



Cooper Group Developments
(St Edmunds) Limited

**Benjamin House,
Cecil Grove, London**

Transport Statement

August 2024

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1 INTRODUCTION

- 1.1 Caneparo Associates has been appointed by Cooper Group Developments (St Edmunds) Limited ('the Applicant') to provide traffic and transport advice in relation to their development proposal at Guinness Court, St Edmunds Terrace, which is located in the London Borough of Camden (LBC).
- 1.2 The site comprises two mixed tenure multi-storey detached modern apartment blocks, Searle House (Block A) is 6 storeys and Benjamin House (Block B) is 4 storeys. The apartment blocks are situated within the eastern edge of St John's Wood, with the primary site access off St Edmund's Terrace and the main visible frontage of Searle House fronting Broxwood Way. The two blocks are separated by a linear inner courtyard space that forms the forecourt / communal amenity areas to the residential accommodation, with Benjamin House inset from the main roadways situated at the rear / inner western portion of the site.
- 1.3 Permitted development legislation (Permitted Development Rights Part 20 Class A) makes provision for upward extensions for new residential accommodation over existing purpose-built detached flats. The proposal, which this Transport Statement supports, proposes the construction of a new 4th floor rooftop extension on Block B Benjamin House to provide four additional units.
- 1.4 This report considers the traffic and transport related effects of the additional seven apartments and considers matters such as accessibility, trip generation, car parking provision, cycle parking provision, refuse and servicing.
- 1.5 The remainder of the report is set out as follows:
- Section 2 - describes the Site and surrounding area
 - Section 3 - summarises the accessibility of the Site
 - Section 4 - outlines the development proposal
 - Section 5 - considers the transport and highways implications
 - Section 6 - provides a summary and conclusion.

2 THE SITE AND SURROUNDING AREA

The Site

- 2.1 The Site is located to the north of St Edmund's Terrace, west of Broxwood Way and to the east of the B525 Avenue Road. The Site is bound by residential properties in all directions with St John's Wood High Street located to the west of the Site offering a range of amenities within close proximity to the Site. St John's Wood Underground Station is located 940m to the west of the Site.
- 2.2 The existing Site comprises Block A and Block B providing a total of 68 residential units (Use Class C3). A car park is provided within the basement level comprising of 19 spaces along with a ground floor surface car park providing circa 10 parking spaces.
- 2.3 The location of the Site is shown at **Figure 2.1** below.



Figure 2.1: Site Location Plan

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Local Highway Network

- 2.4 St Edmund's Terrace is located to the south of the Site and operates in an east – west orientation connecting to Ormonde Terrace to the east and Allitsen Road to the west. St Edmund's Terrace operates a single lane in each direction and is subject to a 20mph speed limit. Resident permit holder parking bays are located along St Edmund's Terrace on the southern side of the carriageway (westerly facing carriageway) operating between 08:30-18:30 Monday to Friday in addition to single yellow lines. Footways are located on both sides of the carriageway along with streetlighting.
- 2.5 Broxwood Way is a private cul-de-sac and that is located to the east of the Site and operates in a north-south orientation connecting to St Edmund's Terrace to the south. Broxwood Way provides an informal lane in each direction and is subject to a 20mph speed limit. Due to the private nature of the road, unauthorised parking is not permitted.
- 2.6 The B525 Avenue Road is located to the west of the Site and operates in a north – south orientation connecting to the A41 Finchley Road to the north and the Outer Circle to the south. The B525 Avenue Road operates a single lane in each direction and is subject to a 20mph speed limit. Single yellow lines are present along both sides of the carriageway, stopping and loading is not permitted during the hours of 08:30-18:30 Monday to Friday.

3 ACCESSIBILITY

Pedestrians

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

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

Table 3.1: Approximate Walk Distances to Surrounding Local Amenities			
Amenity	Location	Distance	Approximate Walking Time
Saint Christiana’s School	St Edmund’s Terrace	50m	<1
The New Inn – Pataka Pub and Restaurant	Allitsen Road	190m	2
Stokeleigh Hall	A5205 Prince Albert Road	210m	2
Primrose Hill	Ormonde Terrace	320m	4
Brown’s of St Johns Wood	Charlbert Street	380m	4
Post Office St John’s Wood	Charlbert Street	400m	5
Drunch	St John’s Wood Terrace	440m	5
Indian Kitchen	Charlbert Street	450m	5
Primrose Hill Café	A5205 Prince Albert Road	570m	7
Core Collective	St John’s Wood High Street	570m	7
Barrow Hill Junior School	Bridgeman Street	610m	7
Starbuck’s Coffee	St John’s Wood High Street	670m	8
GAIL’s Bakery	Circus Road	670m	8
Tesco Express	Circus Road	690m	8
ZSL London Zoo	Outer Circle	820m	10
Lord’s Pharmacy	Park Road	870m	10
Wellington Hospital	Wellington Place	910m	11

3.3 **Table 3.1** illustrates that the Site has excellent levels of pedestrian accessibility to services such as food and convenience stores and local public transport access points. The area is well suited to

pedestrians, with a good level of pedestrian infrastructure present on the network surrounding the Site and footways present on all surrounding roads.

- 3.4 There are footways and street lighting on both sides of St Edmund's Terrace and surrounding local roads which will provide walking routes towards St John's Wood High Street and St John's Wood Underground Station, with dropped kerbs at crossing locations.

Cycling

- 3.5 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport.
- 3.6 Central London Cycle Grid 16 is located approximately 330m (1-minute cycle assuming an average cycle speed of 250m / minute) south of the site along Regents Canal and provides a route between Lisson Grove and Regents Park. The cycle route is shown in **Figure 3.1** below.

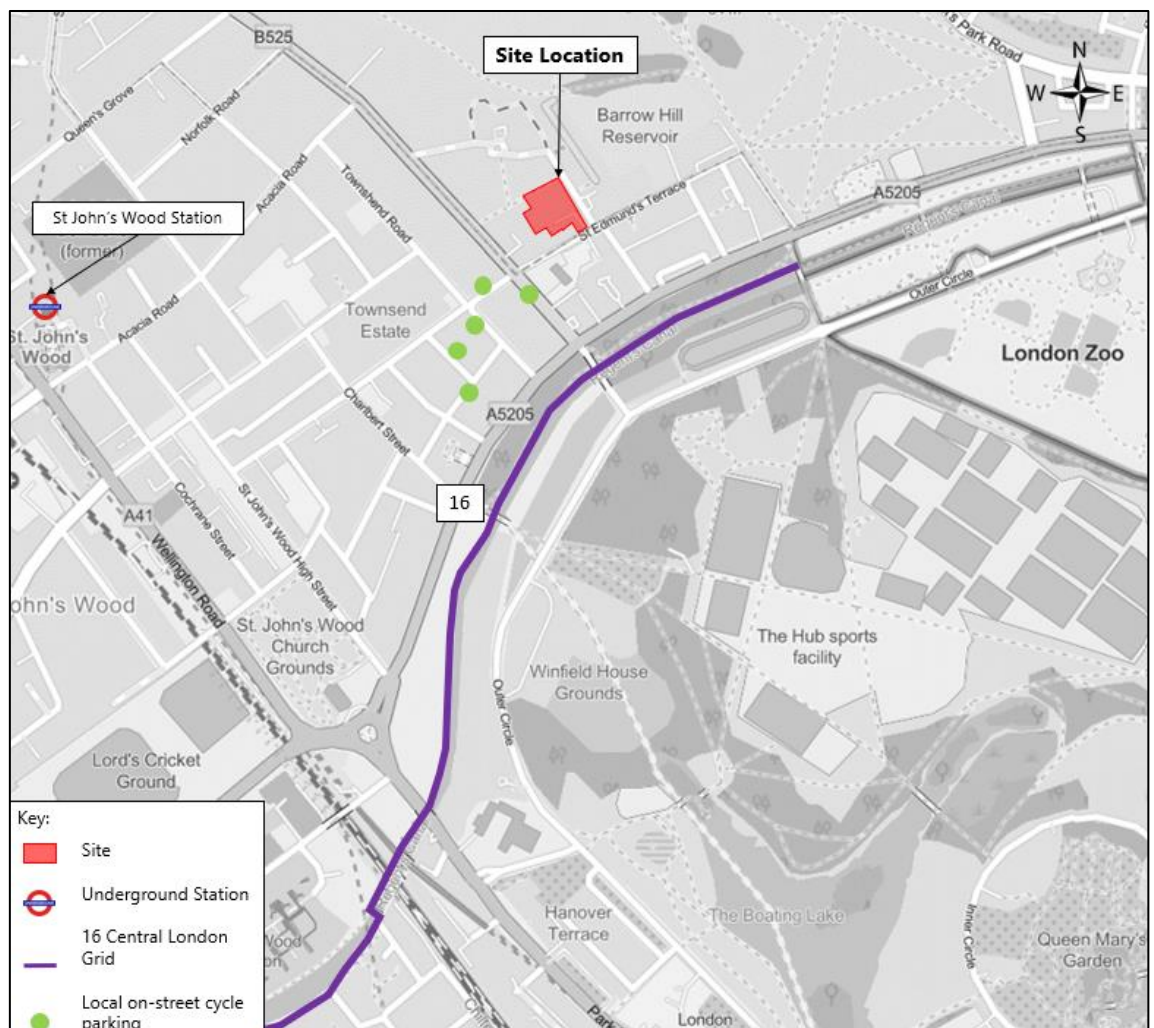


Figure 3.1: Site Location in Relation to Local Cycle Infrastructure © Crown copyright and database rights 2022 Ordnance Survey

3.7 The Site is located within close proximity to a number of on-street cycle parking facilities, **Table 3.2 below** highlights the location, type of cycle parking facility, number of spaces and appropriate walking distance and time to the cycle parking to / from the Site.

Table 2: On-Street Cycle Parking				
Location	Type of Cycle Parking	Number of Cycle Spaces	Walking Distance (metres)	Approximate Walking Time (minutes)
Avenue Road	Cyclehoop	2	120m	1
Allisten Road	Cyclehoop	2	130m	1
Townshend Road	Cyclehoop	2	170m	2
Shanon Place	Cyclehoop	4	350m	4
Mackennal Street	Sheffield Stand	6	370m	4

Bus Services

3.8 The nearest bus stops are located approximately 260m south of the Site (3 minutes' walk) on the A5205 Prince Albert Road: Bus Stop 'Avenue Road (Stop D)' and 'Avenue Road (Stop G)'. The bus stops have sheltered seating and timetable information. **Table 3.3** sets out more information on Route 274, which is accessible from Prince Albert Road.

Table 3.3: Summary of Bus Service Frequency				
No.	Route	Frequency (minutes)		
		Mon – Fri	Saturday	Sunday
274	Angel Islington – Lancaster Gate Station	10-13	9-12	10-12

London Underground

3.9 St John's Wood Underground Station is located approximately 940m / 11 minutes' walk from the Site. This station forms part of the Jubilee Line offering frequent services to Stanmore, West Hampstead, Baker Street, Waterloo Canary Wharf, West Ham and Stratford.

London Overground

3.10 The Site is located within walking distance of South Hampstead Overground Station (1.5km / 18-minute walk). This station offers services towards London Euston and Watford Junction.

4 DEVELOPMENT PROPOSALS

4.1 Permitted development legislation (Permitted Development Rights Part 20 Class A) makes provision for upward extensions for new residential accommodation over existing purpose-built detached flats. The proposal, which this Transport Statement supports, proposes the construction of a new 4th floor rooftop extension on Block B Benjamin House to provide four additional units.

4.2 The proposed accommodation schedule is summarised in **Table 4.1** below.

Table 4.1: Development Accommodation Schedule	
Unit Type	No. of Units
1 x Bed / 2 Person	2
2 x Bed / 4 Person	2
Total	4

4.3 Architectural plans illustrating the proposals have been submitted under separate cover.

Parking

Car Parking

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

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

Cycle Parking

4.6 Cycle parking will be provided in accordance with the London Plan (2021) standards and set out further in Section 6.

Servicing and Refuse Collection

4.7 The servicing and refuse collection regime for the proposed residential units will be undertaken as per the existing situation.

5 EFFECTS OF THE PROPOSALS

Trip Generation

- 5.1 The TRICS database has been interrogated to provide trip rates for the residential developments with similar characteristics. **Table 5.1** below provides the trip rates and total person trip generation for the proposed 7 residential units. A copy of the residential TRICS output data is included at **Appendix A**.

Table 5.1: TRICS Trip Rates and Trip Generation – Proposed Residential Use (4 Units)						
Time Period	Total Person Trip Rates (Per Unit)			Total Person Trips (Based on 6 Units)		
	In	Out	2-Way	In	Out	2-Way
AM Peak (08:00-09:00)	0.12	0.65	0.77	1	3	4
PM Peak (17:00-18:00)	0.37	0.26	0.63	2	1	3

Note: Figures subject to rounding

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

Cycle Parking

- 5.3 The proposals include the provision of seven additional long stay cycle parking spaces and 2 additional short stay cycle parking spaces in accordance with the London Plan (2021). The long stay cycle parking will be provided within an enlarged dedicated cycle store provided at ground floor level.
- 5.4 The provision of cycle parking in accordance with standards will promote the use of active modes of travel to future residents and is a benefit of the change of use.



Deliveries and Refuse Collection

Deliveries

- 5.5 It is proposed that servicing and refuse collection arrangements will continue as per the existing situation.
- 5.6 Based on survey information contained within the TRICS database, residential developments generate around 8 or 9 delivery / collections per 100 units per day on average. Based on this, the proposed extension of 7 additional residential units is likely to generate <1 delivery per day, on average.

6 SUMMARY AND CONCLUSION

Summary

- 6.1 Caneparo Associates has been appointed by Cooper Group Developments (St Edmunds) Limited ('the Applicant') to provide traffic and transport advice in relation to their development proposal at Guinness Court, St Edmunds Terrace, which is located in the London Borough of Camden (LBC).
- 6.2 The site comprises two mixed tenure multi-storey detached modern apartment blocks, Searle House (Block A) is 6 storeys and Benjamin House (Block B) is 4 storeys. The apartment blocks are situated within the eastern edge of St John's Wood, with the primary site access off St Edmund's Terrace and the main visible frontage of Searle House fronting Broxwood Way. The two blocks are separated by a linear inner courtyard space that forms the forecourt / communal amenity areas to the residential accommodation, with Benjamin House inset from the main roadways situated at the rear / inner western portion of the site.
- 6.3 Permitted development legislation (Permitted Development Rights Part 20 Class A) makes provision for upward extensions for new residential accommodation over existing purpose-built detached flats. The proposal, which this Transport Statement supports, proposes the construction of a new 4th floor rooftop extension on Block B Benjamin House to provide four additional units.
- 6.4 The potential changes in traffic and transportation terms can be summarised as follows:
- The Site is accessible by non-car modes being within walking and cycling distance of day-to-day amenities along Adelaide Road and close to bus services, with Swiss Cottage Underground Station located approximately 320m to the north of the Site and South Hampstead Overground Station located approximately 590m to the west of the Site.
 - There will be no on-site car parking spaces provided for the additional residential units, in line with regional and local planning policy.
 - Cycle parking for the additional residential units will be provided in accordance with London Plan (2021) policy.
 - All vehicular deliveries and refuse collection will take place in line with existing arrangements
 - Using the TRICS database it has been shown that there would be a minimal increase in the number of daily total person movements and, as such, there would not be any unacceptable impact on local traffic conditions and public transport.



Conclusion

6.5 The proposed rooftop extension is consistent with relevant transport policy guidance and is anticipated to give rise to benefits in transport and highways terms. It therefore meets the test of the NPPF and paragraph 111, which states that:

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

6.6 We therefore conclude that the proposed change of use is acceptable in traffic and transport terms.

Appendix A

TRICS Output

Calculation Reference: AUDIT-358901-220509-0500

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	EN ENFIELD	1 days
	HG HARINGEY	1 days
	HK HACKNEY	1 days
	HO HOUNSLOW	1 days
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
	NH NEWHAM	1 days
	SK SOUTHWARK	2 days
	TH TOWER HAMLETS	1 days
	WF WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 9 to 97 (units:)
 Range Selected by User: 6 to 100 (units:)

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

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/05/21

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	4 days
Thursday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	9 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	11 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

LIST OF SITES relevant to selection parameters (Cont.)

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WF-03-C-02	Undertaken during Covid-19 restrictions
WF-03-C-03	Undertaken during Covid-19 restrictions
WF-03-C-04	Undertaken during Covid-19 restrictions
WF-03-C-05	Undertaken during Covid-19 restrictions
WF-03-C-06	Undertaken during Covid-19 restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 4.19

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

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

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