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Hatfield, Hertfordshire, AL10 9TF**

Transport Assessment

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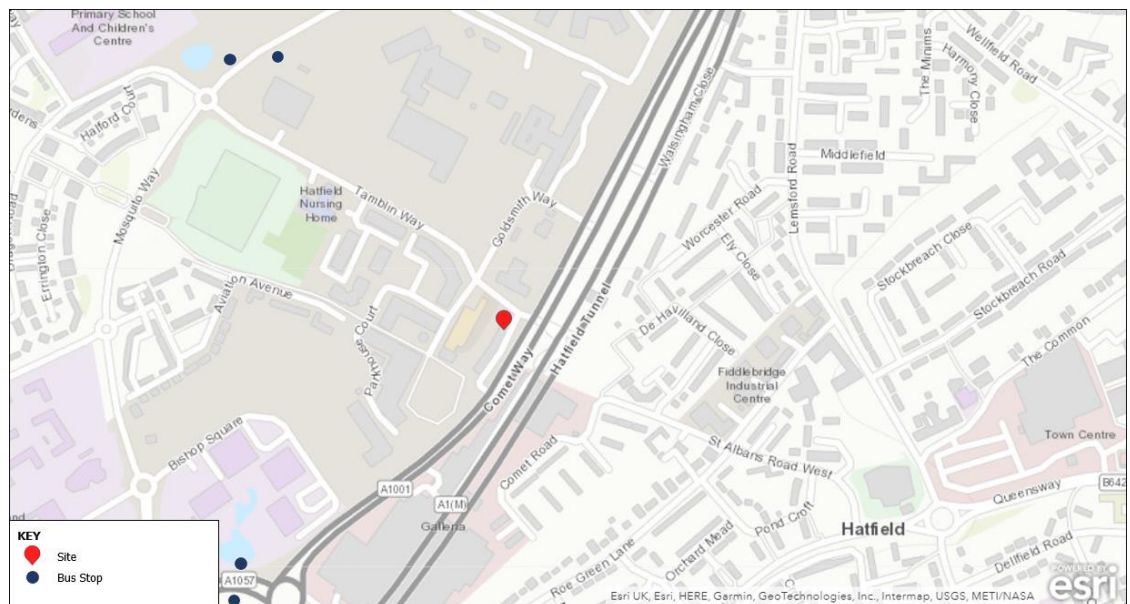
Appendices

Appendix A -	Existing Ground Floor Layout Plan
Appendix B -	Personal Injury Accident Data
Appendix C -	Architect's Proposed Floor Plans
Appendix D -	Enterprise Car Club Proposal
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1 INTRODUCTION

- 1.1 TTP Consulting has been retained to provide transport planning advice in relation to the development proposals for Harpsfield House, 12 Harpsfield Broadway, Hatfield in Hertfordshire. The site currently contains a part 3 part single storey building with restaurant at ground floor and two HMO (House in Multiple Occupation) units above. The proposals seek the extension of the existing building to provide 8 residential apartments with a bar at ground floor.
- 1.2 The site is located in an accessible area that contains a range of residential and commercial land uses. It is located on the western side of Harpsfield Broadway approximately 400 metres to the west of Hatfield Town Centre. The site location is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.3 This report will consider the transport effect of the development in terms of trip generation, parking demand and delivery and servicing activity. The remainder of the report is structured as follows:

Section 2 - Existing Situation

Section 3 –Policy

Section 4 - Development Proposals

Section 5 –Effect of Development

Section 6 – Mitigation

Section 7 – Summary and Conclusion

2 EXISTING SITUATION

The Site and Surrounding Area

- 2.1 The existing site contains a part three part single storey building that has a 171 square metre restaurant at ground floor and two HMO units above. The HMO units each contain 4 bedrooms. The building has no car parking and is bound by Jetliner Way to the north, Harpsfield Broadway to the east, commercial buildings with residential accommodation above to the south and a disused bus station with hotel above to the west.
- 2.2 Access to the restaurant is taken from the north eastern corner of the building, adjacent to the junction of Harpsfield Broadway with Jetliner Way. The residential entrance to the building faces onto Jetliner Way. An existing ground floor layout plan is provided at **Appendix A**
- 2.3 The site is located approximately 400 metres to the west of Hatfield Town Centre and to the immediate east of the Hatfield Aerodrome site as defined by the Welwyn Hatfield 2005 District Plan. The town centre lies to the east of the Galleria Outlet shopping centre, which is opposite the site on the eastern side of Comet Way. The Aerodrome site has seen significant development since the site was vacated by the aircraft industry in the early 90s and it now contains a university campus, housing, a business park and local shopping facilities.

Local Highway Network

- 2.4 Harpsfield Broadway is a one-way street that operates in a northbound direction between the A1001 Comet Way to the south and Jetliner Way to the north. The road runs parallel to Comet Way and meets Jetliner Way by way of a priority junction at the north eastern corner of Harpsfield House. There is no left turn out of Harpsfield Broadway and traffic is directed to turn right onto Jetliner Way where it can turn left or right onto Comet Way or pass over Comet Way to access the Galleria under signal control.
- 2.5 Jetliner Way is a single carriageway two way road that passes between Comet Way to the east and Goldsmith Way to the west. Access into Jetliner Way from both roads is signed for buses only. On the southern side of Jetliner Way, a loop road passes in an anti-clockwise direction around the bus station which partially sits beneath the Travelodge Hatfield Central Hotel.
- 2.6 The western side of Harpsfield Broadway has short stay parking bays that allow 30 minute parking between 7am – 6pm Monday – Saturday, with no return within two hours. Other roads in the vicinity of the site are typically marked with double yellow lines on either side, prohibiting parking at any time. Roads to the east of the Galleria lie within Controlled Parking Zone (CPZ) B10, which from Monday – Saturday between 8am – 6pm.

- 2.7 The A1001 Comet Way passes the site in a north/south alignment parallel to the A1(M) which passes through the Hatfield Tunnel on the eastern side of Comet Way. Comet Way is a dual carriageway road with two lanes in each direction. To the south, Comet Way meets the A1057 St Albans Road West and the B6426 Cavendish Way at a roundabout junction. To the north, Comet Way meets Hatfield Avenue, Manor Road, Birchwood Avenue and Wellfield Road at a six arm roundabout junction.
- 2.8 The A1001 provides access to the A1M to the north and south of the site at junctions 3 and 4, where drivers can also access the A414. The A1M provides access to Central London to the south and northern England to the north via the A1.

Accident Data Review

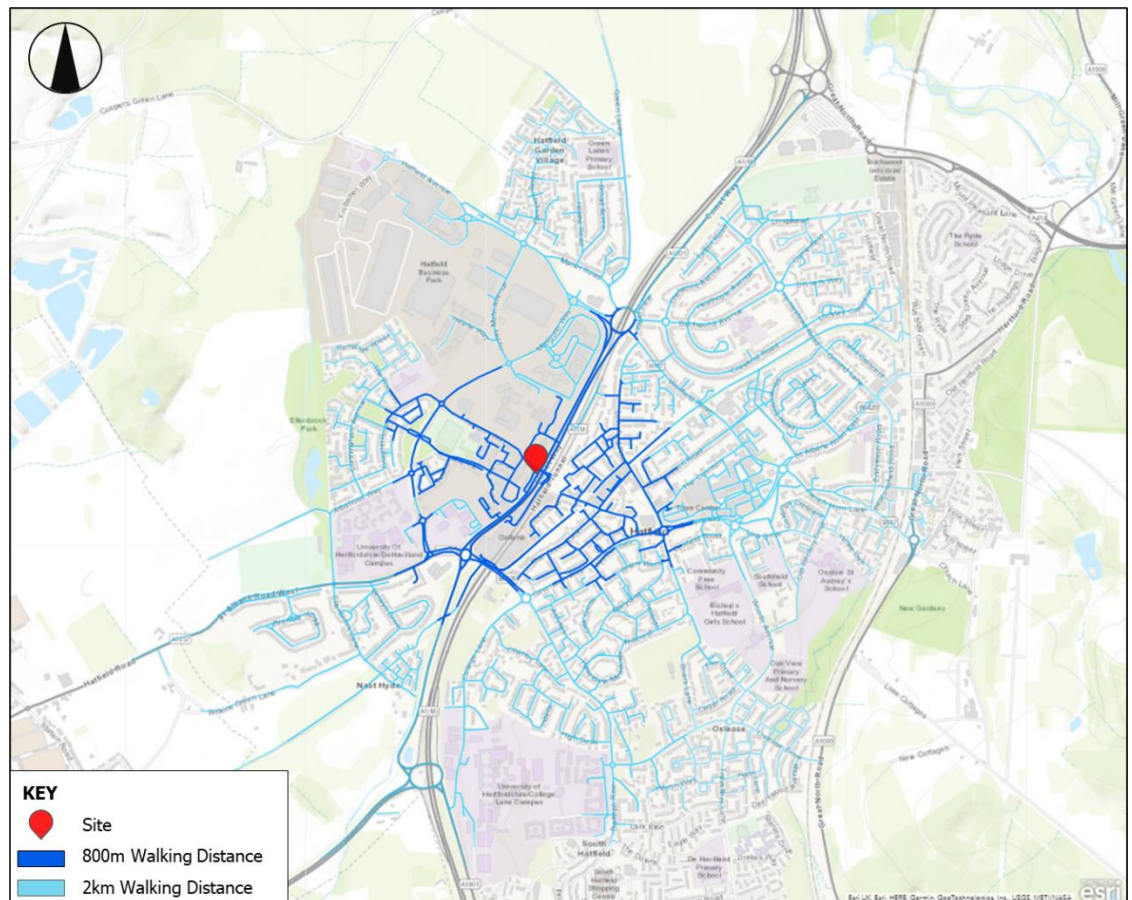
- 2.9 A review of local accident data statistics from the Crashmap website has been undertaken for Jetliner Way, its junctions with Comet Way and Goldsmith Way and for Harpsfield Broadway. The assessment shows 5 slight accidents in the 5-year period 2017-2021 of which three were at the signalised junction of Jetliner Way with Comet Way (A1001). Copies of the accident reports are provided in **Appendix B**. Five slight accidents in a five year period is not considered untypical of a road network of this nature and a review of the reports does not suggest that there is a common factor indicating a particular safety issue that needs to be addressed.

Accessibility

Walking

- 2.10 The site benefits from being within walking distance of public transport services, local shops and amenities and residential areas. **Figure 2.1** shows an 800 metre (10-minute walk) and 2 kilometre (25-minute walk) walking distance from the site. It shows that the town centre to the eastern side of Comet Way is accessible within 10 minutes and that Hatfield Business Park, the university campus and a number of schools are easily accessible within 10 to 25 minutes walk.

Figure 2.1 – Walking Isochrone Map



- 2.11 Footways are provided on Harpsfield Broadway and Jetliner Way adjacent to the site. Drop kerbs and tactile paving are provided to assist pedestrians crossing Harpsfield Broadway to the immediate east of the site and onto Comet Way. Signal controlled pedestrian crossing facilities are provided at the junction of Jetliner Way with Comet Way enabling pedestrians to cross Comet Way to access the Galleria. Pedestrians can also use a subway on the northern side of Jetliner Way to access the Galleria. Paths pass through the Galleria car park and join St Albans Road West which provides access to the town centre.
- 2.12 The southern end of Harpsfield Broadway provides access to Parkside Court, a residential development with a range of shops cafés/takeaways and restaurants provided at ground level. A shared pedestrian/cycle route passes from Parkside Court in a westerly direction through residential areas and on to open land surrounding the Hatfield Aerodrome Memorial.
- 2.13 Local facilities and amenities including a shopping centre, restaurants, supermarkets, schools and health facilities are located within a short walking distance from the site, a summary of which is shown in **Table 2.1**.

Table 2.1 – Approximate Distances to Local Facilities

Amenity	Location	Distance (Metres)	Approximate Walking Time (Minutes)
The Galleria	Comet Way	220	3
ALDI Supermarket	Parkhouse Court	280	3
David Lloyd Gym	The Hangar	350	5
Hatfield Community Free School	Briars Lane	400	4
Wetherspoons Pub	Parkhouse Court	550	7
Hatfield Galleria Post Office	Comet Way	600	7
Comet Hotel (Bus Stop J)	St Albans Road West	650	9
Eisai Bus Stop (Westbound)	Mosquito Way	650	9
Comet Hotel (Bus Stop H)	St Albans Road West	700	9
Eisai Bus Stop (Eastbound)	Mosquito Way	700	9
Hatfield Swim Centre	Lemsford Road	800	11
Asda Pharmacy	Town Centre	1000	13
The Common Car Park	The Common	1000	13
Lister House Surgery	The Common	1000	13

Cycling

2.14 Cycling is considered to be a suitable mode of transport for distances up to 8km with factors such as health, gradients, facilities, safety, quality of the route and access to a car, along with the journey purpose, influencing a person's choice to cycle. There is an extensive network of cycle routes in the vicinity of the site with shared cycle/footways adjacent to the following roads:

- Comet Way;
- Hatfield Avenue;
- Mosquito Way;
- Tamblin Way; and
- Cavendish Way

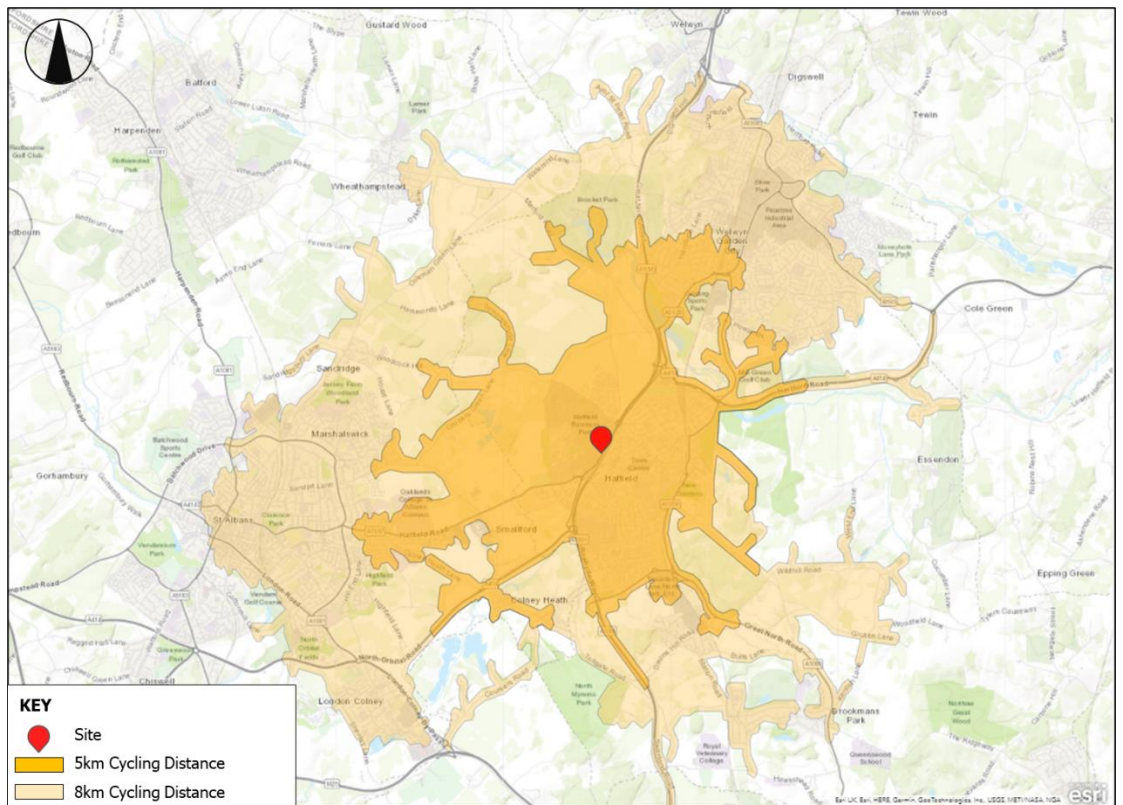
2.15 Alban Way is a walk/cycle route that follows a disused section of the Great Northern Railway between St Albans and Hatfield. It forms a part of National Cycle Route 61, which is accessible to the south of the Galleria as shown at **Figure 2.2**.

Figure 2.2 – National Cycle Routes Extract



2.16 **Figure 2.3** shows 5 kilometre and 8 kilometre cycle distances from the site. It shows that Welwyn Garden City and Colney Heath are accessible within a 5 kilometre cycling distance and that St Albans , London Colney and Sandridge can be reached within an 8 kilometre cycle ride.

Figure 2.3 – Cycling Isochrone Map



Bus

2.17 The closest bus stops are equidistant on either Mosquito Way (Eisai) or St Albans Road West (The Comet Hotel) located within 700 metres (a 9 minute walk) of the site. Both stops are served by a number of regular services. These are detailed below in **Table 2.2**.

Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Sat	Sun
The Comet Hotel	301	St Albans - Stevenage	30	30	60
	302	Hemel Hempstead - Welwyn Garden City	30	30	60
	602	Watford - Shenley - St Albans - Hatfield	30	30	60
	SH TL	Campus Shuttle - Hatfield: Inter	10	20	-
Eisai	341	Hatfield - Ware / Broxbourne	120	120	-
	601	Borehamwood - Welwyn Garden City [The Alban Way]	30	60	-
	610	Enfield - Luton [Dragonfly]	60	60	-
	614	Queensbury Station - Hatfield [The Comet]	30	60	-
	635	Hatfield - Hitchin	60	-	-
	641	Hatfield, Business Park - Broxbourne	120	120	-

Rail

2.18 The closest railway station is Hatfield Station located approximately 2.1 km (11-minute cycle) east of the site. Bus services 301, 302, 602, 341, 614 and 641 provide direct access to Hatfield train station from the stops detailed in Table 2.2.

2.19 The station provides access to Great Northern and Thameslink services between London Kings Cross, Moorgate, Cambridge and Welwyn Garden City. The frequency of these services is detailed below:

- London Kings Cross – 2 services per peak hour;
- Moorgate – 4 services per peak hour;
- Cambridge – 2 services per peak hour; and
- Welwyn Garden City – 4 services per peak hour.

Car Clubs

- 2.20 Car clubs provide members with the convenience of access to a vehicle without the financial burden of costs associated with car ownership. Enterprise Car Club operates vehicles in Hatfield, with the closest vehicle to the site being located in the Galleria car park.

Method of Travel to Work

- 2.21 Modal splits for journeys to work for those living locally (Lower Layer Super Output Area Welwyn Hatfield 10) have been established for the local resident population using the 2011 Census. Information is detailed in **Table 2.3**.

Table 2.3 – Modal Split – Journey to Work		
Mode	Number of Residents	Modal Split (%)
Underground, metro, light rail or tram	37	4%
Train	89	10%
Bus, minibus or coach	141	16%
Taxi	5	1%
Motorcycle, scooter or moped	11	1%
Driving a car or van	358	41%
Passenger in a car or van	57	6%
Bicycle	23	3%
On foot	162	18%
Total	883	100%

- 2.22 The data shows that 30% of the working residents travel to work by public transport, 21% by active travel modes (walking or cycling) and that 50% travel by car or motorcycle.

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The revised National Planning Policy Framework (NPPF) was most recently updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.3 Paragraph 111 states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 3.4 Paragraph 112 advises that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Regional Policy

Hertfordshire County Council Local Transport Plan 4

3.5 The Hertfordshire County Council Local Transport Plan 4 was published in May 2018. The plan sets out how transport can help deliver a positive future vision of Hertfordshire. As well as providing for safe and efficient travel, transport has a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage. The plan covers the period to 2031 and its objectives include:

- Improve access to international gateways and regional centres outside Hertfordshire;
- Enhance connectivity between urban centres in Hertfordshire;
- Improve accessibility between employers and their labour markets;
- Enhance journey reliability and network resilience across Hertfordshire;
- Enhance the quality and vitality of town centres;
- Preserve the character and quality of the Hertfordshire environment;
- Reduce carbon emissions;
- Make journeys and their impact safer and healthier; and
- Improve access and enable participation in everyday life through transport.

Local Policy

Welwyn Hatfield District Plan 2005

3.6 The District Plan is the current adopted Local Plan which provides a framework for planning decisions in the borough. Chapter 6 of the District Plan is titled "*Movement*" and contains policies that seek to meet the following objectives;

"a. To reduce the overall need to travel by integrating land uses with transport;

b. To support the development of integrated transport policy;

c. To reduce dependency on the car and encourage modes of travel which have less adverse environmental impact;

d. To give priority to walking and cycling;

e. To encourage effective traffic management and the improvement of road safety for all sectors of the community;

f. To encourage greater use of passenger transport and improvements to services and facilities; and

g. To facilitate the accessibility needs of all in a safe and sustainable manner.”

3.7 Policy M1 “Integrating Transport and Land Use” advises;

“Through the development process the Council will take every opportunity to integrate different modes of travel. Development proposals, except for those which are necessary in rural areas, will be permitted only in locations with accessibility to pedestrian and cycle routes and passenger transport services, or where this can be created, and where the environment and infrastructure can accommodate the amount and type of transport movement likely to be generated. In considering development proposals, the Council will give priority to walking and more sustainable modes of travel.”

3.8 With regard to car parking, the District Plan advises that;

“The availability of car parking has a major influence on the choice of means of transport. Car parking can also take up a large amount of space in developments and reduce densities.”

and

“Significantly lower levels of parking provision may be acceptable where demand is likely to be less and any tendency for overspill on-street is or can be controlled e.g. high density housing in town centres, near rail stations or housing over shops”

Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission 2016

3.9 The Welwyn Hatfield Borough Council Draft Local Plan Proposed Submission was published in August 2016. The Draft Local Plan states;

“The role of a Local Plan is to set out the Council's planning framework for the borough, identifying how much and what type of development is needed and where it should or should not be accommodated. The last District Plan was adopted in 2005 and covered the period up to 2011. This Local Plan covers the period 2013-2032.”

3.10 The Draft Local Plan was submitted for Examination in May 2017 but has yet to be adopted following an extended period of examination during which time the Planning Inspector has asked the Council to identify additional sites for residential development so as to meet the assessed need for housing in the borough.

3.11 Transport policy is detailed in Chapter 7 of the plan. It advises that;

"The Local Plan seeks to achieve sustainable pattern of development within the borough that minimises the need to travel by directing growth to those areas with good transport networks and which are well served by jobs, services and facilities. It also seeks to address climate change through, among other things, putting in place improved opportunities for travelling by public transport, walking and cycling."

And goes on to note that;

"Assessments should include the level of accessibility for all modes of travel and any proposed parking provision. Proposed new developments will be considered in the light of their potential to reduce the need to travel and their accessibility, particularly for modes other than the car."

- 3.12 Policy SADM 2 *"Highway Network and Safety"* advises that development proposals will be permitted provided a number of factors are met including;

"They provide satisfactory and suitable levels of parking."

- 3.13 The justification for policy SADM2 notes that;

"The quantity and design of parking insofar as it impacts on highway safety and capacity will be assessed under SADM 2. The design and provision of parking can have implications for highway safety and capacity. It is therefore appropriate for parking to be considered in this context in addition to the Local Plan's main requirements for vehicle parking set out within SADM 12 as well as the Council's parking standards."

- 3.14 Policy SADM 12 *"Parking' Servicing and Refuse"* advises that;

"The type and quantum of vehicle and cycle parking provided within development proposals will be informed by the standards set out in the Council's parking standards taking account of:

a. The site's location and accessibility to public transport, services and facilities;

b. The nature and degree of parking demand likely to be associated with the development and opportunities for shared parking; and

c. The need to promote more sustainable forms of travel within the borough."

- 3.15 The Draft Local Plan goes on to advise that;

"What constitutes an appropriate quantum of parking (and types of parking, e.g. disabled bays) is highly dependent upon the nature of development (both proposed and existing) and the area's connectivity to walking, cycling and public transport routes, the level and quality of public transport servicing the area, and the prevalence of amenities and facilities within the area which people are likely to use. The Council's parking standards should be consulted and used to inform an assessment of these factors and the proposed level of parking provision."

3.16 With regards to parking standards, the draft Local Plan goes on to note that;

"The Council also has in place Supplementary Planning Guidance on parking standards (2004) and Supplementary Design Guidance (2005), both introduced in conjunction with the Welwyn Hatfield District Plan (2005). Both of these documents require review in due course in order to bring them up to date with current best practice on design and sustainable development, but will continue to be used to inform decisions on planning applications until such review takes place."

Welwyn Hatfield District Plan Supplementary Planning Guidance (SPD) Parking Standards 2004

3.17 The Parking Standards SPD introduces a zonal approach to parking restraint based upon the accessibility of a site. It advises that;

"In all new development proposals that include the provision of car parking, the car parking standards and zonal-based restraint outlined in this SPG will provide a starting point for discussion with developers on the appropriate level of car parking at each development."

3.18 Appendix B of the SPD provides detail of the zoning process, which is based on the following criteria;

- Proximity to shopping;
- Economic Health of the town;
- Footway and cycle links that create real alternatives to car use; and
- Accessibility of the cell by passenger transport (bus and rail)

3.19 The site is not included within the zones shown in the SPD, which focuses on areas to the east of the A1001. As such, the maximum car parking standards for this development are as listed in **Table 3.1**.

Use Class	Number of Beds	Maximum Parking Provision
C3 (Residential)	1	1.25 spaces per dwelling
	2	1.5 spaces per dwelling
	3	2.25 spaces per dwelling
	4+	3 Spaces per dwelling
A3 (Drinking Establishments)	-	1 space per 3sqm floorspace of bar area plus 3 spaces per 4 employees

3.20 Cycle parking standards for detailed in **Table 3.2**.

Table 3.2 - Welwyn Hatfield District Plan SPD Parking Standards (2004)		
Minimum Cycle Parking Standards		
Use Class	Long Stay	Short Stay
C3 (Residential)	1 long term space per unit if no garage, shed or cycle store is provided.	N/A
A3 (Drinking Establishments)	1 long term space per 10 maximum staff on site at any one time.	1 short term space per 100sqm GFA

4 DEVELOPMENT PROPOSALS

Overview

- 4.1 The development proposals comprise the extension of the existing building toward the western boundary of the site at ground, first and second floor level and the construction of a new loft. The extended building will contain a bar at ground floor and 8 residential apartments above. The apartments will comprise 2 x studio units and 6 x 2 bedroom units. The total area of the bar will be 286 square metres. The proposed floor plans are provided at **Appendix C**.

Access

- 4.2 The main access to the bar at ground floor will be from the existing restaurant access at the north western corner of the site. The ground floor residential entrance will be reconfigured but remain broadly in the same location as the existing residential entrance on the northern frontage of the building facing Jetliner Way.

Cycle Parking

- 4.3 A total of 8 cycle parking spaces will be provided for residents within the ground floor of the building. Parking for the bar will be provided within an undercroft area that faces onto Jetliner Way. A total of 5 spaces will be provided in this area, 3 for customers and 2 for staff. The proposed cycle parking provision is in accordance with the Council's Parking Standards SPD. The proposed parking arrangement can be seen on the ground floor plan at Appendix C.

Car Parking

- 4.4 The existing site has no car parking and none is proposed. The bar will be a facility that will cater for demand from the local community many of who will therefore be able to walk, cycle or use local buses to access the site. In the event people do drive there is opportunity to use nearby short stay pay and display car parks.
- 4.5 The 2004 car parking SPD indicates that levels of car parking should be reduced to reflect the accessibility of a site, proximity to local services and opportunities to travel on foot and bicycle. It details a zonal approach that shows areas where lower levels of car parking could be provided. Since the SPD was adopted in 2004, the area around the site has changed significantly with the redevelopment of the former Hatfield Aerodrome having resulted in a range of local facilities and shops being in close proximity to the site together with the introduction of bus services through the area and new pedestrian and cycle infrastructure.

- 4.6 It is therefore considered that the development site is in an area where residents can live without reliance on owning a private car as there are a range of local shops and facilities easily accessible on foot or bicycle and a range of local bus services are accessible within 10 minutes walk of the site.
- 4.7 However, it is acknowledged that there may be occasions when residents of the development may need to use a car and therefore, the developer will fund three years car club membership for residents.
- 4.8 A copy of a proposal from Enterprise Car Club is attached to this report at **Appendix D**. The membership not only includes the use of car club vehicles, the closest of which is located in the Galleria Car Park opposite the site, but members would also benefit from a discount with Enterprise Rent-A-Car, enabling them to hire a car for longer periods.

Deliveries and Servicing

- 4.9 Delivery vehicles will be able to stop on Harpsfield Broadway in the same way as is considered likely for the existing site use.
- 4.10 Refuse will be stored in the undercroft area off Jetliner Way close to the point that refuse for the existing building is stored. Refuse collection vehicles will continue to stop on street in the same way as at present.

5 EFFECT OF DEVELOPMENT

5.1 The development proposals will result in the ground floor of the building containing a bar rather than a restaurant and the residential accommodation on site increasing from an 8 person HMO to 8 residential flats.

Trip Generation

5.2 The proposed use of the ground floor of the building as a bar rather than restaurant is not considered to materially change the level of staff or customer trips to and from the site. The current HMO can accommodate 8 residents and the development proposals will result in the provision of 8 apartments, two studios and 6 x 2-bedroom units.

5.3 To determine the increase in trips to and from the site as a result of the additional residential accommodation, reference has been made to the TRICS database to ascertain total person trip rates for privately owned flats. The selection criteria used to filter suitable sites is as follows:

- Region: England only (excluding London)
- Use Class: Residential Dwellings (C3) – Privately Owned Flats;
- No. of Dwellings: 5 – 30;
- Surveys Days: Weekdays;
- Site Location: Edge of Town Centre and Suburban Areas

5.4 For assessment purposes, it has been assumed that the trip generation of the existing HMO is equivalent to two apartments and therefore the increase in trips to and from the site has been calculated for 6 apartments. The trip rates and total person trips for 6 new apartments is shown in **Table 5.1**, whilst the TRICs output file is included at **Appendix E**.

Time	Trip Rate (Per Dwelling)			Total Person Trips		
	Arrive	Depart	Total	Arrive	Depart	Total
07:00-08:00	0.168	0.402	0.57	1	2	3
08:00-09:00	0.15	0.458	0.608	1	3	4
09:00-10:00	0.271	0.327	0.598	2	2	4
16:00-17:00	0.411	0.271	0.682	2	2	4
17:00-18:00	0.505	0.262	0.767	3	2	5
18:00-19:00	0.374	0.327	0.701	2	2	4
07:00-19:00	3.001	3.225	6.226	18	19	37

5.5 The development provides no car parking and it is anticipated that residents will not own cars. The modal split from the 2011 Census has therefore been modified to reflect the car-free nature of the scheme, with no car driver trips and increased use of public transport and active travel modes. **Table 5.2** shows the census and predicted mode split percentages.

Mode	2011 Census Data	Modified Modal Split
Underground	4%	4%
Train	10%	23%
Bus	16%	39%
Taxi	1%	0%
Motorcycle	1%	1%
Car Driver	41%	0%
Passenger	6%	6%
Bicycle	3%	6%
On-Foot	18%	21%
Total	100%	100%

5.6 The modified modal split has been applied to the total person trips. **Table 5.3** shows the estimated multi-modal trip generation summary for the assessed development uplift of 6 dwellings during the morning peak (08:00 – 09:00) and the evening peak (17:00 – 18:00).

Mode	Modified Mode Split	AM Peak 08:00-09:00		PM Peak 17:00-18:00	
		In	Out	In	Out
Underground	4%	0	0	0	0
Train	23%	0	1	1	1
Bus	39%	1	1	1	1
Taxi	0%	0	0	0	0
Motorcycle	1%	0	0	0	0
Car Driver	0%	0	0	0	0
Passenger	6%	0	0	0	0
Bicycle	6%	0	0	0	0
On-Foot	21%	0	1	1	0
Total	100%	1	3	3	2

- 5.7 The assessment indicates that during the busiest peak hour period, the development could result in an additional 5 trips to and from the site with people arriving and departing the site on foot. This level of additional activity is low and would not have a noticeable effect on the operation of the local transport infrastructure.

Delivery and Servicing Trips

- 5.8 All delivery and servicing activity would take place on street in the same way as for the existing site use. The number of deliveries to the bar would likely be the same as for the existing restaurant. The TRICS data presented at Appendix E includes vehicle movements for light and heavy goods vehicles and motorcycles, which are vehicle types that would generally be used for deliveries and servicing. The data indicates that the increase in residential accommodation on site would likely result in one or two additional deliveries per day. This level of activity is low and should not have a noticeable effect on the operation of the local road network.

Parking

- 5.9 The site currently provides no car parking and none is proposed by the development proposals. The site is in an accessible location close to the town centre and a range of local facilities meaning that residents will be able to live without relying on private car ownership. In addition, the developer will provide residents with 3 years car club membership so that they will have access to a vehicle parked close to the development if needed.
- 5.10 Roads in the vicinity of the site have yellow lines to prohibit parking and private car parks near to the site operate on a pay and display basis making their use impractical for long stay parking.

Visitors to the bar on site could use these car parks in the same way as existing restaurant customers.

- 5.11 Streets to the east of the A1001 toward the town centre lie within a controlled parking zone restricting parking to permit holders during controlled hours. As such, it is unlikely that residents of the development would own a car. It is therefore considered that the development proposals would not have any effect on the operation of the local on and off street parking supply.

6 MITIGATION

Travel Plan

6.1 A Residential Travel Plan has been produced to accompany the planning application. The Travel Plan will form a long-term strategy, of which the main objective will be to inform residents about their sustainable transport options and to encourage the uses of active modes of travel (walking and cycling) over the use of public transport or a car club vehicle. The aims of the strategy will be to:

- Increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of physical and management measures that will facilitate travel by sustainable modes of transport so that residents can live without needing to rely on transport by private car.

Car Club

6.2 Residents of the development will be provided with three years car club membership. The Great Britain Car Club Annual Report Great Britain 2020 published by CoMoUK (<https://como.org.uk/>) details the following car club benefits.

- Car clubs allow people who can't afford to own and run their own car access to a vehicle.
- 26.5% less tailpipe carbon emissions compared to the average UK car.
- Across the UK the Car Club fleet saves over 3,620 tonnes of carbon emissions annually – the equivalent of 674 return flights from Glasgow to New York.
- Car clubs reduce traffic on the road as members tend to drive less and use public transport, walk and cycle more after joining a car club.
- Each Car Club car displaces 18.5 private cars.
- 22% of members said they would have bought a car if they had not joined a car club.

6.3 This measure will enable residents to live a car free lifestyle whilst having access to a vehicle if necessary.

7 SUMMARY AND CONCLUSION

7.1 TTP Consulting has been retained to provide transport planning services for the development proposals at Harpsfield House, 12 Harpsfield Broadway, Hatfield in Hertfordshire. The site currently contains a part 3 part single storey building that contains a restaurant at ground floor with two HMO (House in Multiple Occupation) units above. The proposals seek the extension of the existing building to provide 8 residential apartments with a bar at ground floor.

7.2 In summary, it is considered that:

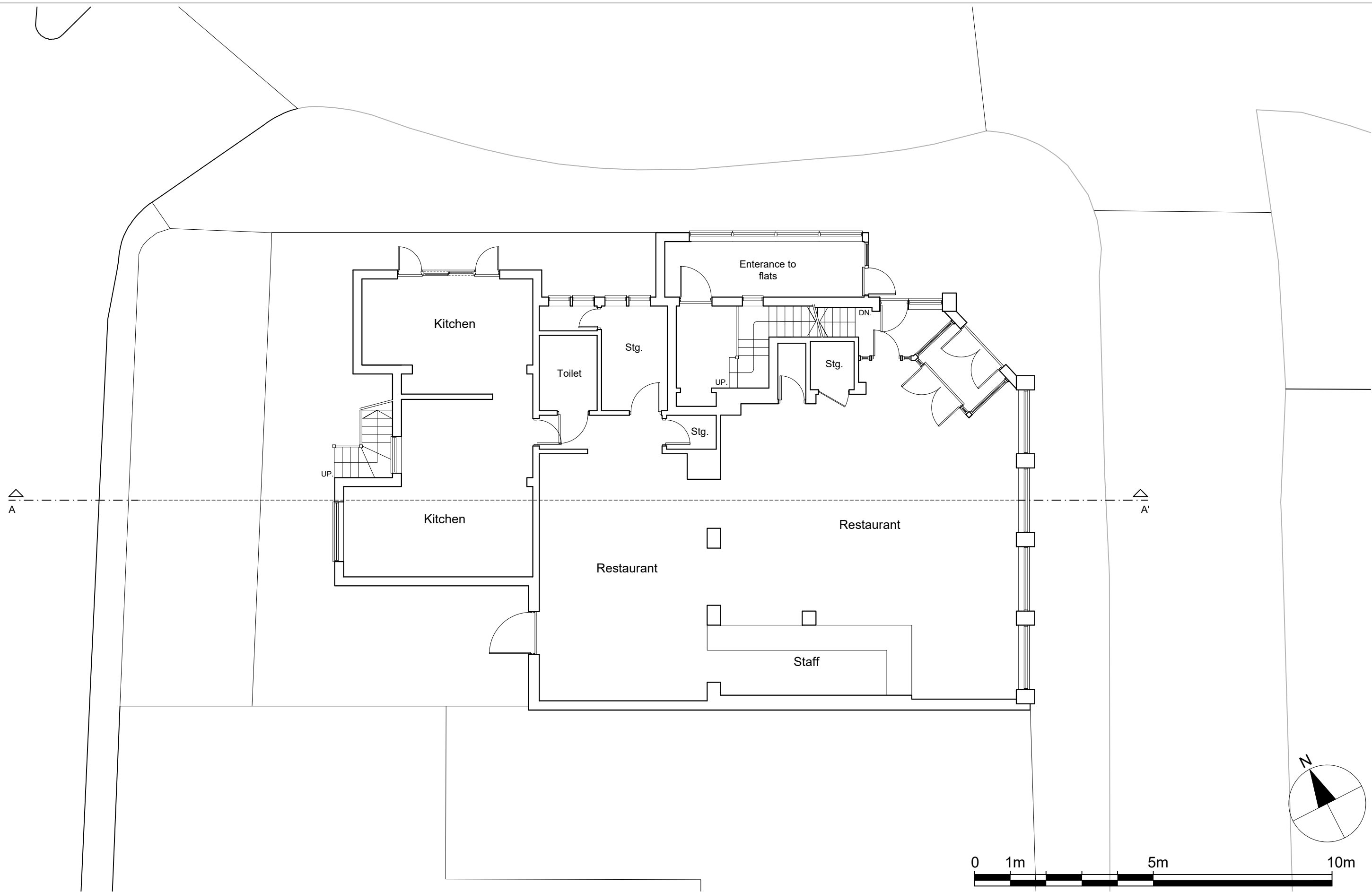
- The site is in an accessible location approximately 400 metres to the west of Harpsfield town centre;
- A range of local facilities are located within walking distance of the site including shops, cafes/restaurants and public transport facilities;
- Delivery and servicing activity will be accommodated on street in the same way as at present;
- Cycle parking will be provided in accordance with Welwyn Hatfield's Borough Council's minimum standards;
- The building has no on site parking and none is proposed, which is considered appropriate given the accessible location close to Hatfield town centre;
- Residents will be provided with three years car club membership to provide them with access to a car when necessary; and
- The increase in trips to and from the site will be low and should not have any effect on the operation of the local transport infrastructure.

7.3 It is therefore considered that the proposal is consistent with relevant transport planning policy guidance and meets the test of the NPPF and paragraph 111, which advises that:

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

Appendix A

Existing Ground Floor Layout Plan



Notes.
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gridline.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S

REV	DATE	DESCRIPTION	BY	CH

PROJECT TITLE

12 Harpsfield Broadway
Hatfield AL10 9TF
DATE March '20
Project No. 2196

DRAWING TITLE

Existing - Ground Floor
CLIENT Mr Mak
DRAWING No. EX-P001
SCALE @ A3 1:100
Drawn by: Abraham

PLANNING SERVICES
Unit 9b, The High Cross
Centre, Fountayne Rd,
N15 4BE
TEL: 020 8802 3480
www.samplanning.co.uk

Appendix B

Personal Injury Accident Data

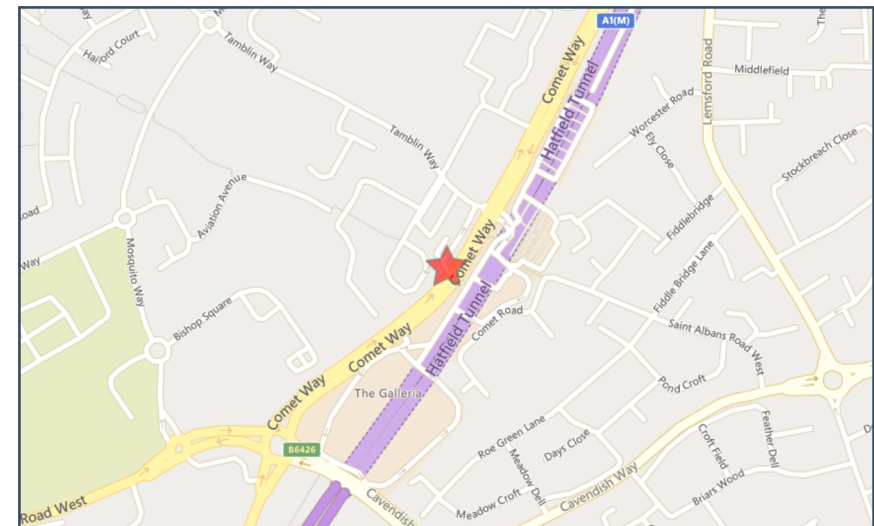


Validated Data

Crash Date: Thursday, June 15, 2017 **Time of Crash:** 2:40:00 PM **Crash Reference:** 2017410194326

Highest Injury Severity: Slight **Road Number:** A1001 **Number of Casualties:** 1
Highway Authority: Hertfordshire **Number of Vehicles:** 1
Local Authority: Welwyn Hatfield Borough **OS Grid Reference:** 521604 208618

Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 40
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: One way street
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



crashmap.co.uk

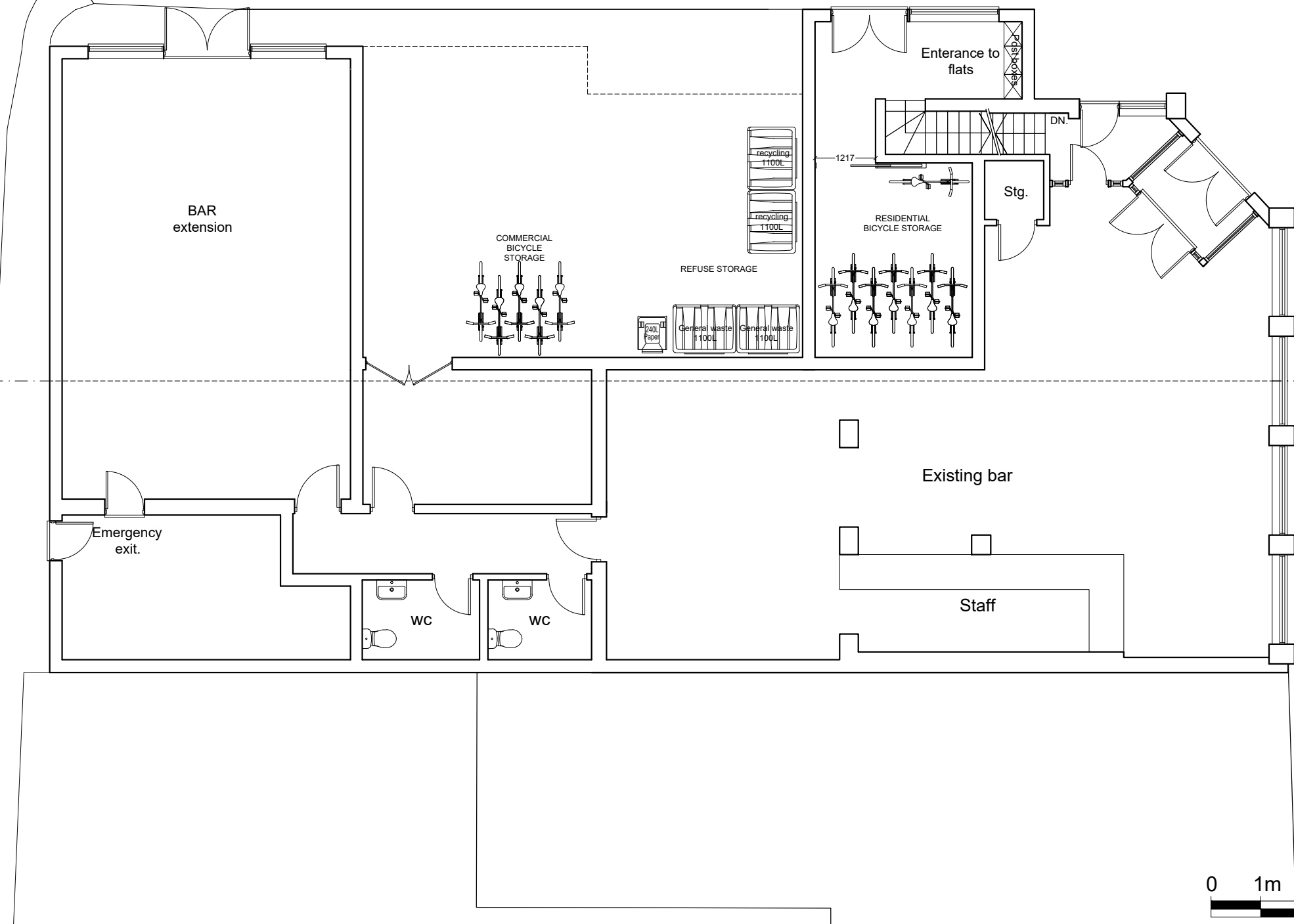
Provisional Data does not include vehicle and casualty records

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix C

Architect's Proposed Floor Plans



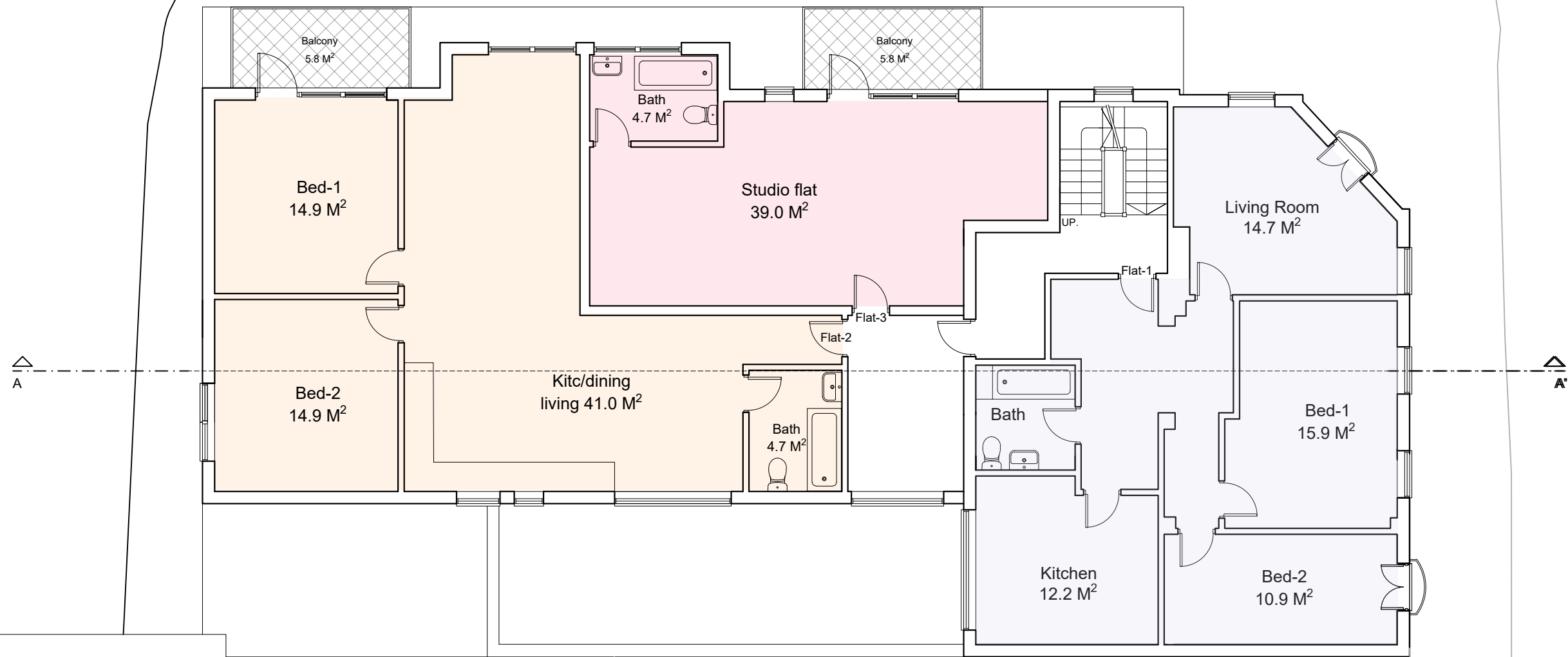
Notes.
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gridline.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S					
REV	DATE	DESCRIPTION	BY	CH	

PROJECT TITLE	
12 Harpsfield Broadway Hatfield AL10 9TF	
DATE	Project No.
May. '22	2196

DRAWING TITLE		
Proposed - Ground Floor		
CLIENT		
Mr Mak		
DRAWING No.	SCALE @ A3	Drawn by:
PR-P001	1:100	Faye

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Centre, Fountayne Rd,
N15 4BE
TEL: 020 8802 3480
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- FLAT-1 (2 BED ROOMS) shown in colour**
FLAT -1 floor area = 75.7 M²
- FLAT-3 (STUDIO) shown in colour**
FLAT -3 floor area = 39.4M²
- FLAT-2 (2 BED ROOMS) shown in colour**
FLAT -2 floor area = 82.6M²

Notes.
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gridline. All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S

REV	DATE	DESCRIPTION	BY	CH

PROJECT TITLE

12 Harpsfield Broadway
Hatfield AL10 9TF

DATE Mar. '21	Project No. 2196
-------------------------	----------------------------

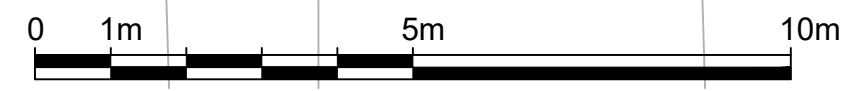
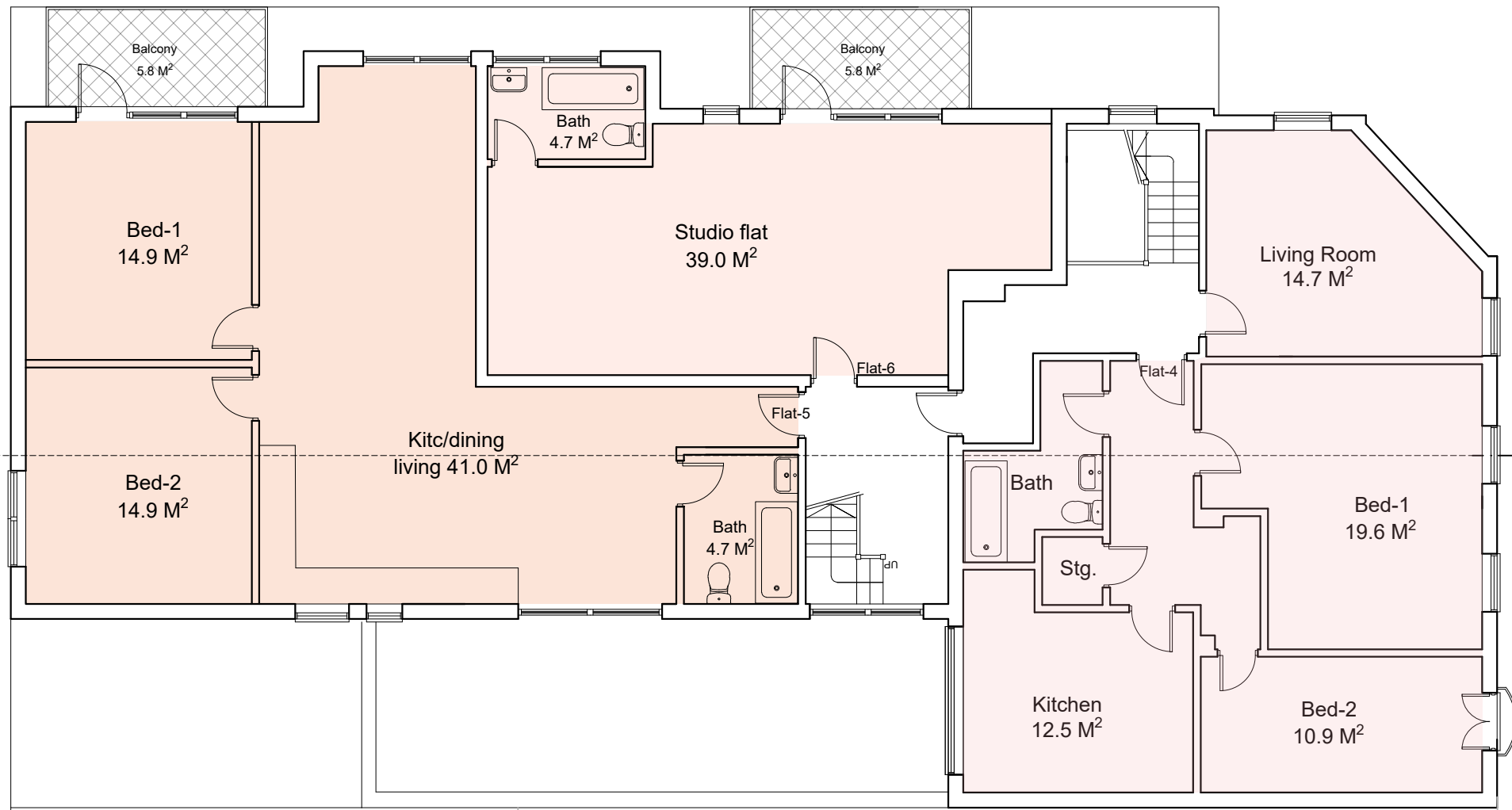
DRAWING TITLE

Proposed - First Floor

CLIENT
Mr Mak

DRAWING No. PR-P002	SCALE @ A3 1:100	Drawn by: Abraham
-------------------------------	----------------------------	-----------------------------

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Notes.
Contractors must verify all dimensions at the site before commencing any work.
No construction work before Building Control approval and structural engineer confirmation.
Any discrepancies to be reported to Gridline.
All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S				
REV	DATE	DESCRIPTION	BY	CH

PROJECT TITLE
12 Harpsfield Broadway
Hatfield AL10 9TF

DATE
Mar. '21

Project No.
2196

DRAWING TITLE
Proposed - Second Floor

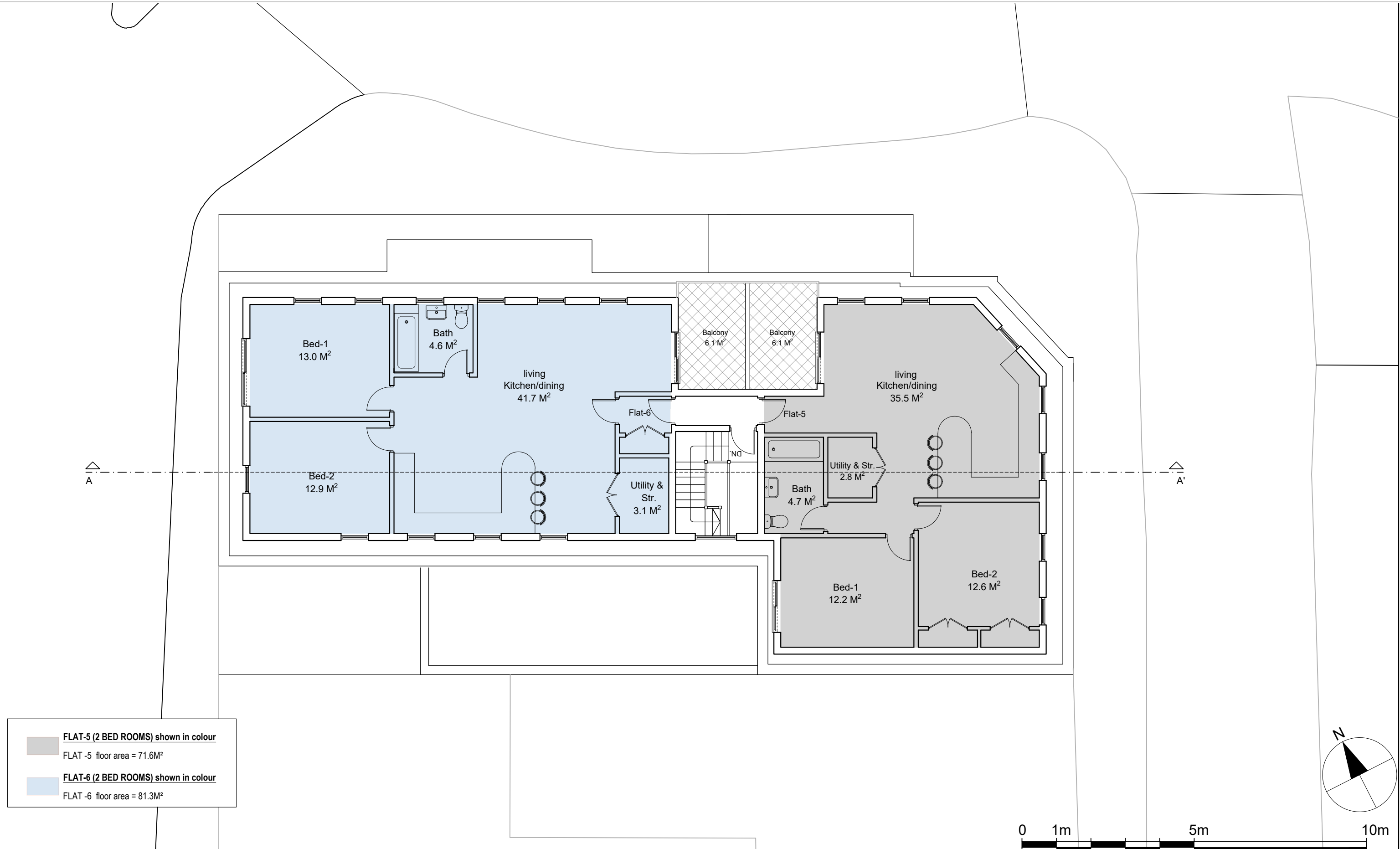
CLIENT
Mr Mak

DRAWING No. PR-P003

SCALE @ A3 1:100

Drawn by: Abraham





FLAT-5 (2 BED ROOMS) shown in colour
 FLAT -5 floor area = 71.6M²

FLAT-6 (2 BED ROOMS) shown in colour
 FLAT -6 floor area = 81.3M²

Notes.

Contractors must verify all dimensions at the site before commencing any work.

No construction work before Building Control approval and structural engineer confirmation.

Any discrepancies to be reported to Gridline. All drawings are to be read in conjunction with all relevant drawings and specifications.

Project No.S				
REV	DATE	DESCRIPTION	BY	CH

PROJECT TITLE	
12 Harpsfield Broadway Hatfield AL10 9TF	
DATE	Project No.
Mar. '21	2196

DRAWING TITLE		
Proposed - Loft Plan		
CLIENT		
Mr Mak		
DRAWING No.	SCALE @ A3	Drawn by:
PR-P005	1:100	Abraham

PLANNING SERVICES
 Unit 9b, The High Cross
 Centre, Fountayne Rd,
 N15 4BE
 TEL: 020 8802 3480
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Appendix D

Enterprise Car Club Proposal



Car Club proposal for Harpsfield Broadway, Hatfield.

March 2022



Harpfield Broadway Car Club - Introduction

Enterprise Car Club is an hourly, self-service car rental company, available to members 24/7/365. Vehicles can be picked up in and around a city or region and booked in advance or at the last minute. Located in over 180 UK cities and communities our 100,000+ members have access to over 2,500 cars and vans.

Enterprise Holdings is the parent company of Enterprise Car Club. A car club is a natural extension of the local car-rental service that Enterprise Rent-A-Car has pioneered in the UK over the last 20 years.

Enterprise Car Club will be able to provide new communities with a wider variety of vehicles backed by the Enterprise Rent-A-Car neighbourhood network and award-winning customer service.

Enterprise Car Club already hosts over 150 vehicles at developments across the UK. These range from City Centre residential developments in London and major regional cities (e.g., Manchester, Leeds, Bristol, Edinburgh, Glasgow, and Newcastle), to mixed use developments, business parks and non-city centre locations on the fringes of cities or outside major conurbations.

The mobility decisions and behaviour of residents of new developments/communities (business or private) are influenced by their mobility needs in and around their new location, but also across the region and country. A good range of mobility solutions in one and not the other risks travel behaviours remaining focussed on vehicle ownership and far lower adoption of more sustainable and multi-modal options.

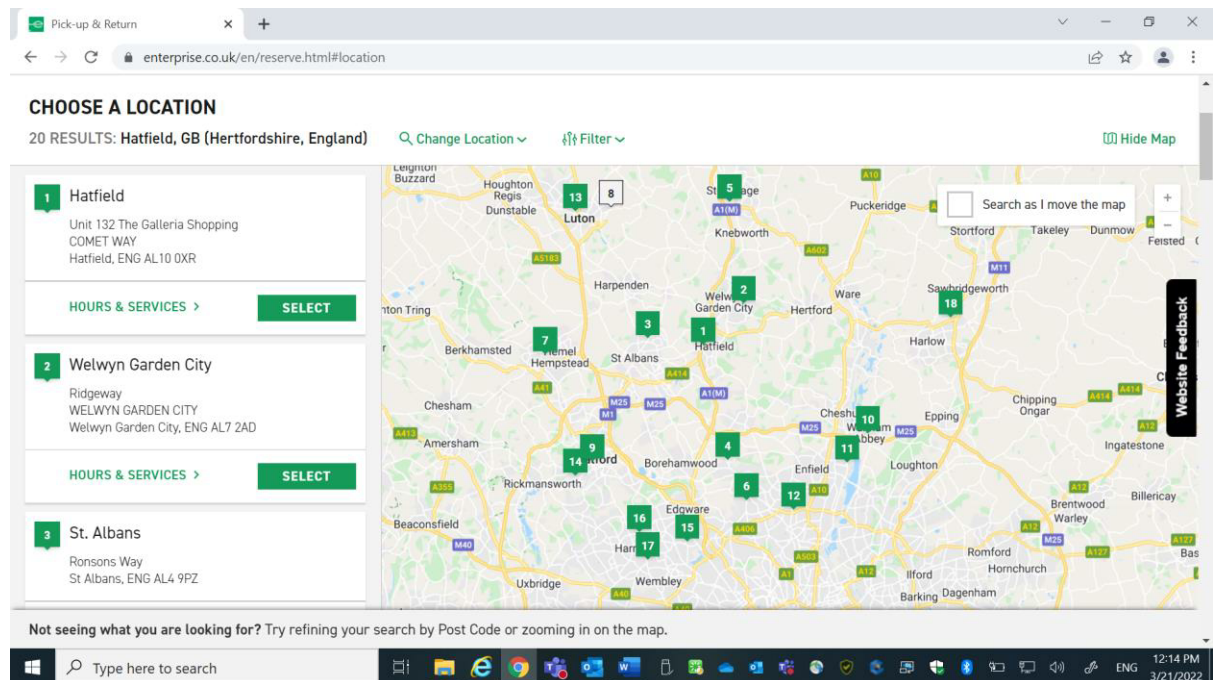
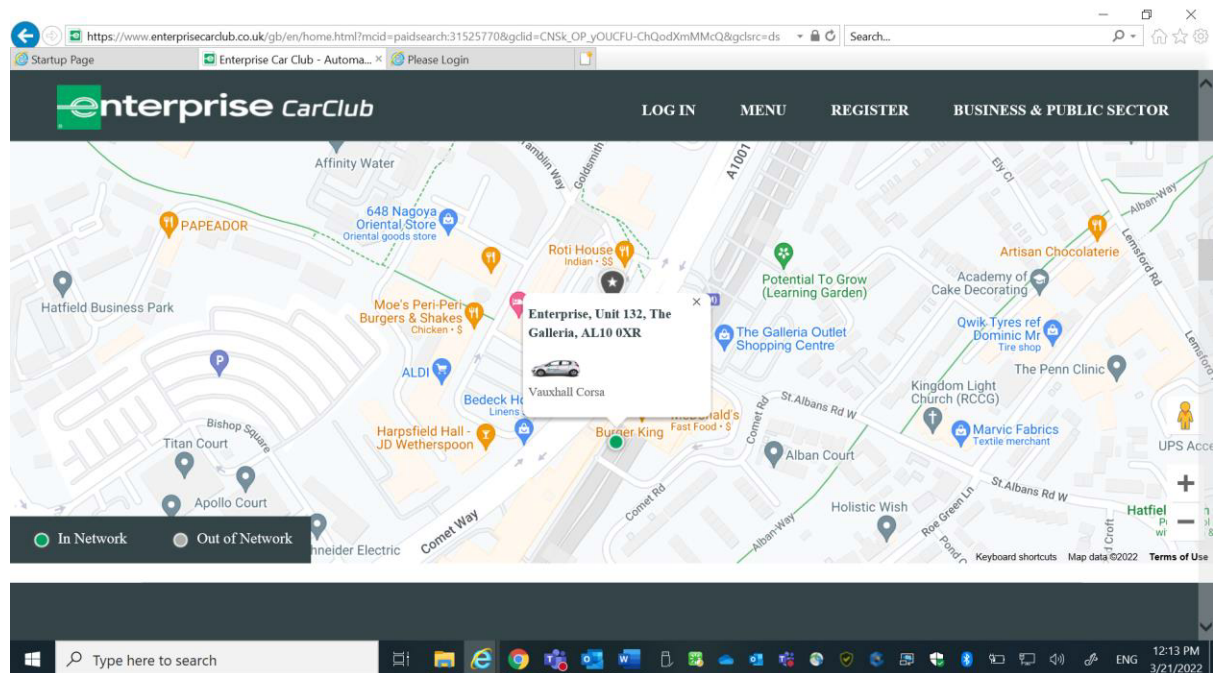
Enterprise has an already established and rapidly expanding national car club and car rental network providing shared mobility from Inverness to the Isle of Wight, Northern Ireland to East Anglia. Large urban centres are covered but towns and smaller communities are also now served by Enterprise Car Club and Enterprise Rent-A-Car. By the time this new development starts to be occupied mobility solutions from Enterprise will be available across the UK integrated physically and digitally alongside other sustainable modes such as public transport, active travel, and shared mobility options. Enterprise Car Club already has vehicles within 500 metres of 181 UK train station. These stations represent 34% of UK national rail journeys.

Enterprise Car Club is integrated with Enterprise Rent-A-Car as a brand, business, and proposition for residents of the development. This means that personal members of Enterprise Car Club will receive a discount with Enterprise Rent-A-Car and can access all its services in the immediate area around the development and across the UK. Together this integrated approach provides the most powerful alternative to car ownership for individuals and businesses.

Enterprise in the area around Harpsfield Broadway, Hatfield.

Currently Enterprise Car Club does have a presence in the local area (see first map). Discussions are ongoing to expand this in partnerships with council's, train operators and developers. This car club presence is supported by a strong branch presence (see second map) and Enterprise also has "[month or more](#)" and commercial vehicles options in the region via [Enterprise Flex-E-Rent](#).

Combined these options make Enterprise the best possible mobility partner for the Harpsfield Broadway community whether residents need a car for a few hours, days or months.



The National Car Club

Harpsfield Broadway residents will also have access via their Car Club membership to over 2,500 vehicles across the UK. The map below shows the current Enterprise Car Club network which is expanding rapidly.

Harpsfield Broadway residents who join Enterprise Car Club can use any of these vehicles and if bookings are cancelled more than 5 hours in advance there are no charges. Enterprise locates car club vehicles with public transport in mind enabling members to travel in combination with public transport and only driving for the smallest possible portion of the journey. One example of this is Enterprise Car Club's presence along the LNER network connecting York to Darlington, Durham, Newcastle, Berwick-upon-Tweed, and Edinburgh to the north and Wakefield, Doncaster, Newark, Peterborough, and London Kings Cross to the south.



Car Club Proposal for Harpsfield Broadway, Hatfield.

Given the scale of the development (8 units) we advise the following:

- Minimum car club – Membership Only to existing car club network on a 3-year rolling contract.
- Vehicles provided – petrol/hybrid/EV – preference would be EV – Current local vehicle is a low emission Vauxhall Corsa.
- Total cost - [REDACTED]
- Incentive for All site residents – 3 year's free membership of Enterprise Car Club.
- The offer will be provided to multiple residents at the same address and throughout the contracted period.
- All residents joining would also be able to get a discount with Enterprise Rent-A-Car. The combination of car club and car rental is very attractive to people as an alternative to car ownership. This would be promoted via a leaflet customised to the offer (see below example), via digital/social media marketing and events
- Any Businesses located at the development site will be provided with free Enterprise Car Club membership for themselves and their employees
- Attendance at sales and promotional events
- Dedicated 24/7 Clubhouse Team and 24/7/365 online reservation system available, by phone or on our app.
- Creation of reports and statistics for the developer and council.
- Zero vehicle maintenance and cleaning responsibilities.
- Dedicated personal development account manager.
- Car Club personal members will receive discount on rentals with Enterprise-Rent-A-Car. Details of nearest branch are below which offers a free "We'll pick you up service".
- Car Club members holding both a corporate and personal membership can link their accounts, so they can have a single sign on to the car club booking system.

One Enterprise and Future Mobility

Car Club usage can be supported and supplemented day traditional car rental (typically for longer journeys) via a local branch and the free “We’ll pick you up service” or a delivery service to the business park. One-way hires are available via the traditional Enterprise Rent-A-Car network.

Enterprise has developed “Enterprise Travel Direct” ETD to assist businesses wishing employees to have access to both car club and daily rental mobility options alongside the use of employee’s own cars for business mobility (grey fleet). ETD allows businesses to load the parameters of their travel policy/hierarchy into the system to manage and direct their employees to the travel option most suitable to their needs in terms of cost, carbon savings etc.

Enterprise is developing Mobility as a Service and Ridesharing services which can also assist business parks provide efficient mobility for residents.

Globally, Enterprise is at the forefront of new mobility solutions and over \$2 billion has been invested in a variety of businesses and technologies that will be critical in solving many of the current and future mobility challenges. Enterprise is seeking to bring innovative Mobility as a Service (MAs) platforms to cities and large sites that will provide users with transport on demand across all modes. Employees could receive “Mobility Credits” from employers and the platform could be white labelled to the location or business.

In response to the changing mobility required by employers in 2020-21 due to the COVID19 situation Enterprise is working to evolve new solutions for employers to assist with employee mobility during the working day and for the employees commute to work. More information can be made available. Enterprise also has implemented a clean car pledge because of the current COVID19 situation. See below for more details.

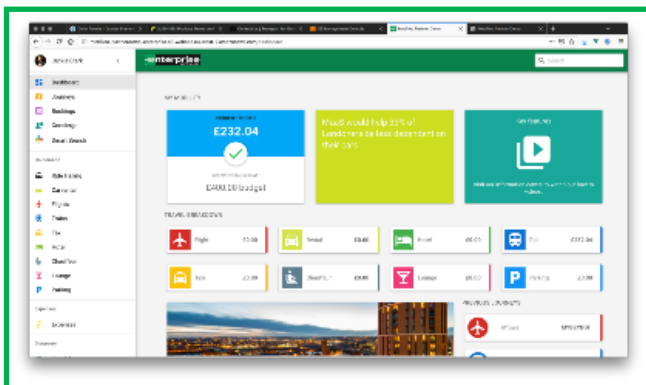
Complete Clean Pledge

Today and every day, we are committed to maintaining the highest standards of cleanliness in the industry. Now more than ever, our customers and employees deserve to know we stand behind that commitment with the Complete Clean Pledge. We pledge to go above and beyond our already rigorous cleaning protocols, including strict sanitizing procedures to protect the health and safety of all.

Learn more about our [Complete Clean Pledge](#).

Below are details on our modified services and the steps we are taking company-wide to protect customers and employees while remaining available to those who need us during this challenging time.

Looking to rent a car? [Find a location near you](#).



Enterprise 9 Seat Minibus

- Low Emission Zone Compliant
- Department for Transport Approved
- Compact and Easy to Drive
- Climate Control
- Side Load Cassette Step
- Drive on Standard Licence (B1)
- Speed Limited to 62 mph
- Single Seats
- Reverse Camera
- M1 Vehicle – Approved for Passenger Transportation
- Adjustable and Fully Flexible Seating Layout



Example Marketing Leaflet

Lawrence Green
Residents offer:

Join today for £10

Annual membership usually £60

+ **£10** Free Driving Credit*

+ **5%** off Enterprise-Rent-A-Car

EnterpriseCarClub.co.uk/LAWRENCE

Quote the offer code:

LAWRENCE



Your property
comes with a car



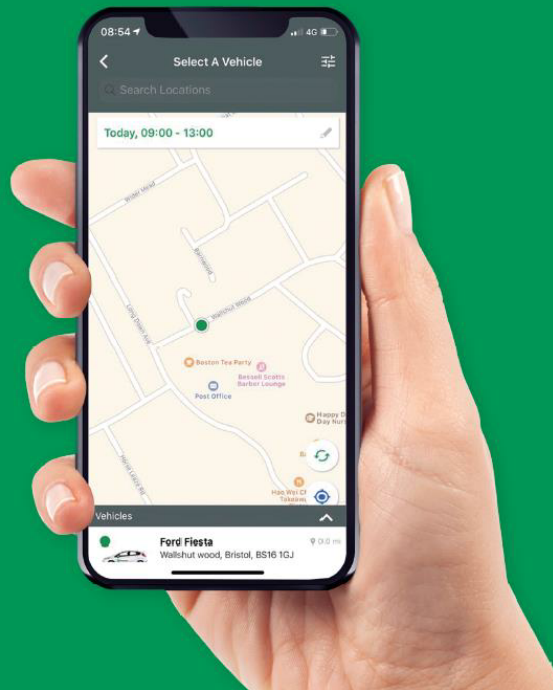
**£10 first year
membership***

Annual membership usually £60

*First year's membership for only £10 (usually £60). £10 driving credit applied once application is approved. Offer ends on 01/03/2021. For Lawrence Green residents only. Hourly price is based on 24 hour rental, based on the UK average Friday-Sunday daily rate of our vehicles as of 01/01/20. Mileage charge based off UK wide fleet majority as at 01/01/20. Drive time expires after 60 days of joining. Members must complete their first Car Club rental to qualify for 5% discount code. Full terms and conditions at www.enterpriseclub.co.uk/h1. ©2020 Enterprise Car Club. V02820 03.20 CS

Book & Unlock from the palm of your hand

Use our app to access cars and vans parked on streets, at train stations, car parks and Enterprise Rent-A-Car branches across the UK. Membership includes fuel, insurance and breakdown cover, meaning you only pay for a vehicle when you need it.



Your nearest car is:
Wallshut Wood,
Bristol, BS16 1GJ



Rent by the hour from
£2.50/hr* & 21p/mile



Fuel, taxes and
servicing included



Access 1,400+
vehicles nationwide



24/7 access
year round

1. Join

Become a member
online or on the app



2. Reserve

Book in advance or on the
go, online or using the app



3. Unlock & Go

Access the vehicle via the app
and retrieve the keys using
the PIN-PAD in the glovebox



4. Return

Once back at the original
parking bay, lock the
vehicle via the app



Join Now

Appendix E

TRICS Output File

Calculation Reference: AUDIT-752101-220331-0340

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 30 (units:)
 Range Selected by User: 5 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 09/06/21

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
Tuesday	1 days
Wednesday	2 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	4

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:

Development Zone	1
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.

Secondary Filtering selection:

Use Class:

C3 5 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 2 days

20,001 to 25,000 3 days

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

Population within 5 miles:

50,001 to 75,000 2 days

125,001 to 250,000 1 days

250,001 to 500,000 1 days

500,001 or More 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 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:

No 5 days

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

PTAL Rating:

No PTAL Present 5 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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 6 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.98

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	5	21	0.168	1.009	5	21	0.402	2.411	5	21	0.570	3.420
08:00 - 09:00	5	21	0.150	0.897	5	21	0.458	2.748	5	21	0.608	3.645
09:00 - 10:00	5	21	0.271	1.626	5	21	0.327	1.963	5	21	0.598	3.589
10:00 - 11:00	5	21	0.150	0.897	5	21	0.262	1.570	5	21	0.412	2.467
11:00 - 12:00	5	21	0.243	1.458	5	21	0.206	1.234	5	21	0.449	2.692
12:00 - 13:00	5	21	0.150	0.897	5	21	0.112	0.673	5	21	0.262	1.570
13:00 - 14:00	5	21	0.168	1.009	5	21	0.159	0.953	5	21	0.327	1.962
14:00 - 15:00	5	21	0.215	1.290	5	21	0.271	1.626	5	21	0.486	2.916
15:00 - 16:00	5	21	0.196	1.178	5	21	0.168	1.009	5	21	0.364	2.187
16:00 - 17:00	5	21	0.411	2.467	5	21	0.271	1.626	5	21	0.682	4.093
17:00 - 18:00	5	21	0.505	3.028	5	21	0.262	1.570	5	21	0.767	4.598
18:00 - 19:00	5	21	0.374	2.243	5	21	0.327	1.963	5	21	0.701	4.206
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			3.001	17.999			3.225	19.346			6.226	37.345

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.