BITS Trading Ltd., trading as Arkstone Developments

carl TONKS consulting

Denmark Road, Gloucester.

Technical Note 1:

Parking and Access.

1. INTRODUCTION

1.1 **cTc** is commissioned by BITS Trading Ltd., trading as Arkstone Developments, to advise on matters related to parking and access associated with a proposal for residential development on land at Denmark Road, Gloucester.

1.2 At the request of the Local Authority an on-street parking survey has been undertaken; this is appended herein. However, through an assessment of forecast trip generation and parking accumulation calculations, this report will demonstrate that the proposals will not impact on-street parking. Furthermore, swept path analyses will confirm that the site access junction and internal parking arrangements can be safely and conveniently accessed.

2. SITE LOCATION AND PLANNING HISTORY

2.1 The site is located at 63-65 Denmark Road, Gloucester, at the corner of Oxford Road, approximately 0.9 miles (1.5 km) northeast of the centre of Gloucester.

2.2 Denmark Road is a residential street which is aligned broadly southeast to northwest at the site frontage. A site location plan is provided as Figure 2.1

2.3 The buildings on the site were most recently utilised as a 28-bed house of multiple occupation (HMO), with 4 on-site parking spaces, until they became vacant prior to the Applicant's acquisition of the site in July 2021. The buildings currently lay in a state of disrepair, but the HMO use represents the "fallback" position of the site should it return to occupation. It is understood that prior to the use as an HMO the site was occupied by two semidetached residential units.

3. PROPOSED DEVELOPMENT, TRIP GENERATION AND PARKING ACCUMULATION

3.1 The proposals comprise the conversion of the now dilapidated HMO to 10 residential apartment units accessed from Denmark Road. Five on-site parking spaces will be provided, an increase from the 4 spaces provided under the existing fallback use.

3.2 The industry standard TRICS database has been interrogated to forecast multi modal trip generation figures for the proposed residential development. These are shown in *Table 3.1*, below, with the full TRICS report presented at Appendix A.

Table 3.1, Summary of Multi-Modal Residential Trip Generation Forecast Using TRICS.

Mode	Trip Rate per Dwelling				Scale (dwellings)	Trips			
	AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour	
	Arr	Dep	Arr	Dep		Arr	Dep	Arr	Dep
Pedestrian	0.037	0.147	0.130	0.084	10	0	1	1	1
Cyclist	0.003	0.013	0.007	0.005		0	0	0	0
Public Transport	0.004	0.128	0.086	0.011		0	1	1	0
OGV	0.003	0.001	0.000	0.001		0	0	0	0
Vehicle Occupants	0.091	0.322	0.271	0.142		1	3	3	1
Vehicles*	0.076	0.214	0.202	0.110		1	2	2	1

**Represents traffic generation*

3.3 The above table demonstrates that only 3 two-way vehicle trips are forecast in each Peak Hour. This is very low, and represents a single two-way vehicle trip every 20 minutes at peak times. This notwithstanding, it must be considered in relation to the existing "fallback" use on the site for a 28-bed HMO and therefore the forecast trips for the proposals are highly unlikely to be new or additional trips on the network.

3.4 The vehicular trip rates from the aforementioned TRICS analyses have been used to calculate parking accumulation figures for the proposals. This is summarised in *Table 3.2*, which confirms that the site's maximum parking demand is not envisaged to breach the proposed on-site parking capacity of 5 spaces. The parking accumulation calculated from TRICS assess all arrivals and departures to/from the venue and hence includes visitors in addition to residents' vehicles; however, and this notwithstanding, the spare provision of the additional 2 spaces provides additional capacity should additional visitors arrive on a given day, in light of the calculation having relied on average trip rates.

3.5 The full calculation is presented at Appendix B. In order to reflect overnight demand the cumulative demand calculation has been pre-loaded to cancel all negative figures apparent from the calculation. The preloading of 4 vehicles has been calculated from car ownership Census data for the immediate vicinity of the site; the census data and calculation is presented at Appendix C.

Table 3.2; Summary of Cumulative Car Parking Demand Calculation

Time Period			Arrivals	Departures	Accumulation
Preload			-	-	4
07:00	-	08:00	0	1	3
08:00	-	09:00	1	2	2
09:00	-	10:00	1	1	1
10;00	-	11:00	1	1	1
11:00	-	12:00	1	1	1
12:00	-	13:00	1	1	1
13:00	-	14:00	1	1	1
14:00	-	15:00	1	1	1
15:00	-	16:00	1	1	1
16:00	-	17:00	1	1	2
17:00	-	18:00	2	1	3
18:00	-	19:00	2	1	3
Maximum			**2**	**2**	**4**

Any perceived error is due to rounding of fractions

3.6 It is clear from the above figures that the maximum forecast parking accumulation (4 vehicles) is exceeded by the proposed levels of on-site parking (5 spaces). Not only does this negate the practical need to meet the parking standards published in Manual for Gloucestershire Streets (MfGS), which is not possible on the site, but it also confirms that there will be no likely impact on on-street parking from the proposals.

4. PARKING SURVEY

4.1 The above notwithstanding, a parking beat survey has been commissioned at the requested of GCC Officers. This survey confirmed a maximum parking stress on Denmark Road of 69%, which equates to 8 available on-street spaces at times of peak demand. On Oxford Road the maximum parking stress was 72%, which results in 13 available spaces at peak demand. The full parking survey is presented herein as Appendix D and confirms availability of significant additional parking capacity, should the site generate higher than anticipated demand, which may occasionally occur.

4.2 Therefore, these analyses confirm that there will be no likely impact on on-street parking resultant from the proposals.

5. ACCESS

5.1 **cTc** has undertaken swept path analyses of the proposed site access, which is on Oxford Road, and the proposed parking arrangements. Figure 5.1 confirms that the site operates safely and efficiently.

6. SUMMARY AND CONCLUSION

6.1 This report has demonstrated the following:

- The proposed development will generate a low number of trips, which will likely be less than the extant HMO use on the site, thereby generating a highway benefit;

- The proposals detail 5 on-site parking spaces, which is an increase of 1 space compared to the extant use on site;

- The forecast levels of parking accumulation will be exceeded by the on-site parking provision; hence,
- No impact on the on-street parking capacity will result; nonetheless,
- a parking survey confirms existing on-street parking spare capacity; and,
- The site access and on-site parking spaces operate appropriately and safely.

6.2 It is therefore concluded that the there are no defensible reasons to refuse planning permission on highways or transportation grounds.

Client:		Arkstone Developments	
Project Name:		Denmark Road, Gloucester.	
Project Number:		2022-F-029	
Report Title:		Technical Note 1: Parking and Access.	
Created by:	Ed Pope	**Date:**	September 2022
Proofed by:	Jacqueline Ireland	**Date:**	September 2022
Approved by:	Carl Tonks carl@tonks-consulting.co.uk	**Date:**	September 2022
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FIGURES

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Key

Indicative site location

Rev	Date	Description	Drn	Chk	App
-	06.09.22	ORIGINAL ISSUE	EP	CT	CT

BITS Trading Ltd., trading as Arkstone Developments.

Denmark Road, Gloucester.

Figure 2.1
Site Location

SCALE: NTS @A3 | REV -

2022-F-029-001

carl TONKS consulting
13 - 14 Orchard Street, Bristol BS1 5EH
T - 01179 055 155 M - 07866 543939
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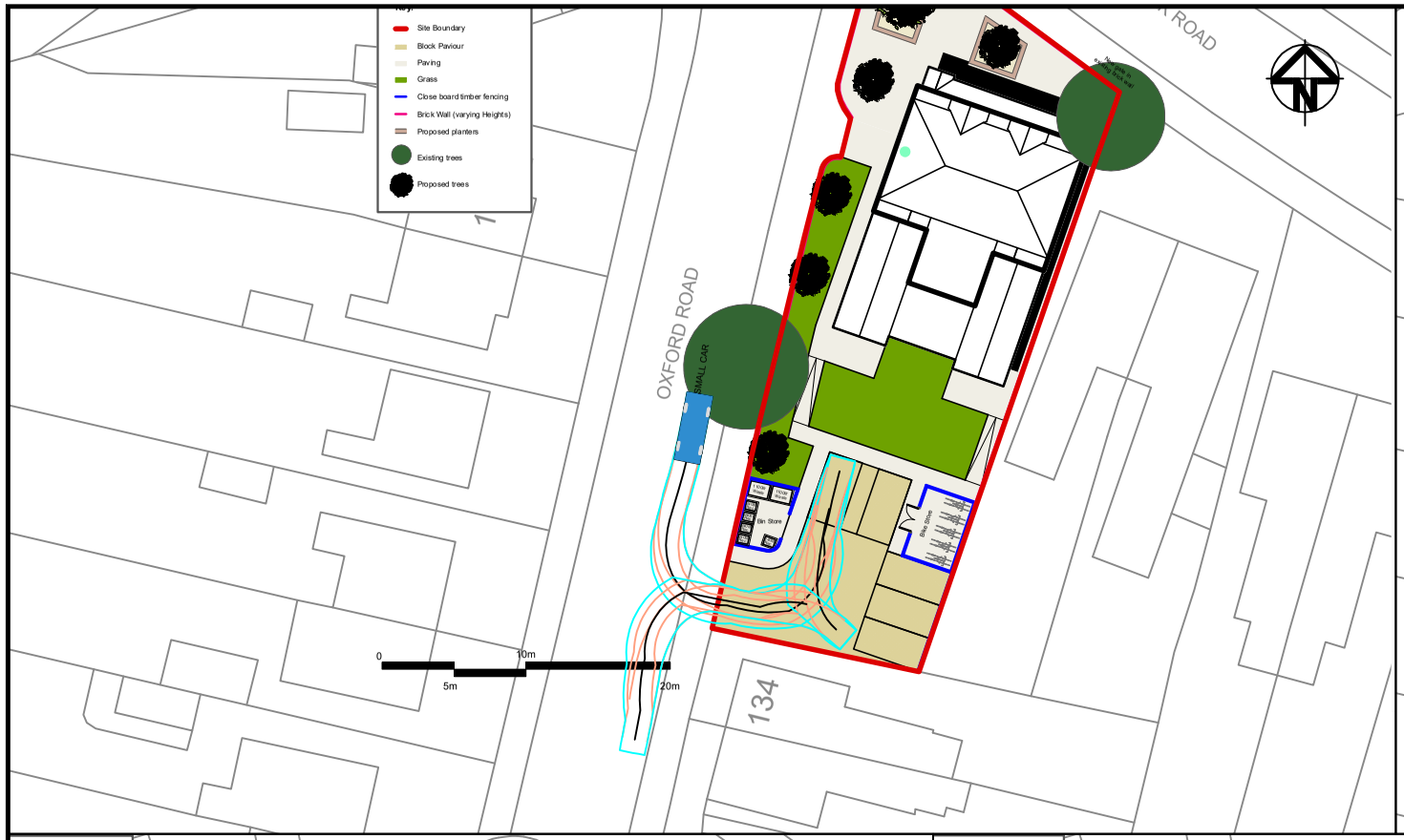

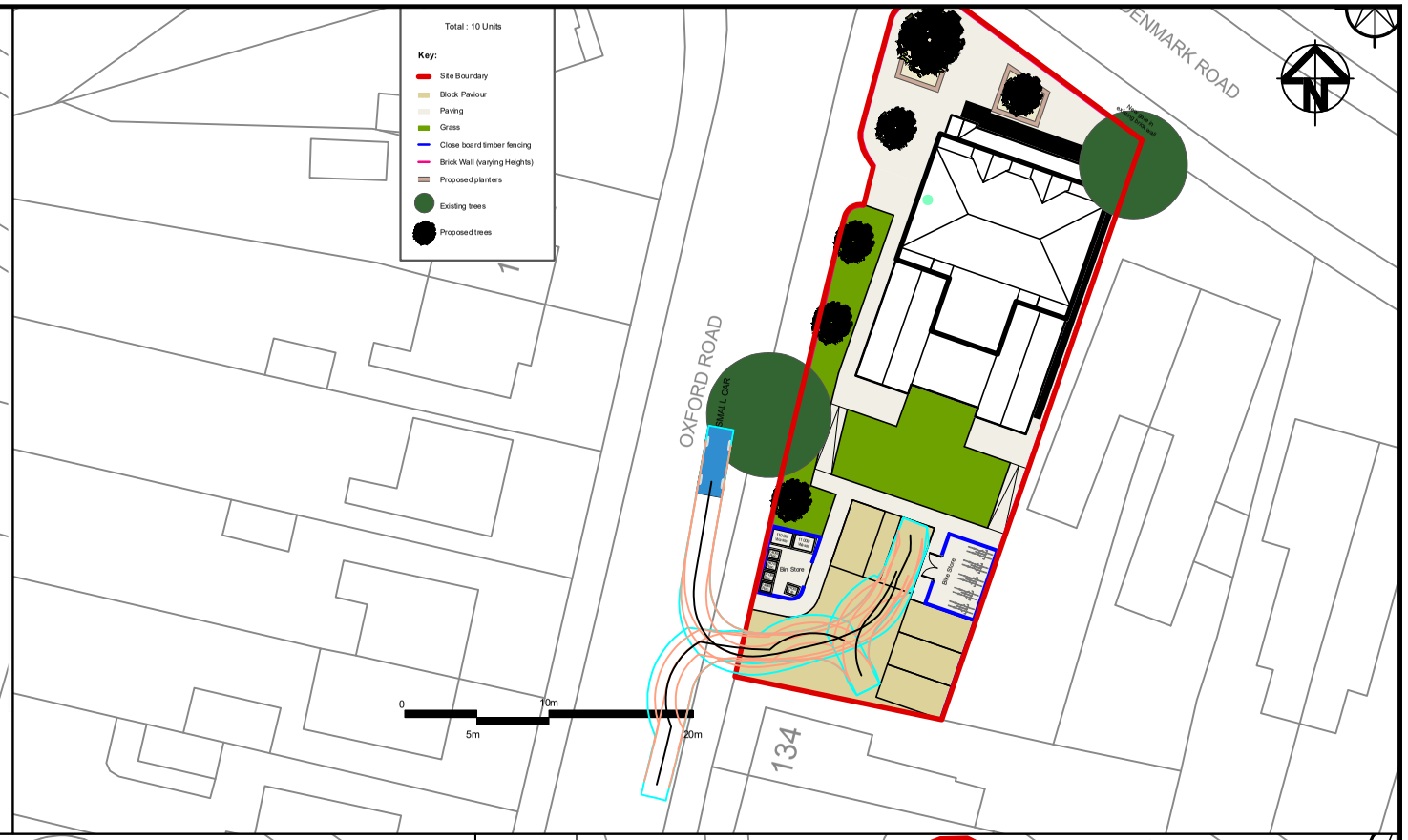

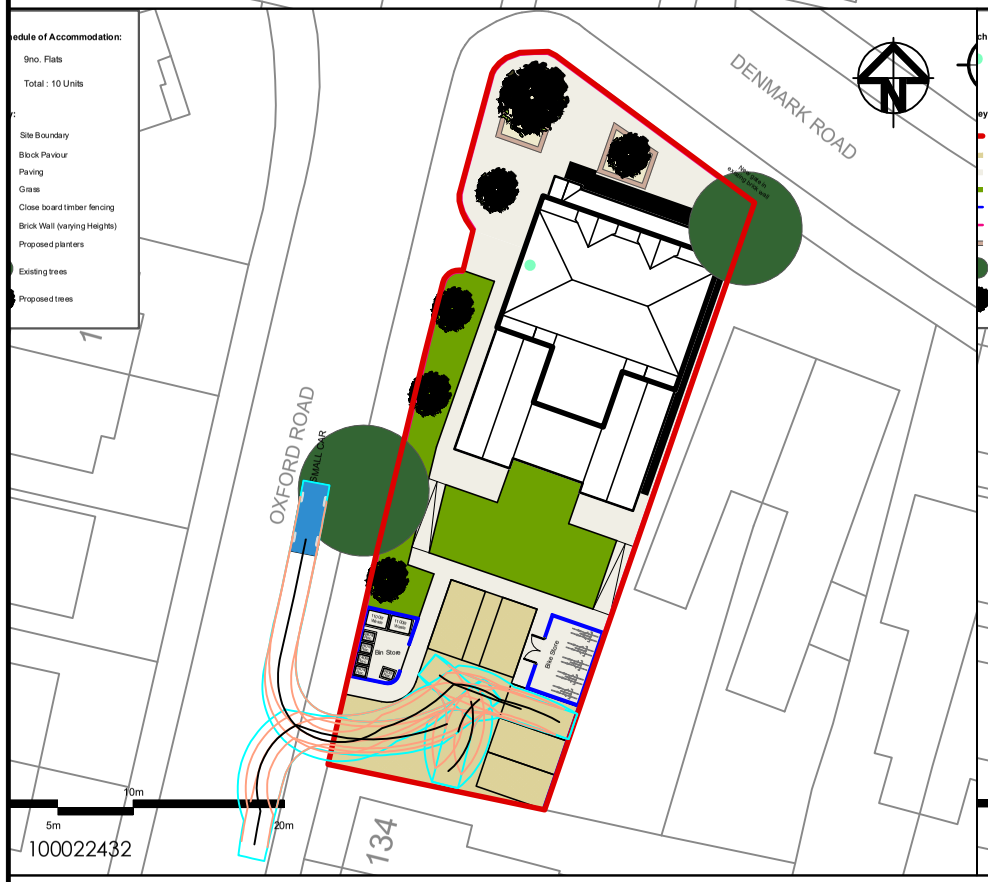

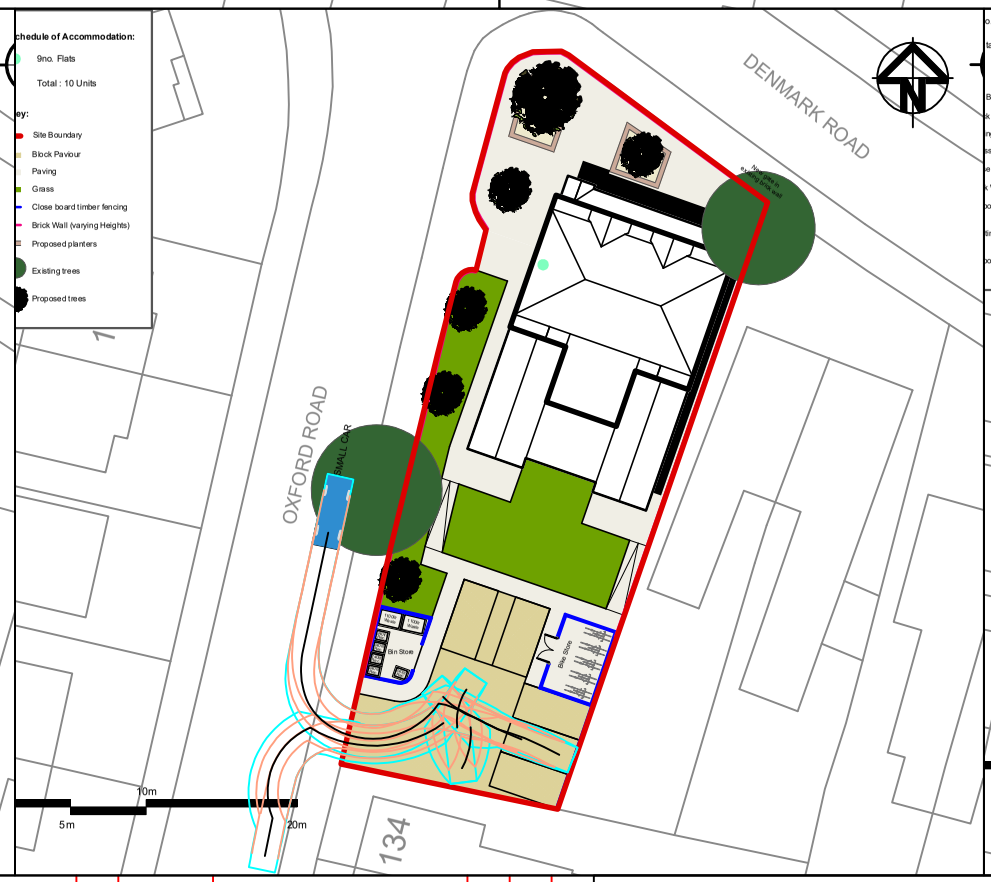

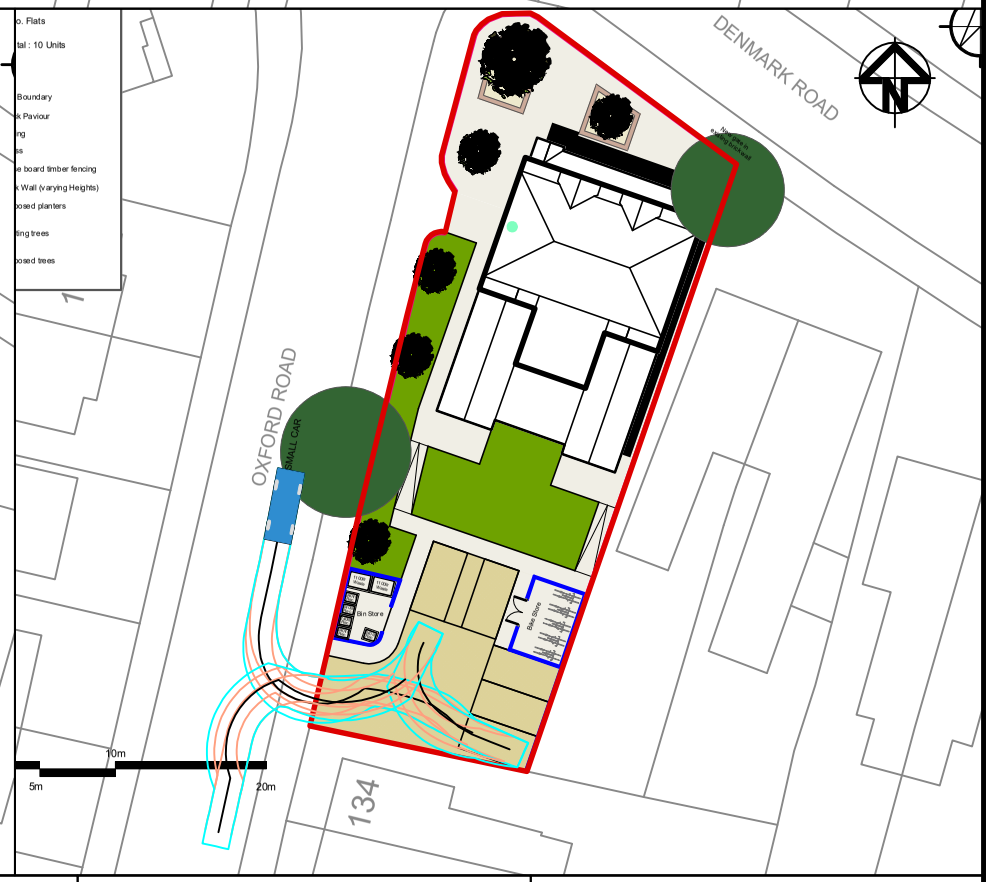

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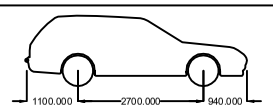

Name: SMALL CAR
Width: 1760.000
Front track: 1760.000
Back track: 1760.000
Average steering angle: 36.122°
Turn time (sec.): 4.0
Turning circle (curb to curb): 10632.610
Turning circle (wall to wall): 11700.034

Rev	Date	Description	Dm	Chk	App
-	12.09.22	ORIGINAL ISSUE	EP	CT	CT

BITS Trading Ltd.,
trading as Arkstone
Developments.

Denmark Road,
Gloucester.

Figure 5.1
Swept Path Analyses

SCALE: 1:500 @A3 | REV -

2022-F-029-002

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APPENDICES

APPENDIX A

TRICS

Calculation Reference: AUDIT-757701-220830-0811

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	3 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	CO	CONWY	1 days
11	SCOTLAND		
	SA	SOUTH AYRSHIRE	1 days
	SR	STIRLING	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: 14 to 85 (units:)
Range Selected by User: 5 to 100 (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 15/10/21

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	5 days
Tuesday	2 days
Wednesday	4 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	5

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

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	14 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	6 days
15,001 to 20,000	2 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	7 days
75,001 to 100,000	2 days
125,001 to 250,000	4 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	5 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

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

Travel Plan:

No	14 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	14 days

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

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

LIST OF SITES relevant to selection parameters

1 BD-03-C-02 BLOCKS OF FLATS BEDFORDSHIRE
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total No of Dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

2 CA-03-C-03 BLOCKS OF FLATS CAMBRIDGESHIRE
CROMWELL ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 82
Survey date: MONDAY *18/09/17* *Survey Type: MANUAL*

3 CB-03-C-03 FLATS & BUNGALOWS CUMBRIA
LOUND STREET
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 33
Survey date: MONDAY *09/06/14* *Survey Type: MANUAL*

4 CO-03-C-01 BLOCKS OF FLATS CONWY
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

5 DC-03-C-02 FLATS IN BLOCKS DORSET
PALM COURT
WEYMOUTH
SPA ROAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *28/03/14* *Survey Type: MANUAL*

6 MS-03-C-04 BLOCK OF FLATS MERSEYSIDE
HOY DRIVE
NEWTON-LE-WILLOWS
EARLESTOWN
Edge of Town Centre
Residential Zone
Total No of Dwellings: 24
Survey date: MONDAY *12/04/21* *Survey Type: MANUAL*

7 NF-03-C-01 BLOCKS OF FLATS NORFOLK
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-C-02 HALL ROAD NORWICH LAKENHAM Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: *Survey date: MONDAY*	MIXED FLATS & HOUSES	82 *18/11/19*	NORFOLK *Survey Type: MANUAL*
9	SA-03-C-01 RACECOURSE ROAD AYR Edge of Town Centre Residential Zone Total No of Dwellings: *Survey date: TUESDAY*	BLOCK OF FLATS	51 *16/09/14*	SOUTH AYRSHIRE *Survey Type: MANUAL*
10	SF-03-C-01 STATION HILL BURY ST EDMUNDS Edge of Town Centre Built-Up Zone Total No of Dwellings: *Survey date: THURSDAY*	BLOCKS OF FLATS	85 *18/12/14*	SUFFOLK *Survey Type: MANUAL*
11	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: *Survey date: WEDNESDAY*	BLOCKS OF FLATS	30 *03/12/14*	SUFFOLK *Survey Type: MANUAL*
12	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT Edge of Town Centre Development Zone Total No of Dwellings: *Survey date: WEDNESDAY*	BLOCKS OF FLATS	69 *23/06/21*	SUFFOLK *Survey Type: MANUAL*
13	SR-03-C-01 FORTHSIDE WAY STIRLING Edge of Town Centre No Sub Category Total No of Dwellings: *Survey date: WEDNESDAY*	FLATS	80 *18/06/14*	STIRLING *Survey Type: MANUAL*
14	SR-03-C-02 ROSEBERRY TERRACE STIRLING Edge of Town Centre Residential Zone Total No of Dwellings: *Survey date: WEDNESDAY*	FLATS	48 *18/06/14*	STIRLING *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.043	14	53	0.136	14	53	0.179
08:00 - 09:00	14	53	0.076	14	53	0.214	14	53	0.290
09:00 - 10:00	14	53	0.082	14	53	0.114	14	53	0.196
10:00 - 11:00	14	53	0.087	14	53	0.104	14	53	0.191
11:00 - 12:00	14	53	0.106	14	53	0.111	14	53	0.217
12:00 - 13:00	14	53	0.116	14	53	0.083	14	53	0.199
13:00 - 14:00	14	53	0.068	14	53	0.103	14	53	0.171
14:00 - 15:00	14	53	0.096	14	53	0.119	14	53	0.215
15:00 - 16:00	14	53	0.131	14	53	0.080	14	53	0.211
16:00 - 17:00	14	53	0.138	14	53	0.099	14	53	0.237
17:00 - 18:00	14	53	0.202	14	53	0.110	14	53	0.312
18:00 - 19:00	14	53	0.179	14	53	0.124	14	53	0.303
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.324			1.397			2.721

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

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

Parameter summary

Trip rate parameter range selected:	14 - 85 (units:)
Survey date date range:	01/01/14 - 15/10/21
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.003	14	53	0.003	14	53	0.006
08:00 - 09:00	14	53	0.001	14	53	0.001	14	53	0.002
09:00 - 10:00	14	53	0.003	14	53	0.001	14	53	0.004
10:00 - 11:00	14	53	0.000	14	53	0.001	14	53	0.001
11:00 - 12:00	14	53	0.007	14	53	0.007	14	53	0.014
12:00 - 13:00	14	53	0.003	14	53	0.001	14	53	0.004
13:00 - 14:00	14	53	0.005	14	53	0.007	14	53	0.012
14:00 - 15:00	14	53	0.001	14	53	0.001	14	53	0.002
15:00 - 16:00	14	53	0.005	14	53	0.005	14	53	0.010
16:00 - 17:00	14	53	0.003	14	53	0.003	14	53	0.006
17:00 - 18:00	14	53	0.005	14	53	0.004	14	53	0.009
18:00 - 19:00	14	53	0.009	14	53	0.009	14	53	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.043			0.088

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.000	14	53	0.001	14	53	0.001
08:00 - 09:00	14	53	0.003	14	53	0.001	14	53	0.004
09:00 - 10:00	14	53	0.004	14	53	0.005	14	53	0.009
10:00 - 11:00	14	53	0.000	14	53	0.000	14	53	0.000
11:00 - 12:00	14	53	0.003	14	53	0.003	14	53	0.006
12:00 - 13:00	14	53	0.003	14	53	0.003	14	53	0.006
13:00 - 14:00	14	53	0.001	14	53	0.001	14	53	0.002
14:00 - 15:00	14	53	0.004	14	53	0.004	14	53	0.008
15:00 - 16:00	14	53	0.000	14	53	0.000	14	53	0.000
16:00 - 17:00	14	53	0.001	14	53	0.000	14	53	0.001
17:00 - 18:00	14	53	0.000	14	53	0.001	14	53	0.001
18:00 - 19:00	14	53	0.000	14	53	0.000	14	53	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.019			0.038

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.000	14	53	0.000	14	53	0.000
08:00 - 09:00	14	53	0.000	14	53	0.000	14	53	0.000
09:00 - 10:00	14	53	0.000	14	53	0.000	14	53	0.000
10:00 - 11:00	14	53	0.001	14	53	0.001	14	53	0.002
11:00 - 12:00	14	53	0.001	14	53	0.001	14	53	0.002
12:00 - 13:00	14	53	0.000	14	53	0.000	14	53	0.000
13:00 - 14:00	14	53	0.000	14	53	0.000	14	53	0.000
14:00 - 15:00	14	53	0.000	14	53	0.000	14	53	0.000
15:00 - 16:00	14	53	0.001	14	53	0.000	14	53	0.001
16:00 - 17:00	14	53	0.000	14	53	0.001	14	53	0.001
17:00 - 18:00	14	53	0.001	14	53	0.001	14	53	0.002
18:00 - 19:00	14	53	0.000	14	53	0.000	14	53	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.004	14	53	0.009	14	53	0.013
08:00 - 09:00	14	53	0.003	14	53	0.013	14	53	0.016
09:00 - 10:00	14	53	0.005	14	53	0.008	14	53	0.013
10:00 - 11:00	14	53	0.000	14	53	0.007	14	53	0.007
11:00 - 12:00	14	53	0.004	14	53	0.003	14	53	0.007
12:00 - 13:00	14	53	0.001	14	53	0.003	14	53	0.004
13:00 - 14:00	14	53	0.001	14	53	0.001	14	53	0.002
14:00 - 15:00	14	53	0.005	14	53	0.003	14	53	0.008
15:00 - 16:00	14	53	0.008	14	53	0.005	14	53	0.013
16:00 - 17:00	14	53	0.004	14	53	0.003	14	53	0.007
17:00 - 18:00	14	53	0.007	14	53	0.005	14	53	0.012
18:00 - 19:00	14	53	0.008	14	53	0.003	14	53	0.011
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.063			0.113

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.053	14	53	0.176	14	53	0.229
08:00 - 09:00	14	53	0.091	14	53	0.322	14	53	0.413
09:00 - 10:00	14	53	0.108	14	53	0.150	14	53	0.258
10:00 - 11:00	14	53	0.110	14	53	0.139	14	53	0.249
11:00 - 12:00	14	53	0.142	14	53	0.147	14	53	0.289
12:00 - 13:00	14	53	0.151	14	53	0.126	14	53	0.277
13:00 - 14:00	14	53	0.094	14	53	0.128	14	53	0.222
14:00 - 15:00	14	53	0.120	14	53	0.168	14	53	0.288
15:00 - 16:00	14	53	0.189	14	53	0.108	14	53	0.297
16:00 - 17:00	14	53	0.194	14	53	0.130	14	53	0.324
17:00 - 18:00	14	53	0.271	14	53	0.142	14	53	0.413
18:00 - 19:00	14	53	0.261	14	53	0.184	14	53	0.445
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.784			1.920			3.704

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.011	14	53	0.061	14	53	0.072
08:00 - 09:00	14	53	0.037	14	53	0.147	14	53	0.184
09:00 - 10:00	14	53	0.052	14	53	0.108	14	53	0.160
10:00 - 11:00	14	53	0.051	14	53	0.070	14	53	0.121
11:00 - 12:00	14	53	0.070	14	53	0.068	14	53	0.138
12:00 - 13:00	14	53	0.084	14	53	0.068	14	53	0.152
13:00 - 14:00	14	53	0.074	14	53	0.074	14	53	0.148
14:00 - 15:00	14	53	0.070	14	53	0.080	14	53	0.150
15:00 - 16:00	14	53	0.115	14	53	0.066	14	53	0.181
16:00 - 17:00	14	53	0.096	14	53	0.068	14	53	0.164
17:00 - 18:00	14	53	0.130	14	53	0.084	14	53	0.214
18:00 - 19:00	14	53	0.090	14	53	0.075	14	53	0.165
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.880			0.969			1.849

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.000	14	53	0.024	14	53	0.024
08:00 - 09:00	14	53	0.003	14	53	0.082	14	53	0.085
09:00 - 10:00	14	53	0.009	14	53	0.021	14	53	0.030
10:00 - 11:00	14	53	0.012	14	53	0.017	14	53	0.029
11:00 - 12:00	14	53	0.012	14	53	0.009	14	53	0.021
12:00 - 13:00	14	53	0.017	14	53	0.017	14	53	0.034
13:00 - 14:00	14	53	0.012	14	53	0.016	14	53	0.028
14:00 - 15:00	14	53	0.015	14	53	0.012	14	53	0.027
15:00 - 16:00	14	53	0.032	14	53	0.009	14	53	0.041
16:00 - 17:00	14	53	0.028	14	53	0.005	14	53	0.033
17:00 - 18:00	14	53	0.047	14	53	0.009	14	53	0.056
18:00 - 19:00	14	53	0.020	14	53	0.004	14	53	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.207			0.225			0.432

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.001	14	53	0.045	14	53	0.046
08:00 - 09:00	14	53	0.001	14	53	0.047	14	53	0.048
09:00 - 10:00	14	53	0.001	14	53	0.012	14	53	0.013
10:00 - 11:00	14	53	0.004	14	53	0.008	14	53	0.012
11:00 - 12:00	14	53	0.000	14	53	0.009	14	53	0.009
12:00 - 13:00	14	53	0.007	14	53	0.003	14	53	0.010
13:00 - 14:00	14	53	0.003	14	53	0.003	14	53	0.006
14:00 - 15:00	14	53	0.001	14	53	0.001	14	53	0.002
15:00 - 16:00	14	53	0.012	14	53	0.001	14	53	0.013
16:00 - 17:00	14	53	0.015	14	53	0.001	14	53	0.016
17:00 - 18:00	14	53	0.035	14	53	0.000	14	53	0.035
18:00 - 19:00	14	53	0.031	14	53	0.000	14	53	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.111			0.130			0.241

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.000	14	53	0.000	14	53	0.000
08:00 - 09:00	14	53	0.000	14	53	0.000	14	53	0.000
09:00 - 10:00	14	53	0.000	14	53	0.000	14	53	0.000
10:00 - 11:00	14	53	0.000	14	53	0.003	14	53	0.003
11:00 - 12:00	14	53	0.013	14	53	0.001	14	53	0.014
12:00 - 13:00	14	53	0.000	14	53	0.000	14	53	0.000
13:00 - 14:00	14	53	0.000	14	53	0.000	14	53	0.000
14:00 - 15:00	14	53	0.000	14	53	0.000	14	53	0.000
15:00 - 16:00	14	53	0.001	14	53	0.000	14	53	0.001
16:00 - 17:00	14	53	0.000	14	53	0.000	14	53	0.000
17:00 - 18:00	14	53	0.004	14	53	0.001	14	53	0.005
18:00 - 19:00	14	53	0.000	14	53	0.000	14	53	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.005			0.023

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.001	14	53	0.070	14	53	0.071
08:00 - 09:00	14	53	0.004	14	53	0.128	14	53	0.132
09:00 - 10:00	14	53	0.011	14	53	0.033	14	53	0.044
10:00 - 11:00	14	53	0.016	14	53	0.028	14	53	0.044
11:00 - 12:00	14	53	0.025	14	53	0.020	14	53	0.045
12:00 - 13:00	14	53	0.024	14	53	0.020	14	53	0.044
13:00 - 14:00	14	53	0.015	14	53	0.019	14	53	0.034
14:00 - 15:00	14	53	0.016	14	53	0.013	14	53	0.029
15:00 - 16:00	14	53	0.045	14	53	0.011	14	53	0.056
16:00 - 17:00	14	53	0.043	14	53	0.007	14	53	0.050
17:00 - 18:00	14	53	0.086	14	53	0.011	14	53	0.097
18:00 - 19:00	14	53	0.051	14	53	0.004	14	53	0.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.337			0.364			0.701

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.34

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.070	14	53	0.317	14	53	0.387
08:00 - 09:00	14	53	0.135	14	53	0.611	14	53	0.746
09:00 - 10:00	14	53	0.176	14	53	0.299	14	53	0.475
10:00 - 11:00	14	53	0.176	14	53	0.243	14	53	0.419
11:00 - 12:00	14	53	0.241	14	53	0.238	14	53	0.479
12:00 - 13:00	14	53	0.261	14	53	0.217	14	53	0.478
13:00 - 14:00	14	53	0.183	14	53	0.222	14	53	0.405
14:00 - 15:00	14	53	0.211	14	53	0.265	14	53	0.476
15:00 - 16:00	14	53	0.357	14	53	0.190	14	53	0.547
16:00 - 17:00	14	53	0.337	14	53	0.207	14	53	0.544
17:00 - 18:00	14	53	0.493	14	53	0.242	14	53	0.735
18:00 - 19:00	14	53	0.409	14	53	0.266	14	53	0.675
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.049			3.317			6.366

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.036	14	53	0.126	14	53	0.162
08:00 - 09:00	14	53	0.066	14	53	0.199	14	53	0.265
09:00 - 10:00	14	53	0.063	14	53	0.095	14	53	0.158
10:00 - 11:00	14	53	0.070	14	53	0.080	14	53	0.150
11:00 - 12:00	14	53	0.075	14	53	0.083	14	53	0.158
12:00 - 13:00	14	53	0.102	14	53	0.071	14	53	0.173
13:00 - 14:00	14	53	0.051	14	53	0.082	14	53	0.133
14:00 - 15:00	14	53	0.079	14	53	0.102	14	53	0.181
15:00 - 16:00	14	53	0.107	14	53	0.067	14	53	0.174
16:00 - 17:00	14	53	0.127	14	53	0.080	14	53	0.207
17:00 - 18:00	14	53	0.186	14	53	0.098	14	53	0.284
18:00 - 19:00	14	53	0.162	14	53	0.108	14	53	0.270
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.124			1.191			2.315

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.004	14	53	0.007	14	53	0.011
08:00 - 09:00	14	53	0.007	14	53	0.012	14	53	0.019
09:00 - 10:00	14	53	0.012	14	53	0.011	14	53	0.023
10:00 - 11:00	14	53	0.015	14	53	0.019	14	53	0.034
11:00 - 12:00	14	53	0.020	14	53	0.017	14	53	0.037
12:00 - 13:00	14	53	0.009	14	53	0.008	14	53	0.017
13:00 - 14:00	14	53	0.009	14	53	0.013	14	53	0.022
14:00 - 15:00	14	53	0.011	14	53	0.012	14	53	0.023
15:00 - 16:00	14	53	0.016	14	53	0.008	14	53	0.024
16:00 - 17:00	14	53	0.007	14	53	0.015	14	53	0.022
17:00 - 18:00	14	53	0.008	14	53	0.004	14	53	0.012
18:00 - 19:00	14	53	0.007	14	53	0.005	14	53	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.131			0.256

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	53	0.000	14	53	0.000	14	53	0.000
08:00 - 09:00	14	53	0.000	14	53	0.000	14	53	0.000
09:00 - 10:00	14	53	0.000	14	53	0.001	14	53	0.001
10:00 - 11:00	14	53	0.001	14	53	0.003	14	53	0.004
11:00 - 12:00	14	53	0.000	14	53	0.000	14	53	0.000
12:00 - 13:00	14	53	0.000	14	53	0.000	14	53	0.000
13:00 - 14:00	14	53	0.001	14	53	0.000	14	53	0.001
14:00 - 15:00	14	53	0.001	14	53	0.000	14	53	0.001
15:00 - 16:00	14	53	0.001	14	53	0.000	14	53	0.001
16:00 - 17:00	14	53	0.000	14	53	0.000	14	53	0.000
17:00 - 18:00	14	53	0.001	14	53	0.001	14	53	0.002
18:00 - 19:00	14	53	0.001	14	53	0.001	14	53	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

APPENDIX B

Parking Accumulation Calculations

Residential Dwellings (Proposed Flats)							
		Rate			Trips		
Hour		In	Out	Size	In	Out	Parking Acc
0.00	1.00				0	0	0
1.00	2.00				0	0	0
2.00	3.00				0	0	0
3.00	4.00				0	0	0
4.00	5.00				0	0	0
5.00	6.00				0	0	0
6.00	7.00				0	0	4
7.00	8.00	0.043	0.136		0	1	3
8.00	9.00	0.076	0.214		1	2	2
9.00	10.00	0.082	0.114		1	1	1
10.00	11.00	0.087	0.104		1	1	1
11.00	12.00	0.106	0.111	10	1	1	1
12.00	13.00	0.116	0.083		1	1	1
13.00	14.00	0.068	0.103		1	1	1
14.00	15.00	0.096	0.119		1	1	1
15.00	16.00	0.131	0.08		1	1	1
16.00	17.00	0.138	0.099		1	1	2
17.00	18.00	0.202	0.11		2	1	3
18.00	19.00	0.179	0.124		2	1	3
19.00	20.00				0	0	
20.00	21.00				0	0	
21.00	22.00				0	0	
22.00	23.00				0	0	
23.00	24.00						

APPENDIX C

Census Car Ownership Calculations

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

population	All households
units	Persons
date	2011
area type	2011 super output areas - lower layer
area name	E01022309 : Gloucester 002A
accommodation type	Flat, maisonette, apartment, caravan or other mobile or temporary structure

No of Usual Residents in Households	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 or more cars or vans in household
All categories: Number of usual residents aged 17 or over in household	111	64	45	2
No usual residents aged 17 or over in household	0	0	0	0
One usual resident aged 17 or over in household	83	51	31	1
Two or more usual residents aged 17 or over in household	28	13	14	1

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

No. Cars or Vans			Total
0	45	4	49

	Car ownership	0.441
10	flats	**4**

APPENDIX D

Parking Survey

Parking Beat Survey

63-65 Denmark Road, Gloucester

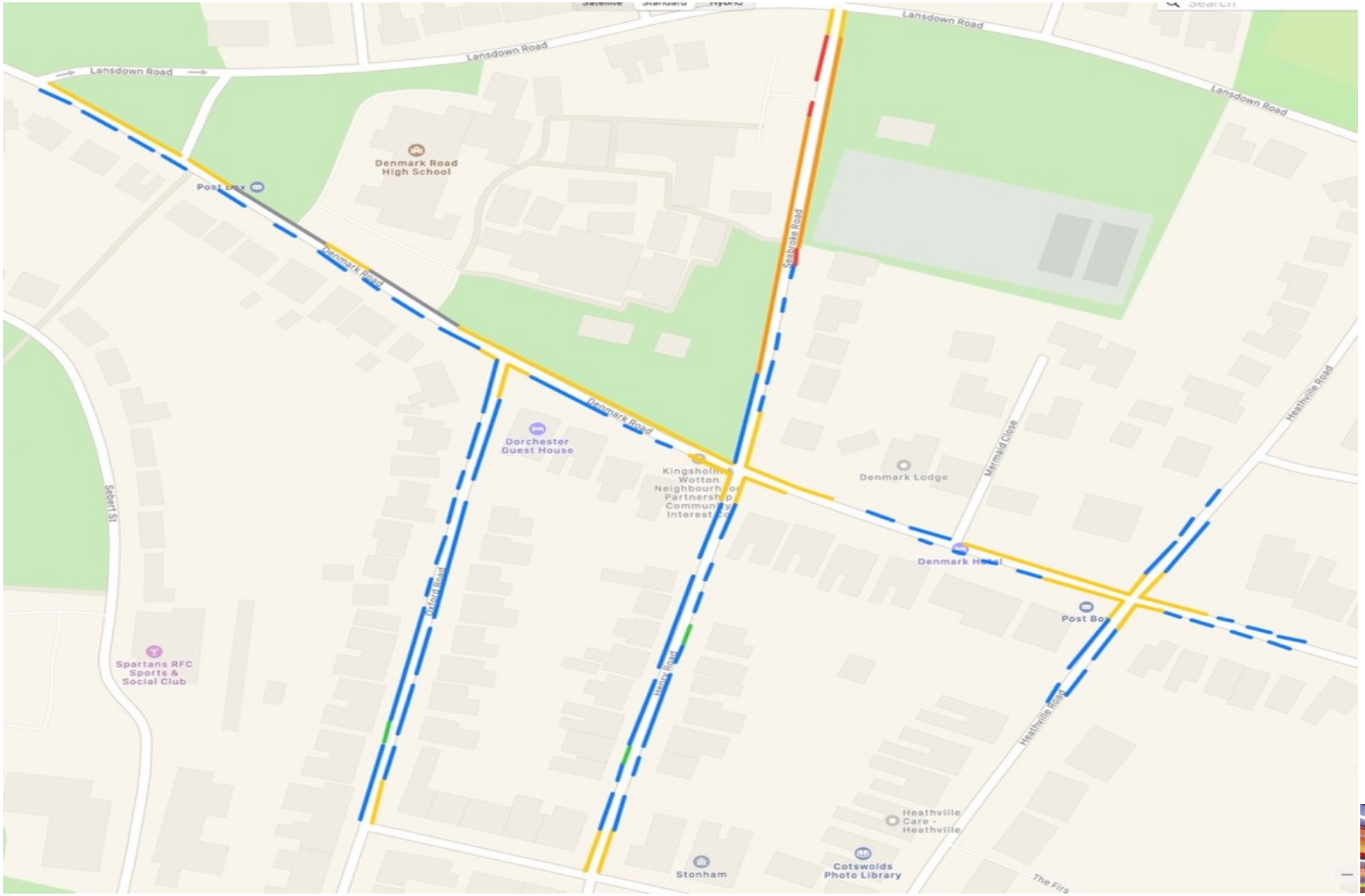
Tuesday 19th July 2022

Wednesday 20th July 2022

Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology / Guidance	London Borough of Lambeth	
Site	63-65 Denmark Road, Gloucester	
Survey Area	200 metre walking distance from site	
Date/s	Tuesday 19th July 2022	Wednesday 20th July 2022
Time/s	00:30-05:30hrs	00:30-05:30hrs
Beat Frequency	Snapshot between the above times	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	



Key

Unrestricted Parking

- Unrestricted Kerb

Restricted Parking

- Single Yellow Line
- Disabled Parking

No Parking

- Double Yellow Lines
- Bus Stop
- Yellow Zig Zag Lines

North

PARKING STRESS TABLES

Restriction 1	Unrestricted Kerb							
				Tuesday 19th July 2022			Wednesday 20th July 2022		
				00:30-05:30hrs			00:30-05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Denmark Road	130	26	0	**26**	18	8	69%	16	10	62%
Seabroke Road	50	10	0	**10**	7	3	70%	8	2	80%
Heathville Road	135	27	0	**27**	17	10	63%	16	11	59%
Henry Road	175	35	0	**35**	30	5	86%	31	4	89%
Oxford Road	230	46	0	**46**	33	13	72%	31	15	67%
Total	**720**	**144**	**0**	**144**	**105**	**39**	**73%**	**102**	**42**	**71%**

Restriction 2	Single Yellow Line (Mon-Fri 8am-4.30pm)							
				Tuesday 19th July 2022			Wednesday 20th July 2022		
				00:30-05:30hrs			00:30-05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Seabroke Road	25	5	0	**5**	0	5	0%	1	4	20%
Total	**25**	**5**	**0**	**5**	**0**	**5**	**0%**	**1**	**4**	**20%**

Restrictio				3	Disabled Parking					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Tuesday 19th July 2022 00:30-05:30hrs			Wednesday 20th July 2022 00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Henry Road	10	2	0	**2**	1	1	50%	1	1	50%
Oxford Road	5	1	0	**1**	1	0	100%	1	0	100%
Total	**15**	**3**	**0**	**3**	**2**	**1**	**67%**	**2**	**1**	**67%**

Illegal/Obstructive Parking

Location	Description	Tuesday 19th July 2022 00:30-05:30hrs	Wednesday 20th July 2022 00:30-05:30hrs
		Occupied	Occupied
		0	**0**
		0	**0**
Total		**0**	**0**

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Denmark Road	N W-E	Double Yellow Lines	30.1			30	6
Denmark Road	N W-E	Junction	25.5			25	5
Denmark Road	N W-E	Double Yellow Lines	17.3			15	3
Denmark Road	N W-E	Yellow Zig Zag Lines	42.1			40	8
Denmark Road	N W-E	Double Yellow Lines	13.3			10	2
Denmark Road	N W-E	Yellow Zig Zag Lines	40.3			40	8
Denmark Road	N W-E	Double Yellow Lines	81.1			80	16
Denmark Road	N W-E	Junction	14.3			10	2
Denmark Road	N W-E	Double Yellow Lines	34.2			30	6
Denmark Road	N W-E	Crossover	12.1			10	2
Denmark Road	N W-E	Unrestricted Kerb	5.7			5	1
Denmark Road	N W-E	Crossover	3.3			0	0
Denmark Road	N W-E	Unrestricted Kerb	9.4			5	1
Denmark Road	N W-E	Crossover	12.1			10	2
Denmark Road	N W-E	Double Yellow Lines	42.9			40	8
Denmark Road	N W-E	Junction	19.7			15	3
Denmark Road	N W-E	Double Yellow Lines	21.2			20	4
Denmark Road	N W-E	Crossover	2.3			0	0
Denmark Road	N W-E	Unrestricted Kerb	8.2			5	1
Denmark Road	N W-E	Crossover	10.2			10	2
Denmark Road	N W-E	Unrestricted Kerb	1.9			0	0
Denmark Road	N W-E	Crossover	5.4			5	1
Denmark Road	N W-E	Unrestricted Kerb	5.4			5	1
Denmark Road	S E-W	Crossover	2			0	0
Denmark Road	S E-W	Unrestricted Kerb	5.4			5	1
Denmark Road	S E-W	Crossover	5			5	1
Denmark Road	S E-W	Unrestricted Kerb	4.4			0	0
Denmark Road	S E-W	Crossover	5.8			5	1
Denmark Road	S E-W	Unrestricted Kerb	5.3			5	1
Denmark Road	S E-W	Crossover	5.3			5	1
Denmark Road	S E-W	Unrestricted Kerb	6.2			5	1
Denmark Road	S E-W	Double Yellow Lines	16			15	3
Denmark Road	S E-W	Junction	17.8			15	3
Denmark Road	S E-W	Double Yellow Lines	25.7			25	5
Denmark Road	S E-W	Unrestricted Kerb	4.3			0	0
Denmark Road	S E-W	Crossover	5.1			5	1
Denmark Road	S E-W	Unrestricted Kerb	2.8			0	0
Denmark Road	S E-W	Crossover	5.8			5	1
Denmark Road	S E-W	Unrestricted Kerb	1.9			0	0
Denmark Road	S E-W	Crossover	5.6			5	1
Denmark Road	S E-W	Unrestricted Kerb	2.8			0	0
Denmark Road	S E-W	Crossover	43.6			40	8
Denmark Road	S E-W	Double Yellow Lines	13.6			10	2
Denmark Road	S E-W	Junction	13.2			10	2
Denmark Road	S E-W	Double Yellow Lines	13			10	2
Denmark Road	S E-W	Crossover	4.2			0	0
Denmark Road	S E-W	Unrestricted Kerb	3.8			0	0
Denmark Road	S E-W	Crossover	5.5			5	1
Denmark Road	S E-W	Unrestricted Kerb	6.6			5	1
Denmark Road	S E-W	Crossover	5.6			5	1

Denmark Road	S E-W	Unrestricted Kerb	24.1			20	4
Denmark Road	S E-W	Double Yellow Lines	8.7			5	1
Denmark Road	S E-W	Junction	18.3			15	3
Denmark Road	S E-W	Double Yellow Lines	8.8			5	1
Denmark Road	S E-W	Unrestricted Kerb	12.9			10	2
Denmark Road	S E-W	Crossover	7.3			5	1
Denmark Road	S E-W	Unrestricted Kerb	10.5			10	2
Denmark Road	S E-W	Crossover	4.5			0	0
Denmark Road	S E-W	Unrestricted Kerb	5.6			5	1
Denmark Road	S E-W	Crossover	6.4			5	1
Denmark Road	S E-W	Unrestricted Kerb	10.5			10	2
Denmark Road	S E-W	Crossover	11.2			10	2
Denmark Road	S E-W	Unrestricted Kerb	6.6			5	1
Denmark Road	S E-W	Crossover	16.4			15	3
Denmark Road	S E-W	Unrestricted Kerb	10.8			10	2
Denmark Road	S E-W	Crossover	9.3			5	1
Denmark Road	S E-W	Unrestricted Kerb	10.2			10	2
Denmark Road	S E-W	Crossover	7.4			5	1
Denmark Road	S E-W	Unrestricted Kerb	7.4			5	1
Denmark Road	S E-W	Crossover	7.4			5	1
Denmark Road	S E-W	Unrestricted Kerb	8.1			5	1
Seabroke Road	W S-N	Unrestricted Kerb	42.2			40	8
Seabroke Road	W S-N	Bus Stops	73.7			70	14
Seabroke Road	W S-N	Single Yellow Line (Mon-Fri 8am-4.30pm)	5.6			5	1
Seabroke Road	W S-N	Crossover	10.2			10	2
Seabroke Road	W S-N	Single Yellow Line (Mon-Fri 8am-4.30pm)	19.8			15	3
Seabroke Road	W S-N	Double Yellow Lines	9.3			5	1
Seabroke Road	E N-S	Double Yellow Lines	9.8			5	1
Seabroke Road	E N-S	Bus Stops	86.9			85	17
Seabroke Road	E N-S	Single Yellow Line (Mon-Fri 8am-4.30pm)	7.3			5	1
Seabroke Road	E N-S	Unrestricted Kerb	3.8			0	0
Seabroke Road	E N-S	Crossover	10.2			10	2
Seabroke Road	E N-S	Unrestricted Kerb	3.7			0	0
Seabroke Road	E N-S	Crossover	12.1			10	2
Seabroke Road	E N-S	Unrestricted Kerb	7			5	1
Seabroke Road	E N-S	Crossover	5.2			5	1
Seabroke Road	E N-S	Unrestricted Kerb	8.4			5	1
Seabroke Road	E N-S	Crossover	5.2			5	1
Seabroke Road	E N-S	Unrestricted Kerb	2.8			0	0
Seabroke Road	E N-S	Double Yellow Lines	24.1			20	4
Heathville Road	E S-N	Crossover	4.4			0	0
Heathville Road	E S-N	Unrestricted Kerb	12.7			10	2
Heathville Road	E S-N	Crossover	11.8			10	2
Heathville Road	E S-N	Unrestricted Kerb	20.4			20	4
Heathville Road	E S-N	Double Yellow Lines	13.4			10	2
Heathville Road	E S-N	Junction	15.8			15	3
Heathville Road	E S-N	Double Yellow Lines	17.1			15	3
Heathville Road	E S-N	Unrestricted Kerb	32.9			30	6
Heathville Road	E S-N	Crossover	16.7			15	3
Heathville Road	W N-S	Unrestricted Kerb	5.1			5	1
Heathville Road	W N-S	Crossover	5.4			5	1
Heathville Road	W N-S	Unrestricted Kerb	6.5			5	1
Heathville Road	W N-S	Crossover	6.4			5	1
Heathville Road	W N-S	Unrestricted Kerb	31.3			30	6
Heathville Road	W N-S	Double Yellow Lines	18.2			15	3

Heathville Road	W N-S	Junction	15.9			15	3
Heathville Road	W N-S	Double Yellow Lines	13.5			10	2
Heathville Road	W N-S	Unrestricted Kerb	30.8			30	6
Heathville Road	W N-S	Crossover	10			10	2
Heathville Road	W N-S	Unrestricted Kerb	7.8			5	1
Mermaid Close	W S-N	Crossover	2.4			0	0
Mermaid Close	W S-N	Too Narrow to Park	45.3			45	9
Mermaid Close	W S-N	Crossover	28.9			25	5
Mermaid Close	E N-S	Crossover	20.6			20	4
Mermaid Close	E N-S	Too Narrow to Park	53.4			50	10
Mermaid Close	E N-S	Crossover	2.6			0	0
Henry Road	E N-S	Double Yellow Lines	15.5			15	3
Henry Road	E N-S	Unrestricted Kerb	16.7			15	3
Henry Road	E N-S	Crossover	15.8			15	3
Henry Road	E N-S	Unrestricted Kerb	5.7			5	1
Henry Road	E N-S	Crossover	7.5			5	1
Henry Road	E N-S	Unrestricted Kerb	8.2			5	1
Henry Road	E N-S	Crossover	5.2			5	1
Henry Road	E N-S	Disabled Parking	6.3			5	1
Henry Road	E N-S	Unrestricted Kerb	5.1			5	1
Henry Road	E N-S	Crossover	4.7			0	0
Henry Road	E N-S	Unrestricted Kerb	30			30	6
Henry Road	E N-S	Crossover	4.7			0	0
Henry Road	E N-S	Unrestricted Kerb	6.5			5	1
Henry Road	E N-S	Crossover	10.4			10	2
Henry Road	E N-S	Unrestricted Kerb	10.3			10	2
Henry Road	E N-S	Double Yellow Lines	13.8			10	2
Henry Road	W S-N	Double Yellow Lines	13.7			10	2
Henry Road	W S-N	Unrestricted Kerb	14.4			10	2
Henry Road	W S-N	Crossover	5.1			5	1
Henry Road	W S-N	Unrestricted Kerb	6			5	1
Henry Road	W S-N	Disabled Parking	5.2			5	1
Henry Road	W S-N	Unrestricted Kerb	27.9			25	5
Henry Road	W S-N	Crossover	5.7			5	1
Henry Road	W S-N	Unrestricted Kerb	40.1			40	8
Henry Road	W S-N	Crossover	8.6			5	1
Henry Road	W S-N	Unrestricted Kerb	21.5			20	4
Henry Road	W S-N	Double Yellow Lines	16.7			15	3
Oxford Road	E N-S	Double Yellow Lines	15.2			15	3
Oxford Road	E N-S	Unrestricted Kerb	27.3			25	5
Oxford Road	E N-S	Crossover	12.4			10	2
Oxford Road	E N-S	Unrestricted Kerb	47			45	9
Oxford Road	E N-S	Crossover	3.6			0	0
Oxford Road	E N-S	Unrestricted Kerb	21.9			20	4
Oxford Road	E N-S	Crossover	3			0	0
Oxford Road	E N-S	Unrestricted Kerb	22.5			20	4
Oxford Road	E N-S	Crossover	5.1			5	1
Oxford Road	E N-S	Unrestricted Kerb	13.6			10	2
Oxford Road	E N-S	Double Yellow Lines	14			10	2
Oxford Road	W S-N	Unrestricted Kerb	33.5			30	6
Oxford Road	W S-N	Disabled Parking	5.5			5	1
Oxford Road	W S-N	Unrestricted Kerb	45.1			45	9
Oxford Road	W S-N	Crossover	4.8			0	0
Oxford Road	W S-N	Unrestricted Kerb	4.5			0	0
Oxford Road	W S-N	Crossover	13.9			10	2

Oxford Road	W S-N	Unrestricted Kerb	10.3			10	2
Oxford Road	W S-N	Crossover	6.7			5	1
Oxford Road	W S-N	Unrestricted Kerb	10.1			10	2
Oxford Road	W S-N	Crossover	6.6			5	1
Oxford Road	W S-N	Unrestricted Kerb	5.4			5	1
Oxford Road	W S-N	Crossover	4.2			0	0
Oxford Road	W S-N	Unrestricted Kerb	11.5			10	2
Oxford Road	W S-N	Crossover	3.4			0	0
Oxford Road	W S-N	Double Yellow Lines	28.7			25	5