MOUNT CLARE CAMPUS, MINSTEAD GARDENS

PROOF OF EVIDENCE OF DAVID GWYN LEWIS MSC MCIHT

PROJECT NO. 25-097 DOC NO. 001

DATE: APRIL 2025

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TABLE OF CONTENTS

FIGURES

TABLES

APPENDICES

APPENDIX A	LB WANDSWORTH – TRICS OUTPUT REPORT
APPENDIX B	LB WANDSWORTH – TRICS - LOCAL AUTHORITY FLATS
APPENDIX C	PARKING SURVEY

1 INTRODUCTION

1.1 QUALIFICATIONS AND EXPERIENCE

1.1.1 I hold a Master's Degree in Transport Planning and Engineering and I am member of the Chartered Institution of Highways and Transportation (CIHT) and a member of the Transport Planning Society (TPS). I have over 18 years' experience in the field of transportation planning and traffic engineering.

1.1.2 I have extensive experience of highways and transport planning across the development planning sector and have prepared Transport Assessments, Statements and Studies supporting planning applications across London and the UK.

1.1.3 My experience includes periods in the transport development planning teams of WYG (now Tetra Tech), RPS and Motion Consultants Limited. I am currently employed as an Associate Director at Velocity, based in the Central London office.

1.1.4 Velocity specialises in advising developers and professionals in the development field on all matters concerning transportation, highways, traffic and road safety and our clients comprise a wide variety of private and public-sector organisations.

1.2 STATEMENT OF TRUTH

1.2.1 The evidence which I have prepared and provide for this Appeal in this Proof of Evidence is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

1.3 SCOPE OF EVIDENCE

1.3.1 This Proof of Evidence has been prepared in relation to a Planning Appeal that has been submitted against the decision of the London Borough of Wandsworth (LBW) to refuse a Certificate of Lawfulness relating to the use of the Mount Clare Campus, Minstead Gardens, Roehampton Gate as temporary housing (Use Class sui generis) (LPA Ref: 2024/2089)

1.3.2 The Certificate of Lawfulness was refused in October 2024 and the Decision Notice lists one reason for refusal as follows:

"The proposal constitutes development under the Town and Country Planning Act 1990 and the local planning authority is not satisfied that, based on the documents and drawings submitted as part of the application, this proposal falls within any class of 'permitted development' specified within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and that the proposal constitutes a material change of use and requires planning permission."

1.3.3 My Proof of Evidence has been prepared in response to the reason for refusal and considers the following:

- Whether there is a material difference in the transport accessibility associated with the last use of the property, by the University of Roehampton and the proposed temporary accommodation use; and,
- Whether there is a material difference in the transport effects associated with the last use and the proposed temporary accommodation use.

1.3.4 Following this introduction, the remainder of my Proof of Evidence is structed as follows:

- Section 2 provides details of the Appeal Site and surroundings, in particular the opportunities for active and sustainable travel choices;
- Section 3 provides details of the Appeal Scheme including details of the access and parking arrangements. This section also provides details of the operation and management of the Appeal Site;
- Section 4 provides a comparison of the transport accessibility of the Appeal Site with respect of the existing and proposed uses;
- Section 5 provides a comparison of the highway impact of the Appeal Site with respect of the existing and proposed uses; and,
- Section 6 provides the summary and conclusions of my Proof of Evidence.

2 APPEAL SITE ACCESSIBILITY

2.1 INTRODUCTION

2.1.1 This section of my Proof of Evidence details the location of the Appeal Site including the highway infrastructure in the local area. This section also details the accessibility of the Appeal Site by all modes of transport, in particular by active and sustainable modes of transport. This section also details the shops, services, facilities and amenities which are accessible in the vicinity of the Appeal Site.

2.2 SITE BACKGROUND

2.2.1 The Appeal Site contains Mount Clare House, a Grade I listed 'Palladian' building. To the east is Picasso House, a two-storey 1960s block. To the south lies 'Accommodation Blocks', comprising five clusters of post-war, two-storey blocks, each cluster comprising 3 buildings. Beyond these structures and towards the southern tip of the Appeal Site lies Mount Clare Temple (Grade II* listed), a dilapidated Lodge/bungalow, and other dilapidated outbuildings.

2.3 SITE LOCATION

2.3.1 The Appeal Site is situated in Roehampton within the western end of the London Borough of Wandsworth (LBW). The Appeal Site lies just north of Richmond Park Golf Course, and is bound by Minstead Gardens to the east, residential blocks to the west, green spaces immediately north, and vacant residential blocks to the south.

2.3.2 The location of the Appeal Site is presented below in **FIGURE 2-1.**

Figure 2-1: Appeal Site Location

2.3.3 The area is primarily residential in nature with easy access to green space, community facilities, commercial businesses and transport modes. Danebury Avenue is located to the north of the Appeal Site, runs in a broadly north-west to south-east direction and provides access to local bus services.

2.4 HIGHWAY CONTEXT

2.4.1 The Appeal Site is accessible from Minstead Gardens to the east via Danebury Avenue which links north-west towards Priory Lane and south-east to the A306 Roehampton Lane. However, the route between Priory Lane and Danebury Avenue is only accessible to pedestrian and cyclists as there is a modal filter on Danebury Avenue, in the vicinity of Alton Primary School, which restricts vehicle access.

2.4.2 Minstead Gardens is a single carriageway road that restricts traffic to one-way movement southbound before circling back to Danebury Avenue via Swanwick Close. Parking is largely unrestricted along this road. It provides access to residential properties to the east of the Appeal Site. Continuous sections of well-maintained footways are present on both sides of Minstead Gardens and dropped kerbs equipped with tactile paving facilitate crossing movements across the road.

2.4.3 A turning head is provided at the junction between Minstead Gardens and Danebury Avenue. This is utilised by 170, 430, 639, 670 and N74 bus services who perform turning manoeuvres as they reach the end of their designated route.

2.4.4 Danebury Avenue is a single carriageway street subject to a 20mph speed limit. Minstead Gardens and Swanwick Close are also subject to a 20mph speed limit.

2.4.5 Continuous sections of well-maintained footways are present on both sides of the Danebury Avenue facilitating access to the Appeal Site and to nearby public transport services. Furthermore, the presence of green spaces positively contributes to the streetscape creating a pleasant walking environment. Informal crossing facilities, consisting of pedestrian islands and dropped kerbs equipped with tactile paving, are located immediately north of the Appeal Site and facilitate pedestrian crossing movements across Danebury Avenue.

2.5 WALKING AND CYCLING

2.5.1 It is generally accepted that for journeys of up to 2km, walking is an appropriate mode to replace car trips which is set out in the Chartered Institution of Highways and Transportation (CIHT) guidance, 'Guidelines for Providing for Journeys on Foot' (2000), which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

2.5.2 Overall, the Appeal Site benefits from being well connected to the existing footway network and there are numerous shortcuts and pedestrian only routes that positively promote walking. Pedestrian access is facilitated by continuous sections of well-maintained footway. Dropped kerbs equipped with tactile paving ensure inclusivity and facilitate crossing for pedestrians with visual impairments. Green spaces are easily accessible from the Appeal Site providing contributing to a pleasant walking environment. Minstead Road is also lined with street lighting ensuring visibility, contributing to perceptions of safety.

2.5.3 There are a range of local amenities within close proximity of the Appeal Site which can be accessed by residents within a short walking or cycling distance. A summary of amenities within 1.5km distance of the Appeal Site is provided in **Table 2-1**.

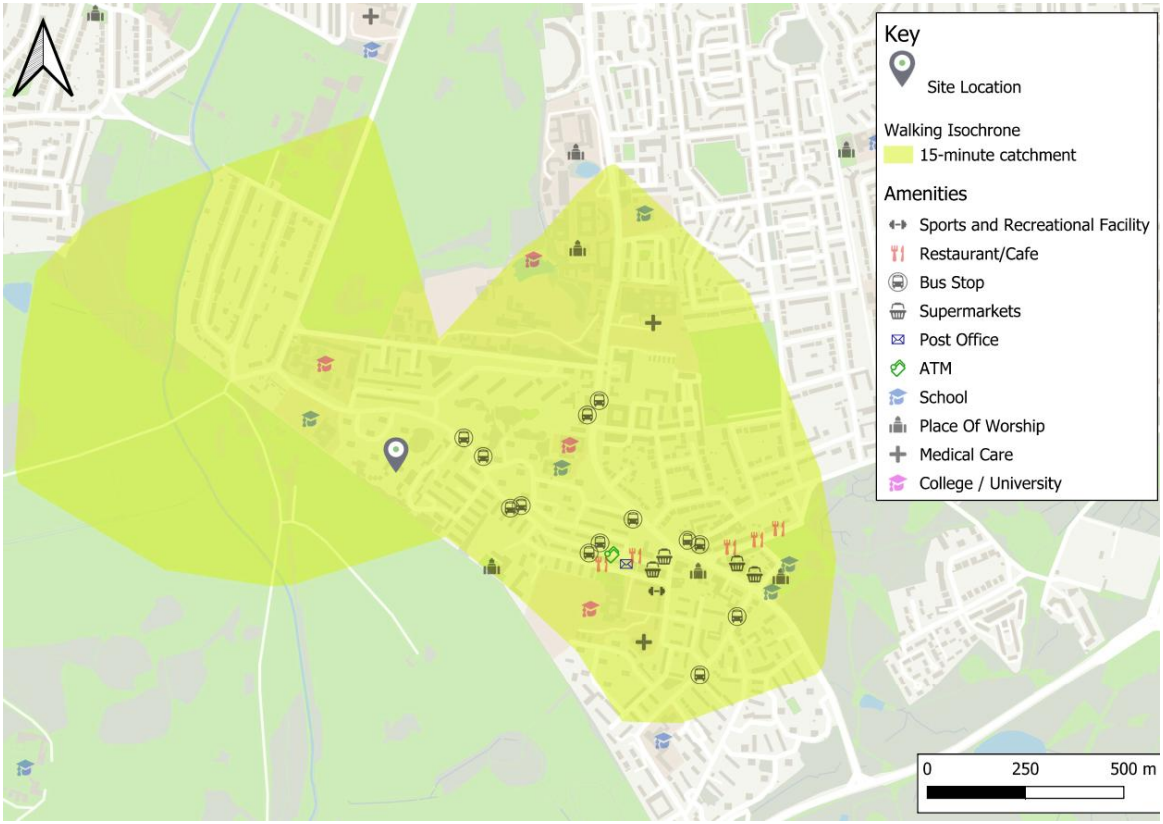
Table 2-1: Local Amenities

CATEGORY	DESCRIPTION	DISTANCE FROM SITE
Convenience Store	Kings General Store	120m
Convenience Store	Londis. Portswood Place	150m
Convenience Store	Premier, Danebury Avenue	700m
Supermarket	Co-Operative Food Roehampton	750m
Restaurant/food outlet/café	New Tasty House	140m
Restaurant/food outlet/café	The Right Plaice (Fish and Chips)	680m
Restaurant/food outlet/café	Subway	740m
Restaurant/food outlet/ café	Joy Café	730m
Restaurant/food outlet/café	Greggs	760m
ATM	Cashpoint	710m
Service	Post Office	700m
Service	Laundrette	710m
Open Green Space	Maryfield Convent Garden	600m
Recreational / Leisure Facility	Childrens Playground	350m
Recreational / Leisure Facility	Roehampton Sport and Leisure Centre	720m
Education	The Alton Primary School	320m
Education	Ibstock Place Secondary school	670m
Education	Mosaic Jewish Primary School	500m
Community Facility	Roehampton Community Hub	130m
Community Facility	Focus Hall Community Centre	140m
Community Facility	Roehampton Hub	500m
Community Facility	Alton Hall Community Centre	1.3km
Health Service	Danbury Avenue Surgery	160m
Health Service	The Roehampton Surgery	740m

CATEGORY	DESCRIPTION	DISTANCE FROM SITE
Health Service	Care Chemist	740m
Health Service	Focalpoint Opticians	740m
Health Service	Alton GP Surgery	870m
Health Service	Maple Dental Care	1km
Health Service	Hospital	1km
Public Facility	Roehampton Library	765m
Religious Centre	Roehampton Methodist Church	80m
Religious Centre	Kairos Centre	600m

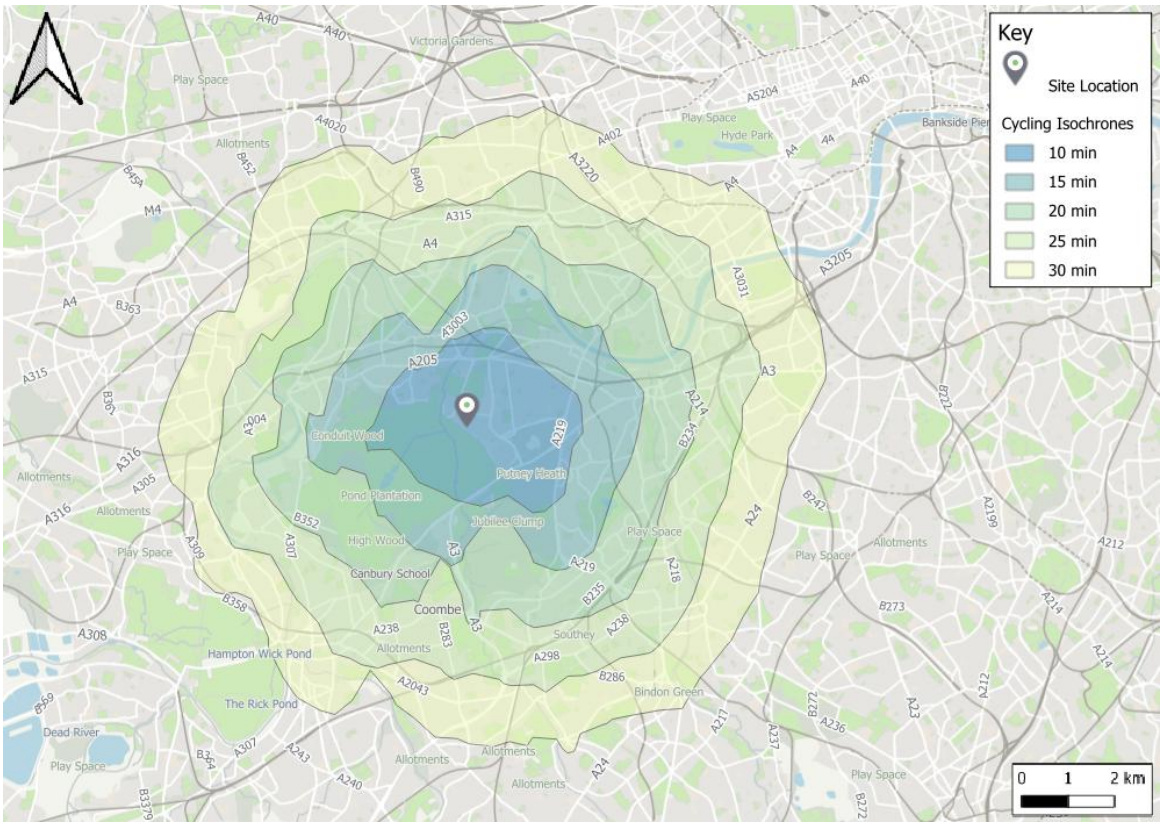
2.5.4 The locations of the nearby amenities are illustrated in Figure 2-2 below, which identifies those amenities within a 15-minute walk to the Appeal Site.

Figure 2-2: Local amenities within 15-minute walking isochrone



2.5.5 A distance of 5km is generally deemed as the distance from which cycling can effectively replace private car trips. As shown in **Figure 2-3**, the Appeal Site is within a 20-minute cycle to North Sheen, East Putney, Richmond and a 30-minute cycle to Twickenham, Kingston upon Thames, Chiswick, and Wimbledon among other places which provides access to other retail, and commercial uses and public transport services.

Figure 2-3: Cycling Isochrone Map

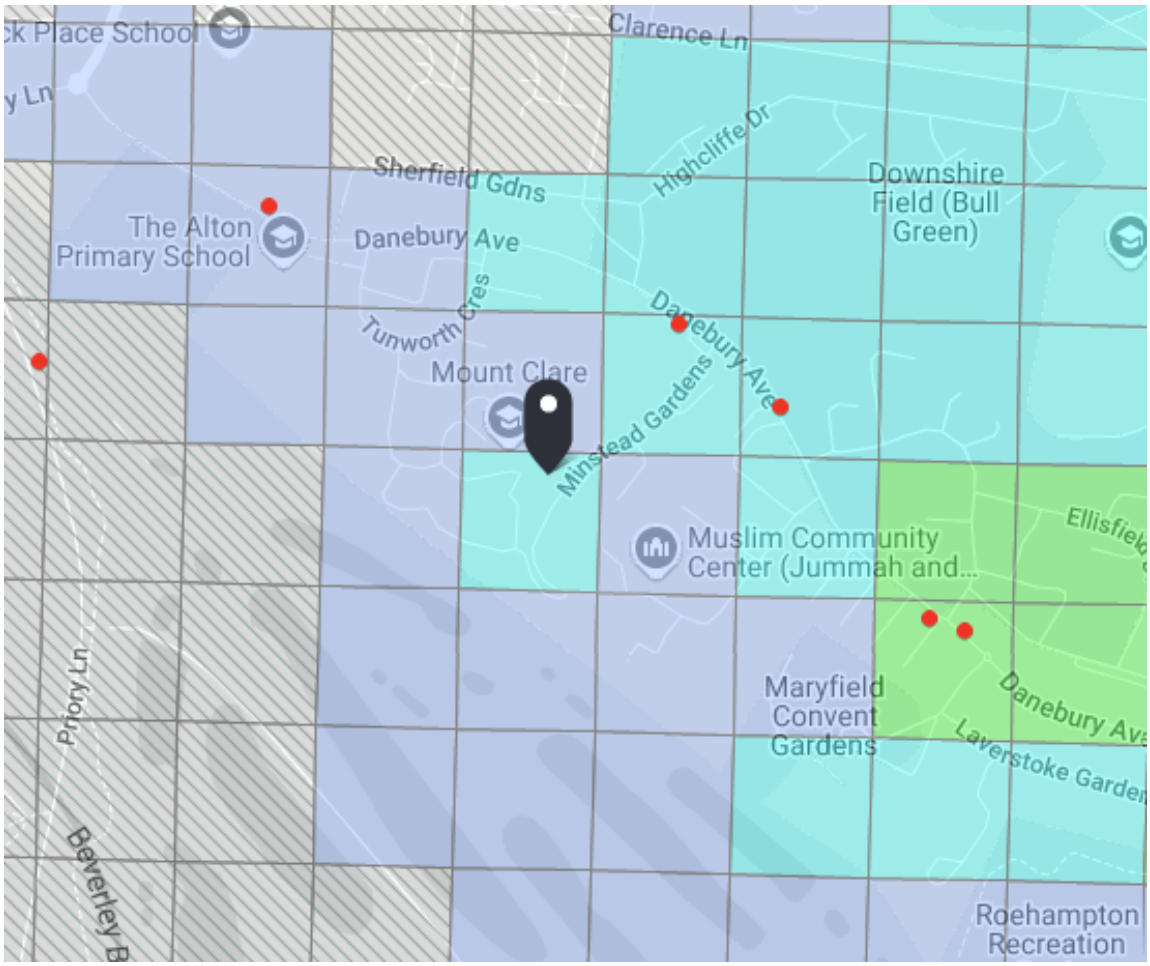


2.6 PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

2.6.1 Public Transport Access Level (PTAL) is a toll which can be used to assess a site's connectivity to the public transport network to consider the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of a site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.

2.6.2 TfL's online WebCAT tool shows the Appeal Site has a PTAL of between 1b and 2 as shown in **Figure 2-4**.

Figure 2-4: PTAL Mapping



2.6.3 Despite the low PTAL score, the following sections go on to demonstrate that the PTAL methodology has limitations in assessing the public transport accessibility of a site including not considering the potential public transport users to interchange between public transport services.

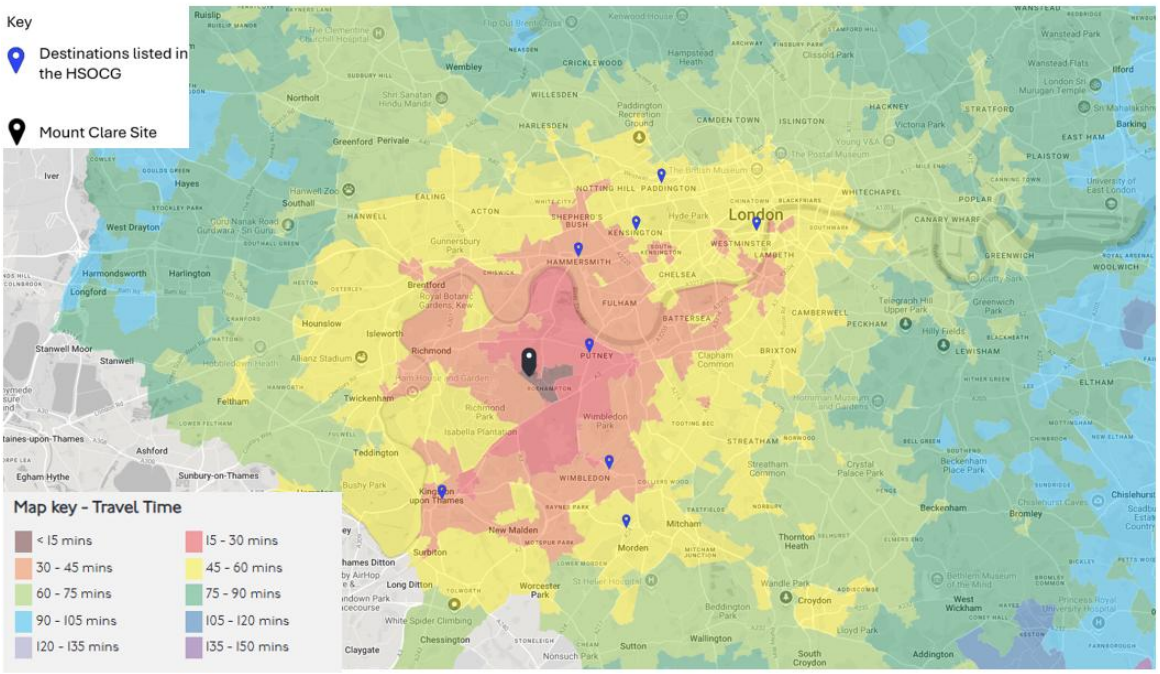
2.6.4 Whilst local rail and London Underground stations are located in excess of a walking distance which is considered by the PTAL analysis, the bus services local to the site provide a connection to local rail and London Underground stations. This provides the opportunity for site users to interchange and access the wider London public transport network and this is considered further using analysis such as Time Mapping (TIM).

2.7 TRAVEL TIME MAPPING (TIM)

2.7.1 Time Mapping analysis (TIM) assesses how far a site user can travel in a given journey time and includes consideration of interchange between public transport services. TIM analysis is provided by TfL and is publicly available on TfL's website through travel time catchments based on a site location.

2.7.2 **Figure 2-5** shows an extract of TfL's time mapping (TIM) map for the area surrounding the Appeal Site. This shows that Putney is accessible within a 15 to 30-minute journey. Whereas surrounding areas including Wimbledon, Kingston-upon-Thames and Hammersmith are accessible within a 30 to 45-minutes journey. Furthermore, Paddington Westminster and Morden are accessible within a 45 to 60-minute journey time.

Figure 2-5: TIM Mapping All Public Transport Modes



2.8 PUBLIC TRANSPORT – BUS SERVICES

2.8.1 The Appeal Site is located within 140m (representing a three-minute walk) of a bus stop at the junction of Minstead Gardens and Danebury Avenue. Based on TfL website, these provide service for routes 170, 430, 639, 670 and N74. These routes provide access to multiple destinations including Wandsworth, Putney, Roehampton, Battersea, Westminster, Earls Court, Fulham, Wimbledon among others.

2.8.2 Minstead Gardens is the last stop for these routes travelling westbound whereas Minstead Gardens/Danebury Avenue is the first stop of these routes travelling eastbound. As shown in **FIGURE 2-6** and **Figure 2-7**, westbound buses use the tuning head at the junction between Minstead Gardens and Danebury Avenue to drop off passengers before circling back onto Danebury Avenue and commencing their return journey. Passengers therefore alight at Minstead Gardens and board at Gardens/Danebury Avenue.

Figure 2-6: Bus Routing Westbound, Minstead Gardens Stop, (TfL Website)

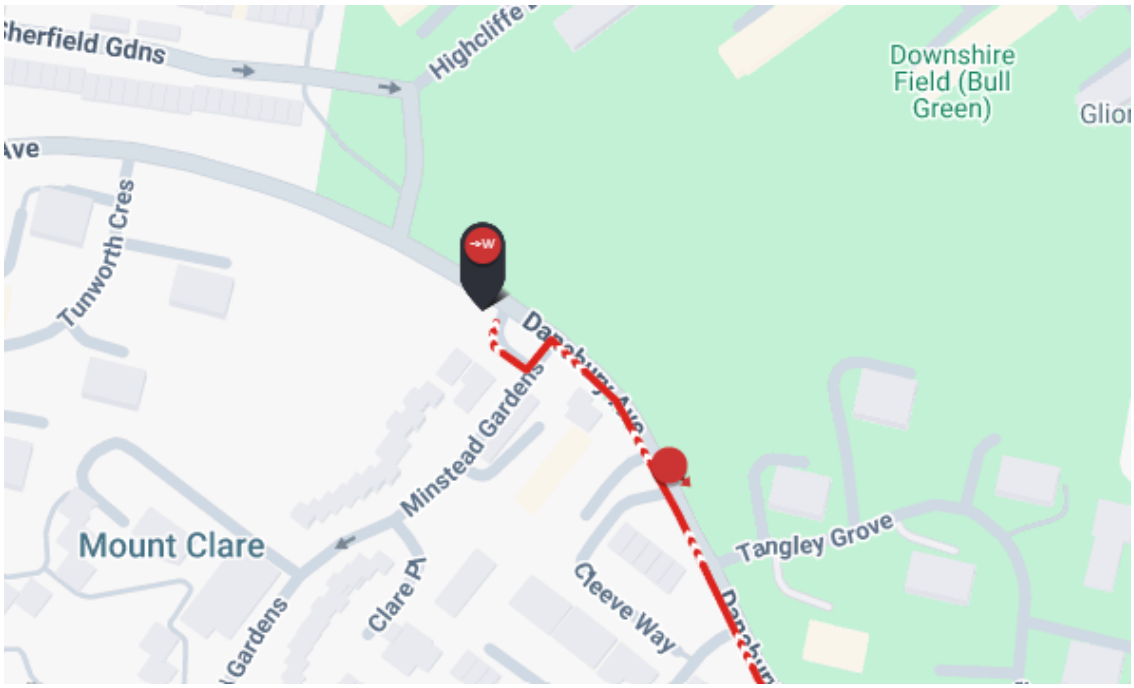


Figure 2-7: Bus Routing Eastbound, Minstead Gardens/Danebury Avenue Stop, (TfL Website)

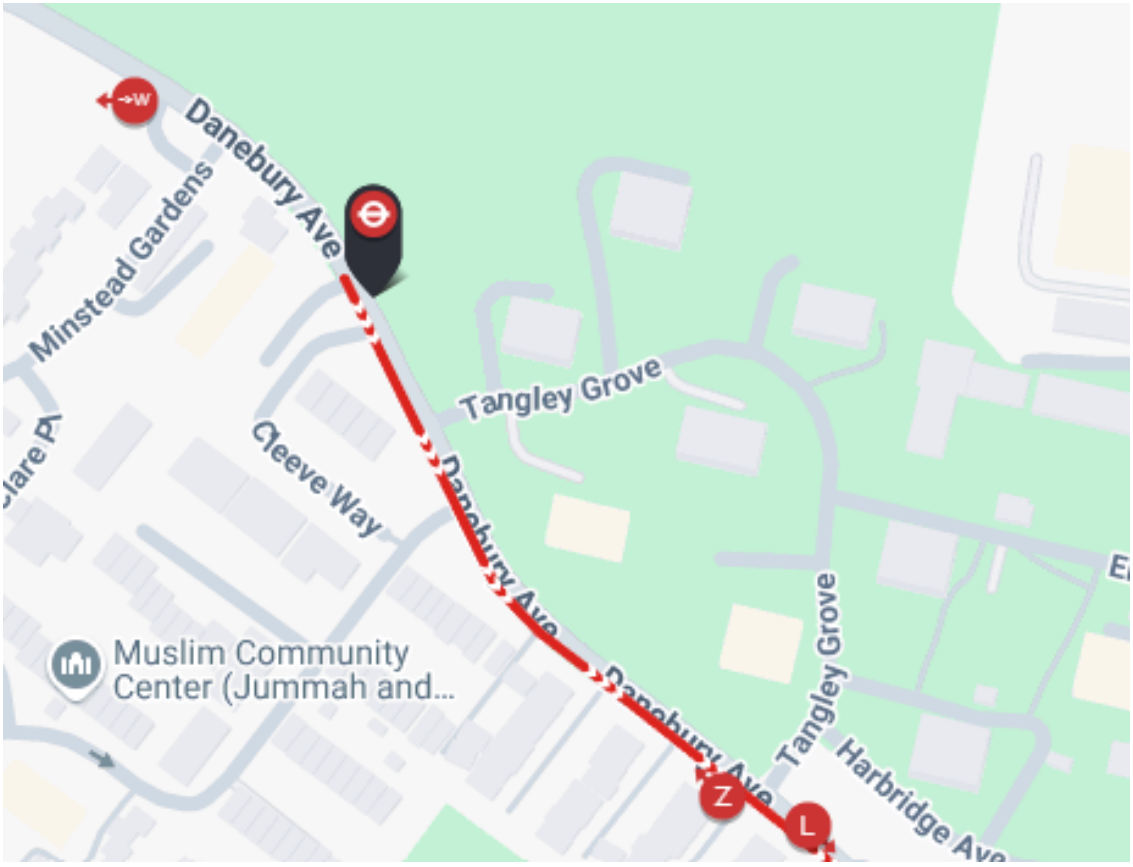


Table 2-2: Local Bus Frequency

Bus Stop	Service No	Route	Weekday		Weekend	
			peak frequency	hours of operation	frequency	hours of operation
Minstead Gardens	170	Victoria - Roehampton	5 per hour	05:09 - 01:31	Sat: 5 per hour Sun: 4 per hour	Sat: 05:09 - 01:31 Sun: 06:09 - 01:31
	430	Brompton - Roehampton	5 per hour	05:49 - 01:31	Sat: 4 per hour Sun: 4 per hour	Sat: 05:48 - 01:33 Sun: 05:48 - 01:31
	639	St John Bosco College - Roehampton	1 per day	16:36	No service	No service
	670	St John Bosco College - Roehampton	1 per day	16:30	No service	No service
	N74	Baker Street - Roehampton	9 per day	01:57 - 05:54	Sat: 9 per day Sun: 9 per day	Sat: 02:03 - 05:56 Sun: 01:56 - 05:54
Minstead Gardens/Danebury Avenue	170	Roehampton - Victoria	5 per hour	05:05 - 00:55	Sat: 5 per hour Sun: 4 per hour	Sat: 05:05 - 00:55 Sun: 06:05 - 00:55
	430	Roehampton - Brompton	5 per hour	05:00 - 00:35	Sat: 4 per hour Sun: 4 per hour	Sat: 05:00 - 00:35 Sun: 05:00 - 00:35
	639	Roehampton - St John Bosco College	1 per day	07:11	No service	No service
	670	Roehampton - St John Bosco College	1 per day	07:11	No service	No service
	N74	Roehampton - Baker Street	8 per day	01:10 - 04:40	Sat: 8 per day Sun: 8 per day	Sat: 01:10 - 04:40 Sun: 01:10 - 04:40

2.8.3 As shown in **Table 2-2**, routes 170 and 430 have regular frequencies of five buses per hour. Routes 639 and 670 are school buses for students attending St John Bosco College, explaining the singular departures in the AM and PM periods.

2.8.4 In addition to the bus stops on Minstead Gardens, further bus stops are situated on Clarence Lane (Stop S and T), north east of the Appeal Site. These stops provide access to additional bus routes 265, 419, 493, 969 and N72. These stops are accessible via public footpaths through Downshire Field and are located 590m and 635m from the Appeal Site for northbound and southbound services respectively.

2.9 PUBLIC TRANSPORT – RAIL SERVICES

2.9.1 The nearest railway station is Barnes station, located approximately 1.85km northeast of the Appeal Site, representing a 30-minute walk or a 9-minute cycle. The station is also accessible by bus via the 430 bus route which can be accessed from the Minstead Gardens/Danebury Avenue stop.

2.9.2 Barnes station is served by trains operated by Southwestern Railway and provide access to multiple destinations including London Waterloo, Vauxhall, Clapham Junction, Richmond Junction, Twickenham, Brentford among others.

2.9.3 **Table 2-3** highlights hours of operation and frequency of services from Barnes station

Table 2-3: Railway Services Frequency

Station	Route	Frequency	Hours of operation
Barnes Railway Station	London Waterloo	9 / hour	05:22 - 00:08
	Vauxhall	9 / hour	05:22 - 00:08
	Clapham Junction	9 / hour	05:22 - 00:08
	Richmond (London)	3 / hour	05:15 - 00:22
	Putney	7 / hour	05:22 - 00:08
	Queenstown Road (Battersea	4 / hour	05:22 - 00:08
	Wandsworth Town	7 / hour	05:22 - 00:08
	Twickenham	4 / hour	05:15 - 00:22
	Brentford	4 / hour	05:42 - 00:12
	Kew Bridge	4 / hour	05:42 - 00:12

2.9.4 Barnes station offers accessible services with step free category of B1 comprising of Level access to Platforms 1 and 4 from separate entrances and lifts to all platforms. The station benefits from 92 fully sheltered cycle parking spaces supporting multi-modal transport options.

2.9.5 Alternatively, Putney railway station is located 2.65km north-east of the Appeal Site and can be reached via the 170 or 430 bus services.

2.10 PUBLIC TRANSPORT – LONDON UNDERGROUND SERVICES

2.10.1 The nearest London Underground (LU) Station is East Putney, located approximately 2.95km east of the Appeal Site, and can be accessed via the 170 or 430 bus services from Minstead/Danebury Avenue. The station provides district line services providing access to multiple destinations including Wimbledon, Fulham, Edgware Road, Notting Hill, Earls Court among others.

2.10.2 **Table 2-3** summarises the hours of operation and frequency of LU services from East Putney station.

Table 2-4: LU Services and frequency

Station	Route	Frequency	Hours of operation
East Putney LU Station	Wimbledon	12 per hour	05:14-1:02
	Edgware Road	6 per hour	05:37-1:00

2.11 SUMMARY

2.11.1 In summary my evidence demonstrates that the Appeal Site is situated in an accessible location and provides site users with access to a range of shops, services and amenities within a convenient walk or cycle.

2.11.2 The Appeal Site provides site user with a genuine choice of modes of travel, in accordance with the principles of national, regional and local transport planning policy objectives.

3 APPEAL SCHEME

3.1 INTRODUCTION

3.1.1 This section of my Proof of Evidence provides details of the current and proposed use of the Mount Clare Campus, including access arrangements, on-site parking and servicing arrangements. This section also details the tenancy and management of the current and proposed use of the Appeal Site.

3.2 CURRENT USE

3.2.1 The Mount Clare campus has most recently been utilised as accommodation for Roehampton University and has comprises 208 rooms divided as follows:

- 180 double rooms across the accommodation blocks; and
- 28 double rooms in Picasso House.

3.2.2 It is understood that the Appeal Site, when last in occupation by the University of Roehampton, has operated with individually occupied rooms, with communal facilities.

3.2.3 The existing use would accommodate a minimum of 208 people under single occupancies. However, given that there are no known occupancy restrictions for the site, there may have been some additional/ double occupancy in some of the larger rooms across the estate.

3.2.4 The Mount Clare campus currently accommodates 24 on-site car parking bays.

3.2.5 The Mount Clare campus currently accommodates 1 x on-site delivery bay located adjacent to Mount Clare House.

3.2.6 The current use of the Appeal Site as student and staff accommodation has had the following characteristics:

- Occupation was by individual students, staff and workers attending the same institution or connected with that institution;
- Students occupied the accommodation pursuant to a one-year tenancy, possibly shorter but were temporary residents;
- There were communal facilities; and
- A single entity managed the facility.

3.3 PROPOSED USE

3.3.1 The proposed use of the Mount Clare campus is for temporary accommodation. The proposed use will provide 257 bedrooms divided as follows:

- 225 rooms across the accommodation blocks; and
- 32 rooms in Picasso House.

3.3.2 No changes are proposed to the on-site parking arrangements as part of the proposed use and 24 on-site parking bays will be maintained.

3.3.3 No changes are proposed to the on-site loading bay as part of the proposed use and the one on-site loading bay adjacent to Mount Clare house will be maintained.

3.3.4 The proposed use of the Appeal Site as temporary accommodation will have the following characteristics:

- Occupation would be in individual units with unconnected residents sharing some facilities;
- The residents would have short term licenses, awaiting provision of permanent accommodation;
- There would be communal facilities; and,
- It would be managed by a single entity with on-site wardens

3.4 COMPARISON OF EXISTING AND PROPOSED USE

TABLE 3.1 below provides a comparison of the existing and proposed use of the site with respect of overall parking provision, tenancies and site management.

Table 3-1: Comparison of Existing and Proposed Use

FEATURE	EXISTING USE	PROPOSED USE
Rooms	208 rooms	257 rooms
On-Site Car Parking	24 on-site parking spaces	24 on-site parking spaces
On-Site Loading Bay	1 on-site loading bay	1 on-site loading bay
Tenancy	One Year license	Short term licenses
Communal Facilities	Yes	Yes
Management	Managed by single entity	Managed by single entity

3.4.1 **TABLE 3.1** demonstrates that there will no change to the access or parking arrangements at the Appeal Site. The existing 24 on-site parking bays will be maintained and be available for future residents and the existing on-site loading bay will be maintained.

3.4.2 The proposed use of the Appeal Site will operate and be managed in a comparable manner to the existing use of the site. The Appeal Site will continue to be managed by a single entity and residents will have access to communal facilities.

3.4.3 The proposed use of the Appeal Site will result in an increase in rooms in comparison with the past use of the buildings. However, the past use may have accommodated some double occupancy, such that the variance in occupancy of the Appeal Site is not considered to be material and this is considered further in the following sections of my Proof of Evidence.

3.5 SUMMARY

3.5.1 In summary, this section of my evidence has demonstrated that there will be no changes to the access, parking or servicing arrangements of the Appeal Site as part of the proposals. Furthermore, the Appeal Site will be managed and operated in a manner comparable to its existing use.

3.5.2 On that basis, my evidence demonstrates that there is no material difference in transport terms of the access and parking arrangements at the Appeal Site and no material difference in how the Appeal Site will be managed in transport terms.

4 COMPARISON OF TRANSPORT ACCESSIBILITY

4.1 INTRODUCTION

4.1.1 This section of my Proof of Evidence considers whether there is a material difference in the transport accessibility of the Appeal Site, associated with the existing student accommodation use and the proposed temporary accommodation use.

4.2 TRANSPORT ACCESSIBILITY

4.2.1 The sustainable transport needs of student accommodation are considered to be comparable to those of temporary accommodation, as both site uses will benefit from access to convenient, low-cost and sustainable travel choices. Site users for both land uses benefit from proximity to key services and facilities such as local shops, health facilities and community amenities which limit the need for travel and reduce the need for long journey times.

4.2.2 Section 2 of my Proof of Evidence provides details of the accessibility of the Appeal Site by active and sustainable modes of travel and demonstrates that there is a range of shops, services and facilities which are accessible within a convenient walk or cycle of the Appeal Site including:

- Food retail;
- Restaurants and cafes;
- Services including ATM, post office, library and laundrette;
- Health facilities including GP surgery, dentist surgery, chemist, optician and hospital;
- Education facilities;
- Places of worship; and,
- Leisure facilities and open green space.

4.2.3 The wide variety of shops, services and facilities within the local area mean that users of the Appeal Site can access key daily needs within a short walk and cycle, minimising the need to travel and providing them with a genuine choice of how they travel, in accordance with the principles of national regional and local transport related planning policies.

4.2.4 The facilities located within an accessible walk and cycle distance of the Appeal Site support both the existing and proposed land uses, accommodating the needs of site users under either use.

4.2.5 From a transport perspective, no evidence has been presented that either user group would rely more or less on any particular mode of transport. The Appeal Site provides convenient access to a range of shops, services and facilities which are accessible via low cost modes of transport such as on foot, by cycle and by bus.

4.3 SUMMARY

4.3.1 My evidence demonstrates that the sustainable transport needs of student accommodation are comparable to those of temporary accommodation, with both benefitting from access to convenient, low-cost and sustainable travel choices. Furthermore, site users for both land uses benefit from proximity to key services and facilities such as local shops, health facilities and community amenities

4.3.2 My evidence demonstrates that the Appeal Site is situated in an accessible location and provides site users with access to a range of shops and services within a convenient walk or cycle. The accessibility of the Appeal Site to local shops and facilities by active and sustainable modes of travel provides site users of both student accommodation or temporary accommodation with a genuine choice of modes of travel, in accordance with the principles of national, regional and local transport related planning policies.

5 COMPARISON OF TRANSPORT IMPACTS

5.1 INTRODUCTION

5.1.1 This section of the Proof of Evidence considers the effect of the proposed use on the highway network local to the Appeal Site and whether there would be any material difference in comparison with the existing use of the site.

5.2 TRANSPORT IMPACT - TRIP GENERATION

5.2.1 An industry standard approach for assessing the transport impact of a development site is by assessing the trip generation of a site through use of the TRICS database. TRICS provides a database of traffic surveys for various sites across the UK. TRICS allows users to filter the database of traffic surveys by the land use class of each surveyed sites, along with filtering sites for various factors which will influence the trip generation characteristics of the site such as site location, public transport accessibility, date of survey and on-site car parking.

5.2.2 Paragraph 4.2 of the 'TRICS Good Practice Guide 2025' states that:

"It is vital that users undertake trip rate calculations using land use sub-categories appropriate to their individual development scenarios."

5.2.3 The Appeal Site is proposed to be used for temporary accommodation for homeless people and the TRICS database has been reviewed to consider whether there are any appropriately comparable land uses and traffic surveys within the database. Following a review of the TRICS database, it has been considered that there are no directly comparable survey sites within the database for the proposed use of the Appeal Site as temporary accommodation.

5.3 LB WANDSWORTH TRIP GENERATION ASSESSMENT

5.3.1 The Statement of Case (SoC) prepared by LBW includes an assessment of the potential trip generation of the existing and proposed use of the Appeal Site, with reference to the TRICS database. The LBW SoC did not include full TRICS output reports detailing the TRICS survey sites which they included within their sample; however, these were provided separately to the Appellant in an email dated 15th April 2025 and are attached at **APPENDIX A** for reference.

LB WANDSWORTH – STUDENT ACCOMMODATION TRICS ANALYSIS

5.3.2 With respect of the past use of the Appeal Site by the University of Roehampton, the LBW SoC states that they have assessed the potential trip generation of the site by utilising the TRICS category 'student accommodation'.

5.3.3 Paragraph 4.72 of the LBW Statement of Case states that the sample of sites they have utilised for trip assessment purposes include 'student accommodation' sites in Greater London with a PTAL of 2 or lower.

5.3.4 The TRICS report provided by LBW in the email dated 15th April, and attached at **APPENDIX A**, confirms that all sample sites situated in Greater London. However, the sample confirms that 2 of the 3 survey sites have a PTAL of 4, contrary to the statement provided at paragraph 4.72 of their SoC. This is highlighted in an extract from their TRICS report presented at **IMAGE 5-1**, below.

5.3.5 The TRICS database identifies surveys which were undertaken during COVID-19 restrictions and includes the following guidance:

"it is possible that trip levels and patterns at such sites at the time of their surveys may have differed from what would have been considered "normal" pre-pandemic, although to what scale there may be differences (if any) will vary from site to site"

5.3.6 The TRICS sample of sites selected by LBW includes one survey which was undertaken during COVID-19 travel restrictions, as identified by the TRICS database. This is identified within the LBW TRICS sample attached at **APPENDIX A** and highlighted in the extract of their TRICS report presented at **IMAGE 5-1**, below.

Image 5-1: Extract from LBW TRICS Analysis

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 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	3 days

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

Travel Plan:

Yes	1 days
No	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
4 Good	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

5.3.7 It is considered that the inclusion of a survey which was undertaken during COVID restrictions, as identified by the TRICS database, will result in the trip rates being unreliable for trip assessment purposes.

LB WANDSWORTH – PROPOSED USE TRICS ANALYSIS – SHELTERED ACCOMODATION

5.3.8 With respect of the proposed use of the Appeal Site as temporary accommodation, the LBW SoC states that the analysis has used sites within the TRICS land use category 'sheltered accommodation'.

5.3.9 The TRICS software includes definitions of each land use category within its database and for the 'sheltered accommodation' category, the TRICS software defines these sites as:

"Sheltered accommodation for elderly people, not to be confused with nursing homes"

5.3.10 It is evident that the TRICS category used by LBW to assess the potential trip generation of the proposed use of the Appeal Site relates specifically to accommodation for elderly people. The proposed use of the site as temporary accommodation does not specifically relate to accommodation for elderly people and, as such, the TRICS category used by LBW to assess trip generation is not considered comparable.

5.3.11 Sheltered accommodation for elderly people can typically include features which will result in differing trip generation characteristics than that of the proposed use of the Appeal Site, including:

- On-site staff and care workers;
- Visiting health and care workers; and,
- Visiting family and friends.

5.3.12 It is commonly acknowledged that Greater London benefits from higher levels of accessibility and lower levels of car ownership than other parts of the Country and therefore sites in Greater London will have differing trip generation characteristics to sites outside Greater London. On that basis, when assessing, the trip generation of sites within Greater London, it is common practice undertake this assessment based on sites within Greater London only. The TRICS report provided by LBW in the email dated 15th April, and attached at **APPENDIX A**, shows that all sites included in the sample are located outside Greater London and were located in Yorkshire, Cumberland and Scotland.

5.3.13 Paragraph 4.73 of the LBW Statement of Case states that:

"The Appellant was advised to look at sites outside of the Greater London area due to the lack of comparable sites and to choose sites in the edges of large towns/cities or on the edge of a town centre."

5.3.14 The sample of sites utilised by LBW includes the following sites, with the location type (town centre, edge of town centre, edge of town, etc..) as defined by the TRICS database:

- A site in Halifax in a neighbourhood centre;
- A site in Penrith on the edge of town;
- A site in Musselburgh in the edge of the town centre; and,
- A site in Arbroath on the edge of the town centre.

5.3.15 It is considered that the sites utilised by LBW for trip assessment purposes are not large town/cities and are not all located in edge of town centre locations, as suggested would be suitable in their SoC.

5.3.16 It is therefore evident that the TRICS category and sample of sites utilised by LBW for trip assessment proposed within their SoC is not comparable to the proposed use of the Appeal Site and is not considered appropriate for trip assessment purposes.

5.3.17 It is demonstrated that the trip assessment presented in the LBW SoC does not provide an appropriate or comparable assessment of the potential trip assessment of the proposed use. On that basis the conclusion presented in the LBW's SoC, that the trip generation of the proposed use would be materially different from that of the past use of the Appeal Site, is not considered valid.

LB WANDSWORTH – PROPOSED USE TRICS ANALYSIS – LOCAL AUTHORITY FLATS

5.3.18 In the email provided by LBW dated 15th April, previously referenced, it was advised that LBW intended to amend the sample of TRICS sites they were utilising for trip assessment purposes and proposed to use the TRICS land use class 'affordable/ local authority flats' rather than 'sheltered accommodation'. LBW provided a subsequent email dated 17th April, which included a word document with a list of TRICS sites in the category 'affordable/local authority flats'. That document provided by LBW is attached at **APPENDIX B**, for reference.

5.3.19 As previously set out in my Proof, Greater London is generally considered to benefit from higher levels of accessibility and lower levels of car ownership than other parts of the Country and therefore sites in Greater London will have differing trip generation characteristics to sites outside Greater London. On that basis, when assessing, the trip generation of sites within Greater London, it is common practice undertake this assessment based on sites within Greater London only. The sample of sites proposed to be utilised by the LBW for trip assessment purposes includes no sites within Greater London, with all sites located outside Greater London.

5.3.20 The sample of sites utilised by LBW includes the following sites:

- A site in Bristol in an edge of town location with 399 on-site parking spaces for 450 units;
- A site in Cardiff in a neighbourhood centre with 50 on-site car parking spaces for 24 units;
- A site in Cheltenham in a suburban area with 60 on-site car parking spaces for 40 units; and,
- A site in Sheffield in a suburban area with 4 on-site car parking spaces for 10 units.

5.3.21 Paragraph 4.73 of the LBW Statement of Case states that:

"The Appellant was advised to look at sites outside of the Greater London area due to the lack of comparable sites and to choose sites in the edges of large towns/cities or on the edge of a town centre."

5.3.22 It is considered that the sites utilised by LBW for trip assessment purposes are not all located in edge of town centre location, as suggested in would be suitable in their SoC.

5.3.23 The proposed use of the Appeal Site will have 24 on-site parking bays for 257 rooms, a parking ratio of 0.09 on-site parking bays per room.

5.3.24 The sample of sites presented by LBW have parking ratios which range from a minimum of 0.4 spaces per unit (for the Sheffield site) to a maximum of 2.08 spaces per unit (for the Cardiff site), with an average parking ratio of 1.22 spaces per unit. This average parking ratio is 13 times greater than the on-site parking ratio provided at the Appeal Site. It is evident that the on-site parking ratio for the sample of sites utilised by the LBW is significantly higher than that of the Appeal Site and will therefore result in far greater propensity to utilise the private car, resulting in higher trip generation rates.

5.3.25 The document provided by LBW, and attached at **APPENDIX B**, includes a short list of amenities which they consider are accessible within a 15-minute walk of each of the TRICS sites within their sample. A comparison of the amenities accessible at each site with that of the Appeal Site, as detailed in Section 2 of this Proof, demonstrates that the Appeal Site is situated in a more accessible location, with a greater range of shops, services and facilities within a convenient travel time.

5.3.26 It is therefore evident that the TRICS sample of sites presented by LBW in the email dated 17th April, is not comparable to the proposed use or location of the Appeal Site and is not considered appropriate for trip assessment purposes.

5.3.27 My evidence therefore demonstrates that the trip assessment presented in the LBW does not provide an appropriate or comparable assessment of the potential trip assessment of the proposed use of the Appeal Site. On that basis their conclusion, that the trip generation of the proposed use would be materially different from that of the past use of the site, is not considered valid.

5.4 TRANSPORT IMPACT - PARKING DEMAND

5.4.1 As set out at Paragraph 5.2.3 of my evidence, a review of the TRICS database, identified no directly comparable survey sites within the database for the proposed use of the Appeal Site as temporary accommodation.

5.4.2 One of the key potential a transport impacts of a land use is its car ownership and associated parking demand, along the impact of this on-street parking conditions. Furthermore, the level of car ownership of residents within a residential sector site will be a factor in determining the potential vehicle trip generation of site.

5.4.3 Given the lack of comparable survey data available within the TRICS database, an assessment of the parking demand and impact on on-street parking conditions of the proposed use of the Appeal Site has been undertaken.

5.4.4 This approach was discussed with Highways Officers at LBW on a Teams call on Thursday 21st November 2024.

5.4.5 In order to assess the potential transport impacts of the proposed use of the Appeal Site as temporary accommodation, in comparison with the past use of the Appeal Site as student accommodation, the potential car ownership and parking demand associated with the existing and proposed uses of the Appeal Site has been assessed and comparable to consider whether there is a material difference between the uses.

5.5 PARKING DEMAND

5.5.1 In order to assess the highway impact of the proposed use with respect of parking demand, the expected car ownership of residents associated with the existing and proposed use of the site reference has been made to car ownership data from the census for the local area in which the Appeal Site is located.

5.5.2 The existing use of the site as student accommodation is considered most comparable to the 2021 census dwelling category '*Unshared dwelling: Other: Flat, maisonette or apartment in a commercial building, or a caravan or other mobile or temporary accommodation*'.

5.5.3 It is considered that that the proposed use of the site as temporary accommodation is most comparable to the census dwelling type *'mobile or temporary accommodation*'. However, the 2021 census car ownership data groups this dwelling type with other dwelling types in a category summarised as "*Unshared dwelling: Other: Flat, maisonette or apartment in a commercial building, or a caravan or other mobile or temporary accommodation".* Some dwelling types includes within this category are likely to result in higher car ownership than the proposed use of the Appeal Site as temporary accommodation and therefore utilising this census data to assess the car ownership of the proposed use of the Appeal Site will result in a robust assessment of likely car ownership. Furthermore, the Appeal Site is situated within one of the most deprived parts of the borough which will influence potential levels of car ownership and result in lower car ownership than on average across the borough, resulting in further robustness in the assessment presented.

5.5.4 Car ownership data from the 2021 census for the London Borough of Wandsworth for the dwelling type '*Unshared dwelling: Other: Flat, maisonette or apartment in a commercial building, or a caravan or other mobile or temporary accommodation'* has been used to assess the expected car ownership of the existing and proposed use of the Appeal Site.

5.5.5 **Table 5.1** below summarises the expected car ownership per 1-bedroom dwelling based on the 2021 Census data.

Table 5-1: Census Car Ownership Data

DWELLING SIZE	NO CARS OR VANS	1 CAR OR VAN	2 CARS OR VANS	3+ CARS OR VANS
1-bed	77.4%	20.6%	2.0%	0.0%

5.5.6 The census data demonstrates that 77% of dwellings are expected to not own a car or van, circa 20% of dwellings would be expected to own 1 car and 2% of dwellings would be expected to own 2 cars.

5.5.7 The above levels of car ownership have been applied to the existing and proposed use of the Appeal Site to assess the expected car ownership associated with the Appeal Site. **Table 5.2** details the expected car ownership associated with the existing and proposed use of the Appeal Site.

Table 5-2: Expected Car Ownership – Existing and Proposed Use

DWELLING SIZE	NO CARS OR VANS	1 CAR OR VAN	2 CARS OR VANS	3+ CARS OR VANS	TOTAL CARS AND VANS
1-bed	77.4%	20.6%	2.0%	0.0%	
Student Accommodation (208 rooms)	161	43	4	0	51
Temporary Accommodation (257 rooms)	199	53	5	0	63
Change	+38	+10	+1	-	+12

5.5.8 The analysis of car ownership and parking demand indicate that the existing use of the Appeal Site as student accommodation would result in:

- 161 dwellings owning no car or van;
- 43 dwellings owning 1 car or van; and,

- 4 dwellings owning 2 cars or vans.

5.5.9 The analysis of car ownership and parking demand indicate that the proposed use of the Appeal Site as temporary accommodation would result in:

- 199 dwellings owning no car or van;
- 53 dwellings owning 1 car or van; and,
- 5 dwellings owning 2 cars or vans.

5.5.10 Based on the above analysis the proposed use of the Appeal Site could result in a net increase in car ownership and parking demand of 12 vehicles in comparison with the existing use of the Appeal Site.

5.5.11 As highlighted at paragraph 5.5.3 of my evidence, the Census car ownership data utilised for the purpose of this assessment is considered to provide a robust estimate of likely car ownership, in particular for temporary accommodation uses. Therefore, the conclusion that the proposed use of the Appeal Site could result in a net increase in car ownership and parking demand of 12 vehicles is considered a robust, worst-case scenario.

5.5.12 Notwithstanding that this is considered a robust assessment, I consider that a change in parking demand of 12 vehicles in comparison with the existing use of the Appeal Site, is not a material change in parking demand and would not result in any material impacts on the highway network local to the Appeal Site. To assess this further, a parking survey has been undertaken on the streets around the Appeal Site.

5.6 PARKING SURVEY

5.6.1 In order to assess the effect of parking demand associated with the Appeal Site on local streets, a parking survey was commissioned. The parking survey was commissioned by Mode Transport Planning and the results were presented in a previously submitted Transport Statement dated January 2025. The parking survey was undertaken in accordance with the industry standard Lambeth methodology and comprised two overnight parking beats on streets within a 200m radius of the Appeal Site. The parking survey was undertaken on the following dates:

- Thursday 17th October 2024; and,
- Tuesday 22nd October 2024

5.6.2 In order to calculate the number of on-street parking opportunities within the study area, the length of kerbside space is measured and divided by the length of a typical parking opportunity, which is assessed to be 5 metres, in accordance with the Lambeth methodology.

5.6.3 The survey demonstrates that there is total of 182 parking opportunities, including 12 marked disabled accessible parking opportunities and 3 electric vehicle bays available within the study area. All parking opportunities are accessible from the Appeal Site by utilising the existing footway network.

5.6.4 The parking survey also identified areas of private parking, single yellow and double yellow line restrictions. These areas are recorded for information only and are excluded from the assessment of parking opportunities.

5.6.5 There is anecdotal evidence that the streets around the Appeal Site are used for parking for commercial vehicles and some unused and abandoned vehicles which would result in higher parking demand than if solely used by local residents.

5.6.6 **Table 5.3** below summarises the results of the parking survey and the full survey results are presented at **Appendix C**.

Table 5-3: Parking Survey Summary

		THURS			TUES		
Street	**Capacity**	**Parked**	**Available**	**Stress**	**Parked**	**Available**	**Stress**
Danebury Avenue	67	40	27	60%	31	36	46%
Tunworth Crescent	16	13	3	81%	16	0	100%
Minstead Gardens	71	20	51	28%	20	51	28%
Swanwick Close	22	18	4	82%	20	2	91%
Cleeve Way	6	4	2	67%	4	2	67%
Total	**182**	**95**	**87**	**52%**	**91**	**91**	**50%**

5.6.7 The parking survey demonstrates that there are 182 on-street parking opportunities within the 200m study area surrounding the Appeal Site. On each night of the survey there were 95 and 91 vehicles recorded parking on the streets within the study area, leaving 87 and 91 available parking opportunities, respectively. Based on the result of the survey, parking occupancy was 52% and 50% of available parking opportunities on each night of the survey.

5.6.8 In an email dated 15th April, LBW have stated that 3 parking opportunities on Danebury Avenue should be excluded from the parking results as these are marked as on-street electric vehicle charging bays and therefore should only be utilised by drivers with an electric vehicle. I disagree with this position.

5.6.9 The electric vehicle parking bays on Danebury Avenue are within the adopted public highway and therefore are available for anyone with an electric vehicle to park in. A resident of the past or proposed use of the Appeal Site with an electric vehicle would be able to park in these bays and therefore these are considered a valid parking opportunity to include within the parking survey.

5.6.10 In an email dated 15th April, LBW have stated that 3 on-street disabled parking bays on Minstead Gardens and 4 on-street disabled bays on Swanwick Close should be excluded from the survey results on the basis that these may have been requested by an existing resident. I would disagree with this position

5.6.11 It is acknowledged that 2 of the on-street disabled parking bays (1 on Minstead Gardens and 1 on Swanwick Close) are marked as associated with a specific disabled parking permit, and so these parking bays have been excluded from the parking survey results. However, the remaining bays are not marked as associated with a specific permit and therefore are eligible for any person with a valid blue badge to park in the bay. Therefore, a resident of the past or proposed use of the Appeal Site with a valid blue badge permit would be eligible to park in these bays and these are considered a valid parking opportunity to include within the parking survey.

5.6.12 The analysis of parking demand presented at Table 5.2 demonstrates that the proposed use of the Appeal Site could result in a net increase in car ownership and parking demand of 12 vehicles in comparison with the existing use of the Appeal Site.

5.6.13 The parking survey demonstrated that there was a minimum of 87 available parking opportunities on the streets around the Appeal Site. It is therefore evident that there is sufficient on-street parking capacity to accommodate additional parking demand without detriment to on-street parking conditions or material effect on the transport network local to the Appeal Site.

5.7 SUMMARY

5.7.1 A review of the TRICS database has shown that there are no appropriately comparable survey sites within the database for the proposed use of the Appeal Site as temporary accommodation. On that basis, may evidence has considered an alternative approach to assessing potential transport effects associated with the proposed use of the Appeal Site.

5.7.2 It is demonstrated that the trip assessment presented in the LBW SoC does not provide an appropriate or comparable assessment of the potential trip assessment of the proposed use. On that basis the conclusion presented in the LBW's SoC, that the trip generation of the proposed use would be materially different from that of the past use of the Appeal Site, is not considered valid.

5.7.3 My evidence has demonstrated that the proposed use of the Appeal Site could result in a net increase in car ownership and parking demand of 12 vehicles in comparison with the existing use of the Appeal Site, and this is considered a robust worst-case scenario.

5.7.4 My evidence has presented the results of a parking survey on the streets in the vicinity of the Appeal site which demonstrates that there is sufficient on-street parking capacity to accommodate additional parking demand without detriment to on-street parking conditions or material effect on the transport network local to the Appeal Site.

5.7.5 In summary, my evidence demonstrates that there is no material difference in the transport effects associated with the existing use of the Appeal Site as student accommodation use and the proposed use of the Appeal Site as temporary accommodation.

6 SUMMARY AND CONCLUSIONS

6.1.1 This Proof of Evidence has been prepared in relation to a Planning Appeal that has been submitted against the decision of the London Borough of Wandsworth (LBW) to refuse a Certificate of Lawfulness relating to the use of the Mount Clare Campus, Minstead Gardens, Roehampton Gate as temporary housing (Use Class sui generis) (LPA Ref: 2024/2089)

6.1.2 The Certificate of Lawfulness was refused in October 2024 and the Decision Notice lists one reason for refusal as follows:

"The proposal constitutes development under the Town and Country Planning Act 1990 and the local planning authority is not satisfied that, based on the documents and drawings submitted as part of the application, this proposal falls within any class of 'permitted development' specified within the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), and that the proposal constitutes a material change of use and requires planning permission."

6.1.3 This Proof of Evidence has been prepared in response to the reason for refusal and considers the following:

- Whether there is a material difference in the transport accessibility associated with the last use of the property, by the University of Roehampton and the proposed temporary accommodation use; and,
- Whether there is a material difference in the transport effects associated with the last use and the proposed temporary accommodation use.

6.2 APPEAL SITE ACCESSIBIITY

6.2.1 My evidence has demonstrated that the Appeal Site is situated in an accessible location and provides site users with access to a range of shops, services and amenities within a convenient walk or cycle. The Appeal Site therefore provides site user with a genuine choice of modes of travel, in accordance with the principles of national, regional and local transport planning policy objectives.

6.3 APPEAL SCHEME

6.3.1 My evidence has demonstrated that there will be no changes to the access, parking or servicing arrangements of the Appeal Site as part of the proposals. Furthermore, the Appeal Site will be managed and operated in a manner comparable to its existing use.

6.3.2 My evidence has therefore demonstrated that there is no material difference in transport terms of the access and parking arrangements at the Appeal Site and no material difference in how the Appeal Site will be managed in transport terms.

6.4 COMPARISON OF TRANSPORT ACCESSIBILITY

6.4.1 My evidence has demonstrated that the sustainable transport needs of student accommodation are comparable to those of temporary accommodation, with both benefitting from access to convenient, low-cost and sustainable travel choices. Furthermore, site users for both land uses benefit from proximity to key services and facilities such as local shops, health facilities and community amenities

6.4.2 My evidence has demonstrated that the Appeal Site is situated in an accessible location and provides site users with access to a range of shops, services and amenities within a convenient walk or cycle. The accessibility of the Appeal Site to local shops and facilities by active and sustainable modes of travel provides site users of both student accommodation or temporary accommodation with a genuine choice of modes of travel, in accordance with the principles of national, regional and local transport related planning policies.

6.5 COMPARISON OF TRANSPORT IMPACT

6.5.1 A review of the TRICS database has shown that there are no appropriately comparable survey sites within the database for the proposed use of the Appeal Site as temporary accommodation. On that basis, may evidence has considered an alternative approach to assessing potential transport effects associated with the proposed use of the Appeal Site.

6.5.2 My evidence has demonstrated that the trip assessments presented by LBW in their SoC and subsequent email correspondence, do not provide an appropriate or comparable assessment of the potential trip assessment of the past and proposed use of the Appeal Site. On that basis, LBW's conclusion, that the transport impacts of the proposed use would be materially different from that of the past use of the Appeal Site, is not considered valid.

6.5.3 My evidence has demonstrated that the proposed use of the Appeal Site could result in a net increase in car ownership and parking demand of 12 vehicles in comparison with the existing use of the Appeal Site, and this is considered a robust worst-case scenario.

6.5.4 My evidence has presented the results of a parking survey on the streets in the vicinity of the Appeal Site which demonstrates that there is sufficient on-street parking capacity to accommodate additional parking demand without detriment to on-street parking conditions or material effect on the transport network local to the Appeal Site.

6.6 SUMMARY

6.6.1 In summary, my evidence has demonstrated that there is no material difference in terms of transport accessibility or transport impacts associated with the last use of the property, by the University of Roehampton, and the proposed temporary accommodation use.

6.6.2 On that basis, I am of the view that the current Appeal should be allowed and a Certificate of Lawfulness relating to the use of the Mount Clare Campus, Minstead Gardens, Roehampton Gate as temporary housing (Use Class sui generis), should be granted.

APPENDIX A

LB WANDSWORTH – TRICS OUTPUT REPORT

LONDON BOROUGH OF WANDSWORTH WANDSWORTH HIGH STREET LONDON Licence No: 319902

Calculation Reference: AUDIT-319902-250414-0459

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KI	KINGSTON	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	103 to 300 (units:)
Range Selected by User:	100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/06/21

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
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 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	3 days

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

Travel Plan:

Yes	1 days
No	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
4 Good	2 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	HK-03-G-01	STUDENT FLATS		HACKNEY
	GREEN LANES			
	STOKE NEWINGTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		103	
	Survey date: MONDAY		*09/03/20*	*Survey Type: MANUAL*
2	HM-03-G-02	STUDENT FLATS		HAMMERSMITH AND FULHAM
	PADDENSWICK ROAD			
	HAMMERSMITH			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		217	
	Survey date: FRIDAY		*25/06/21*	*Survey Type: MANUAL*
3	KI-03-G-02	STUDENT FLATS		KINGSTON
	CAMBRIDGE ROAD			
	KINGSTON UPON THAMES			
	NORBITON			
	Edge of Town Centre			
	Residential Zone			
	Total Number of residents:		300	
	Survey date: WEDNESDAY		*26/06/19*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 11.58

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.009	2	160	0.009	2	160	0.018
08:00 - 09:00	2	160	0.003	2	160	0.003	2	160	0.006
09:00 - 10:00	2	160	0.013	2	160	0.016	2	160	0.029
10:00 - 11:00	2	160	0.019	2	160	0.019	2	160	0.038
11:00 - 12:00	2	160	0.025	2	160	0.028	2	160	0.053
12:00 - 13:00	2	160	0.000	2	160	0.003	2	160	0.003
13:00 - 14:00	2	160	0.019	2	160	0.013	2	160	0.032
14:00 - 15:00	2	160	0.016	2	160	0.013	2	160	0.029
15:00 - 16:00	2	160	0.006	2	160	0.003	2	160	0.009
16:00 - 17:00	2	160	0.013	2	160	0.013	2	160	0.026
17:00 - 18:00	2	160	0.003	2	160	0.003	2	160	0.006
18:00 - 19:00	2	160	0.006	2	160	0.006	2	160	0.012
19:00 - 20:00	2	160	0.006	2	160	0.006	2	160	0.012
20:00 - 21:00	2	160	0.003	2	160	0.006	2	160	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.141			0.282

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:	103 - 300 (units:)
Survey date date range:	01/01/16 - 25/06/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.003	2	160	0.003	2	160	0.006
08:00 - 09:00	2	160	0.003	2	160	0.003	2	160	0.006
09:00 - 10:00	2	160	0.000	2	160	0.000	2	160	0.000
10:00 - 11:00	2	160	0.006	2	160	0.006	2	160	0.012
11:00 - 12:00	2	160	0.003	2	160	0.003	2	160	0.006
12:00 - 13:00	2	160	0.000	2	160	0.000	2	160	0.000
13:00 - 14:00	2	160	0.000	2	160	0.000	2	160	0.000
14:00 - 15:00	2	160	0.000	2	160	0.000	2	160	0.000
15:00 - 16:00	2	160	0.000	2	160	0.000	2	160	0.000
16:00 - 17:00	2	160	0.003	2	160	0.003	2	160	0.006
17:00 - 18:00	2	160	0.000	2	160	0.000	2	160	0.000
18:00 - 19:00	2	160	0.003	2	160	0.003	2	160	0.006
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.003	2	160	0.003	2	160	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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/G - STUDENT ACCOMMODATION
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.003	2	160	0.003	2	160	0.006
08:00 - 09:00	2	160	0.000	2	160	0.000	2	160	0.000
09:00 - 10:00	2	160	0.000	2	160	0.000	2	160	0.000
10:00 - 11:00	2	160	0.000	2	160	0.000	2	160	0.000
11:00 - 12:00	2	160	0.000	2	160	0.000	2	160	0.000
12:00 - 13:00	2	160	0.000	2	160	0.000	2	160	0.000
13:00 - 14:00	2	160	0.000	2	160	0.000	2	160	0.000
14:00 - 15:00	2	160	0.000	2	160	0.000	2	160	0.000
15:00 - 16:00	2	160	0.000	2	160	0.000	2	160	0.000
16:00 - 17:00	2	160	0.000	2	160	0.000	2	160	0.000
17:00 - 18:00	2	160	0.000	2	160	0.000	2	160	0.000
18:00 - 19:00	2	160	0.000	2	160	0.000	2	160	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.000	3	207	0.015	3	207	0.015
08:00 - 09:00	3	207	0.003	3	207	0.015	3	207	0.018
09:00 - 10:00	3	207	0.005	3	207	0.019	3	207	0.024
10:00 - 11:00	3	207	0.000	3	207	0.005	3	207	0.005
11:00 - 12:00	3	207	0.000	3	207	0.005	3	207	0.005
12:00 - 13:00	3	207	0.005	3	207	0.002	3	207	0.007
13:00 - 14:00	3	207	0.011	3	207	0.006	3	207	0.017
14:00 - 15:00	3	207	0.006	3	207	0.003	3	207	0.009
15:00 - 16:00	3	207	0.013	3	207	0.000	3	207	0.013
16:00 - 17:00	3	207	0.008	3	207	0.000	3	207	0.008
17:00 - 18:00	3	207	0.010	3	207	0.003	3	207	0.013
18:00 - 19:00	3	207	0.008	3	207	0.003	3	207	0.011
19:00 - 20:00	3	207	0.003	3	207	0.000	3	207	0.003
20:00 - 21:00	3	207	0.002	3	207	0.000	3	207	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.074			0.076			0.150

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/G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.006	2	160	0.009	2	160	0.015
08:00 - 09:00	2	160	0.000	2	160	0.003	2	160	0.003
09:00 - 10:00	2	160	0.013	2	160	0.016	2	160	0.029
10:00 - 11:00	2	160	0.016	2	160	0.019	2	160	0.035
11:00 - 12:00	2	160	0.025	2	160	0.028	2	160	0.053
12:00 - 13:00	2	160	0.000	2	160	0.003	2	160	0.003
13:00 - 14:00	2	160	0.019	2	160	0.013	2	160	0.032
14:00 - 15:00	2	160	0.016	2	160	0.013	2	160	0.029
15:00 - 16:00	2	160	0.006	2	160	0.003	2	160	0.009
16:00 - 17:00	2	160	0.013	2	160	0.009	2	160	0.022
17:00 - 18:00	2	160	0.003	2	160	0.003	2	160	0.006
18:00 - 19:00	2	160	0.003	2	160	0.006	2	160	0.009
19:00 - 20:00	2	160	0.006	2	160	0.006	2	160	0.012
20:00 - 21:00	2	160	0.000	2	160	0.006	2	160	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.137			0.263

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/G - STUDENT ACCOMMODATION
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.005	3	207	0.011	3	207	0.016
08:00 - 09:00	3	207	0.013	3	207	0.021	3	207	0.034
09:00 - 10:00	3	207	0.008	3	207	0.027	3	207	0.035
10:00 - 11:00	3	207	0.010	3	207	0.016	3	207	0.026
11:00 - 12:00	3	207	0.016	3	207	0.019	3	207	0.035
12:00 - 13:00	3	207	0.013	3	207	0.026	3	207	0.039
13:00 - 14:00	3	207	0.018	3	207	0.023	3	207	0.041
14:00 - 15:00	3	207	0.024	3	207	0.021	3	207	0.045
15:00 - 16:00	3	207	0.018	3	207	0.019	3	207	0.037
16:00 - 17:00	3	207	0.023	3	207	0.019	3	207	0.042
17:00 - 18:00	3	207	0.023	3	207	0.013	3	207	0.036
18:00 - 19:00	3	207	0.019	3	207	0.013	3	207	0.032
19:00 - 20:00	3	207	0.021	3	207	0.013	3	207	0.034
20:00 - 21:00	3	207	0.015	3	207	0.005	3	207	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.226			0.246			0.472

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/G - STUDENT ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.000	3	207	0.018	3	207	0.018
08:00 - 09:00	3	207	0.005	3	207	0.029	3	207	0.034
09:00 - 10:00	3	207	0.006	3	207	0.016	3	207	0.022
10:00 - 11:00	3	207	0.003	3	207	0.011	3	207	0.014
11:00 - 12:00	3	207	0.003	3	207	0.010	3	207	0.013
12:00 - 13:00	3	207	0.010	3	207	0.011	3	207	0.021
13:00 - 14:00	3	207	0.005	3	207	0.006	3	207	0.011
14:00 - 15:00	3	207	0.006	3	207	0.008	3	207	0.014
15:00 - 16:00	3	207	0.015	3	207	0.006	3	207	0.021
16:00 - 17:00	3	207	0.027	3	207	0.006	3	207	0.033
17:00 - 18:00	3	207	0.032	3	207	0.010	3	207	0.042
18:00 - 19:00	3	207	0.019	3	207	0.003	3	207	0.022
19:00 - 20:00	3	207	0.011	3	207	0.005	3	207	0.016
20:00 - 21:00	3	207	0.003	3	207	0.002	3	207	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.141			0.286

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/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.003	3	207	0.032	3	207	0.035
08:00 - 09:00	3	207	0.006	3	207	0.085	3	207	0.091
09:00 - 10:00	3	207	0.006	3	207	0.061	3	207	0.067
10:00 - 11:00	3	207	0.006	3	207	0.032	3	207	0.038
11:00 - 12:00	3	207	0.005	3	207	0.018	3	207	0.023
12:00 - 13:00	3	207	0.010	3	207	0.031	3	207	0.041
13:00 - 14:00	3	207	0.016	3	207	0.015	3	207	0.031
14:00 - 15:00	3	207	0.024	3	207	0.010	3	207	0.034
15:00 - 16:00	3	207	0.050	3	207	0.006	3	207	0.056
16:00 - 17:00	3	207	0.056	3	207	0.010	3	207	0.066
17:00 - 18:00	3	207	0.056	3	207	0.011	3	207	0.067
18:00 - 19:00	3	207	0.032	3	207	0.006	3	207	0.038
19:00 - 20:00	3	207	0.021	3	207	0.002	3	207	0.023
20:00 - 21:00	3	207	0.019	3	207	0.003	3	207	0.022
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.310			0.322			0.632

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/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.003	3	207	0.050	3	207	0.053
08:00 - 09:00	3	207	0.011	3	207	0.115	3	207	0.126
09:00 - 10:00	3	207	0.013	3	207	0.077	3	207	0.090
10:00 - 11:00	3	207	0.010	3	207	0.044	3	207	0.054
11:00 - 12:00	3	207	0.008	3	207	0.027	3	207	0.035
12:00 - 13:00	3	207	0.019	3	207	0.042	3	207	0.061
13:00 - 14:00	3	207	0.021	3	207	0.021	3	207	0.042
14:00 - 15:00	3	207	0.031	3	207	0.018	3	207	0.049
15:00 - 16:00	3	207	0.065	3	207	0.013	3	207	0.078
16:00 - 17:00	3	207	0.084	3	207	0.016	3	207	0.100
17:00 - 18:00	3	207	0.089	3	207	0.021	3	207	0.110
18:00 - 19:00	3	207	0.052	3	207	0.010	3	207	0.062
19:00 - 20:00	3	207	0.032	3	207	0.006	3	207	0.038
20:00 - 21:00	3	207	0.023	3	207	0.005	3	207	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.461			0.465			0.926

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/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 11.58

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.011	3	207	0.081	3	207	0.092
08:00 - 09:00	3	207	0.027	3	207	0.152	3	207	0.179
09:00 - 10:00	3	207	0.032	3	207	0.132	3	207	0.164
10:00 - 11:00	3	207	0.027	3	207	0.074	3	207	0.101
11:00 - 12:00	3	207	0.037	3	207	0.066	3	207	0.103
12:00 - 13:00	3	207	0.037	3	207	0.071	3	207	0.108
13:00 - 14:00	3	207	0.060	3	207	0.056	3	207	0.116
14:00 - 15:00	3	207	0.069	3	207	0.048	3	207	0.117
15:00 - 16:00	3	207	0.098	3	207	0.034	3	207	0.132
16:00 - 17:00	3	207	0.121	3	207	0.040	3	207	0.161
17:00 - 18:00	3	207	0.123	3	207	0.039	3	207	0.162
18:00 - 19:00	3	207	0.081	3	207	0.029	3	207	0.110
19:00 - 20:00	3	207	0.060	3	207	0.023	3	207	0.083
20:00 - 21:00	3	207	0.039	3	207	0.013	3	207	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.822			0.858			1.680

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/G - STUDENT ACCOMMODATION
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.000	2	160	0.000	2	160	0.000
08:00 - 09:00	2	160	0.000	2	160	0.000	2	160	0.000
09:00 - 10:00	2	160	0.000	2	160	0.003	2	160	0.003
10:00 - 11:00	2	160	0.000	2	160	0.003	2	160	0.003
11:00 - 12:00	2	160	0.003	2	160	0.003	2	160	0.006
12:00 - 13:00	2	160	0.000	2	160	0.003	2	160	0.003
13:00 - 14:00	2	160	0.009	2	160	0.003	2	160	0.012
14:00 - 15:00	2	160	0.003	2	160	0.000	2	160	0.003
15:00 - 16:00	2	160	0.003	2	160	0.000	2	160	0.003
16:00 - 17:00	2	160	0.000	2	160	0.000	2	160	0.000
17:00 - 18:00	2	160	0.000	2	160	0.000	2	160	0.000
18:00 - 19:00	2	160	0.000	2	160	0.000	2	160	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.003	2	160	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.000	2	160	0.000	2	160	0.000
08:00 - 09:00	2	160	0.000	2	160	0.000	2	160	0.000
09:00 - 10:00	2	160	0.006	2	160	0.006	2	160	0.012
10:00 - 11:00	2	160	0.009	2	160	0.006	2	160	0.015
11:00 - 12:00	2	160	0.003	2	160	0.006	2	160	0.009
12:00 - 13:00	2	160	0.000	2	160	0.000	2	160	0.000
13:00 - 14:00	2	160	0.000	2	160	0.000	2	160	0.000
14:00 - 15:00	2	160	0.006	2	160	0.006	2	160	0.012
15:00 - 16:00	2	160	0.000	2	160	0.000	2	160	0.000
16:00 - 17:00	2	160	0.003	2	160	0.003	2	160	0.006
17:00 - 18:00	2	160	0.000	2	160	0.000	2	160	0.000
18:00 - 19:00	2	160	0.000	2	160	0.000	2	160	0.000
19:00 - 20:00	2	160	0.000	2	160	0.000	2	160	0.000
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.003	2	160	0.003	2	160	0.006
08:00 - 09:00	2	160	0.000	2	160	0.000	2	160	0.000
09:00 - 10:00	2	160	0.006	2	160	0.006	2	160	0.012
10:00 - 11:00	2	160	0.003	2	160	0.003	2	160	0.006
11:00 - 12:00	2	160	0.016	2	160	0.016	2	160	0.032
12:00 - 13:00	2	160	0.000	2	160	0.000	2	160	0.000
13:00 - 14:00	2	160	0.009	2	160	0.009	2	160	0.018
14:00 - 15:00	2	160	0.006	2	160	0.006	2	160	0.012
15:00 - 16:00	2	160	0.003	2	160	0.003	2	160	0.006
16:00 - 17:00	2	160	0.006	2	160	0.006	2	160	0.012
17:00 - 18:00	2	160	0.003	2	160	0.003	2	160	0.006
18:00 - 19:00	2	160	0.003	2	160	0.003	2	160	0.006
19:00 - 20:00	2	160	0.006	2	160	0.006	2	160	0.012
20:00 - 21:00	2	160	0.000	2	160	0.000	2	160	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.064			0.128

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/G - STUDENT ACCOMMODATION
MULTI-MODAL Underground Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.003	3	207	0.015	3	207	0.018
08:00 - 09:00	3	207	0.002	3	207	0.044	3	207	0.046
09:00 - 10:00	3	207	0.003	3	207	0.034	3	207	0.037
10:00 - 11:00	3	207	0.002	3	207	0.021	3	207	0.023
11:00 - 12:00	3	207	0.002	3	207	0.013	3	207	0.015
12:00 - 13:00	3	207	0.006	3	207	0.021	3	207	0.027
13:00 - 14:00	3	207	0.011	3	207	0.010	3	207	0.021
14:00 - 15:00	3	207	0.008	3	207	0.005	3	207	0.013
15:00 - 16:00	3	207	0.026	3	207	0.006	3	207	0.032
16:00 - 17:00	3	207	0.029	3	207	0.008	3	207	0.037
17:00 - 18:00	3	207	0.032	3	207	0.010	3	207	0.042
18:00 - 19:00	3	207	0.021	3	207	0.006	3	207	0.027
19:00 - 20:00	3	207	0.011	3	207	0.002	3	207	0.013
20:00 - 21:00	3	207	0.015	3	207	0.003	3	207	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.198			0.369

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/G - STUDENT ACCOMMODATION
MULTI-MODAL Overground Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	2	160	0.000	2	160	0.025	2	160	0.025
08:00 - 09:00	2	160	0.009	2	160	0.066	2	160	0.075
09:00 - 10:00	2	160	0.003	2	160	0.041	2	160	0.044
10:00 - 11:00	2	160	0.009	2	160	0.013	2	160	0.022
11:00 - 12:00	2	160	0.003	2	160	0.006	2	160	0.009
12:00 - 13:00	2	160	0.000	2	160	0.009	2	160	0.009
13:00 - 14:00	2	160	0.009	2	160	0.003	2	160	0.012
14:00 - 15:00	2	160	0.025	2	160	0.009	2	160	0.034
15:00 - 16:00	2	160	0.031	2	160	0.000	2	160	0.031
16:00 - 17:00	2	160	0.044	2	160	0.003	2	160	0.047
17:00 - 18:00	2	160	0.041	2	160	0.000	2	160	0.041
18:00 - 19:00	2	160	0.019	2	160	0.000	2	160	0.019
19:00 - 20:00	2	160	0.009	2	160	0.000	2	160	0.009
20:00 - 21:00	2	160	0.006	2	160	0.000	2	160	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.208			0.175			0.383

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/G - STUDENT ACCOMMODATION
MULTI-MODAL National Rail Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.000	3	207	0.005	3	207	0.005
08:00 - 09:00	3	207	0.000	3	207	0.008	3	207	0.008
09:00 - 10:00	3	207	0.002	3	207	0.006	3	207	0.008
10:00 - 11:00	3	207	0.000	3	207	0.005	3	207	0.005
11:00 - 12:00	3	207	0.002	3	207	0.002	3	207	0.004
12:00 - 13:00	3	207	0.003	3	207	0.005	3	207	0.008
13:00 - 14:00	3	207	0.000	3	207	0.003	3	207	0.003
14:00 - 15:00	3	207	0.003	3	207	0.000	3	207	0.003
15:00 - 16:00	3	207	0.008	3	207	0.000	3	207	0.008
16:00 - 17:00	3	207	0.005	3	207	0.000	3	207	0.005
17:00 - 18:00	3	207	0.003	3	207	0.002	3	207	0.005
18:00 - 19:00	3	207	0.002	3	207	0.000	3	207	0.002
19:00 - 20:00	3	207	0.005	3	207	0.000	3	207	0.005
20:00 - 21:00	3	207	0.002	3	207	0.000	3	207	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.036			0.071

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL Bus Passengers
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	207	0.000	3	207	0.018	3	207	0.018
08:00 - 09:00	3	207	0.005	3	207	0.029	3	207	0.034
09:00 - 10:00	3	207	0.006	3	207	0.016	3	207	0.022
10:00 - 11:00	3	207	0.003	3	207	0.011	3	207	0.014
11:00 - 12:00	3	207	0.003	3	207	0.010	3	207	0.013
12:00 - 13:00	3	207	0.010	3	207	0.011	3	207	0.021
13:00 - 14:00	3	207	0.005	3	207	0.006	3	207	0.011
14:00 - 15:00	3	207	0.006	3	207	0.008	3	207	0.014
15:00 - 16:00	3	207	0.015	3	207	0.006	3	207	0.021
16:00 - 17:00	3	207	0.027	3	207	0.006	3	207	0.033
17:00 - 18:00	3	207	0.032	3	207	0.010	3	207	0.042
18:00 - 19:00	3	207	0.019	3	207	0.003	3	207	0.022
19:00 - 20:00	3	207	0.011	3	207	0.005	3	207	0.016
20:00 - 21:00	3	207	0.003	3	207	0.002	3	207	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.145			0.141			0.286

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.*

Calculation Reference: AUDIT-319902-250414-0432

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : F - SHELTERED ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AL	CALDERDALE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
11	SCOTLAND		
	AG	ANGUS	1 days
	EL	EAST LOTHIAN	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: 22 to 56 (units:)
Range Selected by User: 14 to 114 (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: 01/01/16 to 24/06/24

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	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 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	2 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 AG-03-F-01 SHELTERED HOUSING ANGUS
CLIFFBURN ROAD EAST
ARBROATH
HAYSHEAD
Edge of Town
Residential Zone
Total No of Dwellings: 39
Survey date: FRIDAY *28/04/17* *Survey Type: MANUAL*

2 AL-03-F-01 SHELTERED HOUSING CALDERDALE
CHESTER ROAD
HALIFAX

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: MONDAY *22/10/18* *Survey Type: MANUAL*

3 CU-03-F-02 SHELTERED ACCOMODATION CUMBERLAND
CLIFFORD ROAD
PENRITH

Edge of Town
Residential Zone
Total No of Dwellings: 35
Survey date: MONDAY *24/06/24* *Survey Type: MANUAL*

4 EL-03-F-01 SHELTERED HOUSING EAST LOTHIAN
INVERESK ROAD
MUSSELBURGH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 56
Survey date: MONDAY *23/04/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/F - SHELTERED ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.45

	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	4	38	0.039	4	38	0.046	4	38	0.085
08:00 - 09:00	4	38	0.072	4	38	0.066	4	38	0.138
09:00 - 10:00	4	38	0.151	4	38	0.138	4	38	0.289
10:00 - 11:00	4	38	0.112	4	38	0.158	4	38	0.270
11:00 - 12:00	4	38	0.158	4	38	0.184	4	38	0.342
12:00 - 13:00	4	38	0.138	4	38	0.092	4	38	0.230
13:00 - 14:00	4	38	0.125	4	38	0.138	4	38	0.263
14:00 - 15:00	4	38	0.138	4	38	0.112	4	38	0.250
15:00 - 16:00	4	38	0.112	4	38	0.105	4	38	0.217
16:00 - 17:00	4	38	0.145	4	38	0.112	4	38	0.257
17:00 - 18:00	4	38	0.092	4	38	0.099	4	38	0.191
18:00 - 19:00	4	38	0.086	4	38	0.086	4	38	0.172
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.368			1.336			2.704

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:	22 - 56 (units:)
Survey date date range:	01/01/16 - 24/06/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	4	38	0.000	4	38	0.000	4	38	0.000
08:00 - 09:00	4	38	0.000	4	38	0.000	4	38	0.000
09:00 - 10:00	4	38	0.007	4	38	0.007	4	38	0.014
10:00 - 11:00	4	38	0.020	4	38	0.020	4	38	0.040
11:00 - 12:00	4	38	0.020	4	38	0.020	4	38	0.040
12:00 - 13:00	4	38	0.007	4	38	0.007	4	38	0.014
13:00 - 14:00	4	38	0.020	4	38	0.020	4	38	0.040
14:00 - 15:00	4	38	0.007	4	38	0.007	4	38	0.014
15:00 - 16:00	4	38	0.007	4	38	0.007	4	38	0.014
16:00 - 17:00	4	38	0.020	4	38	0.020	4	38	0.040
17:00 - 18:00	4	38	0.026	4	38	0.026	4	38	0.052
18:00 - 19:00	4	38	0.013	4	38	0.013	4	38	0.026
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.147			0.147			0.294

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	4	38	0.007	4	38	0.007	4	38	0.014
08:00 - 09:00	4	38	0.000	4	38	0.000	4	38	0.000
09:00 - 10:00	4	38	0.000	4	38	0.000	4	38	0.000
10:00 - 11:00	4	38	0.000	4	38	0.000	4	38	0.000
11:00 - 12:00	4	38	0.000	4	38	0.000	4	38	0.000
12:00 - 13:00	4	38	0.000	4	38	0.000	4	38	0.000
13:00 - 14:00	4	38	0.000	4	38	0.000	4	38	0.000
14:00 - 15:00	4	38	0.000	4	38	0.000	4	38	0.000
15:00 - 16:00	4	38	0.000	4	38	0.000	4	38	0.000
16:00 - 17:00	4	38	0.000	4	38	0.000	4	38	0.000
17:00 - 18:00	4	38	0.000	4	38	0.000	4	38	0.000
18:00 - 19:00	4	38	0.000	4	38	0.000	4	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	4	38	0.007	4	38	0.013	4	38	0.020
08:00 - 09:00	4	38	0.013	4	38	0.013	4	38	0.026
09:00 - 10:00	4	38	0.000	4	38	0.007	4	38	0.007
10:00 - 11:00	4	38	0.007	4	38	0.000	4	38	0.007
11:00 - 12:00	4	38	0.000	4	38	0.000	4	38	0.000
12:00 - 13:00	4	38	0.007	4	38	0.000	4	38	0.007
13:00 - 14:00	4	38	0.000	4	38	0.000	4	38	0.000
14:00 - 15:00	4	38	0.000	4	38	0.007	4	38	0.007
15:00 - 16:00	4	38	0.007	4	38	0.007	4	38	0.014
16:00 - 17:00	4	38	0.007	4	38	0.007	4	38	0.014
17:00 - 18:00	4	38	0.000	4	38	0.000	4	38	0.000
18:00 - 19:00	4	38	0.000	4	38	0.000	4	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.054			0.102

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS
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	4	38	0.046	4	38	0.039	4	38	0.085
08:00 - 09:00	4	38	0.072	4	38	0.099	4	38	0.171
09:00 - 10:00	4	38	0.145	4	38	0.138	4	38	0.283
10:00 - 11:00	4	38	0.138	4	38	0.138	4	38	0.276
11:00 - 12:00	4	38	0.178	4	38	0.204	4	38	0.382
12:00 - 13:00	4	38	0.112	4	38	0.092	4	38	0.204
13:00 - 14:00	4	38	0.132	4	38	0.151	4	38	0.283
14:00 - 15:00	4	38	0.158	4	38	0.132	4	38	0.290
15:00 - 16:00	4	38	0.105	4	38	0.138	4	38	0.243
16:00 - 17:00	4	38	0.178	4	38	0.099	4	38	0.277
17:00 - 18:00	4	38	0.132	4	38	0.086	4	38	0.218
18:00 - 19:00	4	38	0.118	4	38	0.132	4	38	0.250
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.514			1.448			2.962

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL PEDESTRIANS
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	4	38	0.007	4	38	0.033	4	38	0.040
08:00 - 09:00	4	38	0.039	4	38	0.079	4	38	0.118
09:00 - 10:00	4	38	0.086	4	38	0.118	4	38	0.204
10:00 - 11:00	4	38	0.118	4	38	0.191	4	38	0.309
11:00 - 12:00	4	38	0.105	4	38	0.151	4	38	0.256
12:00 - 13:00	4	38	0.164	4	38	0.132	4	38	0.296
13:00 - 14:00	4	38	0.171	4	38	0.145	4	38	0.316
14:00 - 15:00	4	38	0.197	4	38	0.184	4	38	0.381
15:00 - 16:00	4	38	0.125	4	38	0.112	4	38	0.237
16:00 - 17:00	4	38	0.092	4	38	0.132	4	38	0.224
17:00 - 18:00	4	38	0.125	4	38	0.086	4	38	0.211
18:00 - 19:00	4	38	0.105	4	38	0.066	4	38	0.171
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.334			1.429			2.763

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS
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	4	38	0.000	4	38	0.000	4	38	0.000
08:00 - 09:00	4	38	0.007	4	38	0.020	4	38	0.027
09:00 - 10:00	4	38	0.007	4	38	0.033	4	38	0.040
10:00 - 11:00	4	38	0.020	4	38	0.046	4	38	0.066
11:00 - 12:00	4	38	0.026	4	38	0.039	4	38	0.065
12:00 - 13:00	4	38	0.039	4	38	0.066	4	38	0.105
13:00 - 14:00	4	38	0.066	4	38	0.059	4	38	0.125
14:00 - 15:00	4	38	0.066	4	38	0.033	4	38	0.099
15:00 - 16:00	4	38	0.039	4	38	0.020	4	38	0.059
16:00 - 17:00	4	38	0.059	4	38	0.033	4	38	0.092
17:00 - 18:00	4	38	0.013	4	38	0.013	4	38	0.026
18:00 - 19:00	4	38	0.020	4	38	0.007	4	38	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.362			0.369			0.731

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL TOTAL RAIL PASSENGERS
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	4	38	0.000	4	38	0.000	4	38	0.000
08:00 - 09:00	4	38	0.013	4	38	0.000	4	38	0.013
09:00 - 10:00	4	38	0.007	4	38	0.000	4	38	0.007
10:00 - 11:00	4	38	0.000	4	38	0.000	4	38	0.000
11:00 - 12:00	4	38	0.000	4	38	0.000	4	38	0.000
12:00 - 13:00	4	38	0.007	4	38	0.000	4	38	0.007
13:00 - 14:00	4	38	0.007	4	38	0.013	4	38	0.020
14:00 - 15:00	4	38	0.000	4	38	0.013	4	38	0.013
15:00 - 16:00	4	38	0.000	4	38	0.000	4	38	0.000
16:00 - 17:00	4	38	0.007	4	38	0.000	4	38	0.007
17:00 - 18:00	4	38	0.000	4	38	0.000	4	38	0.000
18:00 - 19:00	4	38	0.000	4	38	0.000	4	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.026			0.067

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
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	4	38	0.000	4	38	0.000	4	38	0.000
08:00 - 09:00	4	38	0.020	4	38	0.020	4	38	0.040
09:00 - 10:00	4	38	0.013	4	38	0.033	4	38	0.046
10:00 - 11:00	4	38	0.020	4	38	0.046	4	38	0.066
11:00 - 12:00	4	38	0.026	4	38	0.039	4	38	0.065
12:00 - 13:00	4	38	0.046	4	38	0.066	4	38	0.112
13:00 - 14:00	4	38	0.072	4	38	0.072	4	38	0.144
14:00 - 15:00	4	38	0.066	4	38	0.046	4	38	0.112
15:00 - 16:00	4	38	0.039	4	38	0.020	4	38	0.059
16:00 - 17:00	4	38	0.066	4	38	0.033	4	38	0.099
17:00 - 18:00	4	38	0.013	4	38	0.013	4	38	0.026
18:00 - 19:00	4	38	0.020	4	38	0.007	4	38	0.027
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.401			0.395			0.796

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.45

	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	4	38	0.059	4	38	0.086	4	38	0.145
08:00 - 09:00	4	38	0.145	4	38	0.211	4	38	0.356
09:00 - 10:00	4	38	0.243	4	38	0.296	4	38	0.539
10:00 - 11:00	4	38	0.283	4	38	0.375	4	38	0.658
11:00 - 12:00	4	38	0.309	4	38	0.395	4	38	0.704
12:00 - 13:00	4	38	0.329	4	38	0.289	4	38	0.618
13:00 - 14:00	4	38	0.375	4	38	0.368	4	38	0.743
14:00 - 15:00	4	38	0.421	4	38	0.368	4	38	0.789
15:00 - 16:00	4	38	0.276	4	38	0.276	4	38	0.552
16:00 - 17:00	4	38	0.342	4	38	0.270	4	38	0.612
17:00 - 18:00	4	38	0.270	4	38	0.184	4	38	0.454
18:00 - 19:00	4	38	0.243	4	38	0.204	4	38	0.447
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.295			3.322			6.617

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	4	38	0.033	4	38	0.033	4	38	0.066
08:00 - 09:00	4	38	0.072	4	38	0.066	4	38	0.138
09:00 - 10:00	4	38	0.118	4	38	0.125	4	38	0.243
10:00 - 11:00	4	38	0.066	4	38	0.112	4	38	0.178
11:00 - 12:00	4	38	0.099	4	38	0.112	4	38	0.211
12:00 - 13:00	4	38	0.112	4	38	0.066	4	38	0.178
13:00 - 14:00	4	38	0.072	4	38	0.092	4	38	0.164
14:00 - 15:00	4	38	0.105	4	38	0.079	4	38	0.184
15:00 - 16:00	4	38	0.092	4	38	0.072	4	38	0.164
16:00 - 17:00	4	38	0.105	4	38	0.086	4	38	0.191
17:00 - 18:00	4	38	0.066	4	38	0.066	4	38	0.132
18:00 - 19:00	4	38	0.072	4	38	0.072	4	38	0.144
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.012			0.981			1.993

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	4	38	0.000	4	38	0.007	4	38	0.007
08:00 - 09:00	4	38	0.000	4	38	0.000	4	38	0.000
09:00 - 10:00	4	38	0.026	4	38	0.007	4	38	0.033
10:00 - 11:00	4	38	0.026	4	38	0.026	4	38	0.052
11:00 - 12:00	4	38	0.039	4	38	0.053	4	38	0.092
12:00 - 13:00	4	38	0.013	4	38	0.020	4	38	0.033
13:00 - 14:00	4	38	0.033	4	38	0.026	4	38	0.059
14:00 - 15:00	4	38	0.026	4	38	0.020	4	38	0.046
15:00 - 16:00	4	38	0.013	4	38	0.026	4	38	0.039
16:00 - 17:00	4	38	0.020	4	38	0.007	4	38	0.027
17:00 - 18:00	4	38	0.000	4	38	0.007	4	38	0.007
18:00 - 19:00	4	38	0.000	4	38	0.000	4	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.196			0.199			0.395

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL 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	4	38	0.000	4	38	0.000	4	38	0.000
08:00 - 09:00	4	38	0.000	4	38	0.000	4	38	0.000
09:00 - 10:00	4	38	0.000	4	38	0.000	4	38	0.000
10:00 - 11:00	4	38	0.000	4	38	0.000	4	38	0.000
11:00 - 12:00	4	38	0.000	4	38	0.000	4	38	0.000
12:00 - 13:00	4	38	0.007	4	38	0.000	4	38	0.007
13:00 - 14:00	4	38	0.000	4	38	0.000	4	38	0.000
14:00 - 15:00	4	38	0.000	4	38	0.007	4	38	0.007
15:00 - 16:00	4	38	0.000	4	38	0.000	4	38	0.000
16:00 - 17:00	4	38	0.000	4	38	0.000	4	38	0.000
17:00 - 18:00	4	38	0.000	4	38	0.000	4	38	0.000
18:00 - 19:00	4	38	0.000	4	38	0.000	4	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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/F - SHELTERED ACCOMMODATION
MULTI-MODAL Servicing 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	4	38	0.007	4	38	0.007	4	38	0.014
08:00 - 09:00	4	38	0.000	4	38	0.000	4	38	0.000
09:00 - 10:00	4	38	0.026	4	38	0.007	4	38	0.033
10:00 - 11:00	4	38	0.020	4	38	0.026	4	38	0.046
11:00 - 12:00	4	38	0.039	4	38	0.053	4	38	0.092
12:00 - 13:00	4	38	0.013	4	38	0.013	4	38	0.026
13:00 - 14:00	4	38	0.020	4	38	0.020	4	38	0.040
14:00 - 15:00	4	38	0.026	4	38	0.013	4	38	0.039
15:00 - 16:00	4	38	0.013	4	38	0.026	4	38	0.039
16:00 - 17:00	4	38	0.007	4	38	0.007	4	38	0.014
17:00 - 18:00	4	38	0.000	4	38	0.000	4	38	0.000
18:00 - 19:00	4	38	0.000	4	38	0.000	4	38	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.171			0.172			0.343

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

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

APPENDIX B

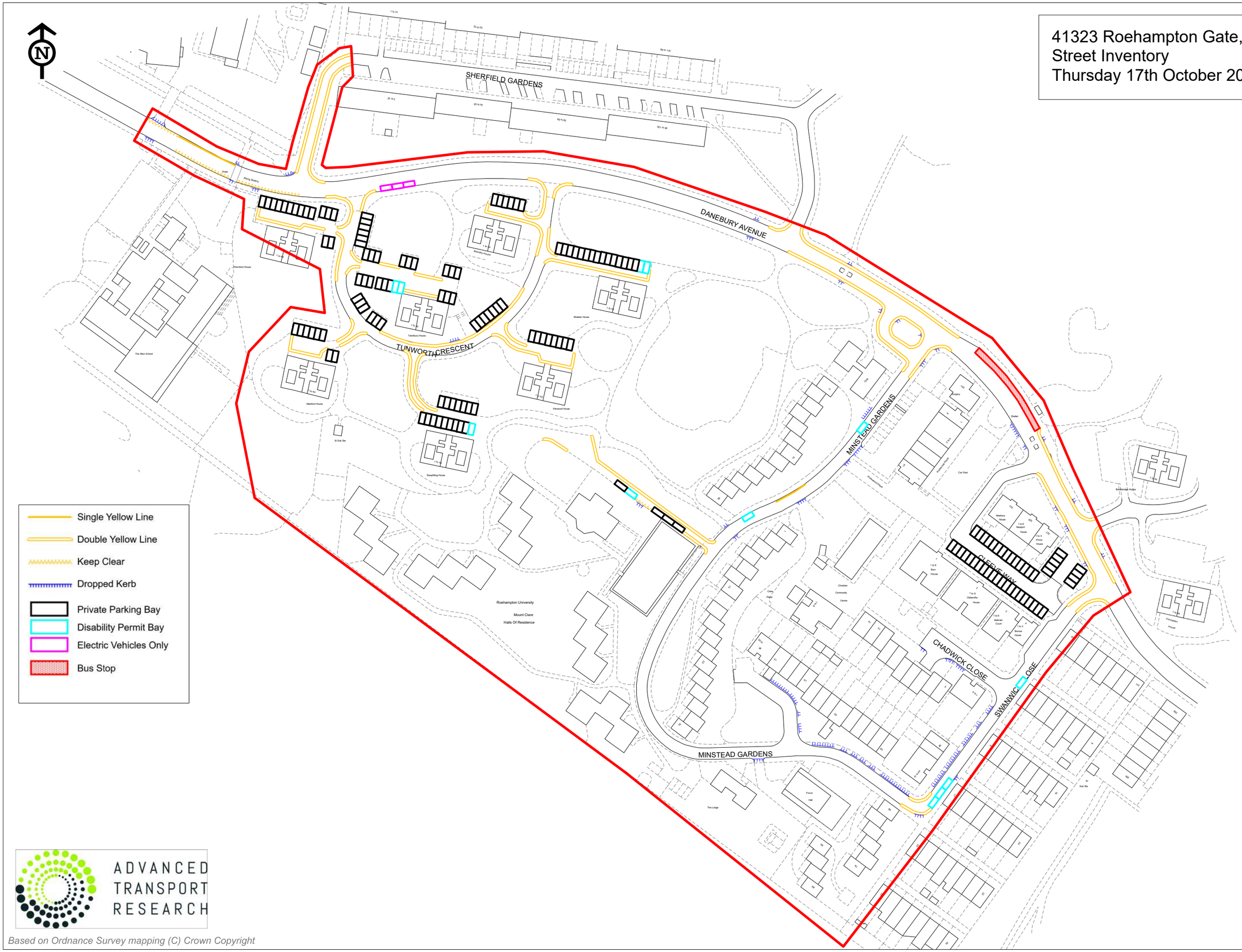
LB WANDSWORTH – TRICS - LOCAL AUTHORITY FLATS

Number	Address	Number of dwellings	Buses per hour (07.00-19.00) within 660m of site	Rail services per hour within 960m	Off-street Parking Spaces	Off-street Cycle Parking	Amenities within a 15-minute walk
1	Whitchurch Lane, Hartcliffe, Bristol, BS14 0LA	450 (252 x 1 bed and 198 x 2-bed)	13	None	399	625 spaces	Retail Park College Pub Post Office Leisure Centre Community Hospital
2	Tyn Park Road, Whitchurch, Cardiff, CF14 6DL	24 (24 x 2-bed flats)	15	2	50	None	1 supermarket 4 pubs 2 community centres 1 Dentist 1 College
3	St Stephens Road Cheltenham, GL51 3BE	40 x 2-bed	14	None	30 + 30 garages	None	4 restaurants 1 University Campus 2 pubs 1 Church 2 Supermarkets
4	Princess Elizabeth Way, Cheltenham Spa, GL51 7BT	13 x 1-bed, 14 x 2-bed	7	None	16	40 spaces	1 Church 1 pub 2 Supermarkets 1 Convenience Store 1 Cafe
5	St. Lawrence Road, Sheffield, S9 1SF	10 x 1-bed flats	2	None	4, but public car park nearby with 45 spaces.	None	1 Church 2 Cafes 1 Surgery 1 Post Office 2 Convenience Stores 1 Chemist 1 Park/Recreation Ground

APPENDIX C

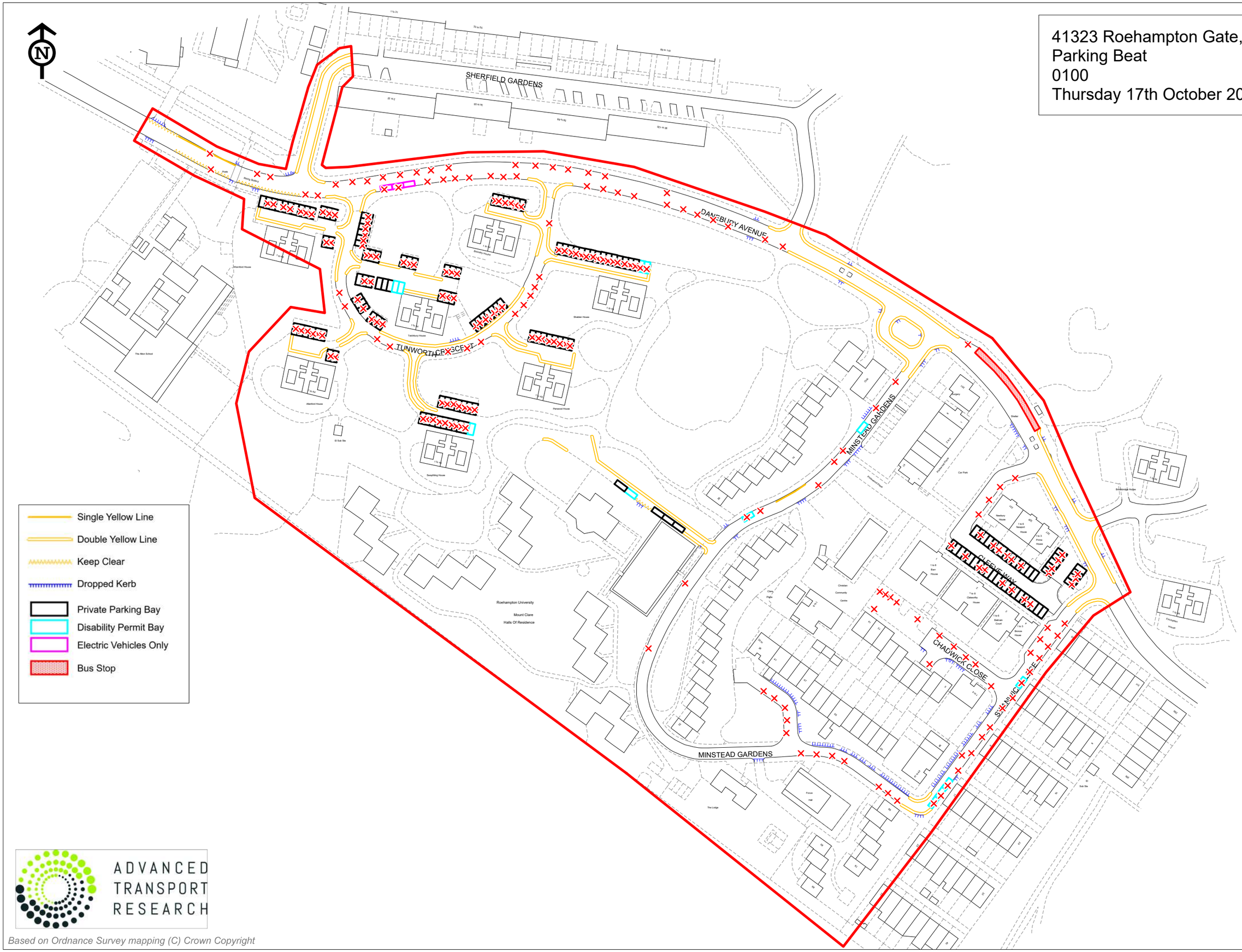
PARKING SURVEY

41323 Roehampton Gate, SW15 4PQ
Street Inventory
Thursday 17th October 2024



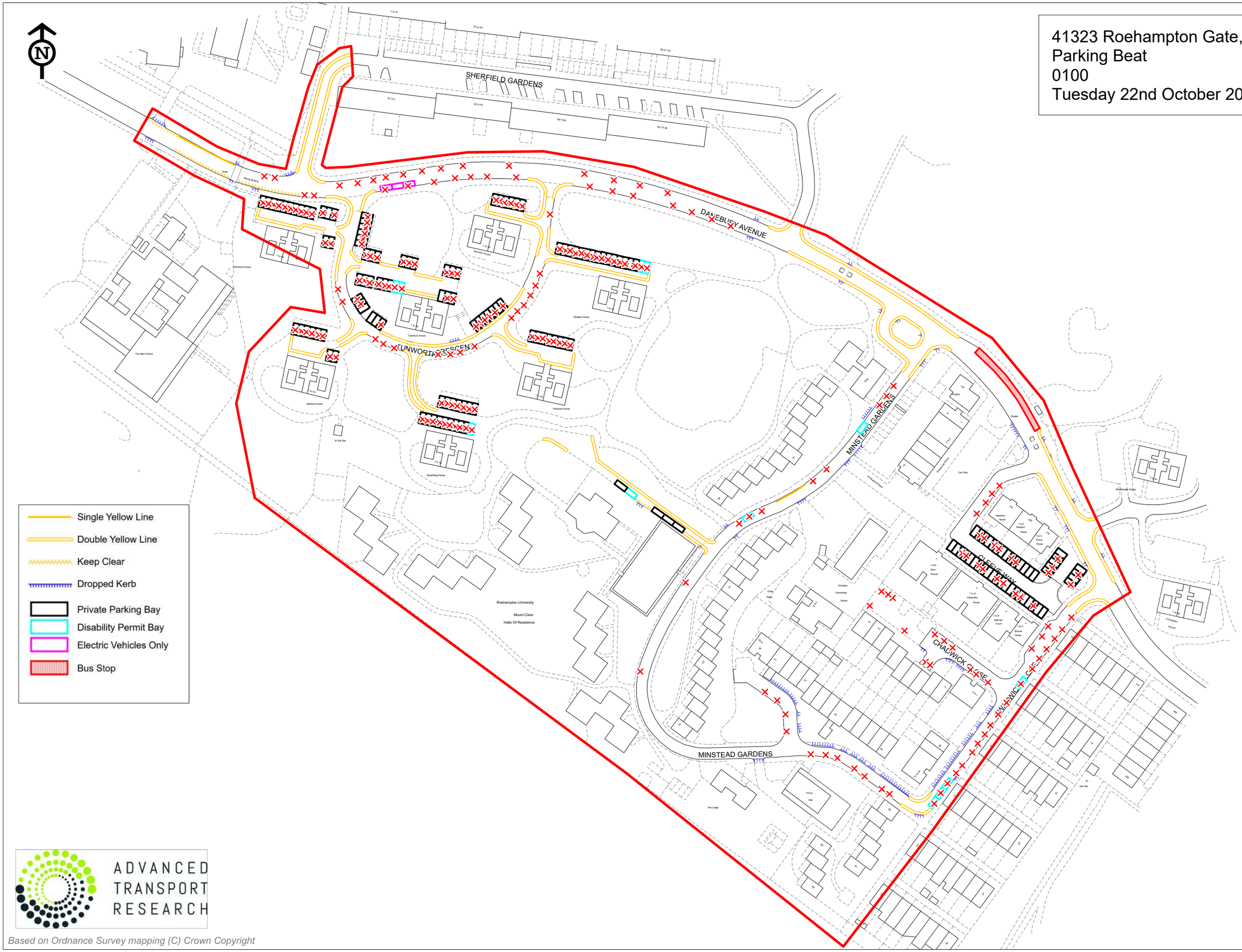
ADVANCED TRANSPORT RESEARCH

41323 Roehampton Gate, SW15 4PQ
Parking Beat
0100
Thursday 17th October 2024



ADVANCED TRANSPORT RESEARCH

41323 Roehampton Gate, SW15 4PQ
Parking Beat
0100
Tuesday 22nd October 2024



ADVANCED TRANSPORT RESEARCH

Advanced Transport Research | *Job Number & Name:* **41323 Roehampton Gate**

Roehampton Gate | *Client:* **Mode**

Parking Demand | *Date:* **17th & 22nd October 2024**

0100 Thursday 17th October 2024

Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Unrestricted Kerb Space				Disabled Permit Bay				Electric Vehicles Only				Private Parking Bay				Single Yellow Line				Double Yellow Line			
				Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
Danebury Avenue	898	85	206	324	64	38	59%					15	3	2	67%					27	5	2	40%	241	48	0	0%
Sherfield Gardens	55	5	0																					50	10	0	0%
Tunworth Crescent	169	55	5	84	16	13	81%										19	18	95%					25	5	0	0%
Warnford House																	15	12	80%								
Tatchbury House									2	0	0%						18	14	78%								
Allenford House																	8	8	100%								
Swaythling House									1	0	0%						16	16	100%								
Penwood House																	8	8	100%								
Shalden House									2	2	100%						15	15	100%								
Bramley House																	6	6	100%								
Minstead Gardens	493	30	27	349	69	20	29%	15	3	1	33%					20	4	0	0%	14	2	0	0%	38	7	0	0%
Swanwick Close	145	10	6	99	19	15	79%	20	4	4	100%													10	2	0	0%
Chadwick Close	80	5	5	70	14	12	86%																				
Cleeve Way	36	5	0	31	6	4	67%										44	21	48%								
Total per Beat by restriction					188	102	54%		12	7	58%		3	2	67%		153	118	77%		7	2	29%		72	0	0%
Total per Beat					356	231	65%																				

Advanced Transport Research | *Job Number & Name:* **41323 Roehampton Gate**

Roehampton Gate | *Client:* **Mode**

Parking Demand | *Date:* **17th & 22nd October 2024**

0100 Tuesday 22nd October 2024

Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Unrestricted Kerb Space				Disabled Permit Bay				Electric Vehicles Only				Private Parking Bay				Single Yellow Line				Double Yellow Line			
				Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
Danebury Avenue	898	85	206	324	64	29	45%					15	3	2	67%					27	5	0	0%	241	48	0	0%
Sherfield Gardens	55	5	0																					50	10	0	0%
Tunworth Crescent	169	55	5	84	16	16	100%										19	15	79%					25	5	0	0%
Warnford House																	15	14	93%								
Tatchbury House									2	2	100%						18	17	94%								
Allenford House																	8	8	100%								
Swaythling House									1	1	100%						16	16	100%								
Penwood House																	8	8	100%								
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