65-69 Holmes Road

Transport Statement

Hallmark Property Group

October 2023

Delivering a better world

Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
1	October 2022	Draft	MW	Mark Watson	Associate
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1. Introduction

Context

1.1 This Transport Statement (TS) has been prepared by AECOM on behalf of Hallmark Property Group to support the proposals for the conversion of the existing double height loading bay at their development 'The Stay Club' at 65-69 Holmes Road, Camden NW5 3AU into eight student accommodation units. A site location plan is included at **Figure 1-1**.

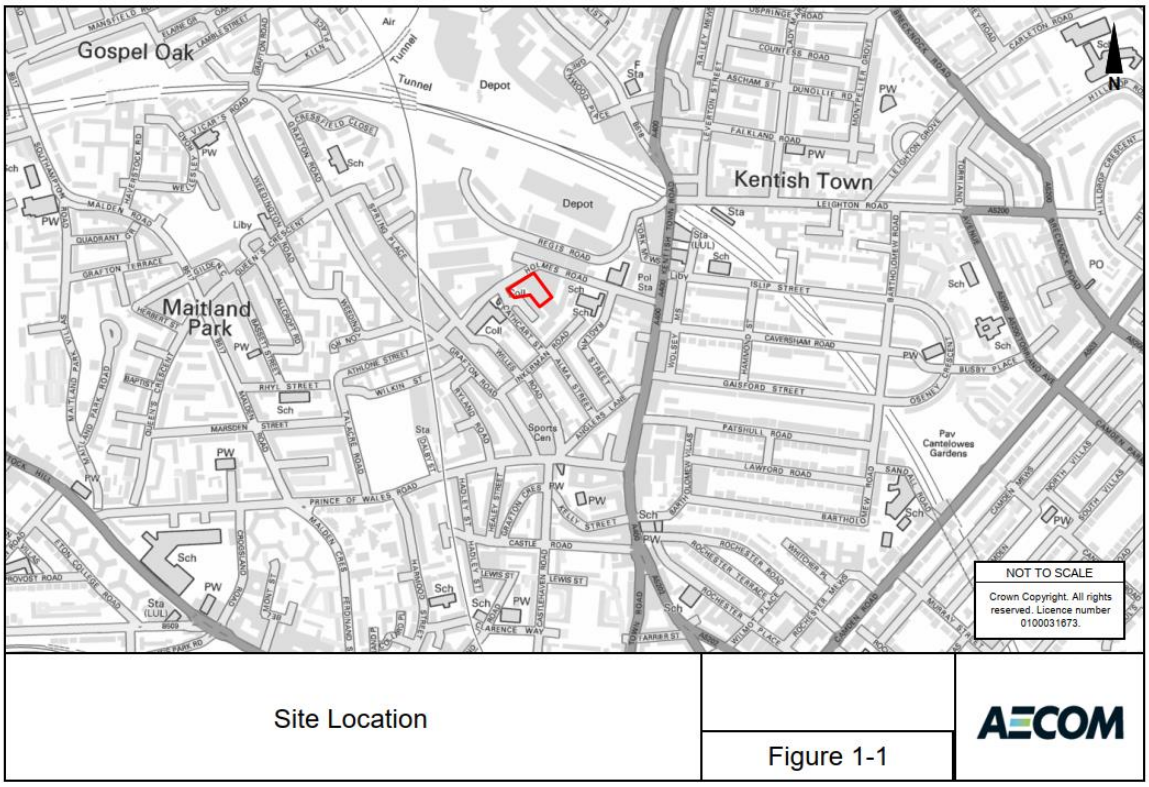
1.2 A Transport Statement was originally prepared by AECOM (formerly URS) in October 2013 and the development was approved on the 6th March 2014 for the *'Erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units, with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class A1) at ground floor level following the demolition of existing B8 buildings'* (ref: 2013/7130/P) on the site of the former Magnet showroom.

1.3 An updated scheme comprising 341 rooms and 439 bed spaces was approved in July 2018 (ref: 2017/6786/P) and the approved development is now constructed. Planning permission has also recently been granted for a change of use of the warehouse space (Use Class B8) to office/light industrial/research and development [Use Class E(g)] (ref: 2020/3698/P).

1.4 The proposed additional eight student accommodation room development would bring the total provision of student accommodation to 349 rooms and 447 bed spaces.

1.5 This document provides an update to the Transport Statement submitted as part of applications 2013/7130/P and 2017/6786/P. It specifically updates the review of policy and existing transport conditions for the site and appraises the changes in transport conditions arising from eight additional student accommodation units relative to the consented scheme.

Figure 1-1 Site Location



Structure

1.6 The remainder of the report is structured as follows:

- **Section 2** presents the relevant policy guidelines;
- **Section 3** provides details about the development proposals;
- **Section 4** outlines the sites accessibility;
- **Section 5** presents the trip generation for the site;
- **Section 6** presents the servicing trips; and
- **Section 7** provides the conclusions to the report.

2. Policy Review

Policy Guidance

2.1 To inform the development of the TS, a review of relevant national, regional and local transport policy has been undertaken to understand the context for the development. This includes the following documents, with further detail on each provided below as well as best practice guidance:

- National Planning Policy Framework (September 2023)
- The London Plan (March 2021)
- Mayor's Transport Strategy (March 2018) and Addendum (November 2022)
- Camden Council's Local Plan (July 2017)
- Camden Transport Strategy (April 2019)
- Camden Planning Guidance: Transport (January 2021)

National Policy Context

National Planning Policy Framework (September 2023)

2.2 The National Planning Policy Framework (NPPF) was updated on 5th September 2023 and sets out the government's planning policies for England and how these are expected to be applied.

2.3 The NPPF highlights the importance that transport infrastructure and transport related policies have in facilitating sustainable development and promoting wider health and sustainability objectives. 'Section 9 – Promoting sustainable transport' outlines the key transport policy considerations. At Paragraph 104 it states that transport issues should be considered at the earliest opportunities when planning development so that:

- *"The potential impacts of development on transport networks can be addressed;*
- *Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued; and*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains"*

2.4 It is emphasised that development should give priority to pedestrian and cycle movements, create places that are safe, secure and attractive and designed to enable charging of plugin and ultra-low emission vehicles in safe, accessible and convenient locations. It is also important that developments facilitate the efficient delivery of goods, and access by service and emergency vehicles.

2.5 In line with the guidance this TS sets out the accessibility of the site to sustainable modes of transport. The site is located in an area of good accessibility for walking and cycling and has strong links to public transport, which is in line with the NPPF guidance.

Regional Policy Context

The London Plan (March 2021)

2.6 The London Plan, published 2 March 2021 is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.7 Policy T1 'Strategic Approach to Transport' sets out how development plans should support and facilitate the Mayor's strategic target of 80 per cent of all trips to be made by sustainable means. In doing so, development plans should *'…make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure any impacts on London's transport network and supporting infrastructure are mitigated.'*

2.8 Policy T2 'Healthy Streets' outlines the importance that development proposals reduce the dominance of vehicles on London's streets, be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.9 Policy T5 'Cycling' sets out the minimum cycle parking standards addressing that:

- *'Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Development should provide cycle parking at least in accordance with the minimum standards' and*
- *'Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards, Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people'.*

2.10 Cycle parking standards for student accommodation are 0.75 spaces per bedroom for long stay spaces and 1 space per 40 beds for short stay spaces.

2.11 Policy T6 'Car Parking' addresses how car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals, whereby there is no general parking, but parking should still be provided for disabled persons. Adequate provision should be made for efficient servicing, deliveries and emergency access.

2.12 Policy T6.1 'Residential parking' states *'…large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free'.*

Mayor's Transport Strategy (March 2018) and Addendum (November 2022)

2.13 The Mayor's Transport Strategy (MTS) is a statutory document that sets out the Mayor's transport aspirations for Greater London, with the central aim to shift away from the car and achieve 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.14 One of the aims of the strategy is to ensure that regeneration and new development schemes incorporate the Mayor's principles of Good Growth, with transport delivering growth that satisfies the following principles:

- Good access to public transport;
- High density, mixed-use developments;
- People choose to walk and cycle;
- Car-free and car-lite places;
- Inclusive, accessible design;
- Carbon-free travel; and
- Efficient freight.

2.15 The strategy places importance on Transport Assessments and Travel Plans in order to *'…encourage sustainable travel, reflect the aims of the Healthy Streets approach and ensure developers take account of the need to deliver carbon-free transport in London by 2050'.*

Local Policy Context

Camden Local Plan (July 2017)

2.16 The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies. The Plan covers the period from 2016 to 2031. The overall vision of the plan is to *'…make Camden a better Borough – a place where everyone has a chance to succeed and where nobody gets left behind. A place that works for everyone.'*

2.17 The vision is supported by a series of strategic objectives including the following:

- To create the conditions for growth, ensuring it takes place in the most appropriate and sustainable locations and minimises the impacts of development, and to harness the benefits of this growth so it meets the needs of Camden's communities for homes, jobs and services and preserves and enhances the borough's unique character and appearance.

- To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links.
- To improve health and wellbeing of Camden's population and reduce health inequalities through good spatial planning, supporting healthier lifestyles and environmental improvements, as well as ensuring appropriate access to health facilities.
- To promote and protect the high levels of amenity and quality of life that makes Camden such an attractive, successful and vibrant place for residents, workers and visitors.

2.18 In terms of transport, Policy T1 states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough. Developments should improve the pedestrian environment and provide secure, accessible cycle infrastructure. All new development in the borough is required to be car-free (Policy T2) with onsite parking limited to disabled bays and essential operational or servicing needs. The Council will also promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

Camden Transport Strategy 2019-2041 (April 2019)

2.19 The Camden Transport Strategy (CTS) aims to transform transport and mobility in Camden, enabling and encouraging people to travel sustainably. The key priorities of the strategy include:

- increasing walking and cycling;
- improving public transport in the borough;
- reducing car ownership and use;
- improving air quality; and
- making the streets and transport networks safe, accessible and inclusive for all.

2.20 The report has been prepared to respond to the Mayor of London's Healthy Streets approach, and has the title of 'Healthy Streets, Healthy Travel, Healthy Lives'. The strategy aims to increase the sustainable transport mode share in Camden from 85% (2017) to 93% (2041), with half of all residents' trips to be made on foot by 2041.

Camden Planning Guidance: Transport (January 2021)

2.21 Camden Planning Guidance (CPG) provides support for the policies in the Camden Local Plan 2017. This document was adopted on 15 January 2021 and replaces the Transport CPG (March 2019).

2.22 CPG: Transport (January 2021) provides information on all types of detailed transport issues within the borough and provides the following key messages:

- Assessing transport capacity: A transport assessment is required for all applications that involve a change in the way that a site is accessed from the highway.
- Travel Plans: travel plans enable a development to proceed without adverse impact on the transport network through promoting a greater use of sustainable travel and thereby helping to tackle congestion and air pollution. The requirements of a travel plan will be tailored to the specific characteristics of the site and nature of the development.
- Parking and car-free development: the Camden Local Plan 2017 extends car-free development to the whole of the Borough.
- Parking and car-free development: Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.
- Vehicular access and crossovers: The Council will not approve applications that would cause unacceptable parking pressure, add to existing parking problems or result in negative impacts on amenity.
- Cycling facilities: The council will seek high quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.
- Cycling facilities: applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan, of which are fully inclusive and accessible by step free access. The Council

will seek an additional 20% of spaces over and above the London Plan standards to support the expected future growth of cycling for those that live and work in Camden.

3. Development Proposals

Approved Development

3.1 The redevelopment of the former Magnet showroom was approved on the 6th March 2014 for the *'…erection of part seven, part three storey building above two basement levels to provide student accommodation comprising 273 units, with ancillary facilities (sui generis), warehouse (Class B8) at basement and ground floor levels and coffee shop (Class A1) at ground floor level following the demolition of existing B8 buildings.'* (ref: 2013/7130/P).

3.2 An updated scheme was approved in July 2018 (ref: 2017/6786/P) for 341 rooms (with 439 bed spaces), a coffee shop, B8 Warehouse space and a double height goods yard. The approved development is now constructed.

3.3 Planning permission has also recently been granted for a *'…change of use of warehouse space (Use Class B8) to office/light industrial/research and development [Use Class E(g)], including the installation of a mezzanine basement level over a part of the double height warehouse space in order to create additional space for Class E(g) use and external works including replacing roller shutters with curtain wall glazing and introducing blind windows at first floor level.'* (ref: 2020/3698/P).

Proposed Development

3.4 It is proposed to convert the existing double height loading bay into eight single student accommodation bedrooms, creating a first floor above the Class E office space on the ground floor. This would bring the total number of rooms to 349 and the total number of bed spaces to 447.

3.5 The proposals for additional student accommodation aim to make use of the space with a land use that will be less impacted by Camden's proposals for traffic restrictions in the local area, compared to commercial use which may be more impacted.

Site Access

3.6 The development site itself is only accessible to pedestrians (and dismounted cyclists). All deliveries and servicing to the development take place on-street. The site layout plans are included at **Appendix A**. Emergency vehicles can access the site via Holmes Road or Cathcart Street.

3.7 The access to the northeast end of the development facing Holmes Road is for student residents, whilst the remaining entrances on Holmes Road are for entrance to the coffee shop and the business units. Refuse collection will continue to take place via Cathcart Street.

3.8 It is understood that Camden Council is proposing traffic restrictions on Holmes Road, Cathcart Street and other roads surrounding the site. The restrictions are summarised below:

- Restriction on motor vehicles proceeding westbound on Holmes Road 'at all times', to the west of the junction with Raglan Street (emergency services and bin lorries exempt)
- Motor vehicle restriction during the 'Healthy School Street' hours '8am – 10am' and '2pm - 4pm' on Holmes Road
- Motor vehicle restriction 'at all times' on Raglan Street
- Motor vehicle restriction on Willes Road south of the junction with Holmes Road (emergency services and bin lorries exempt)
- Southbound motor vehicle restriction on Cathcart Street. Access northbound onto Holmes Road maintained.

3.9 If approved, access to the site from both Cathcart Street and Holmes Road will be limited to outside of the Healthy School Street Hours ('8am – 10am' and '2pm - 4pm'). Outside of these hours, servicing and delivery vehicles will be required to travel north along Cathcart Street and then east along Holmes Road or east along Holmes Road from Spring Place or Athlone Street / Grafton Road. Refuse vehicles will be able to continue to serve the site via Cathcart Street, however, will be required to travel northbound.

3.10 If implemented, all residents and users of the site as well as delivery and servicing vehicles will be informed of the restrictions and the routes that should be taken to access the site.

Car Parking

3.11 The consented development is car free. No vehicle parking is provided on site for staff, students or visitors of the development and no parking will be provided for the additional proposed eight student accommodation units.

3.12 The above approach to car parking is in accordance with Policy T2 of Camden's Local Plan which states that *'…the Council will limit the availability of parking and require all new developments in the borough to be car-free'.* In addition, the high public transport accessibility of the site (reflected by PTAL level 5, as shown in **Appendix B**) shows that there are many more sustainable and healthy alternatives to the private car therefore the provision of no parking spaces is appropriate.

3.13 The surrounding roads are within the Camden Council's Controlled Parking Zone and all on-street parking is for permit holders only.

Cycle Parking

3.14 A total of 284 cycle parking spaces are currently provided at the site for students, employees and visitors, broken down as follows:

- Student Accommodation - 258 cycle parking spaces plus 10 spaces for visitors to the student hall of residence;
- B8 Warehouse – 16 spaces for employee and visitor use

3.15 As part of the consented application for a change of use from B8 Warehouse to Class E office (2020/3698/P) the number of cycle parking spaces for the commercial element of the development will be increased from 16 to 50 spaces.

3.16 An additional seven long stay spaces and one short stay cycle parking space (a total of eight spaces) will be provided on site for the additional eight student accommodation units, which is in line with both the London Plan guidance (0.75 cycle parking spaces per bedroom for long stay and 1 space per 40 bedrooms for short stay parking) and Camden Planning Guidance, which states that the Council will seek an additional 20% of spaces over and above the London Plan standard.

3.17 265 cycle parking spaces plus 11 spaces for visitors (a total of 276 spaces) will therefore be provided for the student accommodation element of the proposed development.

4. Site Accessibility

Context

4.1 This section of the TS provides an update on the site's accessibility and the availability of local services, amenities and public transport provision. **Figure 4-1** presents the local services and amenities in proximity of the site and **Figure 4-2** presents the opportunities for sustainable transport within the local area.

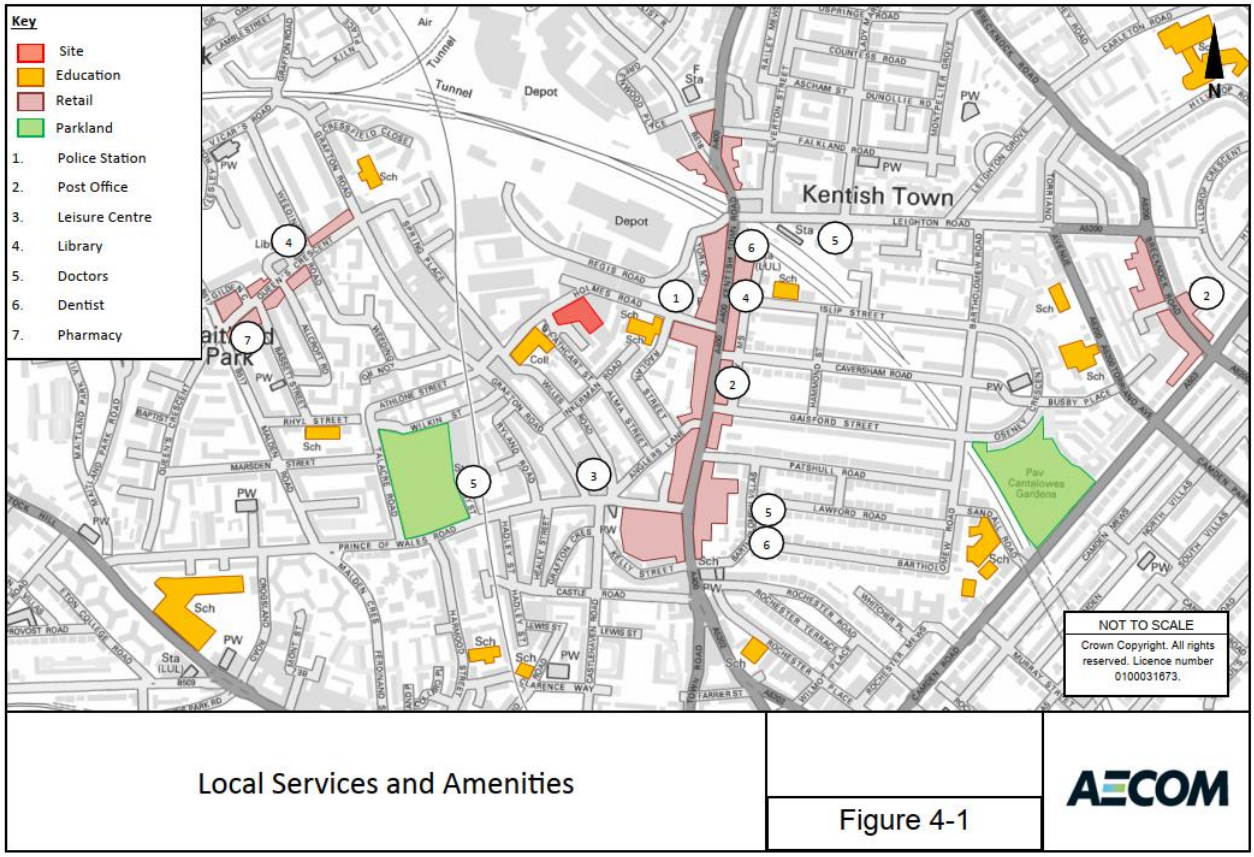
Services and Amenities

4.2 There are a wide range of supermarkets and convenience stores situated within close vicinity of the site, which include an Iceland and a Cooperative Food Store both located approximately 300m to the east of the site (a four minute walk), a Sainsbury's which is located approximately 400m (a five minute walk) to the northeast of the site and Lidl located approximately 450m (a six minute walk) southeast of the site on Kentish Town Road.

4.3 Kentish Town Sports Centre is located 400m (a five minute walk) to the south of the site on Grafton Road and offers a variety of services such as a gym and swimming pools, with Talacre Community Sports Centre situated approximately 700m (a nine minute walk) to the southwest of the site.

4.4 Health centres and doctor's surgeries within the local area include Kentish Town Health Centre located approximately 700m to the northeast of the site, Caversham Group Practice located approximately 600m to the southeast and the Prince of Wales Medical Centre located approximately 650m southwest of the site, all within a nine minute walk of the site. Dental surgeries within the local area include A G Dentistry located 400m (a five minute walk) to the northeast and Kentish Town Urgent Dental located 650m (a nine minute walk) southeast of the site.

Figure 4-1 Local Services and Amenities



Public Transport Accessibility Level (PTAL)

4.5 The site is in close proximity to a range of services and amenities as outlined above, such as supermarkets, leisure and health facilities and there are a range of travel opportunities in the local area, with bus stops within a five minute walk and Kentish Town Underground and rail station approximately 400m (a six minute walk) from the site on Kentish Town Road.

4.6 According to TfL's WebCAT online PTAL (public transport accessibility level) calculator, the site has a PTAL of 5, which is equivalent to 'Very Good' accessibility.

4.7 WebCAT shows that the eastern section of Holmes Road has a PTAL of 6a (excellent), with Kentish Town Road acting as a public transport corridor in this area meaning that accessibility levels are higher along, and in proximity, to it.

4.8 The associated summary PTAL report and accessibility zones within the vicinity of the site are included at **Appendix B** of this report. Further information concerning the accessibility of the site to public transport is provided within the remainder of this chapter.

Walking and Cycling

4.9 Pedestrian facilities near the site provide easy access to both Camden Town centre and Kentish Town Road, where a range of services and amenities are located. Excellent pedestrian links are also available for access to local transport nodes, railway stations and bus stops. Kentish Town station is an approximate six-minute walk along Holmes Road and Kentish Town Road.

4.10 Much of Holmes Road has 3.5 metre wide pedestrian footways on both sides of the carriageway that are well maintained and lit.

4.11 The areas of Hampstead, Holloway, Camden, Primrose Hill and King's Cross are all accessible within a 2.5km cycle distance of the site. Within a 5km cycle distance of the site are Marylebone, Paddington, Kensal Rise and Cricklewood. Golders Green and East Finchley are accessible to the west; Hornsey, Stoke Newington, Islington, Shoreditch, Holborn, Soho and Bloomsbury are accessible to the east of the site.

4.12 Holmes Road itself is defined by the London Cycle Network (LCN) as a *"…quiet road, recommended for cyclists".* Leighton Road, approximately 400m to the east of the development is a dedicated signed route for cyclists. Other local signed cycle routes also exist near the site. Cycleway 6 begins on Kentish Town Road adjacent to Castle Road and provides a connection along Royal College Street and the A5202 towards Central London. Further cycleways are present on Prince of Wales Road and Grafton Road to the south and east of the site. See **Figure 4-2** for further detail.

Bus

4.13 The nearest bus stops to the site are located along Kentish Town Road. A northbound bus stop is located approximately 300m from the site (Stop KE), with southbound bus stops (Stop KB and KC) within 400m. All these bus stops can be reached in five minutes or less on foot from the site.

4.14 These bus stops currently serve five bus routes including one night bus service (88, 134, 214, 393 and N20). These routes provide connections to a range of destinations as set out in **Table 4-1**.

Table 4-1: Bus Services and Frequencies (correct as of October 2023)

Service	Route	Weekday Frequency AM Peak (0800-0900)	Weekday Frequency PM Peak (1700-1800)
88	Parliament Hill Fields – Clapham Common	Every 8 – 12 minutes	Every 8 – 12 minutes
134	North Finchley Bus Station – University College Hospital / Euston Road	Every 7 - 11 minutes	Every 7 - 11 minutes
214	Hampstead Lane – Finsbury Square	Every 6 – 10 minutes	Every 6 – 10 minutes
393	Upper Clapton Road – Chalk Farm	Every 10 – 13 minutes	Every 10 - 13 minutes
N20	Barnet High Street – Trafalgar Square	Approx. every 30 minutes between 00:40-05:35	

Source: https://tfl.gov.uk/modes/buses

London Underground

4.15 The nearest London Underground station is Kentish Town, located approximately 400m (a six minute walk) to the northeast of the site on Kentish Town Road. The station is in Zone 2 and serves the High Barnet branch of the northern line.

4.16 Northern Line trains serve Kentish Town Underground station every 2-6 minutes on weekdays. Journey times to Euston and London Bridge are six and 17 minutes respectively with journeys to Morden in south London likely to take 40 minutes.

National Rail

4.17 The nearest rail station to the site is also Kentish Town. The station operates direct Thameslink services to Luton, St Albans City, London St Pancras, Wimbledon, Sutton (London) and Orpington. **Table 4-2** provides a summary of the rail services from Kentish Town station.

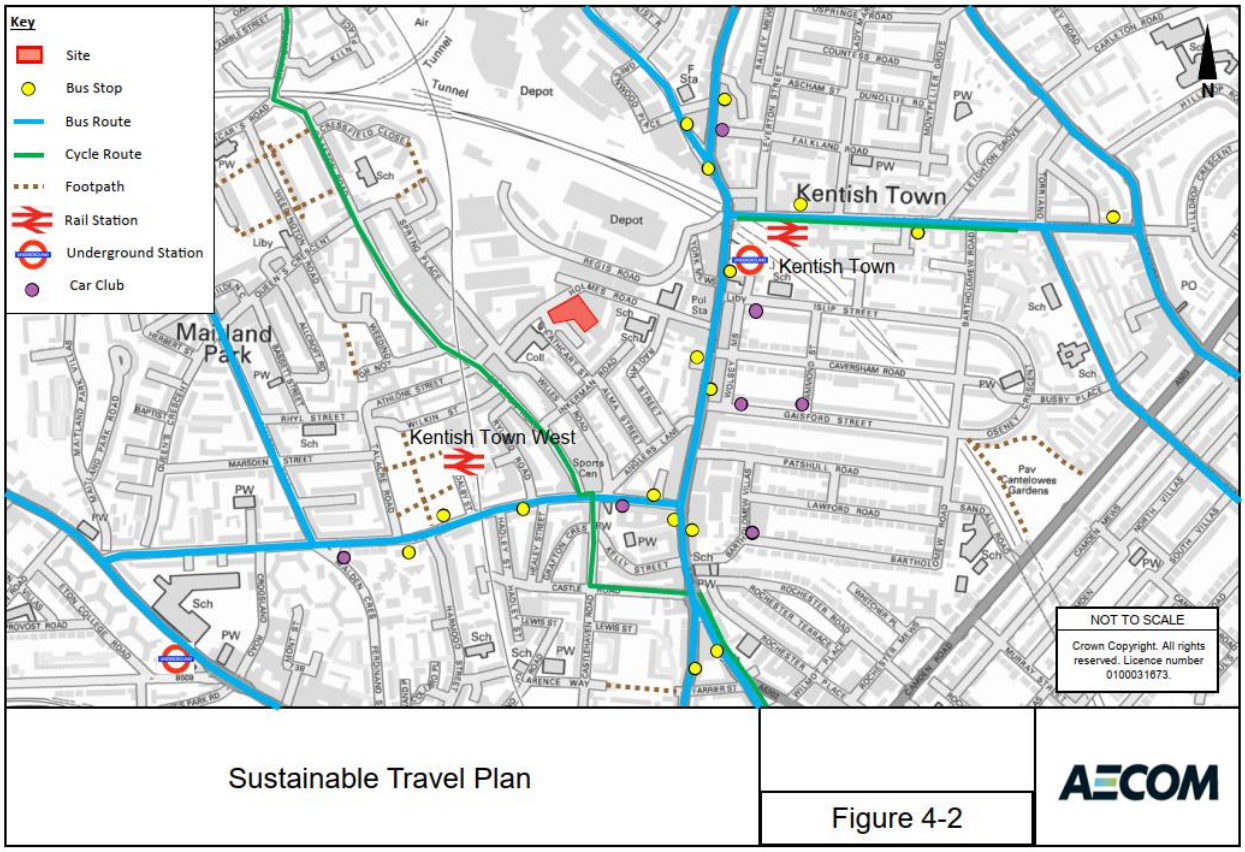
Table 4-2: Kentish Town Train Services, Frequencies and Duration (Correct as of October 2023)

Destination	Frequency (direct trains per hour Mon-Fri 0800-0900)	Frequency (direct trains per hour Mon-Fri 1700-1800)	Duration
St Albans	5	4	26 – 29 minutes
Sutton (London)	4	4	55 – 67 minutes
Luton	2	0	47 – 48 minutes
London St Pancras	4	6	5-6 minutes
Wimbledon	2	2	47 minutes
Orpington	0	2	63 minutes

Source: https://www.nationalrail.co.uk

4.18 The proposed development is also located approximately 600m (an eight minute walk) to the northeast of Kentish Town West station. This station provides access to London Overground services between Stratford and Richmond. The journey time from Kentish Town West to Stratford is 25 minutes, with Richmond approximately 40 minutes away. Approximately eight trains per hour operate in each direction.

Figure 4-2 Sustainable Travel



Car Club

4.19 In recent years, car club services have become more prevalent throughout the United Kingdom, particularly within urban areas. Car clubs provide an alternative to owning or using a private car for travel, with each vehicle shared between car club members who choose to use it for specific times.

4.20 In this way, a car club provides the flexibility of having access to a private vehicle, without the associated costs and burdens (i.e. running costs, maintenance and parking / garaging) of owning one.

4.21 There are seven car club vehicles located within a 10-minute walk of the site:

- Zipcar
  - Prince of Wales Road 500m (6-minute walk) from the site
  - Gaisford Street 450m (6-minute walk) from the site;
  - Hammond Street 550m (7-minute walk) from the site
  - Bartholomew Road 700m (9-minute walk) from the site
  - Falkland Road 750m (10-minute walk) from the site
  - Malden Crescent 800m (10-minute walk) from the site
- Enterprise
  - Islip Street 350m (5-minute walk) from the site

Summary

4.22 To summarise, TfL's WebCAT online PTAL calculator indicates the site is located in an area of 'Very Good' public transport accessibility, with many opportunities available for sustainable travel. It is within walking distance of several local services and amenities, including supermarkets, leisure and health facilities.

4.23 Kentish Town rail station is a six-minute walk from the site, providing both Underground and National Rail services to destinations such as Euston and London Bridge for Central London and stations such as Luton,

St Albans City and Sutton (London). Bus stops providing connections to a range of destinations are within a four-to-five-minute walk from the site. The local area is also well served by car clubs with a total of seven car club locations within a 10-minute walk of the site.

5. Trip Generation

Approved Development

5.1 The approved development comprises a total of 341 rooms (439 bed spaces) and 3,288sqm of Class E space. **Table 5-1** presents the approved trip generation using the trip rates from the TSs that supported the consented and constructed scheme (2015/5435/P and 2017/6786/P) for the student accommodation and the approved trip generation from the 2021 TS that supported the application for the change of use from B8 Warehouse to Class E Use (2020/3698/P) for the consented Class E Use.

Table 5-1: All Modes Approved Trip Generation – Student Accommodation & Class E Use

	Student Accommodation (439 bed spaces)			Class E Use (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	9	17	31	2	32	39	11	49
08:00-09:00	**13**	**81**	**94**	**100**	**3**	**103**	**113**	**84**	**197**
09:00-10:00	17	96	113	101	1	102	118	97	215
10:00-11:00	31	57	88	37	11	49	68	68	137
11:00-12:00	53	57	110	14	21	35	67	78	145
12:00-13:00	66	79	145	25	59	85	91	138	230
13:00-14:00	78	90	168	46	56	103	124	146	271
14:00-15:00	72	67	139	37	20	57	109	87	196
15:00-16:00	81	51	132	15	26	41	96	77	173
16:00-17:00	108	60	168	10	30	40	118	90	208
17:00-18:00	**88**	**52**	**140**	**10**	**100**	**110**	**98**	**152**	**250**
18:00-19:00	65	47	112	3	97	100	68	144	212
19:00-20:00	96	85	180	0	0	0	96	85	180
20:00-21:00	125	76	201	0	0	0	125	76	201
21:00-22:00	80	71	151	0	0	0	80	71	151
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**981**	**977**	**1958**	**430**	**426**	**856**	**1411**	**1403**	**2814**

*Any discrepancies due to rounding

Proposed Student Accommodation Trips

5.2 It is proposed that an additional eight single student rooms are provided at the development. This would increase the potential number of bed spaces / residents from 439 to 447.

5.3 The TRICS database has been reviewed to obtain updated trip rates for the student accommodation as the approved trip rates for the existing development could now be considered aged / out of date. Sites were selected based on the following:

- Located within Greater London;
- Town Centre or Edge of Town Centre locations; and
- PTAL 5 to 6a.

5.4 The updated trip rates are presented in **Table 5-2** with the TRICS output report included at **Appendix C**.

Table 5-2: Proposed Person Trip Rates - Student Accommodation

Time Band	Arrivals	Departures	Total
07:00-08:00	0.004	0.037	0.041
08:00-09:00	**0.008**	**0.083**	**0.091**
09:00-10:00	0.021	0.072	0.093
10:00-11:00	0.025	0.079	0.104
11:00-12:00	0.037	0.067	0.104
12:00-13:00	0.043	0.062	0.105
13:00-14:00	0.056	0.082	0.138
14:00-15:00	0.047	0.054	0.101
15:00-16:00	0.056	0.044	0.1
16:00-17:00	0.061	0.033	0.094
17:00-18:00	**0.06**	**0.04**	**0.1**
18:00-19:00	0.063	0.045	0.108
19:00-20:00	0.088	0.038	0.126
20:00-21:00	0.113	0.042	0.155
Total	**0.682**	**0.778**	**1.460**

5.5 The proposed trip rates have been applied to the eight additional student bed spaces to give the trip generation levels set out in **Table 5-3**.

Table 5-3: All Mode Proposed Trip Generation – Additional Student Accommodation (8 units)

Time Band	Arrivals	Departures	Total
00:00-07:00	0	0	0
07:00-08:00	0	0	0
08:00-09:00	0	1	1
09:00-10:00	0	1	1
10:00-11:00	0	1	1
11:00-12:00	0	1	1
12:00-13:00	0	1	1
13:00-14:00	0	1	1
14:00-15:00	0	0	1
15:00-16:00	0	0	1
16:00-17:00	1	0	1
17:00-18:00	1	0	1
18:00-19:00	1	0	1
19:00-20:00	1	0	1
20:00-21:00	1	0	1
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Total	**5**	**6**	**12**

*any discrepancies due to rounding

5.6 **Table 5-3** shows that the proposed eight student accommodation bed spaces would likely generate an additional five all person arrivals and six all person departures with a total of 12 movements across the day.

Total Trip Generation

5.7 To determine the total trip generation for the 65-69 Holmes Road site the proposed trip generation (eight additional bed spaces) has been added to the existing student accommodation trip generation (439 bed spaces) to give a trip generation for a total of 447 student accommodation bed spaces. There is no proposed change to trip generation or modal split associated with the Class E Use as previously approved (103 two-way movements in the AM peak, 110 two-way movements in the PM peak).

5.8 The total person trip generation is set out in **Table 5-4**.

Table 5-4: Total Approved + Proposed Trip Generation (Person Trips)

	Student Accommodation (447 bed spaces)			Class E Use (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	8	9	17	31	2	32	39	11	50
08:00-09:00	13	82	95	100	3	103	113	85	197
09:00-10:00	17	97	114	101	1	102	118	97	216
10:00-11:00	31	58	89	37	11	49	69	69	138
11:00-12:00	53	58	111	14	21	35	68	79	146
12:00-13:00	66	79	146	25	59	85	92	139	230
13:00-14:00	78	91	169	46	56	103	125	147	272
14:00-15:00	72	67	140	37	20	57	109	88	197
15:00-16:00	81	51	133	15	26	41	96	78	174
16:00-17:00	108	60	169	10	30	40	119	90	209
17:00-18:00	88	52	141	10	100	110	98	153	251
18:00-19:00	66	47	113	3	97	100	68	144	212
19:00-20:00	97	85	181	0	0	0	97	85	181
20:00-21:00	126	76	202	0	0	0	126	76	202
21:00-22:00	80	71	151	0	0	0	80	71	151
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
Total	**986**	**984**	**1970**	**430**	**426**	**856**	**1416**	**1410**	**2826**

*Any discrepancies due to rounding

5.9 **Table 5-4** indicates that non-motorised trips to and from the proposed development will experience a morning peak between 09:00 and 10:00 of 216 movements, a lunchtime peak at 13:00-14:00 of 272 movements and an afternoon peak between 17:00 and 18:00 of 251 movements. The development is also likely to experience an evening peak between 20:00 and 21:00 with 202 movements. Across the day the development will generate approximately 2,826 movements in total.

5.10 It should be noted that the peaks for student movements are 09:00-10:00 in the AM peak, a lunch time peak at 13:00-14:00 and an evening peak at 20:00-21:00. Whereas the peaks for the Class E Use are 08:00-09:00 in the AM, 13:00-14:00 at lunchtime and 17:00-18:00 in the PM.

5.11 As the development is car-free the majority of trips to and from the development will be undertaken by public transport, walking and cycling. Any car trips are likely to be associated with the pick-up and drop-off of students at the beginning and end of a semester, with a 'Student Pick-Up and Drop-Off Management Scheme' having been developed to manage this process. An update of this document is provided with the application.

5.12 Detail of the proposed delivery and servicing trip generation for the development is provided in **Section 6** of this report.

Modal Split

5.13 The modal split for the student accommodation element of the development has been derived from the mode of travel to work for residents (aged 16-24) in LBC in the Census 2011. As there is no car parking at the proposed development this mode has been removed from the dataset and redistributed across the remaining modes based on the relevant proportions. Similarly, those who 'work mainly at or from home' have also been removed from the table and the percentage redistributed.

5.14 Redistributing these trips provides a more robust assessment and the results are set out in **Table 5-5**. This gives a good indication of the modal share for residents in the college/university age group who travel to work/college in the local area.

5.15 The modal split has been presented for the 2011 Census alongside the 2021 Census, as it is noted that the 2021 Census was undertaken during the Covid-19 pandemic and therefore method of travel may have been affected by this. The table shows that overall, the mode share split is relatively similar, with an increase in the percentage using active modes (walking and cycling) in 2021 compared to 2011, as could be expected. The analysis has therefore used the 2021 data.

Table 5-5: Adjusted Travel to Work Modal Split (Camden) – Residents Aged 16-24

	2021 Census		2011 Census	
Mode of Travel to Work	**Total People**	**Percentage**	**Total People**	**Percentage**
Train, Underground, Metro, Light Rail or Tram	1,695	40%	4,544	49%
Bus, Minibus or Coach	819	20%	2007	21%
Bicycle	299	7%	511	5%
On foot	1286	31%	2170	23%
Other	90	2%	123	1%

*any discrepancies due to rounding

5.16 **Table 5-5** indicates that the majority of residents (40%) are likely to use the underground, train, light rail or tram to travel to work or education. 31% of residents travel on foot and 20% by bus. 7% of journeys are anticipated to take place by bicycle.

5.17 The mode shares shown in **Table 5-5** have been applied to the trip generation in **Table 5-4** to give peak hour and daily trip generation for the student accommodation; this is presented in **Table 5-6**.

Table 5-6: Peak Hour and Daily Trips for Student Accommodation Split by Mode

Mode of Travel to Work	Modal Split	AM Peak (09:00-10:00)	PM Peak (20:00-21:00)	Daily
Train, Underground, Metro, Light Rail or Tram	40%	46	82	797
Bus, Minibus or Coach	20%	22	39	385
Bicycle	7%	8	14	141
On foot	31%	35	62	605
Other	2%	2	4	42
Total		114	202	1970

*any discrepancies due to rounding

5.18 The trip generation shown above is for a typical mid-term day. It is acknowledged that the profile of trips at the beginning and end of term times as well as during the summer will vary as students move in or out particularly at the start and end of the holiday period. However, to ensure robustness it is considered appropriate to focus on the 'worst case scenario' of full term-time occupancy in terms of trip generation.

6. Servicing

Approved Servicing Trip Generation

6.1 The consented Transport Statements for the site set out a delivery profile and an estimation of the number of servicing trips for the student accommodation based on outputs from the TRICS database, with the 2021 TS (2020/3698/P) setting out a delivery profile for the Class E Use. These approved trips are presented in **Table 6-1**.

Table 6-1: Approved Servicing Trips – Student Accommodation & Class E Use

	Student Accommodation (439 bed spaces)			Class E Use (3,288sqm)			Total		
Time Band	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
00:00-07:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
07:00-08:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
09:00-10:00	0.4	0.4	0.8	1.0	0.0	1.0	1.4	0.4	1.8
10:00-11:00	0.4	0.4	0.8	1.0	1.0	2.0	1.4	1.4	2.9
11:00-12:00	0.4	0.4	0.8	0.0	1.0	1.0	0.4	1.4	1.8
12:00-13:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
13:00-14:00	0.0	0.0	0.0	2.1	2.1	4.1	2.1	2.1	4.1
14:00-15:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
15:00-16:00	0.0	0.0	0.0	1.0	1.0	2.0	1.0	1.0	2.0
16:00-17:00	0.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0
17:00-18:00	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0
18:00-19:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
19:00-24:00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	**1.2**	**1.2**	**2.4**	**8.2**	**8.2**	**16.4**	**9.4**	**9.4**	**18.8**

*Any discrepancies due to rounding

Proposed Servicing Trip Generation

6.2 The updated servicing trip rates have been applied to the proposed additional eight student accommodation units, with the trip generation presented in **Table 6-2**.

Table 6-2: Proposed Servicing Trip Generation – Additional Student Accommodation (8 units)

Time Band	Arrivals	Departures	Total
07:00-08:00	0.0	0.0	0.0
08:00-09:00	0.0	0.0	0.0
09:00-10:00	0.0	0.0	0.0
10:00-11:00	0.0	0.0	0.0
11:00-12:00	0.0	0.0	0.0
12:00-13:00	0.0	0.0	0.0
13:00-14:00	0.0	0.0	0.0
14:00-15:00	0.0	0.0	0.0
15:00-16:00	0.0	0.0	0.0
16:00-17:00	0.0	0.0	0.0
17:00-18:00	0.0	0.0	0.0
18:00-19:00	0.0	0.0	0.0
19:00-20:00	0.0	0.0	0.0
20:00-21:00	0.0	0.0	0.0
Total	**0.1**	**0.1**	**0.2**

6.3 This indicates that there will be minimal to no change in the level of servicing trips as set out in **Table 6-1** with the additional eight rooms.

6.4 **Table 6-1** indicates that approximately one servicing trip associated with the student element of the development will be made to and from the development on a daily basis. Day-to-day deliveries to the student accommodation are likely to be predominantly cleaning and general maintenance supplies. This trip is likely to occur between the hours of 09:00 and 12:00 and is unlikely to have any impact on the surrounding road network.

6.5 Servicing vehicles tend to arrive and depart the site within the same hour and are expected to be vans and LGVs. These deliveries are likely to take place between the hours of 09:00 and 18:00. Delivery vehicles will serve the site on-street.

7. Impact on Transport Network

7.1 The proposals for an additional eight student accommodation units will result in an increase of approximately 12 daily two-way person trips over and above the already consented trip levels.

7.2 Seven (60%) of these movements are anticipated to be undertaken by public transport (train, underground, bus), with four (31%) journeys undertaken on foot and one (7%) by bicycle. No movements will be undertaken by car due to the car-free nature of the development.

7.3 The consented development is expected to generate a total of 2,826 daily two-way trips. The 12 daily two-way trips associated with the proposed development represents a less than 1% increase in trips.

7.4 The addition of the extra student accommodation units will not result in an increase in any servicing trips in comparison to the approved trip levels set out in **Section 6**.

7.5 The development is ‘car-free’ and provides integrated cycle parking and storage facilities, and the Student Travel Plan (STP) for the development encourages visitors and occupants to make journeys by means other than the private car. This is in line with national policy and local Camden Council policy, which promotes the use of sustainable modes of travel, including cycling, walking and public transport.

7.6 The associated STP aimed at the student accommodation will further assist in promoting and marketing the sustainable travel choices presented by the location and design of the development, whilst the ‘Student Pick-Up and Drop-Off Management Scheme’ will manage the drop-off and collection of students at key times of the year.

8. Conclusions

8.1 This Transport Statement has set out the proposals for an additional eight single student accommodation units at the consented 65-69 Holmes Road development in the London Borough of Camden. The development was previously approved for a total of 439 student accommodation bed spaces alongside a warehouse and a coffee shop (2013/7130/P). An updated scheme comprising 341 rooms and 439 bed spaces was approved in July 2018 (ref: 2017/6786/P) and the approved development is now constructed. Planning permission has also recently been granted for a change of use of the warehouse space (Use Class B8) to office/light industrial/research and development [Use Class E(g)] (ref: 2020/3698/P).

8.2 In addition to setting out the proposals for the additional student accommodation, a review of relevant transport policy and of the sites accessibility to sustainable transport has been undertaken. The review has identified the development is located close to a range of amenities and public transport nodes, which support the car-free nature of the development and is in accordance with Policies T1 and T2 of the Camden Local Plan.

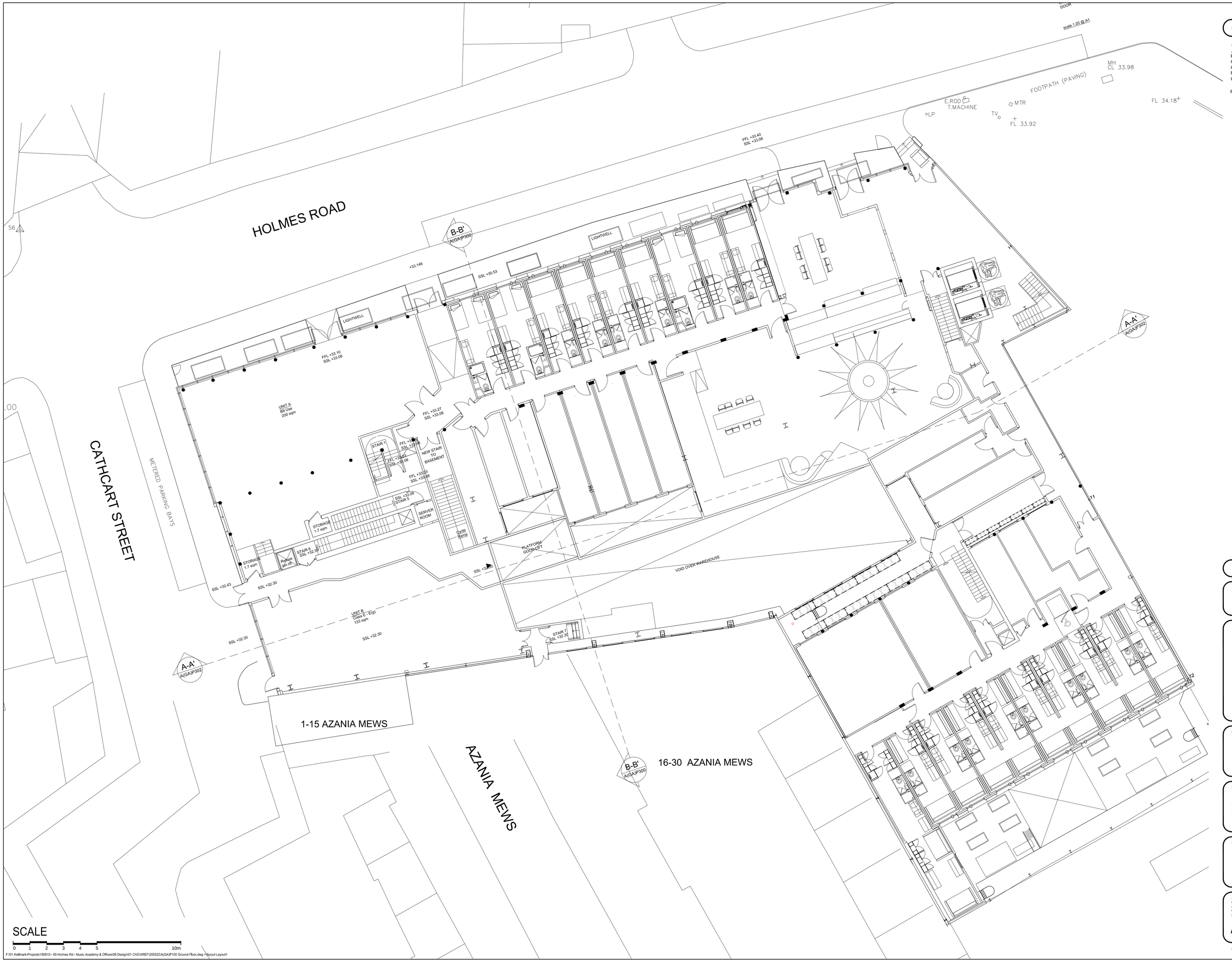
8.3 The Transport Statement has set out the proposed trip generation for the eight single bedrooms based on an updated set of trip rates. This shows that the change in rooms would result in an increase of approximately 12 additional two-way person trips each day. Most of these movements (seven) would be undertaken by public transport, with the remainder undertaken by walking and cycling. No movements will be undertaken by car as the development is car-free.

8.4 The increase in student accommodation will result in no additional servicing trips over and above those already taking place in connection with the consented use of the site.

8.5 The development's car-free status, in combination with the infrastructure on site e.g. secure cycle parking and the Student Travel Plan will assist in encouraging the use of sustainable modes of travel by residents of the site; whilst the 'Student Drop-Off and Pick-Up Scheme' will manage the drop-off and collection of students at key times of the year i.e. during the start and end of term.

8.6 In light of the above evidence, it is considered that the increase in student accommodation will have no material, significant or detrimental impact either on the surrounding highway network or on the local public transport network. Consequently, there are no evident transport related reasons why planning permission for the proposed development should not be granted.

Appendix A – Site Layout



SCALE

0 1 2 3 4 5 10m

F:\01 Hallmark-Projects\190810 - 65 Holmes Rd - Music Academy & Offices\06 Design\01 CAD\XREF\200522\A(GA)P100 Ground Floor.dwg >layout Layout1

REVISIONS

Rev.	Date	By
-	-	
REV A - B8 UNIT MAINTAINED AT GROUND FLOOR LEVEL TO REFLECT CURRENT TENANT OCCUPATION. REFUSE STORE RELOCATED TO UPPER BASEMENT LEVEL	April 2021	CT
REV B - TEXT AMENDMENTS	07/10/21	TQ

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

65 HOLMES ROAD

Project Title

B8 WAREHOUSE CONVERSION TO
CLASS E-E(g) OFFICE AND STUDIO SPACES
69 - 73 HOLMES ROAD
LONDON NW5 3AN

Drawing Title

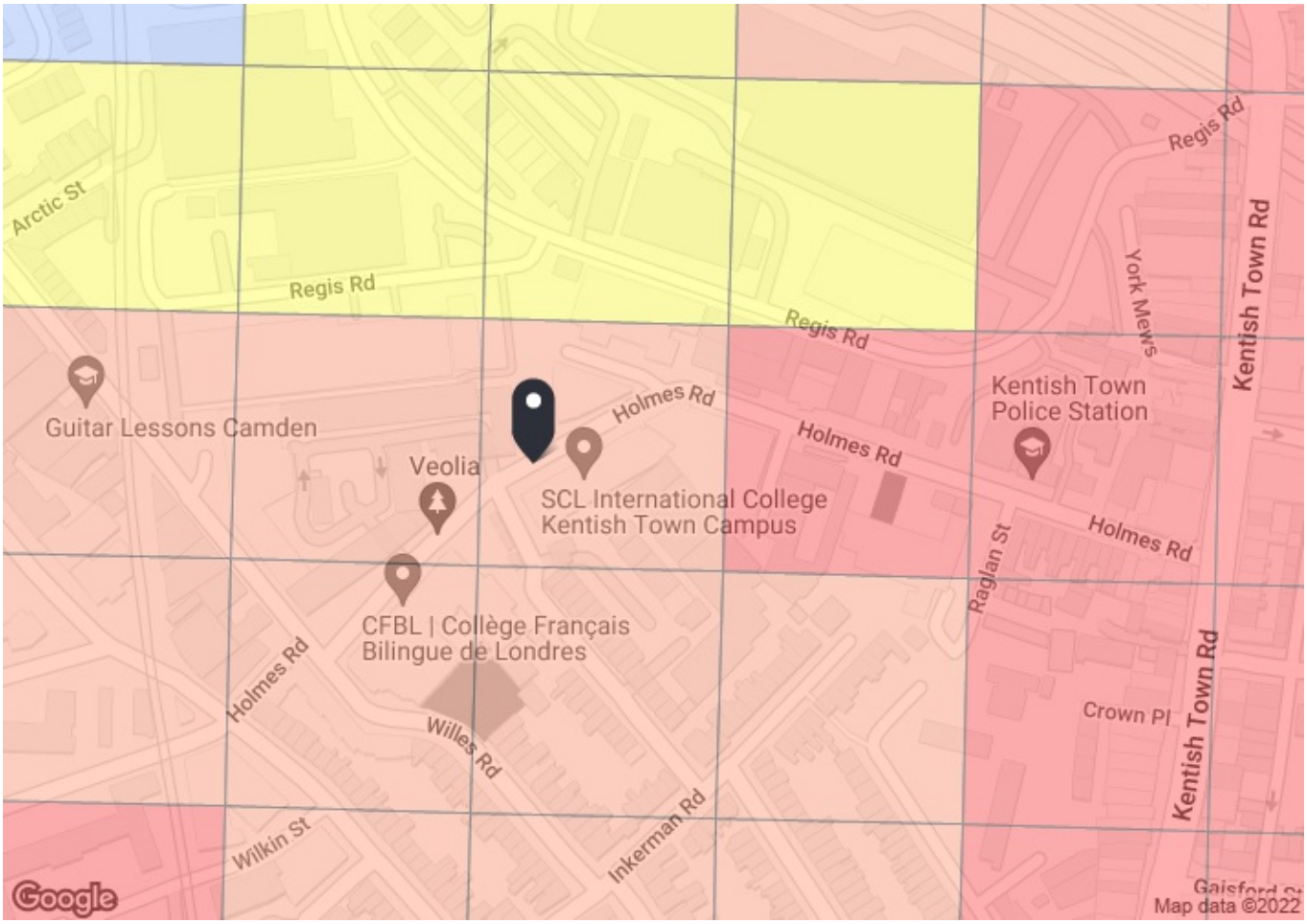
PROPOSED GROUND FLOOR

Scale	1: 100 @ A1	Date	June 2020
Drawn	EA	Checked	CT
Drawing No.			Rev.
A(GA)P100			B

CAD plot date: 21 Sep 2023 - 11:38am

Appendix B – PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
5

65-67 Holmes Rd, London NW5 3AN, UK
Easting: 528719, Northing: 185036

Grid Cell: 104195

Report generated: 03/10/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAVERSHAM ROAD	393	343.33	5	4.29	8	12.29	2.44	0.5	1.22
Bus	CAVERSHAM ROAD	C2	343.33	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	CAVERSHAM ROAD	134	343.33	12	4.29	4.5	8.79	3.41	1	3.41
Bus	CAVERSHAM ROAD	214	343.33	8	4.29	5.75	10.04	2.99	0.5	1.49
Bus	P OF WALES R KENTISH T R	46	537.7	6	6.72	7	13.72	2.19	0.5	1.09
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50 '	403.03	3.67	5.04	8.92	13.96	2.15	1	2.15
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11 '	403.03	3.67	5.04	8.92	13.96	2.15	0.5	1.07
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	406.91	1	5.09	30.75	35.84	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2O06 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2O10 '	406.91	1	5.09	30.75	35.84	0.84	0.5	0.42
Rail	Kentish Town	'STALBCY-SUTTON 2O21 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2O29 '	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08 '	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	406.91	0.67	5.09	45.53	50.61	0.59	0.5	0.3
Rail	Kentish Town	'SVNOAKS-LUTON 2E61 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93 '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet '	406.91	14.67	5.09	2.79	7.88	3.81	1	3.81
LUL	Kentish Town	'MillHillE-Morden '	406.91	1.33	5.09	23.31	28.39	1.06	0.5	0.53
LUL	Kentish Town	'HighBarnet-Morden '	406.91	0.33	5.09	91.66	96.75	0.31	0.5	0.16
LUL	Kentish Town	'HighBarnet-Kenningt '	406.91	5.33	5.09	6.38	11.46	2.62	0.5	1.31
LUL	Kentish Town	'MillHill-Morden '	406.91	1.67	5.09	18.71	23.8	1.26	0.5	0.63
LUL	Kentish Town	'MillHillE-Kenningt '	406.91	1.67	5.09	18.71	23.8	1.26	0.5	0.63
									Total Grid Cell AI:	**22.66**

Appendix C – TRICS Output

Calculation Reference: AUDIT-204626-231002-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KI	KINGSTON	1 days

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

Primary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	200 to 571 (units:)
Range Selected by User:	100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	3 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 CN-03-G-01 STUDENT FLATS CAMDEN
SAINT PANCRAS WAY
KING'S CROSS

Edge of Town Centre
Built-Up Zone
Total Number of residents: 571
Survey date: TUESDAY *14/11/17* *Survey Type: MANUAL*

2 HM-03-G-01 STUDENT FLATS HAMMERSMITH AND FULHAM
PADDENSWICK ROAD
HAMMERSMITH

Edge of Town Centre
Residential Zone
Total Number of residents: 235
Survey date: THURSDAY *31/10/19* *Survey Type: MANUAL*

3 KI-03-G-01 STUDENT FLATS KINGSTON
PENRHYN ROAD
KINGSTON UPON THAMES

Edge of Town Centre
Built-Up Zone
Total Number of residents: 200
Survey date: WEDNESDAY *12/06/19* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 19.51

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.002	3	335	0.003	3	335	0.005
09:00 - 10:00	3	335	0.001	3	335	0.001	3	335	0.002
10:00 - 11:00	3	335	0.002	3	335	0.003	3	335	0.005
11:00 - 12:00	3	335	0.003	3	335	0.005	3	335	0.008
12:00 - 13:00	3	335	0.004	3	335	0.004	3	335	0.008
13:00 - 14:00	3	335	0.005	3	335	0.003	3	335	0.008
14:00 - 15:00	3	335	0.003	3	335	0.005	3	335	0.008
15:00 - 16:00	3	335	0.003	3	335	0.002	3	335	0.005
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.001	3	335	0.001	3	335	0.002
18:00 - 19:00	3	335	0.006	3	335	0.006	3	335	0.012
19:00 - 20:00	3	335	0.004	3	335	0.004	3	335	0.008
20:00 - 21:00	3	335	0.002	3	335	0.002	3	335	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.039			0.075

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:	200 - 571 (units:)
Survey date date range:	01/01/15 - 25/06/21
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.001	3	335	0.001	3	335	0.002
09:00 - 10:00	3	335	0.000	3	335	0.000	3	335	0.000
10:00 - 11:00	3	335	0.000	3	335	0.000	3	335	0.000
11:00 - 12:00	3	335	0.002	3	335	0.002	3	335	0.004
12:00 - 13:00	3	335	0.000	3	335	0.000	3	335	0.000
13:00 - 14:00	3	335	0.001	3	335	0.001	3	335	0.002
14:00 - 15:00	3	335	0.001	3	335	0.001	3	335	0.002
15:00 - 16:00	3	335	0.001	3	335	0.001	3	335	0.002
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.000	3	335	0.000	3	335	0.000
18:00 - 19:00	3	335	0.002	3	335	0.002	3	335	0.004
19:00 - 20:00	3	335	0.002	3	335	0.002	3	335	0.004
20:00 - 21:00	3	335	0.001	3	335	0.001	3	335	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.000	3	335	0.002	3	335	0.002
09:00 - 10:00	3	335	0.000	3	335	0.003	3	335	0.003
10:00 - 11:00	3	335	0.000	3	335	0.002	3	335	0.002
11:00 - 12:00	3	335	0.002	3	335	0.002	3	335	0.004
12:00 - 13:00	3	335	0.002	3	335	0.000	3	335	0.002
13:00 - 14:00	3	335	0.001	3	335	0.001	3	335	0.002
14:00 - 15:00	3	335	0.004	3	335	0.001	3	335	0.005
15:00 - 16:00	3	335	0.003	3	335	0.002	3	335	0.005
16:00 - 17:00	3	335	0.002	3	335	0.000	3	335	0.002
17:00 - 18:00	3	335	0.002	3	335	0.001	3	335	0.003
18:00 - 19:00	3	335	0.002	3	335	0.003	3	335	0.005
19:00 - 20:00	3	335	0.002	3	335	0.000	3	335	0.002
20:00 - 21:00	3	335	0.001	3	335	0.001	3	335	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.018			0.039

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.001	3	335	0.003	3	335	0.004
09:00 - 10:00	3	335	0.001	3	335	0.001	3	335	0.002
10:00 - 11:00	3	335	0.001	3	335	0.004	3	335	0.005
11:00 - 12:00	3	335	0.002	3	335	0.006	3	335	0.008
12:00 - 13:00	3	335	0.004	3	335	0.005	3	335	0.009
13:00 - 14:00	3	335	0.007	3	335	0.005	3	335	0.012
14:00 - 15:00	3	335	0.002	3	335	0.006	3	335	0.008
15:00 - 16:00	3	335	0.005	3	335	0.001	3	335	0.006
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.001	3	335	0.001	3	335	0.002
18:00 - 19:00	3	335	0.006	3	335	0.007	3	335	0.013
19:00 - 20:00	3	335	0.004	3	335	0.008	3	335	0.012
20:00 - 21:00	3	335	0.002	3	335	0.003	3	335	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.050			0.086

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.003	3	335	0.020	3	335	0.023
08:00 - 09:00	3	335	0.004	3	335	0.033	3	335	0.037
09:00 - 10:00	3	335	0.009	3	335	0.029	3	335	0.038
10:00 - 11:00	3	335	0.012	3	335	0.035	3	335	0.047
11:00 - 12:00	3	335	0.015	3	335	0.028	3	335	0.043
12:00 - 13:00	3	335	0.016	3	335	0.034	3	335	0.050
13:00 - 14:00	3	335	0.028	3	335	0.041	3	335	0.069
14:00 - 15:00	3	335	0.024	3	335	0.029	3	335	0.053
15:00 - 16:00	3	335	0.026	3	335	0.027	3	335	0.053
16:00 - 17:00	3	335	0.030	3	335	0.025	3	335	0.055
17:00 - 18:00	3	335	0.026	3	335	0.033	3	335	0.059
18:00 - 19:00	3	335	0.027	3	335	0.025	3	335	0.052
19:00 - 20:00	3	335	0.051	3	335	0.020	3	335	0.071
20:00 - 21:00	3	335	0.071	3	335	0.028	3	335	0.099
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.342			0.407			0.749

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.001	3	335	0.009	3	335	0.010
08:00 - 09:00	3	335	0.001	3	335	0.016	3	335	0.017
09:00 - 10:00	3	335	0.008	3	335	0.014	3	335	0.022
10:00 - 11:00	3	335	0.006	3	335	0.016	3	335	0.022
11:00 - 12:00	3	335	0.009	3	335	0.017	3	335	0.026
12:00 - 13:00	3	335	0.008	3	335	0.012	3	335	0.020
13:00 - 14:00	3	335	0.009	3	335	0.010	3	335	0.019
14:00 - 15:00	3	335	0.006	3	335	0.008	3	335	0.014
15:00 - 16:00	3	335	0.009	3	335	0.006	3	335	0.015
16:00 - 17:00	3	335	0.013	3	335	0.003	3	335	0.016
17:00 - 18:00	3	335	0.014	3	335	0.002	3	335	0.016
18:00 - 19:00	3	335	0.011	3	335	0.006	3	335	0.017
19:00 - 20:00	3	335	0.012	3	335	0.005	3	335	0.017
20:00 - 21:00	3	335	0.010	3	335	0.003	3	335	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.127			0.244

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.008	3	335	0.008
08:00 - 09:00	3	335	0.002	3	335	0.030	3	335	0.032
09:00 - 10:00	3	335	0.003	3	335	0.025	3	335	0.028
10:00 - 11:00	3	335	0.006	3	335	0.022	3	335	0.028
11:00 - 12:00	3	335	0.009	3	335	0.014	3	335	0.023
12:00 - 13:00	3	335	0.013	3	335	0.011	3	335	0.024
13:00 - 14:00	3	335	0.011	3	335	0.025	3	335	0.036
14:00 - 15:00	3	335	0.011	3	335	0.010	3	335	0.021
15:00 - 16:00	3	335	0.013	3	335	0.008	3	335	0.021
16:00 - 17:00	3	335	0.016	3	335	0.005	3	335	0.021
17:00 - 18:00	3	335	0.017	3	335	0.003	3	335	0.020
18:00 - 19:00	3	335	0.017	3	335	0.004	3	335	0.021
19:00 - 20:00	3	335	0.020	3	335	0.005	3	335	0.025
20:00 - 21:00	3	335	0.030	3	335	0.007	3	335	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.177			0.345

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.001	3	335	0.017	3	335	0.018
08:00 - 09:00	3	335	0.003	3	335	0.046	3	335	0.049
09:00 - 10:00	3	335	0.011	3	335	0.039	3	335	0.050
10:00 - 11:00	3	335	0.012	3	335	0.038	3	335	0.050
11:00 - 12:00	3	335	0.018	3	335	0.031	3	335	0.049
12:00 - 13:00	3	335	0.021	3	335	0.023	3	335	0.044
13:00 - 14:00	3	335	0.020	3	335	0.035	3	335	0.055
14:00 - 15:00	3	335	0.017	3	335	0.018	3	335	0.035
15:00 - 16:00	3	335	0.022	3	335	0.014	3	335	0.036
16:00 - 17:00	3	335	0.029	3	335	0.008	3	335	0.037
17:00 - 18:00	3	335	0.031	3	335	0.005	3	335	0.036
18:00 - 19:00	3	335	0.028	3	335	0.010	3	335	0.038
19:00 - 20:00	3	335	0.032	3	335	0.010	3	335	0.042
20:00 - 21:00	3	335	0.040	3	335	0.010	3	335	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.285			0.304			0.589

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 19.51

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.004	3	335	0.037	3	335	0.041
08:00 - 09:00	3	335	0.008	3	335	0.083	3	335	0.091
09:00 - 10:00	3	335	0.021	3	335	0.072	3	335	0.093
10:00 - 11:00	3	335	0.025	3	335	0.079	3	335	0.104
11:00 - 12:00	3	335	0.037	3	335	0.067	3	335	0.104
12:00 - 13:00	3	335	0.043	3	335	0.062	3	335	0.105
13:00 - 14:00	3	335	0.056	3	335	0.082	3	335	0.138
14:00 - 15:00	3	335	0.047	3	335	0.054	3	335	0.101
15:00 - 16:00	3	335	0.056	3	335	0.044	3	335	0.100
16:00 - 17:00	3	335	0.061	3	335	0.033	3	335	0.094
17:00 - 18:00	3	335	0.060	3	335	0.040	3	335	0.100
18:00 - 19:00	3	335	0.063	3	335	0.045	3	335	0.108
19:00 - 20:00	3	335	0.088	3	335	0.038	3	335	0.126
20:00 - 21:00	3	335	0.113	3	335	0.042	3	335	0.155
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.778			1.460

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.001	3	335	0.002	3	335	0.003
09:00 - 10:00	3	335	0.001	3	335	0.001	3	335	0.002
10:00 - 11:00	3	335	0.001	3	335	0.002	3	335	0.003
11:00 - 12:00	3	335	0.001	3	335	0.002	3	335	0.003
12:00 - 13:00	3	335	0.001	3	335	0.001	3	335	0.002
13:00 - 14:00	3	335	0.001	3	335	0.000	3	335	0.001
14:00 - 15:00	3	335	0.002	3	335	0.003	3	335	0.005
15:00 - 16:00	3	335	0.001	3	335	0.001	3	335	0.002
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.000	3	335	0.000	3	335	0.000
18:00 - 19:00	3	335	0.001	3	335	0.001	3	335	0.002
19:00 - 20:00	3	335	0.000	3	335	0.000	3	335	0.000
20:00 - 21:00	3	335	0.000	3	335	0.000	3	335	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.013			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/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.000	3	335	0.000	3	335	0.000
09:00 - 10:00	3	335	0.000	3	335	0.000	3	335	0.000
10:00 - 11:00	3	335	0.000	3	335	0.000	3	335	0.000
11:00 - 12:00	3	335	0.000	3	335	0.000	3	335	0.000
12:00 - 13:00	3	335	0.000	3	335	0.000	3	335	0.000
13:00 - 14:00	3	335	0.001	3	335	0.001	3	335	0.002
14:00 - 15:00	3	335	0.000	3	335	0.000	3	335	0.000
15:00 - 16:00	3	335	0.000	3	335	0.000	3	335	0.000
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.000	3	335	0.000	3	335	0.000
18:00 - 19:00	3	335	0.000	3	335	0.000	3	335	0.000
19:00 - 20:00	3	335	0.000	3	335	0.000	3	335	0.000
20:00 - 21:00	3	335	0.000	3	335	0.000	3	335	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.000	3	335	0.000	3	335	0.000
09:00 - 10:00	3	335	0.000	3	335	0.000	3	335	0.000
10:00 - 11:00	3	335	0.001	3	335	0.001	3	335	0.002
11:00 - 12:00	3	335	0.000	3	335	0.001	3	335	0.001
12:00 - 13:00	3	335	0.003	3	335	0.003	3	335	0.006
13:00 - 14:00	3	335	0.002	3	335	0.001	3	335	0.003
14:00 - 15:00	3	335	0.000	3	335	0.001	3	335	0.001
15:00 - 16:00	3	335	0.001	3	335	0.000	3	335	0.001
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.001	3	335	0.001	3	335	0.002
18:00 - 19:00	3	335	0.003	3	335	0.003	3	335	0.006
19:00 - 20:00	3	335	0.002	3	335	0.002	3	335	0.004
20:00 - 21:00	3	335	0.001	3	335	0.001	3	335	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.006	3	335	0.006
08:00 - 09:00	3	335	0.001	3	335	0.023	3	335	0.024
09:00 - 10:00	3	335	0.002	3	335	0.022	3	335	0.024
10:00 - 11:00	3	335	0.006	3	335	0.015	3	335	0.021
11:00 - 12:00	3	335	0.006	3	335	0.013	3	335	0.019
12:00 - 13:00	3	335	0.012	3	335	0.010	3	335	0.022
13:00 - 14:00	3	335	0.007	3	335	0.020	3	335	0.027
14:00 - 15:00	3	335	0.009	3	335	0.009	3	335	0.018
15:00 - 16:00	3	335	0.012	3	335	0.007	3	335	0.019
16:00 - 17:00	3	335	0.013	3	335	0.003	3	335	0.016
17:00 - 18:00	3	335	0.013	3	335	0.003	3	335	0.016
18:00 - 19:00	3	335	0.017	3	335	0.001	3	335	0.018
19:00 - 20:00	3	335	0.018	3	335	0.005	3	335	0.023
20:00 - 21:00	3	335	0.028	3	335	0.006	3	335	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.143			0.287

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.000	3	335	0.001	3	335	0.001
09:00 - 10:00	3	335	0.000	3	335	0.001	3	335	0.001
10:00 - 11:00	3	335	0.000	3	335	0.001	3	335	0.001
11:00 - 12:00	3	335	0.000	3	335	0.000	3	335	0.000
12:00 - 13:00	3	335	0.000	3	335	0.000	3	335	0.000
13:00 - 14:00	3	335	0.001	3	335	0.002	3	335	0.003
14:00 - 15:00	3	335	0.001	3	335	0.000	3	335	0.001
15:00 - 16:00	3	335	0.000	3	335	0.000	3	335	0.000
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.001	3	335	0.000	3	335	0.001
18:00 - 19:00	3	335	0.000	3	335	0.000	3	335	0.000
19:00 - 20:00	3	335	0.002	3	335	0.000	3	335	0.002
20:00 - 21:00	3	335	0.000	3	335	0.000	3	335	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.002	3	335	0.002
08:00 - 09:00	3	335	0.001	3	335	0.006	3	335	0.007
09:00 - 10:00	3	335	0.001	3	335	0.002	3	335	0.003
10:00 - 11:00	3	335	0.000	3	335	0.006	3	335	0.006
11:00 - 12:00	3	335	0.003	3	335	0.001	3	335	0.004
12:00 - 13:00	3	335	0.001	3	335	0.001	3	335	0.002
13:00 - 14:00	3	335	0.003	3	335	0.003	3	335	0.006
14:00 - 15:00	3	335	0.001	3	335	0.001	3	335	0.002
15:00 - 16:00	3	335	0.001	3	335	0.001	3	335	0.002
16:00 - 17:00	3	335	0.003	3	335	0.002	3	335	0.005
17:00 - 18:00	3	335	0.003	3	335	0.000	3	335	0.003
18:00 - 19:00	3	335	0.000	3	335	0.003	3	335	0.003
19:00 - 20:00	3	335	0.000	3	335	0.000	3	335	0.000
20:00 - 21:00	3	335	0.002	3	335	0.001	3	335	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.029			0.048

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.001	3	335	0.009	3	335	0.010
08:00 - 09:00	3	335	0.001	3	335	0.016	3	335	0.017
09:00 - 10:00	3	335	0.008	3	335	0.014	3	335	0.022
10:00 - 11:00	3	335	0.006	3	335	0.016	3	335	0.022
11:00 - 12:00	3	335	0.009	3	335	0.017	3	335	0.026
12:00 - 13:00	3	335	0.008	3	335	0.012	3	335	0.020
13:00 - 14:00	3	335	0.009	3	335	0.010	3	335	0.019
14:00 - 15:00	3	335	0.006	3	335	0.008	3	335	0.014
15:00 - 16:00	3	335	0.009	3	335	0.006	3	335	0.015
16:00 - 17:00	3	335	0.013	3	335	0.003	3	335	0.016
17:00 - 18:00	3	335	0.014	3	335	0.002	3	335	0.016
18:00 - 19:00	3	335	0.011	3	335	0.006	3	335	0.017
19:00 - 20:00	3	335	0.012	3	335	0.005	3	335	0.017
20:00 - 21:00	3	335	0.010	3	335	0.003	3	335	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.117			0.127			0.244

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	335	0.000	3	335	0.000	3	335	0.000
08:00 - 09:00	3	335	0.000	3	335	0.000	3	335	0.000
09:00 - 10:00	3	335	0.000	3	335	0.000	3	335	0.000
10:00 - 11:00	3	335	0.001	3	335	0.001	3	335	0.002
11:00 - 12:00	3	335	0.000	3	335	0.001	3	335	0.001
12:00 - 13:00	3	335	0.003	3	335	0.003	3	335	0.006
13:00 - 14:00	3	335	0.003	3	335	0.002	3	335	0.005
14:00 - 15:00	3	335	0.000	3	335	0.001	3	335	0.001
15:00 - 16:00	3	335	0.001	3	335	0.000	3	335	0.001
16:00 - 17:00	3	335	0.000	3	335	0.000	3	335	0.000
17:00 - 18:00	3	335	0.001	3	335	0.001	3	335	0.002
18:00 - 19:00	3	335	0.003	3	335	0.003	3	335	0.006
19:00 - 20:00	3	335	0.002	3	335	0.002	3	335	0.004
20:00 - 21:00	3	335	0.001	3	335	0.001	3	335	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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.*

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