

Transport Technical Note

December 2025

EAS

Land adjacent to 21 Danesbury Park Road

Welwyn

Steven Cox

Document History

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The content of this report is based on information available as of December 2025, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

- 1.1 This Transport Technical Note has been prepared by EAS on behalf of Steven Cox (hereinafter referred to as the 'applicant'), regarding the proposed redevelopment of a parcel of Land adjacent to 21 Danesbury Park Road, in Welwyn, AL6 9SH (hereinafter, the 'site').

The Site

- 1.2 The site under consideration is located on the land adjacent of 21 Danesbury Park Road, Welwyn AL6 9SH, on the north-eastern side of Danesbury Lane, within the north of Welwyn, and to the north of Danesbury Fernery and Danesbury.
- 1.3 Welwyn Hatfield District Council ('WHDC') is therefore the Local Planning Authority ('LPA'), and Hertfordshire County Council ('HCC') is therefore the Local Highway Authority ('LHA').
- 1.4 A map showing the location of the site is contained at **Appendix A**.
- 1.5 Danesbury Lane is a private road with the HCC Highways Gazetteer indicating that highways rights do not exist (aside from as a public footpath for its southernmost circa 45m extent). Danesbury Lane meets Danesbury Park Road at its southern extent which the HCC Highways Gazetteer notes as being not maintainable but that highway rights may exist. Danesbury Park Road is maintained by the residents of said road. The closest road to the site which is maintained by HCC is Pottersheath Road circa 700m north-east of the site.

The Scheme

- 1.6 It is proposed to develop the site in 2 residential units, both comprising of family dwellings.
- 1.7 It is also proposed to provide parking for 2 cars, with informal space available for further tandem parking, should this be required, as well as at least 3 long-term cycle parking spaces within the respective garage allocated with each dwelling. 2 Electric Vehicle ('EV') charging spaces are proposed as part of the development scheme (1 per unit).
- 1.8 The proposed Site Plans are contained at **Appendix B**.

Planning History of the Site

- 1.9 The site under consideration is not developed, and as such no planning applications have recently been submitted within.

Aims and Structure of this Report

- 1.10 This Transport Technical Note has been prepared with regard to the Department of Communities and Local Government ('DCLG') Guidance on Travel Plans, Transport Assessments

and Statements in Decision Taking (issued in March 2014), as well as to guidance that the regional and local authorities have published on their website.

1.11 The contents of this report are:

- Section 2 – describes the existing site conditions;
- Section 3 – describes the proposed development;
- Section 4 – identifies the trip generation and traffic impact; and
- Section 5 – concludes the statement.

2 Existing Site Assessment

- 2.1 The site and its surrounding areas are reviewed in terms of transport sustainability, and the adequacy of the local highway network.

Site Location and Local Facilities

- 2.2 **Appendix A** contains a map showing the site's location.
- 2.3 The site is located within the north of Welwyn on the north-eastern side of Danesbury Lane (a private road) on a corner position with Danesbury Park Road, which bounds the site to the south-east.
- 2.4 Danesbury Lane and Danesbury Park Road are both unadopted private streets, albeit some highway rights may apply on the latter street to the east of the site.
- 2.5 The A1(M) is located just to the east of Welwyn, and is accessible via Great North Road (B197) to the east of the site.
- 2.6 Oaklands parade is located to the east of the site and is around 1.4 kilometres, or a 4-minute cycle away. It has a small range of local shops such as a mini-mart, butchers, hairdressers, newsagents and a fish and chip shop.
- 2.7 Welwyn local centre is located to the west of the site and is around 2.2 kilometres, or a 4 minutes' cycle, away. It has a small range of local shops that serve the local community, including a Tesco, various pubs and restaurants, as well as community shops such as barbers and real estate agents.
- 2.8 Knebworth High Street is located northwest of the site and is around 2.9 kilometres, or a 10-minute cycle away. It has a selection of local shops that serve the local community, including multiple public houses, a pharmacy, restaurants and conveyance stores.
- 2.9 The larger town centre of Welwyn Garden City, set circa 6 kilometres (or a 23-minute cycle) to the south, includes a large variety of shops and business that serve all the day-to-day requirements that may need to be accessed by local residents including:
- supermarkets, grocers, and convenience stores;
 - a post office;
 - council and local library buildings;
 - banks and building societies;
 - pharmacies and chemists;
 - doctors, dentists, and veterinary surgeons;
 - restaurants, take-aways, and bakeries;
 - public houses, bars, and cafes; as well as
 - a wide range of shops and businesses.

- 2.10 There are also a range of schools within walking distance of the proposed development together with a number of places of worship.

Existing Site Function

- 2.11 The existing site comprises a total of 0.16 hectare (0.4 acres) and remains unoccupied, being currently covered in vegetation.
- 2.12 The site is accessible via a Danesbury Lane, a private road from, which is in turn accessed from Danesbury Park Road which is also a private road (not maintainable by HCC), though the HCC Highways Gazetteer notes that highway rights may exist.

Active Travel

- 2.13 The immediate pedestrian environment outside the site is typical of a Hertfordshire hamlet location, with shared street surfaced along Danesbury Lane and other nearby streets.
- 2.14 Danesbury Lane as well as part of Danesbury Park Road to the south of the site form part of Footpath Codicote 031, which turns north past the shared site access towards Pottersheath. To the south this footpath turns into Danesbury Fernery, and continues towards Welwyn.
- 2.15 Being private unadopted roads, the local streets are unregulated in terms of speeds, but the narrow carriageway widths and the local access arrangement limits speeds that can be achieved.
- 2.16 Similarly, whilst the condition of the carriageway surface remains acceptable, localised variations requires drivers to give due care given the limited standardisation of such surfaces. It is assumed that the highest expected 85th percentile speeds would be of around 20 miles per hour.
- 2.17 To the south Welwyn local centre is accessible by cycle or on foot via Danesbury Lane and Danesbury Fernery.
- 2.18 The local road network is considered to be safe for sharing the road in between vehicle and wheeling modes, such as cyclists, as speeds remain very low.
- 2.19 Details of the numbers of pedestrians and cyclists, and their effect on the local network is covered in Section 5, which describes the impact of the development.

Public Transport

- 2.20 The nearest bus services are located on Great North Road, from a pair of bus stops known as The Avenue, located circa 950 metre (or an 11-minute) walk from the site.
- 2.21 Three bus services can be accessed from this location, including bus routes 301, 400, and 725, which provide four regular services per hour in each direction between Stevenage, and St Albans, or Panshanger in Welwyn Garden City.

- 2.22 Knebworth and Welwyn North Railway Stations are two train stations that both form part of the East Coast Main Line, which is currently operated by the Great Northern and Thameslink networks.
- 2.23 These stations are both located around 3.8 kilometres (or a 13-minute) cycle, and set to the north-east and south-east of the site respectively. Each station is served by around 2 departures per hour in each direction between London Kings Cross and Cambridge or Letchworth Garden City outside of peak periods, with additional services during peak periods.

The Local Road Network

- 2.24 Great North Road (B197) to the east of the site runs north to south, and is accessible via The Avenue, which commences from Danesbury park Road, circa 60m north-east of the southern end of Danesbury Lane, near the eastern corner of the site. The B197 in turn links to Junction 6 of the A1(M) circa 800 metres to the south of its junction with The Avenue.
- 2.25 The site currently therefore has a vehicular access onto Danesbury Lane, which is also shared with the dwellings at 2a and 2b Danesbury Lane.
- 2.26 All dwellings within the local area are detached units, which include informal off-street parking within their grounds. No parking is typically made on the surrounding streets.

Highway Safety Record

- 2.27 A review of the safety record of the local highway has been undertaken covering the most-recent five-year period, extending through all areas within 500 metres of the site. This review was undertaken through the Crashmap website (<https://www.crashmap.co.uk/>) database.
- 2.28 Within the study area no collisions were noted.
- 2.29 Extending the search historically, the only collision recorded in the whole database within the study area was a slight injury collision which happened in 2004 at the southern end of Danesbury Lane, at the junction of this street with North Ride (circa 495 metres south of the site).
- 2.30 The low number of collisions highlights the low chance of two road users meeting locally, with all the local roads reviewed within this study, being used as access routes into local destinations.

Summary

- 2.31 The site is located within a hamlet to the north of Welwyn on the north-eastern side of Danesbury Lane (an unclassified street) on a corner position between Danesbury Park Road and Danesbury Lane.

- 2.32 Oaklands parade is located to the east of the site and is around 1.4 kilometres, or a 4-minute cycle away. It has a small range of local shops such as a mini-mart, butchers, hairdressers, newsagents and a fish and chip shop.
- 2.33 Welwyn local centre is located to the southwest of the site and is around 2 kilometres (four minutes' cycle or 20-minutes' walk), away. It has a small range of shops and local services. The larger Welwyn Garden City, to the south offers a wide selection of shops and businesses that includes all the day-to-day facilities that may need to be accessed by local residents.
- 2.34 Knebworth High Street is located northwest of the site and is around 2.9 kilometres, or a 10-minute cycle away. It has a selection of local shops that serve the local community, including multiple public houses, a pharmacy, restaurants and conveyance stores.
- 2.35 There are around regular buses available within 960 metres of the site. The site is within cycling distance of two railway stations, Welwyn North and Knebworth, giving access to Great Northern and Thameslink rail services.
- 2.36 The local walking environment around the site is good, with shared local street, and typical of a Hertfordshire hamlet.
- 2.37 The site also has good road connections with easy links to the A1(M) Motorway via Great North Road (B197).

3 The Proposed Development

- 3.1 The following section reviews the proposals, including site access, parking, as well as servicing.

The Development Proposals

- 3.2 A Site Plan layout for the development is contained at **Appendix B**.
- 3.3 The proposals are for 2 residential units, both comprising of family dwellings.

Cycle Facilities

- 3.4 There will be secure cycle storage available within the garage unit dedicated to each dwelling, for at least 3 cycles.
- 3.5 The at least 3 cycle spaces are compliant with London Plan policies which require one space per studio unit, 1.5 spaces per 1 bed 2-person flat, and 2 spaces for larger units.
- 3.6 In addition, two short stay spaces for the residential are provided on Danesbury Lane on the basis of one space for every 40 units.

Site Access

- 3.7 Access into the site for all modes will be from Danesbury Lane, via the existing shared access, circa 45m north of Danesbury Park Road, which will also continue to serve Nos. 2a and 2b Danesbury Lane.
- 3.8 The existing shared access features two driveways arms, one to the north serving No. 2b and one to the south serving No. 2a as well as the 2 proposed units; hence the southern arm will serve 3 dwellings.
- 3.9 The access point and both driveways will be shared between the various travel modes, which is considered safe, due to the low speed and volumes which would be expected in this area.
- 3.10 The existing access onto Danesbury Lane will include visibility splay exceeding policy requirements for a 20 mile per hour street, as shown in **Appendix C**.
- 3.11 As shown in Section 4 below, traffic flows from the development are expected to be very low, and therefore the existing access will remain satisfactory.

Car Parking

- 3.12 The scheme proposes the provision of 2 parking spaces per dwelling, which equates to 4 formal spaces. The site frontage also includes plenty of space for additional informal tandem parking, should this be ever required, but this is not formally provided to avoid encouraging higher car ownership.

- 3.13 **Appendix D** contains a swept path analysis assessment showing access to and from the spaces.
- 3.14 In addition, the Building Regulations also require 1 EV charging space per dwelling. This will be provided for each new dwelling.

Servicing

- 3.15 The site access is designed to permit access by a HCC fire tender.
- 3.16 **Appendix D** also contains a swept path analysis assessment showing access by a fire tender.
- 3.17 Waste servicing is expected to be undertaken from the wider site access off Danesbury Lane, in line with current arrangements. Bins will therefore be moved out by residents on collection day, prior to be pulled back into their permanent storage place at the end of the day.
- 3.18 The waste collection areas are around 10 metres from where the refuse collection vehicle will wait.
- 3.19 Residential refuse is likely to be collected weekly, with alternate waste and recycling collections, as currently occurs in the area.
- 3.20 It is expected that refuse collections would be undertaken at known times, and would usually only take several minutes at most to complete.
- 3.21 There will therefore be many opportunities for servicing the site. Similarly, there should also be sufficient opportunity for any occasional deliveries, such as furniture or white goods, to the residential units.

Summary

- 3.22 The proposals are for 2 residential units comprising of family dwellings.
- 3.23 Access to the development will be made via a new secondary access following the existing shared access for wider site off Danesbury Lane.
- 3.24 Secure cycle storage proposed within the garage areas of each residential unit. The development will also provide 2 car parking spaces for each dwelling.
- 3.25 Emergency access has been tested through Swept Path Analysis. Residential waste and recycling will both be collected from near the site access on Danesbury Lane.

4 Development Impact

- 4.1 This section discusses the sustainability and predicts transport impacts of the development proposals.

Trip Generation

- 4.2 To obtain an estimate of the likely vehicle trips associated with the development a TRICS v8 assessment has been undertaken for similar types of development within this TRICS database query.
- 4.3 In this regard, the multi-modal search was also filtered to include:
- land use category 03/A (Privately Owned Houses);
 - sites within Neighbourhood Centres only;
 - Residential unit type of detached houses only.
- 4.4 A summary of the TRICS trip rate generation for the residential units is shown below in table 5.1.
- 4.5 The full TRICS datasheets are contained at **Appendix J**.

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0.133	0.315	0.279	0.151

Table 5.1 TRICS Vehicle Trip Rates

- 4.6 Based on a development of 2 units for the site the following trips are predicted to be generated from the proposed development:

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate (unit)	0	0	0	0

Table 5.2 Development Traffic Movements from TRICS

- 4.7 The scheme is expected to generate less than one vehicular trip per hour during peak hours.

Transport Impact

- 4.8 As can be seen from the figures in table 5.2 above overall predicted vehicular traffic numbers is of less than one vehicular trip during the network peak hours.
- 4.9 This level of vehicular traffic generation is likely to be imperceptible on the local highway network.

- 4.10 It is therefore concluded that the proposed scheme is likely to have no significant on the local highway.

Summary

- 4.11 Overall predicted traffic flows from the development are very low with less than 1 movement in each network peak hour.
- 4.12 This level of traffic generation is likely to be imperceptible on the local highway network, and well within the daily variation of local traffic levels.

5 Summary and Conclusions

- 5.1 This Transport Technical Note has been prepared by EAS Transport Planning Limited on behalf of Steven Cox, regarding the proposed redevelopment of Land adjacent to 21 Danesbury Park Road, in Welwyn.

Summary

- 5.2 The site is located within a hamlet to the north of Welwyn on the north-eastern side of Danesbury Lane (an unclassified street) on a corner position between Danesbury Park Road and Danesbury Lane.
- 5.3 Oaklands parade is located to the east of the site and is around 1.4 kilometres, or a 4-minute cycle away. It has a small range of local shops such as a mini-mart, butchers, hairdressers, newsagents and a fish and chip shop.
- 5.4 Welwyn local centre is located to the southwest of the site and is around 2 kilometres (four minutes' cycle or 20-minutes' walk), away. It has a small range of shops and local services. The larger Welwyn Garden City, to the south offers a wide selection of shops and businesses that includes all the day-to-day facilities that may need to be accessed by local residents.
- 5.5 Knebworth High Street is located northwest of the site and is around 2.9 kilometres, or a 10-minute cycle away. It has a selection of local shops that serve the local community, including multiple public houses, a pharmacy, restaurants and conveyance stores.
- 5.6 There are around regular buses available within 960 metres of the site. The site is within cycling distance of two railway stations, Welwyn North and Knebworth, giving access to Great Northern and Thameslink rail services.
- 5.7 The local walking environment around the site is good, with shared local street, and typical of a Hertfordshire hamlet.
- 5.8 The site also has good road connections with easy links to the A1(M) Motorway via Great North Road (B197).
- 5.9 The proposals are for 2 residential units comprising of family dwellings.
- 5.10 Access to the development will be made via a new secondary access following the existing shared access for wider site off Danesbury Lane.
- 5.11 Secure cycle storage proposed within the garage areas of each residential unit. The development will also provide 2 car parking spaces for each dwelling.
- 5.12 Emergency access has been tested through Swept Path Analysis. Residential waste and recycling will both be collected from near the site access on Danesbury Lane.
- 5.13 Overall predicted traffic flows from the development are very low with less than 1 movement in each network peak hour.

- 5.14 This level of traffic generation is likely to be imperceptible on the local highway network, and well within the daily variation of local traffic levels.

Conclusion

- 5.15 The proposed development is compliant with national and local policies, and supports national planning policy to focus residential development where this is needed and desired.
- 5.16 The scheme will generate negligible effects on the local highway network, and will support existing local networks and services through an increase in local custom through a higher population density.
- 5.17 There is therefore no highways or transportation reason why the proposed development should not be granted planning consent.

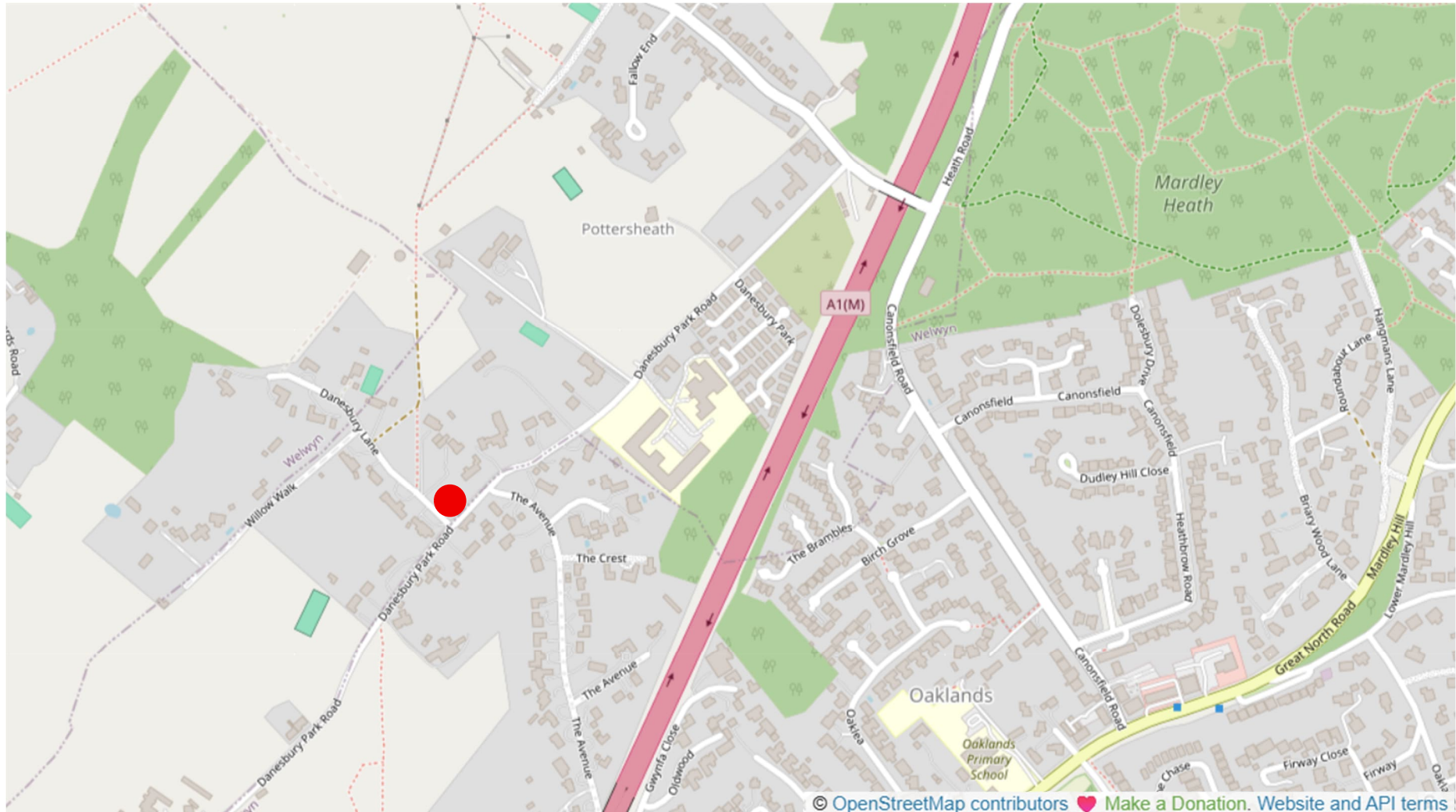
Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - Visibility Splays
Appendix: D - Swept Path Analysis
Appendix: E - TRICS Data

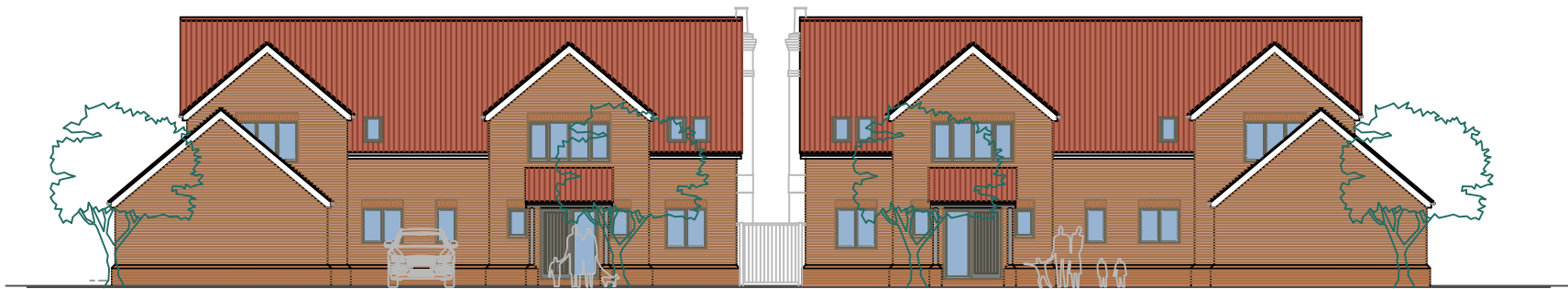
Appendix: A - Location Plan

Site Location

Site Location: ●



Appendix: B - Proposed Plans



Street Elevation

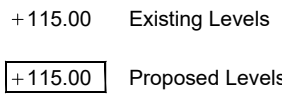
Notes
All dimensions to be checked on site prior to the commencement of construction and any discrepancy reported to the construction manager.

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Metric drawing all imperial dims approximate subcontractors MUST ensure they have the latest issue drawing before they commence work on site.



Based on Global surveys drawing ref 25083-TOPO and Ordnance Survey extract

For landscaping layout see landscape drawings

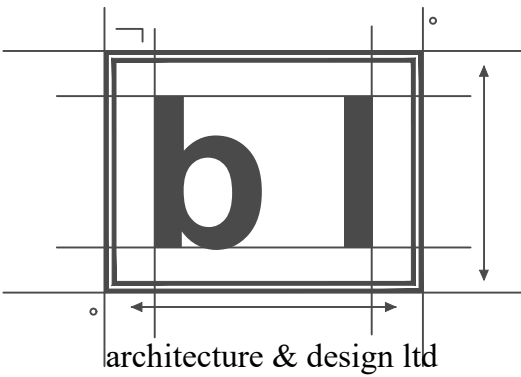


A Dec 2025 Planning Issue
Rev. Date

Project **Proposed Development
Land Adjacent
21 Danesbury Park Road,
Welwyn AL6 9SH**

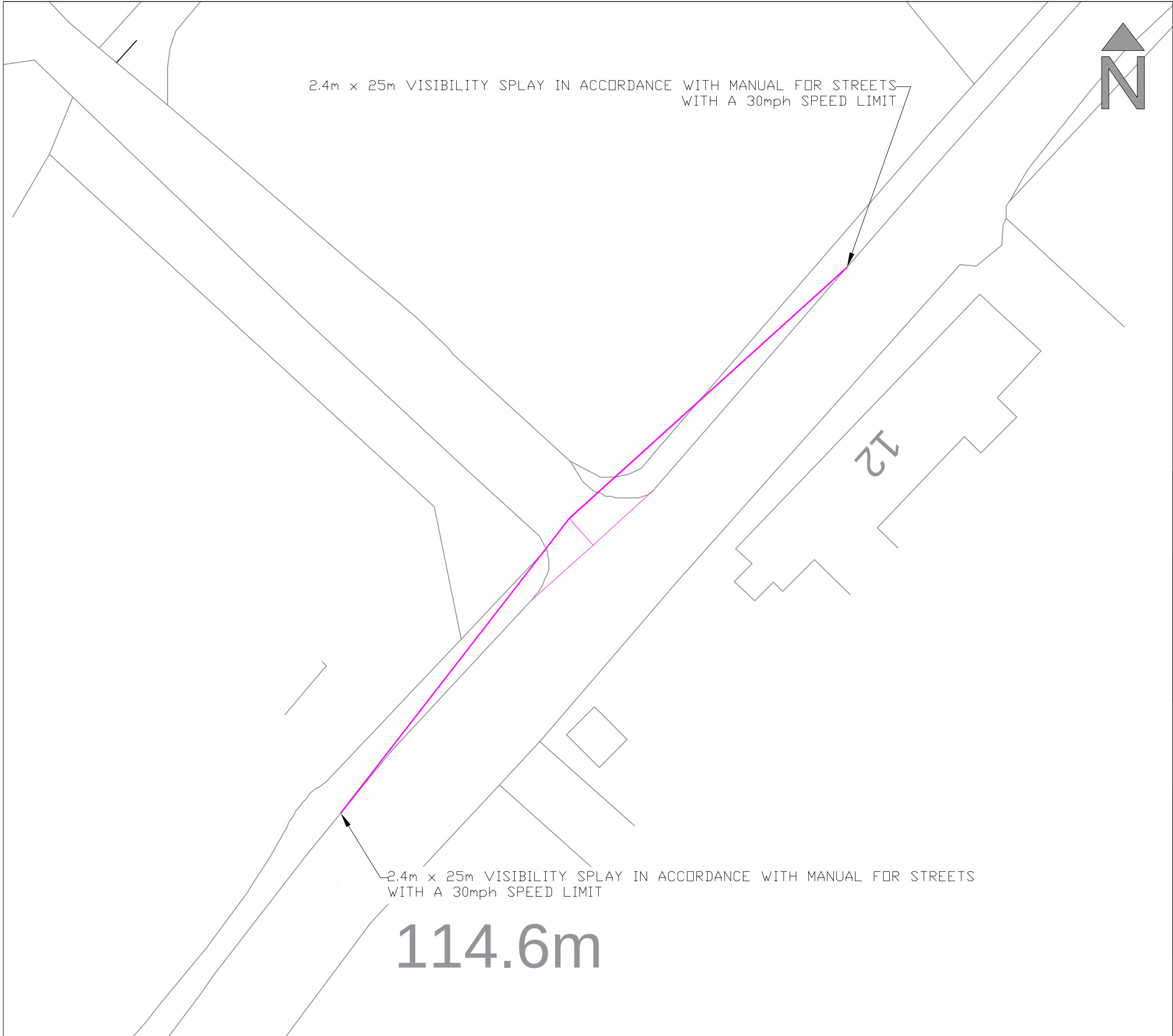
Title **Block Plan
Proposed**

Scale **1/200 (at A1)** Dwg. No **622-010-A**
Date **Oct 2025**



The Studio
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Herts SG4 7TY
Telephone 01462 433443
e-mail b.l.a.d.architects@gmail.com

Appendix: C - Visibility Splays



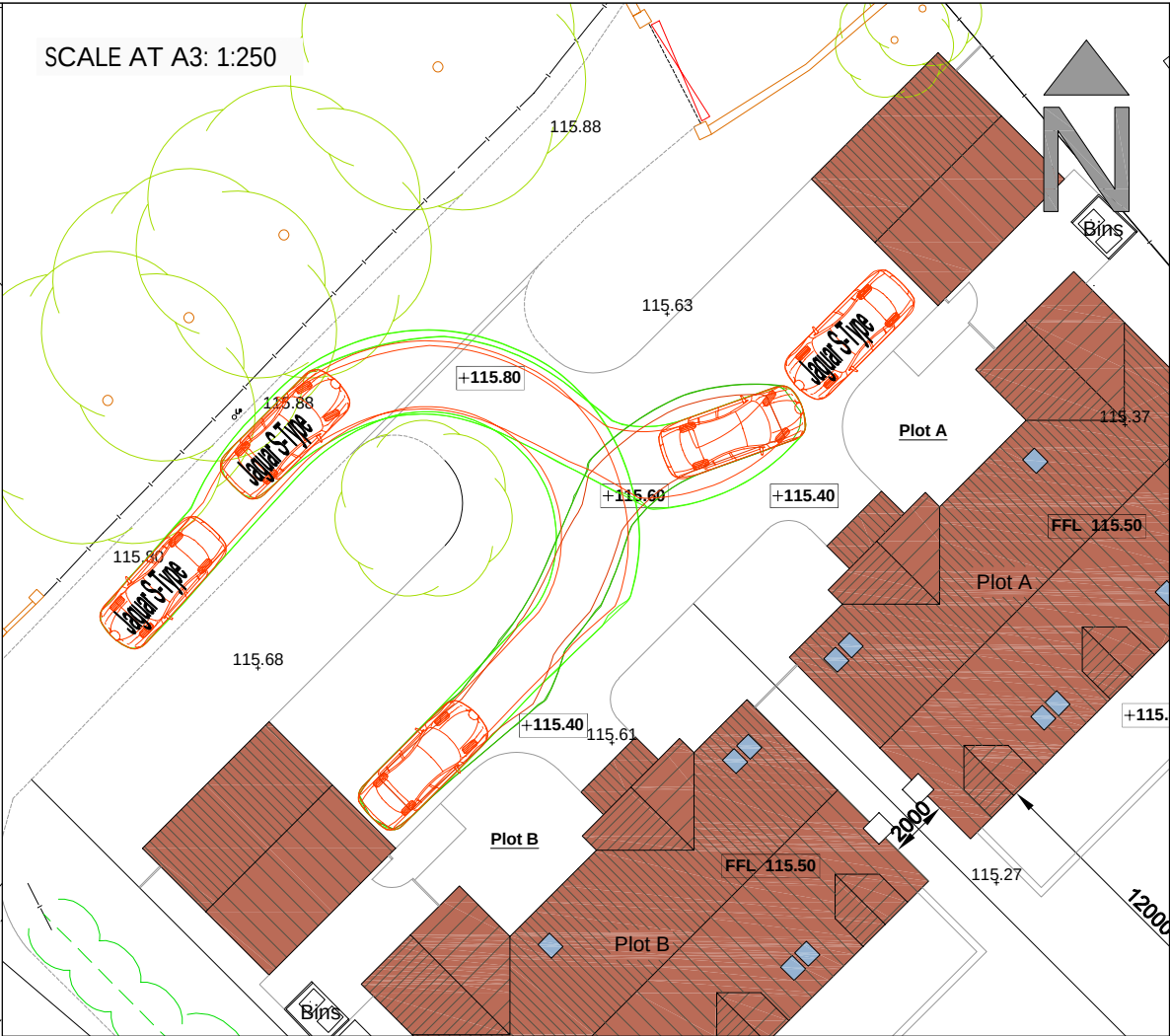
REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
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EAS 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk					
CLIENT:					
ARCHITECT:					
PROJECT: DANESBURY LANE, WELWYN HATFIELD DC					
TITLE: ACCESS VISIBILITY SPLAY					
SCALE @ A3: 1:250			DESIGN-DRAWN: MDC		DATE: 22/12/2025
PROJECT No: 6124			DRAWING No: SK01		

Appendix: D - Swept Path Analysis

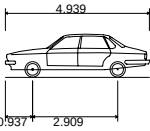
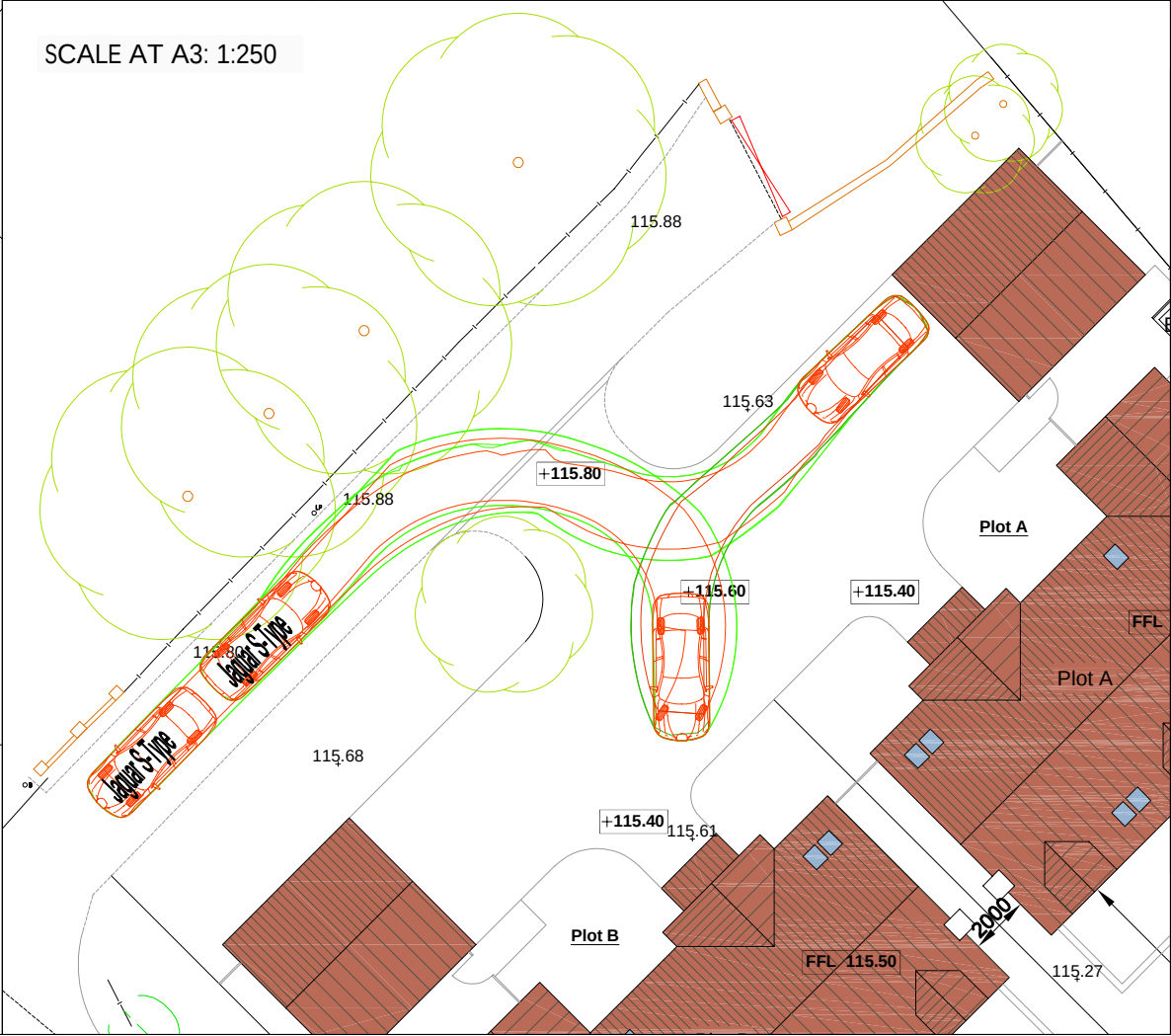
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SCALE AT A3: 1:250

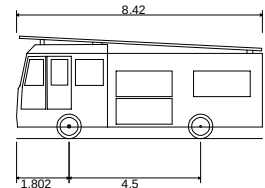


SCALE AT A3: 1:250



Jaguar S-Type
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.939m
1.878m
1.474m
0.259m
1.544m
4.00s
6.000m



HCC Dennis Sabre Fire Tender (LWB)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.420m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

REV	DATE	BY	DESCRIPTION	CHK	APD
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1st Floor Millers House, Roydon Road,
Stanstead Abbots, Hertfordshire, SG12 8HN
Tel: 01920 871777
www.eastp.co.uk

CLIENT:

ARCHITECT:

PROJECT:

DANESBURY LANE,
WELWYN HATFIELD DC

TITLE:

SWEPT PATH ANALYSIS

SCALE @ A3: 1:500	DESIGN-DRAWN: MDC	DATE: 22/12/2025
PROJECT No: 6124	DRAWING No: SK02	

Appendix: E - TRICS Data

TRICS 8.25.11

Trip Rate Parameter: DWELLS

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Total Vehicles

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0.033	0	0.033
01:00-02:0	1	90	0.011	0	0.011
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0.011	0	0.011
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0.011	0.011	0.022
06:00-07:0	3	94	0.007	0.053	0.06
07:00-08:0	40	145	0.069	0.251	0.32
08:00-09:0	43	137	0.133	0.315	0.448
09:00-10:0	43	137	0.128	0.167	0.295
10:00-11:0	43	137	0.112	0.135	0.247
11:00-12:0	43	137	0.12	0.132	0.252
12:00-13:0	43	137	0.142	0.135	0.277
13:00-14:0	43	137	0.138	0.129	0.267
14:00-15:0	43	137	0.142	0.153	0.295
15:00-16:0	43	137	0.216	0.148	0.364
16:00-17:0	43	137	0.236	0.151	0.387
17:00-18:0	43	137	0.279	0.151	0.43
18:00-19:0	43	137	0.235	0.147	0.382
19:00-20:0	5	107	0.139	0.126	0.265
20:00-21:0	5	107	0.135	0.098	0.233
21:00-22:0	3	94	0.117	0.035	0.152
22:00-23:0	1	90	0.044	0.011	0.055
23:00-00:0	1	90	0.011	0	0.011
Daily Trip Rates:			2.469	2.348	4.817

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculation 1 DWELLS

Count Type Cyclists

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0	0	0
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0.001	0.004	0.005
08:00-09:0	43	137	0.003	0.009	0.012

09:00-10:0	43	137	0.001	0.002	0.003
10:00-11:0	43	137	0.002	0.001	0.003
11:00-12:0	43	137	0.001	0.001	0.002
12:00-13:0	43	137	0.002	0.001	0.003
13:00-14:0	43	137	0.002	0.002	0.004
14:00-15:0	43	137	0.001	0.001	0.002
15:00-16:0	43	137	0.005	0.002	0.007
16:00-17:0	43	137	0.005	0.003	0.008
17:00-18:0	43	137	0.003	0.003	0.006
18:00-19:0	43	137	0.004	0.002	0.006
19:00-20:0	5	107	0	0	0
20:00-21:0	5	107	0.002	0	0.002
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.032	0.031	0.063

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calclatior 1 DWELLS

Count Type PSVs

Period	No.Days	Ave.DWELL Arrivals	Departures Totals		
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0	0	0
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0	0	0
08:00-09:0	43	137	0	0	0
09:00-10:0	43	137	0	0	0
10:00-11:0	43	137	0	0	0
11:00-12:0	43	137	0	0	0
12:00-13:0	43	137	0.001	0	0.001
13:00-14:0	43	137	0	0	0
14:00-15:0	43	137	0	0	0
15:00-16:0	43	137	0.001	0.001	0.002
16:00-17:0	43	137	0	0	0
17:00-18:0	43	137	0	0	0
18:00-19:0	43	137	0	0	0
19:00-20:0	5	107	0	0	0
20:00-21:0	5	107	0	0	0
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.002	0.001	0.003

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculator 1 DWELLS

Count Type OGVs

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0.011	0	0.011
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0.001	0.001	0.002
08:00-09:0	43	137	0.002	0.001	0.003
09:00-10:0	43	137	0.002	0.002	0.004
10:00-11:0	43	137	0.002	0.002	0.004
11:00-12:0	43	137	0.001	0.001	0.002
12:00-13:0	43	137	0.002	0.002	0.004
13:00-14:0	43	137	0.001	0.003	0.004
14:00-15:0	43	137	0.001	0.001	0.002
15:00-16:0	43	137	0.001	0.001	0.002
16:00-17:0	43	137	0.001	0.001	0.002
17:00-18:0	43	137	0	0	0
18:00-19:0	43	137	0.001	0.001	0.002
19:00-20:0	5	107	0.006	0.004	0.01
20:00-21:0	5	107	0	0.002	0.002
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.032	0.022	0.054

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calculator 1 DWELLS

Count Type Taxis

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0	0	0
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0.001	0.001	0.002
08:00-09:0	43	137	0.001	0.001	0.002
09:00-10:0	43	137	0.001	0.001	0.002
10:00-11:0	43	137	0.001	0.001	0.002
11:00-12:0	43	137	0.001	0.001	0.002

12:00-13:0	43	137	0.001	0.001	0.002
13:00-14:0	43	137	0.001	0.001	0.002
14:00-15:0	43	137	0.001	0.001	0.002
15:00-16:0	43	137	0.001	0.001	0.002
16:00-17:0	43	137	0.001	0.001	0.002
17:00-18:0	43	137	0.002	0.002	0.004
18:00-19:0	43	137	0.001	0.001	0.002
19:00-20:0	5	107	0	0	0
20:00-21:0	5	107	0	0	0
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.013	0.013	0.026

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calclatior 1 DWELLS

Count Type Cars

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0	0	0
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0.023	0.098	0.121
08:00-09:0	43	137	0.055	0.122	0.177
09:00-10:0	43	137	0.052	0.066	0.118
10:00-11:0	43	137	0.043	0.052	0.095
11:00-12:0	43	137	0.046	0.047	0.093
12:00-13:0	43	137	0.051	0.05	0.101
13:00-14:0	43	137	0.05	0.05	0.1
14:00-15:0	43	137	0.05	0.057	0.107
15:00-16:0	43	137	0.088	0.061	0.149
16:00-17:0	43	137	0.092	0.062	0.154
17:00-18:0	43	137	0.105	0.055	0.16
18:00-19:0	43	137	0.094	0.055	0.149
19:00-20:0	5	107	0.049	0.051	0.1
20:00-21:0	5	107	0.053	0.032	0.085
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.851	0.858	1.709

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calclatior 1 DWELLS

Count Type LGVs

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0	0	0
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0.005	0.013	0.018
08:00-09:0	43	137	0.012	0.014	0.026
09:00-10:0	43	137	0.009	0.009	0.018
10:00-11:0	43	137	0.009	0.009	0.018
11:00-12:0	43	137	0.011	0.014	0.025
12:00-13:0	43	137	0.011	0.01	0.021
13:00-14:0	43	137	0.01	0.01	0.02
14:00-15:0	43	137	0.011	0.011	0.022
15:00-16:0	43	137	0.01	0.008	0.018
16:00-17:0	43	137	0.011	0.009	0.02
17:00-18:0	43	137	0.014	0.007	0.021
18:00-19:0	43	137	0.008	0.006	0.014
19:00-20:0	5	107	0	0.002	0.002
20:00-21:0	5	107	0.009	0.011	0.02
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.13	0.133	0.263

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Calclatior 1 DWELLS

Count Type Motorcycles

Period	No.Days	Ave.DWELL	Arrivals	Departures	Totals
00:00-01:0	1	90	0	0	0
01:00-02:0	1	90	0	0	0
02:00-03:0	1	90	0	0	0
03:00-04:0	1	90	0	0	0
04:00-05:0	1	90	0	0	0
05:00-06:0	1	90	0	0	0
06:00-07:0	3	94	0	0	0
07:00-08:0	40	145	0	0.001	0.001
08:00-09:0	43	137	0	0.001	0.001
09:00-10:0	43	137	0.001	0	0.001
10:00-11:0	43	137	0	0	0
11:00-12:0	43	137	0	0	0
12:00-13:0	43	137	0.001	0	0.001
13:00-14:0	43	137	0	0.001	0.001
14:00-15:0	43	137	0.001	0.001	0.002

15:00-16:0	43	137	0.001	0	0.001
16:00-17:0	43	137	0.001	0	0.001
17:00-18:0	43	137	0.001	0	0.001
18:00-19:0	43	137	0.001	0.001	0.002
19:00-20:0	5	107	0.004	0.004	0.008
20:00-21:0	5	107	0.002	0.002	0.004
21:00-22:0	3	94	0	0	0
22:00-23:0	1	90	0	0	0
23:00-00:0	1	90	0	0	0
Daily Trip Rates:			0.013	0.011	0.024