



95 Avenue Road (Freehold) Ltd.

**95 Avenue Road**

Transport Statement

February 2022

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# 1 INTRODUCTION

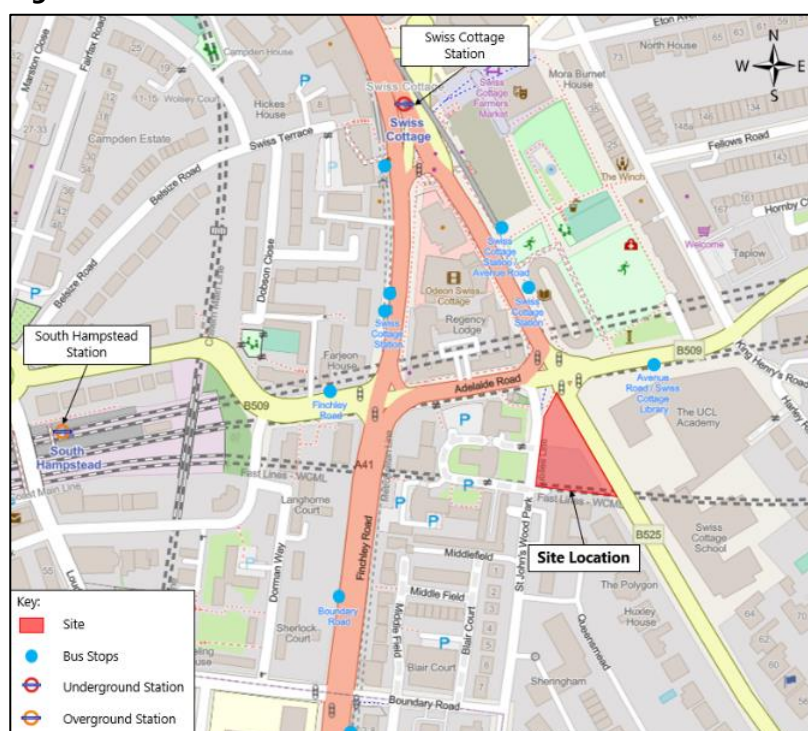
- 1.1 Caneparo Associates has been appointed by 95 Avenue Road (Freehold) Ltd. ('the Applicant') to provide traffic and transport advice in relation to their development proposal at 95 Avenue Road which is located in the London Borough of Camden (the 'Site').
- 1.2 The existing Site comprises a 1960's multi-storey detached modern apartment block that is situated between Avenue Road to the east and St John's Wood Park to the west.
- 1.3 The proposals, which this Transport Statement supports, proposes the incorporation of two new two-storey semi-detached dwellings within part of the existing garage area fronting Avenue Road. The works will entail the construction of a new lower ground floor level beneath part of the existing garage area, adaptation of part of the existing garage enclosure together with the removal of seven garages to enable the construction of the new dwellings, a new flat roof with roof lights to replace part of the existing garage roof and minor adjustment to the landscaping at ground floor level with the incorporation of a bin store & cycle parking.
- 1.4 This report considers the traffic and transport related effects of the additional two dwellings and considers matters such as accessibility, trip generation, car parking provision, cycle parking provision, refuse and servicing.
- 1.5 The remainder of the report is set out as follows:
- Section 2 - describes the Site and surrounding area
  - Section 3 - summarises the accessibility of the Site
  - Section 4 - outlines the development proposal
  - Section 5 - considers the transport and highways implications
  - Section 6 - provides a summary and conclusion.

## 2 THE SITE AND SURROUNDING AREA

### The Site

- 2.1 The Site is located to the west of Avenue Road, south of Adelaide Road and to the east of St John's Wood Park. The locality comprises a mixture of uses, with education, civic, retail and residential. The predominant use within the immediate site surroundings is residential in the form of purpose-built flats in multi-storey blocks.
- 2.2 The site is a triangular shaped plot with a cross shaped tower building and a lower linear garage block flanking the southern boundary. The site has both pedestrian and vehicular access off Avenue Road & St John's Wood Park. The main entrance into the building is from Avenue Road, with stepped and ramp access into the main entrance hall.
- 2.3 There is a secondary pedestrian access on the western elevation that leads into the common stairwell between the ground and lower ground floor levels. The garage block occurs on the southern edge of the site with individual enclosed garages that are accessed from the existing cross over off St John's Wood Park. There is a disused secondary garage access from the forecourt off Avenue Road.
- 2.4 The location of the Site is shown at **Figure 2.1** below.

**Figure 2.1 – Site Location Plan**





## Local Highway Network

- 2.5 The B525 Avenue Road is located to the east of the Site and operates in a north – south orientation connecting with Adelaide Road to the north and the A5205 Prince Albert Road to the south. The B525 Avenue Road operates a single lane in each direction and is subject to a 20mph speed limit. Permit holder parking bays are located along the eastern side of the carriageway (south facing) operating between 08:30-18:00 Monday to Friday in addition to a cycle lane on the western side of the carriageway (north facing). The B525 forms part of the TLRN and as such is controlled by double red lines towards the north with single and double yellow lines controlling the carriageway to the south. Footways are located on both sides of the carriageway along with street lighting.
- 2.6 The A41 Adelaide Road is located to the north of the Site and operates in a one-way orientation connecting with the B509 Hilgrove Road to the west. The A41 Adelaide Road forms part of the TLRN and as such is controlled by double red lines preventing stopping and loading at any time and is subject to a 20mph speed limit. Footways are located on both sides of the carriageway along with street lighting.
- 2.7 St John's Wood Park is located to the west of the Site and operates in a north – south orientation connecting to the A41 Adelaide Road to the north and Queen's Grove to the south. St John's Wood Park provides a single yellow line in each direction and is subject to a 20mph speed limit. Permit holder parking bays are present along both sides of the carriageway operating between 08:30-18:00 Monday to Friday in addition to single yellow lines. Footways are located on both sides of the carriageway along with streetlighting,

### 3 ACCESSIBILITY

#### Pedestrians

3.1 It is generally accepted that for journeys of up to 2km walking is an appropriate mode to replace car trips as set out in The Chartered Institution of Highways and Transportation (CIHT) Guidelines (*Guidelines for Providing for Journeys on Foot, 2000*) which suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

3.2 **Table 3.1** sets out details of approximate distances between the Site and local amenities, where an average walk speed of 80 metres/minute is assumed.

<b>Table 3.1: Approximate Walk Distances to Surrounding Local Amenities</b>			
<b>Amenity</b>	<b>Location</b>	<b>Distance</b>	<b>Approximate Walking Time</b>
The UCL Academy	Adelaide Road	130m	1
Swiss Cottage Library	Avenue Road	140m	1
Odeon Luxe Swiss Cottage	Finchley Road	210m	2
Swiss Cottage School, Development and Research Centre	Avenue Road	240m	3
Swiss Cottage Surgery	Winchester Road	270m	3
Costa Coffee	Finchley Road	330m	4
Barclays Bank	Finchley Road	340m	4
Swiss Cottage Community Centre	Winchester Road	350m	4
Ye Olde Swiss Cottage	Finchley Road	360m	4
ZZANG Restaurant	Finchley Road	380m	4
Green Light Pharmacy	Winchester Road	380m	4
M&S Simply Food	Finchley Road	420m	5
Tesco Express	Harben Parade	450m	5
Anytime Fitness Swiss Cottage	Harben Parade	480m	6
Swiss Cottage Post Office	Harben Parade	510m	6
Primrose Hill	Elsworthy Terrace	810m	10

3.3 **Table 3.1** illustrates that the Site has excellent levels of pedestrian accessibility to services such as food and convenience stores and local public transport access points. The area is well suited to pedestrians, with a good level of pedestrian infrastructure present on the network surrounding the Site and footways present on all surrounding roads.



3.4 There are footways and street lighting located on both sides of Avenue Road and surrounding local roads which provide walking routes towards Swiss Cottage Underground Station and South Hampstead Overground Station, with dropped kerbs at crossing locations.

## Cycling

3.5 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport.

3.6 Central London Cycle Grid 16 is located approximately 1km (4-minute cycle assuming an average speed of 250m / minute) south of the Site along Regents Canal providing a route between Lisson Grove and Regents Park.

## Bus Services

3.7 The nearest bus stops are located approximately 200m to the north, east and west of the Site (2 minute’s walk) on Avenue Road: Bus Stop ‘Swiss Cottage (Stop H)’ and Adelaide Road: Bus Stop ‘Avenue Road (Stop H)’ and Bus Stop ‘Finchley Road South Hampstead (Stop K)’. The bus stops comprise sheltered seating and timetable information. The routes and frequencies of bus services available in the vicinity of the Site are available in **Table 3.2** below.

Table 3.2: Summary of Bus Service Frequency				
No.	Route	Frequency (minutes)		
		Mon – Fri	Saturday	Sunday
31	Bayham Street – White City Bus Station	8 - 11	9 - 11	9 - 11
C11	Archway Station – Brent Cross Shopping Centre	8 - 12	8 - 12	12 - 13
N28	Bayham Street – Mapleton Crescent	28 - 30	30	28 - 30
N31	Bayham Street – Clapham Junction Station	30	29 - 30	30

## London Underground

3.8 Swiss Cottage Underground Station is located approximately 320m north of the Site (4 minutes’ walk) which is operated by TfL. Swiss Cottage Underground Station forms part of the Jubilee Line offering frequent services from Stanmore Underground Station to Stratford Underground Station.



## **London Overground**

3.9 South Hampstead Overground Station is located approximately 590m to the west of the Site (7 minutes' walk). There are approximately 8 trains per hour that pass through the station, which provide access to the following destinations:

- 4 trains per hour to London Euston;
- 4 trains per hour to Watford Junction

## **Public Transport Accessibility Level (PTAL)**

3.10 The site achieves a PTAL rating of 6a indicating an excellent accessibility level to public transport.



## 4 DEVELOPMENT PROPOSALS

4.1 The proposed development is summarised in **Table 4.1** below.

<b>Table 4.1: Additional Residential Units</b>	
<b>Unit Type</b>	<b>No. of Units</b>
3 x Bed	2
<b>Total</b>	<b>2</b>

4.2 Architect plans are provided separately as part of the planning application.

### **Parking**

#### **Car Parking**

4.3 No car parking will be provided for the additional residential units, in-line with London Plan and LB Camden planning policy.

4.4 It is also pertinent to note that the applicant has confirmed that no car parking takes place within the seven existing garages on the site that will be demolished as part of the development proposals. To help illustrate this, photographs of the garages are provided at **Appendix A**.

4.5 To confirm, no changes are proposed to site's wider parking arrangements.

#### **Cycle Parking**

4.6 Cycle parking will be provided in accordance with the London Plan (2021) standards and set out further in Section 5.

### **Servicing and Refuse Collection**

4.7 The servicing and refuse collection regime for the proposed residential units will be undertaken as per the existing situation. Servicing and refuse collection are considered further in Section 5.

## 5 EFFECTS OF THE PROPOSALS

### Trip Generation

- 5.1 The TRICS database has been interrogated to provide trip rates for the residential developments with similar characteristics. **Table 5.1** below provides the trip rates and total person trip generation for the proposed 2 residential units. A copy of the residential TRICS output data is included at **Appendix B**.

Time Period	Total Person Trip Rates (Per Unit)			Total Person Trips (Based on 2 Units)		
	In	Out	2-Way	In	Out	2-Way
<b>AM Peak (08:00-09:00)</b>	0.12	0.65	0.77	0	1	1
<b>PM Peak (17:00-18:00)</b>	0.37	0.26	0.63	1	1	2

Note: Figures subject to rounding

- 5.2 As can be seen in the table above, the proposed additional residential units have the potential to generate one two-way person trip in the morning peak hour and two two-way person trips in the evening peak hour. There would therefore be a minimal increase in the number of daily total person movements and, as such, there would not be any unacceptable impact on local traffic conditions or public transport capacity.

### Cycle Parking

- 5.3 The proposal includes four-cycle parking spaces provided within a new secure covered facility located adjacent to the proposed residential dwellings. Refer to the proposed ground floor plan for the location (provided under separate cover).
- 5.4 Cycle parking for the two additional residential units will therefore be provided in accordance with the London Plan (2021).



## **Deliveries and Refuse Collection**

### **Deliveries**

- 5.5 It is proposed that servicing arrangements will continue as per the existing situation.
- 5.6 Based on survey information contained within the TRICS database, residential developments generate around 8 or 9 delivery / collections per 100 units per day on average. Based on this, the proposed extension of 2 additional residential units is likely to generate <1 delivery per day, on average.

### **Refuse Collection**

- 5.7 It is proposed that refuse collections will continue as per the existing situation.
- 5.8 The proposals include a new bin store for the storage of household waste/ recycling. Refer to the proposed ground floor plan for the location (provided under separate cover).

## 6 SUMMARY AND CONCLUSION

### Summary

- 6.1 Caneparo Associates has been appointed by 95 Avenue Road (Freehold) Ltd. ('the Applicant') to provide traffic and transport advice in relation to their development proposal at 95 Avenue Road which is located in the London Borough of Camden (the 'Site').
- 6.2 The existing Site comprises a 1960's multi-storey detached modern apartment block that is situated between Avenue Road to the east and St John's Wood Park to the west.
- 6.3 The proposals, which this Transport Statement supports, proposes the incorporation of two new two-storey semi-detached dwellings within part of the existing garage area fronting Avenue Road. The works will entail the construction of a new lower ground floor level beneath part of the existing garage area, adaptation of part of the existing garage enclosure together with the removal of seven garages to enable the construction of the new dwellings, a new flat roof with roof lights to replace part of the existing garage roof and minor adjustment to the landscaping at ground floor level with the incorporation of a bin store & cycle parking.
- 6.4 The potential changes in traffic and transportation terms can be summarised as follows:
- The Site is accessible by non-car modes being within walking and cycling distance of day-to-day amenities along Adelaide Road and close to bus services, with Swiss Cottage Underground Station located approximately 320m to the north of the Site and South Hampstead Overground Station located approximately 590m to the west of the Site.
  - There will be no on-site car parking spaces provided for the additional residential units, in line with regional and local planning policy.
  - Cycle parking for the additional residential units will be provided in accordance with London Plan (2021) policy.
  - All vehicular deliveries and refuse collection will take place in line with existing arrangements
  - Using the TRICS database it has been shown that there would be a minimal increase in the number of daily total person movements and, as such, there would not be any unacceptable impact on local traffic conditions and public transport.

# **Appendix A**

## **Photographs of the Garages that will be Demolished**

**Garage One**



**Garage Two**



**Garage Three**



**Garage Four**



**Garage Five**



**Garage Six**





**Garage Seven**



# Appendix B

## TRICS Output

Calculation Reference: AUDIT-358901-220509-0500

## 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	
	BE BEXLEY	1 days
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	HO HOUNSLOW	1 days
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
	NH NEWHAM	1 days
	SK SOUTHWARK	2 days
	TH TOWER HAMLETS	1 days
	WF WALTHAM FOREST	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: 9 to 97 (units: )  
 Range Selected by User: 6 to 100 (units: )

Parking Spaces Range: Selected: 2 to 100 Actual: 2 to 550

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: 01/01/13 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	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 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 undertaken using machines.*

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

*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:

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

Secondary Filtering selection:

Use Class:

C3 12 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS@.*

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	7 days
100,001 or More	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	11 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	9 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	11 days

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

PTAL Rating:

No PTAL Present	1 days
1b Very poor	1 days
2 Poor	2 days
3 Moderate	2 days
4 Good	1 days
5 Very Good	1 days
6a Excellent	2 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>19/09/18</i>	<i>Survey Type: MANUAL</i>
2	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: WEDNESDAY</i>		<i>08/11/17</i>	<i>Survey Type: MANUAL</i>
3	HG-03-C-02 HIGH ROAD WOOD GREEN WOODSIDE PARK	BLOCK OF FLATS		HARINGEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		30	
	<i>Survey date: WEDNESDAY</i>		<i>01/10/14</i>	<i>Survey Type: MANUAL</i>
4	HK-03-C-03 GREEN LANES FINSBURY PARK MANOR HOUSE	BLOCK OF FLATS		HACKNEY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>24/09/14</i>	<i>Survey Type: MANUAL</i>
5	HO-03-C-05 PARK LANE HOUNSLOW CRANFORD	BLOCK OF FLATS		HOUNSLOW
	Edge of Town Residential Zone Total No of Dwellings:		14	
	<i>Survey date: FRIDAY</i>		<i>06/03/20</i>	<i>Survey Type: MANUAL</i>
6	IS-03-C-03 FLORENCE STREET ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		9	
	<i>Survey date: THURSDAY</i>		<i>21/11/13</i>	<i>Survey Type: MANUAL</i>
7	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	<i>Survey date: MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
8	NH-03-C-01 ARTHINGWORTH STREET STRATFORD	BLOCK OF FLATS		NEWHAM
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:		12	
	<i>Survey date: THURSDAY</i>		<i>14/11/13</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SK-03-C-01 PARK STREET SOUTHWARK	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		53	
	<i>Survey date: FRIDAY</i>		<i>19/09/14</i>	<i>Survey Type: MANUAL</i>
10	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	<i>Survey date: THURSDAY</i>		<i>23/04/15</i>	<i>Survey Type: MANUAL</i>
11	TH-03-C-04 LEVEN ROAD POPLAR ABERFELDY VILLAGE	BLOCK OF FLATS		TOWER HAMLETS
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings:		83	
	<i>Survey date: FRIDAY</i>		<i>21/06/19</i>	<i>Survey Type: MANUAL</i>
12	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</i>	<i>Survey Type: MANUAL</i>

*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-02	Undertaken during Covid-19 restrictions
WF-03-C-03	Undertaken during Covid-19 restrictions
WF-03-C-04	Undertaken during Covid-19 restrictions
WF-03-C-05	Undertaken during Covid-19 restrictions
WF-03-C-06	Undertaken during Covid-19 restrictions

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): 4.19

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	39	0.071	12	39	0.361	12	39	0.432
08:00 - 09:00	12	39	0.121	12	39	0.652	12	39	0.773
09:00 - 10:00	12	39	0.156	12	39	0.298	12	39	0.454
10:00 - 11:00	12	39	0.197	12	39	0.231	12	39	0.428
11:00 - 12:00	12	39	0.184	12	39	0.156	12	39	0.340
12:00 - 13:00	12	39	0.186	12	39	0.134	12	39	0.320
13:00 - 14:00	12	39	0.179	12	39	0.197	12	39	0.376
14:00 - 15:00	12	39	0.197	12	39	0.149	12	39	0.346
15:00 - 16:00	12	39	0.335	12	39	0.203	12	39	0.538
16:00 - 17:00	12	39	0.337	12	39	0.207	12	39	0.544
17:00 - 18:00	12	39	0.371	12	39	0.257	12	39	0.628
18:00 - 19:00	12	39	0.451	12	39	0.235	12	39	0.686
19:00 - 20:00	7	50	0.413	7	50	0.166	7	50	0.579
20:00 - 21:00	7	50	0.206	7	50	0.095	7	50	0.301
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.404			3.341			6.745

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.