CURLEW DEVELOPMENTS LONDON LIMITED
PURPOSE BUILT STUDENT ACCOMMODATION
BRITANNIA STREET, CAMDEN

TRANSPORT ASSESSMENT

JANUARY 2025

the journey is the reward

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Curlew Developments London Limited
Purpose Built Student Accommodation
Britannia Street, Camden
Transport Assessment

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APPENDIX A: TRICS Assessment

1 Introduction

1.1 Mayer Brown Limited has been appointed by Curlew Developments London Limited to prepare a Transport Assessment (TA) in relation to the construction of a proposed 121-bed Purpose Built Student Accommodation (PBSA) scheme with ancillary social, amenity and support space. The description of the development is as follows:

"Redevelopment of an existing brownfield site for Purpose-Built Student Accommodation in addition to community floorspace."

1.2 The development site is located at the Euro Car Park site on Britannia Street, WC1X 9JS.

1.3 The site is presently used as a 30-space surface level car park and is located within the London Borough of Camden (LBC) and 'Central London Area', known for its concentration of medical, educational, cultural and research institutions that form an integral part of the Kings Cross Knowledge Quarter Innovation District.

1.4 LBC Local Validation Guidance (2020) requires a TA and Travel Plan (TP) to be provided for major development or applications that have an impact on transport, including changes of use. It is therefore proposed that a Transport Assessment would be appropriate in order to meet these requirements.

1.5 A TP for the proposed development will be prepared and will be submitted alongside this TA as part of the planning application. A separate outline Delivery and Servicing Plan (DSP) & Outline Construction Management Plan (CMP) will also be submitted alongside the TA. This TA also includes a Move In/Move Out (Mi/Mo) Strategy as a standalone chapter.

1.6 The TA is structured as follows:

- Chapter 2 presents a review of relevant transport planning policy;
- Chapter 3 outlines the Site and Surroundings and describes the local context;
- Chapter 4 details the accessibility of the site by non-car modes of transport;
- Chapter 5 considers the site within the context of the TfL Healthy Streets initiative, including an Active Travel Zone (ATZ) assessment;
- Chapter 6 describes the Proposed Development in respect of access and transport considerations;
- Chapter 7 presents the methodology and findings of a multi-modal trip generation exercise for the proposed development;
- Chapter 8 sets out proposed measures for mitigating residual transport impacts of the proposed scheme; and
- Chapter 9 provides a summary and conclusion.

2 Policy Background and Guidance

2.1 This section provides an overview of the relevant national, regional and local planning policy requirements relevant to the proposed development.

National Policy

National Planning Policy Framework (NPPF), December 2024

2.2 National planning policy for England is set out within the National Planning Policy Framework (NPPF), which was formally adopted in March 2012, and most recently updated in December 2024. The NPPF sets out the government's planning policies and how it is expected they will be applied, providing a framework from which councils can produce their own planning guidance.

2.3 The NPPF supersedes the former Planning Policy Guidance (PPG) and Planning Policy Statements (PPS) to provide one simplified, concise, and consolidated policy document.

2.4 In transport terms, its focus lies in encouraging a modal shift towards sustainable transport modes and reducing emissions and congestion.

2.5 Paragraph 115 of the NPPF, located within the section 'Promoting Sustainable Transport', states:

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

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

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

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

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

2.6 Considering its accessible location, the development will be provided with sufficient and appropriate opportunities to promote the use of sustainable transport by residents and visitors to the site. This will be enhanced by the operation of a residential Travel Plan at the site.

2.7 The impact of the proposals on the existing operation of the local highway network is expected to be beneficial, resulting in a significant reduction in peak hour and daily traffic movements at the site compared to its extant car park use. This is explored further in the 'Traffic Impact' section of this report.

2.8 Paragraph 116 of the NPPF states:

"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."

2.9 It is demonstrated later in this report that the proposals do not constitute a highway safety concern, and that the traffic associated with the development is not expected to have any severe impacts on the existing operation of the local highway network.

2.10 Paragraph 117 of the NPPF states:

"Within this context, applications for development should:

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

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

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

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

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

2.11 The development is compliant with all points of the above paragraph, as:

- The proposals include provision of a primary pedestrian access along the building frontage from Britannia Street and a separate pedestrian entrance lobby is provided from Wicklow Street for the Community Hall. Access to the ground floor cycle store is also anticipated to be provided from Wicklow Street.

- The site has excellent access to public transport services, being a short walk from Kings Cross Station and numerous bus stops.
- Ample long-stay cycle parking is provided for future residents, with four visitor short-stay cycle spaces provided fronting onto Britannia Street.
- Refuse collection will occur on street via Britannia Street for the PBSA units, with a refuse store provided at ground level with access from Britannia Street.

Regional Policy and Guidance

The London Plan (2021)

2.12 The London Plan is the overall strategic plan for London, and forms part of the development plan for London boroughs. In March 2021, the new London Plan was published.

2.13 Chapter 10 relates specifically to transport, focusing on reducing the need to travel, improving the capacity and accessibility of public transport, walking and cycling, and supporting measures that encourage shifts to more sustainable modes.

2.14 Policy T1 (Strategic approach to transport) states:

"All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated".

2.15 The site has a high level of connectivity internally and facilitates pedestrian travel to local bus stops and Kings Cross Station, making it a highly accessible location.

2.16 Policy T2 (Healthy Streets) states:

"Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling" and development plans should *"reduce car dominance, ownership and use".*

2.17 The proposals comprise a car free development with provision of high-quality cycle parking facilities, reducing car dominance and private ownership.

2.18 Policy T4 stresses the significance of, and the requirement for, transport assessments/statements to be prepared in association with development proposals such as to assess the impact of such on the transport network at local, network-level and strategic level.

2.19 Policy T5 (Cycling) states that developments should provide appropriate levels of cycle parking which should be fit for purpose, secure and well-located, in accordance with

minimum standards. Details of the relevant cycle parking standards are set out within chapter 6 of this transport assessment and the compliance of the proposed development in relation to the standards is assessed.

2.20 Policy T6.1 of The London Plan sets out car parking provision in relation to purpose built student accommodation (PBSA) developments "*Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free".*

2.21 As such, the scheme has been developed as car-free, with the exception of one on-street disabled space and two pay-by-hour spaces for local service providers.

Purpose-built Student Accommodation London Plan Guidance (PBSA LPG) (October 2024)

2.22 This guidance details how best to provide for student housing need as part of a wider approach to housing and regeneration.

2.23 The PBSA LPG states that London-wide, areas likely to be suitable for PBSA will include:

- *The Central Activities Zone (CAZ) and Inner London Opportunity Areas*
- *Metropolitan and Major Town Centres*
- *Areas of Public Transport Accessibility Levels (PTALs) 5 or 6 and Inner London PTAL 4*
- *Other town centres with high or medium residential-growth potential (see Annex 1 of the London Plan)*

2.24 The site is located within the Central London Area and is subject to a PTAL rating of 6b – excellent.

Local Policy

Camden Planning Guidance – Transport, January 2021

Cycle Parking

2.25 Paragraph 8.6 of the Camden Planning Guidance on Transport (2021) document sets out in relation to cycle parking that "*The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."*

2.26 Whilst there is merit for providing cycle parking spaces at 20% in excess of London Plan standards for certain land use classes such as C3 residential, any provision for PBSA units in excess of the London Plan 2021 standards must be considered in light of the Planning Inspector's report with respect to student accommodation.

2.27 The survey indicated that in relation to 10,000 bed spaces, cycle parking had been provided at a ratio of 0.45 spaces/bed space and that actually average usage was recorded as less than one in 12 cycle spaces occupied with cycle ownership of one cycle per almost 28 bed spaces on average.

2.28 As such, the evidence does not support a higher parking standard for purpose-built student accommodation than the London Plan standard of 0.75 spaces per bedroom.

Blue Badge Parking

The Camden Planning Guidance Transport, January 2021 document states, "*The amount of disabled parking should be in accordance with the London Plan. The total disabled parking requirement must be clearly set out in a supporting Transport Assessment."*

2.29 A disabled bay is proposed on-street along the site frontage on Britannia Street.

Camden Local Plan (2017)

2.30 LBC Local Plan Policy T1 states that, *"the council will seek to ensure that development:*

H - provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport."

2.31 LBC also expect all new development to be car-free in nature, with paragraph 3.156 of their Local Plan (2017) stating that "*The Council expects all new developments to be car free, where no provision for resident parking is made within the development or on the street. …The Council will generally expect the parking needs of wheelchair users to be met on street…"*

2.32 It is proposed that the site will be car-free, with the exception of the provision of a disabled persons parking bay provided on-street and two pay-by-hour spaces for local service providers. These spaces have been provided in response to public consultation feedback that identified significant resident concern over the loss of the existing 30 space car park that provides parking for service providers, e.g. plumbers.

2.33 Policy T2, parking and car-free development, stated that the Council will limit the availability of parking and require all new developments in the borough to be car-free. Subsection c states that the Council will " *support the redevelopment of existing car parks for alternative uses".*

Camden Planning Guidance – Design

2.34 Chapter 8 of the Camden Planning Guidance Design document relates to the storage and collection of recycling and waste. The guidance states that *"All new build development, in particular those involving multiple dwellings or commercial units requiring communal bins, must submit a waste strategy alongside a planning application detailing arrangements for the management of all types of waste, as detailed in the Council's technical guidance."*

2.35 The management of waste is discussed within Chapter 6 and within a separate Deliveries and Servicing Management Plan.

3 Site Location and Existing Conditions

Existing Site

3.1 The site is presently used as a 30-space surface level car park and is located within the London Borough of Camden (LBC) and 'Central London Area', known for its concentration of medical, educational, cultural and research institutions that form an integral part of the Kings Cross Knowledge Quarter Innovation District.

3.2 The site is well located with a number of colleges and universities including Central Saint Martins, Aga Khan University Institute, University of London & UCL within a short walking and cycling distance of the site.

3.3 **Figure 3.1** illustrates the site location.

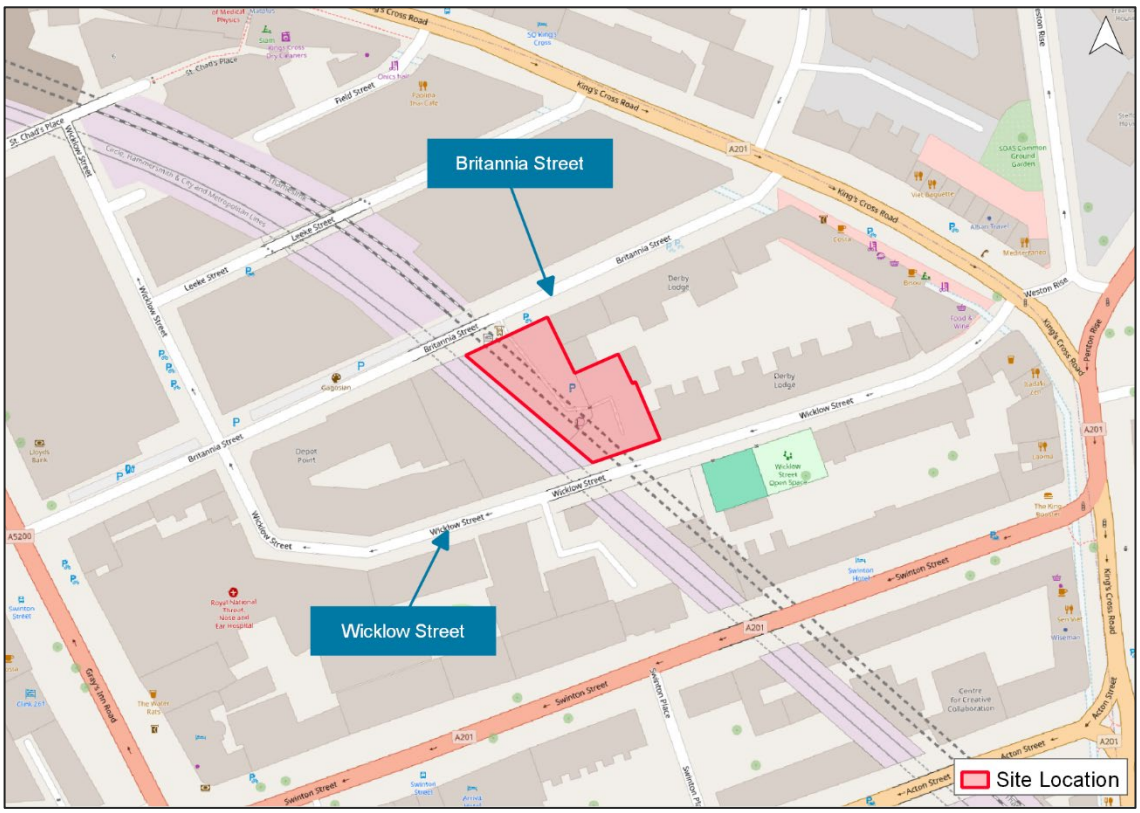


Figure 3.1: Site Location

3.4 The site is bounded by Britannia Street to the north, three and six storey buildings to the east (known as Derby Lodge), Wicklow Street to the south, and by London Underground railway lines (in a cutting) to the west.

3.5 A Thameslink railway runs in a shallow tunnel beneath the western part of the site along a northwest to southeast orientation. The site comprises an area of undeveloped operational hardstanding which is used as a public car park operated by Euro Car Parks and includes a ventilation shaft linked to the Thameslink railway tunnel running below the site.

Existing Access

3.6 The site is principally accessed via Britannia Street, with a secondary vehicular access currently provided on Wicklow Street which is gated at present.

3.7 Along the site frontage on Britannia Street, six Sheffield stands provide 12 bicycle storage spaces.

Local Highway Context

Britannia Street

3.8 Britannia Street is a two-way, single carriageway road subject to a 20mph speed limit and located in resident parking permit zone (RPZ) CA-D, which operates from Mon-Friday 8:30am to 6:30pm and 08:30am to 1:30pm on a Saturday. Pay & Display parking is also available on Britannia Street with a maximum permitted stay of 2 hours.

3.9 Britannia Street is within a Controlled Parking Zone, with single yellow parking restrictions in operation between Monday and Friday from 08:30am to 6:30pm and on Saturdays from 08:30 to 1:30pm.

3.10 A dedicated on-street blue badge parking space located on the northern side of Britannia Street approximately 90 metres to the west of the site.

3.11 There is also a dedicated on-street electric vehicle (EV) charging point and parking space located on the northern side of Britannia Street approximately 95 metres to the west of the site. The space operates with a maximum stay of 3 hours.

Wicklow Street

3.12 Wicklow Street is a 20mph one-way (westbound only) road which also operates under RPZ zone CA-D. The RPZ operates from Mon-Friday 8:30am to 6:30pm and 08:30am to 1:30pm on a Saturday. Single yellow line restrictions are in place along the southern side of the carriageway.

3.13 Signage on Wicklow Street indicates that waiting by goods vehicles over a gross weight of 5t is prohibited between 6:30pm to midnight and from midnight to 8am.

3.14 A section of on-street parking for solo motorcycles measuring circa 14 metres in width, is provided adjacent to the rear of the site.

3.15 There are two dedicated on-street blue badge parking spaces located on the southern side of Wicklow Street approximately 80 metres to the west of the site.

Local Car Clubs

3.16 The closest car club spaces to the site are operated by ZipCar. A ZipCar vehicle is located on St Chad's Street, 450m or a 5.6 minute walk away assuming a comfortable walking pace of 80m/minute. A second vehicle is located on Cynthia Street, 570m or a 7.1 minute walk away.

Emerging Public Realm Improvements

3.17 The Camden Transport Strategy 'Cycling Action Plan' targets 'Permeability' improvements for cyclists, which will be delivered Borough wide including, over the first two phases of the Action Plan (to 2024/25), converting all feasible one-way roads to two-way for cycling.

3.18 **Figure 3.2** illustrates the existing and proposed cycling network within Camden. A number of primary and secondary routes are proposed in proximity to the site.

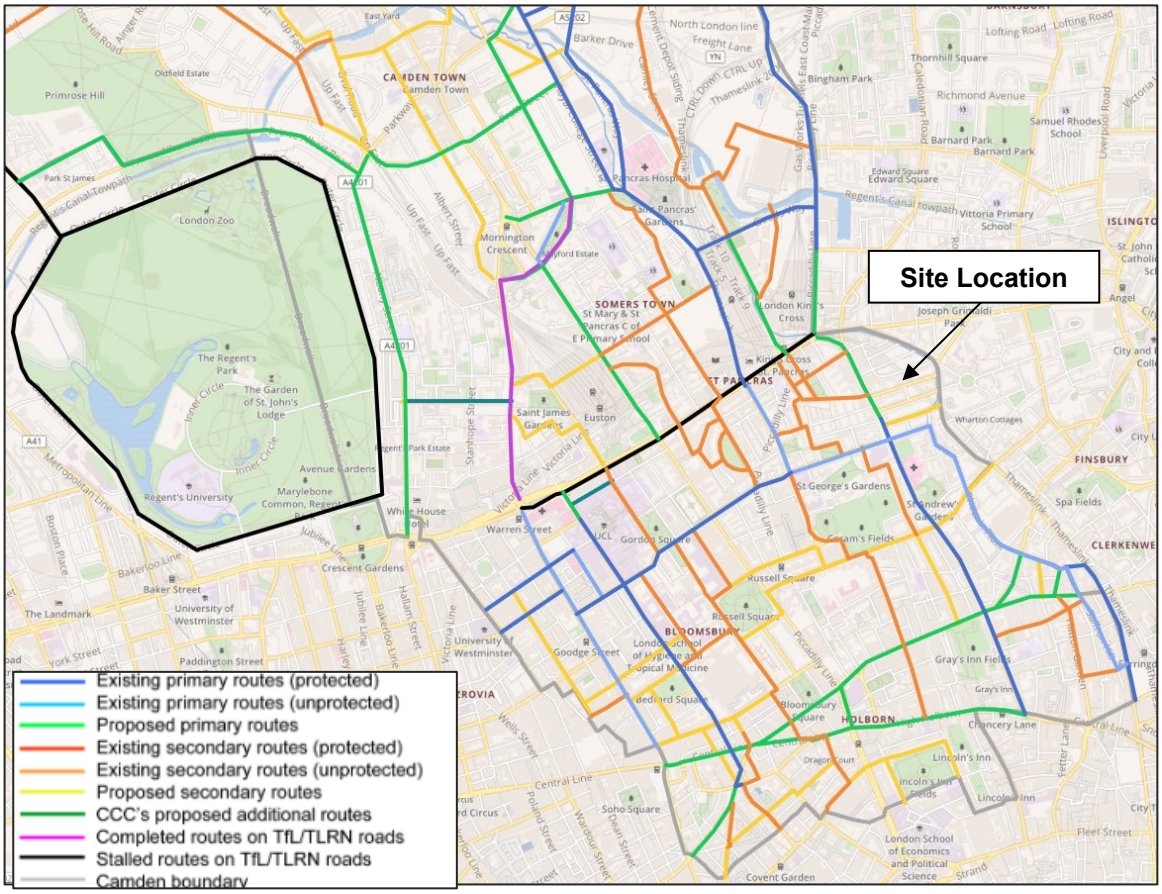


Figure 3.2: Proposed Cycling Network Improvements in Camden

4 Accessibility

Overview

4.1 The planning process at the national and local level aims to ensure that development sites are accessible by a range of sustainable transport modes. In this instance, the site is well-positioned in terms of proximity to public transport services, as well as access to good pedestrian and cycle infrastructure.

Public Transport Accessibility Level (PTAL)

4.2 Transport for London (TfL) publish borough wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning. This model utilises an accessibility range between 1a (low) and 6b (high), which is calculated from a formula based on the number of bus stops and railway stations ("points of interest") located within pre-defined walking thresholds. For bus stops, this threshold lies 640m from the site (an eight minute walk, assuming a comfortable 80m/min walking pace), and 960m (12 minute walk) for rail stations.

4.3 The application site is subject to a PTAL rating of 6b 'Excellent' as illustrated by **Figure 4.1** below. 6b is the highest possible PTAL rating, representing an area of very high accessibility.

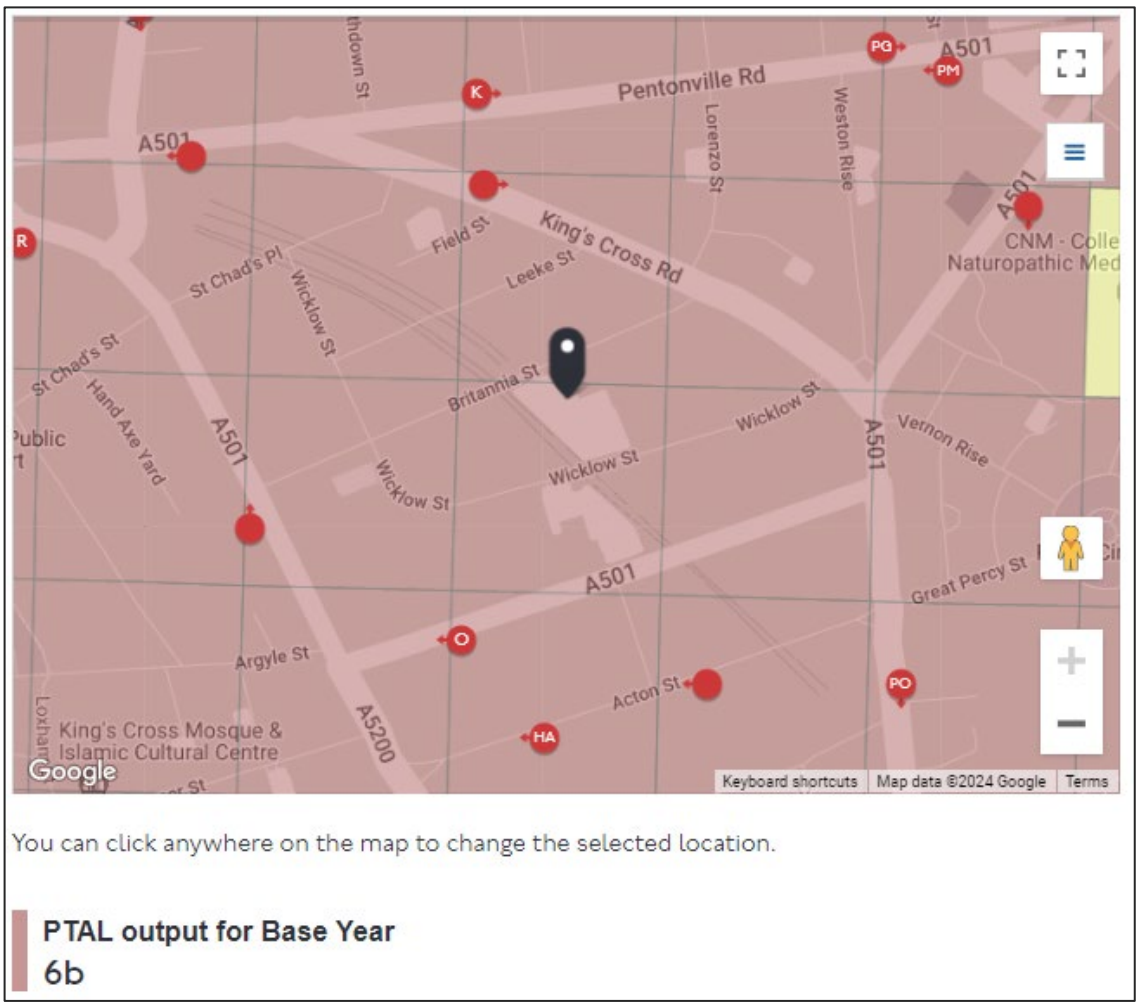


Figure 4.1: PTAL Rating

Local Pedestrian Infrastructure

4.4 Given the central London location of the site, the surrounding area is very well suited to the active transport modes (walking and cycling).

4.5 Britannia Street, used to access the site, benefits from footways on either side of the carriageway and frequent crossing points featuring dropped kerbs and tactile paving are located within the site vicinity. Footways on Britannia Street are also well lit and well maintained.

4.6 Wicklow Street is a one-way road subject to a 20mph speed limit and features wide footways along with street light provisions.

4.7 Kings Cross Road is also a one-way road that connects to the A501. This street features a marked cycle lane along with wide footways and evenly spaced street lighting. There are multiple informal crossings and pedestrian islands with tactile and dropped kerbs.

4.8 The A501 Grays Inn Road has a cycle lane on both sides of the road, fitted with poles to separate cyclists from the carriageway. Additionally, there are zebra crossings for pedestrians and cyclists. There are formal, signalised crossings with dropped kerbs and tactile paving.

4.9 Suitable dropped kerbs and tactile paving incorporating a change in colour tone are provided at the intersection of Britannia Street with both A501 Grays Inn Road and Kings Cross Road between the site and Kings Cross Station.

Local Services and Amenities

4.10 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without a mobility impairment to access local amenities and key services. Table 3.2 of the document refers to preferred maximum walking distances of 800m to town centres, 2km for commuting/schools and 1.2km elsewhere.

4.11 There are a number of local services, shops and amenities within a 600-metre walking distance of the site (a 7.5 minute walk assuming a comfortable walking pace of 80m/minute) from the site.

4.12 A summary of local services and facilities is provided within **Table 4.1**.

Facilities	Location	Approximate Walking Distance
Kings Cross St. Pancras Station	A501 Euston Road	450m
St. Pancras International Station	Pancras Road	600m
Swinton Street Bus Stop (Stop N)	A501 Grays Inn Road	100m
Kings Cross Road/Pentonville Road (Stop L)	A201 Kings Cross Road	170m
Kings Cross Road (Stop K)	A501 Pentonville Road	370m
Supermarket – Sainsburys Local	A501 Pentonville Road	350m
Supermarket – Tesco Express	A5203 Caledonian Road	450m
GP Surgery	A501 Grays Inn Road	200m
University Campuses		
Westminster Kingsway College	A5200 Grays Inn Road	350m
Institute of Physics	A5203 Caledonian Road	500m
UCL Queen Square – Institute of Neurology	B502 Guildford Street	1,200m
Myddelton Street Building (School of Health Sciences)	Myddelton Street	1,200m
City, University of London College Building	St. John Street	1,500m
University College London	Gower Street	1,600m
Birbeck, University of London 1,800m	Malet Street	1800m
Bloomsbury Institute	Bedford Square	2,000m

Table 4.1: Summary of local facilities and University Campuses

4.13 **Table 4.1** also provides a list of University Campuses that are located within a 2,000m walk distance of the site.

4.14 Based on the above, it is evident that the site is well located in providing student accommodation to support a number of nearby University Campuses and further educational establishments. It is considered that the immediate highway network is well suited to accommodate and encourage pedestrian movements.

Local Cycle Infrastructure

4.15 Britannia Street links to a number of regional and local cycle networks which are set out in **Figure 4.2** below.

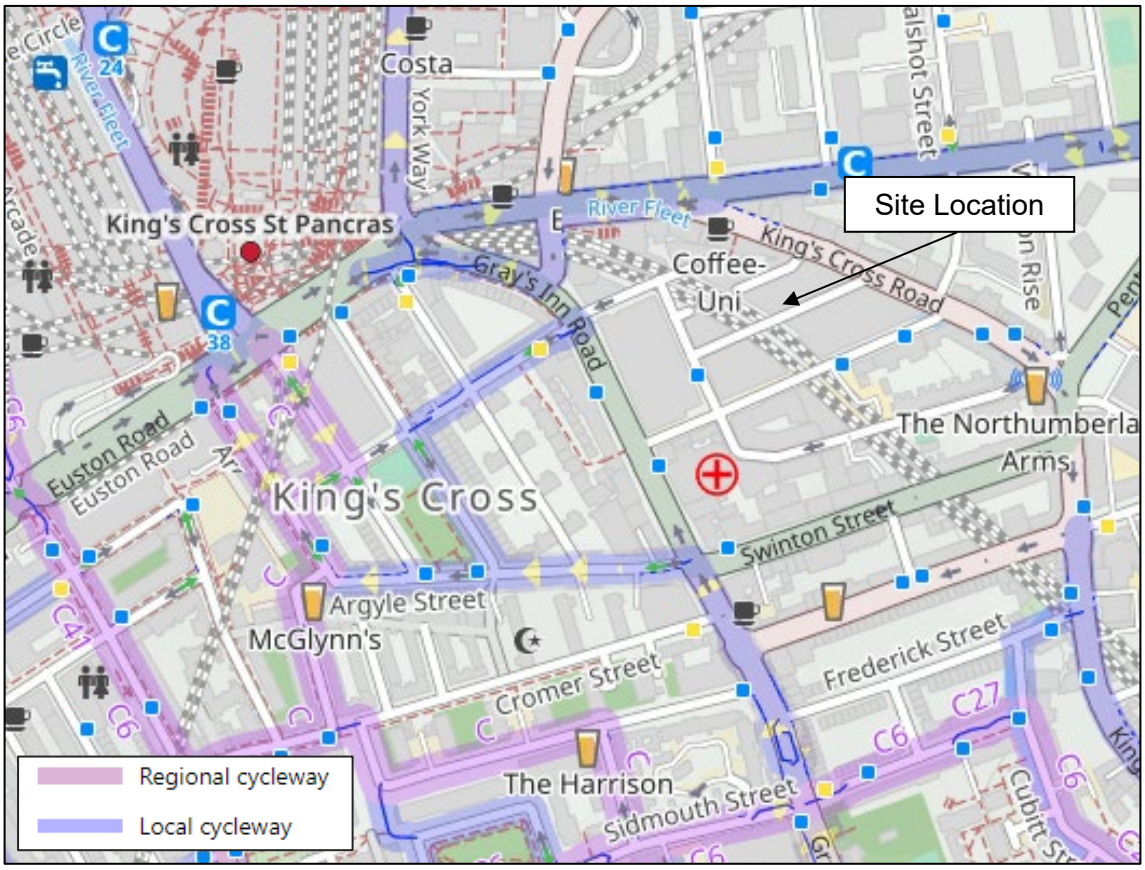


Figure 4.2: Access from Site to the National Cycle Network

4.16 As shown in **Figure 4.2**, the site is located in close proximity to a number of cycle networks including the C6, C27.

4.17 The C6 or 'Cycle Superhighway 6' runs from Elephant and Castle to Kings Cross.

4.18 The C27 runs from Regents Park Underground Station to Sidmouth street.

4.19 **Figure 4.3** illustrates an extract of the Camden Cycle map, highlighting the closest cycle hire docking stations.

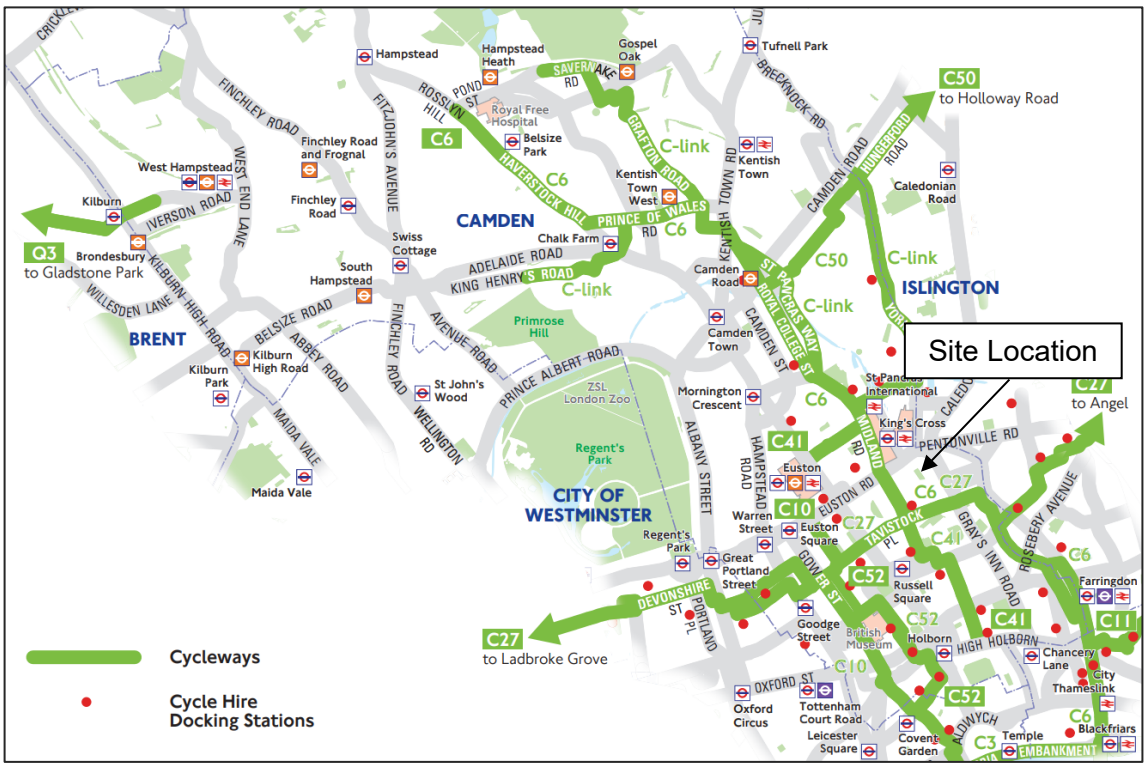


Figure 4.3: Extract of Camden Cycle Map

4.20 A number of Santander Cycle Hire docking stations are in close proximity to the site, including a docking station on St Chad's Street (195m away) and one on Cromer Street (approximately 200m away).

Local Public Transport Infrastructure

Accessibility to Bus Network

4.21 The site is conveniently located for travelling by bus with a wide range of services available within the site vicinity.

4.22 The closest bus stop to the site is Swinton Street (Stop N) bus stop, located on Grays Inn Road. It is accessible from the site via a 160m (2-minute) walk and offers access to the 17, 46, 63, 259 and N63 bus services. The stop benefits from the provision of shelter, seating, a flagpole and a timetable.

4.23 **Figure 4.4** shows the bus stop and its amenities.

Figure 4.4: Image of Swinton Street (Stop N) bus stop amenities

4.24 **Table 4.2** details the services accessible from this stop.

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
17	Archway Station / Holloway Road – London Bridge Bus Station	Every 8-12 mins	Every 10-14 mins	Every 15 mins
46	Paddington Station / Eastbourne Terrace – St Bartholomew's Hospital	Every 8-12 mins	Every 9-12 mins	Every 15 mins
63	Therapia Road – King's Cross Station – York Way	Every 6-10 mins	Every 6-10 mins	Every 8-11 mins
259	Edmonton Green Bus Station – Kings Cross Road / Pentonville Road	Every 8-12 mins	Every 9-13 mins	Every 10-14 mins
N63	Crystal Palace Parade – Snow Hill	Every 19-22 mins	Every 19-22 mins	Every 30 mins

Table 4.2: Bus Services Accessible from the Nearest Stop

4.25 As indicated by **Table 4.2**, a wide range of destinations across London can be reached from the closest bus stop.

4.26 Additional services can be accessed from Kings Cross St Pancras stops, approximately a 420m walk from the site, which are detailed in **Table 4.3**.

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
30	Portman Street/Selfridges – Hackney Wick / Trowbridge Road	Every 9-12 minutes	Every 9-12 minutes	Every 10-13 minutes
73	Holles Street – Stoke Newington Common	Every 6-8 minutes	Every 6-8 minutes	Every 10-12 minutes
91	Tottenham Lane – Whitehall / Trafalgar Square	Every 8-11 minutes	Every 9-13 minutes	Every 9-13 minutes
205	Cleveland Terrace – Bow Church Station	Every 8-12 minutes	Every 10-14 minutes	Every 12-14 minutes
214	Highgate School – Hampstead Lane	Every 7-9 minutes	Every 7-9 minutes	Every 10-12 minutes
390	Archway Station – Victoria Bus Station	Every 6-10 minutes	Every 8-10 minutes	Every 8-12 minutes
N73	Holles Street – Walthamstow Bus Station	Every 30 minutes	Every 15 minutes	Every 30 minutes
N205	Cleveland Terrace – Drapers Field	Every 30 minutes	Every 20 minutes	Every 30 minutes

Table 4.3: Bus Services Accessible from Kings Cross Stops

Accessibility to Rail Network

4.27 The proposed development site benefits from a very high level of rail accessibility with King's Cross rail station and King's Cross St Pancras London underground station located approximately 450m (6-minutes) walking distance away.

4.28 King's Cross St Pancras London Underground station offers access to the Victoria, Northern, Piccadilly, Circle, Hammersmith & City and Metropolitan underground lines. These services provide underground rail links across greater London and represent excellent connectivity for the site within the city.

4.29 King's Cross rail station offers national services supplied by a variety of train operators such as:

- London North Eastern Railway – trains between London, Yorkshire and Scotland
- LUMO – trains between London and Edinburgh
- Grand Central – trains between London, Yorkshire and Sunderland
- Hull Trains – trains between London, Stevenage and Hull
- Great Northern – Trains between London and Cambridge
- Govia Thameslink – Trains to Brighton, Gatwick airport, Victoria Station.

4.30 St Pancras International rail station is also situated within the proposed development vicinity and can be reached via a 550m (7-minute) walk from the site. From here, services run nationally & internationally with several train operators:

- East Midlands – trains to Luton Airport Parkway, Kettering, Market Harborough, Leicester
- Eurostar – trains to Lille-Europe, Paris-Nord, Brussels-South
- Southeastern – Trains to Stratford International, proceeding into Kent
- Thameslink – Trains to Bedford, Luton, St Albans City, Peterborough, Welwyn Garden City, London Blackfriars, Cambridge, Sutton, Orpington, Sevenoaks, Rainham, Horsham, Three Bridges, Brighton and East Grinstead.

4.31 **Tables 4.4** and **4.5** provide details on the rail services available from King's Cross and St Pancras station.

Destination	Weekday Peak Frequency	Sat Peak Frequency	Sun Peak Frequency
Cambridge	4 Per hour	No direct services	No direct Services
Stirling	2 per day	1 per day	1 per day
York	3 per hour	3 per hour	3 per hour
Leeds	2 per hour	2 per hour	2 per hour
Kings Lynn	1 per hour	No direct services	No direct services
Glasgow Central	1 per day	No direct services	1 per day
Harrogate	Every 2 hours	Every 2 hours	Every 2 hours
Beverley	2 per day	No direct services	1 per day
Aberdeen	2 per day	1 per day	1 per day
Lincoln	Every 2 hours	Every 2 hours	Every 2 hours
Bradford	6 per day	4 per day	3 per day
Edinburgh	2 per hour	2 per hour	2 per hour
Newcastle	2 per hour	2 per hour	3 per hour
Sunderland	7 per day	6 per day	5 per day
Hull	Every 2 hours	Every 2 hours	7 per day
Skipton	1 per day	1 per day	1 per day
Letchworth Garden City	2 per hour	2 per hour	1 per hour
Peterborough	4 per hour	4 per hour	5 per hour
Welwyn Garden City	2 per hour	2 per hour	2 per hour
Stevenage	3 per hour	3 per hour	3 per hour

Table 4.4: Rail Services from King's Cross Station

Destination	Weekday Peak Frequency	Sat Peak Frequency	Sun Peak Frequency
Brighton	4 per hour	4 per hour	3 per hour
Bedford	8 per hour	6 per hour	6 per hour
Cambridge	2 per hour	No direct services	No direct services
Rainham (Kent)	4 per hour	4 per hour	No direct services
Sheffield	2 per hour	2 per hour	3 per hour
St Albans	10 per hour	6 per hour	6 per hour
Nottingham	4 per hour	4 per hour	3 per hour
Three Bridges	8 per hour	8 per hour	5 per hour
Dover Priory	1 per hour	1 per hour	1 per hour
Luton	8 per hour	8 per hour	6 per hour
Horsham	2 per hour	2 per hour	1 per hour
Corby	2 per hour	2 per hour	1 per hour
Peterborough	2 per hour	2 per hour	No direct services
Orpington	3 per day	No direct services	No direct services
Faversham	2 per hour	1 per hour	1 per hour
Kentish Town	4 per hour	2 per hour	2 per hour
Margate	2 per hour	2 per hour	1 per hour
Welwyn Garden City	2 per hour	No direct services	No direct services
East Grinstead	2 per hour	No direct services	No direct services
London Blackfriars	Every 5 minutes	Every 5 minutes	7 per hour
Sevenoaks	2 per hour	No direct services	No direct services
Stratford International	4 per hour	3 per hour	2 per hour

Table 4.5: Rail Services from St Pancras International Station

4.32 As noted above, St Pancras International provides access to the Eurostar which connects the UK to Europe via high-speed rail. There are direct services to Paris, Brussels and Lille. The Travel times are as follows:

- Paris – 2hrs 25 minutes
- Brussels – 2hr 3 minutes
- Lille – 1hr 24 minutes

Summary

- The site benefits from connection to the adjacent pedestrian infrastructure, with footways on both sides of the surrounding roads, regularly spaced street lighting, dropped kerbs and tactile paving, traffic calming measures, and signalised pedestrian crossings in the vicinity of the site, which contribute to the safe permeability of pedestrians throughout the local area;
- The site benefits from access to a comprehensive network of on-road and off-road cycle routes;
- The application site is subject to a PTAL rating of 6b, the highest possible accessibility rating;
- The site benefits from frequent bus and rail services. Regular bus services are available (every 6 minutes) from bus stops located 2 minutes' walk, enabling access to destinations including London Bridge, Paddington and Crystal Palace. An additional wide range of services are available from the Kings Cross bus stops;
- The site therefore has excellent accessibility by a variety of sustainable modes of transport.

5 Healthy Streets Assessment

5.1 The Healthy Streets approach puts people, and their health, at the heart of decision making. This results in a healthier, more inclusive city where people choose to walk, cycle and use public transport. The 10 Healthy Streets Indicators are illustrated in **Figure 5.1**.

Figure 5.1: Healthy Streets Indicators

5.2 The proposed development is estimated to generate up to 94 pedestrian daily movements. Given the proximity of the nearest bus stops and rail station, in addition to the car free nature of the proposals, it is likely that these public transport movements will start and end on foot.

5.3 An Active Travel Zone (ATZ) assessment has therefore been undertaken with reference to TfL guidance.

ATZ Assessment

5.4 The Active Travel Zone (ATZ) is defined as a 20-minute cycle distance from a site where key travel destinations are likely to be reached using active modes of travel. The following maps, tables and ATZ analysis have been produced in reference to the TfL ATZ assessment instructions.

The Active Travel Zone

5.5 **Figure 5.2** illustrates the ATZ for the proposed site, with a 20-minute cycling catchment shown by the blue boundary line.

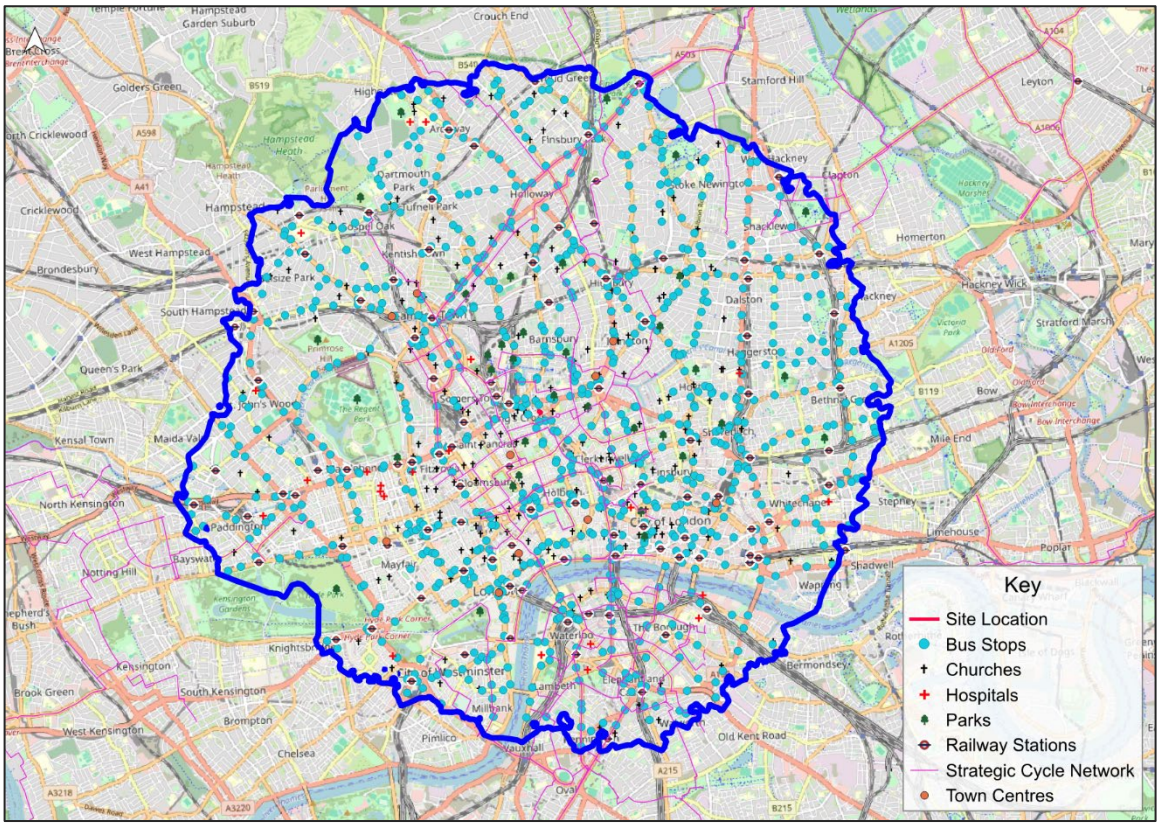


Figure 5.2: Active Travel Zone

(Note – ATZ always defined as 20 minutes' cycle around a new development site)

The Neighbourhood Active Travel Zone

5.6 **Table 5.1** allocates the key active travel destinations into priority groups, based on the proposed uses of the development site. The high priority destinations have then been used to remap the ATZ at neighbourhood scale.

Key Destination	Priority	Justification
Bus Stops	High	The proposed development is car free, therefore a significant proportion of travel to and from the site will be via bus and bus stops will be a high priority destination.
Railway Stations	High	The proposed development is car free so a significant proportion of trips to and from the site will be via rail, particularly given the proximity of the site to Kings Cross.
Schools/Colleges/University	High	The proposed site is student accommodation, therefore journeys to local university campuses will be of high importance. University campuses also provide access to a number of free resources for students, including libraries and places of worship.
Town Centres	High	All users of the site are likely to utilise the services, retail and community facilities available within town centres, however students will also use the wide provisions of on-campus facilities including shops and cafes.
Strategic Cycle Network	High	Due to the car free nature of the proposals, some students may wish to undertake larger journeys using the regional and national cycle networks.
Parks	Medium	Students would likely wish to visit local green spaces, however they may chose to do the majority of socialising at the spaces provided on campus.
Places of Worship, including Churches	Low	Some students may attend places of worship. As noted above, the majority of campuses provide access to places of worship directly on or in close proximity to the main university building.
Hospitals	Low	Students are likely to require use of a hospital infrequently, and may attend other more local health centres or GPS more frequently.

Table 5.1: Prioritising the most important local Active Travel Destinations

(Note – the nearest bus stop, stations and current or future strategic cycle network to the development site are always defined as high priority).

5.7 **Figure 5.3** presents the Neighbourhood Scale Active Travel Destinations.

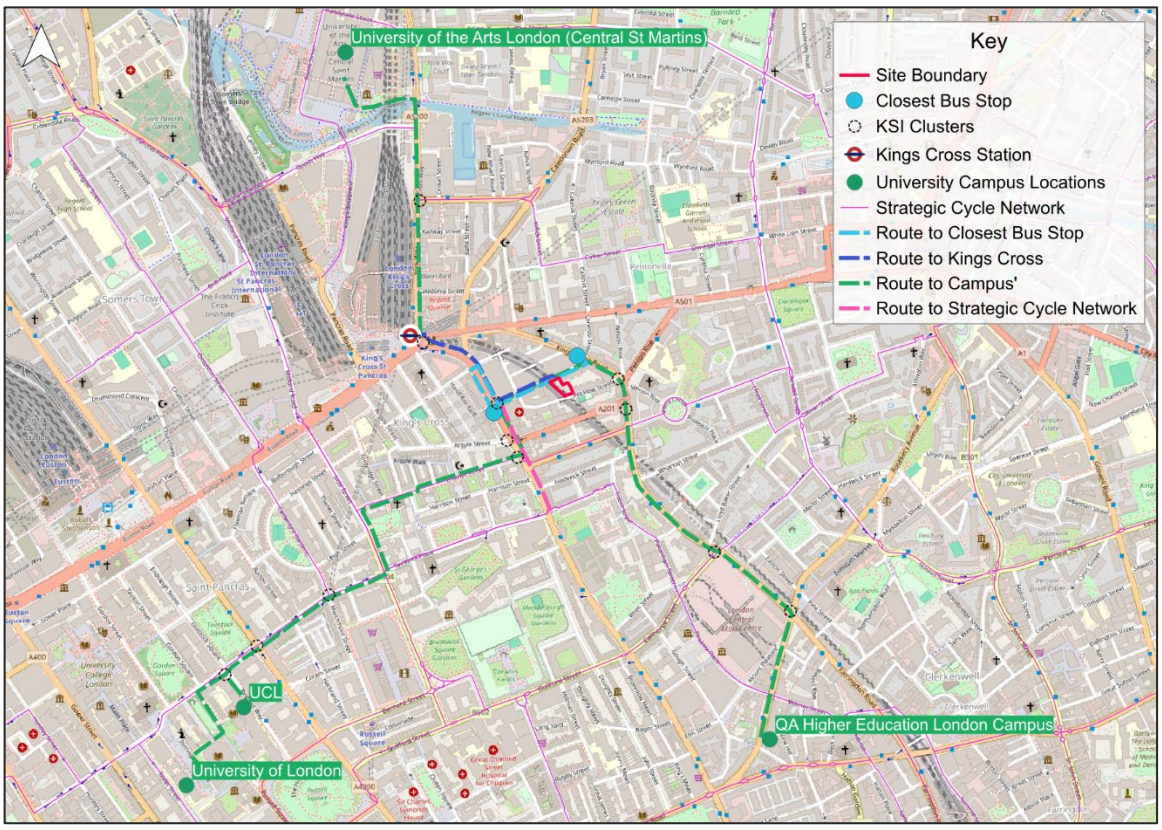


Figure 5.3: ATZ at Neighbourhood Scale with Vision Zero Analysis (KSI clusters)

(Note – ATZ neighbourhood scale defined by expected key walking/cycling journeys of people who will use the proposed development)

5.8 As can be seen from **Figure 5.3**, the main desire lines from the site will be:

- Site to nearest bus stop – Swinton Street (Stop N) and Kings Cross Road
- Site to nearest station – Kings Cross St Pancras
- Site to strategic cycle network – C27 and C6 on Ampton Street / Sidmouth Street
- Site to education (local campuses) – UCL, University of London, University of the Arts London and others.

5.9 Vision Zero for London relates the Mayor's goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. This will be achieved through an action plan that targets safe speeds, safe streets, safe vehicles, safe behaviours and post-collision response.

5.10 **Table 5.2** identifies possible improvements to increase safety and reduce vehicle dominance in the areas seeing clusters of KSIs. This aligns with the safe streets element of the Vision Zero approach.

Location	Number of KSIs	Comments	Potential improvements to improve safety
York Way	4	Accidents were recorded as slight only, meaning no fatalities or serious incidents have occurred here.	Barrier between footway and carriageway could improve the safety of pedestrians.
Grays Inn Road (near Kings Cross)	>20	Majority of these accidents were classed as slight with only 5 being serious. There were no fatalities recorded at this location.	Signage should be in use at this junction as the local road network becomes complex.
Grays Inn Road (adjacent to Britannia Street)	2	Two slight incidents, neither of the events had more than 1 casualty involved.	Formal pedestrian crossing or signage at end of road.
Grays Inn Road (adjacent to Swinton Street)	2	1 serious and one slight incident. Neither of the events had more than 1 casualty involved.	Clearer lane markings.
Grays Inn Road (adjacent to Cromer Street)	1	Slight incident only and only 1 vehicle and casualty involved.	Widen lane at exit of Cromer Street onto Grays Inn Road to allow for a safe passing of vehicles.
Kings Cross Road (adjacent to Wicklow Street)	5	4 slight accidents and 1 serious accident. No fatalities recorded.	Clear signage and pedestrian safety barriers on footway.
Kings Cross Road (adjacent to Swinton Street)	5	4 slight accidents and 1 serious accident. No fatalities recorded.	Clearly marked lane.
Kings Cross Road (adjacent to Calthorpe Street)	3	2 slight incidents and one serious. All of the events had no more than 1 casualty.	Make one right hand turn lane only.
Kings Cross Road (adjacent to Rosebury Avenue)	>10	All of these incidents were classed as slight.	Add pedestrian barriers.
Tavistock Square/Bedford Way	7	4 slight and 3 serious incidents.	Additional road markings.
Tavistock Square/Woburn Place	8	7 slight accidents and 1 serious.	Pedestrian/cycle lane barriers from carriageway.

Table 5.2: Potential Safety Improvements

**It should be noted that street improvement ideas are recommendations only and will not be funded by this development specifically.*

ATZ Healthy Characteristics Check

5.11 **Figure 5.4** identifies the key characteristics of a typical healthy neighbourhood. This includes permeable streets, public transport and green spaces which are mapped alongside other development and transport improvements happening locally.

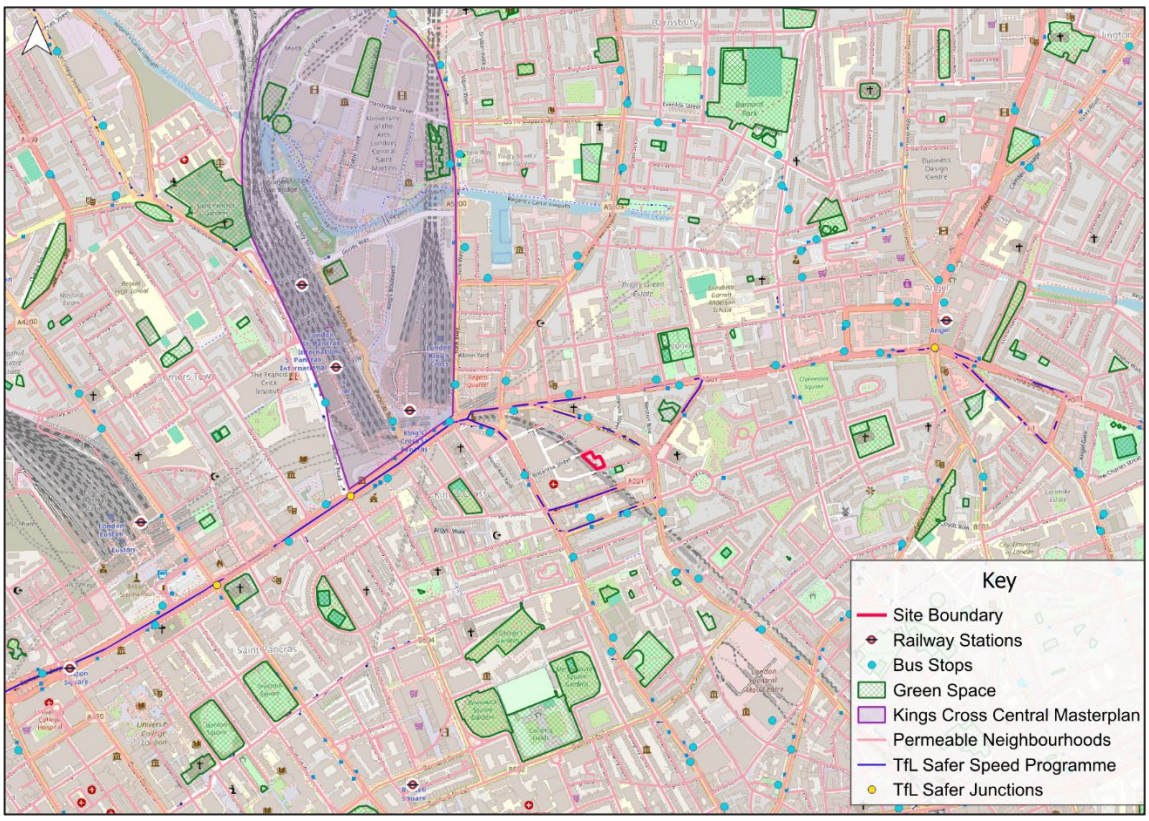


Figure 5.4: ATZ Neighbourhood Healthy Characteristics

5.12 Finally, a site visit has been undertaken of the key walking and cycling routes within the ATZ neighbourhood, with specific reference to the Healthy Streets indicators.

5.13 The Healthy Streets approach puts people and their health at the heart of decision making. This results in a healthier, more inclusive city where people chose to walk, cycle and use public transport.

5.14 The assessment of routes to key destinations has been considered in light of Healthy Streets Indicators 3-10 (easy to cross, people feel safe, things to see and do, places to stop and rest, people feel relaxed, not too noisy, clean air, shade and shelter) as set out in the ATZ assessment instructions. The routes selected are as follows:

- Route 1: Site to nearest bus stops – Swinton Street (Stop N) and Kings Cross Road
- Route 2: Site to nearest station – Kings Cross St Pancras
- Route 3: Site to strategic cycle network – C27 and C6 on Ampton Street / Sidmouth Street
- Route 4: Site to education (local campuses)
    - A) UCL
    - B) University of London
    - C) University of the Arts London
    - D) QA Higher Education London Campus

Route 1

Road	Link	Footway / Cycleway Provision	Crossing Provision	Other Facility Provisions
Site to nearest bus stops – Swinton Street (Stop N) and Kings Cross Road				
Grays Inn Road (A5200)	Harrison Street – Grays Inn Road	Wide footway in fair condition. Dedicated cycle lane which joins into the bus lane northbound Towards Kings Cross.	Signalised crossings with dropped kerbs.	Bus Lane to the Left of the carriageway which is also a dedicated space for cyclists, motorcyclists and taxis. Regularly spaced street lighting and shop frontage is present.
Kings Cross Road (A201)	A501 – Kings Cross Road	Wide footway in good condition. A bike only lane leading into Freddrick Street and a marked bike lane on road.	Signalised crossing with dropped tactile kerbs and advanced cycle stop lane.	Bus stop and regularly spaced street lighting provisions. Some vegetation and shop frontage.

Table 5.3: Route 1 of the ATZ assessment

Route 2

Road	Link	Footway / Cycleway Provision	Crossing Provision	Other Facility Provisions
Site to nearest station – Kings Cross				
Britannia Street	Grays Inn Road – Kings Cross Road	Wide footway in excellent condition with dropped tactile kerbs.	Dropped tactile kerbs for crossing between Britannia/Wicklow Street.	Parking bays for electric vehicles. Regularly spaced street lighting. Secure bike storage.
Kings Cross Road (A201)	A501 – Kings Cross Road	Wide footway in good condition. A bike only lane leading into Freddrick Street and a marked bike lane on road.	Signalised crossing with dropped tactile kerbs and advanced cycle stop lane.	Bus stop and regularly spaced street lighting provisions. Some vegetation and shop frontage.
A501	Kings Cross Road – Pancras Road	Wide footways in moderate condition. with some construction works/scaffolding narrowing the existing footway. Dedicated marked cycle lane on carriageway.	Signalised pedestrian crossing with dropped and tactile kerbs. Crossing with a countdown and an advanced cycle stop lane.	Regular spaced streetlights and active frontage.

Table 5.4: Route 2 of the ATZ assessment

Route 3

Road	Link	Footway / Cycleway Provision	Crossing Provision	Other Facility Provisions
Site to Strategic Cycle Network – C27 and C6 on Ampton Street / Sidmouth Street				
Ampton Street	Frederick Street – Ampton Place – Grays Inn Road	Bike only lanes upon entry from Grays Inn Road to Ampton Street, this also carries on at the opposite end of the road, linking to Cubitt Street. Wide footways in good condition. No dedicated cycle lane on road.	Tactile dropped kerbs.	E-scooter and cycle hire bays. Regularly spaced street lighting.
Sidmouth Street	Regents Square – Grays Inn Road	Wide footways with dropped kerbs and marked cycle lane on carriageway.	Tactile pedestrian crossing with island with dropped kerbs and separate bike lanes.	Regularly spaced street lighting.

Table 5.5: Route 3 of the ATZ assessment

Route 4

Road	Link	Footway / Cycleway Provision	Crossing Provision	Other Facility Provisions
Site to education (local campuses)				
UCL and University Of London	Malet Street - Torrington Place – Byng Place – Gordon Square	Malet Street featuring even level surface and wide footways in excellent condition. Marked cycleway on carriageway.	Byng Place features dropped kerbs, tactile zebra crossings and pedestrian islands.	Santander Bike hire and bike storage. Evenly spaced street lighting. Benches provided as places for rest. Bus stop provisions and Bus Lane.
Rosebury Avenue (QA Higher Education London Campus)	St Johns Road – Theobalds Road	Wide footways in good condition.	Signalised pedestrian crossing with dropped, tactile paving.	Vegetation and surrounding green space with bus stops. Bus lane.
York Way (The University of Art Central St Martins)	A501 – Goods Way	Wide footways and marked cycle lane.	Signalised crossing with countdown and dropped tactile kerbs and advanced cycle stop lane.	Bus stops and regularly streetlights with shop frontage.

Table 5.6: Route 4 of the ATZ assessment

5.15 **Table 5.7** assesses these routes in the context of the Healthy Streets indicators.

Indicator		Grays Inn Road	Kings Cross Road (A201)	Britannia Street
People choose to walk, cycle and use public transport	A successful transport system enables more people to walk and cycle more often	There are bus stops approximately every 200m (<3 minute walk). The bus stops are accessible for a wheelchair and consist of high frequency services.	There are bus stops approximately every 250m (<4 minute walk). The bus stops are accessible for a wheelchair and consist of high frequency services.	There are no bus stops/services that leave from Britannia Street however with secure bicycle storage and rails, users of the road can easily travel by bicycle.
People feel safe	The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger	There are evenly distributed streetlights. Some active frontage to provide safety.	Evenly distributed streets lights and consistent active frontage to provide safety.	The road has evenly spaced street lighting but minimal active frontage to provide a feeling of safety.
Easy to cross	Making streets easier to cross is important to encourage more walking and to connect communities	Signalised crossings (with and without islands) and zebra crossing (with and without islands) with dropped tactile kerb to encourage walking and accessibility.	Signalised crossings and a zebra crossing with a dropped tactile kerb.	There are tactile dropped kerb crossing points between Wicklow Street/Britannia Street on both sides of the road.
Places to stop and rest	A lack of resting places can limit mobility for certain groups of people	Seating provided at bus stops, no benches provided.	No official places to rest except bus stops seating.	There are no official places of rest which could restrict people with limited mobility from using this road.
Shade and shelter	Providing shade and shelter enables everybody to use our streets, whatever the weather	Vegetation and active frontage provide shade.	Minimal vegetation providing shade, buildings able to shade on side of carriageway.	There is no vegetation to provide shade here except from the active frontage.
People feel relaxed	More people will walk or cycle if our streets are not dominated by		Footways crowded towards Kings Cross	Road is quiet and free from traffic, encouraging people to use active travel methods.

	motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair	Footways were crowded and some litter present. Multiple bins provided.	however become quiet to the south of the road.	
Things to see and do	People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art	Active frontage providing shopping opportunities for cyclists and pedestrians.	Active frontage providing shopping/experiences.	The new gallery of digital art museum will attract people to use street.
Everyone feels welcome	London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.	Grays Inn mosque, the London Welsh Centre, Gwalia Male Choir and Calthorpe community gardens can all be accessed from Grays Inn Road.	There are no activities associated with community life on Kings Cross Road.	There are no activities associated with community life on Britannia Street.
Not too noisy	Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction	Traffic was heavy on this road leading up to Euston Road, creating noise pollution.	Traffic was light and consisted mostly of buses/vans.	The clear road and low number of pedestrians meant the road was quiet.
Clean air	Improving air quality delivers benefit for everyone and reduces unfair health inequalities	Vegetation to the south of the road, near Chancery Lane exit, helping with air pollution.	Sparse vegetation along roadside leading to poorer air quality.	The air quality could be improved by vegetation as trees are infrequently distributed.

Indicator		Euston Road (A501)	Ampton Street	Sidmouth Street
People choose to walk, cycle and use public transport	A successful transport system enables more people to walk and cycle more often	There are bus stops approximately every 110m (<2 minute walk) on Euston Road. The road has a bus stop which is also used by cyclists, motorbike and taxi.	There are no public transport services running from Ampton Street due to the quiet residential nature of the road. Cycle links to both ends of the road will encourage cyclists to use the carriageway/footway.	Sidmouth Street has no bus stops, however, features wide footways and a marked cycle lane which encourages active travel.
People feel safe	The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger	Due to the busy nature of the area, there will always be pedestrians around in the event of danger.	Evenly distributed street lights provide safety, however being a residential road, no active frontage is present.	There are evenly spaced street lighting but no active frontage. This area can be shaded as there tree coverage which may increase worry of danger.
Easy to cross	Making streets easier to cross is important to encourage more walking and to connect communities	There are signalised crossings with dropped kerbs and tactile paving on this road.	There are dropped tactile kerbs on the exit from Ampton Street to Ampton Place.	There is an informal tactile crossing with pedestrian islands along with a signalised crossing with dropped tactile kerbing at the end of Sidmouth Street and opening to Grays Inn Road.
Places to stop and rest	A lack of resting places can limit mobility for certain groups of people	. There are no official resting places but there is seating at the bus stops and benches outside King's Cross station.	There are no benches for resting on Ampton Street.	There are no benches for resting on Sidmouth Street.
Shade and shelter	Providing shade and shelter enables everybody to use our streets, whatever the weather	There are a few trees at intervals on Euston Road, other than this only the active frontage will provide shade and shelter.	There is tree coverage between Ampton Street and Cubbitt Street which could be used for shade/shelter.	Extensive tree coverage provides shade to road users and pedestrians.

People feel relaxed	More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair	Streets are dominated with road traffic and pedestrians on footways, particularly crowded around the station.	The quiet residential road provides a relaxing atmosphere.	The road and footways are quiet, creating a calm environment for active travellers. Footways and carriageway are in good condition to allow for accessible travel.
Things to see and do	People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art	The British Library, The Place (performing arts theatre) and Game Nation (amusement centre) are all located on Euston Road.	The road has a Blue Plaque of Thomas Carlyle which provides historical significance to the road.	N/A
Everyone feels welcome	London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.	The Welcome Trust, Acts Church London and Camden Town Hall provide a community feel to the road and surrounding area.	N/A	N/A
Not too noisy	Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction	The road and footways are particularly noisy.	There is no traffic and few pedestrians/ cyclists making the road quiet and peaceful.	The area is quiet, and the trees also provide a sound barrier to the local road network.
Clean air	Improving air quality delivers benefit for everyone and reduces unfair health inequalities	Air quality could be improved, as there was multiple traffic jams, vehicles will be polluting the air.	Surrounding green spaces make this road pollution free.	The air quality will be greatly improved due to the vast amount of vegetation.

Indicator		Malet Street/ Torrington Place/ Byng Place/Gordon Square (UCL and University of London)	Rosebury Avenue (QA Higher Education London Campus)	York Way (The University of Arts (CSM)
People choose to walk, cycle and use public transport	A successful transport system enables more people to walk and cycle more often	Wide footways, cycle marking, cycle storage and rental facilities allow these roads to be accessible by sustainable means.	Bus stops are located approximately every 250m (<4 minute walk) and are accessible to wheelchair users, with a variety of destinations.	Wide footways, cycle lanes and bus stops allow for active travel on this road.
People feel safe	The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger	There are evenly spaced street lights and students populate the area, creating a safe feel.	Regular spaced streetlights provide feeling of safety.	There is a limited amount of active frontage on the left-hand side of York Road due to Kings Cross Station, however there is regularly spaced street lighting.
Easy to cross	Making streets easier to cross is important to encourage more walking and to connect communities	There are tactile dropped kerb crossing which are both formal and informal, creating opportunity for active travellers to connect to various road networks.	Dropped kerbs and tactile paving signalised crossing with footways in good condition allow for active travel.	Multiple signalised crossings are present with dropped, tactile kerbs.
Places to stop and rest	A lack of resting places can limit mobility for certain groups of people	. There are benches on Byng place and in the park adjacent to Gordon Square which encourages people of limited mobility to use these roads.	N/A	There are no official places of rest on this road however bus stops provide shelter and seating.
Shade and shelter	Providing shade and shelter enables everybody to use our streets,	The majority of this road network is not shaded, the active frontage may provide slight shade and shelter.	Tree lined road and bus stop shelter can provide both shade and protection from adverse weather.	There are a small number of trees that provide a slight amount of shade. Bus stops can be used for a place to take shelter.

	whatever the weather			
People feel relaxed	More people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair	Byng Place and Gordon Square are particularly busy with pedestrians on footpaths (nearest to the universities). The footways however are in good condition.	The road has a small number of pedestrians on the footway and moderate traffic, leading to a relaxed feel allowing for safe, sustainable travel.	The road is moderately busy with pedestrians, cyclists and vehicles on the carriageway. This is due to the close proximity of major train stations.
Things to see and do	People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art	At the end of Malet Street which connects to Montague Place is the British Museum Library. There is also the RADA performing arts theatre on Malet Street.	There is active frontage and venues such as Salder's Wells Theatre which will encourage active travel in the area.	There are a number of restaurants lining the road.
Everyone feels welcome	London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.	Euston Church located on Byng Place will encourage an engagement in community life.	N/A	The Ben Kinsella Trust, located on York Way is a Charity where people can be part of a community.
Not too noisy	Reducing the noise impacts of motor traffic will directly benefit health,	Malet Street and Torrington Square are quiet on both footways and roads whereas Byng Place and Gordon square are noisy due to traffic and pedestrians.	As the road is wide and there are limited pedestrians, the area has low levels of noise pollution.	The road has minimal tree coverage allowing for the road being noisy.

	improve the ambience of street environments and encourage active travel and human interaction			
Clean air	Improving air quality delivers benefit for everyone and reduces unfair health inequalities	Trees lining Gordon square improve air quality.	Trees lining the road improve the air quality.	Air quality could be improved here by adding vegetation.

Table 5.7: Healthy Streets Assessment

6 Proposed Development

Overview

6.1 The proposals comprise the demolition and capping of the existing Thameslink tunnel vent shaft and the construction of a 121-bed Purpose Built Student Accommodation (PBSA) scheme with ancillary student social, amenity and support space, in addition to the provision of a small quantum of community space.

6.2 A copy of the indicative ground floor layout is provided at **Figure 6.1**.

Figure 6.1: Ground Floor Layout

Source: Sheppard Robson Drawing 6910-SRA-ZZ-00-DR-A-20210 Rev P11

Access Arrangements

6.3 The site is proposed to be car-free, with the public realm designed to accommodate pedestrian and cyclist travel through the site.

6.4 Primary pedestrian access will be provided along the building frontage from Britannia Street, with a dedicated entrance lobby and reception provided at ground floor. A separate pedestrian entrance lobby is provided from Wicklow Street for the Community

Hall. Access to the ground floor cycle store is also anticipated to be provided from Wicklow Street.

6.5 Refuse collection and deliveries will be made from Britannia Street. Specific details of how deliveries will be managed on behalf of residents will be included in the DSP.

Parking Provision

Vehicle Parking

6.6 LBC also expect all new development to be car-free in nature, with paragraph 3.156 of their Local Plan (2017) stating that *"The Council expects all new developments to be car free, where no provision for resident parking is made within the development or on the street (see Policy T2 Parking and car-free development). However, wheelchair users may need access to a car as a consequence of their disability. The Council will generally expect the parking needs of wheelchair users to be met on street"*

6.7 On this basis, the scheme has been developed as car free, with the exception of one on-street accessible space, and two pay-by-hour space for local service providers, e.g. plumbers. The provision of these spaces makes use of additional kerb space gained from the removal of the car park accesses on Britannia Street and Wicklow Street and do not detract from the existing on-street parking stock.

6.8 The pay-by-hour spaces were provided in response to public consultation feedback. Significant concern was raised by local residents of Britannia Street and Wicklow Street surrounding the loss of the existing 30-space car park, which is well used by local service providers such as plumbers and electricians. The provision of two pay-by-hour spaces therefore allow local service providers to still serve the area, with a net reduction of 27 spaces still provided by the scheme as a whole.

6.9 **Figure 6.2,** appended to this report, illustrates the location of the proposed disabled on-street bay.

6.10 **Figure 6.3,** also appended to this report, illustrate the newly provided pay and display bays.

6.11 Any students that are Blue Badge holders would be able to utilise any on-street blue badge, resident permit holder, shared use or pay and display parking bays that are located within the local area.

Cycle Parking

6.12 A dedicated cycle store for the PBSA units will be provided along the southern frontage of the site with Wicklow Street. The cycle store provides storage for 93 cycles, comprising

74 as vertical spaces, 15 Brompton stands and 4 enlarged spaces. Additionally, four visitor cycle parking spaces are provided in the form of Sheffield Stands fronting onto Britannia Street.

6.13 Table 10.2 of the London Plan 2021 sets out a requirement for the following cycle parking provision:

- Long-stay: 0.75 spaces per bedroom
- Short-stay: 1 space per 40 bedrooms

6.14 London Cycling Design Guidance also requires 5% of spaces to be suitable to accommodate larger/adapted cycles.

6.15 A threshold of 0.75 cycle spaces per unit would equate to 91 spaces. The proposed level of cycle provision is therefore in line with guidance.

Servicing and Waste Management

6.16 Refuse collection will occur on street via Britannia Street for the PBSA units, in line with the current arrangement for adjacent buildings. A refuse store is provided at ground level with access from Britannia Street.

6.17 Deliveries to the PBSA units will be made from Britannia Street, via an on-site concierge/Facilities Manager.

Waste Strategy

6.18 The development proposals include a waste storage area adjacent to Britannia Street. Communications with the LBC waste team confirmed that student accommodation should be treated as a single room in a house/block when estimating storage requirements, with guidance stemming from BS5906.

6.19 Table 1 of BS5906 requires 70l of waste storage per bedroom, plus an additional 30l per dwelling (assuming an average 3 bed property). Essentially a total capacity of 80l per room is required by BS5906 resulting in a total volume of 9,280l for 121 units. BS5905 expects recycling and general waste to be split on an approximate 50/50 basis.

6.20 Camden guidance identifies that circa 8% of waste would be food and on that basis the following waste storage provisions can be expected:

i) 4,453l general waste
ii) 4,453l recycling waste
iii) 774l food waste

6.21 On the basis of the above, the scheme incorporates 4no general waste eurobins, 4no recycling eurobins and 1no food waste eurobin.

6.22 Kerbside collection of the bins can occur from Britannia Street with the refuse vehicle manoeuvre illustrated at **Figure 6.4,** appended to this report.

6.23 Specific details of how deliveries will be managed on behalf of residents will be included in the DSP.

Construction Management Plan (CMP)

6.24 An Outline CMP has been prepared alongside this application. It is proposed that a detailed CMP is prepared if planning permission is granted and when the principal contractor has been appointed. It is anticipated that that detailed CMP would be secured via a suitably worded planning condition.

7 Trip Generation

7.1 This section of the TA will set out the multi modal trip attraction of the proposed development.

TRICS Trip Generation Methodology

7.2 Trip generation during the weekday morning peak (08:00-09:00) and weekday evening peak (17:00-18:00) has been assessed, the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest.

7.3 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.

7.4 Trip generation associated with the proposed development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database.

7.5 The full TRICS outputs and calculations are attached in **Appendix A** of this report.

Existing Trip Generation

7.6 The site is presently used as a 30-space surface level car park operated by Euro Car Parks. The car park is operational 24 hours a day with charge rates starting at £10.50 for two hours. It is considered that this car park will therefore be generating a significant number of vehicle movements each day.

7.7 No allowance has been made in this assessment for the removal of these trips.

Proposed Trip Generation

7.8 The site is proposed to be car-free and therefore vehicle trip attraction is expected to be limited to deliveries and servicing, and the associated on-street disabled bay.

7.9 Trip generation assessment has been carried out based on comparison with sites meeting the following criteria:

- Land use '03 – Residential, G – Student Accommodation'
- Sites within Greater London
- Sites with a PTAL rating greater than or including 5

7.10 The resulting surveys were all car free, with the exception of one site with a parking ratio of 0.035/resident. The surveys are therefore reflective of the car free nature of the proposed site.

7.11 **Table 7.1** presents the 'Total People' trip rates for the weekday peak periods.

121 dwellings	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures
'Total People' Trip Rates	0.009	0.094	0.077	0.043
Resultant Trips	1	11	9	5

Table 7.1: Total People Trip Rates

7.12 **Table 7.1** illustrates that the proposed student development has the potential to generate a low number of trips during the peak hour periods.

7.13 The modal split for the proposed development has been calculated using the modal split percentages from the TRICS output, included in **Appendix A**. As the site will be car free, the vehicle trips have been removed and the remaining modal split apportioned on a pro-rata basis. **Table 7.2** therefore sets out the total people trips, split by mode of travel.

121 Units	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures
Cyclists	0	1	0	0
Pedestrians	1	6	5	3
Rail	0	2	2	1
Bus	0	2	2	1

Table 7.2: Peak Period Modal Split

7.14 **Table 7.2** illustrates that the greatest proportion of trips generated by the site will be undertaken on foot. It is therefore considered that the impacts on local public transport services will be negligible.

Delivery and Servicing Trips

7.15 A trip generation assessment specifically for delivery and servicing trips has been derived using the TRICS database using surveys conducted at Student Accommodation sites in Greater London. The anticipated delivery and servicing vehicle movements are presented in **Table 7.3.**

121 Units	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Total Day	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	0	0	0	0	2	2

Table 7.3: Proposed Delivery and Servicing Movements

7.16 **Table 7.3** illustrates that the proposed 121-unit PBSA development would give rise to approximately two two-way delivery vehicle trips on a typical weekday.

8 Mitigation Measures and Management Strategies

Move-in Move-Out Strategy

8.1 'Moving' days at the site, which will occur yearly when tenancies end for the preceding year and commence for the forthcoming year, will be busy times with large numbers of students moving in or out over the space of several days.

8.2 As part of the resident application process, students will be asked to select preferred times from 30-minute time slots on set days, generally between 09:00 and 18:00, and these will be allocated individually.

8.3 The move in process will be spread over two weekends each academic year in order to stagger arrivals. Time slot management will be organised by the site management to ensure a physical spread through the buildings at each time to reduce pressure on staircases in addition to minimising impact to the surrounding road network at these times. Site management staff will be on site to assist and direct students as necessary.

8.4 Information packs relating to loading arrangements and relevant public transport routes, as well as room location, will be distributed to students prior to the start of term. Students will then be required to provide their intended method of transport for move-in day. This allows time slots to be allocated to minimise impact on public transport services and the local highway network.

8.5 It is envisaged that any students arriving by vehicle will utilise pay and display parking spaces available on Britannia Street. It is likely that the majority who chose to arrive by vehicle will utilise taxi's.

8.6 Agreed times will be non-negotiable with the site management who will reserve the right to refuse access to students or parents arriving at the wrong time, with these residents being given new time slots. The site management will use their judgement as to whether this is appropriate depending on how busy the site is. Information about this process will be provided as part of the application form, so potential residents are aware in advance of the process.

8.7 Residents will be asked to complete their move and then relocate their vehicles away from the site within 30 minutes of arrival. Once a resident has completed moving all possessions from their vehicle to the property (or vice versa) or the 30 minute limit has been reached, they will be expected to move their vehicle away from Britannia Street.

8.8 Students moving out are likely to occur over a longer period as courses end at different times. All students will be advised prior to the end of their tenancy period of the move out procedure and dates on which they would be expected to finally vacate. Around two weeks before the end of tenancies, remaining students will be asked for their leaving date so that the site management are able to control vehicles as necessary.

8.9 Should large numbers move out on the same day (for example Saturdays, or particular dates tying in with rental periods across the city), moving day procedures as detailed above will be followed, with departure slots for vehicles given to residents.

8.10 Students will not be required to empty rooms at the end of each term, only when their annual tenancy contract ends.

Additional Measures

8.11 This TA is accompanied by the following documents:

- Outline Student Travel Plan
- Outline Construction Management Plan
- Delivery and Servicing Management Strategy

9 Summary and Conclusions

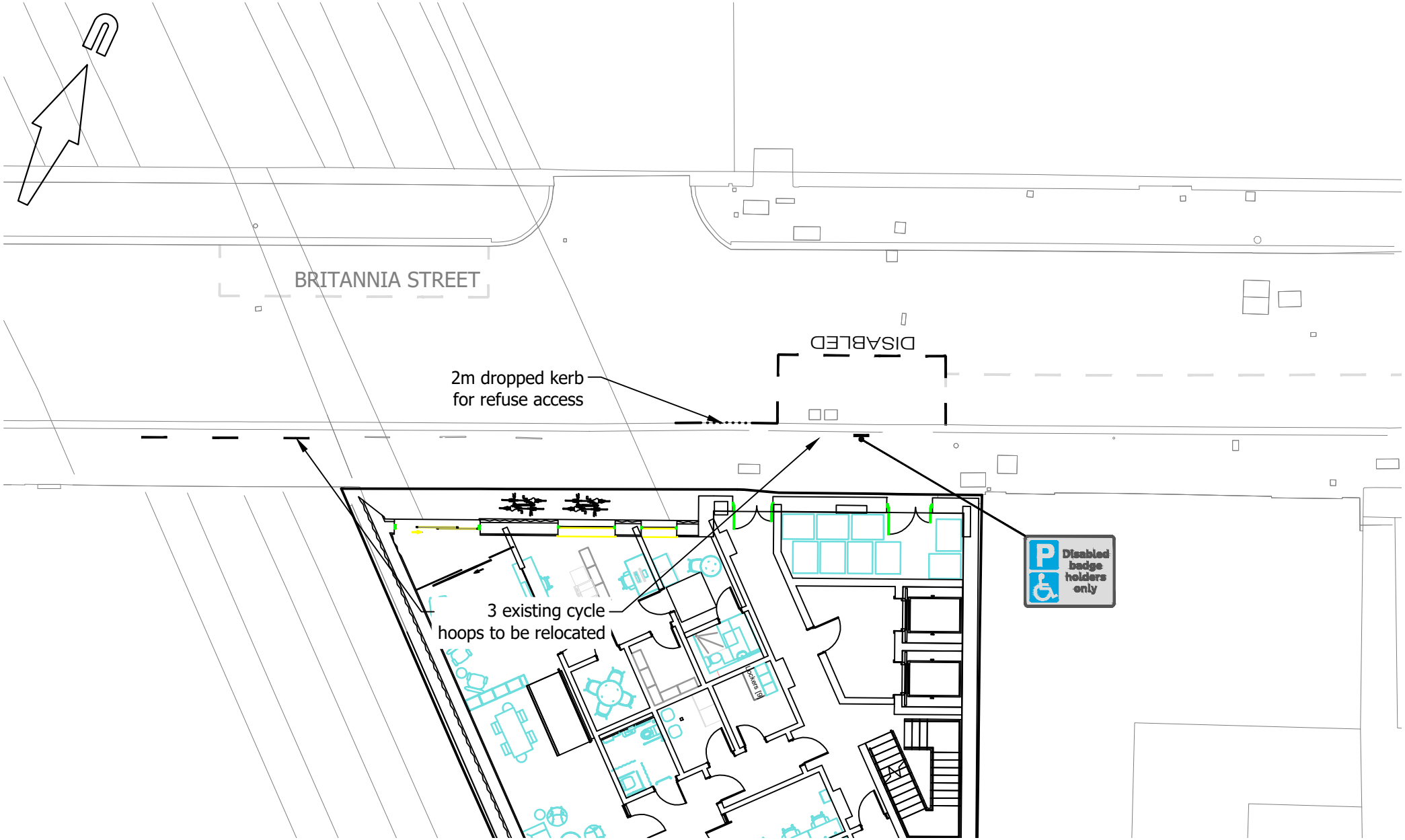
9.1 This Transport Assessment has been prepared by Mayer Brown Limited on behalf of Curlew Opportunities to consider the potential transport implications associated with the development of a proposed 121-bed Purpose Built Student Accommodation (PBSA) scheme with ancillary social, amenity and support space.

9.2 This Transport Assessment demonstrates that:

- The proposals meet the requirements of the LBC local validation guidance (2020);
- The development abides by national, regional and local policy and guidance;
- The site is located in close proximity to a number of colleges and universities which can all be reached by active travel methods;
- The site is located within the vicinity of a local car club;
- The site has an excellent rating of public transport accessibility with a level of 6b;
- The site has access to local pedestrian and cycle infrastructure and is located within very close proximity to a large range of local services and amenities;
- The nearest bus stop is located only 160m away from the sites access;
- The site is located approximately 450m walking distance to Kings Cross St Pancras underground and train station which provides local, national and international destinations by rail;
- The scheme has been developed as car free, with the exception of one on-street accessible space, and two pay-by-hour space for local service providers, e.g. plumbers. The provision of these spaces makes use of additional kerb space gained from the removal of the car park accesses on Britannia Street and Wicklow Street and do not detract from the existing on-street parking stock;
- A dedicated cycle store for the PBSA units will be provided along the southern frontage of the site with Wicklow Street. The cycle store provides storage for 93 cycles, comprising 74 as vertical spaces, 15 Brompton stands and 4 enlarged spaces. Additionally, four visitor cycle parking spaces are provided in the form of Sheffield Stands fronting onto Britannia Street. This is in line with the London Plan standards;
- Refuse collection will occur on street via Britannia Street for the PBSA units, in line with the current arrangement for adjacent buildings. Sufficient waste storage has been provided for the units;

- The proposals will generate just 12 movements in the AM peak hour and 14 movements in the PM peak hour, with the majority of these movements undertaken on foot; and
- The development will adopt a move - in move – out strategy to manage the large numbers of students moving in or out over the space of several days.

9.3 On this basis, there are no reasons relating to the impacts on the local highway that this transport assessment should be objected.



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client
CURLEW DEVELOPMENTS LONDON LIMITED

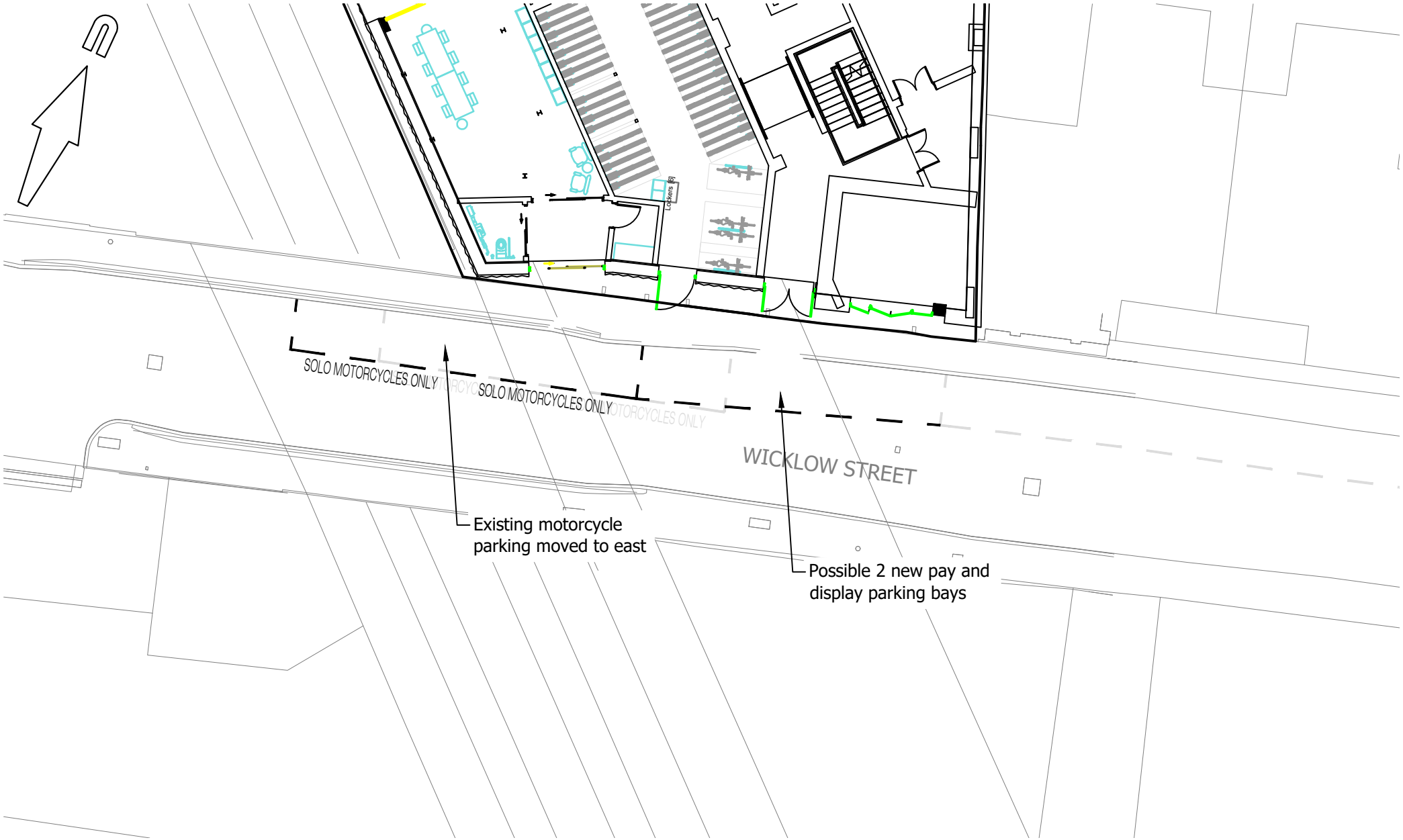
project
BRITANNIA STREET, CAMDEN

title
POSSIBLE NEW DISABLED BAY LOCATION

scale	drawn by	checked by
1:200 @ A4	JME	CC

date	cad file	suitability	rev.
NOVEMBER 2024	TA FIGURES	-	P2

drawing number
FIGURE 6.2



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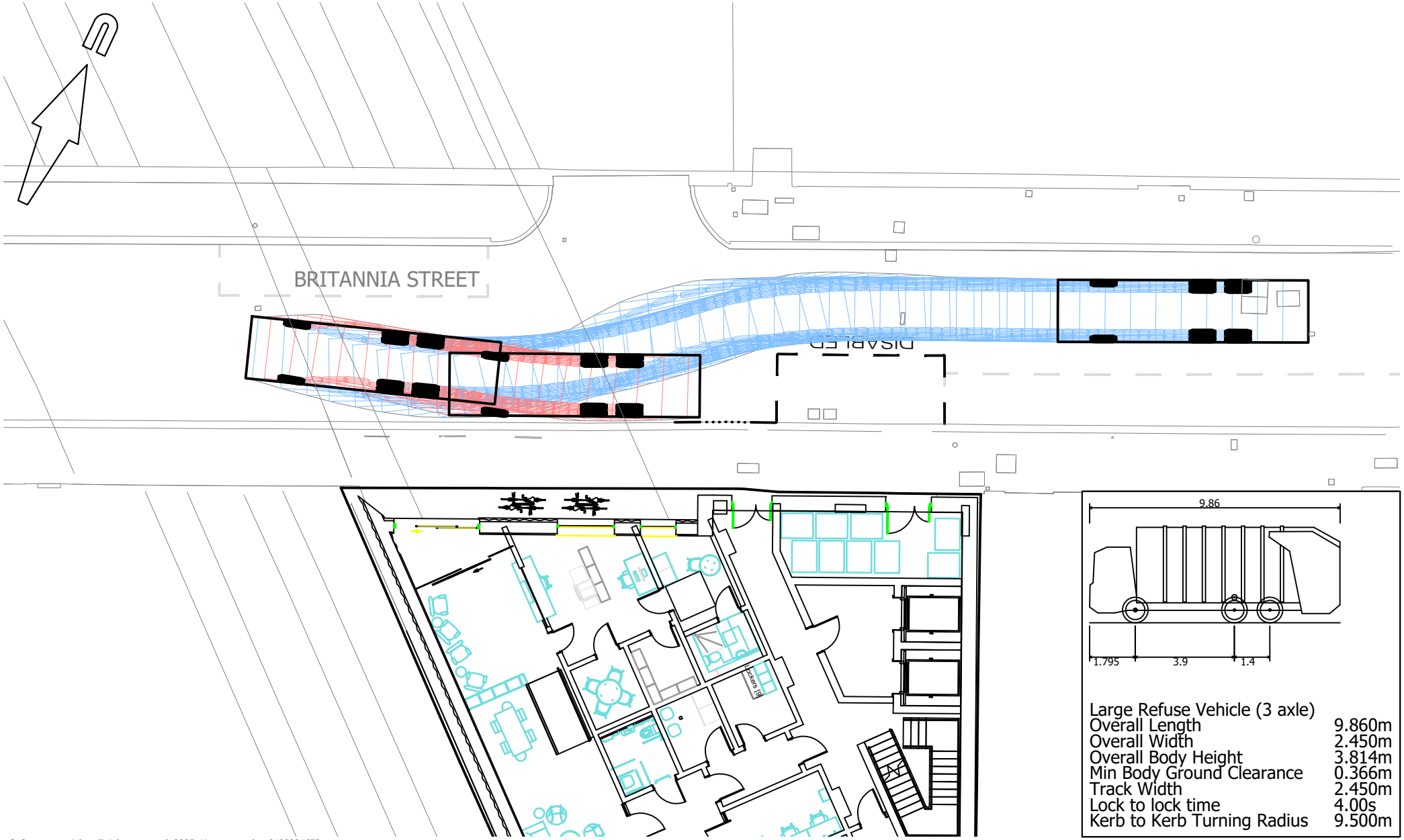
project
BRITANNIA STREET, CAMDEN

title
POSSIBLE NEW PAY AND DISPLAY BAYS LOCATION

scale	drawn by	checked by
1:200 @ A4	JME	CC

date	cad file	suitability	rev.
NOVEMBER 2024	TA FIGURES	-	P2

drawing number
FIGURE 6.3



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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project
BRITANNIA STREET, CAMDEN

title
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE PULLING UP OUTSIDE SITE

scale	drawn by	checked by
1:200 @ A4	JME	CC

date	cad file	suitability	rev.
NOVEMBER 2024	TA FIGURES	-	P2

drawing number
FIGURE 6.4

APPENDIX A: TRICS Assessment

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
	HM	HAMMERSMITH AND FULHAM	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:	200 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 31/10/19

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
Thursday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	1
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	4 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

5 Very Good	1 days
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 HM-03-G-01 STUDENT FLATS HAMMERSMITH AND FULHAM
PADDENSWICK ROAD
HAMMERSMITH

Edge of Town Centre
Residential Zone
Total Number of residents: 235
Survey date: THURSDAY *31/10/19* *Survey Type: MANUAL*

3 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*

4 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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 15.54

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
08:00 - 09:00	4	527	0.001	0.001	4	527	0.002	0.002	4	527	0.003	0.003
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.003	0.003	4	527	0.003	0.003	4	527	0.006	0.006
11:00 - 12:00	4	527	0.004	0.004	4	527	0.005	0.005	4	527	0.009	0.009
12:00 - 13:00	4	527	0.004	0.004	4	527	0.005	0.005	4	527	0.009	0.009
13:00 - 14:00	4	527	0.006	0.006	4	527	0.004	0.004	4	527	0.010	0.010
14:00 - 15:00	4	527	0.004	0.004	4	527	0.006	0.006	4	527	0.010	0.010
15:00 - 16:00	4	527	0.005	0.005	4	527	0.004	0.004	4	527	0.009	0.009
16:00 - 17:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
17:00 - 18:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
18:00 - 19:00	4	527	0.005	0.005	4	527	0.005	0.005	4	527	0.010	0.010
19:00 - 20:00	4	527	0.005	0.005	4	527	0.004	0.004	4	527	0.009	0.009
20:00 - 21:00	4	527	0.005	0.005	4	527	0.006	0.006	4	527	0.011	0.011
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.047	0.047			0.049	0.049			0.096	0.096

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 - 31/10/19
Number of weekdays (Monday-Friday):	4
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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
11:00 - 12:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
12:00 - 13:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
13:00 - 14:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
14:00 - 15:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
15:00 - 16:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
16:00 - 17:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
17:00 - 18:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
18:00 - 19:00	4	527	0.003	0.003	4	527	0.003	0.003	4	527	0.006	0.006
19:00 - 20:00	4	527	0.003	0.003	4	527	0.003	0.003	4	527	0.006	0.006
20:00 - 21:00	4	527	0.004	0.004	4	527	0.004	0.004	4	527	0.008	0.008
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.020	0.020			0.020	0.020			0.040	0.040

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
11:00 - 12:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
12:00 - 13:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
13:00 - 14:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
14:00 - 15:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
15:00 - 16:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
16:00 - 17:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
17:00 - 18:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
18:00 - 19:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
19:00 - 20:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
20:00 - 21:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.001	0.001	4	527	0.002	0.002	4	527	0.003	0.003
09:00 - 10:00	4	527	0.000	0.000	4	527	0.002	0.002	4	527	0.002	0.002
10:00 - 11:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
11:00 - 12:00	4	527	0.001	0.001	4	527	0.003	0.003	4	527	0.004	0.004
12:00 - 13:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
13:00 - 14:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
14:00 - 15:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
15:00 - 16:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
16:00 - 17:00	4	527	0.002	0.002	4	527	0.000	0.000	4	527	0.002	0.002
17:00 - 18:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
18:00 - 19:00	4	527	0.003	0.003	4	527	0.002	0.002	4	527	0.005	0.005
19:00 - 20:00	4	527	0.001	0.001	4	527	0.000	0.000	4	527	0.001	0.001
20:00 - 21:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.017	0.017			0.016	0.016			0.033	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 VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
08:00 - 09:00	4	527	0.001	0.001	4	527	0.002	0.002	4	527	0.003	0.003
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.002	0.002	4	527	0.003	0.003	4	527	0.005	0.005
11:00 - 12:00	4	527	0.004	0.004	4	527	0.006	0.006	4	527	0.010	0.010
12:00 - 13:00	4	527	0.004	0.004	4	527	0.003	0.003	4	527	0.007	0.007
13:00 - 14:00	4	527	0.006	0.006	4	527	0.005	0.005	4	527	0.011	0.011
14:00 - 15:00	4	527	0.004	0.004	4	527	0.006	0.006	4	527	0.010	0.010
15:00 - 16:00	4	527	0.006	0.006	4	527	0.004	0.004	4	527	0.010	0.010
16:00 - 17:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
17:00 - 18:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
18:00 - 19:00	4	527	0.005	0.005	4	527	0.004	0.004	4	527	0.009	0.009
19:00 - 20:00	4	527	0.005	0.005	4	527	0.004	0.004	4	527	0.009	0.009
20:00 - 21:00	4	527	0.006	0.006	4	527	0.003	0.003	4	527	0.009	0.009
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.048	0.048			0.044	0.044			0.092	0.092

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.005	0.005	4	527	0.013	0.013	4	527	0.018	0.018
08:00 - 09:00	4	527	0.004	0.004	4	527	0.047	0.047	4	527	0.051	0.051
09:00 - 10:00	4	527	0.005	0.005	4	527	0.038	0.038	4	527	0.043	0.043
10:00 - 11:00	4	527	0.009	0.009	4	527	0.042	0.042	4	527	0.051	0.051
11:00 - 12:00	4	527	0.013	0.013	4	527	0.033	0.033	4	527	0.046	0.046
12:00 - 13:00	4	527	0.022	0.022	4	527	0.036	0.036	4	527	0.058	0.058
13:00 - 14:00	4	527	0.029	0.029	4	527	0.045	0.045	4	527	0.074	0.074
14:00 - 15:00	4	527	0.021	0.021	4	527	0.033	0.033	4	527	0.054	0.054
15:00 - 16:00	4	527	0.039	0.039	4	527	0.024	0.024	4	527	0.063	0.063
16:00 - 17:00	4	527	0.037	0.037	4	527	0.021	0.021	4	527	0.058	0.058
17:00 - 18:00	4	527	0.038	0.038	4	527	0.027	0.027	4	527	0.065	0.065
18:00 - 19:00	4	527	0.040	0.040	4	527	0.022	0.022	4	527	0.062	0.062
19:00 - 20:00	4	527	0.041	0.041	4	527	0.018	0.018	4	527	0.059	0.059
20:00 - 21:00	4	527	0.058	0.058	4	527	0.020	0.020	4	527	0.078	0.078
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.361	0.361			0.419	0.419			0.780	0.780

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.001	0.001	4	527	0.005	0.005	4	527	0.006	0.006
08:00 - 09:00	4	527	0.002	0.002	4	527	0.022	0.022	4	527	0.024	0.024
09:00 - 10:00	4	527	0.004	0.004	4	527	0.026	0.026	4	527	0.030	0.030
10:00 - 11:00	4	527	0.005	0.005	4	527	0.025	0.025	4	527	0.030	0.030
11:00 - 12:00	4	527	0.010	0.010	4	527	0.016	0.016	4	527	0.026	0.026
12:00 - 13:00	4	527	0.006	0.006	4	527	0.017	0.017	4	527	0.023	0.023
13:00 - 14:00	4	527	0.011	0.011	4	527	0.012	0.012	4	527	0.023	0.023
14:00 - 15:00	4	527	0.008	0.008	4	527	0.013	0.013	4	527	0.021	0.021
15:00 - 16:00	4	527	0.013	0.013	4	527	0.008	0.008	4	527	0.021	0.021
16:00 - 17:00	4	527	0.013	0.013	4	527	0.006	0.006	4	527	0.019	0.019
17:00 - 18:00	4	527	0.019	0.019	4	527	0.006	0.006	4	527	0.025	0.025
18:00 - 19:00	4	527	0.016	0.016	4	527	0.007	0.007	4	527	0.023	0.023
19:00 - 20:00	4	527	0.016	0.016	4	527	0.005	0.005	4	527	0.021	0.021
20:00 - 21:00	4	527	0.021	0.021	4	527	0.002	0.002	4	527	0.023	0.023
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.145	0.145			0.170	0.170			0.315	0.315

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.004	0.004	4	527	0.008	0.008	4	527	0.012	0.012
08:00 - 09:00	4	527	0.001	0.001	4	527	0.021	0.021	4	527	0.022	0.022
09:00 - 10:00	4	527	0.005	0.005	4	527	0.019	0.019	4	527	0.024	0.024
10:00 - 11:00	4	527	0.009	0.009	4	527	0.019	0.019	4	527	0.028	0.028
11:00 - 12:00	4	527	0.007	0.007	4	527	0.012	0.012	4	527	0.019	0.019
12:00 - 13:00	4	527	0.010	0.010	4	527	0.009	0.009	4	527	0.019	0.019
13:00 - 14:00	4	527	0.011	0.011	4	527	0.018	0.018	4	527	0.029	0.029
14:00 - 15:00	4	527	0.010	0.010	4	527	0.013	0.013	4	527	0.023	0.023
15:00 - 16:00	4	527	0.009	0.009	4	527	0.009	0.009	4	527	0.018	0.018
16:00 - 17:00	4	527	0.016	0.016	4	527	0.007	0.007	4	527	0.023	0.023
17:00 - 18:00	4	527	0.015	0.015	4	527	0.008	0.008	4	527	0.023	0.023
18:00 - 19:00	4	527	0.016	0.016	4	527	0.006	0.006	4	527	0.022	0.022
19:00 - 20:00	4	527	0.015	0.015	4	527	0.005	0.005	4	527	0.020	0.020
20:00 - 21:00	4	527	0.028	0.028	4	527	0.008	0.008	4	527	0.036	0.036
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.156	0.156			0.162	0.162			0.318	0.318

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.005	0.005	4	527	0.013	0.013	4	527	0.018	0.018
08:00 - 09:00	4	527	0.003	0.003	4	527	0.044	0.044	4	527	0.047	0.047
09:00 - 10:00	4	527	0.009	0.009	4	527	0.045	0.045	4	527	0.054	0.054
10:00 - 11:00	4	527	0.014	0.014	4	527	0.044	0.044	4	527	0.058	0.058
11:00 - 12:00	4	527	0.017	0.017	4	527	0.028	0.028	4	527	0.045	0.045
12:00 - 13:00	4	527	0.016	0.016	4	527	0.026	0.026	4	527	0.042	0.042
13:00 - 14:00	4	527	0.022	0.022	4	527	0.029	0.029	4	527	0.051	0.051
14:00 - 15:00	4	527	0.019	0.019	4	527	0.026	0.026	4	527	0.045	0.045
15:00 - 16:00	4	527	0.023	0.023	4	527	0.016	0.016	4	527	0.039	0.039
16:00 - 17:00	4	527	0.028	0.028	4	527	0.012	0.012	4	527	0.040	0.040
17:00 - 18:00	4	527	0.034	0.034	4	527	0.014	0.014	4	527	0.048	0.048
18:00 - 19:00	4	527	0.031	0.031	4	527	0.013	0.013	4	527	0.044	0.044
19:00 - 20:00	4	527	0.031	0.031	4	527	0.010	0.010	4	527	0.041	0.041
20:00 - 21:00	4	527	0.048	0.048	4	527	0.010	0.010	4	527	0.058	0.058
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.300	0.300			0.330	0.330			0.630	0.630

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 15.54

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.011	0.011	4	527	0.027	0.027	4	527	0.038	0.038
08:00 - 09:00	4	527	0.009	0.009	4	527	0.094	0.094	4	527	0.103	0.103
09:00 - 10:00	4	527	0.015	0.015	4	527	0.085	0.085	4	527	0.100	0.100
10:00 - 11:00	4	527	0.026	0.026	4	527	0.090	0.090	4	527	0.116	0.116
11:00 - 12:00	4	527	0.036	0.036	4	527	0.069	0.069	4	527	0.105	0.105
12:00 - 13:00	4	527	0.044	0.044	4	527	0.066	0.066	4	527	0.110	0.110
13:00 - 14:00	4	527	0.058	0.058	4	527	0.080	0.080	4	527	0.138	0.138
14:00 - 15:00	4	527	0.046	0.046	4	527	0.066	0.066	4	527	0.112	0.112
15:00 - 16:00	4	527	0.070	0.070	4	527	0.045	0.045	4	527	0.115	0.115
16:00 - 17:00	4	527	0.069	0.069	4	527	0.035	0.035	4	527	0.104	0.104
17:00 - 18:00	4	527	0.077	0.077	4	527	0.043	0.043	4	527	0.120	0.120
18:00 - 19:00	4	527	0.080	0.080	4	527	0.042	0.042	4	527	0.122	0.122
19:00 - 20:00	4	527	0.078	0.078	4	527	0.033	0.033	4	527	0.111	0.111
20:00 - 21:00	4	527	0.113	0.113	4	527	0.034	0.034	4	527	0.147	0.147
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.732	0.732			0.809	0.809			1.541	1.541

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
11:00 - 12:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
12:00 - 13:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
13:00 - 14:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
14:00 - 15:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
15:00 - 16:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
16:00 - 17:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
17:00 - 18:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
18:00 - 19:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
19:00 - 20:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
20:00 - 21:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.001	0.001			0.004	0.004			0.005	0.005

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.001	0.001	4	527	0.000	0.000	4	527	0.001	0.001
11:00 - 12:00	4	527	0.001	0.001	4	527	0.002	0.002	4	527	0.003	0.003
12:00 - 13:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
13:00 - 14:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
14:00 - 15:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
15:00 - 16:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
16:00 - 17:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
17:00 - 18:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
18:00 - 19:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
19:00 - 20:00	4	527	0.001	0.001	4	527	0.000	0.000	4	527	0.001	0.001
20:00 - 21:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.010	0.010			0.010	0.010			0.020	0.020

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
11:00 - 12:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
12:00 - 13:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
13:00 - 14:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
14:00 - 15:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
15:00 - 16:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
16:00 - 17:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
17:00 - 18:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
18:00 - 19:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
19:00 - 20:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
20:00 - 21:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.006	0.006			0.005	0.005			0.011	0.011

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.001	0.001	4	527	0.005	0.005	4	527	0.006	0.006
08:00 - 09:00	4	527	0.001	0.001	4	527	0.018	0.018	4	527	0.019	0.019
09:00 - 10:00	4	527	0.003	0.003	4	527	0.018	0.018	4	527	0.021	0.021
10:00 - 11:00	4	527	0.006	0.006	4	527	0.014	0.014	4	527	0.020	0.020
11:00 - 12:00	4	527	0.006	0.006	4	527	0.010	0.010	4	527	0.016	0.016
12:00 - 13:00	4	527	0.008	0.008	4	527	0.009	0.009	4	527	0.017	0.017
13:00 - 14:00	4	527	0.008	0.008	4	527	0.015	0.015	4	527	0.023	0.023
14:00 - 15:00	4	527	0.008	0.008	4	527	0.010	0.010	4	527	0.018	0.018
15:00 - 16:00	4	527	0.008	0.008	4	527	0.006	0.006	4	527	0.014	0.014
16:00 - 17:00	4	527	0.014	0.014	4	527	0.003	0.003	4	527	0.017	0.017
17:00 - 18:00	4	527	0.013	0.013	4	527	0.008	0.008	4	527	0.021	0.021
18:00 - 19:00	4	527	0.016	0.016	4	527	0.005	0.005	4	527	0.021	0.021
19:00 - 20:00	4	527	0.012	0.012	4	527	0.004	0.004	4	527	0.016	0.016
20:00 - 21:00	4	527	0.024	0.024	4	527	0.005	0.005	4	527	0.029	0.029
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.128	0.128			0.130	0.130			0.258	0.258

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
08:00 - 09:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
11:00 - 12:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
12:00 - 13:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
13:00 - 14:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
14:00 - 15:00	4	527	0.002	0.002	4	527	0.000	0.000	4	527	0.002	0.002
15:00 - 16:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
16:00 - 17:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
17:00 - 18:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
18:00 - 19:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
19:00 - 20:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
20:00 - 21:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.004	0.004			0.002	0.002			0.006	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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.003	0.003	4	527	0.003	0.003	4	527	0.006	0.006
08:00 - 09:00	4	527	0.000	0.000	4	527	0.003	0.003	4	527	0.003	0.003
09:00 - 10:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
10:00 - 11:00	4	527	0.003	0.003	4	527	0.005	0.005	4	527	0.008	0.008
11:00 - 12:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
12:00 - 13:00	4	527	0.002	0.002	4	527	0.000	0.000	4	527	0.002	0.002
13:00 - 14:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
14:00 - 15:00	4	527	0.000	0.000	4	527	0.002	0.002	4	527	0.002	0.002
15:00 - 16:00	4	527	0.001	0.001	4	527	0.002	0.002	4	527	0.003	0.003
16:00 - 17:00	4	527	0.001	0.001	4	527	0.004	0.004	4	527	0.005	0.005
17:00 - 18:00	4	527	0.001	0.001	4	527	0.000	0.000	4	527	0.001	0.001
18:00 - 19:00	4	527	0.000	0.000	4	527	0.001	0.001	4	527	0.001	0.001
19:00 - 20:00	4	527	0.002	0.002	4	527	0.000	0.000	4	527	0.002	0.002
20:00 - 21:00	4	527	0.004	0.004	4	527	0.002	0.002	4	527	0.006	0.006
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	0.022			0.025	0.025			0.047	0.047

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.001	0.001	4	527	0.005	0.005	4	527	0.006	0.006
08:00 - 09:00	4	527	0.002	0.002	4	527	0.022	0.022	4	527	0.024	0.024
09:00 - 10:00	4	527	0.004	0.004	4	527	0.026	0.026	4	527	0.030	0.030
10:00 - 11:00	4	527	0.005	0.005	4	527	0.025	0.025	4	527	0.030	0.030
11:00 - 12:00	4	527	0.010	0.010	4	527	0.016	0.016	4	527	0.026	0.026
12:00 - 13:00	4	527	0.006	0.006	4	527	0.017	0.017	4	527	0.023	0.023
13:00 - 14:00	4	527	0.011	0.011	4	527	0.012	0.012	4	527	0.023	0.023
14:00 - 15:00	4	527	0.008	0.008	4	527	0.013	0.013	4	527	0.021	0.021
15:00 - 16:00	4	527	0.013	0.013	4	527	0.008	0.008	4	527	0.021	0.021
16:00 - 17:00	4	527	0.013	0.013	4	527	0.006	0.006	4	527	0.019	0.019
17:00 - 18:00	4	527	0.019	0.019	4	527	0.006	0.006	4	527	0.025	0.025
18:00 - 19:00	4	527	0.016	0.016	4	527	0.007	0.007	4	527	0.023	0.023
19:00 - 20:00	4	527	0.016	0.016	4	527	0.005	0.005	4	527	0.021	0.021
20:00 - 21:00	4	527	0.021	0.021	4	527	0.002	0.002	4	527	0.023	0.023
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.145	0.145			0.170	0.170			0.315	0.315

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
Estimated TRIP rate value per 1 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
08:00 - 09:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
09:00 - 10:00	4	527	0.000	0.000	4	527	0.000	0.000	4	527	0.000	0.000
10:00 - 11:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
11:00 - 12:00	4	527	0.001	0.001	4	527	0.002	0.002	4	527	0.003	0.003
12:00 - 13:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
13:00 - 14:00	4	527	0.003	0.003	4	527	0.002	0.002	4	527	0.005	0.005
14:00 - 15:00	4	527	0.002	0.002	4	527	0.003	0.003	4	527	0.005	0.005
15:00 - 16:00	4	527	0.002	0.002	4	527	0.002	0.002	4	527	0.004	0.004
16:00 - 17:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
17:00 - 18:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
18:00 - 19:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
19:00 - 20:00	4	527	0.002	0.002	4	527	0.001	0.001	4	527	0.003	0.003
20:00 - 21:00	4	527	0.001	0.001	4	527	0.001	0.001	4	527	0.002	0.002
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.019	0.019			0.018	0.018			0.037	0.037

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.*