Proposed Residential Development
9 Northington Street, London Borough of Camden

Transport Statement

For

MHL Ltd

motion

Document Control Sheet

Proposed Residential Development

9 Northington Street, London Borough of Camden

MHL Ltd

This document has been issued and amended as follows:

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12/02/2024	Draft	WMC	DL
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1.0 Introduction

1.1 Motion has been appointed by MHL Ltd to support a planning application for the change of use of 9 Northington Street (herein after referred to as 'the site') from existing office use (Class E) to four residential apartments (Class C3). The site falls within the administrative boundary of the London Borough of Camden.

1.2 The site is located on the southern side of Northington Street which connects to Gray's Inn Road (A5200) to the east. The site benefits from close proximity to the A501 and the A40, as well as a number of bus stops and underground rail services. The location of the site is illustrated below in Figure 1.1.

Figure 1.1 - Site Location

1.3 The site currently accommodates approximately 365 square metres of Class E commercial (office) space. The proposals seek planning permission for the conversion of the existing office space to four residential apartments. It is proposed that the development will be car-free, with future residents not eligible to apply for parking permits within the local controlled parking zone and this will secured via legal agreement.

1.4 This Transport Statement has been prepared to address the transport implications of the proposed development, namely the proximity of the site to sustainable modes of travel as well as the impact of the proposals in traffic, parking and servicing terms.

1.5 The remainder of the Transport Statement is arranged as follows:

- Section 2 outlines the transport planning policies that are considered pertinent to this application;
- Section 3 considers the existing use of the site and the accessibility of the site;
- Section 4 provides an overview of the proposed development;
- Section 5 considers the trip generating potential of the development proposals; and,
- Section 6 summarises the key findings and conclusions of the report.

2.0 Policy Context

2.1 There are a number of documents that contain planning policies relevant to transport. Those that set the context for the development proposals are as follows:

- National Planning Policy Framework – December 2023;
- The London Plan – March 2021; and,
- Camden Local Plan – July 2017.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was revised in December 2023, setting out the Government's planning policies for England and how they are expected to be applied.

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 108 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;

b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location, or density of development that an be accommodated;

c) Opportunities to promote walking, cycling, and public transport use are identified and pursued;

d) 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; and

e) Patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

2.4 Paragraph 109 suggests that the planning system should:

"Actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Paragraph 110 states that planning policies should:

"a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans); and

e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements."

2.6 Paragraph 112 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport."

2.7 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.8 Furthermore, Paragraph 115 states that:

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

2.9 Paragraph 116 suggests that, within this context, applications for development should:

"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Regional Policy

London Plan

2.10 Following the Examination in Public and acceptance by The Mayor of issues raised by the Secretary of State, the new London Plan was adopted in March 2021. With regards to transport, the most pertinent to these proposals are as follows.

2.11 Policy T2 considers Healthy Streets and states that:

- *"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling."*

2.12 Development Plans should:

- *"A) Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities; and*
- *B) Identify opportunities to improve the balance of space given to people to dwell, walk, cycle and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant."*

2.13 Policy T2 also considers Opportunity Areas and other growth areas, stating that:

- *"In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Street Indicators."*

2.14 Development Proposals should:

- *A) Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London Guidance;*
- *B) Reduce the dominance of vehicles on London's Streets whether stationary or moving; and*
- *C) Be permeable by foot and cycle and connect to local walking and cycling networks as we as public transport.*

2.15 Policy T4 further explores this through assessing and mitigating transport impacts, which states:

- *"Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity;*
- *When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;*
- *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified;*

- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.;*
- *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated; and*
- *Development proposals should not increase road danger.*

2.16 Policy T5 considers cycling and states that:

- *"Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
- *A) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure; and*
- *B) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*
- *Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.*
- *Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.*
- *Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.*
- *Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.*
- *Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."*

2.17 Policy T6 considers Car Parking, which states that:

- *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 in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy*

- *An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets*
- *The maximum car parking standards set out in Policy T6.1 Residential Parking to T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans*
- *Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential Parking to Policy T6.5 Non-residential disabled persons parking*
- *Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes*
- *Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities*
- *Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people*
- *Adequate provision should be made for efficient deliveries and servicing and emergency access*
- *A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design*
- *Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London; and*
- *Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London."*

Local Policy

Camden Local Plan

2.18 The Camden Local Plan was adopted by the London Borough of Camden on the 3rd July 2017. It replaced the Core Strategy and Camden Development Policies as the basis for planning decisions and future development in Camden.

2.19 Policy T1 prioritises walking, cycling and public transport, stating that:

"The council will promote sustainable transport by prioritising walking, cycling and public transport in the borough".

2.20 With regard to walking, Policy T1 states:

"In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:

- *Improve the pedestrian environment by supporting high quality public realm improvement works;*
- *Make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
- *Are easy and safe to walk through ('permeable');*
- *Are adequately lit;*
- *Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
- *Contribute towards bridges and water crossings where appropriate."*

2.21 Policy T1 also promotes cycling, stating that:

"In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:

- *Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*
- *Provide for accessible secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outline within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- *Makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- *Is easy and safe to cycle through ('permeable'); and*
- *Contribute towards bridges and water crossing suitable for cycle use where appropriate."*

2.22 Policy T2 considers Parking and Car-Free Development, stating that:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free. The Council will:

- *A) Not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- *B) Limit on-site parking to: i. Spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;*
- *C) Support the re-development of existing car parks for alternative uses; and*
- *D) Resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

3.0 Baseline Conditions

3.1 This section sets the context for the application proposals, providing information on the application site and surrounding area in respect of accessibility to more sustainable forms of travel and local amenities, baseline traffic conditions and road safety.

Site Context

3.2 The site is located on the southern side of Northington Street which connects to Gray's Inn Road (A5200) to the east. The site is located in a mixture of residential and commercial land-use and benefits from close proximity to a range of sustainable transport facilities, including numerous bus stops and Holborn Railway Station. The site also benefits from close proximity to numerous cycleways within Central London, further demonstrating that the site is easily accessible by a range of sustainable transport opportunities. The site location and surrounding sustainable transport facilities is demonstrated below in Figure 3.1.

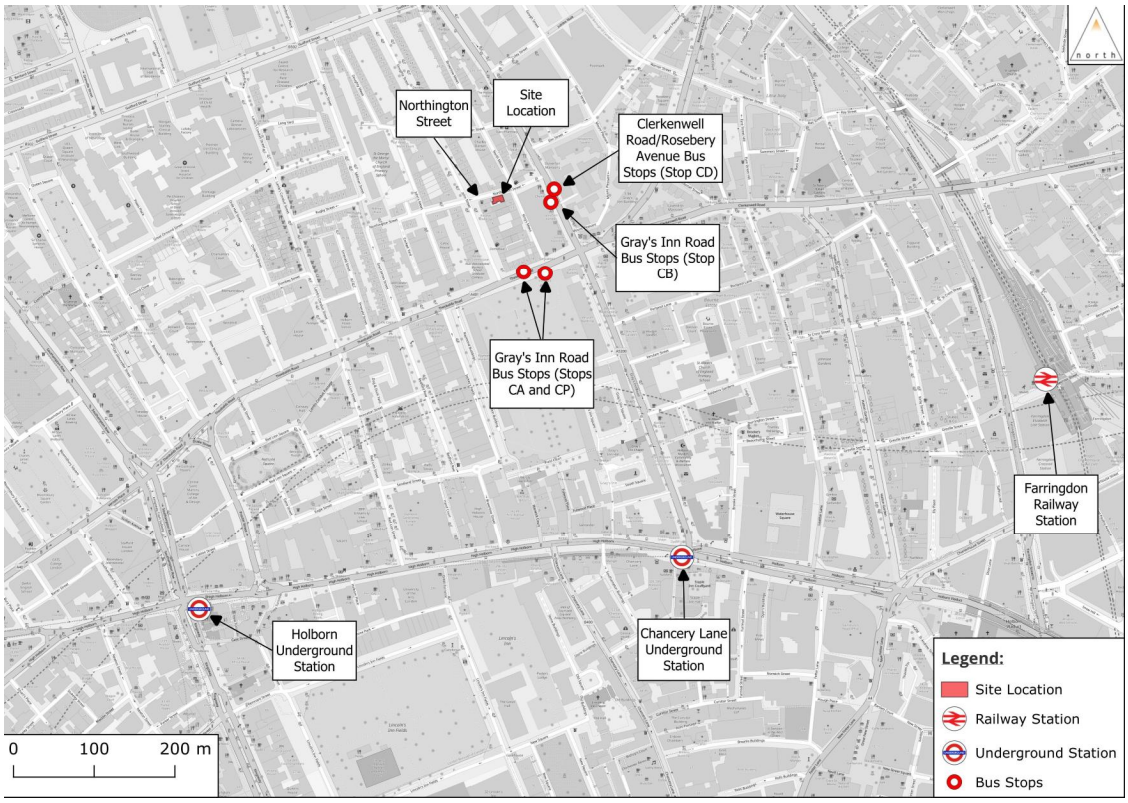

Figure 3.1 - Site Location and Sustainable Transport Facilities

Local Highway Network

3.3 Northington Street, in the vicinity of the site, is a two-way single carriageway road subject to a 30mph speed limit. There are pay-by-phone parkin bays on the southern kerbside of Northington Street, directly adjacent to the site.

3.4 Northington Street connects east to Gray's Inn Road (A5200) which runs on a broadly north-south alignment and links south to the A401 Theobalds Road and north to the A501 Euston Road.

Sustainable Transport Accessibility

3.5 Walking and cycling are important alternatives to private car use that should be encouraged when navigating both shorter journeys, and longer journeys in conjunction with public transport, i.e. bus and train services. The Chartered Institution of Highways and Transportation released two documents in accompaniment with these alternatives to solidify the justification of sustainable transport; Planning for Walking (2015) and Planning for Cycling (2014). Both documents are valuable resources when considering the feasibility and efficacy of sustainable transport.

3.6 Planning for Walking (2015) highlights the importance of walking for short-distance travel, as:

"Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot… but beyond that distance cars are the dominant mode."

3.7 As pointed out by Planning for Walking (2015), despite accounting for 22% of all journeys, it is only in rural districts that 'people walk significantly less' than the national average of ~200 foot journeys per year as a result of insufficient proximity to amenities and a higher reliance on transport.

3.8 In addition to this. Planning for Cycling (2014) acknowledges how cycling's potential is yet to be fully realised in terms of energy and space efficiency and achieve *"high benefit-to-cost ratios in economic appraisal"*

3.9 In terms of distance covered by cycling Planning for Cycling (2014) found that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles."

3.10 Furthermore, Planning for Cycling (2014) covers the extensive benefits of cycling within urban areas citing a vast array of reasons, including speed efficiency, less traffic and parking congestion, minimal greenhouse gas production, and numerous health benefits associated with cycling such as reducing the risk of heart disease and obesity.

Accessibility on Foot and by Cycle

3.11 Footways with street lighting are provided on all local roads within the vicinity of the site. The 30mph speed limit along all local roads surrounding the site which helps to create a safe and accessible environment for pedestrians. Additionally, the footpaths are in good condition. A zebra crossing is located approximately 80m east of the site on Gray's Inn Road and there are controlled crossing facilities at the junction of Gray's Inn Road and Theobalds Road.

3.12 In addition to this, the footways fronting the site are connected to nearby sustainable transport facilities, including bus stops and underground/overground railway stations.

3.13 Numerous cycleways are present within the vicinity of the site that connect to nearby facilities and amenities. Cycleway C41 is located approximately 230m to the west of the site and runs between Euston Station and High Holborn, whereas Cycleway C6 is located approximately 570m to the west of the site and provides connections to Islington, Southwark Hammersmith, Westminster and Fulham. A summary of the local cycleways is illustrated below in Figure 3.2.

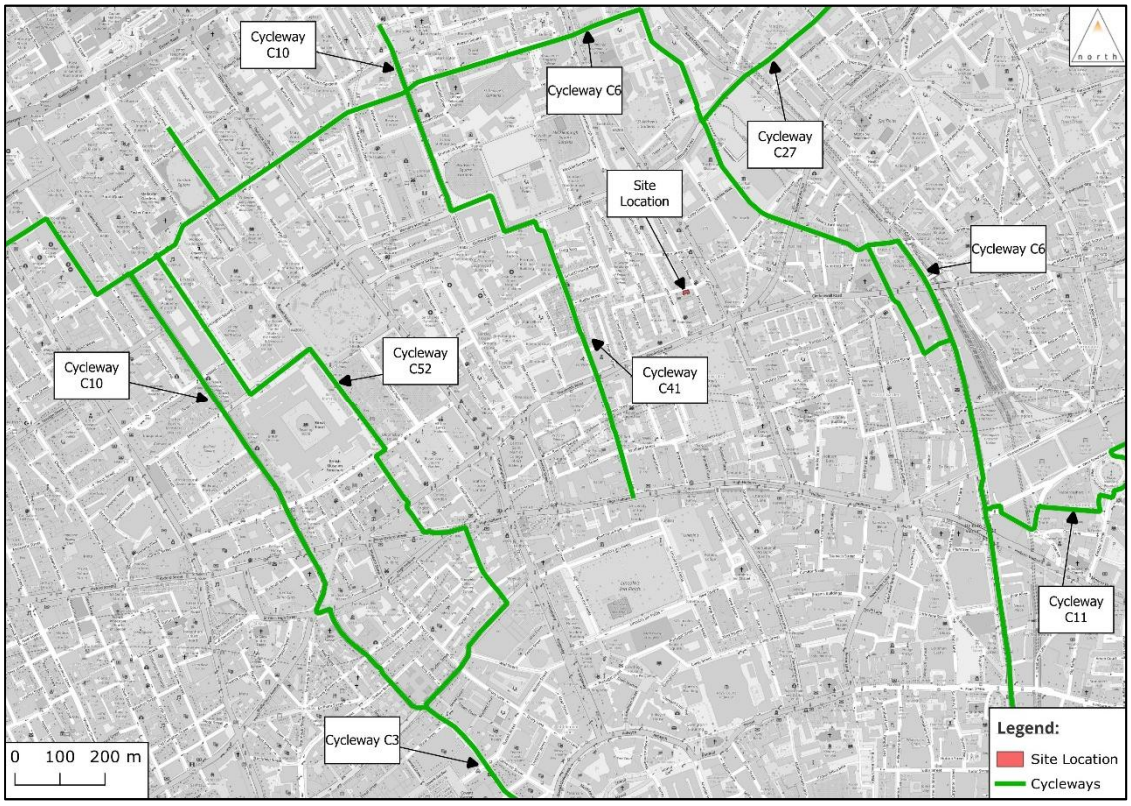

Figure 3.2 - Local Cycleways

London Cycle Hire Facilities

3.14 London/Santander Cycle Hire Stations are prevalent throughout London to encourage sustainable transport and reduce reliance upon the private car. Cycle hire stations within the vicinity of the site are as follows:

- Northington Street Cycle Hire – 48m east of the site;
- Theobalds Road Cycle Hire – 300m southwest of the site;
- Guilford Street Cycle Hire – 550m northwest of the site;
- Red Lion Square Cycle Hire – 600m southwest of the site;
- Hatton Wall Cycle Hire – 500m east of the site;
- Farringdon Lane Cycle Hire – 750m east of the site; and
- Hatton Garden Cycle Hire – 850m southwest of the site.

3.15 The locations of the nearby Santander cycle hire docking stations in relation to the proposed development are illustrated below in Figure 3.3.

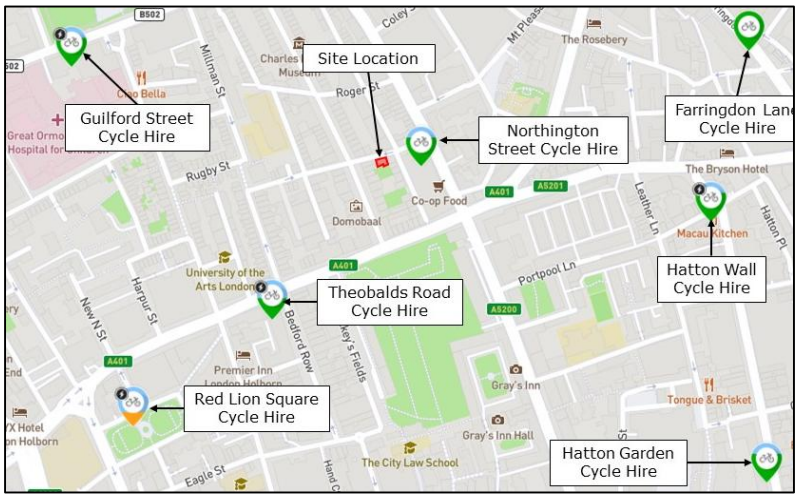

Figure 3.3 - Location of Santander Cycle Docking Stations

Public Transport Accessibility Level (PTAL)

3.16 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of a site. PTAL scores range from 1 to 6b, where 1 is the lowest and 6b is the highest score. The TfL PTAL calculator indicates that the site achieves a PTAL of 6b, which indicates that the site has the highest possible level of accessibility to public transport. The PTAL of the site is illustrated below in Figure 3.4.

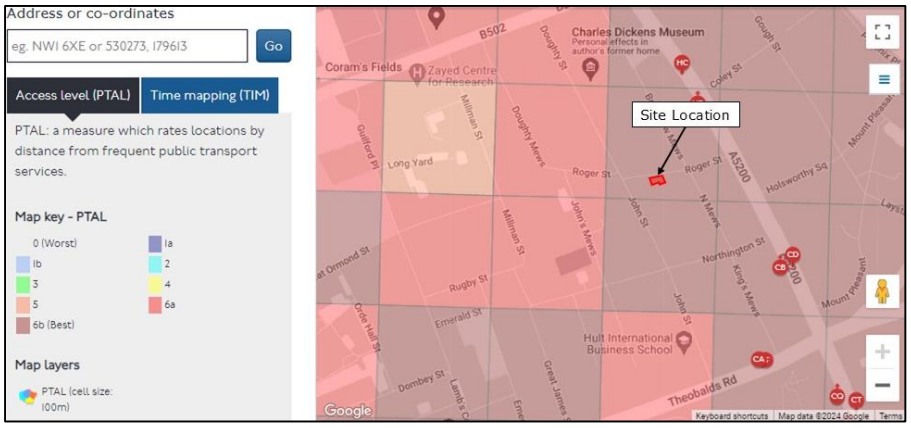

Figure 3.4 - Public Transport Accessibility Level (PTAL) of the Site

Accessibility by Bus

3.17 The nearest bus stop is the Clerkenwell Road/Rosebury Avenue stop on Gray's Inn Road located approximately 80m east of the site. The bus stop includes a pole, sign, timetable information and a shelter. A summary of the services provided at Gray's Inn Road Bus Stop is illustrated below in Table 3.1.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
17	Paddington Station – Swiss Cottage Station – Kentish Town West Station – St Pancras International Station – Clerkenwell Road/Rosebury Avenue – St. Bartholomew's Hospital	Every 8-12 minutes	Every 9-12 minutes	Every 15 minutes
46	Paddington Station – Swiss Cottage Station – Kings Cross Station – City Thameslink Station – St Bartholomew's Hospital	Every 8-12 minutes	Every 10-13 minutes	Every 15 minutes

Table 3.1 - Summary of Bus Services at Clerkenwell Road/Rosebury Avenue Bus Stop

3.18 Gray's Inn Road Bus Stop is also located on Theobald Road, approximately 140m south of the site and provides additional bus services. The bus stop is flagged by a pole, sign, its respective timetable and a bus shelter. A summary of the services provided at Gray's Inn Road Bus Stop is illustrated below in Table 3.2.

Bus Service	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
55	Walthamstow Bus Station – Hackney Central Station – Cambridge Heath Station – Hatton Garden – Gray's Inn Road - Tottenham Court Road Station	Every 6-10 minutes	Every 7-11 minutes	Every 9-12 minutes
243	Bruce Grove Station – Haggerston Station – City Thameslink Station – Farringdon Station - Gray's Inn Road – Waterloo Bridge – Waterloo Station	Every 6-10 minutes	Every 7-11 minutes	Every 10-12 minutes
N19	Angel Station – Gray's Inn Road - Bloomsbury Square – Tottenham Court Road Station – Piccadilly Circus – Clapham Junction Station	10 services between 01:13-05:40	11 services between 01:20-05:40	10 services between 01:13-05:40
N38	Walthamstow Bus Station - Lea Bridge Station – Hackney Baths – Hackney Central Station – Gray's Inn Road – Tottenham Court Road Station – Piccadilly Circus – Victoria Bus Station	17 services between 01:07 – 06:04	28 services between 01:10 – 05:53	17 services between 01:07 – 06:04
N41	Trafalgar Square – Tottenham Court Road Station – Gray's Inn Road – Angel Station – Seven Sisters Station – Tottenham Hale Bus Station	9 services between 01:24 – 05:17	9 services between 01:32 – 05:18	9 services between 01:24 – 05:17
N55	St Thomas of Canterbury Church – Station – Old Street Station – Barbican Station – Farringdon Station – Gray's Inn Road – Tottenham Court Road Station	8 services between 01:22 – 04:51	8 services between 01:29 – 04:48	8 services between 01:20 – 04:49

Table 3.2 - Summary of Bus Services at Gray's Inn Road Bus Stop

Accessibility by Rail

3.19 The closest London Underground stations to the site are Chancery Lane (circa 600 metres) and Holborn Underground Station (circa 800 metres). Chancery Lane is served by the Central Line and Holborn is served by the on the Central and Piccadilly Lines, a summary of which is illustrated below in Table 3.3

Line	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Central Line	Ealing Broadway - Shepherd's Bush – Bond Street – Oxford Circus – Tottenham Court Road – Holborn – Chancery Lane - Liverpool Street – Bethnal Green –Snaresbrook – Loughton – Debden –Epping Underground Station	Every 5-10 minutes	Every 5-10 minutes	Every – 5-10 minutes
Piccadilly Line	Cockfosters – Southgate – Finsbury Park – Kings Cross St Pancras – Holborn – Leicester Square – Green Park – Knightsbridge – Earls Court – Hammersmith – Action Town – Hounslow Central - Heathrow	Every 3-5 minutes	Every 3-5 minutes	Every 3-5 minutes

Table 3.3 - Summary of services at Holborn Underground Station

3.20 The nearest overground station is Farringdon Railway Station, which is located approximately 1km southeast of the site, equivalent to a 14-minute walk or a 7-minute cycle. Farringdon Railway Station contains 16 bicycle parking space with CCTV surveillance and operates on the Thameslink line, alongside underground services on the Circle, Metropolitan and Hammersmith and City Lines, a summary of which is illustrated below in Table 3.4.

Destination	Route	Frequency of Services		
		Monday-Friday	Saturday	Sunday
Bedford	Farringdon – London St Pancras – Luton Airport Parkway –Harlington – Flitwick - Bedford	Every 15 minutes	Every 15 minutes	Every 15 minutes
Brighton	Farringdon – City Thameslink – Gatwick Airport – Burgess Hill - Brighton	4 services every hour	4 services every hour	Every 30 minutes
Cambridge	Farringdon – London St Pancras – Finsbury Park – Baldock – Ashwell and Morden - Cambridge	Every half hour	Every half hour	Every hour
Luton	Farringdon – London St Pancras – Cricklewood – Hendon – Mill Hill Broadway – Harpenden – Luton Airport Parkway – Luton	6 services every hour	6 services every hour	6 services every hour
Rainham	Farringdon – City Thameslink – Woolwich Arsenal - Abbey Wood – Slade Green – Dartford – Northfleet – Gravesend – Gillingham - Rainham	Every half hour	Every half hour	Every half hour
St Albans City	Farringdon – London St Pancras – Thameslink – Cricklewood – Hendon – Mill Hill Broadway – Elstree and Borehamwood – Radlett – St Albans City	10 services every hour	7 services every hour	6 services every hour
Sutton	Farringdon – City Thameslink - Loughborough Junction – Herne Hill – Wimbledon – Morden South – St Helier – Sutton Common – West Sutton - Sutton	4 services every hour	4 services every hour	Every half hour
West Hampstead	Farringdon – London St Pancras – Kentish Town – West Hampstead	8 services every hour	8 services every hour	6 services every hour

Table 3.4 - Summary of Services at Farringdon Railway Station

Car Clubs

3.21 Car club vehicles can help to reduce car ownership, relieve parking pressures and reduce the reliance on the private motor-vehicle by local businesses. A car club is located approximately 60m south of the site on John Street and there are numerous other car clubs located within the vicinity of the site. The local car club vehicles available within the vicinity of site are illustrated below in Figure 3.5.

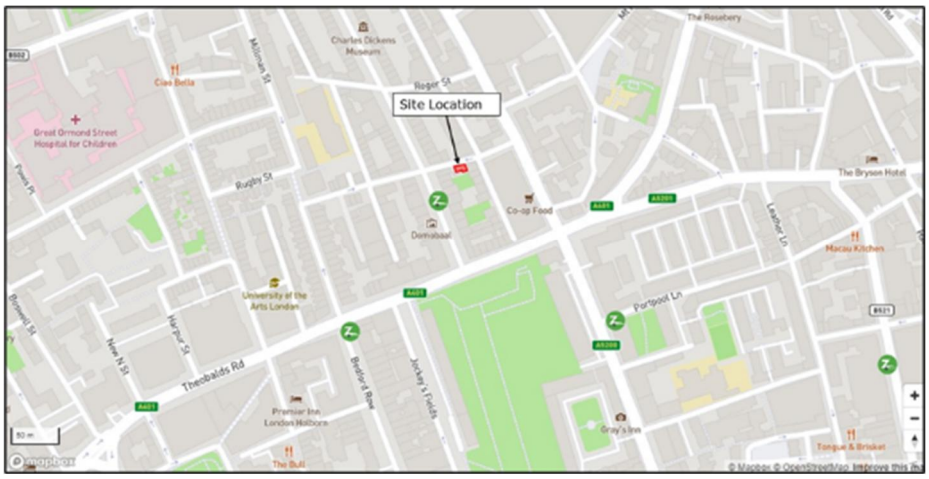

Figure 3.5 - Local Car Club Vehicles

4.0 Development Proposals

4.1 The proposals seek planning permission for the conversion of the existing office space to four residential apartments. The architect's site layout plan is attached at Appendix A.

Access Arrangements

4.2 Pedestrian access to the site will be achieved via Northington Street as per the existing arrangement. As the proposals are car free, no vehicular access is proposed.

Parking Provision

4.3 The proposals are for a car-free development with no parking provided for the proposed dwellings in accordance with the London Plan and London Borough of Camden standards for a residential development located within a PTAL 5-6 zone. Residents will not be eligible to apply for a parking permit within the local controlled parking zone.

4.4 The site is located within a highly accessible location not only in respect of trips by bus and train, but also to local residential, employment and commercial areas. Pedestrian access in the surrounding area is very good and provides safe links between the site and local amenities. In addition, car parking restrictions surrounding the development site will restrict future parking on-street within the vicinity of the site. Therefore, considering the sites location combined with nearby on-street parking restrictions, a car-free development is considered appropriate and accords with local planning policies.

4.5 The proposed development will provide 8 standard cycle parking spaces, equivalent to 2 spaces per unit, in a secure communal area. In addition, the scheme will provide a further 2 lockers for folding bikes.

4.6 The London Plan requires the provision of 2 spaces per dwelling and therefore the proposed cycle parking provision exceeds London Plan requirements. The LBC 'Transport' SPG advises that the Council will expect developments to provide, as a minimum, the cycle parking requirements set out in the London Plan and the proposals accord with this requirement. The LBC 'Transport' SPG also advises that the Council will seek an additional 20% of spaces over the London Plan requirements and the proposed development provides an additional 2 lockers for folding bikes to accommodate this aspiration.

4.7 The proposed cycle parking provision therefore accords with LBC and London Plan guidance and is considered appropriate to meet the needs of the development.

Servicing and Refuse Collection

4.8 Servicing and refuse collection will continue to be undertaken as per the existing arrangements for the existing and past use of the building. Servicing and delivery vehicles will stop on street on Northington Street. There is a section of kerbside single yellow line space in the vicinity of the site and this provides an opportunity for servicing and delivery vehicles to stop in a convenient location, close to the site.

5.0 Development Impact

Trip Generation

5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the trip generation of the existing office use and proposed residential use, it is generally accepted that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00) and person trips have been assessed during these periods.

Existing Trip Generation

5.2 The expected trip generation of the existing office floorspace has been assessed with reference to the TRICS database. The TRICS database was examined for the category '02 – Employment: Office', under the following criteria:

- Sites located in Greater London only; and,
- Sites with a floorspace of 2,500sqm or less.

5.3 The data is summarised below in Table 5.1, setting out the expected person trip rates and the resultant person trips relating to the existing office floorspace. The full TRICS output are attached at Appendix B.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Total Person Trip Rates (per 100 sqm)	2.129	0.197	0.243	2.190
Person Trips	8	1	1	8

Table 5.1: Existing Person Trip Rates and Trip Generation

5.4 The analysis shows that the existing office space at the site is expected to attract 9 two-way person trips during each of the morning and evening peak periods.

Proposed Trip Generation

5.5 In order to assess person trips associated with the proposed residential use, the TRICS database has been interrogated for the category '03 – Residential: Flats Privately Owned', under the following criteria:

- Sites in Greater London only; and,
- Sites with less 25 dwellings.

5.6 The data is summarised below in Table 5.2, demonstrating trip rates and the resultant trips related to the proposed residential dwellings. The full TRICS output are attached at Appendix C.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Total Person Trip Rate (per dwelling)	0.079	0.825	0.397	0.063
Total Person Trips	0	3	2	0

Table 5.2: Proposed Person Trip Rates and Trip Generation

5.7 The analysis shows that the proposed residential dwellings are expected to attract 3 two-way person trips during the morning peak hour and 2 two-way person trips during the evening peak hour.

Net Change

5.8 The net trip generation of the development proposals has been calculated by subtracting the trips associated with the existing use of the site, as presents at Table 5.1, from the trips associated with the proposed use of the site, as presented at Table 5.2. Table 5.3 below shows the net trip generation of the development proposals.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)	
	Arr	Dep	Arr	Dep
Net Change	-8	+2	+1	-8

Table 5. 3 Net Trip Generation

5.9 The analysis shows that the proposed development is expected to result in a reduction in person trips during each of the morning and evening peak periods. The development is expected to result in a reduction of 6 two-way person trips during the morning peak hour and 7 two-way person trips during the evening peak hour.

Summary

5.10 The expected trip generation of the existing and proposed uses of the site has been assessed with reference to the industry standard TRICS database. The analysis has demonstrated the proposed development is expected to result in a reduction in two-way person trips during each of the morning and evening peak periods.

5.11 On that basis it is concluded that the proposed development will not result in a material effect on the operation of the highway network local to the site and no further assessment of trips associated with the proposed development is considered necessary.

6.0 Summary and Conclusions

6.1 Motion has been appointed by MHL Ltd to support a planning application for the change of use of 9 Northington Street from existing office use (Class E) to four residential apartments (Class C3).

6.2 In summary, this Transport Statement has identified:

- The development proposals accord with national, regional and local policies relevant to transport;
- The site benefits from good access on foot and by cycle to the surrounding area. Indeed, there are many local amenities within close walk and cycle distance of the site meaning that residents would have less need to own a car;
- Pedestrian access to the site would be achieved from Northington Street;
- The development will be car-free;
- Appropriate levels of cycle parking will be provided on site;
- The proposals will result in a reduction in person trips associated with the site, in comparison with the existing use of the site as office space.; and,
- Given the accessible location and the car-free nature of the site, the majority of person trips will be undertaken via sustainable and active modes of travel.

6.3 In view of the above, the proposed development is considered to be acceptable in transport terms and accords with local and national transport related planning policies. The assessment demonstrates that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impact on the local highway network. In conclusion, there are no traffic and transport related reasons why the proposed development should be resisted or refused.

Appendix A

Site Layout Plan

DRAWING INFORMATION

Rev.	Purpose	Date:
-	Issued for Planning	00.00.0000

Drawing Legend

Existing key

- Existing structure
- Existing brickwork
- Existing flat roof

Proposed key

- Proposed structure (section)
- Proposed engineered timber floor
- Proposed tile floor
- Proposed opaque glazing

Proposed Notes:

01	New retaining wall
02	New staircase access
03	New secondary glazing fitted
04	Privacy screen
04	Cycle allowance - 8no. cycle park & 2 no. Staked foldable bike lockers
05	Refuse storage allowance - 2no. 240L Gen Waste, 2no. 240L Mixed recycle & 4no. 30L Food waste caddy
06	Temporary refuse storage allowance - within dwellings kitchen
07	Privacy screen
08	Frosting to glazings up to 1.8m high to avoid vis-à-vis
09	Allowance for Bin storage
10	Allowance for cycle storage
11	Enlarged floor cutout to lightwell below and new wrough iron grill to protect lightwell
12	Refurbished elevation - brickwork, doors and windows
13	New partition to main stair from first to second floor to create unit 04 entrance
14	Refurbished flat roof
15	4no. new ASHP units to roof

Phase

PLANNING

Drawing title

Proposed Ground Floor Plan

Drawing No.	Rev.
A_2000	-
Drawn: XX	Approved: XX
First revision: 00.00.0000	Updated: 00.00.0000

STUDIO THREE
97 Charlotte Street, London, W1T 4QA
https://www.studiothreearchitects.com

Project No.: 23037 9 Northington St.

Address: 9 Northington Street London WC1N 2JF

Client: MHL Ltd.

Scale: 1:50 @ A1 / 1:100 @ A3

N

0m | 1m | 2m | 4m | 5m

Appendix B

TRICS Output – ’02 – Employment: Office’

Motion High Street Guildford Licence No: 734001

Calculation Reference: AUDIT-734001-240222-0238

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BN	BARNET	1 days
	BT	BRENT	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	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:	Gross floor area
Actual Range:	920 to 2255 (units: sqm)
Range Selected by User:	408 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/21

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

Selected survey days:

Monday	2 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	4 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:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2
No Sub Category	1

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	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	3 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:

3 Moderate	1 days
5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-02-A-01	OFFICES	BARNET
	MOON LANE		
	HIGH BARNET		
	Edge of Town Centre		
	No Sub Category		
	Total Gross floor area:	1366 sqm	
	Survey date: THURSDAY	*11/11/21*	*Survey Type: MANUAL*
2	BT-02-A-03	OFFICES	BRENT
	EMPIRE WAY		
	WEMBLEY		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Gross floor area:	920 sqm	
	Survey date: WEDNESDAY	*03/06/15*	*Survey Type: MANUAL*
3	HM-02-A-01	REGUS OFFICES	HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET		
	HAMMERSMITH		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	*13/11/17*	*Survey Type: MANUAL*
4	KN-02-A-01	FRUIT DRINKS COMPANY	KENSINGTON AND CHELSEA
	LADBROKE GROVE		
	KENSAL GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	Built-Up Zone		
	Total Gross floor area:	2255 sqm	
	Survey date: MONDAY	*17/06/19*	*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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 8.98

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	1644	0.137	4	1644	0.046	4	1644	0.183
07:30 - 08:00	4	1644	0.441	4	1644	0.046	4	1644	0.487
08:00 - 08:30	4	1644	0.791	4	1644	0.091	4	1644	0.882
08:30 - 09:00	4	1644	1.338	4	1644	0.106	4	1644	1.444
09:00 - 09:30	4	1644	1.505	4	1644	0.152	4	1644	1.657
09:30 - 10:00	4	1644	1.080	4	1644	0.152	4	1644	1.232
10:00 - 10:30	4	1644	0.578	4	1644	0.243	4	1644	0.821
10:30 - 11:00	4	1644	0.517	4	1644	0.122	4	1644	0.639
11:00 - 11:30	4	1644	0.411	4	1644	0.350	4	1644	0.761
11:30 - 12:00	4	1644	0.502	4	1644	0.502	4	1644	1.004
12:00 - 12:30	4	1644	0.487	4	1644	0.623	4	1644	1.110
12:30 - 13:00	4	1644	0.502	4	1644	0.973	4	1644	1.475
13:00 - 13:30	4	1644	0.684	4	1644	0.836	4	1644	1.520
13:30 - 14:00	4	1644	0.730	4	1644	0.654	4	1644	1.384
14:00 - 14:30	4	1644	0.487	4	1644	0.350	4	1644	0.837
14:30 - 15:00	4	1644	0.411	4	1644	0.471	4	1644	0.882
15:00 - 15:30	4	1644	0.213	4	1644	0.365	4	1644	0.578
15:30 - 16:00	4	1644	0.304	4	1644	0.502	4	1644	0.806
16:00 - 16:30	4	1644	0.198	4	1644	0.380	4	1644	0.578
16:30 - 17:00	4	1644	0.243	4	1644	0.441	4	1644	0.684
17:00 - 17:30	4	1644	0.137	4	1644	0.791	4	1644	0.928
17:30 - 18:00	4	1644	0.106	4	1644	1.399	4	1644	1.505
18:00 - 18:30	4	1644	0.046	4	1644	1.520	4	1644	1.566
18:30 - 19:00	4	1644	0.000	4	1644	0.517	4	1644	0.517
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.848			11.632			23.480

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

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

Appendix C

TRICS Output – 'Residential: Flats Privately Owned'

Motion High Street Guildford Licence No: 734001

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HO	HOUNSLOW	1 days
	IS	ISLINGTON	2 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: No of Dwellings
Actual Range: 14 to 20 (units:)
Range Selected by User: 6 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/21

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

Selected survey days:

Monday	2 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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
Edge of Town	1

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	3
Built-Up Zone	1

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	6 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	4 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:

20,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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:

2 Poor	2 days
6a Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 HO-03-C-05 BLOCK OF FLATS HOUNSLOW
PARK LANE
HOUNSLOW
CRANFORD
Edge of Town
Residential Zone
Total No of Dwellings: 14
Survey date: FRIDAY *06/03/20* *Survey Type: MANUAL*

2 IS-03-C-05 BLOCK OF FLATS ISLINGTON
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

3 IS-03-C-06 BLOCK OF FLATS ISLINGTON
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

4 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 20
Survey date: MONDAY *11/07/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-03	COVID
WF-03-C-05	COVID

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.55

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	16	0.032	4	16	0.524	4	16	0.556
08:00 - 09:00	4	16	0.079	4	16	0.825	4	16	0.904
09:00 - 10:00	4	16	0.159	4	16	0.365	4	16	0.524
10:00 - 11:00	4	16	0.095	4	16	0.254	4	16	0.349
11:00 - 12:00	4	16	0.143	4	16	0.143	4	16	0.286
12:00 - 13:00	4	16	0.175	4	16	0.111	4	16	0.286
13:00 - 14:00	4	16	0.175	4	16	0.175	4	16	0.350
14:00 - 15:00	4	16	0.190	4	16	0.159	4	16	0.349
15:00 - 16:00	4	16	0.159	4	16	0.222	4	16	0.381
16:00 - 17:00	4	16	0.444	4	16	0.111	4	16	0.555
17:00 - 18:00	4	16	0.397	4	16	0.063	4	16	0.460
18:00 - 19:00	4	16	0.540	4	16	0.238	4	16	0.778
19:00 - 20:00	4	16	0.413	4	16	0.190	4	16	0.603
20:00 - 21:00	4	16	0.254	4	16	0.175	4	16	0.429
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.255			3.555			6.810

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.*