

Proposed Change of Use
as Permitted
Development from Use
Class B1 Office to Use
Class C3 Residential at

29 Broadwater Road,
Welwyn Garden City AL7
3BQ

Transport Statement prepared
on behalf of Hightown Housing
Association Limited

December 2018

MILESTONE
TRANSPORT PLANNING

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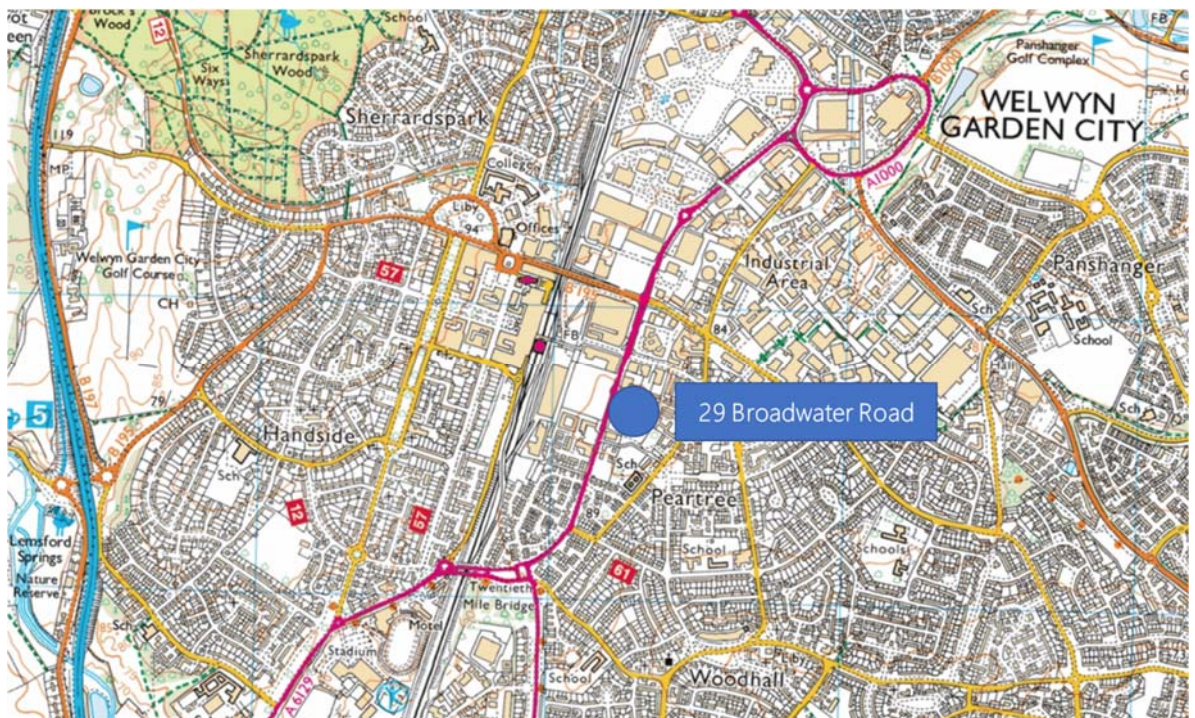
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- Appendix 3 TRICS Output – Proposed Residential Uses

1. Introduction & Scope of Statement

- 1.1 This Transport Statement (TS) has been prepared on behalf of Hightown Housing Association Ltd to consider the highways and transport implications related to the proposed change of use from Use Class B1 office to Use Class C3 residential at 29 Broadwater Road, Welwyn Garden City. The change of use as Permitted Development is under the prior notification (2013-2014 amendments) to the 'General Permitted Development Order'.
- 1.2 The change of use as Permitted Development under the prior notification (2013-2014 amendments) to the 'General Permitted Development Order' is for the conversion of 6,508m² of Use Class B1 office accommodation to 72 x residential units (47 x 1-bed & 25 x 2-bed) under Use Class C3.
- 1.3 29 Broadwater Road is located in the heart of Welwyn Garden City with direct links to the town centre and other local amenities including retail opportunities, banking, restaurants, community services and leisure activities. 29 Broadwater Road also has direct access to local bus services and is within walking distance of Welwyn Garden City railway and bus stations.
- 1.4 Figure 1 shows the position of 29 Broadwater Road in relation to the surrounding area.

Figure 1 Site Location



- 1.5 The purpose of the TS is to assess the implications of the change of use in terms of accessibility, parking, servicing / deliveries, traffic impact, and movement by sustainable modes of transport. Principally, the TS will include analysis of the person trip generation of the existing and proposed uses and the implications thereof on the operation of the surrounding highway and transport networks.

1.6 The TS content is as follows:

- Section 2 assesses the baseline highways and transport conditions present in the site's vicinity in terms of describing the highway network and assesses the opportunities to travel by sustainable modes afforded by the site's location;
- Section 3 details the proposed change of use, examines its access strategy, and describes proposed parking and servicing matters;
- Section 4 addresses existing and proposed trip generation as well as a comparative exercise looking at parking demand associated with existing and proposed uses;
- Finally, Section 5 summarises and concludes the report's findings.

2. Baseline Conditions

Proximity to Local Services

- 2.1 29 Broadwater Road is very accessible and well placed in terms of its proximity to Welwyn Garden City centre and railway station.
- 2.2 The A1000 Broadwater Road is provided with footways on both sides of the carriageway. Traffic signal controlled crossing facilities are provided immediately south of the existing vehicular access to the site as well at other regular intervals along the Broadwater Road corridor at Hydeway (to the north) and Holwell Road (to the south).
- 2.3 Table 2.1 provides a summary selection of key local amenities within walking distance of 29 Broadwater Road.

Table 2.1 Summary of Key Local Amenities

Destination	Walk Distance / Time	Destination	Walk Distance / Time
Peartree Surgery	400m / 5 min.	Howard Centre	700m / 9 min.
Peartree Sub-Office / Pharmacy / Convenience Store	450m / 6 min.	Welwyn Garden City Bus Station	850m / 11 min.
Peartree Primary School	500m / 6 min.	Welwyn Hatfield Council Offices	1.0km / 12 min.
Welwyn Garden City Station	550m / 7 min.	Oaklands College	1.1km / 14 min.
Aldi foodstore	550m / 7 min.	Central Library / The New Maynard Gallery	1.2km / 15 min.

Accessibility by Sustainable Modes

Buses

- 2.4 There are seven regular weekday & Saturday daytime bus services within walking distance of 29 Broadwater Road a summary of which is provided in Table 2.2 from which it can be seen that a wide range of destinations are served by buses which provide a combined frequency of 10-13 buses per hour in both directions during daytime hours, Monday to Saturday.
- 2.5 All of the bus services listed in Table 2.2 stop at Bridge Road (Broadwater Road) bus stops that are within 450m, 6 mins. walk time of 29 Broadwater Road. Both eastbound and westbound bus stops are provided with a passenger waiting shelter, real time passenger information and timetabling facilities.
- 2.6 Service 601 stops on Broadwater Road within 80m, 1 min. walk time, of the site. Route 403 also stops on Peartree Lane within 400m, 5 mins. walk time of the site.

Table 2.2 Summary of Existing (Regular) Bus Routes Serving 29 Broadwater Road

Route No.	Route	Frequency (no. buses per hour per direction)					
		Monday – Friday		Saturday		Sunday	
		Day	Eves	Day	Eves	Day	Eves
242	Welwyn Garden City – Potters Bar – Waltham Cross	-	-	-	-	5 per day	-
301	Stevenage – Welwyn Garden City – Hatfield – St Albans – Hemel Hempstead	2	1	2	1	1	1
366	Luton – Harpenden – Wheathampstead – Welwyn Garden City - Hatfield	1	-	1	-	-	-
401	Welwyn Garden City – Panshanger (circular)	2	-	2	-	-	-
403	Gt. Ganett – Welwyn Garden City – Haldens (circular)	2	-	2	-	-	-
601	Welwyn Garden City – Hatfield – St Albans – Radlett - Borehamwood	2	-	-	-	-	-
653	Welwyn Garden City – Hatfield – St Albans (New Greens)	3	-	2	-	-	-
724	Harlow – Hertford – Welwyn Garden City – Hatfield – St Albans – Watford – Rickmansworth – Uxbridge – Heathrow Airport	1	-	1	-	Every 2 hrs	-
TOTALS		13	1	10	1	2	1

2.7 Table 2.3 provides a summary of average journey times to key destinations from these bus stops.

Table 2.3 Summary of Journey Times to Key Destinations - Bus

Destination	Journey Time	Destination	Journey Time
Wheathampstead	13 mins.	Luton Airport Parkway	41 mins.
UoH Campus	15 mins.	Luton Town Centre	55 mins.
Hatfield	18 mins.	Radlett	60 mins.
Knebworth	26 mins.	Watford	85 mins.
Harpenden	27 mins.	Borehamwood	87 mins.
Stevenage	34 mins.	Uxbridge	122 mins.
St Albans	38 mins.	Heathrow Airport	138 mins.

Rail

- 2.8 Welwyn Garden City railway station is located 550m, 7 mins. walk time, west of 29 Broadwater Road and is managed and served by Great Northern and is served by London Kings Cross - Cambridge semi-fast services as well as local services on the line to London Moorgate.
- 2.9 Typically, during off-peak hours, Monday – Saturday, there is a half hourly, or 2 tph, semi fast service to / from London Kings Cross originating / terminating at either Cambridge or Cambridge North. Local services from London Moorgate to Welwyn Garden City, generally stopping at all stations, operate on a 15-min frequency, or 4 tph, during Monday – Saturday off-peak periods. There are additional services during weekday peak periods and a slightly reduced frequency of service on Sundays.
- 2.10 Table 2.4 provides a summary of journey times to key destinations by rail from Welwyn Garden City.

Table 2.3 Summary of Journey Times to Key Destinations - Rail

Destination	Journey Time	Destination	Journey Time
Potters Bar	10 mins.	London Kings Cross	28 mins.
Stevenage	12 mins.	Royston	36 mins.
Finsbury Park	21 mins.	London Moorgate	49 mins.
Letchworth GC	24 mins.	Cambridge	55 mins.

Taxis

- 2.11 The nearest Taxi Rank is located on Fretherne Road outside the main entrance to the Howard Centre, located some 700m, 9 mins. walk time from 29 Broadwater Road.

Surrounding Highway Network

- 2.12 The A1000 Broadwater Road is a key north-south axis route to the east of Welwyn Garden City connecting with the A1(M) at Junc. 6 to the north and with Hatfield, Potters Bar, Barnet and North London to the south.
- 2.13 In the vicinity of the site, the A1000 Broadwater Road is a single carriageway two-way road of c. 7.3m in width with wide footways provided on both sides of the carriageway. Broadwater Road is subject to a 30mph speed limit and is provided with street lighting. It is a bus route with bus stop facilities provided by way of dedicated cages on the carriageway.
- 2.14 420 metres north of the site, the A1000 Bridgewater Road forms a traffic signal controlled crossroads with the B195 Bridge Road and the A1000 Bessemer Road. The B195 Bridge Road extends eastwards towards Cole Green and Hertford.

- 2.15 590 metres south of the site, the A1000 Bridgewater Road forms a roundabout junction with the A6129 which continues south-westwards towards the A1(M) at Junc. 4.
- 2.16 On both sides of the A1000 Broadwater Road and around junctions with adjoining roads and accesses to frontage development, single yellow lane parking restrictions are in place. These parking restrictions are enforced between 8am and 6pm, Monday to Saturday. In addition, there are loading restrictions enforced between the hours of 8am-9am and 5pm-6pm, Monday to Friday.

3. Proposed Change of Use & Access Strategy

- 3.1 The proposed change of use at 29 Broadwater Road seeks to convert 6,508m² of Use Class B1 office accommodation to 72 x residential units (47 x 1-bed & 25 x 2-bed) under Use Class C3.

Movement & Access

- 3.2 The principal pedestrian access to the proposed residential apartments will be through the existing ground floor entrance lobby off a wide pedestrian footpath that leads directly onto the exiting footway on the eastern side of Broadwater Road.
- 3.3 Vehicular access to 29 Broadwater Road remains unchanged from the existing give-way controlled priority junction onto the A1000 Broadwater Road, located 420m south of the traffic signals junction with the B195 Bridge Road East and 590m north of the roundabout junction with A6129.
- 3.4 29 Broadwater Road is provided with 161 off-street parking spaces, including 2 disabled, served off the existing give-way controlled priority junction access onto Broadwater Road.
- 3.5 The Welwyn Hatfield SPD (2004) Parking Standards, now applied as guidelines rather than maximum standards, suggests the provision of 0.75 parking spaces per 1-bed unit and 1.00 parking space per dwelling for 2-bed units. Based on the mix of dwelling size proposed within the change of use, this would equate to a guideline parking figure of 60 parking spaces.
- 3.6 Clearly the level of parking provision currently provided at 29 Broadwater Road more than exceeds this guideline figure. In conjunction with this proposed change of use application it is proposed to allocate 1.00 space per unit, i.e. 72 spaces within the existing car parking.
- 3.7 The remaining parking stock will be retained for visitor use and to accommodate taxi pick up / set down, as per existing arrangements.
- 3.8 In addition, designated secure, covered bicycle storage areas are to be provided within the car park area, close to the main pedestrian entrance of the building. A total of 72 bicycle parking spaces will be provided in accordance with the Welwyn Hatfield SPD (2004) parking standard requirement for 1 long-term space to be provided per dwelling unit.

Servicing & Deliveries

- 3.9 In terms of deliveries, all service vehicles and couriers can enter and exit the site via the main vehicular access off Broadwater Road, as per existing arrangements. A pick up / set down area will be retained within the existing car park for refuse vehicles and deliveries coupled with appropriate turning space to ensure that they enter and exit the site in a forward gear.
- 3.10 Refuse collection bin stores will be located at ground floor level in key locations in proximity to the main pedestrian entrance of the building and within required collection distance for waste management operatives.

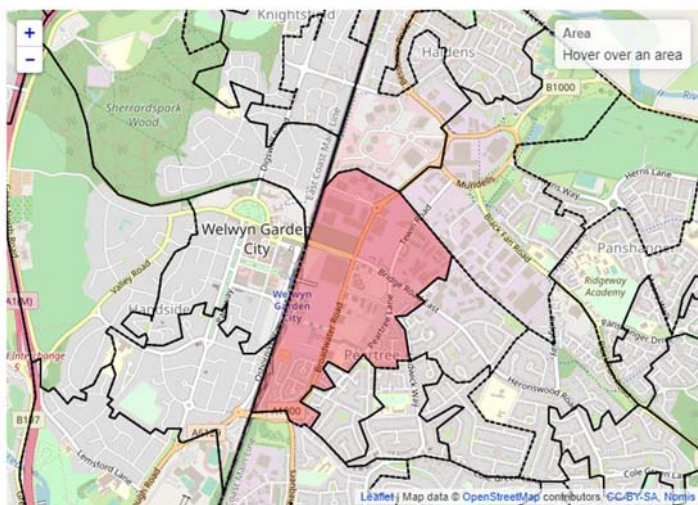
4. Person Trip Generation & Impact on Surrounding Transport Networks

Person Trip Generation

- 4.1 It is generally regarded as appropriate to make a comparison between the person trips generated by existing uses and proposed uses in order to establish the net effect on the operation of the surrounding highway and transport networks. The following paragraphs consider this matter in more detail.

Existing Permitted Uses

- 4.2 As identified within Section 3, 29 Broadwater Road, the subject of this proposed change of use, comprises 6,508m² GFA of Use Class B1 offices that have the potential to generate person trip movements throughout the day, particularly weekdays.
- 4.3 The person trip generation of the existing Use Class B1 offices at 29 Broadwater Road has been assessed based upon TRICS sites within the SE England. Appendix 1 provides a copy of the TRICS output which shows that over a typical weekday daily basis the existing uses have the potential to generate a total of 17.877 person trips per 100m² of floor area. The TRICS output shows that during the weekday AM and PM peak hourly periods the existing uses have the potential to generate between 2.405 person trips per 100m² (AM peak) and 2.052 person trips per 100m² (PM peak).
- 4.4 Based on the existing floor area, this equates to some 1,163 total person trips over a typical weekday daily period, 157 total person trips during the AM peak hourly period and 134 total person trips during the PM peak hourly period.
- 4.5 To determine the modal split of person trips to the existing uses on the site, travel to work statistics have been derived from the 2011 Census Method of Travel to Work for Lower Layer Super Output Area 'Welwyn Hatfield 007A' (see below), within which 29 Broadwater Road is located.



- 4.6 Appendix 2 provides a copy of the 2011 Census output and, on this basis, Table 4.1 provides a summary of estimated person trips by mode of travel associated with the existing uses on the site.

Table 4.1 Daily Person Trips by Mode of Travel – Existing Permitted Uses

Mode of Travel	Percentage	No. Trips		
		Daily	AM Peak	PM Peak
Public Transport	14.9%	173	23	20
Car Driver	53.7%	625	84	72
Car Passenger	4.1%	48	7	5
Motorcycle	1.3%	15	2	2
Cycle	5.4%	63	9	7
Foot	19.2%	223	30	26
Other (inc. Taxi)	1.4%	16	2	2
TOTALS	100.0%	1,163	157	134

Proposed Uses

- 4.7 As outlined in Section 3, the proposed change of use at 29 Broadwater Road seeks to convert the existing 6,508m² of office accommodation to 72 x residential units (47 x 1-bed & 25 x 2-bed) under Use Class C3. As with the existing uses, the proposed residential uses will generate person trip movements throughout the day, particularly weekdays.
- 4.8 The person trip generation of the proposed Use Class C3 residential uses has also been assessed based upon TRICS sites within SE England. Appendix 3 provides a copy of the TRICS output which shows that over a weekday daily basis the proposed uses have the potential to generate a total of 6.825 person trips per dwelling unit. The TRICS output also shows that during the weekday AM and PM peak hourly periods the proposed uses have the potential to generate between 0.569 person trips per dwelling unit (AM peak) and 0.833 person trips per dwelling unit (PM peak).
- 4.9 Based on the proposed number of residential apartments, this equates to some 491 person trips over a typical weekday daily period, 41 person trips during the weekday AM peak hourly period and 60 person trips during the weekday PM peak period.
- 4.10 Using the 2011 Census Method of Travel to Work for Lower Layer Super Output Area 'Welwyn Hatfield 007A' data, Table 4.2 provides a summary of estimated person trips by mode of travel associated with the proposed residential uses.

Table 4.2 Daily Person Trips by Mode of Travel – Proposed Uses

Mode of Travel	Percentage	No. Trips		
		Daily	AM Peak	PM Peak
Public Transport	14.9%	73	6	9
Car Driver	53.7%	264	22	32
Car Passenger	4.1%	20	2	2
Motorcycle	1.3%	6	1	1
Cycle	5.4%	27	2	3
Foot	19.2%	94	8	12
Other (inc. Taxi)	1.4%	7	-	1
TOTALS	100.0%	491	41	60

Impact of Net Changes in Person Trip Generation

- 4.11 By making a comparison between Tables 4.1 and 4.2 it can therefore be seen that the proposed change of use could result in a significant decrease of around 672 person trips per day over a typical weekday. Likewise, it can also be seen that the proposed change of use is likely to result in a decrease of around 116 person trips in the weekday AM peak hour and 74 person trips in the weekday PM peak hour.
- 4.12 On this basis it is considered that the proposed change of use at 29 Broadwater Road will have a positive impact in terms of the operation of the surrounding highway and transport networks and any residual effects as a consequence of the proposals will be negligible.
- 4.13 With regard to person trip movements by foot, both as primary and secondary modes of travel, it is evident that the majority of highway links in the vicinity of 29 Broadwater Road are provided with wide footways that are constructed to a good standard. In addition, there are good off-street footpaths and walking routes that provide direct links to the surrounding area and controlled crossing facilities at key locations where high volumes of pedestrian and vehicular traffic converge.
- 4.14 With regard to cycle trips, it is also evident that on-site parking facilities for these uses are more than sufficient to cater for the predicted demand. Furthermore, there is an extensive network of cycle-friendly routes in the vicinity of the site that serve a wide catchment area.
- 4.15 In terms of the overall capacity of the public transport network in the vicinity of 29 Broadwater Road, the proposed uses have the potential to reduce the number of person trips using these modes.

- 4.16 In terms of car-borne trips and taking into account the dispersal of traffic movements to the various highway links on approach to 29 Broadwater Road, it is evident that the proposed uses would have no noticeable impact in terms of traffic generation or parking demand on the operation of the surrounding highway network.

5. Summary & Conclusions

- 5.1 This Transport Statement (TS) has been prepared on behalf of Hightown Housing Association Limited to consider the highways and transport implications related to the proposed change of use from Use Class B1 office to Use Class C3 residential at 29 Broadwater Road, Welwyn Garden City AL7 3BQ under the prior notification (2013-2014 amendments) to the 'General Permitted Development Order'.
- 5.2 A summary of the findings within the TS are provided below:
- In terms of accessibility by a choice of means of travel, 29 Broadwater Road has good accessibility with seven regular bus routes serving both Broadwater Road and Bridge Road along with frequent rail services operating from Welwyn Garden City station, that serve a wide potential catchment area. There are also taxi rank facilities at the Howard Centre;
 - The existing permitted uses at 29 Broadwater Road provide more than adequate off-street car parking provision to ensure that the future residential uses, upon occupation, can be provided with one space per unit. Future residents will also have the use of disabled and visitor car parking spaces as well as secure, covered cycle parking spaces;
 - Future servicing and deliveries to 29 Broadwater Road would be made on-site, both of which are within permitted carry distances of the building, with vehicles being able to enter and exit the site in a forward gear, as per existing arrangements,;
 - The proposed change of use will have a positive impact on the operation of the surrounding highway and transport networks. There will be a reduction in the number of person trips over a daily period and during the weekday AM and PM peak hour and any residual effects as a consequence of the proposals will be negligible.
- 5.3 In accordance with matters set out in the 2013-2014 amendments to the 'General Permitted Development Order', the change of use will not result in a material increase or a material change in the character of traffic or parking demand in the vicinity of the site. There would be no increase relating to traffic entering or leaving any trunk road, classified road or proposed highway or to traffic using any level crossing over a railway.

Appendix 1

Calculation Reference: AUDIT-740101-181201-1216

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HF	HERTFORDSHIRE 1 days
	KC	KENT 4 days

Secondary Filtering selection:

Parameter: Gross floor area
 Actual Range: 2525 to 5677 (units: sqm)
 Range Selected by User: 2000 to 10000 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 26/11/15

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Edge of Town	3

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2
Built-Up Zone	2

Secondary Filtering selection:

Use Class:

B1	6 days
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Population within 1 mile:

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

Population within 5 miles:

75,001 to 100,000	3 days
125,001 to 250,000	3 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

Travel Plan:

Yes	5 days
No	1 days

PTAL Rating:

No PTAL Present	6 days
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LIST OF SITES relevant to selection parameters

1	ES-02-A-12 VICARAGE LANE HAILSHAM	COUNCIL OFFICES	EAST SUSSEX
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	3640 sqm	
	Survey date: THURSDAY	26/11/15	Survey Type: MANUAL
2	HF-02-A-04 STATION WAY ST ALBANS	OFFICES	HERTFORDSHIRE
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	5000 sqm	
	Survey date: THURSDAY	02/10/14	Survey Type: MANUAL
3	KC-02-A-06 FOREST ROAD TUNBRIDGE WELLS CAMDEN PARK	LAND REGISTRY	KENT
	Edge of Town Residential Zone		
	Total Gross floor area:	5677 sqm	
	Survey date: TUESDAY	01/12/09	Survey Type: MANUAL
4	KC-02-A-07 KAVELIN WAY ASHFORD HENWOOD IND. ESTATE	KCC HIGHWAYS REG.	KENT
	Edge of Town Commercial Zone		
	Total Gross floor area:	2525 sqm	
	Survey date: MONDAY	05/12/11	Survey Type: MANUAL
5	KC-02-A-08 ST MICHAEL'S CLOSE AYLESFORD CLAY WOOD	KCC HIGHWAYS REG. OFFICE	KENT
	Edge of Town Industrial Zone		
	Total Gross floor area:	3168 sqm	
	Survey date: MONDAY	28/11/11	Survey Type: MANUAL
6	KC-02-A-10 SANDLING ROAD MAIDSTONE	COUNCIL OFFICES	KENT
	Edge of Town Centre Built-Up Zone		
	Total Gross floor area:	2900 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3818	0.869	6	3818	0.100	6	3818	0.969
08:00 - 09:00	6	3818	1.685	6	3818	0.118	6	3818	1.803
09:00 - 10:00	6	3818	1.013	6	3818	0.201	6	3818	1.214
10:00 - 11:00	6	3818	0.306	6	3818	0.253	6	3818	0.559
11:00 - 12:00	6	3818	0.231	6	3818	0.192	6	3818	0.423
12:00 - 13:00	6	3818	0.279	6	3818	0.454	6	3818	0.733
13:00 - 14:00	6	3818	0.450	6	3818	0.314	6	3818	0.764
14:00 - 15:00	6	3818	0.162	6	3818	0.319	6	3818	0.481
15:00 - 16:00	6	3818	0.192	6	3818	0.589	6	3818	0.781
16:00 - 17:00	6	3818	0.131	6	3818	1.157	6	3818	1.288
17:00 - 18:00	6	3818	0.044	6	3818	1.440	6	3818	1.484
18:00 - 19:00	6	3818	0.022	6	3818	0.493	6	3818	0.515
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.384			5.630			11.014

Parameter summary

Trip rate parameter range selected:	2525 - 5677 (units: sqm)
Survey date date range:	01/01/08 - 26/11/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3818	0.004	6	3818	0.000	6	3818	0.004
08:00 - 09:00	6	3818	0.048	6	3818	0.000	6	3818	0.048
09:00 - 10:00	6	3818	0.009	6	3818	0.000	6	3818	0.009
10:00 - 11:00	6	3818	0.000	6	3818	0.000	6	3818	0.000
11:00 - 12:00	6	3818	0.000	6	3818	0.000	6	3818	0.000
12:00 - 13:00	6	3818	0.004	6	3818	0.004	6	3818	0.008
13:00 - 14:00	6	3818	0.000	6	3818	0.000	6	3818	0.000
14:00 - 15:00	6	3818	0.000	6	3818	0.000	6	3818	0.000
15:00 - 16:00	6	3818	0.000	6	3818	0.004	6	3818	0.004
16:00 - 17:00	6	3818	0.009	6	3818	0.013	6	3818	0.022
17:00 - 18:00	6	3818	0.000	6	3818	0.039	6	3818	0.039
18:00 - 19:00	6	3818	0.004	6	3818	0.009	6	3818	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.078			0.069			0.147

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3818	0.930	6	3818	0.061	6	3818	0.991
08:00 - 09:00	6	3818	1.811	6	3818	0.074	6	3818	1.885
09:00 - 10:00	6	3818	1.052	6	3818	0.179	6	3818	1.231
10:00 - 11:00	6	3818	0.319	6	3818	0.271	6	3818	0.590
11:00 - 12:00	6	3818	0.271	6	3818	0.201	6	3818	0.472
12:00 - 13:00	6	3818	0.297	6	3818	0.511	6	3818	0.808
13:00 - 14:00	6	3818	0.519	6	3818	0.306	6	3818	0.825
14:00 - 15:00	6	3818	0.192	6	3818	0.340	6	3818	0.532
15:00 - 16:00	6	3818	0.179	6	3818	0.611	6	3818	0.790
16:00 - 17:00	6	3818	0.127	6	3818	1.283	6	3818	1.410
17:00 - 18:00	6	3818	0.048	6	3818	1.550	6	3818	1.598
18:00 - 19:00	6	3818	0.017	6	3818	0.515	6	3818	0.532
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.762			5.902			11.664

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3818	0.083	6	3818	0.004	6	3818	0.087
08:00 - 09:00	6	3818	0.258	6	3818	0.013	6	3818	0.271
09:00 - 10:00	6	3818	0.196	6	3818	0.039	6	3818	0.235
10:00 - 11:00	6	3818	0.035	6	3818	0.070	6	3818	0.105
11:00 - 12:00	6	3818	0.109	6	3818	0.170	6	3818	0.279
12:00 - 13:00	6	3818	0.598	6	3818	1.043	6	3818	1.641
13:00 - 14:00	6	3818	0.842	6	3818	0.633	6	3818	1.475
14:00 - 15:00	6	3818	0.380	6	3818	0.144	6	3818	0.524
15:00 - 16:00	6	3818	0.035	6	3818	0.070	6	3818	0.105
16:00 - 17:00	6	3818	0.017	6	3818	0.144	6	3818	0.161
17:00 - 18:00	6	3818	0.013	6	3818	0.231	6	3818	0.244
18:00 - 19:00	6	3818	0.017	6	3818	0.048	6	3818	0.065
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.583			2.609			5.192

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3818	0.057	6	3818	0.013	6	3818	0.070
08:00 - 09:00	6	3818	0.166	6	3818	0.035	6	3818	0.201
09:00 - 10:00	6	3818	0.109	6	3818	0.013	6	3818	0.122
10:00 - 11:00	6	3818	0.000	6	3818	0.004	6	3818	0.004
11:00 - 12:00	6	3818	0.026	6	3818	0.009	6	3818	0.035
12:00 - 13:00	6	3818	0.004	6	3818	0.035	6	3818	0.039
13:00 - 14:00	6	3818	0.004	6	3818	0.000	6	3818	0.004
14:00 - 15:00	6	3818	0.022	6	3818	0.017	6	3818	0.039
15:00 - 16:00	6	3818	0.009	6	3818	0.039	6	3818	0.048
16:00 - 17:00	6	3818	0.004	6	3818	0.109	6	3818	0.113
17:00 - 18:00	6	3818	0.009	6	3818	0.162	6	3818	0.171
18:00 - 19:00	6	3818	0.009	6	3818	0.013	6	3818	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.419			0.449			0.868

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3818	1.074	6	3818	0.079	6	3818	1.153
08:00 - 09:00	6	3818	2.283	6	3818	0.122	6	3818	2.405
09:00 - 10:00	6	3818	1.366	6	3818	0.231	6	3818	1.597
10:00 - 11:00	6	3818	0.354	6	3818	0.345	6	3818	0.699
11:00 - 12:00	6	3818	0.406	6	3818	0.380	6	3818	0.786
12:00 - 13:00	6	3818	0.904	6	3818	1.593	6	3818	2.497
13:00 - 14:00	6	3818	1.366	6	3818	0.938	6	3818	2.304
14:00 - 15:00	6	3818	0.594	6	3818	0.502	6	3818	1.096
15:00 - 16:00	6	3818	0.223	6	3818	0.725	6	3818	0.948
16:00 - 17:00	6	3818	0.157	6	3818	1.550	6	3818	1.707
17:00 - 18:00	6	3818	0.070	6	3818	1.982	6	3818	2.052
18:00 - 19:00	6	3818	0.048	6	3818	0.585	6	3818	0.633
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.845			9.032			17.877

Appendix 2

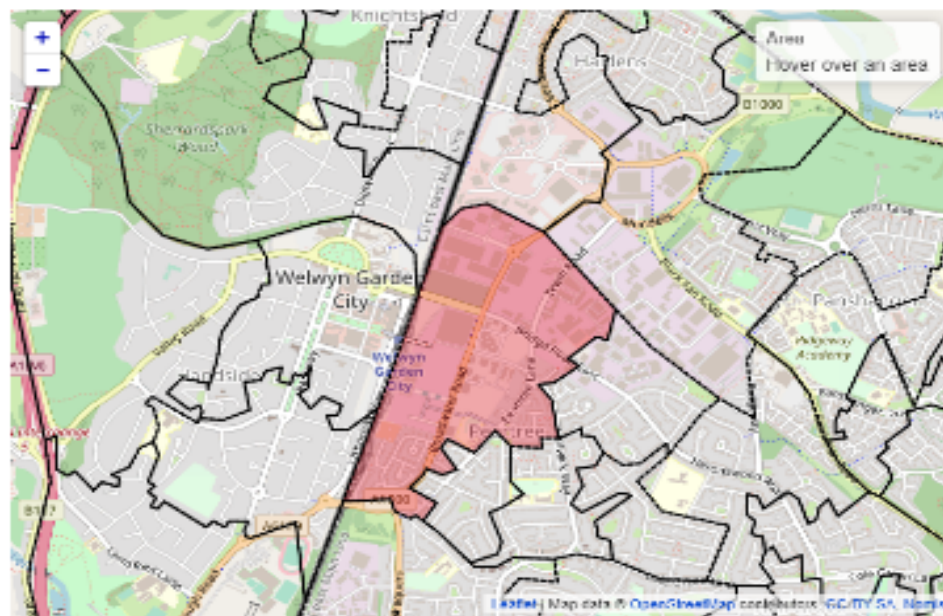
QS701EW - Method of travel to work

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population All usual residents aged 16 to 74
 units Persons
 area type 2011 super output areas - lower layer
 area name E01023954 : Welwyn Hatfield 007A
 rural urban Total

Method of Travel to Work	2011	
All categories: Method of travel to work	1,264	
Work mainly at or from home	30	
Underground, metro, light rail	14	1.8%
Train	65	8.5%
Bus, minibus or coach	35	4.6%
Taxi	7	0.9%
Motorcycle, scooter or moped	10	1.3%
Driving a car or van	409	53.7%
Passenger in a car or van	31	4.1%
Bicycle	41	5.4%
On foot	146	19.2%
Other method of travel to work	3	0.4%
Not in employment	473	
	761	100.0%

Selection of areas



Appendix 3

Calculation Reference: AUDIT-740101-181130-1123

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	2 days
	HC HAMPSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	OX OXFORDSHIRE	1 days
	SC SURREY	2 days

Secondary Filtering selection:

Parameter: Number of dwellings
 Actual Range: 6 to 140 (units:)
 Range Selected by User: 6 to 140 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 05/06/18

Selected survey days:

Monday	1 days
Tuesday	3 days
Wednesday	3 days
Thursday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	5
Built-Up Zone	2
No Sub Category	1

Secondary Filtering selection:

Use Class:

C3	8 days
----	--------

Population within 1 mile:

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	6 days

Travel Plan:

Yes	1 days
No	7 days

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total Number of dwellings: <i>Survey date: TUESDAY</i>	FLATS 6 <i>22/10/13</i>	ESSEX <i>Survey Type: MANUAL</i>
2	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF Edge of Town Centre Residential Zone Total Number of dwellings: <i>Survey date: TUESDAY</i>	BLOCK OF FLATS 94 <i>22/10/13</i>	ESSEX <i>Survey Type: MANUAL</i>
3	HC-03-C-01 CROSS STREET PORTSMOUTH Edge of Town Centre Built-Up Zone Total Number of dwellings: <i>Survey date: TUESDAY</i>	BLOCKS OF FLATS 90 <i>05/06/18</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
4	HC-03-C-02 WORTING ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: THURSDAY</i>	FLATS 16 <i>21/10/10</i>	HAMPSHIRE <i>Survey Type: MANUAL</i>
5	HF-03-C-02 BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	FLATS 86 <i>16/07/08</i>	HERTFORDSHIRE <i>Survey Type: MANUAL</i>
6	OX-03-C-01 OXFORD ROAD OXFORD COWLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	BLOCK OF FLATS 14 <i>20/10/10</i>	OXFORDSHIRE <i>Survey Type: MANUAL</i>
7	SC-03-C-01 HEATHCOTE ROAD CAMBERLEY Edge of Town Centre Residential Zone Total Number of dwellings: <i>Survey date: MONDAY</i>	FLATS 140 <i>21/07/08</i>	SURREY <i>Survey Type: MANUAL</i>
8	SC-03-C-02 CONSTITUTION HILL WOKING Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: <i>Survey date: WEDNESDAY</i>	FLATS 36 <i>23/07/08</i>	SURREY <i>Survey Type: MANUAL</i>

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.031	8	60	0.145	8	60	0.176
08:00 - 09:00	8	60	0.064	8	60	0.214	8	60	0.278
09:00 - 10:00	8	60	0.060	8	60	0.114	8	60	0.174
10:00 - 11:00	8	60	0.091	8	60	0.093	8	60	0.184
11:00 - 12:00	8	60	0.083	8	60	0.089	8	60	0.172
12:00 - 13:00	8	60	0.116	8	60	0.122	8	60	0.238
13:00 - 14:00	8	60	0.106	8	60	0.104	8	60	0.210
14:00 - 15:00	8	60	0.087	8	60	0.083	8	60	0.170
15:00 - 16:00	8	60	0.100	8	60	0.071	8	60	0.171
16:00 - 17:00	8	60	0.124	8	60	0.093	8	60	0.217
17:00 - 18:00	8	60	0.176	8	60	0.083	8	60	0.259
18:00 - 19:00	8	60	0.166	8	60	0.085	8	60	0.251
19:00 - 20:00	2	15	0.333	2	15	0.200	2	15	0.533
20:00 - 21:00	2	15	0.100	2	15	0.033	2	15	0.133
21:00 - 22:00	2	15	0.133	2	15	0.100	2	15	0.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.770			1.629			3.399

Parameter summary

Trip rate parameter range selected:	6 - 140 (units:)
Survey date date range:	01/01/08 - 05/06/18
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.002	8	60	0.010	8	60	0.012
08:00 - 09:00	8	60	0.000	8	60	0.002	8	60	0.002
09:00 - 10:00	8	60	0.000	8	60	0.002	8	60	0.002
10:00 - 11:00	8	60	0.002	8	60	0.006	8	60	0.008
11:00 - 12:00	8	60	0.008	8	60	0.006	8	60	0.014
12:00 - 13:00	8	60	0.008	8	60	0.008	8	60	0.016
13:00 - 14:00	8	60	0.008	8	60	0.008	8	60	0.016
14:00 - 15:00	8	60	0.008	8	60	0.010	8	60	0.018
15:00 - 16:00	8	60	0.000	8	60	0.000	8	60	0.000
16:00 - 17:00	8	60	0.006	8	60	0.008	8	60	0.014
17:00 - 18:00	8	60	0.006	8	60	0.004	8	60	0.010
18:00 - 19:00	8	60	0.004	8	60	0.000	8	60	0.004
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.064			0.116

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.050	8	60	0.172	8	60	0.222
08:00 - 09:00	8	60	0.091	8	60	0.251	8	60	0.342
09:00 - 10:00	8	60	0.073	8	60	0.158	8	60	0.231
10:00 - 11:00	8	60	0.122	8	60	0.129	8	60	0.251
11:00 - 12:00	8	60	0.091	8	60	0.118	8	60	0.209
12:00 - 13:00	8	60	0.151	8	60	0.151	8	60	0.302
13:00 - 14:00	8	60	0.135	8	60	0.120	8	60	0.255
14:00 - 15:00	8	60	0.100	8	60	0.110	8	60	0.210
15:00 - 16:00	8	60	0.154	8	60	0.093	8	60	0.247
16:00 - 17:00	8	60	0.168	8	60	0.137	8	60	0.305
17:00 - 18:00	8	60	0.224	8	60	0.116	8	60	0.340
18:00 - 19:00	8	60	0.210	8	60	0.112	8	60	0.322
19:00 - 20:00	2	15	0.267	2	15	0.467	2	15	0.734
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.170			2.334			4.504

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.033	8	60	0.124	8	60	0.157
08:00 - 09:00	8	60	0.023	8	60	0.104	8	60	0.127
09:00 - 10:00	8	60	0.033	8	60	0.062	8	60	0.095
10:00 - 11:00	8	60	0.050	8	60	0.066	8	60	0.116
11:00 - 12:00	8	60	0.039	8	60	0.060	8	60	0.099
12:00 - 13:00	8	60	0.073	8	60	0.075	8	60	0.148
13:00 - 14:00	8	60	0.062	8	60	0.039	8	60	0.101
14:00 - 15:00	8	60	0.041	8	60	0.054	8	60	0.095
15:00 - 16:00	8	60	0.079	8	60	0.035	8	60	0.114
16:00 - 17:00	8	60	0.073	8	60	0.073	8	60	0.146
17:00 - 18:00	8	60	0.127	8	60	0.104	8	60	0.231
18:00 - 19:00	8	60	0.112	8	60	0.079	8	60	0.191
19:00 - 20:00	2	15	0.033	2	15	0.067	2	15	0.100
20:00 - 21:00	2	15	0.067	2	15	0.100	2	15	0.167
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.845			1.042			1.887

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.004	8	60	0.046	8	60	0.050
08:00 - 09:00	8	60	0.019	8	60	0.079	8	60	0.098
09:00 - 10:00	8	60	0.002	8	60	0.015	8	60	0.017
10:00 - 11:00	8	60	0.002	8	60	0.006	8	60	0.008
11:00 - 12:00	8	60	0.000	8	60	0.004	8	60	0.004
12:00 - 13:00	8	60	0.010	8	60	0.012	8	60	0.022
13:00 - 14:00	8	60	0.000	8	60	0.017	8	60	0.017
14:00 - 15:00	8	60	0.000	8	60	0.000	8	60	0.000
15:00 - 16:00	8	60	0.006	8	60	0.006	8	60	0.012
16:00 - 17:00	8	60	0.002	8	60	0.004	8	60	0.006
17:00 - 18:00	8	60	0.019	8	60	0.000	8	60	0.019
18:00 - 19:00	8	60	0.054	8	60	0.006	8	60	0.060
19:00 - 20:00	2	15	0.000	2	15	0.000	2	15	0.000
20:00 - 21:00	2	15	0.000	2	15	0.000	2	15	0.000
21:00 - 22:00	2	15	0.000	2	15	0.000	2	15	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.118			0.195			0.313

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	60	0.089	8	60	0.353	8	60	0.442
08:00 - 09:00	8	60	0.133	8	60	0.436	8	60	0.569
09:00 - 10:00	8	60	0.108	8	60	0.237	8	60	0.345
10:00 - 11:00	8	60	0.176	8	60	0.207	8	60	0.383
11:00 - 12:00	8	60	0.139	8	60	0.189	8	60	0.328
12:00 - 13:00	8	60	0.243	8	60	0.247	8	60	0.490
13:00 - 14:00	8	60	0.205	8	60	0.185	8	60	0.390
14:00 - 15:00	8	60	0.149	8	60	0.174	8	60	0.323
15:00 - 16:00	8	60	0.239	8	60	0.135	8	60	0.374
16:00 - 17:00	8	60	0.249	8	60	0.222	8	60	0.471
17:00 - 18:00	8	60	0.376	8	60	0.224	8	60	0.600
18:00 - 19:00	8	60	0.380	8	60	0.197	8	60	0.577
19:00 - 20:00	2	15	0.300	2	15	0.533	2	15	0.833
20:00 - 21:00	2	15	0.133	2	15	0.200	2	15	0.333
21:00 - 22:00	2	15	0.267	2	15	0.100	2	15	0.367
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.186			3.639			6.825