

Project: **Garages at Green Walk, Ruislip**
Proposed redevelopment of garage site to provide 2 residential dwellings

Document: **Transport Statement**

Client: **Ruislip Manor Cottage Society**

Reference: **2022/6875/TS01**

Document Checking:

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3.			
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1 INTRODUCTION

1.1.1 RGP is instructed by Ruislip Manor Cottage Society (The Client) to provide highway and transport advice in relation to the proposed development at Garages at Green Walk, Ruislip (The Site).

1.1.2 Dwellings 1-10 Green Walk are located in a small cul-de-sac, at the end of which the development site is accessed between property numbers 4 and 5 Green Walk. The site currently consists of 15 garages, the majority of which are not used for cars due to the garages' substandard widths. The area adjacent to the garages is known to be often utilised by the adjoining properties for opportunistic off-street car parking.

1.1.3 The development proposals consist of the provision of two houses in a semi-detached format with their own within-curtilage car parking allocation plus a further two spaces for the adjacent dwellings. The proposed site layout plans are attached hereto at **Appendix A**.

1.1.4 The site was previously the subject a planning application (ref: 73047/APP/2019/398) for 2 x 4-bed dwellings with associated parking. This scheme was refused, but it should be noted that the reasons for refusal did not relate to transport.

1.2 Report Structure

1.2.1 The main purpose of this Transport Statement is to assess the impact of the proposed residential redevelopment of the site at the Garages at Green Walk, Ruislip to provide 2 residential dwellings. This reports comprises the following sections:

(i) Section 2: Baseline Conditions – Site location and description as to the accessibility credentials of the site and analysis of local accidents;

(ii) Section 3: Proposed Development– A review of the proposed scheme, access arrangements including proposed parking arrangements;

(iii) Section 4: Traffic Generation and Impact – Assess the forecast impact of the development proposals; and

(iv) Section 5: Summary and Conclusions.

2 BASELINE CONDITIONS

2.1 Existing site use

2.1.1 The site is located at the south-western end of the Green Walk cul-de-sac between dwelling numbers 4 and 5 Green Walk. The Green Walk cul-de-sac has full no waiting restrictions along its entire length (double yellow lines) which restrict any vehicle parking on-street primarily due to an average road width of 3m. The site currently comprises 15 garages positioned in two blocks with manoeuvring space in the middle.

2.1.2 The Ruislip Manor Cottage Society (RMCS) owns over 70 properties in the immediate local area as well as the 15 garages on the development site. Information received from RMCS in 2020 indicate that there are 11 garage tenants (who are also tenants of houses owned by the Ruislip Manor Cottage Society locally), of which 6 tenants use the garages for storing vehicles which would otherwise be stored on the public highway. Four of the 6 garage tenants using the garages for cars live in properties on Green Walk and a further two live on Manor Way. Additionally, two properties adjacent to the garages site (numbers 4 and 5 Green Walk) make use of the space adjacent to their properties on the garages site for parking their cars.

2.1.3 Using the information provided, current garage tenants walk between 30m and 250m to their garages from their properties to collect their cars.

2.2 Local Highway Network

2.2.1 Green Walk runs east to west and links with Windmill Way in the west and Pembroke Road in the east. Additionally, Green Walk has two cul-de-sacs also bearing the same name which give access to additional properties. Pembroke Road gives access to Ruislip and the A4180 in the west as well as Ruislip Manor in the east as shown on **Plan 01** attached hereto.

2.2.2 The A4180 provides access to the wider transport network linking with Northwood, Rickmansworth and the M25 to the north, whilst to the south it links with the A40 Western Avenue near RAF Northolt.

2.3 Access

2.3.1 The access to the site is located between properties 4 and 5 Green Walk which has clear visibility along the cul-de-sac to its junction with the main Green Walk circa 38m to the north.

2.4 On-street Car Parking

2.4.1 The main length of Green Walk is part of Controlled Parking Zone RM2 (CPZ) which is 'Permit Holder Only' 11am-Midday and 2pm-3pm Monday to Friday to which all local residents can apply for a parking permit. It is assumed that this restriction is in place primarily because of the proximity of the site to Ruislip and Ruislip Manor London Underground stations in an effort to restrict commuter car parking. The RM2 CPZ extends also to Windmill Road and Manor Way.

2.4.2 A Lambeth style parking survey was conducted in the early morning hours of Tuesday 28th and Wednesday 29th September 2021 in accordance with Lambeth Survey Methodology Guidelines to assess the level of car parking within a 200m walk distance of the development site. This survey repeated the survey conducted in 2018 with the same scope to provide an updated baseline parking situation.

2.4.3 The survey area included Green Walk, Windmill Way and parts of Manor Way, Pembroke Road and W Hatch Manor. The full results are included in **Appendix B** this report and a comparison summary of both surveys is shown in **Figure 2.1** below.

Road	Tues 28th Sep 2021		Wed 29th Sep 2021	
	Free spaces	Parking Stress	Free spaces	Parking Stress
Green Walk	10	58%	10	58%
Windmill Way	33	44%	34	42%
Manor Way	2	89%	3	83%
Pembroke Road	0	100%	0	133%
W Hatch Manor	1	67%	1	67%
Glenalla Road	1	75%	2	50%
Overall	**47**	**58%**	**49**	**56%**

Figure 2.1: Overnight Parking Stress locally, September 2021

2.4.4 The information collected shows that the survey area comprises an average overnight parking stress of 57% (average of 48 free car parking spaces).

2.5 Car Ownership

2.5.1 Using information from the Census 2011 table CT0103 – 'Accommodation type by tenure by number of rooms by car or van availability' (**Appendix C** to this report) it is possible to establish the current and forecast car ownership levels for the existing and proposed dwellings.

2.5.2 Using the 'Manor' ward data for a House or Bungalow and a Shared Ownership Tenure, the results indicate that there would be a demand for 1.15 cars per property based on a 6 room dwelling assuming three bedrooms and 3 reception rooms. This would generate an overall demand for parking of 2.30 cars (2-3 actual vehicles) for the two dwellings, combined.

2.6 Accessibility Credentials

Walking and Cycling

2.6.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively.

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

2.6.3 The existing pedestrian infrastructure in the vicinity of the site is of a reasonable standard with footways on both sides of Green Walk that connect to Pembroke Road approximately 200 metres south-east of the site. Pembroke Road footways provide wide and well-lit paths that travel east to retail and London Underground facilities at Ruislip Manor, as well as Ruislip town centre travelling west on Pembroke Road.

2.6.4 Pedestrians travelling towards Ruislip can take advantage of dropped kerbing and tactile paving along adjoining accesses on Pembroke Road as well as signalised traffic facilities that are located at the Pembroke Road/Victoria Road four-arm junction c.400 metres south-east of the site. These particular signalised crossing facilities provide safer pedestrian access to retail facilities situated on both sides of Victoria Road and Ruislip Manor Underground Station.

2.6.5 Alternatively, future residents of the site can travel west via Windmill Lane/Brickwall Lane that connects to High Street (A4180) providing access to further retail opportunities approximately 500 metres from the site.

2.6.6 With regards to cycling, low road speeds (30mph) in the vicinity of the site provide a safer environment for cyclists, however, there are minimal dedicated cycle routes in the immediate area. As a result, on-road cycling is recommended for confident cyclists. Advanced cycle stop lines are implemented across all four-arms of the Pembroke Road/Victoria Road junction east of the site which encourage cycling in Ruislip.

Bus

2.6.7 The nearest bus stops to the site are the Ruislip Manor Station Bus Stops (Stop B&D) situated approximately 500 metres (6 min walk) east of the site. These particular bus stops provide access to bus services 114 and 398 which travel towards destinations including Northolt and Mill Hill. Further bus services are accessible at Ruislip Station (Stop B)approximately 600 metres (8 min walk) west of the site. These bus stops provide access to bus routes H13, 278, 331, E7, U1 and U10 that travel towards Uxbridge, Ealing Broadway, Yiewsley and Heathrow Airport. Bus shelters, timetable information and on street bus cages are located at all mentioned bus stops.

2.6.8 A summary of bus services is included in **Plan 01** and full details can be found at www.tfl.gov.uk/buses

Rail

2.6.9 Ruislip Manor Underground Station is the closest station to the site located on Victoria Road approximately 500 metres to the east. Ruislip Manor Underground Station benefits from Metropolitan and Piccadilly Line Services between Uxbridge and Aldgate/Cockfosters. **Figure 2.2** below outlines the major station stops and timetable information from Ruislip Manor Underground Station.

Destination	First/Last Services	Journey Time	Major Points
Metropolitan Line			
Uxbridge	Mon-Sat: 05:52-01:14 Sun: 07:13-00:49	9 minutes	Ruislip, Ickenham, Hillingdon
Aldgate	Mon-Sat: 05:20-23:14 Sun: 06:45-22:36	46 minutes	Eastcote, Rayners Lane, Harrow-on-the-Hill, Wembley Park, Finchley Road, Baker Street, Great Portland Street, Euston Square, King's Cross St Pancras, Farringdon, Barbican, Moorgate, Liverpool Street

Figure 2.2. Underground services from Ruislip Manor Underground Station

PTAL (Public Transport Accessibility Level)

2.6.10 To assess the current Public Transport Accessibility Level (PTAL) available at the development site, RGP has carried out a site specific PTAL assessment, undertaken through WebCAT which is a web-based Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services. Sites are scored between 1a and 6b (1a being the worst and 6b the best accessibility value).

2.6.11 The results of the PTAL assessment for the site, based on TfL's online tool, are attached hereto at **Appendix D.** The site has an Accessibility Index of 12.46, which corresponds to a PTAL rating of 3, on the cusp of a PTAL 4, representing a 'Moderate' level of accessibility to the public transport network. This level of accessibility reflects the site's locally available public transport services which would benefit future residents of the site for commuting and leisure purposes.

Summary

2.6.12 The site is well located to allow convenient walking, cycling and public transport trips to a number of likely destinations. The requirements of residents can be largely met within the area of Ruislip which provides a range of convenience stores and leisure facilities.

3 PROPOSED DEVELOPMENT

3.1.1 The proposed development consists of the demolition of the existing 15 garages and replacement with 2no. 3-bed properties with 2 associated car spaces (1 for each property). Additionally, 2 car parking spaces would be provided for use by dwellings 4 and 5 Green Walk which are located adjacent to the site as shown on the site layout plan attached at **Appendix A.**

3.1.2 Of the 4 spaces, 1 will have an active charging point and two others will have passive charging infrastructure.

3.2 Parking

Car Parking Policy

3.2.1 The site is located in a PTAL 3/4 and the London Plan (2021) outlines in Policy T6 – Car Parking that 'car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.' Based on the PTAL of the site, the car parking provision should be a maximum of 1 space per dwelling according to the London Plan (2021).

3.2.2 The LB Hillingdon Development Management Policies (adopted January 2020) outline the maximum parking standards for 'dwellings with curtilage' to be 2 spaces per dwelling regardless of the size of the dwelling.

3.2.3 Furthermore, the LB Hillingdon parking policy at DMT 6 'Vehicle Parking' indicates that vehicle parking should accord with the parking standards unless evidence can be provided which demonstrates that the change would not lead to a worsening in the on-street parking conditions locally.

Policy DMT 6: Vehicle Parking

A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:

i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or

ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.

3.2.4 The development proposals consist of a total of 4 parking spaces, 1 space for each of the two new dwellings and 1 space each for existing dwellings no. 4 and 5 Green Walk.

3.2.5 The Census 2011 data discussed in **Section 2.5** of this report stated that this type of dwelling in the local area generates a need for 1.15 car parking spaces per unit. In policy terms, whilst the LB Hillingdon policy requires 2 spaces per dwelling for 3-bed dwellings, the London Plan 2021 indicates a maximum of up to 1 space per dwelling.

3.2.6 Residents in 4 and 5 Green Walk are observed to park their cars within the garage area as shown by the aerial photography from Google mapping shown in **Figure 3.1** below, therefore the provision of parking spaces for numbers 4 and 5 Green Walk is deemed appropriate.

Figure 3.1: Aerial photography, Green Walk

3.2.7 In view of all the information presented in policy terms, and the availability of approximately 40 spaces within the vicinity of the site overnight, (Lambeth survey, March 2018) it is considered that the development proposal of 1 parking space per dwelling is appropriate.

3.2.8 A swept path analysis included in **Drawing Number 2018/4112/001** demonstrates how these spaces would operate.

On-street Parking

3.2.9 As detailed in **Section 2** of this report it is anticipated that 6 vehicles could be displaced onto the public highway network overnight as a result of the redevelopment of the existing garages on the site. The parking survey results from September 2021 suggest that there is an average of 48 free on-street parking spaces within 200m of the site of an evening which residents could utilise.

3.2.10 Considering the information in more depth, it was recorded that there were 3 spaces on Manor Way as well as a short stretch of 4 free spaces at the northern end of Windmill Way on both nights which are seemingly underutilised which could serve the two garage tenants who currently reside in Manor Way. These spaces would be closer to the properties in question and would not detrimentally affect the parking stress in either location, particularly Windmill Way.

3.2.11 In terms of the 4 properties in Green Walk which use the garages for cars, there are shown to be spare spaces in Green Walk as well as Windmill Way which could accommodate the displaced parking demand. Overall, the displacement of 6 vehicles could alter the overall parking stress in the 200m around the property to circa 62%.

3.2.12 This overall parking stress is not higher than 85% threshold often set to determine that a street is operating at capacity and therefore the displacement of the vehicles is not considered to be a severe impact on the highway network and this level was accepted in the previous application.

Cycle parking

3.2.13 LB Hillingdon parking policy DMT 5 'Pedestrians and Cyclists' states that:

A) Development proposals will be required to ensure that safe, direct and inclusive access for pedestrians and cyclists is provided on the site connecting it to the wider network, including: …iv) the provision of cycle parking and changing facilities in accordance with Appendix C, Table 1 or, in agreement with Council.

3.2.14 Appendix C, Table 1 states that residential properties with 3 bedrooms or more require 2 cycle parking spaces per property. This requirement also accords with Policy T5 Cycling of the London Plan (2021). As shown in the site layout plan attached at **Appendix A**, one cycle store/shed would be implemented in the gardens of each proposed dwelling which can accommodate 2 bicycles in accordance with local parking standards.

3.3 Access

3.3.1 The site would take access from the same position as existing and would serve both the properties. The access would allow one vehicle to use it at a time, however the 10m length would be traversed quickly in a matter of seconds by cars using the access such that it is not anticipated to cause problems.

3.4 Servicing and refuse

3.4.1 On bin collection day, proposed residents would walk their bins from their dedicated individual bin store to the centre of the site within the site forecourt for the refuse operative to collect the bins.

3.4.2 The properties would utilise the same refuse collections which happen for all Green Walk residents and therefore there would be minimal change from the existing situation for refuse vehicle operatives.

4 TRIP GENERATION AND IMPACT

4.1 Existing traffic generation

4.1.1 The site currently has no trip generating potential on its own, it merely is a place for vehicles generated from nearby properties to park, therefore there will be no baseline vehicle trips associated with the project from which to offset any future vehicle trips in pure traffic generation terms.

4.1.2 It is however useful to identify that there could be a reduction in vehicle trips along the Green Walk cul-de-sac if the garages are removed from the 6 vehicles traversing along it to the garages each day (equating to the number of vehicles currently known to be kept in the garages). It is assumed that 12 two-way vehicle trips would therefore be removed from the Green Walk cul-de-sac, however they would remain on the rest of the highway network.

4.1.3 The existing vehicles parked in the garages which will be displaced as a result of the development was discussed in parking terms in **Section 3** of this report.

4.2 Proposed traffic generation

4.2.1 The TRICS database has been used to determine the level of vehicle trips which could be generated by the proposed development. Notably, the affordable/local authority houses option was selected for the investigation with sites situated in Greater London, however only one TRICS survey example was shown, as such, the TRICS assessment included houses privately owned within Greater London was selected as more example sites were available and private houses are considered to provide a robust traffic impact assessment. Within the TRICS assessment, sites that were below a PTAL rating of 2 and above a PTAL rating 4 were excluded from this investigation to provide trip rates relevant to the development proposals.

4.2.2 Full TRICS output results is included in **Appendix E** of this report with a summary included in **Figure 4.1** below with a resulting forecast of vehicle trips and **Figure 4.2** for the proposed 2 new dwellings.

	Arr	Dep	Total
0800-0900	0.196	0.272	0.468
1700-1800	0.189	0.173	0.362
Daily	2.032	2.074	4.106

Figure 4.1: Vehicle Trip Rates (per dwelling)

	Arr	Dep	Total
0800-0900	0	1	1
1700-1800	1	0	1
Daily	4	4	8

Figure 4.2: Vehicle Traffic Impact (2 dwellings)

4.2.3 Using the information in **Figures 4.1** and **4.2**, it is forecast that there would be 8 additional vehicle trips across a daily period using Green Walk associated the two new residential dwellings with one additional trip in each peak hour.

4.3 Net Impact of vehicle trips

4.3.1 Whilst the vehicle trips associated with the proposed use will be new trips on the highway network, there will be a removal of 6 vehicles which use the Green Walk cul-de-sac to access the garages which will be moved to other parking areas in the future development scenario.

4.3.2 Assuming that the 6 cars using the garages generate 12 two-way vehicle trips each day (one arrival and one departure) and considering the proposed traffic generation of 10 daily vehicle movements of the proposed development, it is assumed that there could be a slight net reduction in the number of vehicles using the Green Walk cul-de-sac as a result of the development and a minimal increase in vehicle trips on the wider network as a result of the development.

4.3.3 It is considered that overall that there would be no detrimental impact on highway safety or capacity of the local highway network as a result of the proposed development due to the small number of vehicle trips which therefore accords with the principles in the NPPF relating to transport impacts of development.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has concluded the following relating to the proposed redevelopment of the existing garage site (15 garages) on Green Walk and replacement with 2 residential dwellings:

(i) The site is located in a relatively accessible area with a corresponding PTAL of 3 with a variety of local facilities in close proximity to the site;

(ii) The Lambeth style parking survey conducted in September 2021 indicates that there are on average 48 on-street parking spaces overnight within 200m of the development site which represents an overall on-street parking stress of between 56%-58%;

(iii) In 2020, 11 garage tenants, of which 6 of these tenants use their garages to store vehicles. These vehicles would be offset onto the highway network and this could increase the parking stress locally to circa 62%. This level of parking stress does not indicate a highly stressed area of parking in the future scenario and would still be below 85% of parking spaces occupied which is often the threshold for determining whether streets are highly stressed;

(iv) The development proposals would provide 1 car parking space per property, which is in compliance with the London Plan and reflects the car ownership Census data for this type of property. One of the car parking spaces would have an active charging point with another 2 provided with passive charging infrastructure;

(v) The development proposals would generate an additional 8 vehicle trips on the highway network over a daily period which is not considered to be detrimental to the local highway conditions in terms of capacity or highway safety, however it would result in a slight reduction in vehicles along the green Walk cul-de-sac resulting from vehicles not using the garages.

5.1.2 Overall, it is considered that it has been proven that the development will not have a demonstrable impact on the local highway network Therefore, there are no impediments on transport and highway grounds that would prevent the granting of planning permission.

PLANS

BUS TIMETABLE			
Service	**Route Summary**	**Typical Frequency**	**Hours of Operation**
Ruislip Manor Station Bus Stop (B)			
114	Mill Hill Broadway Station – Harrow Bus Station – Ruislip Station	Mon-Sat: 8-12 minutes Sun: 11-13 minutes	Mon-Sat: 05:35-01:55 Sun: 06:25-01:55
398	Hemery Road – Rayners Lane Station – Ruislip Station	Mon-Sun: 30 minutes	Mon- Fri: 07:17-00:47 Sat-Sun: 07:15-00:47
Ruislip Station Bus Stop (Stop B)			
H13	St Vincent's Nursing Home – Pinner Station – Ruislip Station – Ruislip Lido	Mon-Sun: 20 minutes	Mon-Fri: 06:23-00:18 Sat: 06:20-00:18 Sun: 07:20-00:18
278	Ruislip Station – Hillingdon Station - Hayes – Heathrow Central Bus Station	Mon-Sat: 13-15 minutes Sun: 20 minutes	Mon-Sun: 04:01-23:55
331	Ruislip Station – Northwood – Station Parade – Belmont Road	Mon-Sat: 20 minutes Sun: 30 minutes	Mon-Sat: 06:00-23:30 Sun: 07:30-23:30
E7	Ruislip Station – Ruislip Gardens Station – West Ealing Station – Ealing Broadway Station / Haven Green	Mon-Fri: 10-12 minutes Sat: 11-12 minutes Sun: 20 minutes	Mon-Sat: 05:00-00:50 Sun: 06:00-00:50
U1	Ruislip Station – Uxbridge – West Crayton Station	Mon-Sat: 15 minutes Sun: 30 minutes	Mon-Sat: 05:45-01:10 Sun: 06:40-01:10
U10	Glenhurst Avenue – Belmont Road	Mon-Sat: every hour	Mon-Fri: 07:36-19:40 Sat: 07:36-19:37

LEGEND

- SITE LOCATION
- RAIL STATION
- RAILWAY TRACKS
- BUS STOPS
- 800M WALK ISOCHRONE
- RETAIL
- LEISURE
- EDUCATION
- HEALTHCARE
- MARKED/SIGNED CYCLE ROUTES

UNDERGROUND TIMETABLE (Ruislip Manor)			
Destination	**First/Last Services**	**Journey Time**	**Major Points**
Metropolitan Line			
Uxbridge	Mon-Sat: 05:52-01:14 Sun: 07:13-00:49	9 minutes	Ruislip, Ickenham, Hillingdon
Aldgate	Mon-Sat: 05:20-23:14 Sun: 06:45-22:36	46 minutes	Eastcote, Rayners Lane, Harrow-on-the-Hill, Wembley Park, Finchley Road, Baker Street, Great Portland Street, Euston Square, King's Cross St Pancras, Farringdon, Barbican, Moorgate, Liverpool Street

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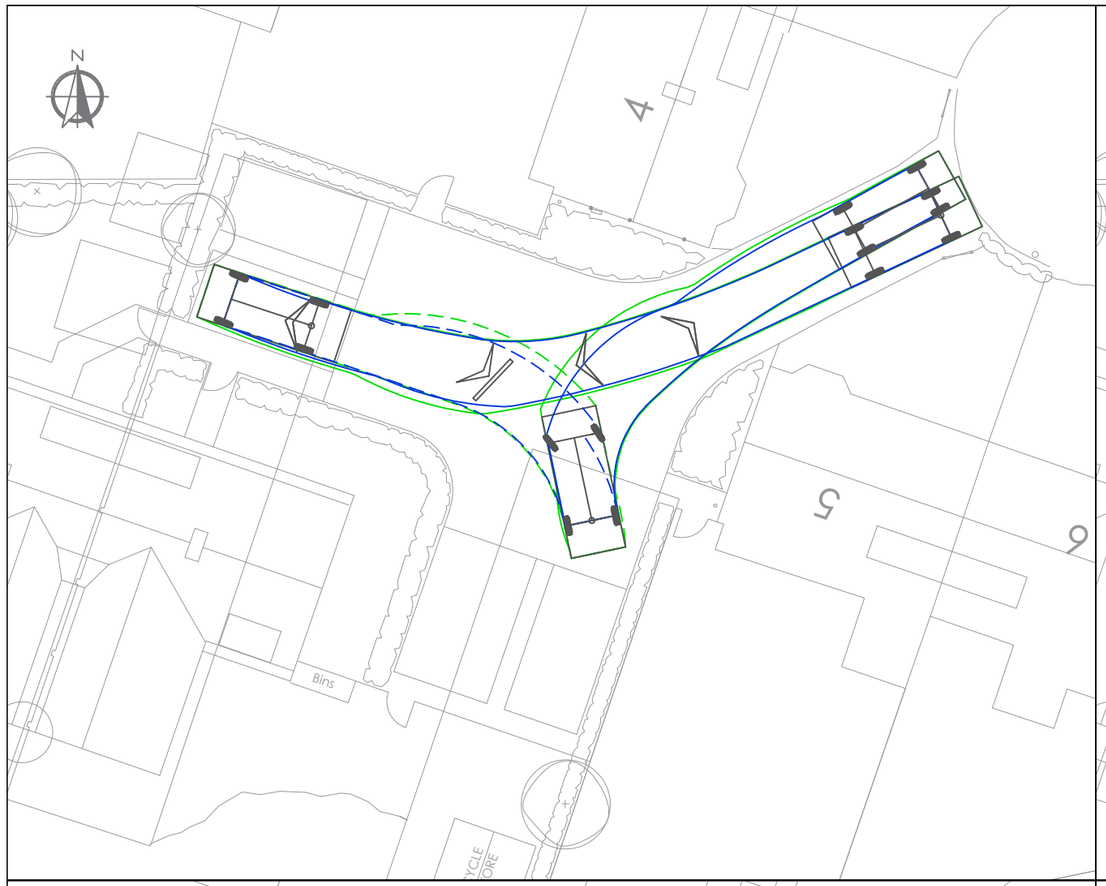
Client: Ruislip Manor Cottage Society

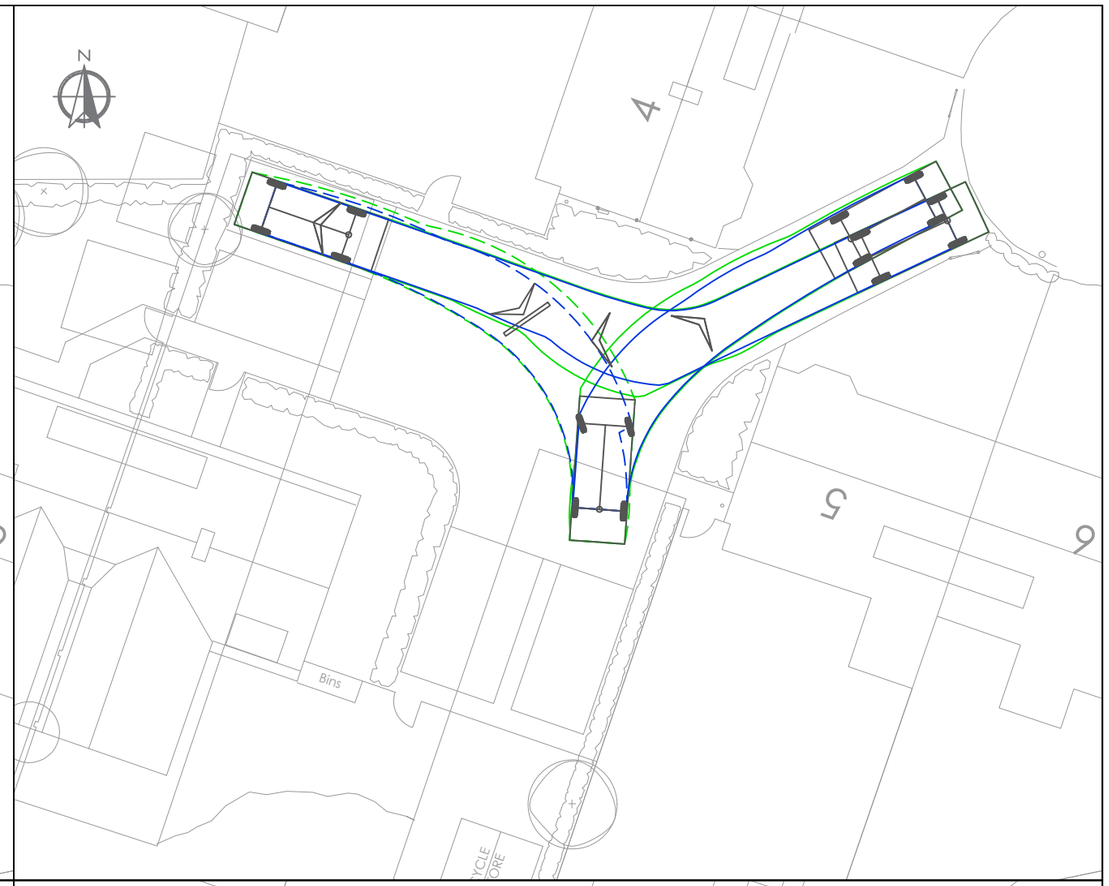
Project: Green Walk, Ruislip Manor, Hillingdon

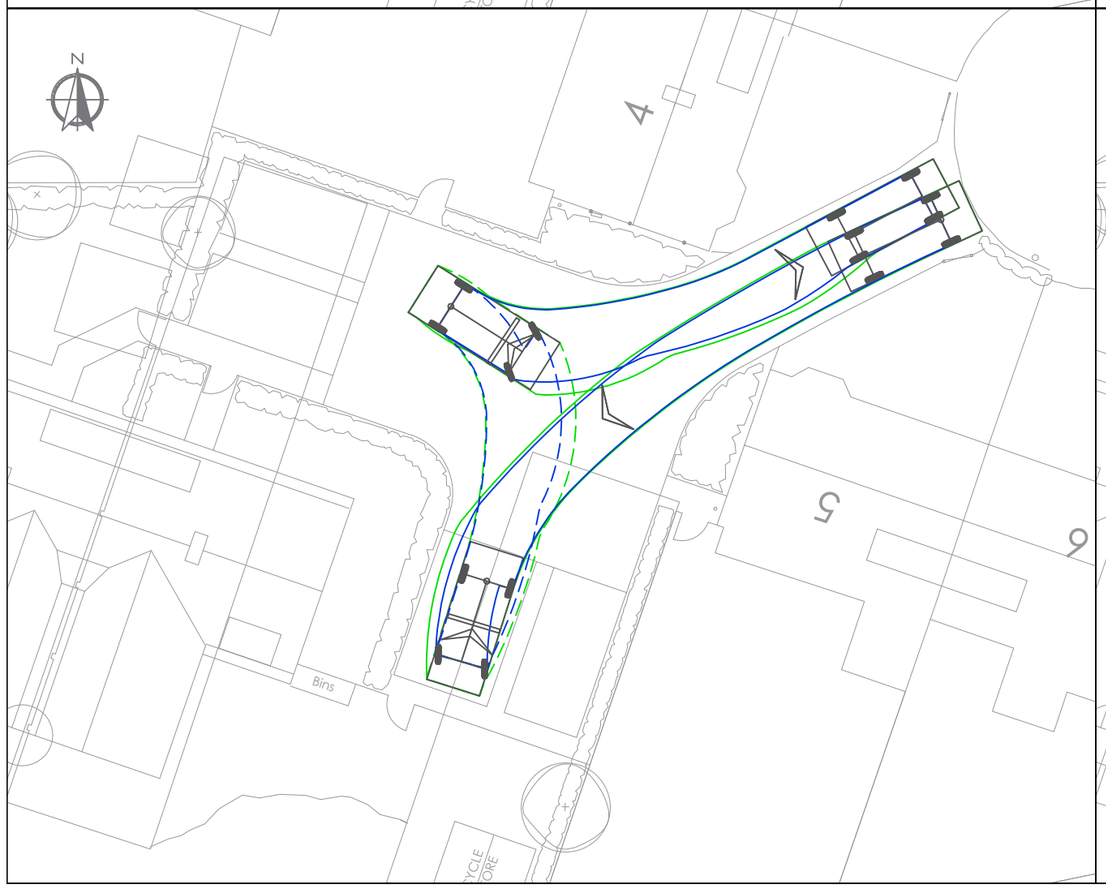
Title: Site Location and Accessibility Plan

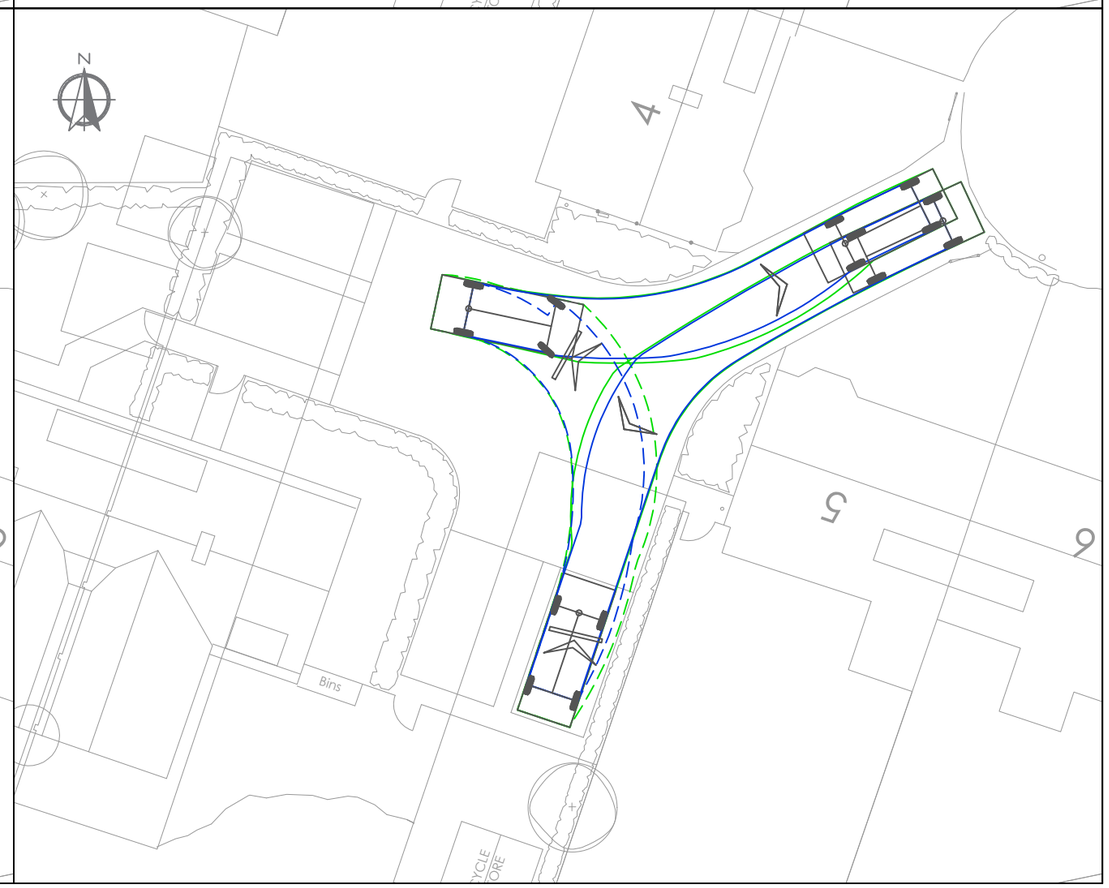
Plan No:	Job No:	Date:	Scale:
Plan 01	22/6875	Oct 2022	NTS
Drawn By:	**Checked By:**	**Approved By:**	**Rev:**
JLM	CC	CC	-

DRAWINGS



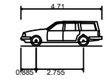






NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Estate Car (2006)

Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	DLH	FIRST ISSUE	06/10/22

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Client
Ruislip Manor Cottage Society

Project
Garages at Green Walk, Ruislip

Drawing Title
Parking Swept Path Analysis

Drawing No.	Rev.
2022/6875/001	P1

Scale	Drawn By	Checked By	
1:200	DLH	JLM	A3

APPENDIX A

Scale Bars - shown in metres

GREEN WALK

17

19

21

23

25

4

5

9

D

D

new 1.8m high close boarded fence

new 1.8m high close boarded fence

No 4 Green Walk

Passive Car charge

Bins

Plot 1

Turning Area

Plot 2

Passive Car charge

Active Car charge

No 5 Green Walk

Bins

new 1.8m high close boarded fence

Plot 1

Plot 2

new 1.8m high close boarded fence

CYCLE STORE

CYCLE STORE

Key

- Existing Trees Retained
- Existing Trees Removed
- Existing Buildings Removed
- Existing Vegetation Retained
- Existing Vegetation Cut Back
- Proposed Planting

North

Proposed Site Plan 1:100 @ A1

0 1 2 4 6 8

1:100 @ A1 1: 200 @ A3

Rev	Date	Notes

Key Land Estates
ARCHITECTURE

52 Brook Street
Tring - Hertfordshire
HP23 5EF
T: +44(0)7968 031139
pburman@keylandestates.co.uk
www.keylandestates.co.uk

Project
Green Walk Garages
Ruislip HA4 8NL

for
Ruislip Manor Cottage Society

Drawing Title
Proposed Site Plan

Status: PLANNING

Scale	Date
1:100 @ A1 - 1:200 @ A3	12/12/2022

Job No	Drawing No	Revision
KA2153	KA2153 - 0104	

APPENDIX B

GREEN WALK - RUISLIP

Tuesday 28 September 2021 Time: 12.30am

MAP LEGEND
- Dropped Kerb / No Parking
- Single Yellow Line
- Available Parking
- Pay and Display
- Disabled Bay
- Permit holders bay
- Free Car space
- Parked Car
- Car space counted as 5m / car

MODAL
modaldata.com

	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION					OTHER				TOTAL PARKING STRESS		
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTORBIKE BAY										SINGLE YELLOW		SINGLE RED				
STREET	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	SKIP ON STREET	IN FRONT OF GARAGE	DROPPED KERB	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL PARKING STRESS
Green walk					14	24							14	24	58%										14	24	58%
Windmill Way (Inc. Brickwall Lane)			5	5	21	54							26	59	44%										26	59	44%
Manor Way			16	18									16	18	89%										16	18	89%
Pembroke Road			3	3									3	3	100%										3	3	100%
W Hatch Manor			2	3									2	3	67%										2	3	67%
Glenalla Road			3	4									3	4	75%										3	4	75%
TOTALS	0	0	29	33	35	78	0	0	0	0	0	0	64	111	58%	0	0	0	0	0	0	0	0	0	64	111	58%

GREEN WALK - RUISLIP

Wednesday 29 September 2021 Time: 12.30am

MODAL
modaldata.com

	UNRESTRICTED PARKING				PARKING RESTRICTIONS								TOTAL LEGAL PARKING STRESS			WAITING RESTRICTION					OTHER				TOTAL PARKING STRESS		
	MARKED BAYS		UNMARKED		PERMIT HOLDERS		PAY & DISPLAY		DISABLED		MOTORBIKE BAY										SINGLE YELLOW		SINGLE RED				
STREET	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL LEGAL PARKING STRESS	DOUBLE YELLOW	DOUBLE RED	SKIP ON STREET	IN FRONT OF GARAGE	DROPPED KERB	PARKED	SPACE	PARKED	SPACE	PARKED	SPACE	TOTAL PARKING STRESS
Green walk					14	24							14	24	58%										14	24	58%
Windmill Way (Inc. Brickwall Lane)			5	5	20	54							25	59	42%										25	59	42%
Manor Way			15	18									15	18	83%										15	18	83%
Pembroke Road			3	3									3	3	100%					1					4	3	133%
w Hatch Manor			2	3									2	3	67%										2	3	67%
Glenalla Road			2	4									2	4	50%										2	4	50%
TOTALS	0	0	27	33	34	78	0	0	0	0	0	0	61	111	55%	0	0	0	0	1	0	0	0	0	62	111	56%

APPENDIX C

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household	Total car ownership
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	Total: Numbe	414	102	206	86	20	1.06
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	1 - 3 rooms	34	13	20	1	0	0.65
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	4 rooms	118	33	58	26	1	0.96
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	5 rooms	148	38	67	34	9	1.09
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	6 rooms	75	12	45	13	5	1.15
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	7 rooms	25	3	9	8	5	1.60
E36007363 Manor	House or bungalow	Shared ownership; rented and living rent free	8 or more roo	14	3	7	4	0	1.07

Office for National Statistics

CT0103 - Accommodation type by tenure by number of rooms by car or van availability

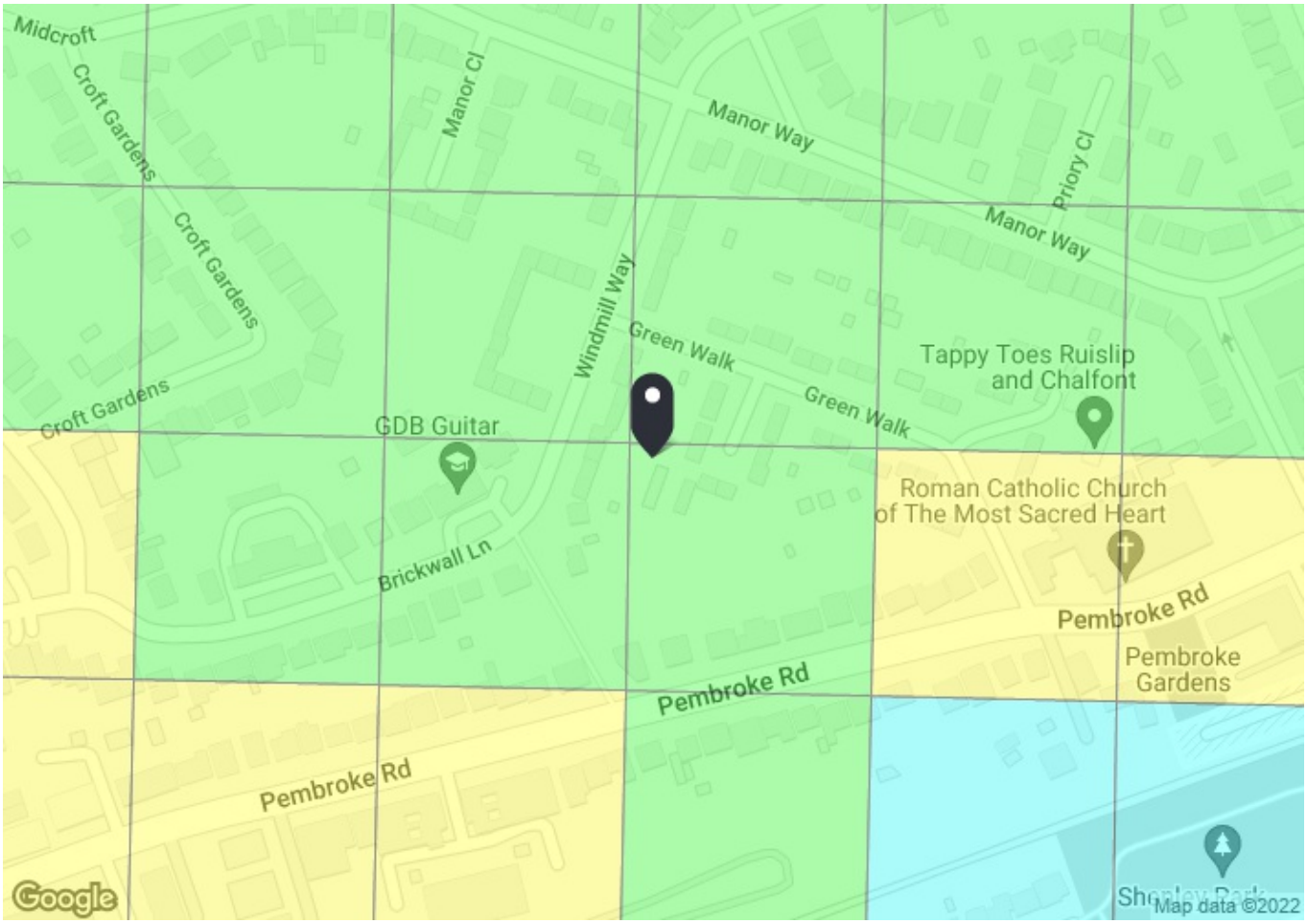
Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to 2011 Census merged wards

Source : 2011 Census (27 March)

APPENDIX D

TRANSPORT FOR LONDON



PTAL output for Base Year
3

3 Green Walk, Ruislip HA4 8NL, UK
Easting: 509705, Northing: 187289

Grid Cell: 116320

Report generated: 07/10/2022

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	RUISLIP HIGH ST KINGSEND	U10	568.94	1	7.11	32	39.11	0.77	0.5	0.38
Bus	RUISLIP HIGH ST KINGSEND	331	568.94	3	7.11	12	19.11	1.57	0.5	0.78
Bus	RUISLIP HIGH ST KINGSEND	U1	568.94	4	7.11	9.5	16.61	1.81	0.5	0.9
Bus	RUISLIP MANOR WINDMILL H	H13	518.73	3	6.48	12	18.48	1.62	0.5	0.81
Bus	RUISLIP MANOR STATION	398	550.69	2	6.88	17	23.88	1.26	0.5	0.63
Bus	RUISLIP MANOR STATION	114	550.69	6	6.88	7	13.88	2.16	1	2.16
LUL	Ruislip Manor	'Uxbridge-AldSlow'	515.1	5.33	6.44	6.38	12.82	2.34	1	2.34
LUL	Ruislip Manor	'BkStr-UxbridgeSFast'	515.1	2.33	6.44	13.63	20.06	1.5	0.5	0.75
LUL	Ruislip Manor	'Uxbridge-BStreetSl'	515.1	3.67	6.44	8.92	15.36	1.95	0.5	0.98
LUL	Ruislip Manor	'HarrowHill-Uxbridge'	515.1	0.67	6.44	45.53	51.96	0.58	0.5	0.29
LUL	Ruislip Manor	'Uxbridge-Cockfosters'	515.1	3.67	6.44	8.92	15.36	1.95	0.5	0.98
LUL	Ruislip Manor	'Ruislip-Cockfosters'	515.1	2.33	6.44	13.63	20.06	1.5	0.5	0.75
LUL	Ruislip Manor	'ArnosGrove-Uxbridge'	515.1	1	6.44	30.75	37.19	0.81	0.5	0.4
LUL	Ruislip Manor	'Oakwood-Uxbridge'	515.1	0.33	6.44	91.66	98.1	0.31	0.5	0.15
LUL	Ruislip Manor	'Oakwood-Ruislip'	515.1	0.33	6.44	91.66	98.1	0.31	0.5	0.15
									Total Grid Cell AI:	**12.46**

APPENDIX E

Calculation Reference: AUDIT-728001-221007-1050

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	HG	HARINGEY	1 days
	HO	HOUNSLOW	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 20 to 231 (units:)
Range Selected by User: 9 to 1045 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 24/11/21

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

Selected survey days:

Monday	1 days
Tuesday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
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	2
High Street	1

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

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	2 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

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

LIST OF SITES relevant to selection parameters

1 BN-03-A-04 MIXED HOUSES & FLATS BARNET
SWEETS WAY
WHETSTONE

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 231
Survey date: TUESDAY *21/09/21* *Survey Type: MANUAL*

2 HG-03-A-01 DETACHED & SEMI-DETACHED HARINGEY
LAWRENCE ROAD
TOTTENHAM
WEST GREEN
Neighbourhood Centre (PPS6 Local Centre)
High Street
Total No of Dwellings: 20
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

3 HO-03-A-02 MIXED HOUSES HOUNSLOW
HIBERNIAN ROAD
HOUNSLOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EN-03-A-01	ptal below 2
WF-03-A-02	ptal above 4

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.047	3	100	0.150	3	100	0.197
08:00 - 09:00	3	100	0.196	3	100	0.272	3	100	0.468
09:00 - 10:00	3	100	0.120	3	100	0.113	3	100	0.233
10:00 - 11:00	3	100	0.123	3	100	0.136	3	100	0.259
11:00 - 12:00	3	100	0.113	3	100	0.100	3	100	0.213
12:00 - 13:00	3	100	0.156	3	100	0.153	3	100	0.309
13:00 - 14:00	3	100	0.123	3	100	0.146	3	100	0.269
14:00 - 15:00	3	100	0.103	3	100	0.093	3	100	0.196
15:00 - 16:00	3	100	0.183	3	100	0.179	3	100	0.362
16:00 - 17:00	3	100	0.150	3	100	0.120	3	100	0.270
17:00 - 18:00	3	100	0.189	3	100	0.173	3	100	0.362
18:00 - 19:00	3	100	0.213	3	100	0.176	3	100	0.389
19:00 - 20:00	3	100	0.150	3	100	0.140	3	100	0.290
20:00 - 21:00	3	100	0.166	3	100	0.123	3	100	0.289
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.032			2.074			4.106

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

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

Parameter summary

Trip rate parameter range selected:	20 - 231 (units:)
Survey date date range:	01/01/14 - 24/11/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.003	3	100	0.003	3	100	0.006
08:00 - 09:00	3	100	0.007	3	100	0.007	3	100	0.014
09:00 - 10:00	3	100	0.010	3	100	0.010	3	100	0.020
10:00 - 11:00	3	100	0.003	3	100	0.003	3	100	0.006
11:00 - 12:00	3	100	0.000	3	100	0.000	3	100	0.000
12:00 - 13:00	3	100	0.003	3	100	0.003	3	100	0.006
13:00 - 14:00	3	100	0.003	3	100	0.003	3	100	0.006
14:00 - 15:00	3	100	0.003	3	100	0.003	3	100	0.006
15:00 - 16:00	3	100	0.000	3	100	0.000	3	100	0.000
16:00 - 17:00	3	100	0.007	3	100	0.007	3	100	0.014
17:00 - 18:00	3	100	0.007	3	100	0.007	3	100	0.014
18:00 - 19:00	3	100	0.003	3	100	0.003	3	100	0.006
19:00 - 20:00	3	100	0.000	3	100	0.000	3	100	0.000
20:00 - 21:00	3	100	0.000	3	100	0.000	3	100	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.003	3	100	0.003	3	100	0.006
08:00 - 09:00	3	100	0.000	3	100	0.000	3	100	0.000
09:00 - 10:00	3	100	0.007	3	100	0.007	3	100	0.014
10:00 - 11:00	3	100	0.007	3	100	0.003	3	100	0.010
11:00 - 12:00	3	100	0.003	3	100	0.000	3	100	0.003
12:00 - 13:00	3	100	0.007	3	100	0.010	3	100	0.017
13:00 - 14:00	3	100	0.003	3	100	0.003	3	100	0.006
14:00 - 15:00	3	100	0.003	3	100	0.003	3	100	0.006
15:00 - 16:00	3	100	0.003	3	100	0.003	3	100	0.006
16:00 - 17:00	3	100	0.000	3	100	0.000	3	100	0.000
17:00 - 18:00	3	100	0.000	3	100	0.000	3	100	0.000
18:00 - 19:00	3	100	0.003	3	100	0.003	3	100	0.006
19:00 - 20:00	3	100	0.010	3	100	0.007	3	100	0.017
20:00 - 21:00	3	100	0.000	3	100	0.003	3	100	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.045			0.094

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.000	3	100	0.000	3	100	0.000
08:00 - 09:00	3	100	0.003	3	100	0.003	3	100	0.006
09:00 - 10:00	3	100	0.000	3	100	0.000	3	100	0.000
10:00 - 11:00	3	100	0.000	3	100	0.000	3	100	0.000
11:00 - 12:00	3	100	0.000	3	100	0.000	3	100	0.000
12:00 - 13:00	3	100	0.000	3	100	0.000	3	100	0.000
13:00 - 14:00	3	100	0.000	3	100	0.000	3	100	0.000
14:00 - 15:00	3	100	0.000	3	100	0.000	3	100	0.000
15:00 - 16:00	3	100	0.000	3	100	0.000	3	100	0.000
16:00 - 17:00	3	100	0.003	3	100	0.003	3	100	0.006
17:00 - 18:00	3	100	0.000	3	100	0.000	3	100	0.000
18:00 - 19:00	3	100	0.000	3	100	0.000	3	100	0.000
19:00 - 20:00	3	100	0.000	3	100	0.000	3	100	0.000
20:00 - 21:00	3	100	0.000	3	100	0.000	3	100	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.003	3	100	0.030	3	100	0.033
08:00 - 09:00	3	100	0.013	3	100	0.023	3	100	0.036
09:00 - 10:00	3	100	0.007	3	100	0.003	3	100	0.010
10:00 - 11:00	3	100	0.000	3	100	0.003	3	100	0.003
11:00 - 12:00	3	100	0.003	3	100	0.000	3	100	0.003
12:00 - 13:00	3	100	0.000	3	100	0.010	3	100	0.010
13:00 - 14:00	3	100	0.010	3	100	0.000	3	100	0.010
14:00 - 15:00	3	100	0.000	3	100	0.003	3	100	0.003
15:00 - 16:00	3	100	0.007	3	100	0.003	3	100	0.010
16:00 - 17:00	3	100	0.020	3	100	0.010	3	100	0.030
17:00 - 18:00	3	100	0.010	3	100	0.000	3	100	0.010
18:00 - 19:00	3	100	0.023	3	100	0.010	3	100	0.033
19:00 - 20:00	3	100	0.003	3	100	0.000	3	100	0.003
20:00 - 21:00	3	100	0.007	3	100	0.000	3	100	0.007
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.095			0.201

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.027	3	100	0.133	3	100	0.160
08:00 - 09:00	3	100	0.159	3	100	0.243	3	100	0.402
09:00 - 10:00	3	100	0.080	3	100	0.070	3	100	0.150
10:00 - 11:00	3	100	0.083	3	100	0.096	3	100	0.179
11:00 - 12:00	3	100	0.083	3	100	0.073	3	100	0.156
12:00 - 13:00	3	100	0.110	3	100	0.100	3	100	0.210
13:00 - 14:00	3	100	0.086	3	100	0.106	3	100	0.192
14:00 - 15:00	3	100	0.080	3	100	0.063	3	100	0.143
15:00 - 16:00	3	100	0.153	3	100	0.150	3	100	0.303
16:00 - 17:00	3	100	0.120	3	100	0.093	3	100	0.213
17:00 - 18:00	3	100	0.143	3	100	0.130	3	100	0.273
18:00 - 19:00	3	100	0.183	3	100	0.143	3	100	0.326
19:00 - 20:00	3	100	0.126	3	100	0.120	3	100	0.246
20:00 - 21:00	3	100	0.140	3	100	0.093	3	100	0.233
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.573			1.613			3.186

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.010	3	100	0.010	3	100	0.020
08:00 - 09:00	3	100	0.023	3	100	0.020	3	100	0.043
09:00 - 10:00	3	100	0.017	3	100	0.023	3	100	0.040
10:00 - 11:00	3	100	0.030	3	100	0.033	3	100	0.063
11:00 - 12:00	3	100	0.027	3	100	0.023	3	100	0.050
12:00 - 13:00	3	100	0.033	3	100	0.037	3	100	0.070
13:00 - 14:00	3	100	0.027	3	100	0.030	3	100	0.057
14:00 - 15:00	3	100	0.017	3	100	0.023	3	100	0.040
15:00 - 16:00	3	100	0.023	3	100	0.027	3	100	0.050
16:00 - 17:00	3	100	0.020	3	100	0.013	3	100	0.033
17:00 - 18:00	3	100	0.037	3	100	0.033	3	100	0.070
18:00 - 19:00	3	100	0.020	3	100	0.020	3	100	0.040
19:00 - 20:00	3	100	0.007	3	100	0.007	3	100	0.014
20:00 - 21:00	3	100	0.017	3	100	0.023	3	100	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.308			0.322			0.630

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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	100	0.003	3	100	0.000	3	100	0.003
08:00 - 09:00	3	100	0.003	3	100	0.000	3	100	0.003
09:00 - 10:00	3	100	0.007	3	100	0.003	3	100	0.010
10:00 - 11:00	3	100	0.000	3	100	0.000	3	100	0.000
11:00 - 12:00	3	100	0.000	3	100	0.003	3	100	0.003
12:00 - 13:00	3	100	0.003	3	100	0.003	3	100	0.006
13:00 - 14:00	3	100	0.003	3	100	0.003	3	100	0.006
14:00 - 15:00	3	100	0.000	3	100	0.000	3	100	0.000
15:00 - 16:00	3	100	0.003	3	100	0.000	3	100	0.003
16:00 - 17:00	3	100	0.000	3	100	0.003	3	100	0.003
17:00 - 18:00	3	100	0.003	3	100	0.003	3	100	0.006
18:00 - 19:00	3	100	0.003	3	100	0.007	3	100	0.010
19:00 - 20:00	3	100	0.007	3	100	0.007	3	100	0.014
20:00 - 21:00	3	100	0.010	3	100	0.003	3	100	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.035			0.080

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.*