# Kings Cross Methodist Church

# Transport Statement

# Client: West London Mission

i-Transport Ref: NM/HC/AH/ITL200154-001E

Date: 16 December 2024

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## Quality Management

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# Appendices

# SECTION 1 Introduction

## 1.1 Overview

1.1.1 This report provides transport and movement assessment in respect of an application at Kings Cross Methodist Church, 58a Birkenhead Street, WC1. The local planning and highway authority is the London Borough of Camden (LBC).

1.1.2 The building currently comprises the existing Kings Cross Methodist Church, which includes c.210sqm of church space and 22 student accommodation rooms.

1.1.3 The proposal includes a 263sqm church hall, 33 student accommodation rooms, and 961sqm of ancillary space. This is a net increase of c.53sqm of church space and 11 student accommodation rooms.

## 1.2 Previous Planning Application

1.2.1 A previous application for the redevelopment of the Kings Cross Methodist Church was refused in 2019 (planning reference: 2015/7013/P). The proposal comprised:

> ***"Demolition and redevelopment to provide a replacement church with community facilities (Class D1), a replacement Methodist Chaplaincy House with 25 non-self-contained student rooms (Sui Generis), and 11 residential self-contained flats (Class C3) plus associated plant, cycle storage and refuse storage."***

1.2.2 The transport related reasons for refusal included:

> ***"...11 - The proposed cycle storage, by reason of its design, location and layout, would fail to provide accessible cycle parking facilities, contrary to policy T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017.***
>
> ***12 - The proposed development, in the absence of a legal agreement for car-free housing, would be likely to contribute unacceptably to parking stress and congestion in the surrounding area and fail to promote more sustainable and efficient forms of transport, contrary to policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car Parking) and A1 (Managing the impact of development) of the London Borough of Camden Local Plan 2017.***
>
> ***13 - The proposed development, in the absence of a legal agreement securing contributions to pedestrian, cycling and environmental improvements in the area, would fail to make sufficient provision in a sustainable manner for the increased trips generated by the development thus causing a cumulative detrimental impact on the borough's transport network, contrary to policies A1 (Managing the impact of development) and T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017.***

***14 - The proposed development, in the absence of a legal agreement securing financial contributions towards highways works, would fail to secure adequate provision for and safety of pedestrians, cyclists and vehicles, contrary to policies T3 (Transport infrastructure) and A1 (Managing the impact of development) of London Borough of Camden Local Plan 2017.***

***15 - The proposed development, in the absence of a legal agreement securing a Construction Management Plan and associated monitoring fee, would be likely to contribute unacceptably to traffic disruption and be detrimental to general highway and pedestrian safety, contrary to policies A1 (Managing the impact of development) and T4 (Sustainable movement of goods and materials) of the London Borough of Camden Local Plan 2017.***

***17 - The proposed development, in the absence of a legal agreement securing a Travel Plan and its associated monitoring fee, would be likely to contribute unacceptably to traffic disruption, contrary to policies A1 (Managing the impact of development) and T1 (Prioritising walking, cycling and public transport) of the London Borough of Camden Local Plan 2017…"***

1.2.3 This application for the part demolition, extension and reconfiguration of the Kings Cross Methodist Church will demonstrate:

- Cycle parking designed in accordance with London Cycle Design Standards (LCDS) and Camden Transport Planning Guidance.
- The proposal is designed to be car-free, in accordance with the London Plan.
- The proposal will generate a negligible increase in trips to/from the site and would not result in a demonstrable impact on the borough's transport network. Furthermore, the site is located in a highly accessible location, surrounded by and directly connected to the existing high quality active travel infrastructure and frequent and direct public transport services in the vicinity of the site.
- Construction management measures have been considered and are provided under separate cover.
- The measures that will be put in place to encourage site users to travel to/ from the site via active travel and public transport modes and reduce the need for parking associated with the proposal, in accordance with Camden's Local Area Requirements for Planning Applications (2020).

## 1.3 Scope and Structure of Report

1.3.1 This Transport Statement (TS) has been prepared to consider the transport and movement aspects of the proposal in accordance with national, regional and local planning policy. The remainder of this TS is structured as follows:

- Section 2 – Transport Policy Context
- Section 3 – Existing Conditions;
- Section 4 – Proposed Development;
- Section 5 – Scheme Trip Generation;
- Section 6 – Travel Plan; and
- Section 7 – Summary and Conclusions

# SECTION 2 Transport Policy Context

## 2.1 Overview

2.1.1 The section reviews and summarises the following national, regional and local policy guidance documents in the context of the proposed scheme.

## 2.2 National Policy

**National Planning Policy Framework (December 2024)**

2.2.1 Section 9 of the National Planning Policy Framework (NPPF) discusses promoting sustainable transport. Paragraphs 115 – 116 set out transport matters when considering development proposals. Paragraph 115 states that:

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

- ***Sustainable transport modes are prioritised taking account of the vision for the site, 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 through a vision-led approach."***

2.2.2 Paragraph 116 provides a high bar for refusal of development on transport grounds:

***"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, following mitigation, would be severe, taking into account all reasonable future scenarios".***

## 2.3 London Policy

**The London Plan 2021 (March 2021)**

2.3.1 The London Plan sets out the strategic targets for the spatial development of London for the next 20-25 years. Relevant Policies include:

2.3.2 ***Policy T1 – Strategic Approach to Transport*** states that all development should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

2.3.3 ***Policy T2 D – Development should reduce the dominance of vehicles*** on London's streets and be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.3.4 ***Policy T4 – Assessing and Mitigating Transport Impacts*** states that Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

2.3.5 ***Policy T5 – Cycling*** requires that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle.

2.3.6 ***Policy T6 B - Car-free development*** should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

2.3.7 ***Policy T6 L - Where sites are redeveloped***, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.

2.3.8 ***Policy T7 – Deliveries, Servicing and Construction*** states that development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

***Parking Standards***

2.3.9 The current car and cycle parking standards set out in the London Plan 2021 relevant to the site are summarised in **Table 2.1** and the cycle parking standards in **Table 2.2.**

**Table 2.1: London Plan Designated Blue Badge Space**

| Land Use | Vehicle Parking Standards | Enlarged bays (percent of total parking provision) |
|---|---|---|
| Religious buildings | Two spaces or 6% whichever is greater | 4% |

Source: London Plan 2021

**Table 2.2: London Plan Cycle Parking Standards**

| Land Use | Long Stay | Short Stay |
|---|---|---|
| Student Accommodation | 0.75 spaces per bedroom | 1 space per 40 bedrooms |
| Church | 1 space per 8 FTE staff | 1 space per 100 sqm |

Source: London Plan 2021

## 2.4 London Borough of Camden Policy

**Camden Local Plan (July 2017)**

2.4.1 The Camden Local Plan was adopted in July 2017, replacing the Core Strategy and Camden Development Policies as the basis for planning decisions and future development in Camden.

2.4.2 The specific transport policies are contained within Section 10. The most relevant policy to the proposed development is:

- ***"Policy T2 Parking and car-free development - The Council will limit the availability of parking and require all new developments in the borough to be car-free."***

**Camden Planning Guidance – Transport (January 2021)**

2.4.3 The Council has prepared this Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan 2017 and is therefore consistent with the Local Plan and forms a Supplementary Planning Document (SPD).

2.4.4 The key messages of Section 8 – Cycling Facilities state:

- ***"The Council will seek high quality cycle parking facilities for development, including redevelopments and in applications that change travel patterns and the travel profile or increase the numbers of people travelling to a site.***
- ***Applicants must provide, as a minimum, the quantity of cycle parking spaces as set out in the London Plan; and***
- ***Applicants will provide cycling facilities that are fully inclusive and accessible by step free access."***

# SECTION 3 Existing Conditions

## 3.1 Site Location

3.1.1 Kings Cross Methodist Church is located on Birkenhead Street and Crestfield Street, circa 100 metres south of Kings Cross Station. Birkenhead Street forms the site frontage to the east and Crestfield Street the site frontage to the west. Birkenhead Street and Crestfield Street are primarily residential, but with small offices and hotels also provided along the road.

3.1.2 The site is under the jurisdiction of the London Borough of Camden.

## 3.2 Existing Site Operations

3.2.1 The site has accesses from both Birkenhead Street and Crestfield Street. Both frontages provide access to the main church hall and student accommodation building uses.

3.2.2 The Birkenhead Street frontage is gated, and access is provided via three gates. The primary sliding gate leads to the stairs and main building, church hall access. The secondary gates either side open into areas used to store bins and cycles, including a small store, but also provide access to the main building access stairs.

3.2.3 The Crestfield street frontage has two accesses, one which provides access to uses on the western side of the building, including the international services room, and the other access to another store.

3.2.4 The site has minimal servicing requirements, currently requiring 1 delivery weekly for the student accommodation. Deliveries are currently taken from Crestfield Street.

3.2.5 Refuse bins are located on the Birkenhead Street frontage, within the site curtilage. Refuse vehicles service the site from Birkenhead Street once weekly.

## 3.3 Local Highway Network

3.3.1 Both Birkenhead Street and Crestfield Street are one way (southbound) accessed from A501 Euston Road to the north. They run parallel to each other with Birkenhead Street meeting St Chad Street to the south and Crestfield Street to Argyle Square to the south. Birkenhead Street and Crestfield Street are located in a 20mph speed limit zone with the following restrictions:

- Controlled Parking Zone (CA-D) - parking for permit holders only from:
  - Monday to Friday - 08:30 – 18:30
  - Saturday - 08:30-13:30

- Vehicles exceeding 18 tonnes are restricted from access:
  - Monday to Friday – 00:00 - 0700 and 21:00 - 00:00
  - Saturday – 00:00 - 07:00 and 13:00 - 00:00
  - Sunday at any time.

3.3.2 Euston Road (A501) is a two-lane dual carriageway road, located north of the site and subject to a 30mph speed limit. Euston Road meets both Birkenhead Street and Crestfield Street junctions which operate as left turn in only, with a contra-flow cycle lane as left out only. It continues westbound past Regents Park until becoming the A40.

## 3.4 Active Travel Opportunities

### Walking

3.4.1 Birkenhead Street and Crestfield Street both feature wide, good quality footways on both sides of the carriageway as well as pedestrian crossings with dropped kerbs and tactile paving; one located at the junction with Euston Road (A501), and the other at the junction with St Chad Street.

3.4.2 St Chad's Street also features wide footways which connect to Euston Road (A501) to the east. as well as a modal filter between Birkenhead Street and Crestfield Street. This area is closed to all vehicles except cycles, providing an active travel link between Birkenhead Street and Crestfield Street.

3.4.3 To the north of the site on Euston Road (A501), there are wide, good quality footways with several signalled crossings connecting to Kings Cross and St Pancras stations. A parallel crossing with a refuge island is situated immediately to the east of Birkenhead Street, along the desire line between the site and Kings Cross station and London Underground entrance. Additionally, the signalised crossing at the Euston Road (A501)/ Pancras Road/ Belgrove Street features a refuge island on Euston Road and adheres to the walking desire line between the site and St Pancras international station and the Kings Cross, St Pancras London Underground entrance.

3.4.4 These crossings provide connections to a wide range of local facilities and services within a 200-metre walking distance of the site, including; Pret, Blank Street Coffee, Five Guys, Nisa Local and a hair salon. A detailed analysis of the key walking route from the site to the key stations and facilities is presented in **Table 3.1.**

### Cycling

3.4.5 The low-speed limit of 20mph and traffic control zones supports an environment conducive for cycling. Cycling signage permitting counterflow cycling is found along Birkenhead Street and Crestfield Street on either side of the site. Advance cycle stop lines are found along Euston Road as well as a westbound cycle lane which extends for approximately 100 metres where if rejoins the main carriageway.

3.4.6 A Santander Cycle parking point is positioned adjacent to the site (**Image 3.1**), as well as three Sheffield stands on either side of the carriageway. Additionally, electric bike rental schemes such as Lime Bike and Forest operate within the local area.

**Image 3.1: Birkenhead Street Frontage and Santander Cycle Parking Point**

Source: Consultant's Photo

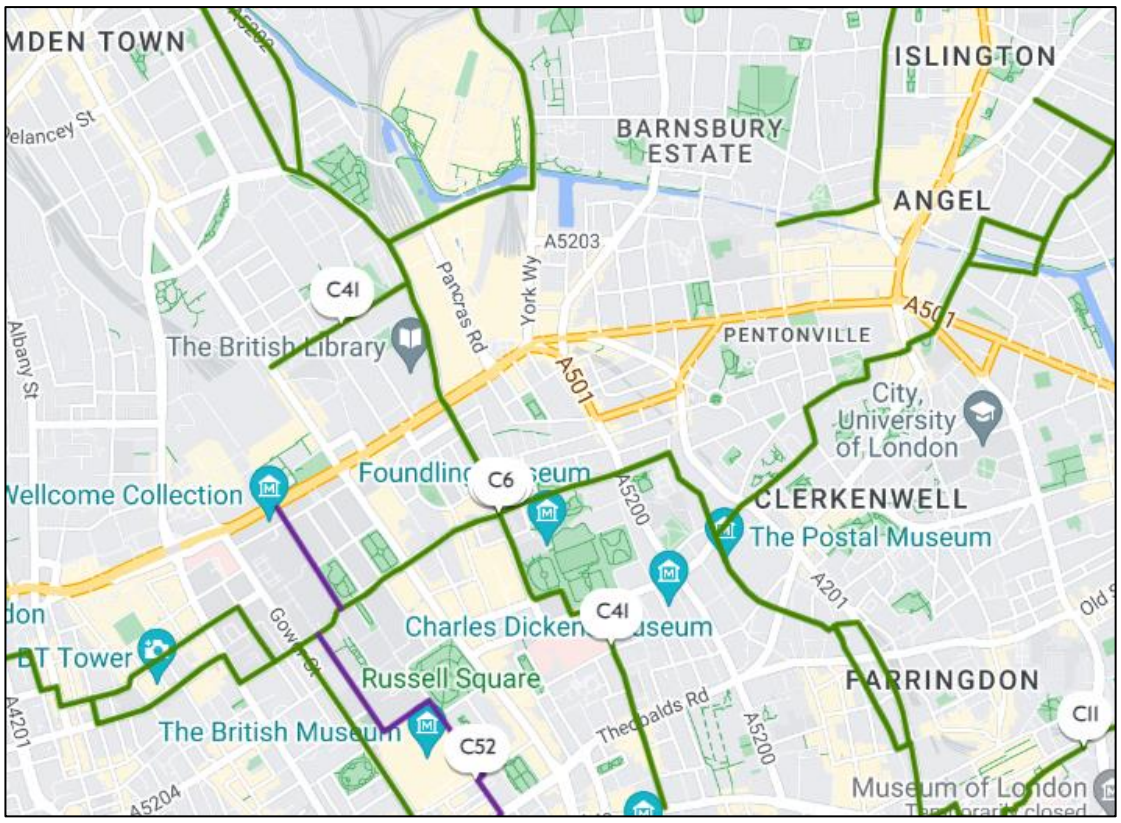
3.4.7 To the south of the site is a modal filter on St Chad's Street. Only pedestrians and cyclists can travel between Birkenhead Street and St Chad's Street to Crestfield Street and Argyle Street, as shown at **Image 3.2.**

**Image 3.2: St Chad's Street Modal Filter**


Source: Google Streetview

3.4.8 There are several high-quality cycle routes located close to the site including London cycle route C6 which runs closest to the site. This route provides a direct and safe route along segregated cycle lanes from King's Cross through Camden and to Kentish Town passing University College London, the British Library, Camden Market and along the Regents Canal Footpath. Other London cycle routes located close to the site include C27, C42, C52 and C which are shown in **Image 3.3**.

**Image 3.3: London Cycle Routes**




Source: TfL

3.4.9 Heading east of the site, there are intermittent cycle lanes which merge into bus lanes which continues through local community areas such as Angel and Shoreditch. Public Transport Opportunities

3.4.10 The site is located within 100 metre walk of the closest bus stops and King's Cross Station, then a 250 metre walk from St Pancras International Station. This provides excellent public transport connections to bus, London Underground, national and international rail services.

3.4.11 The closest bus stop on Euston Road is located within a 100 metre walk of the site and provides regular services, many which run through the night to destinations in and around Greater London. The westbound stop features a flag, pole and timetable information whilst the eastbound stop features a large bus shelter with seating and live bus information.

3.4.12 The bus services available from the bus stop on Euston Road (Stop R) include 30, 73, 91, 205, 390, N73, N91, N205. These provide a total of approximately 28 buses per hour from Monday to Saturdays and 23 per hour on Sundays.

### Public Transport Accessibility Level (PTAL)

3.4.13 The Public Transport Accessibility Level (PTAL) methodology is used by TfL and London Boroughs to provide a measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency. It is evident from the TfL 'WebCAT' tool that the site has a PTAL of 6b, as shown at **Image 3.4**. A rating of 1a indicates the lowest level of accessibility to public transport and 6b indicates the highest level. The PTAL 6b rating identifies that the site has excellent (the best possible), access to the public transport network.

**Image 3.4: PTAL Map**


Source: WebCAT TfL

## 3.5 Healthy Streets Assessment

### Key Route to King's Cross and St Pancras Stations

3.5.1 Start travel northbound along Birkenhead Street which has wide, good quality footways on either side of the carriageway. It is street lit, with natural surveillance form residential properties. A pedestrian crossing is located at the northern end of Birkenhead Street with dropped kerbs and tactile paving. A contra-flow cycle route is provided on Birkenhead Street for access onto the cycle lane on Euston Road.

3.5.2 Euston Road features a parallel crossing which provides safe crossing for both pedestrians and cyclists to the northern side of the carriageway where the closest bus stop is located. Immediately outside King's Cross Station is a large pedestrianised zone with seating, street lighting and a travel information point. This area is busy with commuters, tourists and TfL staff throughout the day and night which provides natural surveillance and increased safety perception.

3.5.3 King's Cross Station is accessed at ground level with step free access to all platforms, shops, toilets and surveillance from commuters and staff. Stepped access is provided to the London Underground Station from the pedestrianised area, with step free options provided within King's Cross station itself.

3.5.4 A signalised pedestrian crossing with a refuge island is provided over Pancras Road at the junction with Euston Road. This provides safe crossing to the stepped access to St Pancras International station and London Underground.

3.5.5 Step free access to St Pancras station is provided by travelling northbound along Pancras Road along the wide, good quality footway for approximately 230 metres St Pancras features step free access to all platforms, shops, toilets and surveillance from commuters, tourists and staff.

3.5.6 A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 3.1**.

**Table 3.1: Healthy Streets Assessment**

| Healthy Street Indicator | Met (✓/✗) | Comments |
|---|---|---|
| Pedestrians from all walks of life | ✓ | Outside and around Kingcs Cross Station is busy with commuters, tourists and residents at all times of the day. |
| Easy to cross | ✓ | There are dropped kerbs and tactile paving on all crossings.<br>Parallel Crossing with a refuge island across Euston Road. |
| Shade and Shelter | ✓ | Shelters and trees located in the pedestrianised area outside King's Cross station.<br>The bus Stops on Euston Road has large bus shelters with seating. |
| Places to stop and rest | ✓ | Seating located in the pedestrianised area outside King's Cross Station. |
| Not too noisy | ✓ | Birkenhead Street is a restricted zone to traffic and vehicles over 18 tonnes which keeps vehicle noise to a minimum.<br>Euston Road has moderate traffic noise. |

| Healthy Street Indicator | Met (✓/✗) | Comments |
|---|---|---|
| People choose to walk, cycle and use public transport | ✓ | Wide, good quality footways on all road with tactile paving and dropped kerbs at all crossings.<br>Santander Cycle parking area and 6 Sheffield Stands located within 50 metres of the site.<br>Contra-flow cycle lane on Birkenhead Street.<br>Cycle lane on the southern side of Euston Road.<br>PTAL of 6b with bus, London Underground, national and international rail services all located within a 250 metre walk of the site. |
| People feel safe | ✓ | Street lighting is provided throughout the route.<br>Birkenhead Street is residential in nature and therefore has natural surveillance.<br>King's Cross is a busy rail station with services running throughout the night and 24hr staff. |
| Things to see and do | ✓ | Market stalls located in the pedestrianised area outside King's Cross Station and shops located inside.<br>Many restaurants, pubs and cafes located along Euston Road. |
| People feel relaxed | ✓ | The pedestrianised area outside King's Cross station is wide, providing lots of space to move about and rest.<br>Euston Road has heavy traffic during peak hours. |
| Clean air | ✓/✗ | Birkenhead Street is located within a controlled zone (Section 3.1) which restricts traffic.<br>Euston Road experiences heavy traffic during peak times. |

# SECTION 4 Proposed Development

## 4.1 Overview

4.1.1 The proposal comprises the part demolition, extension and reconfiguration of the Kings Cross Methodist Church to provide:

- A 263sqm church hall;
- 33 student accommodation rooms; and
- 961sqm of ancillary space, comprising café, hall, office, meeting rooms and plant.

## 4.2 Access Strategy

4.2.1 The site will retain accesses from both Birkenhead Street and Crestfield Street.

4.2.2 The Birkenhead Street access arrangements will still feature three gated accesses and the stairs will also feature a platform lift. This will remain the principal access to the church.

4.2.3 The Crestfield Street access arrangement will change from two double door accesses to three single door accesses. The doors will provide access to the church café, student accommodation/ chapel /office and bin store respectively. A two-door lift (1.2m x 2.3m dimensions) will be installed and located adjacent to the student accommodation/ chapel/ office access.

## 4.3 Parking Provision

### Car Parking

4.3.1 As per existing arrangements, the site will be car free in nature. The applicant is willing to enter into a legal agreement to prohibit occupiers from applying for a parking permit. The demand for blue badge parking is and will continue to be low. Blue badge holders can park within the resident permit holders controlled parking zone (CA-D) located across both site frontages.

### Cycle Parking

4.3.2 The London Plan minimum cycle parking standards detail a minimum of 26no. long stay and 3no. short stay cycle parking spaces are required for the 263sqm church hall and 33 student accommodation rooms, as detailed in **Table 4.1.**

**Table 4.1: Cycle Parking Provision**

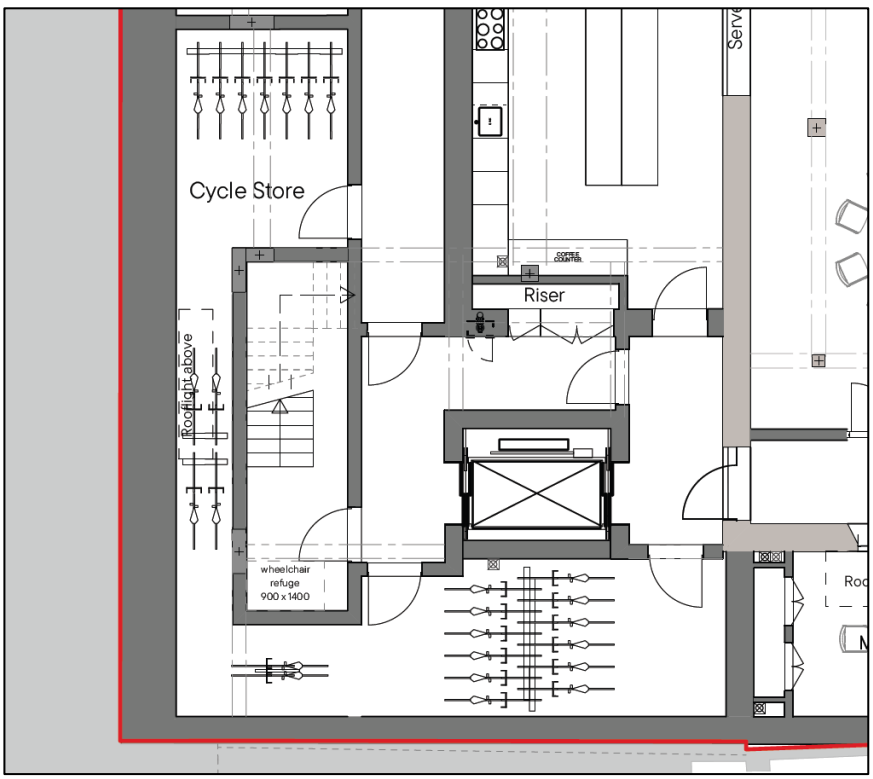
| Land Use | Requirement | | Provision | |
|---|---|---|---|---|
| | Long Stay | Short Stay | Long Stay | Short Stay |
| Student Accommodation | 25 | 1 | 25 | 6 |
| Church | 1 | 2 | 3 | 6 |
| **TOTAL** | **26** | **3** | **28** | **12** |

Source: London Plan 2021

4.3.3 Cycle parking will be provided in accordance with the London Plan minimum cycle parking standards:

- **Student Accommodation Long Stay** - 25no. long stay cycle parking spaces within a dedicated lower ground floor cycle parking store. This is accessed from Crestfield Street student accommodation entrance, then via a two-door lift (1.2m x 2.3m dimension, as detailed in London Cycling Design Standards (LCDS) guidance), as detailed on Matthew Lloyd Architects (MLA) Drawing No. KXMC_PL199_PROPOSED LOWER GROUND FLOOR PLAN_PL01, as shown on **Image 4.1**.

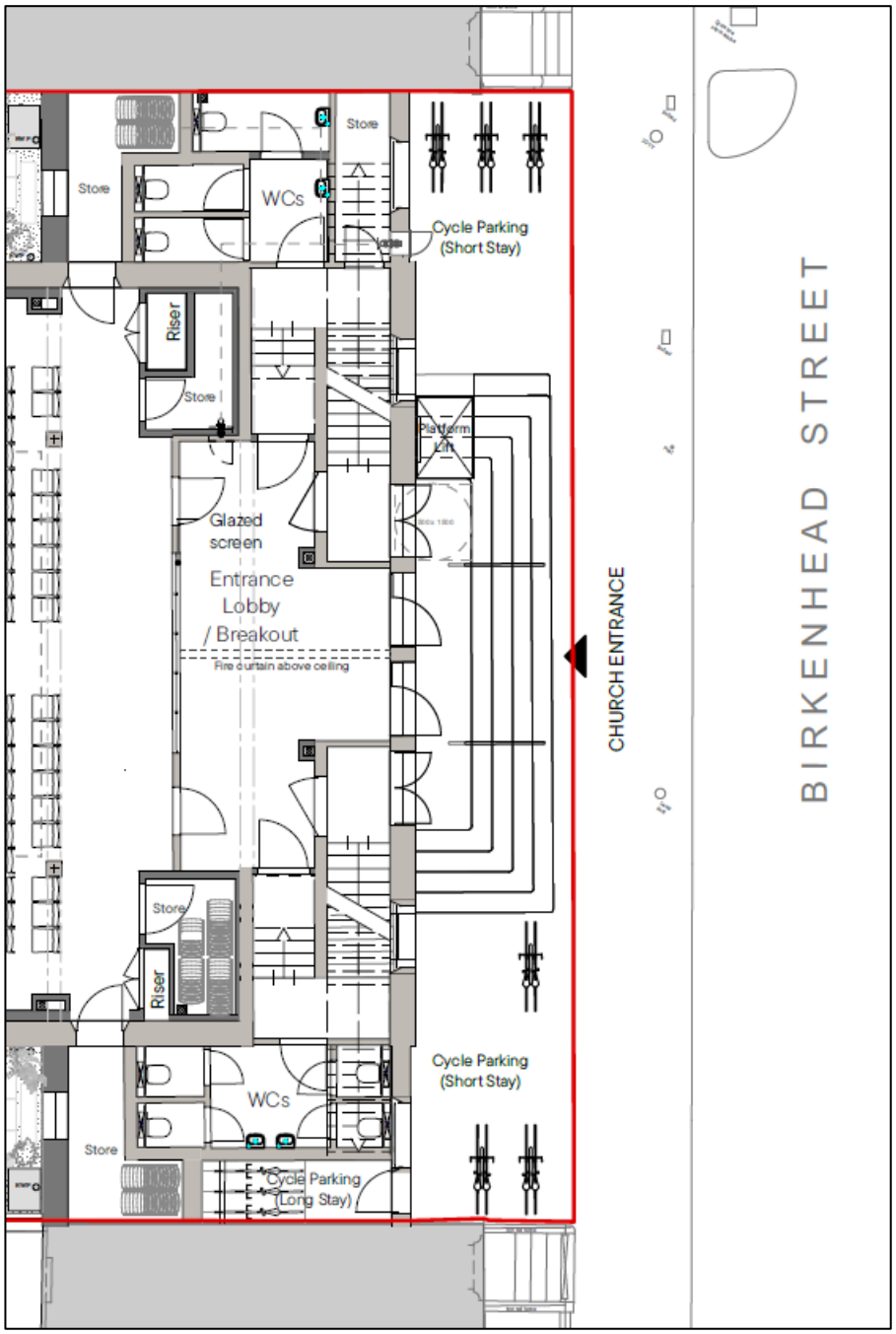
**Image 4.1: Lower Ground Cycle Parking**




Source: MLA Drawing No. KXMC_PL199_PROPOSED LOWER GROUND FLOOR PLAN_PL01

- **Church Long Stay** - 3no. long stay cycle parking spaces within a separate store on the ground floor (at south of Birkenhead Street entrance), as detailed on MLA Drawing No. KXMC_PL200_PROPOSED GROUND FLOOR PLAN_PL01, as shown on **Image 4.2**.
- **Short Stay** - 12no. short stay cycle parking spaces on ground floor at the Birkenhead Street frontage (**Image 4.2**).

**Image 4.2: Ground Floor Cycle Parking**




Source: MLA Drawing No. KXMC_PL200_PROPOSED GROUND FLOOR PLAN_PL01

## 4.4 Delivery and Servicing Arrangements

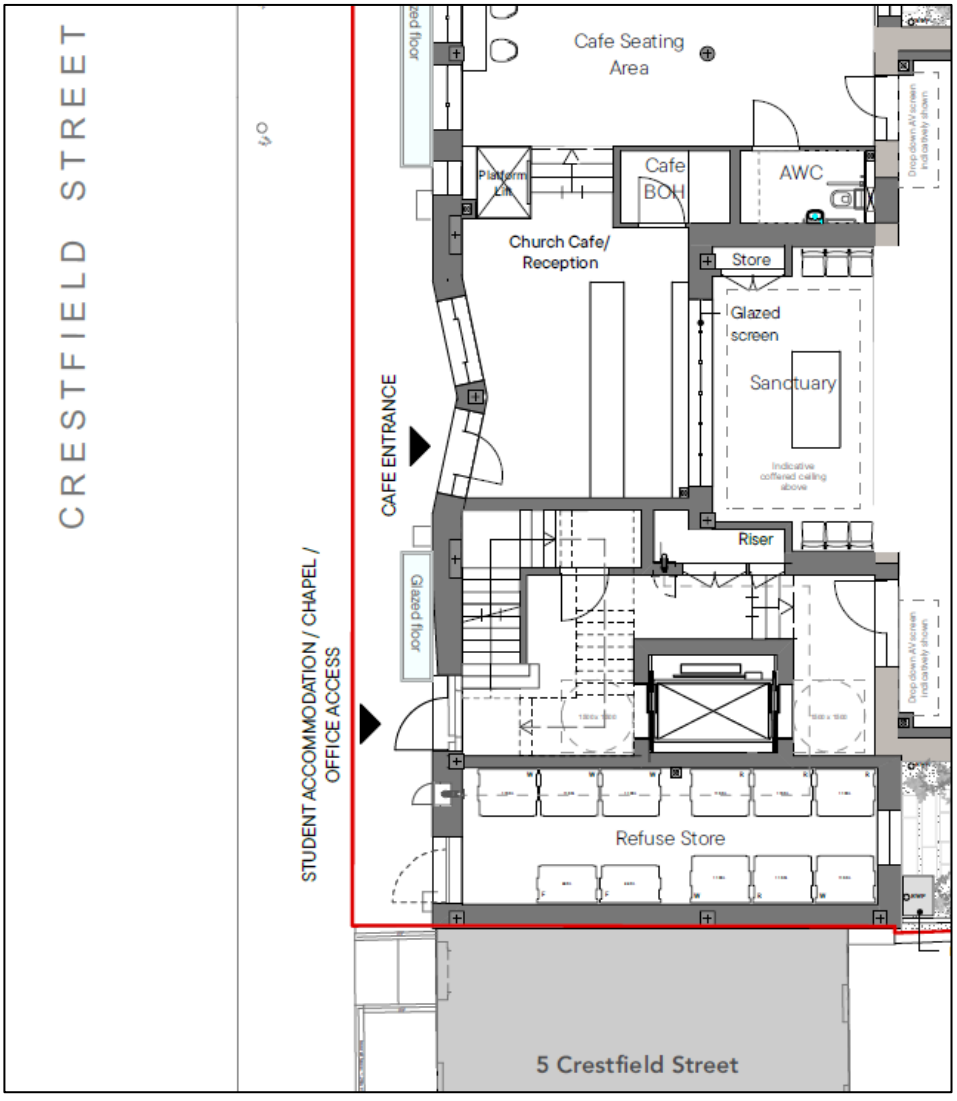
### Deliveries

4.4.1 The proposed scheme will require 2no. deliveries per week; 1no. for the student accommodation and 1no. for the church cafe. Delivery arrangements will as per existing and taken from Crestfield Street. The increase in delivery numbers (1no. per week) will have a negligible impact on the operation of the local highway network.

### Servicing

4.4.2 A large bin store is located on ground floor and is accessed from the Crestfield Street frontage, as detailed on MLA Drawing No. KXMC_PL200_PROPOSED GROUND FLOOR PLAN_PL01, as shown on **Image 4.3**.

**Image 4.3: Ground Floor Bin Store**




Source: MLA Drawing No. KXMC_PL200_PROPOSED GROUND FLOOR PLAN_PL01

4.4.3 The bin store will contain:

- 5 x 1100L receptacles = 4400L – Household waste
- 4 x 1100L receptacles = 4400L - Recycling
- 2 x 660L receptacles = 1320L – Food waste

4.4.4 The site will be serviced from the Crestfield Street carriageway, with refuse vehicles accessing the site via Euston Road (A501). There will be no material change in refuse servicing demands as a result of the proposal with the same number and type of vehicles servicing the site as per existing arrangements.

# SECTION 5 Scheme Trip Generation

## 5.1 Overview

5.1.1 This section sets out the net trip generation of the proposed development in order to determine the impact of the scheme on the local pedestrian and cycle networks, public transport services and highway network.

5.1.2 Additional trips from the church will be experienced on a Sunday in accordance with peak periods for a Christian denomination church. This is outside of the typical network peak periods.

5.1.3 Additional trips from the student accommodation will be experienced throughout the week. However, for robustness this has been assessed on weekdays.

## 5.2 Church Space

**First Principles Methodology**

5.2.1 The peak periods for the Kings Cross Methodist Church are Sunday mornings and Sunday early afternoons. This is outside of the traditional network peak hours. Kings Cross Methodist Church run three weekly services on Sundays:

- Mandarin service - 10:30
- English service – 11:00
- Cantonese service – 13:30

5.2.2 The Mandarin and Cantonese services are currently held in the church hall, accessed from Birkenhead Street, and the English services are held in the international services room, accessed from Crestfield Street.

5.2.3 The Mandarin and English services are and will be held concurrently. The Mandarin services are to be held in the church hall, accessed from Birkenhead Street. The English service will start 30 minutes later and will be held on the chapel on the first floor, accessed from Crestfield Street. The different entrances are used to prevent conflicting movements at similar times.

***Church Hall – Birkenhead Street Access***

5.2.4 The existing 210 sqm church hall has an indicative capacity of 250 seats. However, the applicant's records show that the typical number of attendees to each service is as follows:

- Mandarin service – 120 (48% capacity)
- Cantonese service – 100 (40% capacity)

5.2.5 The proposed 263sqm church hall has an indicative capacity of 300 seats. However, the typical number of attendees to each of the services has been factored accordingly to suggest the scheme's typical number of attendees:

- Mandarin service - 144
- Cantonese service – 120

5.2.6 A first principles methodology approach has been applied to a typical church hall service attendance as detailed in **Table 5.1** and full capacity scenario, as detailed in **Table 5.2**. The following assumptions have been made:

- Attendees arrive within the 30 minutes prior to their chosen service;
- Services run no longer than 120 minutes; and
- Attendees leave the premises immediately to allow for the next services to start.

**Table 5.1: Church Hall Total Person Net Trip Generation – Sunday Typical Attendance**

| | 10:00 – 11:00 | | 11:00 – 12:00 | | 12:00 – 13:00 | | 13:00 – 14:00 | | 14:00 – 15:00 | | 15:00 – 16:00 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Typical Attendance – Existing** | | | | | | | | | | | | |
| Mandarin Service | 120 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cantonese Service | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 |
| **Total** | **120** | **0** | **0** | **0** | **0** | **120** | **100** | **0** | **0** | **0** | **0** | **100** |
| **Typical Attendance – Proposed** | | | | | | | | | | | | |
| Mandarin Service | 144 | 0 | 0 | 0 | 0 | 144 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cantonese Service | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 120 |
| **Total** | **144** | **0** | **0** | **0** | **0** | **144** | **120** | **0** | **0** | **0** | **0** | **120** |
| **Typical Attendance – Net** | | | | | | | | | | | | |
| Mandarin Service | 24 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cantonese Service | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 20 |
| **Total** | **24** | **0** | **0** | **0** | **0** | **24** | **20** | **0** | **0** | **0** | **0** | **20** |

Source: Kings Cross Methodist Church and Consultant's Estimates

5.2.7 Table 5.1 demonstrates that the church space, operating with typical attendance, could generate a net increase of 44 entry and 44 departure (88 two-way) person movements across the day as a result of the increased seat capacity. This level of net increase in total person trip generation is negligible and reflects the increase in scale of development.

**Table 5.2: Church Hall Total Person Net Trip Generation – Sunday Full Capacity**

| | 10:00 – 11:00 | | 11:00 – 12:00 | | 12:00 – 13:00 | | 13:00 – 14:00 | | 14:00 – 15:00 | | 15:00 – 16:00 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Full Capacity (c.250) - Existing** | | | | | | | | | | | | |
| Mandarin Service | 250 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cantonese Service | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 0 | 0 | 0 | 0 | 250 |
| **Total** | **250** | **0** | **0** | **0** | **0** | **250** | **250** | **0** | **0** | **0** | **0** | **250** |
| **Full Capacity (c.300) - Proposed** | | | | | | | | | | | | |
| Mandarin Service | 300 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cantonese Service | 0 | 0 | 0 | 0 | 0 | 0 | 300 | 0 | 0 | 0 | 0 | 300 |
| **Total** | **300** | **0** | **0** | **0** | **0** | **300** | **300** | **0** | **0** | **0** | **0** | **300** |
| **Full Capacity - Net** | | | | | | | | | | | | |
| Mandarin Service | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cantonese Service | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 |
| **Total** | **50** | **0** | **0** | **0** | **0** | **50** | **50** | **0** | **0** | **0** | **0** | **50** |

Source: Kings Cross Methodist Church and Consultant's Estimates

5.2.8 Table 5.2 demonstrates that the church space, operating a maximum capacity, could generate a net increase of 100 entry and 100 departure (200 two-way) person movements across the day as a result of the increased seat capacity.

5.2.9 The church hall currently operates at circa 50% capacity during the Mandarin services and 40% in the Cantonese services. It is highly unlikely that the proposal will result in a doubling of attendance. It is possible however that the service attendance would increase in alignment with the scale of development (i.e., 20% increase), resulting in a net increase of 88 two-way person movements across the day.

***International Services Room – Crestfield Street Access***

5.2.10 The existing international services room has an indicative capacity of 50 seats. However, the applicant's records show that the typical number of English service attendees is 25 (50% capacity).

5.2.11 The proposed chapel on the first floor to be used for the international services has an indicative 80 seats, However, the typical number of attendees to the English services has been factored accordingly to suggest the scheme's typical number of English service attendees could be 40.

5.2.12 A first principles methodology approach has been applied to a typical English service attendance as detailed in **Table 5.3** and full capacity scenario, as detailed in **Table 5.4**. The following assumptions have been made:

- Attendees arrive within the 30 minutes prior to their chosen service;
- Services run no longer than 120 minutes; and
- Attendees leave the premises immediately to allow for the next services to start.

**Table 5.3: International Services Total Person Net Trip Generation – Sunday Typical Attendance**

| | 10:00 – 11:00 | | 11:00 – 12:00 | | 12:00 – 13:00 | | 13:00 – 14:00 | | 14:00 – 15:00 | | 15:00 – 16:00 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Typical Attendance – Existing** | | | | | | | | | | | | |
| English Service | 25 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Typical Attendance – Proposed** | | | | | | | | | | | | |
| English Service | 40 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Typical Attendance – Net** | | | | | | | | | | | | |
| English Service | 15 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 |

Source: Kings Cross Methodist Church and Consultant's Estimates

5.2.13 Table 5.3 demonstrates that the international services room/ chapel, operating with typical attendance, could generate a net increase of 30 two-way person movements across the day as a result of the scheme. This level of net increase in total person trip generation is negligible and reflects the increase in scale of development.

**Table 5.4: International Services Total Person Net Trip Generation – Sunday Full Capacity**

| | 10:00 – 11:00 | | 11:00 – 12:00 | | 12:00 – 13:00 | | 13:00 – 14:00 | | 14:00 – 15:00 | | 15:00 – 16:00 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | Out |
| **Full Capacity (c.50) - Existing** | | | | | | | | | | | | |
| English Service | 50 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Full Capacity (c.80) - Proposed** | | | | | | | | | | | | |
| English Service | 80 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Full Capacity - Net** | | | | | | | | | | | | |
| English Service | 30 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 |

Source: Kings Cross Methodist Church and Consultant's Estimates

5.2.14 Table 5.4 demonstrates that the international services room/ chapel, operating a maximum capacity, could generate a net increase of 30 entry and 30 departure (60 two-way) person movements across the day as a result of the increased seat capacity.

5.2.15 The international services room currently operates at circa 50% capacity during the English services. It is highly unlikely that the proposal will result in a doubling of attendance. It is possible however that the service attendance would increase in alignment with the scale of development (i.e., 60% increase), resulting in a net increase of 30 two-way person movements across the day.

## 5.3 Student Accommodation

5.3.1 The likely vehicle and person trip generation of the existing and proposed quantum of student accommodation has been assessed based on the TRICS database. Using the "student accommodation" category for sites in London (PTAL 6a/b only). The vehicle person trip generation for existing 22 bedrooms and proposed 33 bedrooms is provided in **Table 5.5** below. The full TRICS output is provided at **Appendix A**.

**Table 5.5: Student Accommodation Weekday Net Trip Generation**

| | 14hr Daily (07:00 – 21:00) | | |
|---|---|---|---|
| | In | Out | Two-Way |
| **Total Vehicles** | | | |
| *Trip Rates* | *0.043* | *0.045* | *0.088* |
| Trip Generation – Existing Scheme (22) | 1 | 1 | 2 |
| Trip Generation – Proposed Scheme (33) | 1 | 1 | 2 |
| Net Trip Generation | 0 | 0 | 0 |

| | 14hr Daily (07:00 – 21:00) | | |
|---|---|---|---|
| | **In** | **Out** | **Two-Way** |
| **Total People** | | | |
| *Trip Rates* | *0.644* | *0.724* | *1.368* |
| Trip Generation – Existing Scheme (22) | 14 | 16 | 30 |
| Trip Generation – Proposed Scheme (33) | 21 | 24 | 45 |
| Net Trip Generation | +7 | +8 | +15 |

Source: TRICS v7.11.2

5.3.2 Table 5.5 demonstrates that the student accommodation element of the scheme could generate no net increase in vehicle trip generation and a net increase of 15 two-way person movements across the 14-hour day (07:00 – 21:00). This level of net increase in person trip generation is negligible.

## 5.4 Summary

5.4.1 The expected church space net trip generation reflects typical attendance and the increase in scale of development. Furthermore, the trips to/ from Kings Cross Methodist Church for the Mandarin, English and Cantonese services are expected on Sunday's, outside of typical network peak periods.

5.4.2 The student accommodation net trip generation is negligible across the 14-hour weekday period.

5.4.3 The scheme is car-free in nature, and the majority, if not all, of the net trips to/ from Kings Cross Methodist Church, as detailed in Table 5.1, 5.3 and 5.5, would be via the extensive existing public transport and active travel infrastructure surrounding the site.

# SECTION 6 Travel Plan

## 6.1 Overview

6.1.1 In accordance with Camden Local Area Requirements for Planning Applications (2020), this section provides a travel plan which outlines the measures that will be put in place to improve access to public transport and reduce the need for parking associated with the proposal.

## 6.2 Travel Plan

6.2.1 As set out within Section 3, the site is located within a short walking and cycling distance of a wide range of everyday facilities with excellent public transport connections to inner London, outer London, national and international destinations.

6.2.2 The overarching aims of the Travel Plan are:

- To maintain the negligible number of car journeys to the site; and
- To maintain accessibility of the site by non-car modes of transport and thereby encourage the use of other travel modes.

6.2.3 The key target of the Framework Travel Plan is:

***"To maintain the negligible number of trips via private car to the site from the baseline position by year five."***

6.2.4 To deliver these aims and targets, the strategy will seek to:

- Promote walking and cycling for short-medium distance journeys;
- Promote public transport use for medium to long distance journeys; and
- Encourage car sharing for those who have limited alternative.

6.2.5 A combination of 'hard' (infrastructure led) and 'soft' (promotion of incentive based) measures are identified to promote and incentivise sustainable travel choices where it is realistic to do so. The Framework Travel Plan identifies a delivery and management strategy for these measures and commits to future monitoring of the success of the travel plan.

6.2.6 An action plan is provided in **Table 6.1** which summarises the comprehensive package of measures proposed to be delivered to encourage sustainable access to and from the site. Further details are provided within the Framework Travel Plan that accompanies the Transport Assessment.

**Table 6.1: Framework Travel Plan Action Plan**

| Measure | | Timescale |
|---|---|---|
| Infrastructure Measures | | To be phased in line with the development |
| Travel Plan Co-ordinator | | Appointment before occupation of the student accommodation. |
| Information Development and Provision | Production of student' travel information packs | To be developed before occupation of accommodation. |
| | Church community web page | To be phased in line with development. |
| Promotion of Public Transport | | Provide staff, visitors and students with information on local bus timetables and bus stop locations.<br>Promote the use of discounted tickets and rail cards for students. |
| Promote walking and cycling | | Safe and secure cycle parking provided within the development in accordance with London Plan Provision.<br>Promote the use of Santander Cycle and Cycle rental schemes such as Lime Bike and Forest. |
| Promote car share schemes | | Within staff and students' travel information pack and on website / community notice boards. |
| Walking / cycling / local facilities maps | | Displayed on community notice boards throughout the church and communal areas. |

# SECTION 7 Summary and Conclusions

## 7.1 Summary

7.1.1 West London Mission has appointed i-Transport LLP to provide highways and transportation advice in respect of an application at Kings Cross Methodist Church, 58a Birkenhead Street.

7.1.2 The proposal includes a 263sqm church hall, 33 student accommodation rooms, and 961sqm of ancillary space.

7.1.3 Kings Cross Methodist Church is located on Birkenhead Street, circa 100 metres south of King's Cross Station, and has a PTAL rating of 6b. This identifies that the site has excellent, access to the public transport network. Birkenhead Street forms the site frontage to the east and Crestfield Street the site frontage to the west.

7.1.4 The site will retain accesses from both Birkenhead Street and Crestfield Street, however, the proposals include upgraded access arrangements comprising an external platform lift at the Birkenhead Street main access stairs and internal lift adjacent to the Crestfield Street access.

7.1.5 As per existing arrangements, the site will be car free in nature. Blue badge parking demand is low and badge holders can park within the resident permit holders controlled parking zone (CA-D) located across both site frontages.

7.1.6 It is proposed to provide 25no. long stay cycle parking spaces within a dedicated lower ground floor cycle parking store for the student accommodation, and 3no. long stay cycle parking spaces within a separate store on the ground floor for the church space. 12no. short stay cycle parking spaces on ground floor at the Birkenhead Street frontage for all users.

7.1.7 The site will be serviced from the Crestfield Street. The scheme is expected to require 1no. additional delivery per week. There will be no material change in refuse servicing demands as a result of the proposal with the same number and type of vehicles servicing the site as per existing arrangements.

7.1.8 A first principles methodology assessment for the church space and TRICS trip assessment for the student accommodation has been undertaken. The trips to/ from Kings Cross Methodist Church for the Mandarin, English and Cantonese services are expected on Sunday's, outside of typical network peak periods. The student accommodation net trip generation is negligible across the 14-hour weekday period. Furthermore, the scheme is car-free in nature, and the majority, if not all, of the net trips to/ from the site, would be via public transport and active travel modes.

7.1.9 Travel Plan measures will be put in place to encourage site users to travel to/ from the site via active travel and public transport modes and reduce the need for parking associated with the proposal, in accordance with Camden's Local Area Requirements for Planning Applications (2020) have been included in this report.

## 7.2 Conclusion

7.2.1 In conclusion, when assessed against the application refused in 2019 (planning reference: 2015/7013/P), the proposal:

- Will provide cycle parking that has been provided in accordance with the London Plan standards and designed in accordance with London Cycle Design Standards (LCDS) and Camden Transport Planning Guidance.
- Is designed to be car-free, in accordance with the London Plan.
- Will generate a negligible increase in trips to/from the site and would not result in a demonstrable impact on the borough's transport network. Furthermore, the site is located in a highly accessible location, surrounded by and directly connected to the existing high quality active travel infrastructure and frequent and direct public transport services in the vicinity of the site.
- Includes considered construction management measures that are provided under separate cover.
- Includes Travel Plan measures will be put in place to encourage site users to travel to/ from the site via active travel and public transport modes and reduce the need for parking associated with the proposal, in accordance with Camden's Local Area Requirements for Planning Applications (2020).

7.2.2 Therefore, the proposed part demolition, extension and reconfiguration of Kings Cross Methodist Church is acceptable in transport and highways terms.

# APPENDIX A. TRICS Output – Student Accommodation

i-Transport LLP 33 Queen Street London Licence No: 236603

Calculation Reference: AUDIT-236603-240725-0710

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

*Selected regions and areas:*

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | CN | CAMDEN | 1 days |
| | KI | KINGSTON | 1 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: | Number of residents |
| Actual Range: | 200 to 1100 (units: ) |
| Range Selected by User: | 100 to 1100 (units: ) |

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/06/21

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

*Selected survey days:*

| | |
|---|---|
| Tuesday | 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 | 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:*

| | |
|---|---|
| Built-Up Zone | 3 |

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

*Inclusion of Servicing Vehicles Counts:*

| | |
|---|---|
| Servicing vehicles Included | 6 days - Selected |
| Servicing vehicles Excluded | X days - Selected |

Secondary Filtering selection:

*Use Class:*

| | |
|---|---|
| C3 | 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
*Population within 1 mile:*

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

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

Secondary Filtering selection (Cont.):

*Population within 5 miles:*

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

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

*Car ownership within 5 miles:*

| | |
|---|---|
| 0.5 or Less | 1 days |
| 0.6 to 1.0 | 2 days |

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

*Travel Plan:*

| | |
|---|---|
| No | 3 days |

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

*PTAL Rating:*

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

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

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

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

3 LB-03-G-02 STUDENT FLATS LAMBETH
WESTMINSTER BRIDGE RD
LAMBETH

Town Centre
Built-Up Zone
Total Number of residents: 1100
*Survey date: TUESDAY* *27/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 15.74

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.002 | 3 | 624 | 0.003 |
| 09:00 - 10:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 10:00 - 11:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 11:00 - 12:00 | 3 | 624 | 0.004 | 3 | 624 | 0.005 | 3 | 624 | 0.009 |
| 12:00 - 13:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 13:00 - 14:00 | 3 | 624 | 0.005 | 3 | 624 | 0.004 | 3 | 624 | 0.009 |
| 14:00 - 15:00 | 3 | 624 | 0.004 | 3 | 624 | 0.005 | 3 | 624 | 0.009 |
| 15:00 - 16:00 | 3 | 624 | 0.005 | 3 | 624 | 0.005 | 3 | 624 | 0.010 |
| 16:00 - 17:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 17:00 - 18:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 18:00 - 19:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 19:00 - 20:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 20:00 - 21:00 | 3 | 624 | 0.005 | 3 | 624 | 0.005 | 3 | 624 | 0.010 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.043 | | | 0.045 | | | 0.088 |

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

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



Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 200 - 1100 (units: ) |
| Survey date date range: | 01/01/16 - 25/06/21 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys automatically removed from selection: | 0 |
| Surveys manually removed from selection: | 0 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 08:00 - 09:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 10:00 - 11:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 11:00 - 12:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 12:00 - 13:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 13:00 - 14:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 14:00 - 15:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 15:00 - 16:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 16:00 - 17:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 17:00 - 18:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 18:00 - 19:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 19:00 - 20:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 20:00 - 21:00 | 3 | 624 | 0.004 | 3 | 624 | 0.004 | 3 | 624 | 0.008 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.022 | | | 0.022 | | | 0.044 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 08:00 - 09:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 10:00 - 11:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 11:00 - 12:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 12:00 - 13:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 13:00 - 14:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 14:00 - 15:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 15:00 - 16:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 16:00 - 17:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 17:00 - 18:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 18:00 - 19:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 19:00 - 20:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 20:00 - 21:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.001 | | | 0.001 | | | 0.002 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.002 | 3 | 624 | 0.003 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.002 | 3 | 624 | 0.002 |
| 10:00 - 11:00 | 3 | 624 | 0.000 | 3 | 624 | 0.001 | 3 | 624 | 0.001 |
| 11:00 - 12:00 | 3 | 624 | 0.002 | 3 | 624 | 0.003 | 3 | 624 | 0.005 |
| 12:00 - 13:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 13:00 - 14:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 14:00 - 15:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 15:00 - 16:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 16:00 - 17:00 | 3 | 624 | 0.002 | 3 | 624 | 0.000 | 3 | 624 | 0.002 |
| 17:00 - 18:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 18:00 - 19:00 | 3 | 624 | 0.004 | 3 | 624 | 0.003 | 3 | 624 | 0.007 |
| 19:00 - 20:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 20:00 - 21:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.020 | | | 0.018 | | | 0.038 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.002 | 3 | 624 | 0.003 |
| 09:00 - 10:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 10:00 - 11:00 | 3 | 624 | 0.002 | 3 | 624 | 0.003 | 3 | 624 | 0.005 |
| 11:00 - 12:00 | 3 | 624 | 0.004 | 3 | 624 | 0.006 | 3 | 624 | 0.010 |
| 12:00 - 13:00 | 3 | 624 | 0.003 | 3 | 624 | 0.001 | 3 | 624 | 0.004 |
| 13:00 - 14:00 | 3 | 624 | 0.004 | 3 | 624 | 0.004 | 3 | 624 | 0.008 |
| 14:00 - 15:00 | 3 | 624 | 0.004 | 3 | 624 | 0.006 | 3 | 624 | 0.010 |
| 15:00 - 16:00 | 3 | 624 | 0.006 | 3 | 624 | 0.004 | 3 | 624 | 0.010 |
| 16:00 - 17:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 17:00 - 18:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 18:00 - 19:00 | 3 | 624 | 0.003 | 3 | 624 | 0.001 | 3 | 624 | 0.004 |
| 19:00 - 20:00 | 3 | 624 | 0.003 | 3 | 624 | 0.001 | 3 | 624 | 0.004 |
| 20:00 - 21:00 | 3 | 624 | 0.005 | 3 | 624 | 0.002 | 3 | 624 | 0.007 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.041 | | | 0.035 | | | 0.076 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.005 | 3 | 624 | 0.011 | 3 | 624 | 0.016 |
| 08:00 - 09:00 | 3 | 624 | 0.004 | 3 | 624 | 0.045 | 3 | 624 | 0.049 |
| 09:00 - 10:00 | 3 | 624 | 0.005 | 3 | 624 | 0.034 | 3 | 624 | 0.039 |
| 10:00 - 11:00 | 3 | 624 | 0.009 | 3 | 624 | 0.038 | 3 | 624 | 0.047 |
| 11:00 - 12:00 | 3 | 624 | 0.013 | 3 | 624 | 0.029 | 3 | 624 | 0.042 |
| 12:00 - 13:00 | 3 | 624 | 0.022 | 3 | 624 | 0.032 | 3 | 624 | 0.054 |
| 13:00 - 14:00 | 3 | 624 | 0.025 | 3 | 624 | 0.038 | 3 | 624 | 0.063 |
| 14:00 - 15:00 | 3 | 624 | 0.018 | 3 | 624 | 0.029 | 3 | 624 | 0.047 |
| 15:00 - 16:00 | 3 | 624 | 0.036 | 3 | 624 | 0.021 | 3 | 624 | 0.057 |
| 16:00 - 17:00 | 3 | 624 | 0.034 | 3 | 624 | 0.020 | 3 | 624 | 0.054 |
| 17:00 - 18:00 | 3 | 624 | 0.037 | 3 | 624 | 0.025 | 3 | 624 | 0.062 |
| 18:00 - 19:00 | 3 | 624 | 0.037 | 3 | 624 | 0.018 | 3 | 624 | 0.055 |
| 19:00 - 20:00 | 3 | 624 | 0.025 | 3 | 624 | 0.012 | 3 | 624 | 0.037 |
| 20:00 - 21:00 | 3 | 624 | 0.030 | 3 | 624 | 0.010 | 3 | 624 | 0.040 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.300 | | | 0.362 | | | 0.662 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.002 | 3 | 624 | 0.005 | 3 | 624 | 0.007 |
| 08:00 - 09:00 | 3 | 624 | 0.002 | 3 | 624 | 0.024 | 3 | 624 | 0.026 |
| 09:00 - 10:00 | 3 | 624 | 0.004 | 3 | 624 | 0.027 | 3 | 624 | 0.031 |
| 10:00 - 11:00 | 3 | 624 | 0.006 | 3 | 624 | 0.025 | 3 | 624 | 0.031 |
| 11:00 - 12:00 | 3 | 624 | 0.011 | 3 | 624 | 0.017 | 3 | 624 | 0.028 |
| 12:00 - 13:00 | 3 | 624 | 0.006 | 3 | 624 | 0.019 | 3 | 624 | 0.025 |
| 13:00 - 14:00 | 3 | 624 | 0.011 | 3 | 624 | 0.013 | 3 | 624 | 0.024 |
| 14:00 - 15:00 | 3 | 624 | 0.009 | 3 | 624 | 0.013 | 3 | 624 | 0.022 |
| 15:00 - 16:00 | 3 | 624 | 0.014 | 3 | 624 | 0.008 | 3 | 624 | 0.022 |
| 16:00 - 17:00 | 3 | 624 | 0.013 | 3 | 624 | 0.006 | 3 | 624 | 0.019 |
| 17:00 - 18:00 | 3 | 624 | 0.021 | 3 | 624 | 0.007 | 3 | 624 | 0.028 |
| 18:00 - 19:00 | 3 | 624 | 0.017 | 3 | 624 | 0.007 | 3 | 624 | 0.024 |
| 19:00 - 20:00 | 3 | 624 | 0.015 | 3 | 624 | 0.004 | 3 | 624 | 0.019 |
| 20:00 - 21:00 | 3 | 624 | 0.020 | 3 | 624 | 0.002 | 3 | 624 | 0.022 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.151 | | | 0.177 | | | 0.328 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.004 | 3 | 624 | 0.009 | 3 | 624 | 0.013 |
| 08:00 - 09:00 | 3 | 624 | 0.002 | 3 | 624 | 0.016 | 3 | 624 | 0.018 |
| 09:00 - 10:00 | 3 | 624 | 0.006 | 3 | 624 | 0.013 | 3 | 624 | 0.019 |
| 10:00 - 11:00 | 3 | 624 | 0.010 | 3 | 624 | 0.018 | 3 | 624 | 0.028 |
| 11:00 - 12:00 | 3 | 624 | 0.008 | 3 | 624 | 0.009 | 3 | 624 | 0.017 |
| 12:00 - 13:00 | 3 | 624 | 0.010 | 3 | 624 | 0.008 | 3 | 624 | 0.018 |
| 13:00 - 14:00 | 3 | 624 | 0.011 | 3 | 624 | 0.011 | 3 | 624 | 0.022 |
| 14:00 - 15:00 | 3 | 624 | 0.009 | 3 | 624 | 0.012 | 3 | 624 | 0.021 |
| 15:00 - 16:00 | 3 | 624 | 0.007 | 3 | 624 | 0.009 | 3 | 624 | 0.016 |
| 16:00 - 17:00 | 3 | 624 | 0.015 | 3 | 624 | 0.007 | 3 | 624 | 0.022 |
| 17:00 - 18:00 | 3 | 624 | 0.013 | 3 | 624 | 0.009 | 3 | 624 | 0.022 |
| 18:00 - 19:00 | 3 | 624 | 0.014 | 3 | 624 | 0.007 | 3 | 624 | 0.021 |
| 19:00 - 20:00 | 3 | 624 | 0.009 | 3 | 624 | 0.003 | 3 | 624 | 0.012 |
| 20:00 - 21:00 | 3 | 624 | 0.018 | 3 | 624 | 0.005 | 3 | 624 | 0.023 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.136 | | | 0.136 | | | 0.272 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.006 | 3 | 624 | 0.014 | 3 | 624 | 0.020 |
| 08:00 - 09:00 | 3 | 624 | 0.004 | 3 | 624 | 0.040 | 3 | 624 | 0.044 |
| 09:00 - 10:00 | 3 | 624 | 0.010 | 3 | 624 | 0.040 | 3 | 624 | 0.050 |
| 10:00 - 11:00 | 3 | 624 | 0.016 | 3 | 624 | 0.043 | 3 | 624 | 0.059 |
| 11:00 - 12:00 | 3 | 624 | 0.019 | 3 | 624 | 0.026 | 3 | 624 | 0.045 |
| 12:00 - 13:00 | 3 | 624 | 0.016 | 3 | 624 | 0.027 | 3 | 624 | 0.043 |
| 13:00 - 14:00 | 3 | 624 | 0.022 | 3 | 624 | 0.024 | 3 | 624 | 0.046 |
| 14:00 - 15:00 | 3 | 624 | 0.017 | 3 | 624 | 0.025 | 3 | 624 | 0.042 |
| 15:00 - 16:00 | 3 | 624 | 0.021 | 3 | 624 | 0.017 | 3 | 624 | 0.038 |
| 16:00 - 17:00 | 3 | 624 | 0.028 | 3 | 624 | 0.013 | 3 | 624 | 0.041 |
| 17:00 - 18:00 | 3 | 624 | 0.034 | 3 | 624 | 0.015 | 3 | 624 | 0.049 |
| 18:00 - 19:00 | 3 | 624 | 0.032 | 3 | 624 | 0.014 | 3 | 624 | 0.046 |
| 19:00 - 20:00 | 3 | 624 | 0.024 | 3 | 624 | 0.007 | 3 | 624 | 0.031 |
| 20:00 - 21:00 | 3 | 624 | 0.038 | 3 | 624 | 0.007 | 3 | 624 | 0.045 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.287 | | | 0.312 | | | 0.599 |

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 15.74

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.012 | 3 | 624 | 0.026 | 3 | 624 | 0.038 |
| 08:00 - 09:00 | 3 | 624 | 0.010 | 3 | 624 | 0.088 | 3 | 624 | 0.098 |
| 09:00 - 10:00 | 3 | 624 | 0.015 | 3 | 624 | 0.076 | 3 | 624 | 0.091 |
| 10:00 - 11:00 | 3 | 624 | 0.027 | 3 | 624 | 0.084 | 3 | 624 | 0.111 |
| 11:00 - 12:00 | 3 | 624 | 0.038 | 3 | 624 | 0.064 | 3 | 624 | 0.102 |
| 12:00 - 13:00 | 3 | 624 | 0.041 | 3 | 624 | 0.060 | 3 | 624 | 0.101 |
| 13:00 - 14:00 | 3 | 624 | 0.053 | 3 | 624 | 0.067 | 3 | 624 | 0.120 |
| 14:00 - 15:00 | 3 | 624 | 0.041 | 3 | 624 | 0.061 | 3 | 624 | 0.102 |
| 15:00 - 16:00 | 3 | 624 | 0.065 | 3 | 624 | 0.043 | 3 | 624 | 0.108 |
| 16:00 - 17:00 | 3 | 624 | 0.066 | 3 | 624 | 0.036 | 3 | 624 | 0.102 |
| 17:00 - 18:00 | 3 | 624 | 0.075 | 3 | 624 | 0.042 | 3 | 624 | 0.117 |
| 18:00 - 19:00 | 3 | 624 | 0.075 | 3 | 624 | 0.036 | 3 | 624 | 0.111 |
| 19:00 - 20:00 | 3 | 624 | 0.052 | 3 | 624 | 0.021 | 3 | 624 | 0.073 |
| 20:00 - 21:00 | 3 | 624 | 0.074 | 3 | 624 | 0.020 | 3 | 624 | 0.094 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.644 | | | 0.724 | | | 1.368 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 09:00 - 10:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 10:00 - 11:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 11:00 - 12:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 12:00 - 13:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 13:00 - 14:00 | 3 | 624 | 0.001 | 3 | 624 | 0.000 | 3 | 624 | 0.001 |
| 14:00 - 15:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 15:00 - 16:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 16:00 - 17:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 17:00 - 18:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 18:00 - 19:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 19:00 - 20:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 20:00 - 21:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.009 | | | 0.008 | | | 0.017 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 10:00 - 11:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 11:00 - 12:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 12:00 - 13:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 13:00 - 14:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 14:00 - 15:00 | 3 | 624 | 0.002 | 3 | 624 | 0.003 | 3 | 624 | 0.005 |
| 15:00 - 16:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 16:00 - 17:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 17:00 - 18:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 18:00 - 19:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 19:00 - 20:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 20:00 - 21:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.017 | | | 0.016 | | | 0.033 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 08:00 - 09:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 10:00 - 11:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 11:00 - 12:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 12:00 - 13:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 13:00 - 14:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 14:00 - 15:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 15:00 - 16:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 16:00 - 17:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 17:00 - 18:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 18:00 - 19:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 19:00 - 20:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 20:00 - 21:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.002 | | | 0.002 | | | 0.004 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.001 | 3 | 624 | 0.006 | 3 | 624 | 0.007 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.013 | 3 | 624 | 0.014 |
| 09:00 - 10:00 | 3 | 624 | 0.003 | 3 | 624 | 0.012 | 3 | 624 | 0.015 |
| 10:00 - 11:00 | 3 | 624 | 0.007 | 3 | 624 | 0.013 | 3 | 624 | 0.020 |
| 11:00 - 12:00 | 3 | 624 | 0.006 | 3 | 624 | 0.007 | 3 | 624 | 0.013 |
| 12:00 - 13:00 | 3 | 624 | 0.007 | 3 | 624 | 0.007 | 3 | 624 | 0.014 |
| 13:00 - 14:00 | 3 | 624 | 0.007 | 3 | 624 | 0.009 | 3 | 624 | 0.016 |
| 14:00 - 15:00 | 3 | 624 | 0.006 | 3 | 624 | 0.009 | 3 | 624 | 0.015 |
| 15:00 - 16:00 | 3 | 624 | 0.006 | 3 | 624 | 0.006 | 3 | 624 | 0.012 |
| 16:00 - 17:00 | 3 | 624 | 0.013 | 3 | 624 | 0.003 | 3 | 624 | 0.016 |
| 17:00 - 18:00 | 3 | 624 | 0.012 | 3 | 624 | 0.009 | 3 | 624 | 0.021 |
| 18:00 - 19:00 | 3 | 624 | 0.014 | 3 | 624 | 0.005 | 3 | 624 | 0.019 |
| 19:00 - 20:00 | 3 | 624 | 0.006 | 3 | 624 | 0.002 | 3 | 624 | 0.008 |
| 20:00 - 21:00 | 3 | 624 | 0.014 | 3 | 624 | 0.003 | 3 | 624 | 0.017 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.103 | | | 0.104 | | | 0.207 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 08:00 - 09:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 10:00 - 11:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 11:00 - 12:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 12:00 - 13:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 13:00 - 14:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 14:00 - 15:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 15:00 - 16:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 16:00 - 17:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 17:00 - 18:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 18:00 - 19:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 19:00 - 20:00 | 3 | 624 | 0.000 | 3 | 624 | 0.001 | 3 | 624 | 0.001 |
| 20:00 - 21:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.003 | | | 0.003 | | | 0.006 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.003 | 3 | 624 | 0.003 | 3 | 624 | 0.006 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.003 | 3 | 624 | 0.004 |
| 09:00 - 10:00 | 3 | 624 | 0.003 | 3 | 624 | 0.001 | 3 | 624 | 0.004 |
| 10:00 - 11:00 | 3 | 624 | 0.003 | 3 | 624 | 0.005 | 3 | 624 | 0.008 |
| 11:00 - 12:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 12:00 - 13:00 | 3 | 624 | 0.003 | 3 | 624 | 0.001 | 3 | 624 | 0.004 |
| 13:00 - 14:00 | 3 | 624 | 0.003 | 3 | 624 | 0.001 | 3 | 624 | 0.004 |
| 14:00 - 15:00 | 3 | 624 | 0.001 | 3 | 624 | 0.003 | 3 | 624 | 0.004 |
| 15:00 - 16:00 | 3 | 624 | 0.001 | 3 | 624 | 0.003 | 3 | 624 | 0.004 |
| 16:00 - 17:00 | 3 | 624 | 0.002 | 3 | 624 | 0.004 | 3 | 624 | 0.006 |
| 17:00 - 18:00 | 3 | 624 | 0.001 | 3 | 624 | 0.000 | 3 | 624 | 0.001 |
| 18:00 - 19:00 | 3 | 624 | 0.000 | 3 | 624 | 0.002 | 3 | 624 | 0.002 |
| 19:00 - 20:00 | 3 | 624 | 0.002 | 3 | 624 | 0.000 | 3 | 624 | 0.002 |
| 20:00 - 21:00 | 3 | 624 | 0.004 | 3 | 624 | 0.003 | 3 | 624 | 0.007 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.029 | | | 0.031 | | | 0.060 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.002 | 3 | 624 | 0.005 | 3 | 624 | 0.007 |
| 08:00 - 09:00 | 3 | 624 | 0.002 | 3 | 624 | 0.024 | 3 | 624 | 0.026 |
| 09:00 - 10:00 | 3 | 624 | 0.004 | 3 | 624 | 0.027 | 3 | 624 | 0.031 |
| 10:00 - 11:00 | 3 | 624 | 0.006 | 3 | 624 | 0.025 | 3 | 624 | 0.031 |
| 11:00 - 12:00 | 3 | 624 | 0.011 | 3 | 624 | 0.017 | 3 | 624 | 0.028 |
| 12:00 - 13:00 | 3 | 624 | 0.006 | 3 | 624 | 0.019 | 3 | 624 | 0.025 |
| 13:00 - 14:00 | 3 | 624 | 0.011 | 3 | 624 | 0.013 | 3 | 624 | 0.024 |
| 14:00 - 15:00 | 3 | 624 | 0.009 | 3 | 624 | 0.013 | 3 | 624 | 0.022 |
| 15:00 - 16:00 | 3 | 624 | 0.014 | 3 | 624 | 0.008 | 3 | 624 | 0.022 |
| 16:00 - 17:00 | 3 | 624 | 0.013 | 3 | 624 | 0.006 | 3 | 624 | 0.019 |
| 17:00 - 18:00 | 3 | 624 | 0.021 | 3 | 624 | 0.007 | 3 | 624 | 0.028 |
| 18:00 - 19:00 | 3 | 624 | 0.017 | 3 | 624 | 0.007 | 3 | 624 | 0.024 |
| 19:00 - 20:00 | 3 | 624 | 0.015 | 3 | 624 | 0.004 | 3 | 624 | 0.019 |
| 20:00 - 21:00 | 3 | 624 | 0.020 | 3 | 624 | 0.002 | 3 | 624 | 0.022 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.151 | | | 0.177 | | | 0.328 |

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

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate | No. Days | Ave. RESIDE | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 08:00 - 09:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 09:00 - 10:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 10:00 - 11:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 11:00 - 12:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 12:00 - 13:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 13:00 - 14:00 | 3 | 624 | 0.002 | 3 | 624 | 0.001 | 3 | 624 | 0.003 |
| 14:00 - 15:00 | 3 | 624 | 0.002 | 3 | 624 | 0.003 | 3 | 624 | 0.005 |
| 15:00 - 16:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 16:00 - 17:00 | 3 | 624 | 0.002 | 3 | 624 | 0.002 | 3 | 624 | 0.004 |
| 17:00 - 18:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 18:00 - 19:00 | 3 | 624 | 0.000 | 3 | 624 | 0.000 | 3 | 624 | 0.000 |
| 19:00 - 20:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 20:00 - 21:00 | 3 | 624 | 0.001 | 3 | 624 | 0.001 | 3 | 624 | 0.002 |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.018 | | | 0.017 | | | 0.035 |

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

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

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