CampbellReith
consulting engineers

Great Ormond Street Hospital Parent's Accommodation, Tybalds Estate

Transport Statement

For

Great Ormond Street Hospital Children's Charity

Project Number:

999140

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Appendices

1.0 EXECUTIVE SUMMARY

1.1. CampbellReith has been commissioned by Great Ormond Street Hospital Children's Charity to provide transportation advice and to prepare a Transport Statement to support their planning application for the provision of 21 ensuite parent accommodation units on the Tybalds Estate, Holborn.

1.2. The units will replace the 'Bookend' elements of the Blemundsbury block and Mews areas of the Tybalds Estate Development that was granted detailed planning permission in May 2014 (Ref: 2013/1014/P)

1.3. The consented Tybalds development was supported by a full Transport Assessment which predicted that the full development of the Tybalds estate was likely to generate 89 total people trips during the AM Peak and 71 total people trips during the PM peak.

1.4. The 21 proposed parent accommodation units will replace the already consented Blemundsbury and Mews Bookend units.

1.5. The development site is well located to the local transport network and local facilities and has a PTAL rating of 6b

1.6. The TRICS database has been interrogated in order to determine the developments likely trip generation. The results obtained from the database predict that the proposed units are likely to generate a total of 14 total people trips during the AM peak and 10 total people trips during the PM peak. However these trips will be consumed within the overall trip generation for the consented Tybalds Estate development and will therefore result in a nil increase in trip generation.

1.7. The proposal accords with national, regional and local transport planning policies.

1.8. It is the overall conclusion of this transport Statement that the development will have no impact upon the local transport network.

2.0 INTRODUCTION

2.1. The Great Ormond Street Hospital Children's Charity has commissioned CambellReith to provide Transportation and Highway advice and prepare a Transport Statement to support their planning application for short term parent accommodation on the Tybalds Estate, Holborn

2.2. The residential units that will be used for the short term parent accommodation form part of the Regeneration scheme for the Tybalds Estate that was granted detailed planning consent in May 2014 (Ref: 2013/1014/P) for which a full Transport Assessment was undertaken.

2.3. The Units to be used and acquired by Great Ormond Street Hospital Children's Charity are those which form the Bookend to the Blemundsbury Block and the mews bookend and will comprise of 21 ensuite units in total.

2.4. This Transport Statement has been prepared with reference to:

- The National Planning Policy Framework;
- The national Planning Guidance;
- The London Plan;
- The Local Development Framework; and
- The Transport Assessment submitted in support of the Full Estate regeneration scheme.

2.5. The Transport Statement is subdivided into 8 Chapters of which this introduction forms the second chapter; the other chapters being:

- Chapter 1: Executive Summary
- Chapter 2: Introduction
- Chapter 3: Sets out the approach to the Transport statement;
- Chapter 4: Identifies the relevant planning and transport policies.
- Chapter 5: Describes the existing conditions and the development proposal
- Chapter 6: Trip Generation
- Chapter 7: Residual impacts
- Chapter 8: Summary and conclusions

3.0 THE APPROACH TO THE TRANSPORT STATEMENT

3.1. Transport Statements are required to consider a development proposal in relation to all transport modes, and its ability to reduce the reliance on the private car and offer a choice in transport mode. This transport Statement has been written with reference to the National Planning Policy Framework, the Planning Practice Guidance web-based resource, and the London Borough of Camden's current planning and transport policies. In preparing this Transport Statement the following considerations are relevant:

- Reducing the need to travel by car;
- The accessibility of the location;
- The environmental impact of travel;
- Managing access to the local highway network.

3.2. With these considerations in mind this Transport Statement has considered each of the key modes of transport that will be used by parents traveling to and from the parent accommodation. The key elements to the approach to the assessment of each mode of travel are briefly described below.

Walking and Cycling

3.3. A qualitative assessment has been undertaken of the walking and cycling facilities and network available and the impact, if any, the development proposal will have on these facilities and networks.

Public Transport

3.4. The accessibility to and the availability of public transport for parents to travel to and from the parent accommodation has been reviewed and assessed. This assessment has then been used to identify and deficiencies in the public transport provision and the access routes to the public transport nodes.

Vehicular impact

3.5. The key highway links and junctions that the proposed development may have an impact upon have been identified and where necessary have been assessed in terms of their operation and capacity.

Road Safety

3.6. An audit of the most recent 3 year personal injury road collision data for the local road network has been undertaken in order to identify accident patterns and to determine whether trips associated with the development proposal will have a detrimental impact upon road safety.

4.0 RELEVANT PLANNING POLICIES

This section of the Transport Statement sets out the current and relevant planning and transport policies at national, regional and local level that are likely to be applied to the development proposal by Camden Council as the Local Planning and Highway Authority.

4.1. National Planning and Transport policies

4.1.1. The national planning and transport policies and guidance that are relevant to the transport elements of the development proposal are set out in the following documents:

- The National Planning Policy Framework (NPPF); and
- The web-based National Planning Policy Guidance.

4.1.2. The general aim of these documents is to encourage a more sustainable approach to transport that reduces the negative impacts associated with the private car and single occupancy journeys in particular. The policies aim to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel. This is supported by the web-based Planning Practice Guidance.

4.1.3. The NPPF requires development to take account of:

- Opportunities for sustainable transport modes depending upon the nature and location of the site, to reduce the need for major transport infrastructure;
- Provision of safe and sustainable access for all people; and
- Improvements that can be undertaken within the transport network that cost effectively limit the significant impact of the development.

4.1.4. At the heart of the NPPF is a presumption in favour of development. With respect to transport, its core principles state that planning should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The NPPF also has a presumption in favour of development where the impact of the development is not 'severe' and states at paragraph 32 *"development should only be prevented or refused on transport grounds where the residual impacts of the development are severe".*

4.2. Regional Policy

4.2.1. Regional policy with regard to transport and movement is set out in Chapter 6 of the London Plan 2015. The strategy behind the policies within the London Plan is to reduce dependency on car travel and to actively encourage walking. The policies within the Plan that aim to bring about these objectives and have a direct bearing on the proposed development are Policy 6.9, Policy 6.10, Policy 6.12 and Policy 6.13

Policy 6.9: Cycling

Development should:

(a) Provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 (of the Plan) and the guidance set out in the London Cycle Standards (or subsequent revisions);

(b) Provide on-site changing facilities and shower for cyclists;

(c) Contribute positively to an integrated cycle network in London by providing infrastructure that is safe, comfortable, attractive and in line with London Cycle Design Standards;

(d) Provide links to existing and planned cycle infrastructure projects, including the Cycle Super Highway, Quietways, the Central London grid and the 2mini-Holland; and

(e) Facilitate the mayors cycle hire scheme through the provision of land/or planning obligations where relevant to ensure the provision of sufficient capacity.

Policy 6.10: Walking

Development proposal should ensure high quality pedestrian environments and emphasis the quality of the pedestrian street space by referring to Transport for London's pedestrian design guide.

Policy 6.13: Parking

The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking, and public transport use.

The maximum parking standards set out in Table 6.2 in the Parking Addendum to this chapter (of the Plan) should be the basis for considering planning applications.

In addition, development must:

(a) Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles

(b) Provide parking for disabled people in line with Table 6.2

(c) Meet the minimum cycle parking standards set out in Table 6.3; and

(d) Provide for the needs of businesses for delivery and servicing.

4.3. Local policy

4.3.1. Local planning and transport policies against which development within the London Borough of Camden is assessed are set out in the Development Framework – Camden Development Policies 2010-2025. The relevant transport policies being:

Policy DP16: The transport implications of development.

The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:

(a) Movement to, from and within the site including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces in accordance with Camden's road hierarchy, and public transport networks

(b) Additional transport capacity off-site (such as improved infrastructure and services) where existing o9r committed capacity cannot meet the additional need generated by the development, where appropriate , the Council will expect proposals to provide information to indicate the likely impacts, for example using transport assessments and travel plans;

(c) Seek pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development

Policy DP17: Walking, cycling and public transport

The council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport and, where appropriate, will also be required to provide interchanging between different modes of transport. Provision may include:

(a) Convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths

(b) Other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;

(c) Safe road crossings where needed;

(d) Bus stops, shelters, passenger seating and waiting areas, signage and timetable information.

The Council will resist development that would be dependent on travel by private motor vehicles

Policy DP18: parking standards and limiting the availability of car parking

The Council will seek to ensure that development provide the minimum necessary car parking provision The Council will expect development to be car free in the Central London Area, the town centres of Camden Town; Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled parking Zones that are easily accessible by public transport.

Development should comply with the Council's parking standards, as set out in Appendix 2 to this document. Where the Council accepts the need for car parking provision, development should not exceed the maximum standard for the area in which it is located. (excluding spaces designated for disabled people). Development in areas of on-street parking stress should be 'car capped'

For car free and car capped developments the Council will:

(a) Limit on-street parking to

- *Spaces designated for disabled people,*
- *Any operational or servicing need, and*
- *Spaces designated for the occupiers of development specified as car capped:*

(b) Not issue on-street parking permits; and

(c) Use a legal agreement to ensure that future occupants are aware they are not entitled to on-street parking permits.

Developments will also be expected to meet the Council's minimum standards for cycle parking set out in Appendix 2

The council will:

(d) Strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough; and

(e) Seek the provision of electric charging points as part of any car parking provision.

Policy DP19: Managing the impact of parking

The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the remove of surplus car parking spaces. We will resist development that would:

(a) Harm highway safety or hinder pedestrian movement;

(b) Provide inadequate sightlines for vehicle leaving the site;

(c) Add to on-street parking demand where on-street parking spaces cannot meet the existing demand, or otherwise harm existing on-street parking conditions;

(d) Require detrimental amendment to existing or proposed Controlled parking Zones

(e) Create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities service vehicles coaches and taxis

(f) Create a shortfall of public car parking , operational business parking or residents parking;

(g) create, or add to an area of car parking that has harmful visual impact

The Council will require off-street parking to:

(h) preserve a building's setting and the character of the surrounding area;

(i) preserve any means of enclosure, trees or other features of a forecourt or garden that makes a significant contribution to the visual appearance of the area; and

(j) provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse impacts and increases in surface run-off.

DP21: Development connecting to the highway network

The Council will expect development connecting to the highway network to:

(a) ensure the use of the most appropriate roads by each form of transport and purpose of journey, in accordance with Camden's road hierarchy;

(b) avoid direct access to the Transport for London Road Network (TLRN) and other Major Roads; and

(c) avoid the use of local roads by through traffic.

The Council will expect works affecting highways to:

(d) avoid disruption to the highway network and its function, particularly use of routes by emergency vehicles;

(e) avoid harm to on-street parking conditions or require detrimental amendment to Controlled Parking Zones;

(f) ensure adequate sightlines for vehicles leaving the site;

(g) address the needs of wheelchair users and other people with mobility difficulties, people with sight impairments, children, elderly people and other vulnerable users;

(h) avoid causing harm to highway safety or hinder pedestrian movement and avoid unnecessary street clutter;

(i) contribute to the creation of high quality streets and public spaces; and

(j) repair any construction damage to transport infrastructure or landscaping and reinstate all affected transport network links and road and footway surfaces following development.

4.4. An analysis of how these policies apply to and are met by the development is provided in various chapters of this Transport statement.

5.0 EXISTING CONDITIONS

5.0.1 This section of the transport Statement describes the existing situation and the existing baseline conditions on the local transport network.

5.1. The existing planning situation

5.1.1. Detailed planning permission was granted in May 2014 (Ref: 2013/1014/P) for the a mixed use development on the Tybalds estate to provide 93 residential units of mixed tenure (Class C3); 249m² of new/replacement community facilities (Class D1) and energy centre, refuse, cycle and caretaker facilities and associated landscape and public realm improvements and the provision of a new internal access road and the re-organisation of car parking within the estate and surrounding area.

5.1.2. A full Transport Assessment was undertaken and submitted in support of the proposals described above.

5.2. Public Transport

5.2.1. The Tybalds Estate and the development site are well served by the public transport network and have a Public Transport Accessibility Level (PTAL) of 6b which is classified as excellent.

5.2.2. The estate is highly accessible from the London Bus network with bus stops located on Theobald's Road that are approximately 135 metres walking distance from the southern end of the estate. These bus stops provide access to seven services that serve destinations throughout Central London. During the weekday there are typically 64 buses an hour in each direction stopping at these bus stops.

5.2.3. In addition to the bus network the Tybalds estate and development site are in easy walking distance of three London Underground stations, which are Russell Square (482 metres), Chancery Lane (771 metres) and Holborn (455 metres). Russell Square is served by the Piccadilly Line, and Chancery Lane and Holborn stations by the Central Line.

5.2.4. A summary of the bus and underground services, destinations and frequencies is set out in Table 5.1 below:

Table 5.1: Existing public transport services, destinations and frequencies

Service Number	Distance from Site (m)	Route	Daytime frequency	Evening Frequency
19	110	Finsbury Park-Highbury Corner-Angel-Theobald's Road-Piccadilly Circus-Hyde Park Corner- Slone Square-Beaufort Street-Battersea Bridge	Every 6 – 10 minutes	Every 6 – 10 minutes
25	337	Oxford Circus-Holborn-Bank-Aldgate East-Stepney Green-Mile End-Bow-Stafford-Green Street-Hainault Street	Every 5 – 8 minutes	Every 5 – 8 minutes
38	110	Victoria-Hyde Park Corner-Piccadilly Circus-Theobald's Road-Angel-Ockendon Road-Hackney-Lee Bridge Roundabout	Every 1 – 5 minutes	Every 1 – 5 minutes
55	135	Oxford Circus-Theobald's Road-Old Street-Shoreditch-hackney-lee Valley-Leyton	Every 5 – 8 minutes	Every 10 – 12 minutes
98	544	Red lion Square-Holborn-Oxford Street-Marble Arch-Edgware Road-Kilburn-Willesden green-Pound Lane	Every 5 – 8 minutes	Every 8 – 10 minutes
243	110	Waterloo Station-Theobald's Road-Old Street-Shoreditch-Stoke Newington-Stamford hill-South Tottenham-Wood Street	Every 4 – 7 minutes	Every 10- 12 minutes
521	337	Waterloo Station-Holborn-Chancery Lane-City Thameslink-Cannon Street-Monument-London Bridge Station	Every 2 – 5 minutes	Every 5 – 12 minutes
Station	Line	Route	Daytime frequency	Evening Frequency
Russel Square	Piccadilly	Heathrow-Hounslow-Hammersmith-Earls Court-Piccadilly Circus-Kings Cross-Finsbury Park-Wood Green-Cockfosters	Every 3 minutes	Every 3 minutes
Chancery Lane	Central	West Ruislip-Northolt-Acton-Shepherds Bush-Bond Street-Oxford Circus-Liverpool Street-Stratford-Woodford-Epping	Every 3 minutes	Every 3 minutes
Holborn	Central	West Ruislip-Northolt-Acton-Shepherds Bush-Bond Street-Oxford Circus-Liverpool Street-Stratford-Woodford-Epping		

5.3. Cycle Network

5.3.1. The Tybalds Estate does not have direct access to any formal cycle routes or cycle lanes, however, the local roads in the immediate vicinity are quieter roads and used by cyclists. In addition, other local roads such as Lamb's Conduit Street, Red Lion Street and Guildford Street are classified as 'Quieter roads that have been recommended by other cyclists on the Central London Cycle Map

5.3.2. London Cycle Hire docking stations are located in Guildford Street approximately 400 metres walking distance from the centre of the Tybalds Estate, on Theobalds Road approximately 280 metres walking distance from the centre of the estate and in Red Lion Square.

5.4. Pedestrian network

5.4.1. The Tybalds Estate is surrounded by a well-developed pedestrian network with all streets providing footways on one or both sides of the street. The existing network provides easy access to all local facilities, transport nodes, and Great Ormond Street Hospital

5.5. The local Road network

5.5.1. A detailed description of the local road network was provided in the Transport Assessment submitted for the full Tybalds development. The road network described covered the following roads:

- Boswell Street
- Great Ormond Street
- Orde hall Street
- Dombey Street
- Hurpur Street
- Ormond Close
- New North Street
- Theobalds Road
- Guildford Street
- Lamb's Conduit Street

5.5.2. The description included peak period and daily traffic flows. For these flows and the detailed description of the above roads and their condition please refer to the submitted Transport Assessment of the full estate development.

6.0 THE PROPOSED DEVELOPMENT

6.1. The development proposal consists of the construction of the construction of two three storey blocks with roof terraces to provide a hostel of 21 ensuite bedrooms (Sui Generis) for parents whose children are being treated at Great Ormond Street Hospital. The works will also include site clearance, the demolition of existing small structures and other external works.

7.0 TRIP GENERATION

7.1. The TRAVL database was used to predict the likely multi-modal trip generation for the full Tybalds Estate development. Tables 7.3 and 7.4 within the Transport Assessment set out the predicted trip generation during the AM and PM peak hours for the full development of the Tybalds Estate development. The predicted trips form these two tables are reproduced in Table 7.1 below.

Table 7.1: Predicted trip generation for the full Tybalds Estate reproduced from Tables 7.3 and 7.4 of the 2013 Transport Assessment.

Mode of Travel	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total people trips	45	44	89	38	33	71
Car Driver	0	0	0	1	0	1
Car + passenger	0	0	0	1	0	1
Car Passenger	0	0	0	0	0	0
Motor cycle	0	0	0	0	0	0
Public transport	35	14	49	8	20	28
Walk	4	30	34	25	10	35

7.2. As can be seen from Table 7.1 the full development of the Tybalds Estate is predicted to generate 89 and 71 people trips during the AM and PM peak hours respectively.

7.3. The TRAVL database has now been integrated into the TRICS database. The TRICS database has therefore been interrogated in order to determine the likely trip generation associated with the proposed Great Ormond Street Hospital Parent Accommodation. As there are no specific trip rates for this type of accommodation, in order to obtain a robust trip generation the following criteria has been used:

- Land use 03 – Residential
- Category C – Flats privately owned
- 9 to 50 units
- Region – Greater London
- Surveys undertaken between 01/01/07 to 23/04/15
- Multi-modal
- Weekday

7.4. The TRICS database has 14 sites that meet these criteria resulting in 14 days of surveys. The resulting trip rates for the AM and PM peak hours are summarised in Table 5.2. The full TRICS output can be found at Appendix 1 of the Transport Statement.

Table 7.2: Summary of the TRICS peak hour multi-modal trip rates

Mode of Travel	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total people trips	0.134	0.550	0.684	0.309	0.156	0.465
Vehicle	0.046	0.091	0.137	0.036	0.023	0.059
Cycle	0.013	0.029	0.042	0.034	0.000	0.034
Pedestrian	0.029	0.137	0.166	0.127	0.085	0.212
Public transport	0.026	0.208	0.234	0.241	0.069	0.310
taxis	0.013	0.010	0.023	0.003	0.003	0.006

7.5. The trip rates set out in Table 7.2 have been used to determine the trips that are likely to be generated by the 21 parent accommodation units. Table 7.3 sets out the likely trip generation associated with the development

Table 7.3: Summary of the peak hour trip generation

Mode of Travel	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total people trips	3	11	14	7	3	10
Vehicle	1	2	3	1	0	1
Cycle	0	0	0	0	0	0
Pedestrian	1	3	4	3	2	5
Public transport	1	4	5	5	1	6
taxis	0	0	0	0	0	0

7.6. From Table 7.3 it can be seen that during the peak hours the proposed parent accommodation is likely to generate 14 and 10 people trips during the AM and PM peak hours respectively.

7.7. The total people trips associated with the proposed parent accommodation have been accounted for in the overall trip generation for the consented Tybalds Estate development proposals.

8.0 RESIDUAL IMPACTS

8.1. The Transport Assessment submitted in support of the full and consented Tybalds estate demonstrated that the development would generate 89 people trips during the AM peak and 71 people trips during the PM peak.

8.2. The development of the 21 parent accommodation units which will replace a similar number of units within the consented development will generate 14 and 10 total people trips during the AM and PM peak hours respectively which represent 16% and 14% of the total trips that would be generated by the consented Tybalds estate development.

8.3. As the units will be replacing a similar number of residential units within the consented Tybalds development there will be no overall increase in trips.

8.4. The 21 parent accommodation units are within a short walk of the Great Ormond Street Hospital all of the public transport nodes and local facilities; as a consequence the vast majority of the trips will be walking or by public transport.

8.5. It is therefore considered that the proposed development will have minimal impact upon the local transport network.

9.0 SUMMARY AND CONCLUSIONS

Summary

9.1. This transport Statement has been prepared in support of Great Ormond Street Hospital's planning application for the development of 21 parent accommodation units within the Tybalds Estate, Holborn.

9.2. The 21 units will replace the already consented Blemundsbury and Mews bookend units within the estate.

9.3. Pedestrian and vehicular access to the development will be from Orde Hall Street.

9.4. The TRICS database has been interrogated in order to determine the developments likely trip generation. The results obtained from the database predict that the proposed units are likely to generate a total of 14 people trips during the AM peak and just 10 people trips during the PM peak. However, as the units will replace already consented residential units' the development will actually result in a nil increase in person trips

9.5. The development is well located to the public transport network and has a PTAL of 6b which is categorised as good.

9.6. Walking and public transport will account for the vast majority of the trips generated by the development.

Overall conclusion

9.7. It is the overall conclusion of this Transport Statement that the proposed development can be safely and conveniently accessed by all sustainable modes of transport and as a consequence will have minimal impact upon the local transport network; we therefore consider there to be no transportation reason why the proposed development should not be granted planning permission.

Appendix 1: TRICS output

Calculation Reference: AUDIT-426201-160118-0113

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HG	HARINGEY	3 days
	HK	HACKNEY	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	2 days
	KN	KENSINGTON AND CHELSEA	1 days
	NH	NEWHAM	1 days
	RD	RICHMOND	1 days
	SK	SOUTHWARK	1 days
	TH	TOWER HAMLETS	1 days
	WH	WANDSWORTH	1 days

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

Filtering Stage 2 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 dwellings
Actual Range: 9 to 42 (units:)
Range Selected by User: 9 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/07 to 23/04/15

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

Selected survey days:

Monday	2 days
Tuesday	3 days
Wednesday	4 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	14 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	2
Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	8
Neighbourhood Centre (PPS6 Local Centre)	1

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	10
Built-Up Zone	3
High Street	1

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

Filtering Stage 3 selection:

Use Class:

C1	1 days
C3	13 days

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

Population within 1 mile:

10,001 to 15,000	2 days
25,001 to 50,000	1 days
50,001 to 100,000	7 days
101,000 or More	4 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	13 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	6 days
0.6 to 1.0	8 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	13 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.

LIST OF SITES relevant to selection parameters

1 CN-03-C-01 BLOCK OF FLATS CAMDEN
OVAL ROAD

REGENTS PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: FRIDAY 07/11/08 Survey Type: MANUAL

2 HG-03-C-01 BLOCK OF FLATS HARINGEY
CHADWELL LANE
NEW RIVER VILLAGE
HORNSEY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 25
Survey date: TUESDAY 27/10/09 Survey Type: MANUAL

3 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOODSIDE PARK
WOOD GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 01/10/14 Survey Type: MANUAL

4 HG-03-C-03 BLOCK OF FLATS HARINGEY
GREEN LANES
MANOR HOUSE
FINSBURY PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY 24/09/14 Survey Type: MANUAL

5 HK-03-C-02 BLOCK OF FLATS HACKNEY
HOXTON

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of dwellings: 9
Survey date: TUESDAY 11/11/08 Survey Type: MANUAL

6 HM-03-C-01 BLOCK OF FLATS HAMMERSMITH AND FULHAM
VANSTON PLACE

FULHAM
Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY 16/07/14 Survey Type: MANUAL

7 IS-03-C-01 FLATS ISLINGTON
RAMSEY WALK

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: TUESDAY 04/11/08 Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 9
Survey date: THURSDAY 21/11/13 Survey Type: MANUAL

9 KN-03-C-01 BLOCKS OF FLATS KENSINGTON AND CHELSEA
UXBRIDGE STREET

NOTTING HILL
Edge of Town Centre
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY 15/10/09 Survey Type: MANUAL

10 NH-03-C-01 BLOCK OF FLATS NEWHAM
ARTHINGWORTH STREET

STRATFORD
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: THURSDAY 14/11/13 Survey Type: MANUAL

11 RD-03-C-02 BLOCK OF FLATS RICHMOND
B306 QUEENS RIDE

BARNES
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 28
Survey date: MONDAY 29/01/07 Survey Type: MANUAL

12 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK

BERMONDSEY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY 23/04/15 Survey Type: MANUAL

13 TH-03-C-02 FLATS TOWER HAMLETS
BURNHAM STREET

BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of dwellings: 24
Survey date: MONDAY 10/11/08 Survey Type: MANUAL

14 WH-03-C-01 BLOCKS OF FLATS WANDSWORTH
AMIES STREET

CLAPHAM JUNCTION
Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY 09/05/12 Survey Type: MANUAL

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.023	14	22	0.068	14	22	0.091
08:00 - 09:00	14	22	0.046	14	22	0.091	14	22	0.137
09:00 - 10:00	14	22	0.049	14	22	0.046	14	22	0.095
10:00 - 11:00	14	22	0.033	14	22	0.055	14	22	0.088
11:00 - 12:00	14	22	0.046	14	22	0.033	14	22	0.079
12:00 - 13:00	14	22	0.062	14	22	0.068	14	22	0.130
13:00 - 14:00	14	22	0.036	14	22	0.036	14	22	0.072
14:00 - 15:00	14	22	0.029	14	22	0.042	14	22	0.071
15:00 - 16:00	14	22	0.062	14	22	0.042	14	22	0.104
16:00 - 17:00	14	22	0.055	14	22	0.039	14	22	0.094
17:00 - 18:00	14	22	0.068	14	22	0.026	14	22	0.094
18:00 - 19:00	14	22	0.036	14	22	0.023	14	22	0.059
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.545			0.569			1.114

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.003	14	22	0.003	14	22	0.006
08:00 - 09:00	14	22	0.013	14	22	0.010	14	22	0.023
09:00 - 10:00	14	22	0.013	14	22	0.013	14	22	0.026
10:00 - 11:00	14	22	0.000	14	22	0.000	14	22	0.000
11:00 - 12:00	14	22	0.003	14	22	0.003	14	22	0.006
12:00 - 13:00	14	22	0.010	14	22	0.010	14	22	0.020
13:00 - 14:00	14	22	0.000	14	22	0.000	14	22	0.000
14:00 - 15:00	14	22	0.003	14	22	0.007	14	22	0.010
15:00 - 16:00	14	22	0.007	14	22	0.007	14	22	0.014
16:00 - 17:00	14	22	0.013	14	22	0.007	14	22	0.020
17:00 - 18:00	14	22	0.000	14	22	0.007	14	22	0.007
18:00 - 19:00	14	22	0.003	14	22	0.003	14	22	0.006
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.068			0.070			0.138

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.000	14	22	0.000	14	22	0.000
08:00 - 09:00	14	22	0.000	14	22	0.000	14	22	0.000
09:00 - 10:00	14	22	0.000	14	22	0.000	14	22	0.000
10:00 - 11:00	14	22	0.000	14	22	0.000	14	22	0.000
11:00 - 12:00	14	22	0.003	14	22	0.003	14	22	0.006
12:00 - 13:00	14	22	0.000	14	22	0.000	14	22	0.000
13:00 - 14:00	14	22	0.000	14	22	0.000	14	22	0.000
14:00 - 15:00	14	22	0.000	14	22	0.000	14	22	0.000
15:00 - 16:00	14	22	0.000	14	22	0.000	14	22	0.000
16:00 - 17:00	14	22	0.000	14	22	0.000	14	22	0.000
17:00 - 18:00	14	22	0.000	14	22	0.000	14	22	0.000
18:00 - 19:00	14	22	0.000	14	22	0.000	14	22	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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

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

Parameter summary

Trip rate parameter range selected:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.000	14	22	0.000	14	22	0.000
08:00 - 09:00	14	22	0.000	14	22	0.000	14	22	0.000
09:00 - 10:00	14	22	0.000	14	22	0.000	14	22	0.000
10:00 - 11:00	14	22	0.000	14	22	0.000	14	22	0.000
11:00 - 12:00	14	22	0.000	14	22	0.000	14	22	0.000
12:00 - 13:00	14	22	0.000	14	22	0.000	14	22	0.000
13:00 - 14:00	14	22	0.000	14	22	0.000	14	22	0.000
14:00 - 15:00	14	22	0.000	14	22	0.000	14	22	0.000
15:00 - 16:00	14	22	0.000	14	22	0.000	14	22	0.000
16:00 - 17:00	14	22	0.000	14	22	0.000	14	22	0.000
17:00 - 18:00	14	22	0.000	14	22	0.000	14	22	0.000
18:00 - 19:00	14	22	0.000	14	22	0.000	14	22	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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.

Parameter summary

Trip rate parameter range selected:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.007	14	22	0.003	14	22	0.010
08:00 - 09:00	14	22	0.013	14	22	0.029	14	22	0.042
09:00 - 10:00	14	22	0.003	14	22	0.013	14	22	0.016
10:00 - 11:00	14	22	0.007	14	22	0.007	14	22	0.014
11:00 - 12:00	14	22	0.000	14	22	0.000	14	22	0.000
12:00 - 13:00	14	22	0.007	14	22	0.007	14	22	0.014
13:00 - 14:00	14	22	0.010	14	22	0.000	14	22	0.010
14:00 - 15:00	14	22	0.003	14	22	0.000	14	22	0.003
15:00 - 16:00	14	22	0.000	14	22	0.000	14	22	0.000
16:00 - 17:00	14	22	0.007	14	22	0.007	14	22	0.014
17:00 - 18:00	14	22	0.007	14	22	0.003	14	22	0.010
18:00 - 19:00	14	22	0.007	14	22	0.000	14	22	0.007
19:00 - 20:00	1	29	0.034	1	29	0.000	1	29	0.034
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.105			0.069			0.174

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.042	14	22	0.091	14	22	0.133
08:00 - 09:00	14	22	0.065	14	22	0.179	14	22	0.244
09:00 - 10:00	14	22	0.072	14	22	0.072	14	22	0.144
10:00 - 11:00	14	22	0.052	14	22	0.078	14	22	0.130
11:00 - 12:00	14	22	0.052	14	22	0.042	14	22	0.094
12:00 - 13:00	14	22	0.072	14	22	0.078	14	22	0.150
13:00 - 14:00	14	22	0.042	14	22	0.046	14	22	0.088
14:00 - 15:00	14	22	0.036	14	22	0.046	14	22	0.082
15:00 - 16:00	14	22	0.127	14	22	0.055	14	22	0.182
16:00 - 17:00	14	22	0.085	14	22	0.055	14	22	0.140
17:00 - 18:00	14	22	0.072	14	22	0.026	14	22	0.098
18:00 - 19:00	14	22	0.033	14	22	0.026	14	22	0.059
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.750			0.794			1.544

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.029	14	22	0.085	14	22	0.114
08:00 - 09:00	14	22	0.029	14	22	0.137	14	22	0.166
09:00 - 10:00	14	22	0.020	14	22	0.072	14	22	0.092
10:00 - 11:00	14	22	0.052	14	22	0.062	14	22	0.114
11:00 - 12:00	14	22	0.059	14	22	0.052	14	22	0.111
12:00 - 13:00	14	22	0.062	14	22	0.046	14	22	0.108
13:00 - 14:00	14	22	0.072	14	22	0.081	14	22	0.153
14:00 - 15:00	14	22	0.062	14	22	0.065	14	22	0.127
15:00 - 16:00	14	22	0.111	14	22	0.052	14	22	0.163
16:00 - 17:00	14	22	0.127	14	22	0.091	14	22	0.218
17:00 - 18:00	14	22	0.107	14	22	0.101	14	22	0.208
18:00 - 19:00	14	22	0.127	14	22	0.085	14	22	0.212
19:00 - 20:00	1	29	0.103	1	29	0.000	1	29	0.103
20:00 - 21:00	1	29	0.069	1	29	0.103	1	29	0.172
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.029			1.032			2.061

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.016	14	22	0.068	14	22	0.084
08:00 - 09:00	14	22	0.010	14	22	0.094	14	22	0.104
09:00 - 10:00	14	22	0.010	14	22	0.033	14	22	0.043
10:00 - 11:00	14	22	0.007	14	22	0.036	14	22	0.043
11:00 - 12:00	14	22	0.010	14	22	0.020	14	22	0.030
12:00 - 13:00	14	22	0.010	14	22	0.010	14	22	0.020
13:00 - 14:00	14	22	0.013	14	22	0.007	14	22	0.020
14:00 - 15:00	14	22	0.007	14	22	0.010	14	22	0.017
15:00 - 16:00	14	22	0.042	14	22	0.010	14	22	0.052
16:00 - 17:00	14	22	0.046	14	22	0.016	14	22	0.062
17:00 - 18:00	14	22	0.049	14	22	0.010	14	22	0.059
18:00 - 19:00	14	22	0.059	14	22	0.016	14	22	0.075
19:00 - 20:00	1	29	0.103	1	29	0.069	1	29	0.172
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.399			0.781

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.010	14	22	0.140	14	22	0.150
08:00 - 09:00	14	22	0.016	14	22	0.111	14	22	0.127
09:00 - 10:00	14	22	0.029	14	22	0.078	14	22	0.107
10:00 - 11:00	14	22	0.010	14	22	0.029	14	22	0.039
11:00 - 12:00	14	22	0.013	14	22	0.023	14	22	0.036
12:00 - 13:00	14	22	0.010	14	22	0.010	14	22	0.020
13:00 - 14:00	14	22	0.016	14	22	0.026	14	22	0.042
14:00 - 15:00	14	22	0.039	14	22	0.023	14	22	0.062
15:00 - 16:00	14	22	0.020	14	22	0.013	14	22	0.033
16:00 - 17:00	14	22	0.013	14	22	0.016	14	22	0.029
17:00 - 18:00	14	22	0.049	14	22	0.010	14	22	0.059
18:00 - 19:00	14	22	0.085	14	22	0.029	14	22	0.114
19:00 - 20:00	1	29	0.138	1	29	0.000	1	29	0.138
20:00 - 21:00	1	29	0.034	1	29	0.034	1	29	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.482			0.542			1.024

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.000	14	22	0.000	14	22	0.000
08:00 - 09:00	14	22	0.000	14	22	0.000	14	22	0.000
09:00 - 10:00	14	22	0.000	14	22	0.000	14	22	0.000
10:00 - 11:00	14	22	0.000	14	22	0.000	14	22	0.000
11:00 - 12:00	14	22	0.000	14	22	0.000	14	22	0.000
12:00 - 13:00	14	22	0.000	14	22	0.000	14	22	0.000
13:00 - 14:00	14	22	0.000	14	22	0.000	14	22	0.000
14:00 - 15:00	14	22	0.000	14	22	0.000	14	22	0.000
15:00 - 16:00	14	22	0.000	14	22	0.000	14	22	0.000
16:00 - 17:00	14	22	0.000	14	22	0.000	14	22	0.000
17:00 - 18:00	14	22	0.000	14	22	0.000	14	22	0.000
18:00 - 19:00	14	22	0.000	14	22	0.000	14	22	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			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.

Parameter summary

Trip rate parameter range selected:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.026	14	22	0.208	14	22	0.234
08:00 - 09:00	14	22	0.026	14	22	0.205	14	22	0.231
09:00 - 10:00	14	22	0.039	14	22	0.111	14	22	0.150
10:00 - 11:00	14	22	0.016	14	22	0.065	14	22	0.081
11:00 - 12:00	14	22	0.023	14	22	0.042	14	22	0.065
12:00 - 13:00	14	22	0.020	14	22	0.020	14	22	0.040
13:00 - 14:00	14	22	0.029	14	22	0.033	14	22	0.062
14:00 - 15:00	14	22	0.046	14	22	0.033	14	22	0.079
15:00 - 16:00	14	22	0.062	14	22	0.023	14	22	0.085
16:00 - 17:00	14	22	0.059	14	22	0.033	14	22	0.092
17:00 - 18:00	14	22	0.098	14	22	0.020	14	22	0.118
18:00 - 19:00	14	22	0.143	14	22	0.046	14	22	0.189
19:00 - 20:00	1	29	0.241	1	29	0.069	1	29	0.310
20:00 - 21:00	1	29	0.034	1	29	0.034	1	29	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.862			0.942			1.804

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	14	22	0.104	14	22	0.388	14	22	0.492
08:00 - 09:00	14	22	0.134	14	22	0.550	14	22	0.684
09:00 - 10:00	14	22	0.134	14	22	0.267	14	22	0.401
10:00 - 11:00	14	22	0.127	14	22	0.212	14	22	0.339
11:00 - 12:00	14	22	0.134	14	22	0.137	14	22	0.271
12:00 - 13:00	14	22	0.160	14	22	0.150	14	22	0.310
13:00 - 14:00	14	22	0.153	14	22	0.160	14	22	0.313
14:00 - 15:00	14	22	0.147	14	22	0.143	14	22	0.290
15:00 - 16:00	14	22	0.300	14	22	0.130	14	22	0.430
16:00 - 17:00	14	22	0.277	14	22	0.186	14	22	0.463
17:00 - 18:00	14	22	0.283	14	22	0.150	14	22	0.433
18:00 - 19:00	14	22	0.309	14	22	0.156	14	22	0.465
19:00 - 20:00	1	29	0.379	1	29	0.069	1	29	0.448
20:00 - 21:00	1	29	0.103	1	29	0.138	1	29	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.744			2.836			5.580

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:	9 - 42 (units:)
Survey date date range:	01/01/07 - 23/04/15
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	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.

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