RUGBY CHAMBERS

Transport Statement

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Transport Statement
Version 1
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Document Status

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The Governing Body of Rugby School

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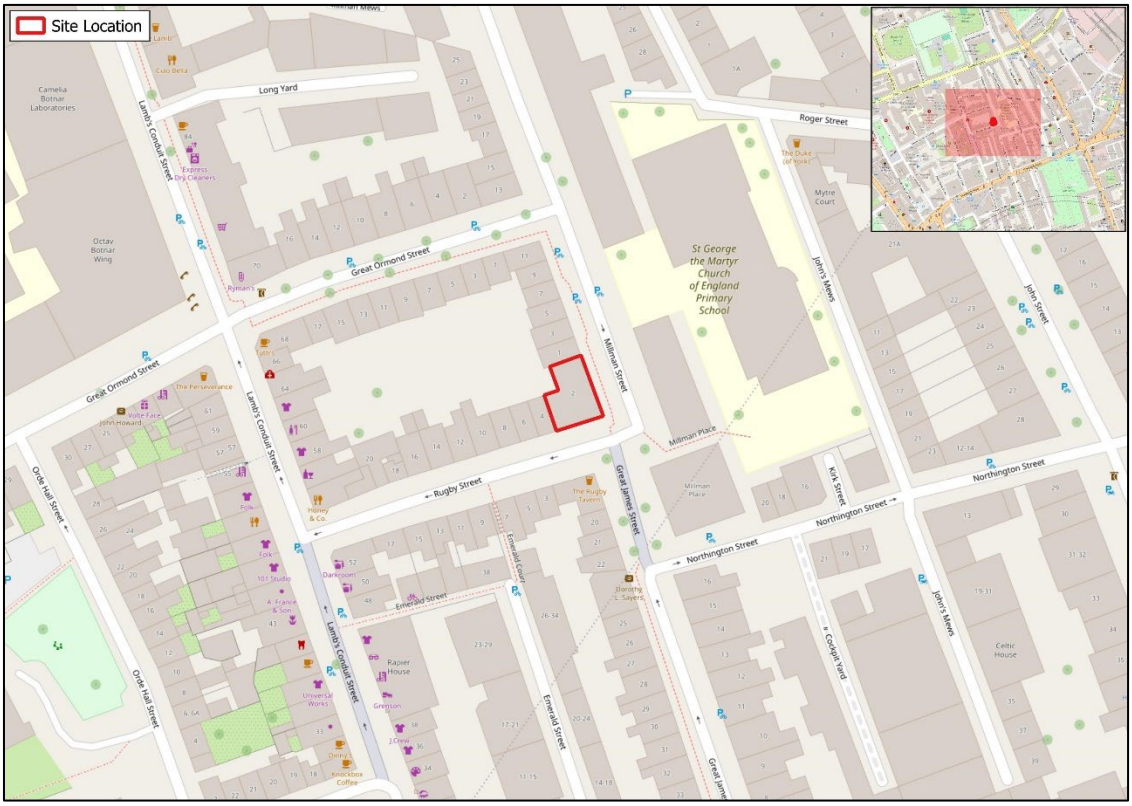
Appendices

1 INTRODUCTION

1.1 This Transport Statement (TS) has been prepared on behalf of The Governing Body of Rugby School to support a planning application for Rugby Chambers, 2 Rugby Street, London, WC1N 3QU ("the Site"). **Figure 1.1** illustrates the location of the Site.

Figure 1.1: Site Location



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1.2 The proposals involve a change of use from the existing Class E (office) to Class C3 (residential) under Class MA of the General Permitted Development Order (GPDO). This change of use necessitates an assessment of the transport impacts of the development, with a particular focus on ensuring safe access.

1.3 The proposals comprise the provision of 11 flats, with one flat located at the lower ground floor and two flats per level from the ground floor to the fourth floor. Bicycle parking and refuse bins will be located on the lower ground floor. The development will be car-free.

Site Context

1.4 The Site is located within Holborn in central London, falling within the jurisdiction of the London Borough of Camden (LBC). Its central London location grants easy access to key amenities, facilities, and public transport links within walking and cycling distance.

1.5 Pedestrians, cyclists, and vehicles can access the Site via Rugby Street, which extends directly to the south and east. Millman Street, connecting with Rugby Street, lies to the northeast of the Site. Local roads fall within a Controlled Parking Zone (CA-D Kings Cross Area), offering parking for residents only between 08:30 – 18:30 Monday – Friday and 08:30 – 13:30 on Saturdays.

1.6 The Site has a Public Transport Accessibility Level rating of 6a – indicating a high level of accessibility to public transport. Equidistant between Russell Square (Piccadilly Line) and Chancery Lane (Central Line) Underground stations, the Site benefits from convenient access to London's expansive Tube network.

1.7 The nearest bus stops to the Site are located on the A401 Theobalds Road and are approximately a 4-minute walk away. Other stops on the A5200 are approximately a 6-minute' walk east of the Site. Both sets of stops provide access to frequent daytime and nighttime services.

Report Brief

1.8 This TS has been prepared to review the extent of any associated transport impacts that may arise from the development and assess the Site within the context of key national, regional, and local transport policy.

1.9 The trip generation study contained within **Section 5** of this TS considers the likely multi-modal trip generation associated with the development proposals to help understand any potential off-site impacts.

Report Structure

1.10 This TS is broken down further into the following sections:

- **Section 2** – provides details of key relevant national, regional, and local transport policies and includes details on relevant parking standards.
- **Section 3** – outlines the baseline transport conditions and challenges people face on the Site both before and after the proposed development is built. This section also considers pedestrian, cyclist, and public transport accessibility to and from the Site and includes a high-level analysis of Personal Injury Collision statistics on the local highway network.
- **Section 4** – Provides details about the proposed development, including pedestrian, cycle, and vehicle access and proposed parking provision.
- **Section 5** – Considers the multi-modal trip generation impacts of the development proposals on the local transport network.
- **Section 6** – Summarises and concludes the TS in relation to the overall proposed development's compliance with relevant policies and guidance, including key transport impacts and how the proposals aim to address them if any are identified.

2 TRANSPORT POLICY REVIEW

Introduction

2.1 This section evaluates the proposed development against the following relevant national, regional, and local transport policies and guidance:

- National Planning Policy Framework (NPPF, December 2023).
- Planning Practice Guidance: 'Travel Plans, Transport Assessments and Statements' (2014).
- The London Plan (2021).
- Mayor's Transport Strategy (2018).
- Camden Local Plan (2017).
- Camden Planning Guidance: Transport (2021).

National

National Planning Policy Framework (NPPF, 2023)

2.2 The National Planning Policy Framework (NPPF) was updated on 19 December 2023.

2.3 The NPPF sets out the Government's planning policies for England and how these should be applied. The key driver is achieving sustainable development with economic, social, and environmental objectives – with a presumption in favour of sustainable development. (paragraph 12).

2.4 The NPPF further sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people greater choice about how they travel, detailed most notably within Section 9 'Promoting Sustainable Transport':

2.5 Paragraph 114 states:

> **"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:**
> - **appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
> - **safe and suitable access to the site can be achieved for all users;**
> - **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; and**
> - **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."**

2.6 Paragraph 115 continues 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."**

2.7 Finally, Paragraph 117 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

Planning Practice Guidance: 'Travel Plans, Transport Assessments and Statements' (2014)

2.8 This guidance provides advice on when Transport Statements are required and what they should contain.

2.9 Transport Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. As opposed to Transport Assessments, which are thorough assessments of the transport implications of development, Transport Statements are a 'lighter touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

2.10 Transport Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the NPPF.

Regional

The London Plan (2021)

2.11 The London Plan (March 2021) is the third iteration of the plan, encompassing all 32 London boroughs and the Corporation of London. It outlines policies to sustainably manage the city's anticipated growth over the next 20-25 years and has been adopted by the Greater London Authority (GLA). Promoting sustainable modes of transport aligns with the Mayor's vision, which is detailed later in this section. The London Plan emphasises that London should be:

> **"improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive".**

2.12 The London Plan includes several policies related to transport and new developments. The first of these is Policy T1 - Strategic Approach to Transport, which comprises two parts:

> **A. "Development Plans and development proposals should support and facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and**

B. All development 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 that any impacts on London's transport networks and supporting infrastructure are mitigated".

2.13 Another key transport policy outlined in The London Plan is Policy T4 - Assessing and mitigating transport impacts. It states that:

A- "Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B- Transport assessments should be submitted with development proposals to ensure that any 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 in accordance with relevant Transport for London guidance10.

C- 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 any adverse transport impacts that are identified.

D- 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 may will be contingent on the provision of necessary public transport and active travel infrastructure.

E- 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.

F- Development proposals should not increase road danger".

2.14 The London Plan includes other key policies related to transport and new developments. Although these policies will not be detailed in this TS, they have been considered during the design process. These include:

- Policy T2: Healthy Streets.
- Policy T5: Cycling.
- Policy T6: Car Parking.
- Policy T7: Deliveries, servicing, and construction.

2.15 The proposed development complies with the relevant policies outlined in The London Plan, as will be detailed throughout this TS.

Mayor's Transport Strategy (2018)

2.16 The Mayor's Transport Strategy (MTS), developed in consultation with TfL and published in 2018, sets out the Mayor's policies and proposals to reshape transport in London by 2041. Three key themes are at the heart of the strategy and are set out in **Table 2.1**.

Table 2.1: Objectives of the Mayor's Transport Strategy

Objective	Description
Healthy Streets and Healthy People	Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
A Good Public Transport Experience	Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
New Homes and Jobs	More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

Source: Mayor's Transport Strategy 2028

2.17 At the core of the MTS, there are three key ambitious aims, namely:

- 80% sustainable mode share by 2041.
- 20 minutes of active travel for all by 2041.
- Vision Zero for road danger by 2041.

Local

Camden Local Plan (2017)

2.18 Adopted by LBC in July 2017, the Local Plan serves as the foundation for decisions relating to future development within the borough.

2.19 LBC state that trips by car within the borough reduced by 31% between 2006 and 2014, with the total amount of all motor vehicle trips reducing by 27% over the same period. The borough outlines this as a basis for pursuing further prioritising of active travel and public transport.

2.20 The Local Plan is split into various policies under specific categories – one of which relates directly to transport. Chapter 10: Transport covers four different policies:

1. Policy T1 Prioritising walking, cycling and public transport.
2. Policy T2 Parking and car-free development.
3. Policy T4 Sustainable movement of goods and materials.

Policy T1 Prioritising walking, cycling and public transport

2.21 Policy T1 aims to ensure that development within the borough promotes the use of active travel and public transport. As it relates to walking, the policy states that LBC will seek to ensure that developments:

> **"a. improve the pedestrian environment by supporting high quality public realm improvement works;**
>
> **b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;**
>
> **c. are easy and safe to walk through ('permeable');**
>
> **d. are adequately lit;**
>
> **e. 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**
>
> **f. contribute towards bridges and water crossings where appropriate."**

2.22 Relating to the above, the Site is well located within a highly walkable area, with excellent access to the City of London, Farringdon, Clerkenwell, Bloomsbury, and Holborn areas, all within walking distance.

2.23 Policy T1 also covers the promotion of cycling for new developments, stating that the Council seeks to ensure that developments:

> **"g. 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[1];**
>
> **h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan […] and design requirements outlined 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;**

[1] TfL have since replaced the separate designations for different types of cycle infrastructure within London and now refer to all routes as Cycleways.

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable'); and

k. contribute towards bridges and water crossings suitable for cycle use where appropriate."

2.24 Chapter 4 'Development Proposals' provides the breakdown of how the change of use proposals promote cycling facilities which link directly to the above policy.

2.25 Lastly, the borough states that it will seek to ensure that:

"development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate."

2.26 With consideration for the size of the Site and quantum of development, it is considered that the development proposals outlined within this TS will be well and adequately served by the existing provision of walking, cycling, and public transport infrastructure in the area.

Policy T2 Parking and car-free development

2.27 This policy explicitly states that LBC will limit the availability of parking and require all new developments within the borough to be car-free.

2.28 However, as the proposed development calls for a change of use of the existing building, LBC state the following regarding redevelopment:

"In redevelopment schemes, the Council will consider retaining or reproviding existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed […] It can also occur where a change of use brings a site or property into residential occupation. If a development is to have new occupiers, this should be car-free."

2.29 Policy T2 is deemed to be met by the proposed development, as it will be entirely car-free.

Policy T4 Sustainable movement of goods and materials

2.30 This policy relates to LBC's aim to promote the sustainable movement of goods and materials, particularly for larger developments or developments that require consistent goods deliveries. As the development proposals include a change of use from office to residential (11 dwellings), this is considered acceptable and manageable as minimal movements relating to goods or materials will be needed post-development.

Camden Planning Guidance: Transport (2021)

2.31 This guidance supports the Camden Local Plan and forms a material consideration in planning decisions as a Supplementary Planning Document (SPD). The document was adopted on 15 January 2021.

2.32 Camden Planning Guidance (CPG): Transport details relevant transport issues within the borough, addressing them within the following sections:

a) **Assessing transport impact**
b) **Travel Plans**
c) **Delivery and Servicing Plans**
d) **Parking and car-free development**
e) **Car parking management and reduction**
f) **Vehicular access and crossovers**
g) **Cycling facilities**
h) **Pedestrian and cycle movement**
i) **Petrol stations**

2.33 For this TS and in review of relevant policies against the quantum of proposed development, items **a**, **d**, **g** and **h** have been reviewed.

Assessing Transport Impact

2.34 This section within the CPG document outlines what should be included within a TA or TS and what it should aim to achieve. As the existing transport assets of the local area are expected to accommodate the quantum of development without issue, extensive mitigation measures are not deemed necessary for the proposals.

Parking and car-free development

2.35 LBC expects all new residential development to be car-free, including redevelopments / changes of use, regardless of the Public Transport Accessibility Level (PTAL) rating.

2.36 As previously detailed, the proposed development will be car-free. LBC require the securing of a Section 106 (S106) agreement to ensure that the car-free nature of the future development is maintained.

Cycling facilities

2.37 This section within the CPG Transport document covers the following:

- Circumstances in which LBC require cycle parking.
- Quantities of cycle parking required.
- Accessible cycle parking for non-standard cycles.
- Location of cycle parking (long- and short-stay).
- Types of cycle parking.
- Door openings on routes to cycle parking.

- Supporting facilities.

2.38 LBC state that cycle parking for developments will be expected to meet the minimums set out within the London Plan (2021), with an additional 20% added to this minimum to account for future growth of the mode. This indicates that a total of **19** spaces – split between 17 long-stay and 2 short-stay spaces – is required by the London Plan. Adding the additional 20% on top of this requirements will necessitate an additional **2** long stay and **1** long stay space, equating to a total of **22** cycle parking spaces, comprising **19** long-stay and **3** short-stay spaces.

2.39 LBC state that cycle parking for non-standard cycles will be sought for all applications subject to Policy T1 in the Camden Local Plan and the requirements set out within both the London Plan and London Cycle Design Standards. This requirement means that 5% (**1** space) of the total number of cycle parking spaces will need to be allocated for non-standard cycles.

2.40 Regarding access to cycle parking from street level, LBC state that access must be step-free. If this is not possible, cycle parking must be accessible by ramp or lift. However, where it is adequately demonstrated to LBC that provision of such step-free access is not possible, the Council may consider a financial contribution towards long-stay cycle parking on the public highway via S106 agreement.

2.41 Long and short-stay cycle parking must be catered for in separate cycle facilities, as the security and location requirements differ for these two types. Long-stay cycle parking must be located within the development and cannot be in the form of Sheffield stands on the public highway. Short-stay spaces are required to be located within the curtilage of a development (within 15m of the building entrance) and off the public highway. Like the last-resort financial contribution option detailed in paragraph 2.42, a financial contribution via S106 agreement towards short-stay cycle parking may be acceptable in instances where redevelopments do not have an existing forecourt.

Policy Summary

2.42 The key transport policies detailed herein, ensure that new developments are in sustainable locations or can be made sustainable, minimising impacts on the local transport and highway networks. The main aim is that future developments should be in accessible areas to reduce the need for travel and encourage sustainable transport modes such as walking, cycling, and public transport.

2.43 Regarding sustainability, the Site benefits from excellent accessibility by public transport, commensurate with its location and is highly accessible on foot and by bicycle. The Site will therefore provide residents with an abundance of transport options centralising around active travel and public transport. As such, the development proposals are considered to align with relevant transport planning policies and parking standards.

3 SITE & SURROUNDINGS

Introduction

3.1 This section outlines the baseline transport conditions and challenges people face around the Site, both before and after the proposed development is built. It also considers the pedestrian, cycle, and public transport accessibility to and from the Site and includes a high-level analysis of Personal Injury Collision statistics on the local highway network.

Baseline Conditions & Accessibility

Walking & Cycling

3.2 Located between Holborn, Russell Square, and Chancery Lane in Central London, the Site is highly accessible and well-connected to high-quality walking and cycling infrastructure. It is within reasonable walking distance of three Tube stations, numerous bus services, Euston Station, and King's Cross St. Pancras. The Site is also located close to Cycleway 41, providing access to London's extensive Cycleway network. **Figure 3.1** shows a 20-minute walking isochrone, showcasing the accessibility of the Site to a variety of key locations.

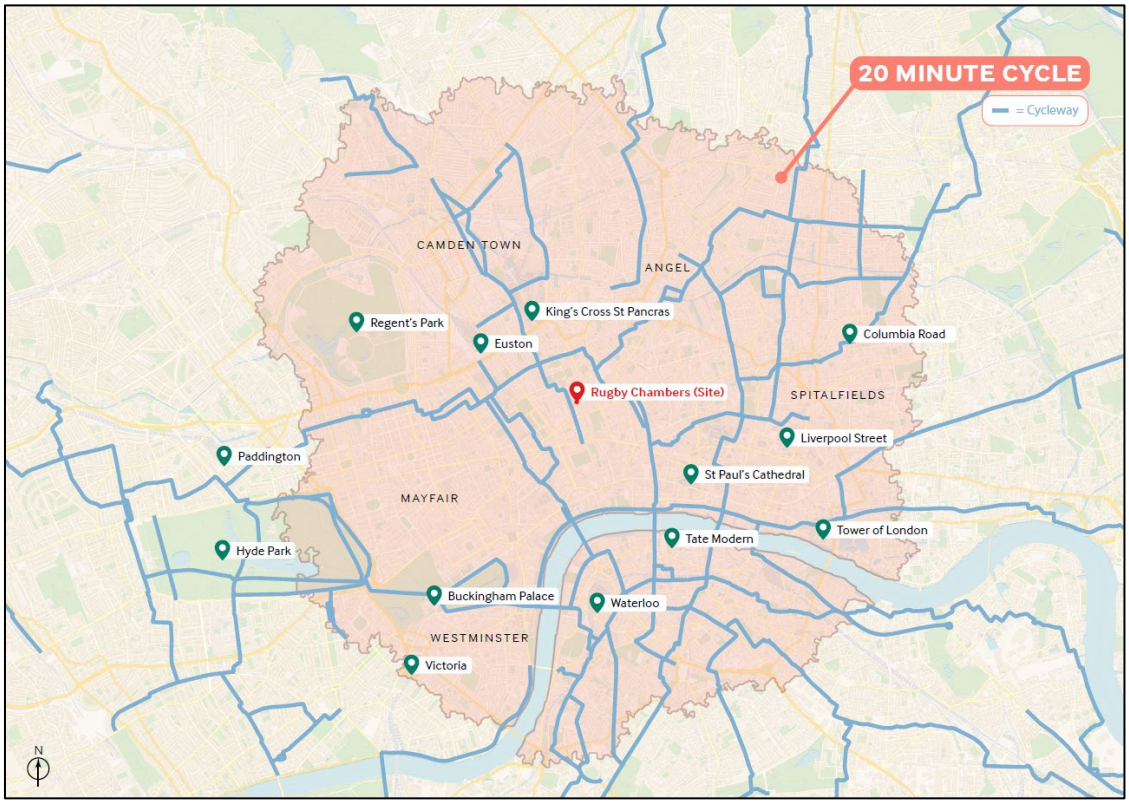
Figure 3.1: 20 Minute Walking Isochrone

Data Source: https://traveltime.com/ & TfL

Cycleways

3.3 The Site is highly accessible via cycling due to its proximity to London's extensive cycle network. Cycleway 41 via Lamb's Conduit Street immediately to the west provides access to Camden or to Cycleway 6, which in turn connects Paddington with Elephant and Castle via Blackfriars. **Figure 3.2** shows a 20-minute cycling isochrone from the Site.

Figure 3.2: 20 Minute Cycling Isochrone



Data Source: https://traveltime.com/ & TfL

3.4 Regarding hire cycles and e-scooters, the closest Santander Cycle docking station is approximately 180 metres (a three-minute walk) from the Site at the junction of Theobald's Road and Bedford Row. Additional docking stations are located close by near the junctions of Lamb's Conduit Street and the B502, and Northington Street and Gray's Inn Road. These docking stations offer both e-bikes and manual bicycles, with a total of 72 cycle parking spaces available across the three Santander Cycle stations.

3.5 In addition to Santander Cycles, dockless e-bikes and e-scooters can be hired at various locations within the local area, with the closest dedicated space for these vehicles located on the pedestrian plaza between Rugby Street and Northington Street.

Access to Local Facilities via Active Travel

3.6 In addition to a wide variety of key central London locations, the Site also has access to numerous local facilities related to the expected day-to-day living of future residents. **Table 3.1** provides an overview of some of the key facilities accessible within reasonable walking and cycling distance of the Site.

Table 3.1: Active Travel Access to Local Facilities

Facility	Distance From Site (metres)	Indicative Journey Times (minutes)	
		Walk	Cycle
Education			
St George the Martyr CofE Primary	160	2	1
Christopher Hatton Primary	450	6	2
Thomas Coram Centre	600	8	3
University College London	1,200	16	5
Health and Community			
Gray's Inn Medical Group NHS	300	4	2
Brunswick Medical Centre	800	11	4
Bloomsbury Surgery	800	11	4
University College Hospital	1,900	26	8
Shopping / Retail			
Brunswick Centre	700	10	3
Oxford Street	1,200	18	7
Leisure / Recreation Facilities			
British Museum	1,000	14	5
Oasis Sports Centre	1200	17	7
Sir John Soane's Museum	750	10	5
Public Transport			
Chancery Lane Tube Station	700	10	4
Russell Square Tube Station	700	10	3
Gray's Inn Road Bus Stops	300	4	1

Source: Map data ©2024 Google

3.7 **Table 3.1** demonstrates the Site is in a very accessible location with a wide array of key locations and facilities within the local area within an easy walk or cycle ride, thereby maximising the opportunities for future residents to travel by active modes for many journey purposes.

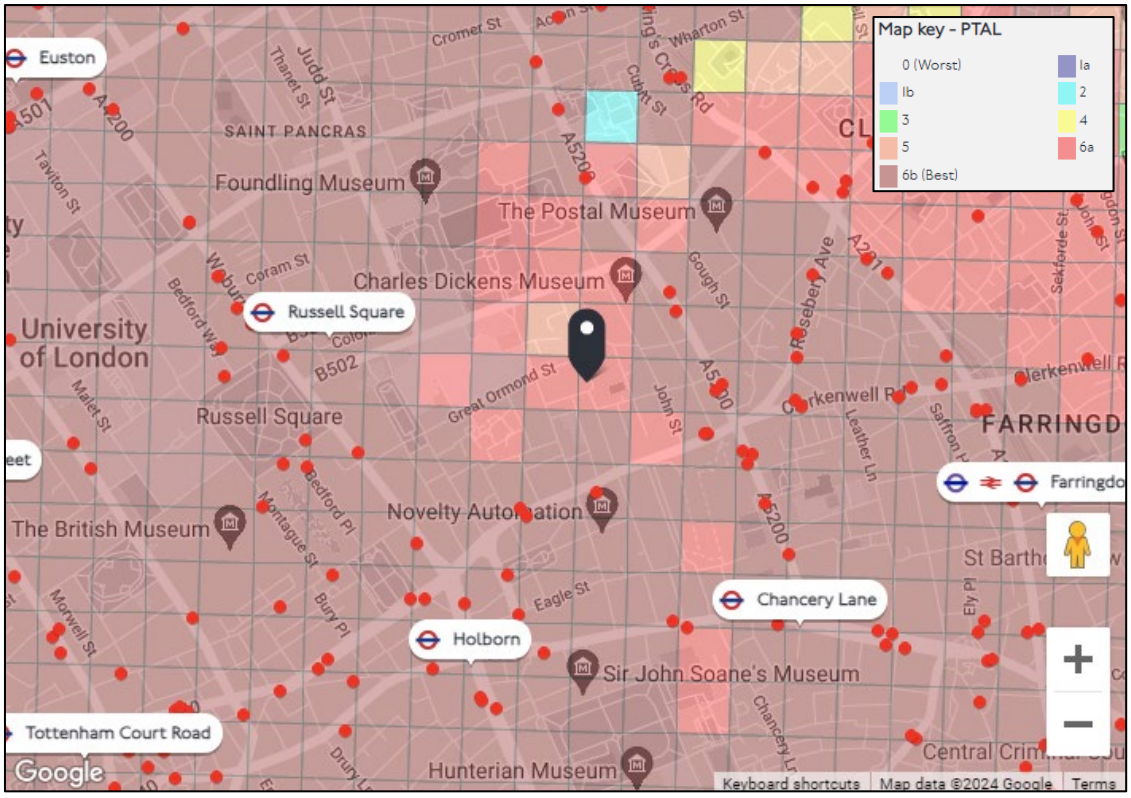
Public Transport

Public Transport Accessibility Level (PTAL)

3.8 Public Transport Accessibility Level (PTAL) provides a useful guide to understanding the general accessibility to and from an area via public transport. PTAL is represented by a score, ranging from 1a (lowest accessibility) to 6b (highest accessibility).

3.9 The Site has a PTAL rating of 6a, which indicates the Site has excellent access to public transport. **Figure 3.3** provides a visual representation of the Site's current PTAL rating.

Figure 3.3: Site PTAL Rating



Source: TfL, Map data ©2024 Google

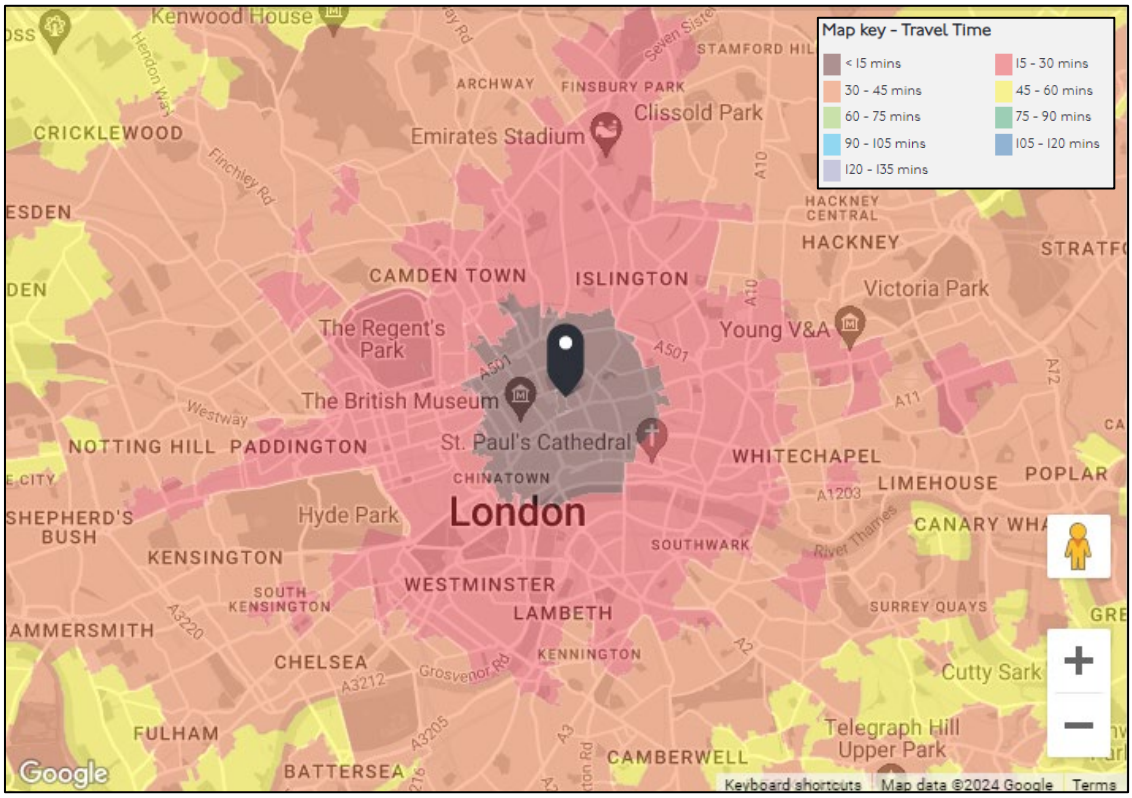
3.10 The PTAL rating and context shown in **Figure 3.3** above indicate that the Site has excellent connections to London's extensive bus and Underground networks, facilitating easy travel within the local area and beyond.

WebCAT TIM Mapping

3.11 While PTAL is a good starting point for an assessment of public transport, it is now recognised that this is only one of the methods to assess the accessibility of a site to public transport. PTAL does not account for pedestrian and cycle facilities within the vicinity of the Site, nor does it assess the connectivity to other transport modes through multiple journeys. A better representation of the level of wider public transport connectivity nearby development sites can be provided by Time Mapping analysis (TIM).

3.12 TIM Mapping measures how far a person can travel using various active and public transport modes. Similar to PTAL, it is also available via TfL's WebCAT online tool. **Figure 3.4** illustrates the TIM mapping for the Site.

Figure 3.4: Site TIM Mapping



Source: TfL; Map data ©2024 Google

3.13 The TIM Mapping output shows that most of Central London can be accessed via active travel or public transport within 15-30 minutes, this includes Westminster, the City of London, Southwark, Paddington, northern parts of Lambeth, Islington and even as far as Finsbury Park.

Bus

3.14 The nearest bus stops to the Site are located on the A401 Theobalds Road and are approximately a four-minutes' walk to the south. Further stops are located on the A5200, a circa six-minutes' walk east of the Site. As shown in **Table 3.2**, these stops provide access to frequent daytime and nighttime services.

Table 3.2: Local Bus Services

Stop	Service	Route	Average Frequency (One Direction)
Gray's Inn Road (Stops CA & CP)	55	Walthamstow – Oxford Circus	Every 5-8 Minutes (Weekday)
	243	Redvers Road – Waterloo	Every 7-10 Minutes (Weekday)
	N19	Finsbury Park – Clapham Junction	2 / hour (Overnight Weekends)
	N38 (Stop CA)	Victoria - Walthamstow	3 / hour (Overnight Weekends)
	N41	Trafalgar Sq – Tottenham Hale	2 / hour (Overnight Weekends)
	N55	Woodford – Oxford Circus	2 / hour (Overnight Weekends)
Coley Street (Stops HC & HD)	17	Archway – London Bridge	Every 8-12 Minutes (Weekday)
	46	Paddington – St. Bart's Hospital	Every 8-12 Minutes (Weekday)

Source: https://tfl.gov.uk/travel-information/timetables/

Rail

3.15 Tube services can be accessed via Russell Square and Chancery Lane Underground stations. The Piccadilly Line, accessible from Russell Square, offers services towards Uxbridge and Heathrow to the west and Cockfosters to the northeast, with an average weekday frequency of one train every three minutes.

3.16 Chancery Lane provides access to the Central Line, with westbound services to Ealing Broadway or West Ruislip and eastbound services towards Epping and Hainault, also with an average weekday frequency of one train every three minutes.

Local Highway Network

Rugby Street

3.17 Rugby Street is a single carriageway, westbound-only residential street with car parking along the southern side of the carriageway. It starts at Millman Street to the east, becoming one-way, and exits with a right turn only onto Lamb's Conduit Street (see **Figure 3.5**).

3.18 Footways are located on both sides of the street; the northern footway varies in width from approximately 2 to 3.5 metres, while the southern footway maintains an approximate width of 2.5 metres.

3.19 Dropped kerbs are present at the corner of Rugby Street and near the Rugby Tavern, and the footways to the west level with the carriageway at Lamb's Conduit Street. Adequate street lighting is available throughout while the route is subject to a speed limit of 20mph.

Figure 3.5: Rugby Street (facing south west)

Source: © 2024 Google

Millman Street

3.20 Millman Street runs north-south as a two-way single carriageway between the B502 and Great Ormond Street, eventually becoming one-way and turning into Rugby Street. Between the B502 and Great Ormond Street, car parking is available on both sides.

3.21 A pedestrian buildout with dropped kerbs and tactile paving is located outside the Holborn Community Association. The footways on either side of the street are circa two metres in width. As Millman Street transitions into Rugby Street south of Great Ormond Street, the footways widen to restrict vehicle carriageway space, making the road southbound only. This road is also subject to a speed limit of 20mph. **Figure 3.6** shows the existing condition of the street.

Figure 3.6: Millman Street (facing south towards Rugby Street)

Source: © 2024 Google

Great Ormond Street

3.22 Running east-west as a two-way single carriageway, Great Ormond Street connects Millman Street to the east with Queen Square to the west. The street is mostly lined with car parking, with sections of double yellow lines interspersed throughout.

3.23 The northern footway varies in width between 3 and 3.5 metres. The level crossing at Lamb's Conduit Street features tactile paving, while the crossing at Powis Place has both dropped kerbs and tactile paving to accommodate the level difference between the footway and carriageway. The southern footway varies between approximately 2.5 and 3 metres in width. The southern footway's level crossing at Lamb's Conduit Place also includes dropped kerbs, and the crossing at Orde Hall Street provides both dropped kerbs and tactile paving.

3.24 Street lighting commensurate with the location is provided along the entire length of the street with a local speed limit of 20mph. **Figure 3.7** shows the existing conditions of Great Ormond Street.

Figure 3.7: Great Ormond Street (facing east)

Source: © 2024 Google

Lamb's Conduit Street

3.25 Connecting the B502 to the north with Theobald's Road to the south, Lamb's Conduit Street is a crucial part of Cycleway 41, linking the B502 with the A40 High Holborn. From its junction with Dombey Street to Great Ormond Street, Lamb's Conduit Street is a pedestrian and cycle-only zone with specific restrictions for deliveries and servicing.

3.26 Outside of this zone, footways are found on both sides of the street, varying in width between 2.5 and 3.5 metres. All crossings are either level or accompanied by dropped kerbs, with tactile paving present at all crossings between the B502 and Theobald's Road.

3.27 Street lighting commensurate with the location is provided along the length of the street. **Figure 3.8** shows the existing condition of the street.

Figure 3.8: Lamb's Conduit Street (facing north)

Source: © 2024 Google

B502 Guilford Street

3.28 The B502 runs east-west, connecting Russell Square to the west with Farringdon Road to the east. Between Grenville Street and Russell Square, the B502 is westbound-only. From Grenville Street to Farringdon Road, it operates as a two-way street.

3.29 A total of seven pedestrian crossings are located between the A5200 Gray's Inn Road and Russell Square, comprising:

- Four zebra crossings.
- Two signal crossings.
- One informal crossing.

3.30 All crossings along the street feature dropped kerbs, tactile paving, and adequate street lighting. Car parking and e-scooter/ e-bike hire parking are interspersed along the kerb lines throughout the length of the street. **Figure 3.9** shows the existing condition of the B502 near the Site.

Figure 3.9: B502 Guilford Street (facing west)

Source: © 2024 Google

Car Club

3.31 Several Zipcar bays are located near the Site, with the closest located at the Northington Street/ John Street junction. Two others can be found at Theobald's Road/ Bedford Road, and Coley Street/ Gough Street.

3.32 A Zipcar can be hired online or via the Zipcar app. Users can purchase one of the Zipcar membership rate plans, offering discounts on mileage on a per-minute basis. At the basic rate, a car can be rented from £9/hour and £90/day.

3.33 Zipcars can be hired as Flex or Roundtrip. Flex allows users to hire a Zipcar and drop off in a different area within a 'Zipzone', whereas Roundtrip requires that the hired car be returned to the same bay where it was picked up from.

Controlled Parking Zone

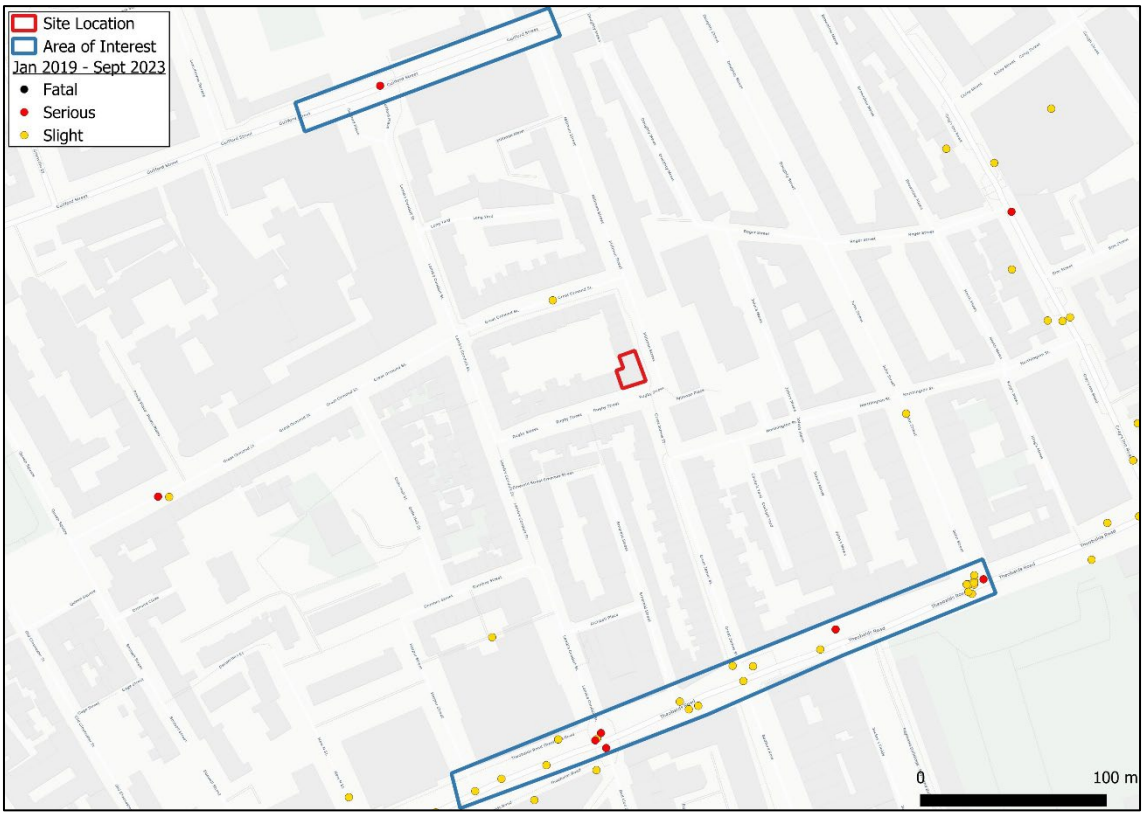
3.34 The local roads fall within a Controlled Parking Zone (CA-D King's Cross Area), where only residents can park their cars between 08:30-18:30 Monday through Friday and 08:30-13:30 on Saturdays.[2]

[2] Controlled parking zones - Camden Council

Personal Injury Collision Analysis

3.35 An analysis on recorded Personal Injury Collisions (PIC) has been undertaken across the latest five-year period between January 2017 and September 2023. It uses the data provided by the TfL's Road Danger Reduction Dashboard. The physical extents of the study area are shown in **Figure 3.10**.

Figure 3.10: TfL Collision Data (2019 - 2023)



Source: TfL London Collision Map (Road Danger Reduction Dashboard[3]), Map data ©OpenStreetMap

3.36 **Figure 3.10** shows two areas of interest: to the north along the B502 Guildford Street and to the south along Theobalds Road. These areas have been selected due to their importance to transport links, services, and facilities.

3.37 In the northern area of interest, one serious incident occurred at the B502 Guildford Place/ Guildford Street junction, involving a pedestrian.

3.38 In the southern area of interest, there is a much higher concentration of recorded incidents. A total of 22 collisions were recorded, five of which were classified as serious. These are spread along the 300-metre section of the road. Three serious collisions occurred at the Lamb's Conduit

[3] Road safety data - Transport for London (tfl.gov.uk)

Street/ Theobalds Road/ Red Lion Street signal-controlled crossroads. Two of these collisions involved cyclists, while the other involved a powered two-wheeler.

3.39 The two other serious collisions on Theobalds Road involved a powered two-wheeler at the Jockey's Fields junction and a bicycle at the John Street junction.

3.40 Directly to the south of the Site, three slight collisions were recorded at the Great James Street/ Theobalds Road junction, located approximately 160 metres to the south. Two of these collisions involved injuries to cyclists.

3.41 In proximity to the Site, no collisions were recorded along Rugby Street or Millman Street within the five-year study period. The nearest incident to the site was recorded on Great Ormond Street, directly to the north. This collision was classified as slight in nature and involved a young person on a bicycle.

3.42 Overall, the frequency and severity of incidents suggest that there are no existing road safety issues in the local area relating to the site. The change of use from office to residential will also generate fewer person trips and therefore will likely have less of an impact on the operation of the local highway network and highway safety.

Summary

3.43 This section has identified the existing transport conditions in proximity to the Site. The Site is well-located, with access to a range of facilities and amenities including bus and underground services within a reasonable walking and cycling distance, reflected by its excellent PTAL rating.

4 DEVELOPMENT PROPOSALS

4.1 The proposals entail a change of use from the current Class E (office) use to Class C3 (residential) under Class MA of the General Permitted Development Order (GPDO). The plans include the creation of 11 flats, with one flat located at the lower ground floor and two flats per level from the ground floor to the fourth floor. Detailed plans are available in **Appendix 1.**

Access

Pedestrian

4.2 Pedestrian access to the Site will remain as it currently exists, accessible at ground floor level directly onto Rugby Street on the southern side of the Site.

Cycle

4.3 Cyclists will access the Site either via Rugby Street from the west, Millman Street to the north, or to the south from Northington Street and Great James Street.

Parking

Cycle

4.4 Cycle parking is available at the Lower Ground floor level, as illustrated in **Appendix 1**. Bicycle users will have the option of accessing these spaces via the existing stairs located on the eastern side of the development accessed from Millman Street, or via the existing internal lift. A bike stair ramp will be provided to help ease the movement of bikes up and down the stairs. The access to / from the cycle parking is considered appropriate on the basis the proposals are for a change of use of the existing building from office to residential and the constraints presented by the existing building.

4.5 20 secure long-stay cycle parking spaces are proposed, in accordance with the requirements of the London Plan and Camden policy guidance. Semi-vertical bike racks are proposed and have been designed in accordance with the London Cycle Design Standards.

4.6 Existing short stay cycle parking can be found to the east on Millman Street and to the south on Northington Street, providing a total of seven Sheffield stands with space for 14 bicycles. Both sets of short-stay cycle parking are located no more than 45 metres from the Site access. The existing office use has access to these spaces as would the proposed residential use.

Car

4.7 As noted, the Site is adjacent to both Millman Street and Rugby Street, which allow for a one-way route past the Site. Due to the Site's high PTAL rating of 6a, this development will be car-free in terms of parking provision, in accordance with the London Plan. Additionally, the London Plan sets out that for a development of this scale (10 or more units), at least one designated disabled bay should be provided as a minimum. There is a disabled parking bay located on the

western side of Millman Street. Moreover, disabled parking is permitted within the Controlled Parking Zone (CPZ) in this area, with no charge and no time limit.

4.8 Residents of the dwellings will not be permitted to apply for parking permits within the local CPZ. This will be secured via a S106 Agreement.

Waste Strategy

4.9 The refuse area will be located on the lower ground floor, adjacent to the cycle parking. Waste collection in this area takes place on Mondays, Wednesdays, and Fridays, while mixed recycling/food and garden waste are collected once a week on Tuesdays. Rubbish waste collection would occur outside the property and be picked up before 7am, with waste being placed out the night before.

Deliveries and Servicing

4.10 Deliveries and servicing will take place from either Millman Street to the west or Rugby Street the south, in accordance with existing arrangements for the Site.

4.11 In Camden, loading or unloading is permitted on double and single yellow lines where there are no loading restrictions in place, in a resident bay or in a paid for parking bay. Loading or unloading can take place on single or double yellow lines without kerb markings, for an unlimited time before 11am and after the end of controlled hours, or 6.30pm (whichever is earlier).

4.12 After 11am and until the end of controlled hours or 6.30pm, whichever is earlier, heavy goods vehicles over 3.5 tonnes can load or unload for up to 40 minutes and cars and light goods vehicles for up to 20 minutes.

4.13 If you are not seen loading or unloading your vehicle, you may be considered to be waiting and a Penalty Charge Notice can be issued.

Summary

4.14 This section of the report has detailed the development proposals, which comprise:

- A change of use from office to 11 flats.
- Cycle parking will be provided in accordance with the local standards, providing 20 long stay parking spaces. 14 existing short stay spaces are available close to the Site, which the existing office has access to, as would the proposed residential use.
- The Site will be a car free development.
- Disabled persons will be able to use the on-street disabled parking bay located on Millman Street and will be able to park in the Controlled Parking Zone Area, with no charge or time limit, as per the existing office.
- S106 Agreement preventing residents from applying for a CPZ parking permit.
- The flats will be provided with a refuse area located on the lower ground floor.
- Deliveries and servicing will take place from either Millman Street or Rugby Street in accordance with the existing arrangements.

4.15 The proposals cater for the future needs of site users, supporting travel by various modes of transport.

5 TRANSPORT IMPACT

Introduction

5.1 This section of the TS sets out the likely trip generation associated with the development proposals and considers the potential impact of these trips on the local highway and transport networks.

5.2 The Trip Rate Information Computer System (TRICS) database has been consulted to establish the likely trips the existing and proposed developments would generate. TRICS is a tool used to provide data and information on trip generation rates for various land uses, such as residential, commercial, retail, and recreational developments across the United Kingdom.

5.3 This data helps predict the likely number of vehicle and multi-modal trips generated by different types of developments. TRICS assists in forecasting traffic demand, analysing the impact of new developments on transportation networks, and designing infrastructure to accommodate the expected increase in traffic volume.

5.4 In addition to the detail outlined further within this section, the full TRICS reports can be viewed at **Appendix 2**.

Existing Office Multi-Modal Trip Generation

5.5 The existing office use of the Site in terms of expected trips generated has been used to establish the current trips that the Site likely generates. **Table 5.1** provides trip rates associated with the existing 943 square metre (sqm) office use.

Table 5.1: Office Multi Modal Trip Rates (per 100sqm)

Mode of Travel	Existing Multi Modal Trip Rates					
	AM Peak			PM Peak		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Pedestrian	0.329	0.161	0.490	0.048	0.165	0.213
Bicycle	0.195	0.002	0.197	0.002	0.179	0.181
Bus	0.297	0.010	0.307	0.024	0.283	0.307
Underground	0.821	0.038	0.859	0.032	0.767	0.799
National Rail	0.715	0.010	0.725	0.030	0.700	0.730
Car Driver or Passenger	0.042	0.010	0.052	0.002	0.026	0.028

Source: TRICS Database
Note: Figures may not sum due to rounding

5.6 The trip rates in **Table 5.1** have been applied to the existing office floor area of 943sqm, to establish the multi-modal trip generation for the existing office. **Table 5.2** summarises the existing office multi-modal trips.

Table 5.2: Multi-Modal Office Trips (943sqm)

Mode of Travel	Mode Share (%)	Existing Multi Modal Trip Generation (persons)					
		AM Peak			PM Peak		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Pedestrian	31%	3	2	5	0	2	2
Bicycle	6%	2	0	2	0	2	2
Bus	11%	3	0	3	0	3	3
Underground	29%	8	0	8	0	7	8
National Rail	21%	7	0	7	0	7	7
Car Driver or Passenger	2%	0	0	0	0	0	0
Total	**100%**	22	2	25	1	20	21

Note: Figures may not sum due to rounding

5.7 Due to the location of the Site in central London, the existing office is predicted to have a high number of active travel and public transport trips. As shown in **Table 5.2**, 37% of trips are expected to be made by active modes of travel (five and four two-way trips in the morning and evening peak hours respectively), comprising walking and cycling. Public transport accounts for 61% of trips (18 two-way trips in both the morning and evening peak hours). The data also shows that the existing office use would not typically be expected to generate any car driver or passenger trips during the peak hours.

Proposed Residential Trip Generation

5.8 The proposed residential use of the Site in terms of expected trips generated has been calculated based on data extracted from the TRICS database. **Table 5.3** summarises these trip rates.

Table 5.3: Multi-Modal Residential Trip Rates (11 Dwellings)

Mode of Travel	Proposed Multi Modal Trip Rates					
	AM Peak			PM Peak		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Pedestrian	0.014	0.096	0.110	0.052	0.030	0.205
Bicycle	0.000	0.011	0.011	0.008	0.003	0.011
Bus	0.008	0.049	0.057	0.025	0.005	0.030
Underground	0.016	0.172	0.188	0.044	0.019	0.063
National Rail	0.000	0.011	0.011	0.003	0.000	0.003
Car Driver or Passenger	0.003	0.011	0.014	0.025	0.011	0.036

Source: TRICS Database
Note: Figures may not sum due to rounding

5.9 The trip rates in **Table 5.3** have been applied to the proposed residential development of 11 dwellings, to establish the predicted multi-modal trip generation for the Site. **Table 5.4** summarises the predicted residential multi-modal trips.

Table 5.4: Multi-Modal Residential Trips (11 dwellings)

Mode of Travel	Mode Share (%)	Proposed Multi Modal Trip Generation (persons)					
		AM Peak			PM Peak		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Pedestrian	41%	0	1	1	1	0	1
Bicycle	3%	0	0	0	0	0	0
Bus	13%	0	1	0	0	0	0
Underground	31%	0	2	2	0	0	1
National Rail	3%	0	0	0	0	0	0
Car Driver or Passenger	8%	0	0	0	0	0	0
Total	**100%**	**0**	**4**	**4**	**2**	**1**	**2**

Note: Figures may not sum due to rounding

5.10 As detailed in this report, the Site benefits from excellent public transport connectivity. Combined with its central London location and numerous amenities and services, this promotes the use of active travel modes for future residents. **Table 5.4** demonstrates that most trips to and from the Site are expected to be made by active modes of travel (walking or cycling (44%)) and by public transport (45%). During peak hours, it is predicted the proposed residential development will generate a total of four and two two-way trips in the morning and evening peak hours respectively, all by sustainable modes of travel.

Impact Summary

5.11 **Table 5.5** below shows a comparison of the overall net number of multi-modal trips that the proposed residential use would generate compared to the existing office use during the peak hours.

Table 5.5: Multi-Modal Trip Comparison

	Proposed Multi Modal Trip Generation (persons)					
	AM Peak			PM Peak		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Existing Office	22	2	25	1	20	21
Proposed Residential	0	4	4	2	1	2
Net	*-22*	*+2*	***-21***	*+1*	*-19*	***-19***

Source: Tables 5.2 & Tables 5.4
Note: Figures may not sum due to rounding

5.12 **Table 5.5** demonstrates that the proposed change of use from office to residential dwellings would result in a reduction in person trips in both the morning and evening peak hours. There would be a net decrease of circa 21 and 19 person trips associated with the Site in the morning and evening peak hours respectively. It can therefore be concluded that the proposed change of use would have less impact on the local transport network than the current use and would not have a severe residual impact on its operation in NPPF terms.

6 SUMMARY & CONCLUSION

Summary

6.1 This Transport Statement has been prepared on behalf of the Governing Body of Rugby School to support a planning application for Rugby Chambers, 2 Rugby Street, London, WC1N 3QU. The proposals involve changing the use from the existing Class E (office) to Class C3 (residential) under Class MA of the General Permitted Development Order (GPDO).

Existing Accessibility

6.2 The Site is located in Holborn, central London, with accessible bus and rail links, and numerous amenities and facilities within easy walking and cycling distance. **Section 3** provides walking and cycling catchment figures, as well as PTAL and TIM mapping, showing excellent active travel connectivity around central and northern parts of London.

6.3 The immediate highway network, described in the baseline conditions section, highlights good pedestrian facilities, including ample crossing opportunities.

6.4 The Site is within a Controlled Parking Zone (CPZ), providing parking for residents with permits and disabled parking throughout. Several nearby car clubs will be available for prospective residents.

6.5 The Site is considered to be in a very accessible location, both reducing the need to travel and providing future residents with real opportunities to travel by active and sustainable modes.

Development Proposals

Land Use

6.6 The proposals include the provision of 11 flats, with one flat on the lower ground floor and two flats per level from the ground floor to the fourth floor.

Access

Vehicle

6.7 The Site is located on Rugby Street with direct access from here. It lies within a highway network that acts as a one-way system running from Millman Street to the east, linking up with Rugby Street to the south and then onto Lamb's Conduit Street to the west.

Pedestrian and Cycle

6.8 The Site is permeable from all directions. To the south, the Site can be accessed via Great James Street and Northington Street, while Rugby Street, Millman Street, and Lamb's Conduit Street provide access from the north, east, and west. Cyclists will use the same roads as the vehicles but will also be able to access the Site from Great James Street and Northington Street to the south.

Deliveries and Servicing

6.9 Deliveries and servicing will take place from either Millman Street to the west or Rugby Street to the south, via the main entrance to the building on Rugby Street, in accordance with existing arrangements for the Site.

Parking

Vehicle

6.10 The proposed development is car-free, disabled parking will be available in accordance with the existing arrangements, via on road CPZ parking in the locality and the designated blue badge bay on Millman Street.

6.11 Residents of the dwellings will not be eligible to apply for parking permits within the local CPZ. This will be secured via a S106 Agreement.

Cycle

6.12 Secure cycle parking is provided on the lower ground floor, accessible via the existing set of stairs accessed from Millman Street to the east, which are to be provided with a bike stair ramp, or via the existing internal lift. The proposed access provision is considered appropriate based on the constraints provided by the existing building.

6.13 20 long-stay parking spaces will be provided, while those who want to use short-stay facilities will benefit from the existing 14 short-stay cycle parking spaces located a short distance to the east of Millman Street and to the south of Northington Street, which the existing office use also currently has access to.

Policy

6.14 The proposals align with national, regional, and local planning policies, detailed in Chapter 2. Due to its highly accessible location, the development will be car-free, with cycle parking provided in accordance with the London Plan.

Trip Generation

6.15 The TRICS database was interrogated to investigate the transport impacts of the Site. A multimodal trip generation exercise has been undertaken, demonstrating that, based on the worst-case trip generation and modal split assessment assumptions, the development would be expected to generate 21 and 19 fewer two-way person trips in the typical morning and evening peak hours, respectively, than the current office use. No car driver or passenger trips would be expected to be generated in the morning and evening peak periods respectively.

Transport Impacts

6.16 It has been demonstrated that there will be a reduction in overall trips to the Site. This means that the local transport network will be able to accommodate the trips generated by the development. It would not result in a severe residual impact on the local transport network in NPPF terms, and the development would not be expected to adversely affect highway safety.

Conclusion

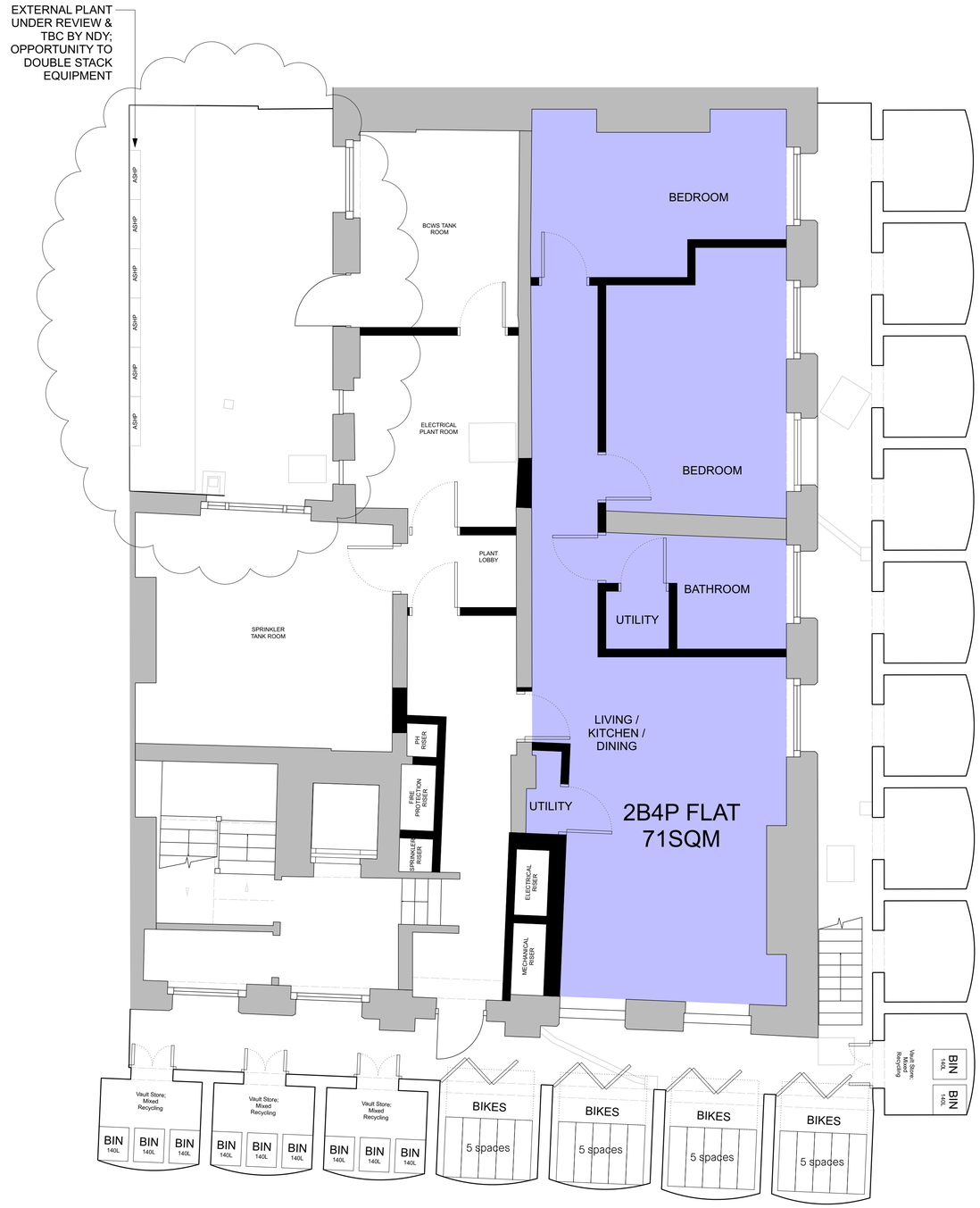
6.17 In conclusion, this Transport Statement establishes that the change of use from Class E (office) to Class C3 (residential) under Class MA of the General Permitted Development Order (GPDO) is acceptable to serve the proposed development.

6.18 It has been concluded that the impact of the proposed development of 11 residential flats would not have a severe residual impact on the local highway network, in accordance with the requirements of the NPPF. Furthermore, the development will provide a safe means of access to the Site.

6.19 Importantly, it has been concluded that the development is in a sustainable location, commensurate with its locality. As such, there is no transport reason why the development should not be permitted.

Appendices

Appendix 1 – Proposed Residential Floorplans



KEY

- Existing wall
- Proposed wall
- 1B1P Flat
- 2B4P Flat

revision	date	check	description
P04	05/04/2024		For Information
C	21/09/2023		For Information
B	18/09/2023		For Information
A	12/09/2023		For Information

THREEFOLD Architects

Studio 9, The Dove Centre, London NW5 2BJ +44(0)20 8969 2323

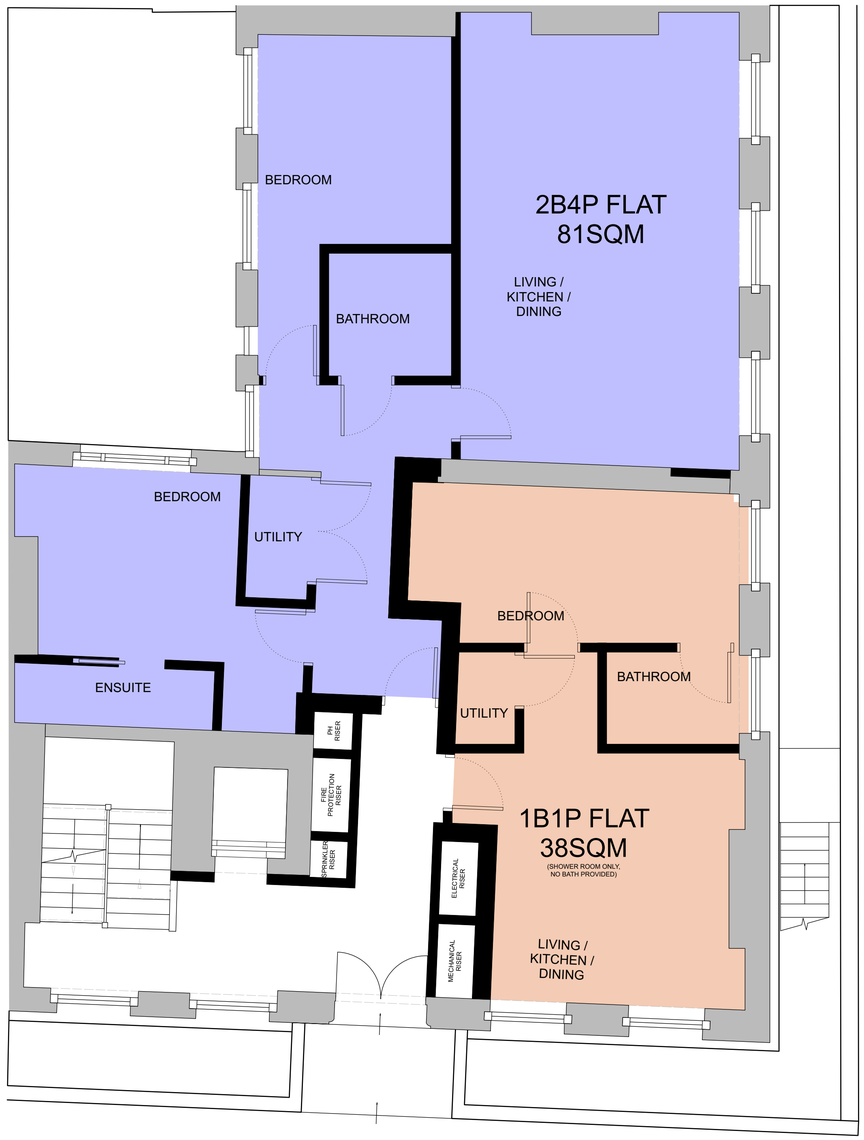
project title
RUGBY CHAMBERS

drawing title/location
Residential-Proposed Lower Ground Floor Plan

prepared on behalf of
THE RUGBY TRUST

stage	Stage 01		
date	21/09/2023		
scale	size	status	revision
1:50	A1	For Information: Preliminary	P04

project no	orig	funct	spatial	form	disc	number
23107	TFA	XX	00	DR	A	2000



KEY

- Existing wall
- Proposed wall
- 1B1P Flat
- 2B4P Flat

revision	date	description
P04	05/04/2024	Updated 1 Bedroom Flat Plan
C	21/09/2023	For Information
B	18/09/2023	For Information
A	12/09/2023	For Information

THREEFOLD Architects

Studio 9, The Dove Centre, London NW5 2BJ +44(0)20 8969 2323

project title
RUGBY CHAMBERS

drawing title/location
Residential-Proposed Ground Floor Plan

prepared on behalf of
THE RUGBY TRUST

stage	Stage 01					
date	21/09/2023					
scale	size	status				revision
1:50	A1	For Information: Preliminary				P04
project no	orig	funct	spatial	form	disc	number
23107	TFA	XX	00	DR	A	2001

Appendix 2 – TRICS Outputs

RPS 1st Floor West London Licence No: 515506

Calculation Reference: AUDIT-515506-240529-0526

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	2 days
	LB	LAMBETH	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:	3054 to 26639 (units: sqm)
Range Selected by User:	408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/22

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	2 days
Wednesday	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:

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:

Built-Up Zone	2
High Street	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	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	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®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000	1 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:

500,001 or More	3 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	2 days
No	1 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:

6a Excellent	1 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 CN-02-A-03 PLANNING & ENGINEERING CAMDEN
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

2 CN-02-A-04 OFFICE CAMDEN
CHARTERHOUSE STREET
FARRINGDON

Town Centre
Built-Up Zone
Total Gross floor area: 20129 sqm
Survey date: TUESDAY *28/06/22* *Survey Type: MANUAL*

3 LB-02-A-02 MUSIC COMPANY LAMBETH
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *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 VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 23.34

	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 - 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	16607	0.034	3	16607	0.016	3	16607	0.050
08:00 - 09:00	3	16607	0.096	3	16607	0.038	3	16607	0.134
09:00 - 10:00	3	16607	0.050	3	16607	0.020	3	16607	0.070
10:00 - 11:00	3	16607	0.030	3	16607	0.030	3	16607	0.060
11:00 - 12:00	3	16607	0.030	3	16607	0.036	3	16607	0.066
12:00 - 13:00	3	16607	0.024	3	16607	0.020	3	16607	0.044
13:00 - 14:00	3	16607	0.022	3	16607	0.016	3	16607	0.038
14:00 - 15:00	3	16607	0.010	3	16607	0.020	3	16607	0.030
15:00 - 16:00	3	16607	0.016	3	16607	0.032	3	16607	0.048
16:00 - 17:00	3	16607	0.026	3	16607	0.038	3	16607	0.064
17:00 - 18:00	3	16607	0.014	3	16607	0.060	3	16607	0.074
18:00 - 19:00	3	16607	0.020	3	16607	0.046	3	16607	0.066
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.382			0.764

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:	3054 - 26639 (units: sqm)
Survey date date range:	01/01/16 - 28/06/22
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.004	3	16607	0.004	3	16607	0.008
08:00 - 09:00	3	16607	0.034	3	16607	0.020	3	16607	0.054
09:00 - 10:00	3	16607	0.018	3	16607	0.008	3	16607	0.026
10:00 - 11:00	3	16607	0.006	3	16607	0.004	3	16607	0.010
11:00 - 12:00	3	16607	0.010	3	16607	0.010	3	16607	0.020
12:00 - 13:00	3	16607	0.002	3	16607	0.002	3	16607	0.004
13:00 - 14:00	3	16607	0.008	3	16607	0.006	3	16607	0.014
14:00 - 15:00	3	16607	0.000	3	16607	0.002	3	16607	0.002
15:00 - 16:00	3	16607	0.004	3	16607	0.012	3	16607	0.016
16:00 - 17:00	3	16607	0.012	3	16607	0.020	3	16607	0.032
17:00 - 18:00	3	16607	0.008	3	16607	0.018	3	16607	0.026
18:00 - 19:00	3	16607	0.018	3	16607	0.018	3	16607	0.036
19:00 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 21:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.134			0.134			0.268

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.000	3	16607	0.000	3	16607	0.000
08:00 - 09:00	3	16607	0.002	3	16607	0.002	3	16607	0.004
09:00 - 10:00	3	16607	0.008	3	16607	0.004	3	16607	0.012
10:00 - 11:00	3	16607	0.002	3	16607	0.002	3	16607	0.004
11:00 - 12:00	3	16607	0.000	3	16607	0.004	3	16607	0.004
12:00 - 13:00	3	16607	0.002	3	16607	0.002	3	16607	0.004
13:00 - 14:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
14:00 - 15:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
15:00 - 16:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
16:00 - 17:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
17:00 - 18:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
18:00 - 19:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.050	3	16607	0.002	3	16607	0.052
08:00 - 09:00	3	16607	0.195	3	16607	0.002	3	16607	0.197
09:00 - 10:00	3	16607	0.141	3	16607	0.012	3	16607	0.153
10:00 - 11:00	3	16607	0.032	3	16607	0.012	3	16607	0.044
11:00 - 12:00	3	16607	0.010	3	16607	0.002	3	16607	0.012
12:00 - 13:00	3	16607	0.014	3	16607	0.022	3	16607	0.036
13:00 - 14:00	3	16607	0.008	3	16607	0.020	3	16607	0.028
14:00 - 15:00	3	16607	0.008	3	16607	0.004	3	16607	0.012
15:00 - 16:00	3	16607	0.010	3	16607	0.014	3	16607	0.024
16:00 - 17:00	3	16607	0.002	3	16607	0.032	3	16607	0.034
17:00 - 18:00	3	16607	0.002	3	16607	0.179	3	16607	0.181
18:00 - 19:00	3	16607	0.000	3	16607	0.167	3	16607	0.167
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.472			0.478			0.950

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.040	3	16607	0.014	3	16607	0.054
08:00 - 09:00	3	16607	0.104	3	16607	0.022	3	16607	0.126
09:00 - 10:00	3	16607	0.058	3	16607	0.014	3	16607	0.072
10:00 - 11:00	3	16607	0.040	3	16607	0.036	3	16607	0.076
11:00 - 12:00	3	16607	0.032	3	16607	0.044	3	16607	0.076
12:00 - 13:00	3	16607	0.028	3	16607	0.020	3	16607	0.048
13:00 - 14:00	3	16607	0.032	3	16607	0.018	3	16607	0.050
14:00 - 15:00	3	16607	0.010	3	16607	0.022	3	16607	0.032
15:00 - 16:00	3	16607	0.016	3	16607	0.036	3	16607	0.052
16:00 - 17:00	3	16607	0.024	3	16607	0.040	3	16607	0.064
17:00 - 18:00	3	16607	0.006	3	16607	0.066	3	16607	0.072
18:00 - 19:00	3	16607	0.008	3	16607	0.054	3	16607	0.062
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.005	1	20129	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.398			0.401			0.799

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.171	3	16607	0.078	3	16607	0.249
08:00 - 09:00	3	16607	0.329	3	16607	0.161	3	16607	0.490
09:00 - 10:00	3	16607	0.297	3	16607	0.209	3	16607	0.506
10:00 - 11:00	3	16607	0.321	3	16607	0.377	3	16607	0.698
11:00 - 12:00	3	16607	0.265	3	16607	0.245	3	16607	0.510
12:00 - 13:00	3	16607	0.307	3	16607	0.452	3	16607	0.759
13:00 - 14:00	3	16607	0.415	3	16607	0.393	3	16607	0.808
14:00 - 15:00	3	16607	0.207	3	16607	0.130	3	16607	0.337
15:00 - 16:00	3	16607	0.090	3	16607	0.134	3	16607	0.224
16:00 - 17:00	3	16607	0.080	3	16607	0.132	3	16607	0.212
17:00 - 18:00	3	16607	0.048	3	16607	0.165	3	16607	0.213
18:00 - 19:00	3	16607	0.022	3	16607	0.114	3	16607	0.136
19:00 - 20:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.552			2.615			5.167

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.080	3	16607	0.006	3	16607	0.086
08:00 - 09:00	3	16607	0.297	3	16607	0.010	3	16607	0.307
09:00 - 10:00	3	16607	0.261	3	16607	0.022	3	16607	0.283
10:00 - 11:00	3	16607	0.096	3	16607	0.044	3	16607	0.140
11:00 - 12:00	3	16607	0.026	3	16607	0.020	3	16607	0.046
12:00 - 13:00	3	16607	0.058	3	16607	0.094	3	16607	0.152
13:00 - 14:00	3	16607	0.074	3	16607	0.076	3	16607	0.150
14:00 - 15:00	3	16607	0.030	3	16607	0.042	3	16607	0.072
15:00 - 16:00	3	16607	0.024	3	16607	0.066	3	16607	0.090
16:00 - 17:00	3	16607	0.018	3	16607	0.104	3	16607	0.122
17:00 - 18:00	3	16607	0.024	3	16607	0.283	3	16607	0.307
18:00 - 19:00	3	16607	0.004	3	16607	0.159	3	16607	0.163
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.992			0.936			1.928

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.476	3	16607	0.004	3	16607	0.480
08:00 - 09:00	3	16607	1.568	3	16607	0.048	3	16607	1.616
09:00 - 10:00	3	16607	1.222	3	16607	0.074	3	16607	1.296
10:00 - 11:00	3	16607	0.335	3	16607	0.092	3	16607	0.427
11:00 - 12:00	3	16607	0.143	3	16607	0.114	3	16607	0.257
12:00 - 13:00	3	16607	0.138	3	16607	0.245	3	16607	0.383
13:00 - 14:00	3	16607	0.191	3	16607	0.229	3	16607	0.420
14:00 - 15:00	3	16607	0.078	3	16607	0.149	3	16607	0.227
15:00 - 16:00	3	16607	0.082	3	16607	0.313	3	16607	0.395
16:00 - 17:00	3	16607	0.086	3	16607	0.574	3	16607	0.660
17:00 - 18:00	3	16607	0.062	3	16607	1.552	3	16607	1.614
18:00 - 19:00	3	16607	0.040	3	16607	0.931	3	16607	0.971
19:00 - 20:00	1	20129	0.000	1	20129	0.084	1	20129	0.084
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.421			4.429			8.850

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.000	3	16607	0.000	3	16607	0.000
08:00 - 09:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
09:00 - 10:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
10:00 - 11:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
11:00 - 12:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
12:00 - 13:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
13:00 - 14:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
14:00 - 15:00	3	16607	0.000	3	16607	0.002	3	16607	0.002
15:00 - 16:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
16:00 - 17:00	3	16607	0.000	3	16607	0.002	3	16607	0.002
17:00 - 18:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
18:00 - 19:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.556	3	16607	0.010	3	16607	0.566
08:00 - 09:00	3	16607	1.865	3	16607	0.058	3	16607	1.923
09:00 - 10:00	3	16607	1.483	3	16607	0.096	3	16607	1.579
10:00 - 11:00	3	16607	0.432	3	16607	0.136	3	16607	0.568
11:00 - 12:00	3	16607	0.171	3	16607	0.134	3	16607	0.305
12:00 - 13:00	3	16607	0.197	3	16607	0.339	3	16607	0.536
13:00 - 14:00	3	16607	0.267	3	16607	0.305	3	16607	0.572
14:00 - 15:00	3	16607	0.108	3	16607	0.193	3	16607	0.301
15:00 - 16:00	3	16607	0.106	3	16607	0.379	3	16607	0.485
16:00 - 17:00	3	16607	0.104	3	16607	0.680	3	16607	0.784
17:00 - 18:00	3	16607	0.086	3	16607	1.835	3	16607	1.921
18:00 - 19:00	3	16607	0.044	3	16607	1.090	3	16607	1.134
19:00 - 20:00	1	20129	0.000	1	20129	0.094	1	20129	0.094
20:00 - 21:00	1	20129	0.000	1	20129	0.020	1	20129	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.419			5.369			10.788

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 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): 23.34

	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 - 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	16607	0.817	3	16607	0.104	3	16607	0.921
08:00 - 09:00	3	16607	2.493	3	16607	0.243	3	16607	2.736
09:00 - 10:00	3	16607	1.979	3	16607	0.331	3	16607	2.310
10:00 - 11:00	3	16607	0.825	3	16607	0.562	3	16607	1.387
11:00 - 12:00	3	16607	0.478	3	16607	0.426	3	16607	0.904
12:00 - 13:00	3	16607	0.546	3	16607	0.833	3	16607	1.379
13:00 - 14:00	3	16607	0.723	3	16607	0.737	3	16607	1.460
14:00 - 15:00	3	16607	0.333	3	16607	0.349	3	16607	0.682
15:00 - 16:00	3	16607	0.223	3	16607	0.564	3	16607	0.787
16:00 - 17:00	3	16607	0.211	3	16607	0.885	3	16607	1.096
17:00 - 18:00	3	16607	0.143	3	16607	2.244	3	16607	2.387
18:00 - 19:00	3	16607	0.074	3	16607	1.425	3	16607	1.499
19:00 - 20:00	1	20129	0.000	1	20129	0.139	1	20129	0.139
20:00 - 21:00	1	20129	0.000	1	20129	0.025	1	20129	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.845			8.867			17.712

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.020	3	16607	0.008	3	16607	0.028
08:00 - 09:00	3	16607	0.042	3	16607	0.010	3	16607	0.052
09:00 - 10:00	3	16607	0.014	3	16607	0.004	3	16607	0.018
10:00 - 11:00	3	16607	0.014	3	16607	0.014	3	16607	0.028
11:00 - 12:00	3	16607	0.020	3	16607	0.022	3	16607	0.042
12:00 - 13:00	3	16607	0.014	3	16607	0.010	3	16607	0.024
13:00 - 14:00	3	16607	0.008	3	16607	0.006	3	16607	0.014
14:00 - 15:00	3	16607	0.008	3	16607	0.012	3	16607	0.020
15:00 - 16:00	3	16607	0.006	3	16607	0.016	3	16607	0.022
16:00 - 17:00	3	16607	0.006	3	16607	0.012	3	16607	0.018
17:00 - 18:00	3	16607	0.002	3	16607	0.026	3	16607	0.028
18:00 - 19:00	3	16607	0.000	3	16607	0.014	3	16607	0.014
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.154			0.308

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.004	3	16607	0.002	3	16607	0.006
08:00 - 09:00	3	16607	0.006	3	16607	0.004	3	16607	0.010
09:00 - 10:00	3	16607	0.004	3	16607	0.004	3	16607	0.008
10:00 - 11:00	3	16607	0.006	3	16607	0.010	3	16607	0.016
11:00 - 12:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
12:00 - 13:00	3	16607	0.006	3	16607	0.006	3	16607	0.012
13:00 - 14:00	3	16607	0.004	3	16607	0.002	3	16607	0.006
14:00 - 15:00	3	16607	0.000	3	16607	0.002	3	16607	0.002
15:00 - 16:00	3	16607	0.004	3	16607	0.004	3	16607	0.008
16:00 - 17:00	3	16607	0.004	3	16607	0.002	3	16607	0.006
17:00 - 18:00	3	16607	0.002	3	16607	0.004	3	16607	0.006
18:00 - 19:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.006	3	16607	0.002	3	16607	0.008
08:00 - 09:00	3	16607	0.012	3	16607	0.002	3	16607	0.014
09:00 - 10:00	3	16607	0.006	3	16607	0.000	3	16607	0.006
10:00 - 11:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
11:00 - 12:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
12:00 - 13:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
13:00 - 14:00	3	16607	0.002	3	16607	0.002	3	16607	0.004
14:00 - 15:00	3	16607	0.002	3	16607	0.004	3	16607	0.006
15:00 - 16:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
16:00 - 17:00	3	16607	0.004	3	16607	0.004	3	16607	0.008
17:00 - 18:00	3	16607	0.002	3	16607	0.012	3	16607	0.014
18:00 - 19:00	3	16607	0.002	3	16607	0.014	3	16607	0.016
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.040			0.080

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Underground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.259	3	16607	0.004	3	16607	0.263
08:00 - 09:00	3	16607	0.821	3	16607	0.038	3	16607	0.859
09:00 - 10:00	3	16607	0.751	3	16607	0.060	3	16607	0.811
10:00 - 11:00	3	16607	0.221	3	16607	0.052	3	16607	0.273
11:00 - 12:00	3	16607	0.088	3	16607	0.068	3	16607	0.156
12:00 - 13:00	3	16607	0.074	3	16607	0.143	3	16607	0.217
13:00 - 14:00	3	16607	0.094	3	16607	0.151	3	16607	0.245
14:00 - 15:00	3	16607	0.052	3	16607	0.086	3	16607	0.138
15:00 - 16:00	3	16607	0.046	3	16607	0.191	3	16607	0.237
16:00 - 17:00	3	16607	0.044	3	16607	0.281	3	16607	0.325
17:00 - 18:00	3	16607	0.032	3	16607	0.767	3	16607	0.799
18:00 - 19:00	3	16607	0.014	3	16607	0.510	3	16607	0.524
19:00 - 20:00	1	20129	0.000	1	20129	0.050	1	20129	0.050
20:00 - 21:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.496			2.411			4.907

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL DLR Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.000	3	16607	0.000	3	16607	0.000
08:00 - 09:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
09:00 - 10:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
10:00 - 11:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
11:00 - 12:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
12:00 - 13:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
13:00 - 14:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
14:00 - 15:00	3	16607	0.000	3	16607	0.002	3	16607	0.002
15:00 - 16:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
16:00 - 17:00	3	16607	0.000	3	16607	0.002	3	16607	0.002
17:00 - 18:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
18:00 - 19:00	3	16607	0.000	3	16607	0.000	3	16607	0.000
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Overground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.024	3	16607	0.000	3	16607	0.024
08:00 - 09:00	3	16607	0.032	3	16607	0.000	3	16607	0.032
09:00 - 10:00	3	16607	0.028	3	16607	0.000	3	16607	0.028
10:00 - 11:00	3	16607	0.002	3	16607	0.000	3	16607	0.002
11:00 - 12:00	3	16607	0.006	3	16607	0.004	3	16607	0.010
12:00 - 13:00	3	16607	0.016	3	16607	0.018	3	16607	0.034
13:00 - 14:00	3	16607	0.012	3	16607	0.004	3	16607	0.016
14:00 - 15:00	3	16607	0.002	3	16607	0.002	3	16607	0.004
15:00 - 16:00	3	16607	0.004	3	16607	0.010	3	16607	0.014
16:00 - 17:00	3	16607	0.000	3	16607	0.040	3	16607	0.040
17:00 - 18:00	3	16607	0.000	3	16607	0.084	3	16607	0.084
18:00 - 19:00	3	16607	0.000	3	16607	0.032	3	16607	0.032
19:00 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 21:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.204			0.330

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL National Rail Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.193	3	16607	0.000	3	16607	0.193
08:00 - 09:00	3	16607	0.715	3	16607	0.010	3	16607	0.725
09:00 - 10:00	3	16607	0.444	3	16607	0.014	3	16607	0.458
10:00 - 11:00	3	16607	0.110	3	16607	0.040	3	16607	0.150
11:00 - 12:00	3	16607	0.048	3	16607	0.042	3	16607	0.090
12:00 - 13:00	3	16607	0.046	3	16607	0.084	3	16607	0.130
13:00 - 14:00	3	16607	0.084	3	16607	0.074	3	16607	0.158
14:00 - 15:00	3	16607	0.024	3	16607	0.058	3	16607	0.082
15:00 - 16:00	3	16607	0.032	3	16607	0.112	3	16607	0.144
16:00 - 17:00	3	16607	0.042	3	16607	0.251	3	16607	0.293
17:00 - 18:00	3	16607	0.030	3	16607	0.700	3	16607	0.730
18:00 - 19:00	3	16607	0.026	3	16607	0.389	3	16607	0.415
19:00 - 20:00	1	20129	0.000	1	20129	0.035	1	20129	0.035
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.794			1.809			3.603

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Bus Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 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	16607	0.080	3	16607	0.006	3	16607	0.086
08:00 - 09:00	3	16607	0.297	3	16607	0.010	3	16607	0.307
09:00 - 10:00	3	16607	0.261	3	16607	0.022	3	16607	0.283
10:00 - 11:00	3	16607	0.096	3	16607	0.044	3	16607	0.140
11:00 - 12:00	3	16607	0.026	3	16607	0.020	3	16607	0.046
12:00 - 13:00	3	16607	0.058	3	16607	0.094	3	16607	0.152
13:00 - 14:00	3	16607	0.074	3	16607	0.076	3	16607	0.150
14:00 - 15:00	3	16607	0.030	3	16607	0.042	3	16607	0.072
15:00 - 16:00	3	16607	0.024	3	16607	0.066	3	16607	0.090
16:00 - 17:00	3	16607	0.018	3	16607	0.104	3	16607	0.122
17:00 - 18:00	3	16607	0.024	3	16607	0.283	3	16607	0.307
18:00 - 19:00	3	16607	0.004	3	16607	0.159	3	16607	0.163
19:00 - 20:00	1	20129	0.000	1	20129	0.010	1	20129	0.010
20:00 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.992			0.936			1.928

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.*

RPS 1st Floor West London Licence No: 515506

Calculation Reference: AUDIT-515506-240529-0518

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	2 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 15 to 194 (units:)
Range Selected by User: 6 to 300 (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: 01/01/16 to 13/09/23

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:

Town Centre	1
Edge of Town 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:

Development 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	9 days - Selected
Servicing vehicles Excluded	1 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:

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	3 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	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	2 days
No	1 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:

6a Excellent	2 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 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

2 IS-03-C-04 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 157
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

3 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*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.36

	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	3	122	0.027	3	122	0.038	3	122	0.065
08:00 - 09:00	3	122	0.016	3	122	0.019	3	122	0.035
09:00 - 10:00	3	122	0.025	3	122	0.027	3	122	0.052
10:00 - 11:00	3	122	0.027	3	122	0.025	3	122	0.052
11:00 - 12:00	3	122	0.025	3	122	0.030	3	122	0.055
12:00 - 13:00	3	122	0.014	3	122	0.016	3	122	0.030
13:00 - 14:00	3	122	0.030	3	122	0.038	3	122	0.068
14:00 - 15:00	3	122	0.008	3	122	0.008	3	122	0.016
15:00 - 16:00	3	122	0.019	3	122	0.016	3	122	0.035
16:00 - 17:00	3	122	0.049	3	122	0.036	3	122	0.085
17:00 - 18:00	3	122	0.027	3	122	0.014	3	122	0.041
18:00 - 19:00	3	122	0.038	3	122	0.025	3	122	0.063
19:00 - 20:00	3	122	0.030	3	122	0.030	3	122	0.060
20:00 - 21:00	3	122	0.014	3	122	0.014	3	122	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.349			0.336			0.685

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:	15 - 194 (units:)
Survey date date range:	01/01/16 - 13/09/23
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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.011	3	122	0.011	3	122	0.022
08:00 - 09:00	3	122	0.003	3	122	0.003	3	122	0.006
09:00 - 10:00	3	122	0.005	3	122	0.005	3	122	0.010
10:00 - 11:00	3	122	0.008	3	122	0.008	3	122	0.016
11:00 - 12:00	3	122	0.005	3	122	0.005	3	122	0.010
12:00 - 13:00	3	122	0.003	3	122	0.003	3	122	0.006
13:00 - 14:00	3	122	0.008	3	122	0.008	3	122	0.016
14:00 - 15:00	3	122	0.000	3	122	0.000	3	122	0.000
15:00 - 16:00	3	122	0.003	3	122	0.003	3	122	0.006
16:00 - 17:00	3	122	0.008	3	122	0.008	3	122	0.016
17:00 - 18:00	3	122	0.000	3	122	0.000	3	122	0.000
18:00 - 19:00	3	122	0.005	3	122	0.005	3	122	0.010
19:00 - 20:00	3	122	0.008	3	122	0.008	3	122	0.016
20:00 - 21:00	3	122	0.008	3	122	0.008	3	122	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.075			0.075			0.150

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.000	3	122	0.000	3	122	0.000
08:00 - 09:00	3	122	0.003	3	122	0.003	3	122	0.006
09:00 - 10:00	3	122	0.003	3	122	0.003	3	122	0.006
10:00 - 11:00	3	122	0.000	3	122	0.000	3	122	0.000
11:00 - 12:00	3	122	0.003	3	122	0.003	3	122	0.006
12:00 - 13:00	3	122	0.000	3	122	0.000	3	122	0.000
13:00 - 14:00	3	122	0.000	3	122	0.000	3	122	0.000
14:00 - 15:00	3	122	0.000	3	122	0.000	3	122	0.000
15:00 - 16:00	3	122	0.000	3	122	0.000	3	122	0.000
16:00 - 17:00	3	122	0.000	3	122	0.000	3	122	0.000
17:00 - 18:00	3	122	0.000	3	122	0.000	3	122	0.000
18:00 - 19:00	3	122	0.000	3	122	0.000	3	122	0.000
19:00 - 20:00	3	122	0.000	3	122	0.000	3	122	0.000
20:00 - 21:00	3	122	0.000	3	122	0.000	3	122	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.003	3	122	0.008	3	122	0.011
08:00 - 09:00	3	122	0.000	3	122	0.011	3	122	0.011
09:00 - 10:00	3	122	0.000	3	122	0.000	3	122	0.000
10:00 - 11:00	3	122	0.003	3	122	0.008	3	122	0.011
11:00 - 12:00	3	122	0.000	3	122	0.000	3	122	0.000
12:00 - 13:00	3	122	0.003	3	122	0.005	3	122	0.008
13:00 - 14:00	3	122	0.000	3	122	0.000	3	122	0.000
14:00 - 15:00	3	122	0.005	3	122	0.003	3	122	0.008
15:00 - 16:00	3	122	0.000	3	122	0.000	3	122	0.000
16:00 - 17:00	3	122	0.005	3	122	0.000	3	122	0.005
17:00 - 18:00	3	122	0.008	3	122	0.003	3	122	0.011
18:00 - 19:00	3	122	0.003	3	122	0.000	3	122	0.003
19:00 - 20:00	3	122	0.011	3	122	0.005	3	122	0.016
20:00 - 21:00	3	122	0.008	3	122	0.003	3	122	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.046			0.095

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.022	3	122	0.046	3	122	0.068
08:00 - 09:00	3	122	0.014	3	122	0.025	3	122	0.039
09:00 - 10:00	3	122	0.025	3	122	0.036	3	122	0.061
10:00 - 11:00	3	122	0.027	3	122	0.033	3	122	0.060
11:00 - 12:00	3	122	0.022	3	122	0.038	3	122	0.060
12:00 - 13:00	3	122	0.016	3	122	0.019	3	122	0.035
13:00 - 14:00	3	122	0.030	3	122	0.049	3	122	0.079
14:00 - 15:00	3	122	0.008	3	122	0.008	3	122	0.016
15:00 - 16:00	3	122	0.022	3	122	0.016	3	122	0.038
16:00 - 17:00	3	122	0.068	3	122	0.027	3	122	0.095
17:00 - 18:00	3	122	0.041	3	122	0.019	3	122	0.060
18:00 - 19:00	3	122	0.049	3	122	0.033	3	122	0.082
19:00 - 20:00	3	122	0.030	3	122	0.038	3	122	0.068
20:00 - 21:00	3	122	0.019	3	122	0.011	3	122	0.030
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.393			0.398			0.791

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.008	3	122	0.046	3	122	0.054
08:00 - 09:00	3	122	0.014	3	122	0.096	3	122	0.110
09:00 - 10:00	3	122	0.016	3	122	0.066	3	122	0.082
10:00 - 11:00	3	122	0.030	3	122	0.019	3	122	0.049
11:00 - 12:00	3	122	0.038	3	122	0.033	3	122	0.071
12:00 - 13:00	3	122	0.019	3	122	0.030	3	122	0.049
13:00 - 14:00	3	122	0.033	3	122	0.041	3	122	0.074
14:00 - 15:00	3	122	0.030	3	122	0.049	3	122	0.079
15:00 - 16:00	3	122	0.052	3	122	0.033	3	122	0.085
16:00 - 17:00	3	122	0.079	3	122	0.057	3	122	0.136
17:00 - 18:00	3	122	0.052	3	122	0.030	3	122	0.082
18:00 - 19:00	3	122	0.120	3	122	0.085	3	122	0.205
19:00 - 20:00	3	122	0.055	3	122	0.041	3	122	0.096
20:00 - 21:00	3	122	0.055	3	122	0.071	3	122	0.126
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.601			0.697			1.298

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.005	3	122	0.030	3	122	0.035
08:00 - 09:00	3	122	0.008	3	122	0.049	3	122	0.057
09:00 - 10:00	3	122	0.003	3	122	0.019	3	122	0.022
10:00 - 11:00	3	122	0.011	3	122	0.019	3	122	0.030
11:00 - 12:00	3	122	0.000	3	122	0.019	3	122	0.019
12:00 - 13:00	3	122	0.003	3	122	0.016	3	122	0.019
13:00 - 14:00	3	122	0.011	3	122	0.008	3	122	0.019
14:00 - 15:00	3	122	0.011	3	122	0.008	3	122	0.019
15:00 - 16:00	3	122	0.022	3	122	0.016	3	122	0.038
16:00 - 17:00	3	122	0.016	3	122	0.005	3	122	0.021
17:00 - 18:00	3	122	0.025	3	122	0.005	3	122	0.030
18:00 - 19:00	3	122	0.044	3	122	0.008	3	122	0.052
19:00 - 20:00	3	122	0.014	3	122	0.005	3	122	0.019
20:00 - 21:00	3	122	0.003	3	122	0.016	3	122	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.176			0.223			0.399

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.025	3	122	0.123	3	122	0.148
08:00 - 09:00	3	122	0.016	3	122	0.183	3	122	0.199
09:00 - 10:00	3	122	0.019	3	122	0.025	3	122	0.044
10:00 - 11:00	3	122	0.038	3	122	0.049	3	122	0.087
11:00 - 12:00	3	122	0.019	3	122	0.046	3	122	0.065
12:00 - 13:00	3	122	0.027	3	122	0.027	3	122	0.054
13:00 - 14:00	3	122	0.025	3	122	0.019	3	122	0.044
14:00 - 15:00	3	122	0.027	3	122	0.016	3	122	0.043
15:00 - 16:00	3	122	0.008	3	122	0.016	3	122	0.024
16:00 - 17:00	3	122	0.011	3	122	0.027	3	122	0.038
17:00 - 18:00	3	122	0.046	3	122	0.019	3	122	0.065
18:00 - 19:00	3	122	0.120	3	122	0.016	3	122	0.136
19:00 - 20:00	3	122	0.085	3	122	0.008	3	122	0.093
20:00 - 21:00	3	122	0.044	3	122	0.003	3	122	0.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.510			0.577			1.087

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.030	3	122	0.153	3	122	0.183
08:00 - 09:00	3	122	0.025	3	122	0.232	3	122	0.257
09:00 - 10:00	3	122	0.022	3	122	0.044	3	122	0.066
10:00 - 11:00	3	122	0.049	3	122	0.068	3	122	0.117
11:00 - 12:00	3	122	0.019	3	122	0.066	3	122	0.085
12:00 - 13:00	3	122	0.030	3	122	0.044	3	122	0.074
13:00 - 14:00	3	122	0.036	3	122	0.027	3	122	0.063
14:00 - 15:00	3	122	0.038	3	122	0.025	3	122	0.063
15:00 - 16:00	3	122	0.030	3	122	0.033	3	122	0.063
16:00 - 17:00	3	122	0.027	3	122	0.033	3	122	0.060
17:00 - 18:00	3	122	0.071	3	122	0.025	3	122	0.096
18:00 - 19:00	3	122	0.164	3	122	0.025	3	122	0.189
19:00 - 20:00	3	122	0.098	3	122	0.014	3	122	0.112
20:00 - 21:00	3	122	0.046	3	122	0.019	3	122	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.685			0.808			1.493

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.36

	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	3	122	0.063	3	122	0.254	3	122	0.317
08:00 - 09:00	3	122	0.052	3	122	0.363	3	122	0.415
09:00 - 10:00	3	122	0.063	3	122	0.145	3	122	0.208
10:00 - 11:00	3	122	0.109	3	122	0.128	3	122	0.237
11:00 - 12:00	3	122	0.079	3	122	0.137	3	122	0.216
12:00 - 13:00	3	122	0.068	3	122	0.098	3	122	0.166
13:00 - 14:00	3	122	0.098	3	122	0.117	3	122	0.215
14:00 - 15:00	3	122	0.082	3	122	0.085	3	122	0.167
15:00 - 16:00	3	122	0.104	3	122	0.082	3	122	0.186
16:00 - 17:00	3	122	0.180	3	122	0.117	3	122	0.297
17:00 - 18:00	3	122	0.172	3	122	0.077	3	122	0.249
18:00 - 19:00	3	122	0.336	3	122	0.142	3	122	0.478
19:00 - 20:00	3	122	0.194	3	122	0.098	3	122	0.292
20:00 - 21:00	3	122	0.128	3	122	0.104	3	122	0.232
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.728			1.947			3.675

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.011	3	122	0.022	3	122	0.033
08:00 - 09:00	3	122	0.003	3	122	0.011	3	122	0.014
09:00 - 10:00	3	122	0.008	3	122	0.005	3	122	0.013
10:00 - 11:00	3	122	0.003	3	122	0.008	3	122	0.011
11:00 - 12:00	3	122	0.008	3	122	0.011	3	122	0.019
12:00 - 13:00	3	122	0.011	3	122	0.008	3	122	0.019
13:00 - 14:00	3	122	0.008	3	122	0.016	3	122	0.024
14:00 - 15:00	3	122	0.003	3	122	0.000	3	122	0.003
15:00 - 16:00	3	122	0.003	3	122	0.000	3	122	0.003
16:00 - 17:00	3	122	0.016	3	122	0.003	3	122	0.019
17:00 - 18:00	3	122	0.025	3	122	0.011	3	122	0.036
18:00 - 19:00	3	122	0.025	3	122	0.011	3	122	0.036
19:00 - 20:00	3	122	0.011	3	122	0.011	3	122	0.022
20:00 - 21:00	3	122	0.005	3	122	0.005	3	122	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.122			0.262

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.005	3	122	0.005	3	122	0.010
08:00 - 09:00	3	122	0.008	3	122	0.003	3	122	0.011
09:00 - 10:00	3	122	0.008	3	122	0.014	3	122	0.022
10:00 - 11:00	3	122	0.008	3	122	0.005	3	122	0.013
11:00 - 12:00	3	122	0.008	3	122	0.008	3	122	0.016
12:00 - 13:00	3	122	0.000	3	122	0.003	3	122	0.003
13:00 - 14:00	3	122	0.014	3	122	0.014	3	122	0.028
14:00 - 15:00	3	122	0.000	3	122	0.003	3	122	0.003
15:00 - 16:00	3	122	0.011	3	122	0.011	3	122	0.022
16:00 - 17:00	3	122	0.019	3	122	0.019	3	122	0.038
17:00 - 18:00	3	122	0.003	3	122	0.003	3	122	0.006
18:00 - 19:00	3	122	0.003	3	122	0.003	3	122	0.006
19:00 - 20:00	3	122	0.005	3	122	0.005	3	122	0.010
20:00 - 21:00	3	122	0.000	3	122	0.000	3	122	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.096			0.188

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.000	3	122	0.000	3	122	0.000
08:00 - 09:00	3	122	0.000	3	122	0.000	3	122	0.000
09:00 - 10:00	3	122	0.000	3	122	0.000	3	122	0.000
10:00 - 11:00	3	122	0.008	3	122	0.003	3	122	0.011
11:00 - 12:00	3	122	0.000	3	122	0.003	3	122	0.003
12:00 - 13:00	3	122	0.000	3	122	0.003	3	122	0.003
13:00 - 14:00	3	122	0.000	3	122	0.000	3	122	0.000
14:00 - 15:00	3	122	0.005	3	122	0.005	3	122	0.010
15:00 - 16:00	3	122	0.003	3	122	0.003	3	122	0.006
16:00 - 17:00	3	122	0.005	3	122	0.005	3	122	0.010
17:00 - 18:00	3	122	0.000	3	122	0.000	3	122	0.000
18:00 - 19:00	3	122	0.005	3	122	0.005	3	122	0.010
19:00 - 20:00	3	122	0.005	3	122	0.005	3	122	0.010
20:00 - 21:00	3	122	0.000	3	122	0.000	3	122	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.032			0.063

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.025	3	122	0.104	3	122	0.129
08:00 - 09:00	3	122	0.016	3	122	0.172	3	122	0.188
09:00 - 10:00	3	122	0.016	3	122	0.019	3	122	0.035
10:00 - 11:00	3	122	0.030	3	122	0.041	3	122	0.071
11:00 - 12:00	3	122	0.016	3	122	0.041	3	122	0.057
12:00 - 13:00	3	122	0.025	3	122	0.027	3	122	0.052
13:00 - 14:00	3	122	0.022	3	122	0.016	3	122	0.038
14:00 - 15:00	3	122	0.025	3	122	0.016	3	122	0.041
15:00 - 16:00	3	122	0.008	3	122	0.016	3	122	0.024
16:00 - 17:00	3	122	0.008	3	122	0.019	3	122	0.027
17:00 - 18:00	3	122	0.044	3	122	0.019	3	122	0.063
18:00 - 19:00	3	122	0.104	3	122	0.016	3	122	0.120
19:00 - 20:00	3	122	0.079	3	122	0.008	3	122	0.087
20:00 - 21:00	3	122	0.038	3	122	0.003	3	122	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.456			0.517			0.973

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.000	3	122	0.003	3	122	0.003
08:00 - 09:00	3	122	0.000	3	122	0.000	3	122	0.000
09:00 - 10:00	3	122	0.000	3	122	0.003	3	122	0.003
10:00 - 11:00	3	122	0.005	3	122	0.000	3	122	0.005
11:00 - 12:00	3	122	0.000	3	122	0.000	3	122	0.000
12:00 - 13:00	3	122	0.000	3	122	0.000	3	122	0.000
13:00 - 14:00	3	122	0.000	3	122	0.000	3	122	0.000
14:00 - 15:00	3	122	0.003	3	122	0.000	3	122	0.003
15:00 - 16:00	3	122	0.000	3	122	0.000	3	122	0.000
16:00 - 17:00	3	122	0.000	3	122	0.000	3	122	0.000
17:00 - 18:00	3	122	0.000	3	122	0.000	3	122	0.000
18:00 - 19:00	3	122	0.000	3	122	0.000	3	122	0.000
19:00 - 20:00	3	122	0.000	3	122	0.000	3	122	0.000
20:00 - 21:00	3	122	0.000	3	122	0.000	3	122	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.006			0.014

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.000	3	122	0.016	3	122	0.016
08:00 - 09:00	3	122	0.000	3	122	0.011	3	122	0.011
09:00 - 10:00	3	122	0.003	3	122	0.003	3	122	0.006
10:00 - 11:00	3	122	0.003	3	122	0.008	3	122	0.011
11:00 - 12:00	3	122	0.003	3	122	0.005	3	122	0.008
12:00 - 13:00	3	122	0.003	3	122	0.000	3	122	0.003
13:00 - 14:00	3	122	0.003	3	122	0.003	3	122	0.006
14:00 - 15:00	3	122	0.000	3	122	0.000	3	122	0.000
15:00 - 16:00	3	122	0.000	3	122	0.000	3	122	0.000
16:00 - 17:00	3	122	0.003	3	122	0.008	3	122	0.011
17:00 - 18:00	3	122	0.003	3	122	0.000	3	122	0.003
18:00 - 19:00	3	122	0.016	3	122	0.000	3	122	0.016
19:00 - 20:00	3	122	0.005	3	122	0.000	3	122	0.005
20:00 - 21:00	3	122	0.005	3	122	0.000	3	122	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.047			0.054			0.101

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.005	3	122	0.030	3	122	0.035
08:00 - 09:00	3	122	0.008	3	122	0.049	3	122	0.057
09:00 - 10:00	3	122	0.003	3	122	0.019	3	122	0.022
10:00 - 11:00	3	122	0.011	3	122	0.019	3	122	0.030
11:00 - 12:00	3	122	0.000	3	122	0.019	3	122	0.019
12:00 - 13:00	3	122	0.003	3	122	0.016	3	122	0.019
13:00 - 14:00	3	122	0.011	3	122	0.008	3	122	0.019
14:00 - 15:00	3	122	0.011	3	122	0.008	3	122	0.019
15:00 - 16:00	3	122	0.022	3	122	0.016	3	122	0.038
16:00 - 17:00	3	122	0.016	3	122	0.005	3	122	0.021
17:00 - 18:00	3	122	0.025	3	122	0.005	3	122	0.030
18:00 - 19:00	3	122	0.044	3	122	0.008	3	122	0.052
19:00 - 20:00	3	122	0.014	3	122	0.005	3	122	0.019
20:00 - 21:00	3	122	0.003	3	122	0.016	3	122	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.176			0.223			0.399

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	122	0.008	3	122	0.008	3	122	0.016
08:00 - 09:00	3	122	0.011	3	122	0.008	3	122	0.019
09:00 - 10:00	3	122	0.011	3	122	0.014	3	122	0.025
10:00 - 11:00	3	122	0.011	3	122	0.008	3	122	0.019
11:00 - 12:00	3	122	0.011	3	122	0.011	3	122	0.022
12:00 - 13:00	3	122	0.000	3	122	0.003	3	122	0.003
13:00 - 14:00	3	122	0.016	3	122	0.016	3	122	0.032
14:00 - 15:00	3	122	0.000	3	122	0.000	3	122	0.000
15:00 - 16:00	3	122	0.011	3	122	0.011	3	122	0.022
16:00 - 17:00	3	122	0.022	3	122	0.022	3	122	0.044
17:00 - 18:00	3	122	0.003	3	122	0.003	3	122	0.006
18:00 - 19:00	3	122	0.005	3	122	0.005	3	122	0.010
19:00 - 20:00	3	122	0.005	3	122	0.005	3	122	0.010
20:00 - 21:00	3	122	0.000	3	122	0.000	3	122	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.114			0.228

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.*

MAKING COMPLEX EASY

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