Report N° 1

258 BELSIZE ROAD, CAMDEN

TRANSPORT STATEMENT

OCTOBER 2016

WSP | PARSONS BRINCKERHOFF

258 BELSIZE ROAD, CAMDEN

TRANSPORT STATEMENT

Project no: 70025738
Date: October 2016

WSP | Parsons Brinckerhoff
WSP House, 70 Chancery Lane
London
WC2A 1AF

Phone: +44 (0)20 7314 5000
Fax: +44(0)20 7314 5001
www.wspgroup.com
www.pbworld.com

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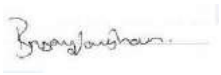
Signature				
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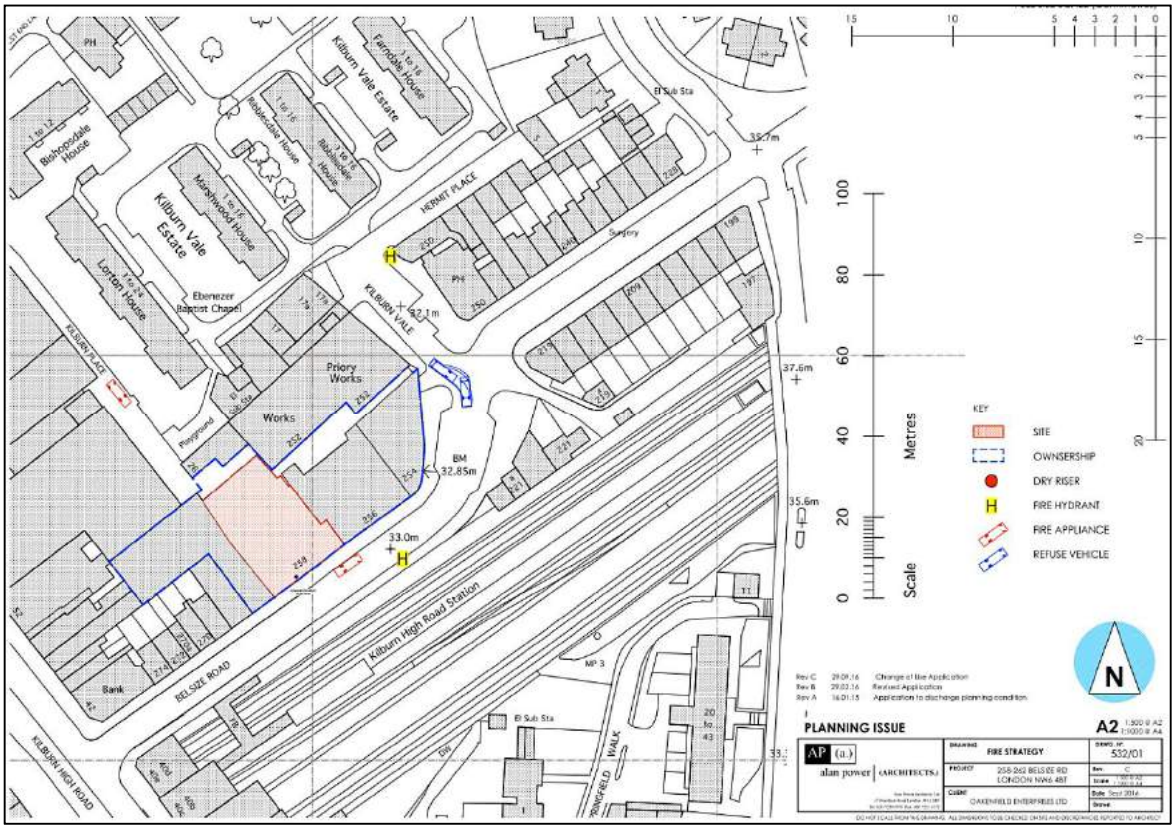
1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 This Transport Statement (TS) has been prepared by WSP | Parsons Brinckerhoff on behalf of Castle Trading Ltd. It deals with matters of highway and transport planning as they relate to a change of use class proposal at 258 Belsize Road, Camden, located in the London Borough of Camden (LBC). The site location is shown in Figure 1-1.

Figure 1-1: Site Location



1.2 PLANNING HISTORY

1.2.1 The site comprises an office building which has recently been converted to residential use following the grant of prior approval (ref: 2014/5880/P) which was granted on 27th October 2014 and subsequent approval (ref: 2014/7511/P) which was granted on 29th January 2015.

1.2.2 The building has been converted into 34 residential units (16 x studios, 9 x 1-bed and 9 x 2-beds), with a shared bike store with 36 standard cycle spaces located in the basement including 5 folding bicycles. The refuse and general storage are located at ground floor.

1.2.3 The residential units are nearing completion; however they have not yet been occupied. Although the units are not occupied the material change of use from office to residential has taken place.

1.3 PROPOSED DEVELOPMENT

1.3.1 The planning application for the use of the units is for either permanent residential accommodation or serviced apartments (occupation for less than 90 days). No physical works are proposed that would result in a change of floor area (2,822sqm GIA).

1.3.2 It should be noted that the proposed change of use would allow for the building to revert to residential use in the future. The scheme would therefore not result in the permanent loss of Class C3 accommodation, but would allow for flexibility between this use and short-stay serviced apartments.

1.4 REPORT STRUCTURE

1.4.1 This TS has been prepared with reference to Transport for London's (TfL's) online TA Best Practice Guidance (2014) and specific LBC requirements.

1.4.2 The remainder of this report is set out as follows:

- Chapter 2 - outlines relevant transport policy at a national, regional and local level;
- Chapter 3 - considers the accessibility of the site including accessibility to local facilities and amenities and existing conditions on the surrounding highway network;
- Chapter 4 - outlines the proposed development scheme in terms of land use, parking provision, access strategy, and delivery and servicing arrangements;
- Chapter 5 - details peak hour multi-modal trip generation associated with the proposed development, drawing a comparison with the consented use of the site; and
- Chapter 6 - sets out our summary and conclusions.

2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1 A review of national, regional and local transport policy relevant to the proposals has been carried out and is summarised below.

2.2 NATIONAL GUIDANCE

NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2012)

2.2.1 The National Planning Policy Framework (NPPF) was adopted in March 2012 and replaces previous national planning policy guidance and statements, such as PPG13 and PPS3, with a single more concise document. With regard to transport, the NPPF sets aims for a transport system balanced in favour of sustainable transport modes, in order to give people a real choice about how they travel. It also encourages solutions which support reductions in greenhouse gas emissions and reduce congestion.

2.2.2 Relating to facilitating economic growth Paragraph 32 of NPPF sets out that:

> *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
>
> - *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
> - *Safe and suitable access to the site can be achieved for all people; and*
> - *Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

2.2.3 The NPPF sets out that those developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

2.2.4 Travel Plans are considered a key tool in achieving the above, and should be provided where developments generate significant amounts of movement.

NATIONAL PLANNING PRACTICE GUIDANCE (MARCH 2014)

2.2.5 Planning Practice Guidance (PPG) was published in March 2014. The PPG provides additional guidance to supplement the planning policies contained in the NPPF. The guidance on Transport Assessments refers back to Paragraph 32 of the NPPF, and there are no major changes from previous guidance on their scope or content.

2.3 REGIONAL POLICY

THE LONDON PLAN 'THE SPATIAL DEVELOPMENT STRATEGY FOR LONDON CONSOLIDATED WITH ALTERATIONS SINCE 2011' (MARCH 2015)

2.3.1 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone, and encourages cycling, walking and use of electric vehicles. The document states that London should be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.3.2 The London Plan recognises that transport plays a fundamental role in addressing the whole range of this spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants, having major effects on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely.

2.3.3 Policy 6.1 Strategic Approach stresses the importance of closer integration of transport and development and hopes to achieve this by inter alia:

- Encouraging patterns of development that reduce the need to travel, especially by car;
- Supporting development that generates high levels of trips only at locations with high levels of public transport accessibility, either currently or via committed, funded improvements;
- Supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
- Promoting greater use of low carbon technology so that CO2 and other contributors to global warming are reduced; and
- Promoting walking by ensuring an improved urban realm.

2.3.4 Table 2-1 below summarises adopted cycling parking standards.

Table 2-1: Cycle Parking Standards

USE CLASS	LONDON PLAN (MARCH 2015) MINIMUM CYCLE PARKING STANDARDS	
	Long-stay	**Short-stay**
Hotel (C1)	1/ 20 bedrooms	1/ 50 bedrooms

2.4 LOCAL GUIDANCE

CAMDEN DEVELOPMENT POLICIES (2010)

2.4.1 Camden Development Policies forms part of the Council's Local Development Framework which sets out the planning strategy and policies.

Policy DP14 – Tourism Development and Visitor Accommodation

2.4.2 The Council will support tourism development and visitor accommodation by allowing smaller scale visitor accommodation in the town centre of Kilburn. All tourism development and visitor accommodation must be easily reached by public transport, provide any necessary off-highway pickup and set down points for taxis and coaches; and must not harm the balance and mix of uses in the area, local character, residential amenity, services for the local community, the environment or transport systems.

2.4.3 The Council will protect existing visitor accommodation in appropriate locations.

Policy DP16 – The Transport Implications of Development

2.4.4 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. The Council will resist development that failed to assess and address any need for:

a) Movements 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 to public transport networks; and

b) Additional transport capacity off-site where existing or 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 of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans.

Policy DP18 Parking Standards and Limiting the Availability of Car Parking

2.4.5 The Council will seek to ensure that developments provide the minimum necessary car parking provision. The Council will expect development to be car free in the town centre of Kilburn High Road.

2.4.6 For car free and car capped developments, the Council will limit on-site car parking to spaces designated for disabled people, any operational or servicing needs, and spaces designated for the occupiers of development specified as car capped. The Council will not issue on-street parking permits and use a legal agreement to ensure that future occupants are aware they are not entitled to street parking permits.

2.4.7 Appendix 2 of the Camden Development Policies contains the parking standards for hotels which are detailed in Table 2-2.

Table 2-2: LBC Parking Standards

VEHICLE TYPE	STANDARD (GFA)
CYCLES	Staff – from a threshold of 500sqm. 1/ 500sqm Resident – from threshold of 500sqm, 1/500sqm
PEOPLE WITH DISABILITIES	Staff/ operational – 1/ disabled employee or, from a threshold of 2,500sqm, 1/2500sqm – whichever is the greater Resident – from threshold of 2,500sqm, 1/ 250sqm
SERVICE VEHICLES	Required above 2,500sqm – one 3.5m x 8.5m bay
COACHES	Above 2,500sqm – consider the need for space for coaches to pick-up/ set-down and wait
TAXIS	Pick-up/ set-down by adequate for 2 required above 2,500sqm
OTHER STAFF/ OPERATIONAL PARKING	Low parking provision areas: maximum of 1/ 1,500sqm
OTHER RESIDENT PARKING	Only considered if supporting by a Transport Assessment (or supporting information as appropriate for smaller schemes) showing that existing space, public transport and coaches/ taxis cannot cater for the expected travel demand, and a Travel Plan can be secured

3 BASELINE CONDITIONS

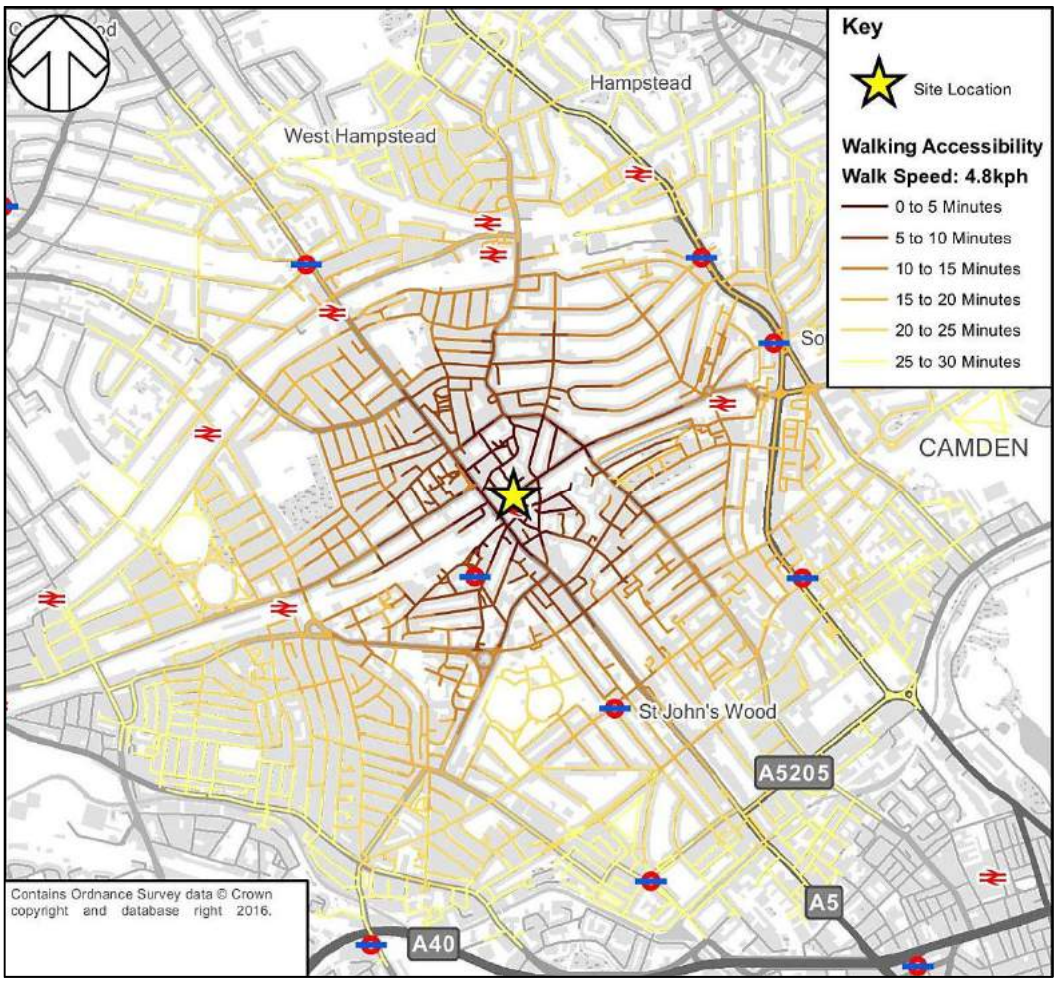
3.1 INTRODUCTION

3.1.1 This chapter considers the existing accessibility of the site via sustainable modes of travel including walking, cycling and public transport. A review of the site in terms of its accessibility to local facilities and amenities is also presented.

3.2 WALKING

3.2.1 PPG13, which has now been superseded by NPPF, noted in paragraph 75 that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres (km) (2km is equivalent to a 25 minute walk). This statement remains relevant and has been traditionally accepted for many years. Existing walking isochrones for the site are shown below.

Figure 3-1: Walking Isochrones



3.2.2 Pedestrian access to the site is provided from Belsize Road and Kilburn Vale as the site lies on this junction.

3.2.3 The site is located within a short walking distance of Kilburn High Road Overground station (one minute walk) and Kilburn Park Underground station (four minute walk).

3.2.4 Pedestrian footways are currently provided on both sides of all the roads leading to the key destinations of Kilburn High Road London Overground station and Kilburn Park Underground station. Pedestrian facilities including dropped kerbs and tactile pavement are provided at Belsize Road and Kilburn High Road (A5) signal controlled junction, and at the Belsize Road and Kilburn Vale junction uncontrolled crossing facility.

3.2.5 Fire escapes routes are provided to Kilburn Place to the north of the property. Kilburn Place is a quiet cul de sac with no through traffic route. There is a pedestrian footway on the eastern side of the street, with the buildings on the western side of the street meeting directly with the carriageway.

3.2.6 The existing pedestrian isochrones in the immediate vicinity of the site are show below together with the surrounding local amenities. This further illustrates the range and number of key local facilities accessible within a realistic walking distance of the site.

PEDESTRIAN ACCESS TO LOCAL AMENITIES

3.2.7 Access to local facilities and amenities has been considered by reference to the number of services and facilities available within walking and cycling distance of the site. The table overleaf shows walking and cycling times to a number of the nearest local facilities, assuming an average walk speed of 4.8kph and average cycling speed of 10kph.

Table 3-1: Walking and Cycling Times to Sample Locations

DESTINATION	DISTANCE (METRES)	WALK TIME TO / FROM SITE (MINUTES)	CYCLING TIME TO / FROM SITE (MINUTES)
Education			
Kilburn Library Centre	300	<5	<5
Granville Plus Nursery School	950	12	6
St Augustine Primary School	650	<10	<5
St Eugene De Mazenod Primary School	300	<5	<5
St Augustine's CE High School	450	6	<5
Health and Welfare			
Kill Park Medical Centre, GP	500	7	<5
Shape Dental Clinic	<100	<5	<5
Day Lewis Pharmacy	250	<5	<5
The Wellington Hospital, South	2100	27	13

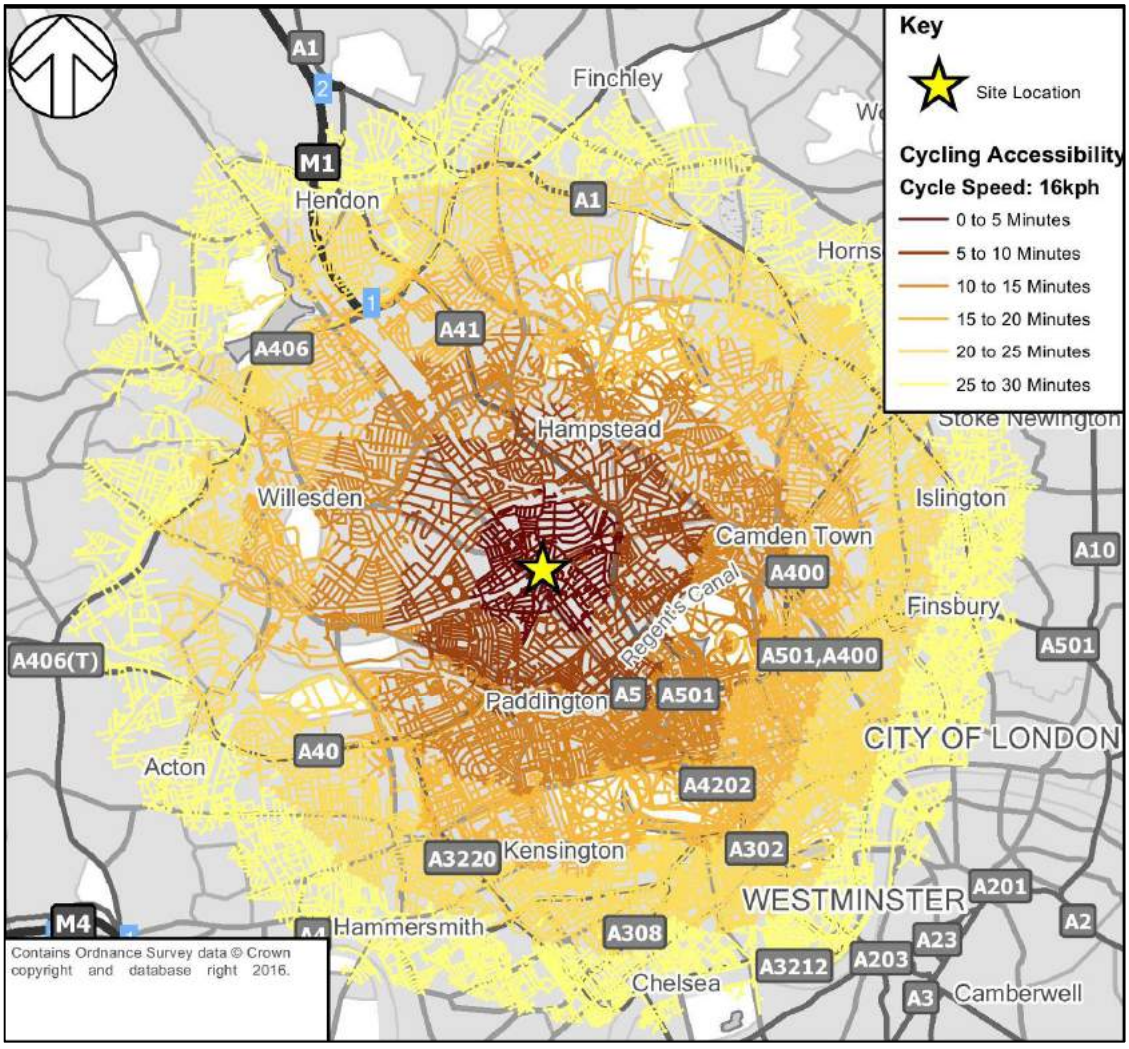
Retail and Commercial			
High Street	<100	<5	<5
Entertainment and Recreation			
High Street	<100	<5	<5

3.2.8 It is evident from the information above that there is a variety of amenities and facilities available within achievable walking or cycling distance of the site. Therefore, the site is considered to be sustainably located in terms of accessibility to local facilities and amenities.

3.3 CYCLING

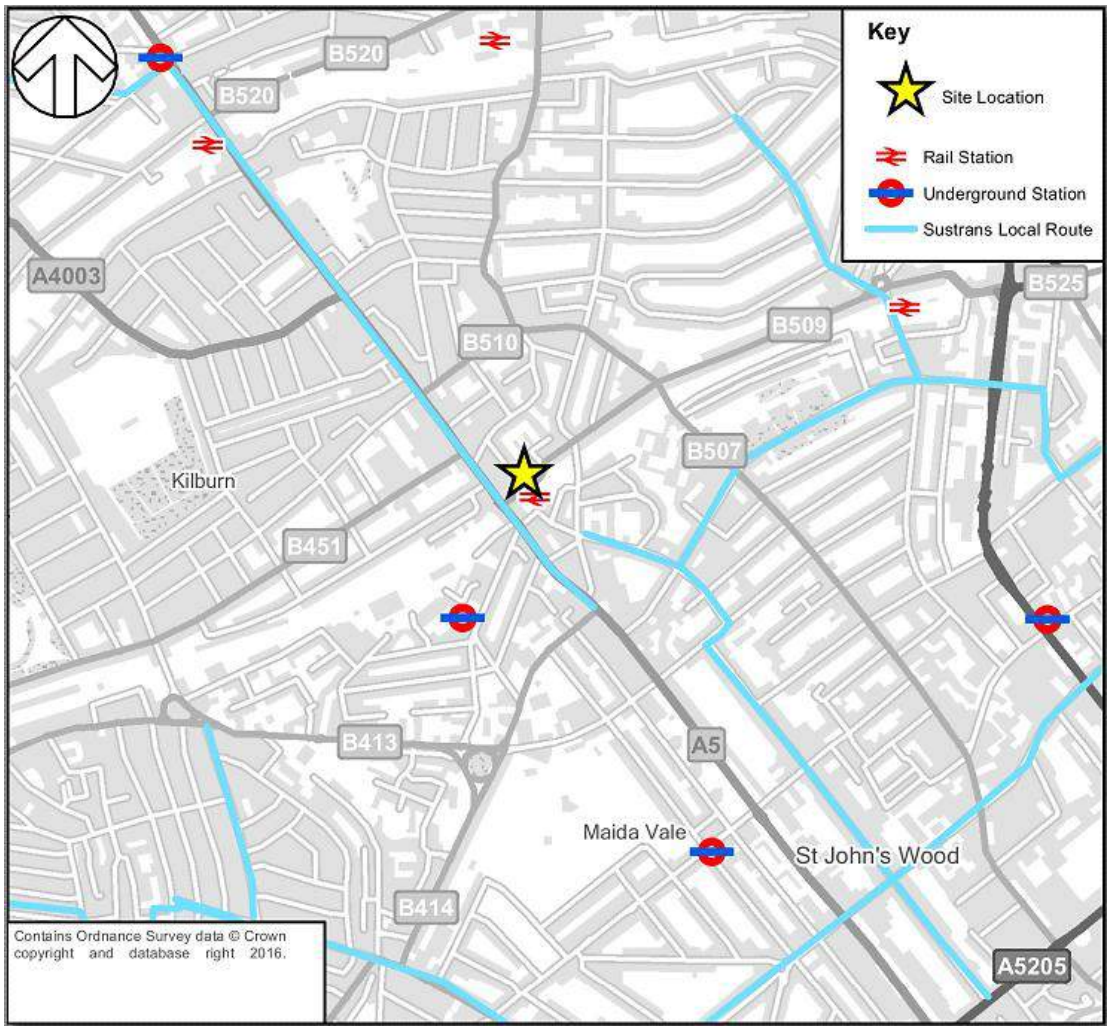
3.3.1 It is traditionally considered that cycling also has the potential to substitute for short car trips, particularly those under five kilometres. Cycling isochrones for the application site are shown in Figure 3-2.

Figure 3-2: Cycling Isochrones



3.3.2 The site is well located in terms of cycling with established routes provided within local area, which connect to the wider borough. Figure 3-3 below shows the local cycle routes.

Figure 3-3: Cycle Routes



3.4 PUBLIC TRANSPORT

BUS

3.4.1 The closest bus stops are located adjacent to the site on Belsize Road which is served by bus routes 31 running between White City and Camden Town on a 5 to 9 min frequency Monday through Friday and on a less frequent basis during evenings and at the weekend. Night bus N31 runs between Bayham Street and Clapham Junction Station from 01:02am 04:36am on 30 minutes frequency.

3.4.2 Another two stops are present on Kilburn High Road (A5), approximately 150m from the site, served by bus routes 16, 32, 206, 316, 332, 632 and N16. Nearby bus routes and frequencies are summarised in Table 3-2.

Table 3-2: Summary of Available Bus Services

ROUTE	AVERAGE SERVICE FREQUENCY		
	Weekday	Saturday	Sunday
16 Longley Way – Victoria Station	Every 5-8 minutes	Every 7-10 minutes	Every 8-12 minutes
31 White City Bus Station – Camden Town Station	Every 5-8 minutes	Every 7-11 minutes	Every 7-11 minutes
32 Kilburn High Rd Stn / Cambridge Avenue – Edgware Station	Every 6-10 minutes	Every 6-10 minutes	Every 10-13 minutes
206 Kilburn Park Station – The Paddocks	Every 10-13 minutes	Every 11-13 minutes	Approximately every 20 minutes
316 White City Bus Station – Longley Way	Every 8-12 minutes	Every 9-13 minutes	Approximately Every 20 minutes
332 Bishop Bridge – Brent Park Tesco	Every 8-11 minutes	Every 10-13 minutes	Every 12-14 minutes
632 * Kilburn Park Station - South Mead	Single service at 15:49	-	-
N31 Clapham Junction Station – Camden Town Station	00:11 and 00:41 past the hour. Service from 01:11am to 04:41am.	Approximately every 30 minutes. Service from 01:17am to 04:46am.	Approximately every 30 minutes. Service from 01:11am to 04:44am.

LONDON UNDERGROUND

3.4.3 The closest London Underground station is Kilburn Park which is approximately 500m to the site and is served by the Bakerloo line, with service running between Harrow & Wealdstone and Elephant & Castle.

Table 3-3: Kilburn Park Station Train Service Frequency

STATION	LINE	DIRECTION	FIRST / LAST TRAIN	AM PEAK HOUR TRAINS (08:00-09:00)	PM PEAK HOUR TRAINS (17:00-18:00)
Kilburn Park	Bakerloo	Harrow & Wealdstone	06:01 / 00:11	06	06
		Stonebridge Park	06:01 / 00:37	10	09
		Queen's Park	06:01 / 00:47	09	21
		Elephant & Castle	05:40 / 00:17	22	21

3.4.4 The Bakerloo line provides an import north/south link. Kilburn Park station is situated 3 stop east to Paddington Station where connection to other underground lines (Circle Line, Hammersmith & City Line and District Line). Paddington is the London terminus for long-distance high-speed trains operated by Great Western Railway and Heathrow Express travels non-stop to Heathrow Airport. Chiltern railways provide services to West Ruislip from Monday to Friday.

NATIONAL RAIL SERVICES

3.4.5 The site is located within a short walking distance (<100m) of Kilburn High Road railway station which is a London Overground station with direct services to London Euston and Watford DC.

3.4.6 The Overground provides orbital services around London, the first connections to the west can be made at Willesden Junction and to the east at Euston Station.

3.4.7 Trains run regularly, commencing in the early morning and finishing late. Table 3-4 provides a summary of these services.

Table 3-4: Kilburn High Road Station Train Service Frequency.

STATION	LINE	DIRECTION	FIRST / LAST TRAIN	AM PEAK HOUR TRAINS (08:00-09:00)	PM PEAK HOUR TRAINS (17:00-18:00)
Kilburn High Road	London Overground	Watford Junction	05:44 / 00:04	3	3
		Euston Station	05:49 / 23:59	3	3

3.5 PUBLIC TRANSPORT ACCESSIBILITY LEVEL

3.5.1 An important aspect of reviewing transport links to the proposed development and its characteristics for modal split is to assess its accessibility to the public transport network. The Public Transport Accessibility Level (PTAL) methodology has been adopted by the GLA and TfL as a means of quantifying and comparing accessibility by public transport for a given site.

3.5.2 The PTAL methodology takes into account the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

3.5.3 The methodology is based on a walk speed of 4.8km / hour and considers the number of rail stations and tube stops within a twelve minute walk (960 metres) of the site and the numbers of bus stops within an eight minute walk (640 metres).

An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an accessibility index (AI) value for each service accessible from the site. The sum of the AI's for each mode are then aggregated to provide a single measure of accessibility of the site. The Total AI value is then compared against the PTAL bands given in Table 3-4.

Table 3-5: PTAL Brandings

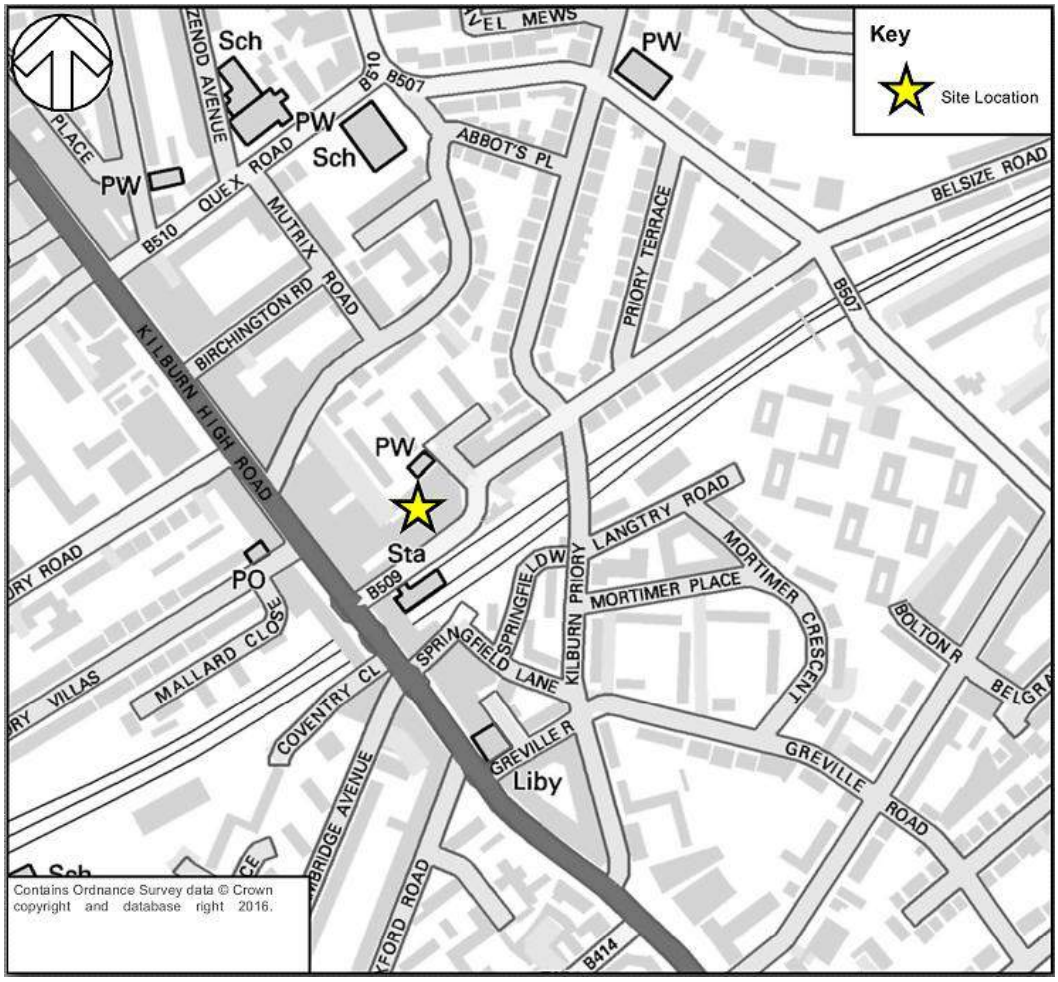
PTAL SCORE	RANGE OF INDEX (AI)	DESCRIPTION
1a	0.01 – 2.50	Very Poor
1b	2.51 – 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b	>40.01	Excellent

3.5.4 Based on the TfL PTAL web-based calculator, the site has an AL of 30.6 which equates to a PTAL of 6a, an 'excellent' level of public transport accessibility. The full PTAL report is detailed in **Appendix I**.

3.6 LOCAL ROAD NETWORK

3.6.1 The plan below shows the local road network in context with the site location.

Figure 3-4: Local Road Network



3.6.2 The site is bound to the south by Belsize Road, a two-carriageway road which provides access to local high street, Kilburn High Road (A5), to the west and Kilburn Priory Road to the east.

3.6.3 Belsize Road is subject to 'resident permit only' and 'pay and display', Monday to Friday from 8.30am to 6.30pm to a maximum stay of two hours, parking. Car club parking spaces approved by the local Council are in operating within the proximity of the site.

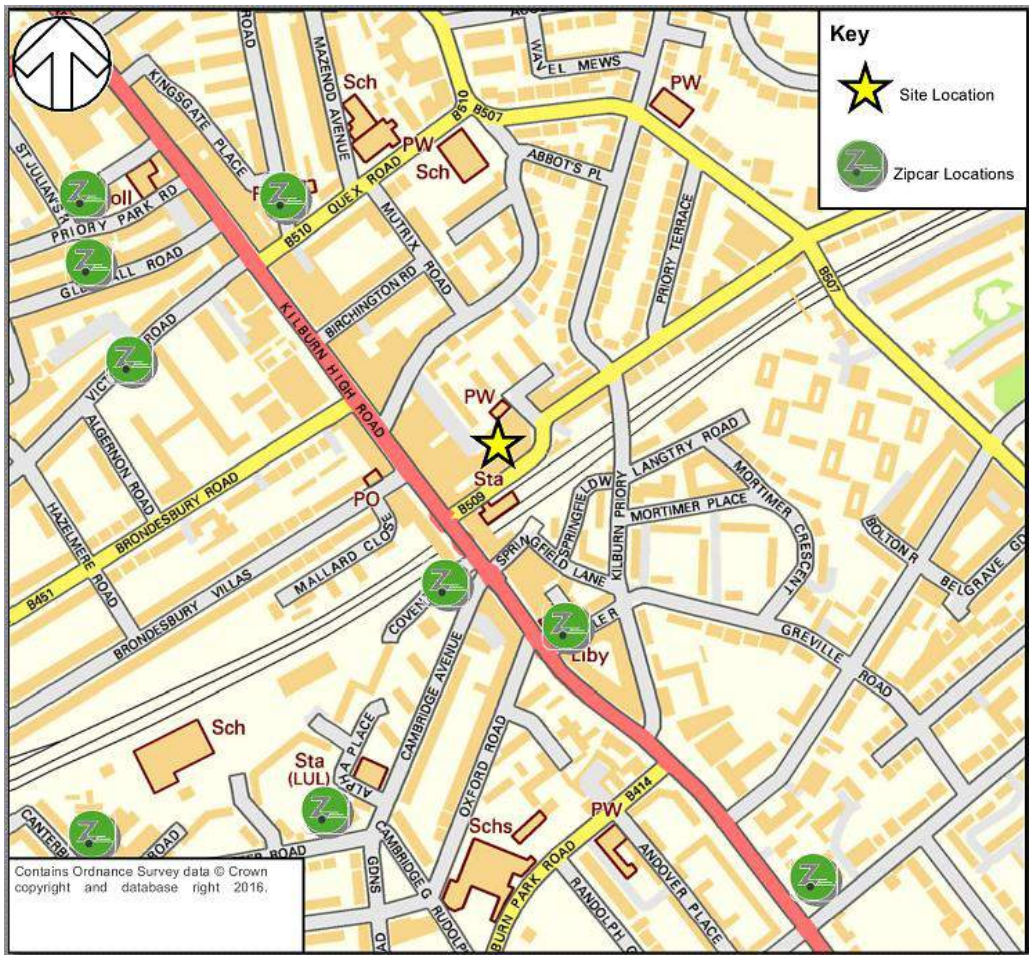
3.6.4 The residential streets surrounding the sire are also subjected to 'pay and display' and 'resident permit only' parking. Kilburn Square Car Park is within 500m from the site.

3.6.5 Kilburn High Road (A5) is subject to 'no waiting at any time' double yellow line waiting restrictions (on both sides of the carriageway).

3.7 CAR CLUB

3.7.1 Car clubs can help to reduce car ownership and consequently relieve parking pressures by residents and businesses. The nearest car club parking bay (operated by ZipCar) is located approximately 250 metres to the southwest of the site on Coventry Close as demonstrated in Figure 3-5 below.

Figure 3-5: Car Club Locations



4 PROPOSED DEVELOPMENT

4.1 INTRODUCTION

4.1.1 This chapter outlines the proposed scheme in terms of land use, parking provision, access strategy, and servicing arrangements.

4.2 DEVELOPMENT PROPOSALS

4.2.1 The planning application for the use is for units as either permanent residential accommodation or serviced apartments (occupation for less than 90 days). No physical works are proposed that would result in a change of floor area (2,822sqm GIA). The building has been converted into 34 residential units (16 x studios, 9 x 1-bed and 9 x 2-beds). A copy of the proposed ground floor site layout plan is provided at **Appendix II**.

4.2.2 Policy DP14 in the Camden Development Policies (2010) states “All tourism development and visitor accommodation must be easily reached by public transport, provide any necessary off-highway pickup and set down points for taxis and coaches; and must not harm the balance and mix of uses in the area, local character, residential amenity, services for the local community, the environment or transport systems.”

4.2.3 The proposed use will provide high quality visitor accommodation suitable for both long and short period of occupation. Serviced apartments provide self-catering facilities such as kitchens and laundry facilities which the majority of hotels do not. The servicing requirement is significantly lower than a hotel as there is no bar or restaurant facility. As a result the servicing activity is not likely to change significantly from the consented residential development as explained in the paragraphs below, it should not be necessary for a development of this scale and nature to provide off highway servicing and coach facilities.

4.3 PARKING PROVISION

CAR PARKING

4.3.1 The site is located within the Town Centre Area and has a PTAL rating of 6a. In light of this it is intended for the proposed development to be car free.

CYCLE PARKING

4.3.2 Secured cycle storage space is provided for 36 standard cycle parking spaces located in the basement including 5 folding bicycles. The cycle storage provided is in excess of both TfL and LBC cycle parking standards provided in Table 2-1 and 2-2. Therefore if the development is converted back to residential units (C3) sufficient cycle parking would already be provided.

4.4 ACCESS STRATEGY

PEDESTRIAN AND CYCLE ACCESS

4.4.1 The existing pedestrian and cycle access points are from Belsize Road as per the consented scheme. There are emergency exit routes to Kilburn Place to the north of the development.

4.4.2 Vehicular access for pick up and drop off and delivery and servicing activity associated with the site will be provided from Belsize Road, as per the consented access arrangements.

4.4.3 Guests who arrive using hired cars can park at another Sanctum development on Greville Road where there is a basement with car parking facilities. There is capacity for 41 parking spaces with approximately 35-36 spaces usually available. However, as the site has an excellent PTAL rating we expected the majority of guests to arrive by public transport.

4.5 COACH AND TAXI PICK-UP/ DROP-OFF

4.5.1 Should there be a need to accommodate taxi pick-up and drop-off activity at the proposed development, there is opportunity for this to take place directly on Kilburn Vale. Taxis can be pre-booked using an app based service to reduce waiting times and staff are on hand to assist with the loading and unloading of luggage.

4.5.2 The taxi trips attributed to the site are expected to be minimal as there will only be 34 units and visitors are likely to use public transport services instead.

4.5.3 Coaches are not required as the apartments cater for individuals or families rather than large groups.

4.6 DELIVERY AND SERVICING

4.6.1 Due to the constraints of the site location and the nature of the development, the proposed development will be serviced on-street via Kilburn Vale. Information regarding the expected daily frequency of delivery and servicing vehicles is provided in the next chapter of this report.

5 TRIP GENERATION

5.1 INTRODUCTION

5.1.1 This chapter considers the multi-modal trip generation of the consented residential dwellings, drawing a comparison against the proposed serviced apartments. Consideration has also been given to servicing trips.

5.2 CONSENTED SITE USE

5.2.1 The site was converted to residential use following the grant of prior approval (2015) for 34 units. The residential units are nearing completion; however they have not yet been occupied, and for simplicity we have provided the proposed trip generation for the consented residential use.

5.2.2 The trip generation for the consented use has been derived using the following criteria to identify suitable surveys within the TRICS database:

- Residential land use class – flats privately owned;
- Multimodal surveys;
- Area: Greater London;
- 9-100 dwellings;
- Weekday surveys;
- Location: edge of town or town centre, town centre and neighbourhood centre; and
- 0.5 or less car ownership.

5.2.3 The comparable sites selected from the TRICS database are listed in Table 5-1 and the trip rates extracted are detailed in Table 5-2. Full TRICS reports are provided at **Appendix III.**

Table 5-1: Comparable Residential TRICS Sites

SURVEY CODE	SITE LOCATION	NO. DWELLINGS
HK-03-C-02	Shoreditch, Hackney	9
SK-03-C-02	Bermondsey, Southwark	29

Table 5-2: Consented Residential Use Person Trip Rates

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Underground/ Rail	0.053	0.105	0.158	0.132	0.132	0.264
Bus	0.000	0.079	0.079	0.079	0.000	0.079
Taxi	0.000	0.000	0.000	0.000	0.000	0.000
Motorcycle	0.000	0.000	0.000	0.000	0.000	0.000
Car Driver	0.000	0.000	0.000	0.000	0.000	0.000
Car Passenger	0.000	0.000	0.000	0.000	0.000	0.000
Bicycle	0.000	0.026	0.026	0.026	0.000	0.026
Coach	0.000	0.000	0.000	0.000	0.000	0.000
Walk Only	0.026	0.184	0.210	0.053	0.132	0.185
Total	0.079	0.394	0.473	0.290	0.264	0.554

5.2.4 The resultant total person trips, based on a total provision of 34 residential dwellings are shown in Table 5-3.

Table 5-3: Consented Residential Use Person Trips

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Underground/ Rail	2	4	6	4	4	8
Bus	0	3	3	3	0	3
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0
Bicycle	0	1	1	1	0	1
Coach	0	0	0	0	0	0
Walk Only	1	6	7	2	4	6
Total	**3**	**14**	**17**	**10**	**8**	**18**

5.2.5 All trips forecast at the consented residential development were expected to be undertaken on foot, cycle or by public transport.

5.3 PROPOSED DEVELOPMENT

5.3.1 The planning application for the use of the units is either as permanent residential accommodation or serviced apartments (occupation for less than 90 days).

5.3.2 Sites provided within the TRICS database do not specifically relate to serviced apartments. Whilst the duration of stay associated with serviced apartments is likely to be longer (although less than 90 days), it is considered that this would not necessarily have a noticeable impact on travel patterns.

5.3.3 It is likely that the trip generation will be more comparable to the consented residential generation, however to provide a robust assessment reference has been made to hotel uses in comparable locations to predict the likely number of trips to and from the proposed serviced apartments.

5.3.4 Trip generation rates (per unit) have been derived on the basis of hotel sites containing up to 250 rooms with a PTAL of 4-5, and low levels of parking. Given the limited number of sites available, low levels of parking has been defined as hotel sites with on-site parking provision for 20 cars or less. Table 5-4 below summarises the sites selected in TRICS based on this criterion.

Table 5-4: Comparable Hotel TRICS Sites

SURVEY CODE	SITE LOCATION	PTAL	PARKING SPACES
718	Carlton Mitre Hotel	4	14
1056	Novotel	5	0

5.3.5 It is noted that generally the above hotel sites contain conference and meeting rooms, bar and restaurant facilities, etc. which are open for public use, and therefore have the potential to generate a higher level of trips compared with the proposed serviced apartments (which do not include subsidiary facilities).

5.3.6 Multi modal trip rates for weekday AM and PM peak periods are set out in Table 5-5. A copy of the full TRICS output report is included at **Appendix IV**.

Table 5-5: Predicted Multi Modal Trip Generation Rates (per unit)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Underground/ Rail	0.008	0.029	0.037	0.000	0.017	0.017
Bus	0.000	0.000	0.000	0.004	0.008	0.012
Taxi	0.038	0.029	0.067	0.033	0.138	0.171
Motorcycle	0.000	0.000	0.000	0.000	0.000	0.000
Car Driver	0.042	0.017	0.059	0.029	0.013	0.042
Car Passenger	0.004	0.013	0.017	0.013	0.004	0.017
Bicycle	0.000	0.004	0.004	0.000	0.000	0.000
Coach	0.000	0.017	0.017	0.000	0.000	0.000
Walk Only	0.050	0.283	0.333	0.250	0.229	0.479
Total	**0.142**	**0.392**	**0.534**	**0.329**	**0.409**	**0.738**

5.3.7 The trip rates have been applied to the total number of proposed serviced apartments (34 units) to predict total multi modal arrival and departure trip generation during weekday AM and PM peak periods. This is summarised in the Table 5-6.

Table 5-6: Predicted Multi Modal Trip Generation

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Underground/ Rail	1	1	2	0	0	0
Bus	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Motorcycle	0	1	1	0	1	1
Car Driver	1	1	2	1	0	1
Car Passenger	0	0	0	0	0	0
Bicycle	2	10	12	9	8	17
Coach	0	0	0	0	0	0
Walk Only	0	1	1	0	0	0
Total	**4**	**14**	**18**	**10**	**9**	**19**

5.3.8 The predicted number of car trips, with reference to available data within the TRICS database, is likely to be an overestimation given that the proposals are car free. The majority of trips are likely to be undertaken by walking.

5.4 NET TRIP GENERATION

5.4.1 The net impact of the proposed development compared with the consented site use is summarised in Table 5-7.

Table 5-7: Predicted Multi Modal Trip Generation

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Underground/ Rail	-1	-3	-4	-4	-4	-8
Bus	0	-3	-3	-3	0	-3
Taxi	0	0	0	0	0	1
Motorcycle	0	1	1	0	1	0
Car Driver	1	1	2	1	0	0
Car Passenger	0	0	0	0	0	0
Bicycle	2	9	11	8	8	-1
Coach	0	0	0	0	0	0
Walk Only	-1	-5	-6	-2	-4	10
Total	**1**	**0**	**1**	**0**	**1**	**-1**

5.4.2 As a result of the change of use approximately one additional trip is forecast in the AM peak hour and one less trip is forecast in the PM peak hour.

5.5 DELIVERY / SERVICING TRIP GENERATION

RESIDENTIAL SERVICING TRIP GENERATION

5.5.1 Residential servicing trip rates have been obtained from 12 hour period surveys for comparable residential sites (City Walk, Bow Quarter and Kempton Court) previously conducted by WSP. Average trip rates for these sites have been applied to the proposals (circa 34 units), as detailed in Table 5-8. A copy of the residential servicing calculations is included at **Appendix V**.

Table 5-8: Predicted Servicing Trip generation for Consented Residential Units (34 units)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0

5.5.2 The number of residential units does not quantify any residential servicing trips during peak hours. The number of daily servicing trips for the consented residential units are also 0 as there are only 34 residential units.

SERVICING APARTMENTS SERVICING TRIP GENERATION

5.5.3 It is likely that the servicing trip generation will be more comparable to the consented residential servicing trip generation, however to provide a robust assessment reference has been made to comparable hotel uses to predict the likely number of servicing trips to and from the proposed serviced apartments.

5.5.4 Delivery by time data for hotel sites has been extracted from the TRICS database. Table 5-9 displays the expected number of servicing movements to and from the proposed serviced apartments. A full copy of the TRICS output data is provided at **Appendix VI**.

Table 5-9: Predicted Servicing Trip Generation for Proposed Servicing Apartments (34 units)

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0

5.5.5 The low number of serviced apartments does not quantify any residential servicing trips during peak hours. Approximately 2 two-way servicing trips for the 34 serviced apartments units on a daily basis.

5.5.6 General deliveries of consumables to the site will be undertaken on a fortnightly basis and will be timed and managed to reduce impact on the local area. A rear access is provided on Kilburn Place to further minimise the impact on Belsize Road during peak hours.

5.5.7 Any laundry service will be managed using local companies with timed pick-up and deliveries provided on Kilburn Place during non-peak periods. These deliveries are likely to be undertaken in a 7.5t panel van five days a week after 18:30.

5.5.8 Refuse removal will be undertaken on Kilburn Vale by a private commercial contractor three times a week (Monday, Wednesday and Friday) between the hours of 14:00-15:00

NET SERVICING TRIP GENERATION

5.5.9 Table 5-10 summarises, on average, weekday AM and PM peak hour, and daily servicing trip generation predicted for the proposed development. The proposed two-way servicing trip rates have been identified from the hotel and used for robustness for the peak hour review.

Table 5-10: Net Servicing Trip Generation

MODE	AM PEAK HOUR (08:00-09:00)			PM PEAK HOUR (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0

5.5.10 There is not expected to be any servicing trip generation impact as a result of the proposed development during peak hours. However, approximately 2 net two-way servicing trips for the 34 serviced apartments units will be expected on a daily basis.

6 SUMMARY AND CONCLUSIONS

6.1.1 This TS has been prepared by WSP | Parsons Brinckerhoff, on behalf of Castle Trading Ltd for a proposed change of use class to provide 34 servicing apartments. The planning application for the use of the units is for either permanent residential accommodation or serviced apartments (occupation for less than 90 days).

6.1.2 The content of the TS demonstrates the following:

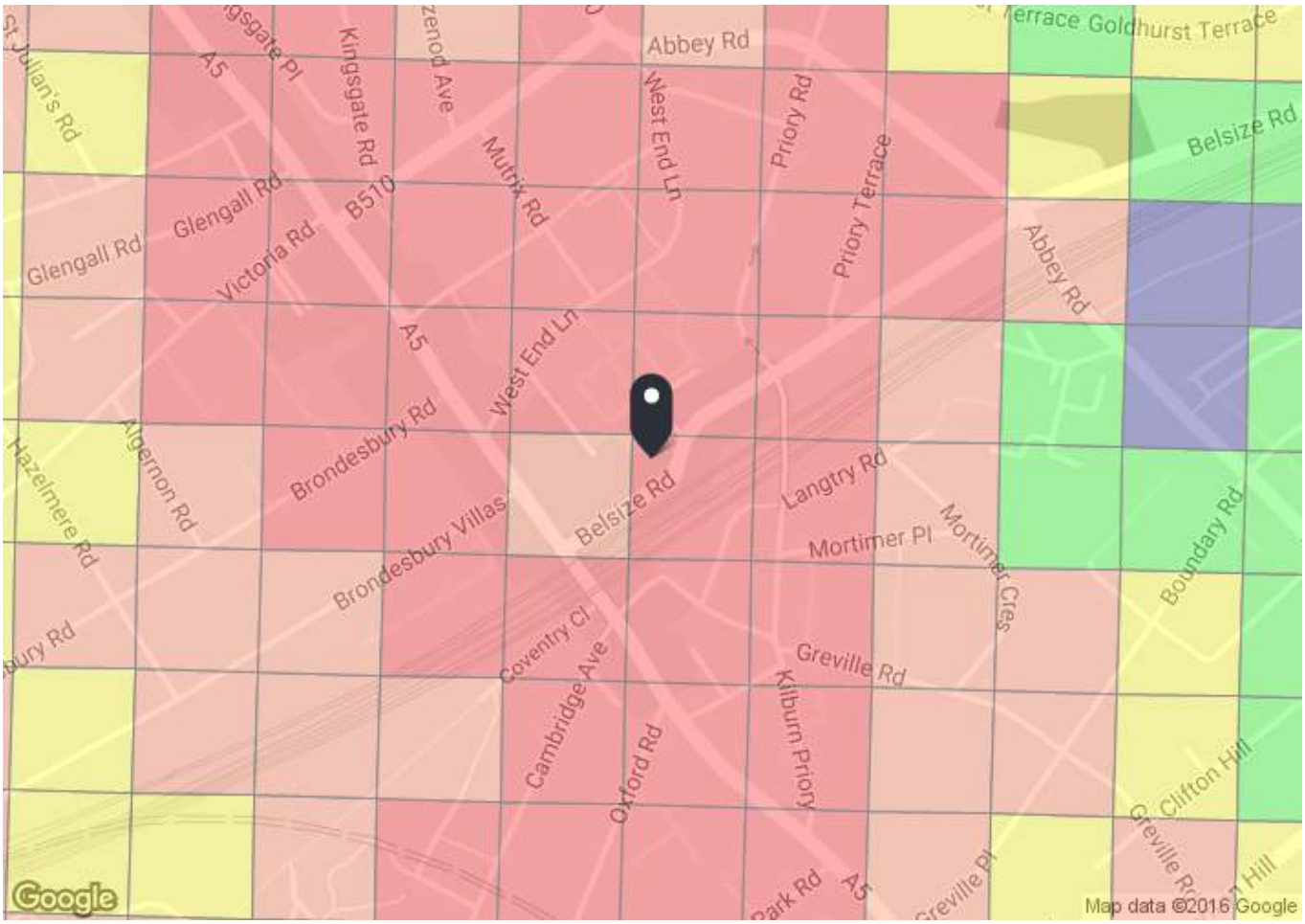
- The site's location benefits from easy access to walking and cycling facilities, as well as public transport provision by bus and underground;
- Cycle parking for staff and visitors of the proposals would be provided in accordance with LBC and London Plan policies;
- Delivery and servicing arrangements would remain unchanged compared with the consented use of the building, and an off highway loading area is thus not proposed;
- The proposed use as serviced apartments would not cater for coach parties and a coach set down area is thus not proposed;
- Suitable waste storage bins would be provided on site and made accessible for refuse collectors;
- A robust assessment demonstrates that the proposals would result in an additional trip in the AM peak and one less trip in the PM peak;
- It is considered that the development proposals could be accommodated on the local pedestrians, cycle, and public transport network; and
- Should here be a need to accommodate taxi pick-up and drop-off activity there is an opportunity for this to take place directly on Kilburn Vale.

6.1.3 The proposed development is considered to meet the transport aspirations of LBC and current Government guidance in respect of sustainable development, and would encourage the use of sustainable modes of transport.

Appendix I

PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)

6a

London Staff Bureau, 254 Belsize Rd, North Maida Vale, London NW6 4BT, UK

Easting: 525514, Northing: 183674

Grid Cell: 96626

Report generated: 24/08/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BELSIZE ROAD/ABBEY ROAD	189	388.75	7.5	4.86	6	10.86	2.76	0.5	1.38
Bus	BELSIZE ROAD/ABBEY ROAD	139	388.75	7.5	4.86	6	10.86	2.76	0.5	1.38
Bus	KILBURN CAMBRIDGE AVENUE	328	255.87	9	3.2	5.33	8.53	3.52	0.5	1.76
Bus	KILBURN HIGH ROAD STN	16	127.95	9	1.6	5.33	6.93	4.33	0.5	2.16
Bus	KILBURN HIGH ROAD STN	32	127.95	7.5	1.6	6	7.6	3.95	0.5	1.97
Bus	KILBURN HIGH ROAD STN	316	127.95	7.5	1.6	6	7.6	3.95	0.5	1.97
Bus	KILBURN HIGH ROAD STN	332	127.95	6	1.6	7	8.6	3.49	0.5	1.74
Bus	KILBURN HIGH ROAD STN	98	127.95	9	1.6	5.33	6.93	4.33	0.5	2.16
Bus	KILBURN HIGH ROAD STN	206	127.95	5	1.6	8	9.6	3.13	0.5	1.56
Bus	BELSIZE R KILBURN HIGH R	31	80.84	10	1.01	5	6.01	4.99	1	4.99
Rail	Kilburn High Road	'WATFJDC-EUSTON 2C06'	153.29	2.67	1.92	11.99	13.9	2.16	0.5	1.08
Rail	Kilburn High Road	'EUSTON-WATFJDC 2D86'	153.29	3	1.92	10.75	12.67	2.37	1	2.37
LUL	Kilburn Park	'QueensPk-El&Castle'	493.84	11.01	6.17	3.47	9.65	3.11	1	3.11
LUL	Kilburn Park	'El&Castle-Harrow&W'	493.84	5.67	6.17	6.04	12.21	2.46	0.5	1.23
LUL	Kilburn Park	'StbridgePk-El&Castle'	493.84	5	6.17	6.75	12.92	2.32	0.5	1.16
LUL	Kilburn Park	'Waterloo-QueensPk'	493.84	1	6.17	30.75	36.92	0.81	0.5	0.41
LUL	Kilburn Park	'Waterloo-Harrow&W'	493.84	0.33	6.17	91.66	97.83	0.31	0.5	0.15
									Total Grid Cell AI:	**30.6**

Appendix II

PROPOSED SITE LAYOUT

Accommodation Schedule
Ground Floor

1 Bed Apartments - 3No
2 Bed Apartments - 2No

Total 5No Units

Kilburn Place

G.02
1 Bed Apartment

G.03
1 Bed Apartment

G.04
1 Bed Apartment

IT/AC Room

Cleaner's Cup'd

Kitchen

Bathroom

Hall

Hall

ST

Hall

Kitchen

Bathroom

Corridor

To Courtyard

G.02 **G.03** **G.04**

Corridor

BIN STORE

Office

Lobby Lounge

Reception

ST

Access to basement bike store

Meter Room 2

Lift No 1

Lift Lobby

Riser

Plant Room

Lift No 2

WC

WC

WC

Shower room

Kitchen

G.01

G.05

Kitchen

Shower room

G.01
2 Bed Apartment

G.05
2 Bed Apartment

Entrance Lobby

Bedroom 1

Living / Dining

Living / Dining

Bedroom 1

s 11.67
h 14.39

s 11.69
h 14.39

Entrance

258 Belsize Place

Ground Floor Plan

Scale: 1:100 @ A3

SCALE BAR
0m 5m

29.07.16	Rev B	Change of Use Application
05.04.16	Rev A	Bike Storage relocated to basement

PLANNING ISSUE 2016

A1 1:50 @ A1
1:100 @ A3

AP (a.) alan power | (ARCHITECTS.)
Alan Power Architects Ltd
13 Needham Road London, W11 2RP
Tel. 020 7229 9375 Fax. 020 7221 4172

DRAWING	Ground Floor Plan
DRWG. N°.	532/31
PROJECT	258 BELSIZE RD LONDON NW6 4BT
Rev.	B
Scale	1:100 @ A3 1:50 @ A1
CLIENT	OAKENFIELD ENTERPRISES LTD
Date	FEB 2016
Drawn	

Appendix III

RESIDENTIAL TRIP GENERATION

Calculation Reference: AUDIT-100309-160915-0945

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	SK	SOUTHWARK	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 29 (units:)
Range Selected by User:	9 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 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:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 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	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:

Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

C3	2 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:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	2 days

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

Travel Plan:

Yes	1 days
No	1 days

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

LIST OF SITES relevant to selection parameters

1 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

2 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

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	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.026	2	19	0.026	2	19	0.052
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.026	2	19	0.026	2	19	0.052
13:00 - 14:00	2	19	0.026	2	19	0.000	2	19	0.026
14:00 - 15:00	2	19	0.026	2	19	0.053	2	19	0.079
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.026	2	19	0.026	2	19	0.052
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.026	2	19	0.026	2	19	0.052
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:			0.156			0.157			0.313

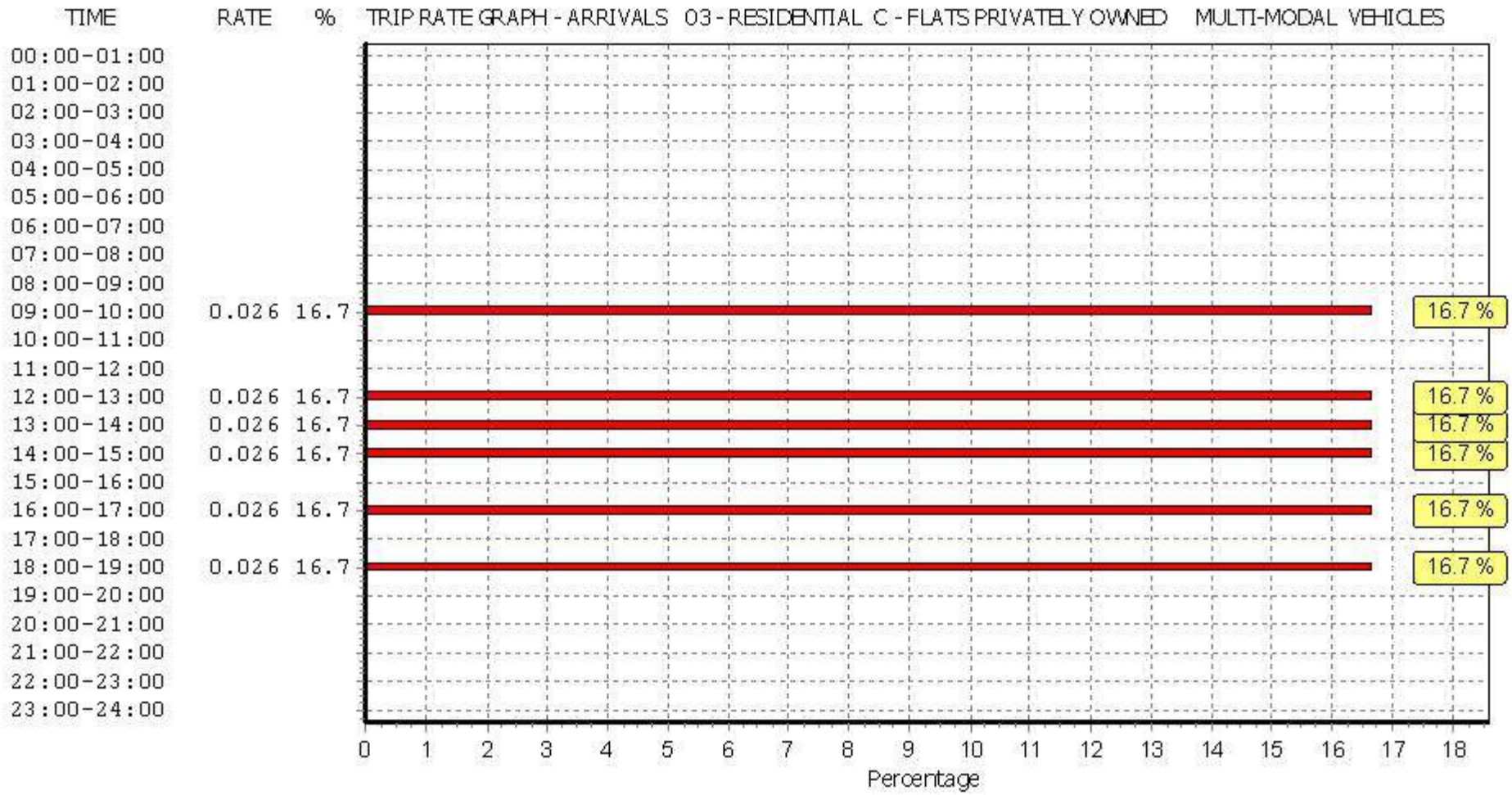
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

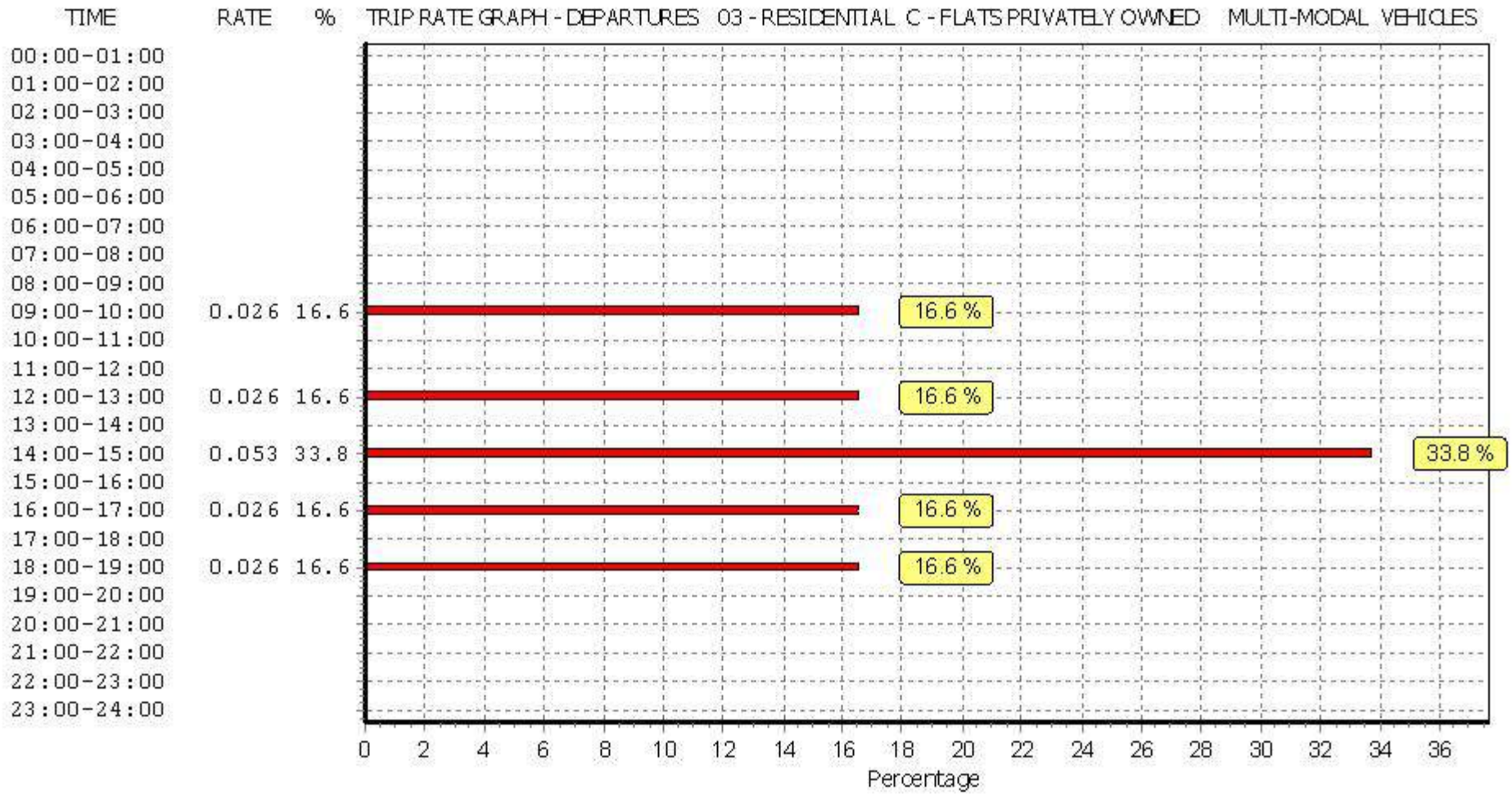
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

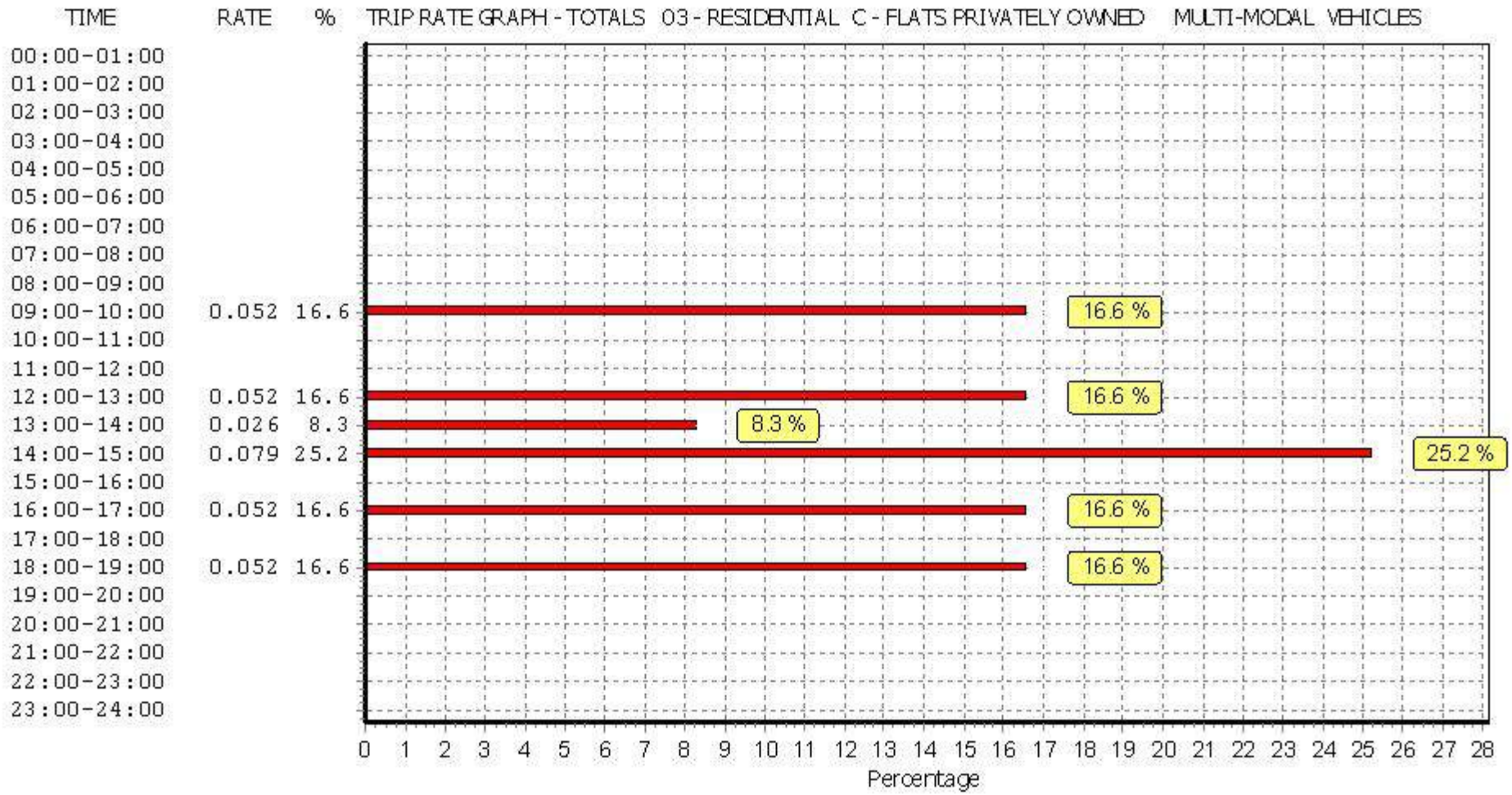
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.026	2	19	0.026	2	19	0.052
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.026	2	19	0.026	2	19	0.052
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:			0.052			0.052			0.104

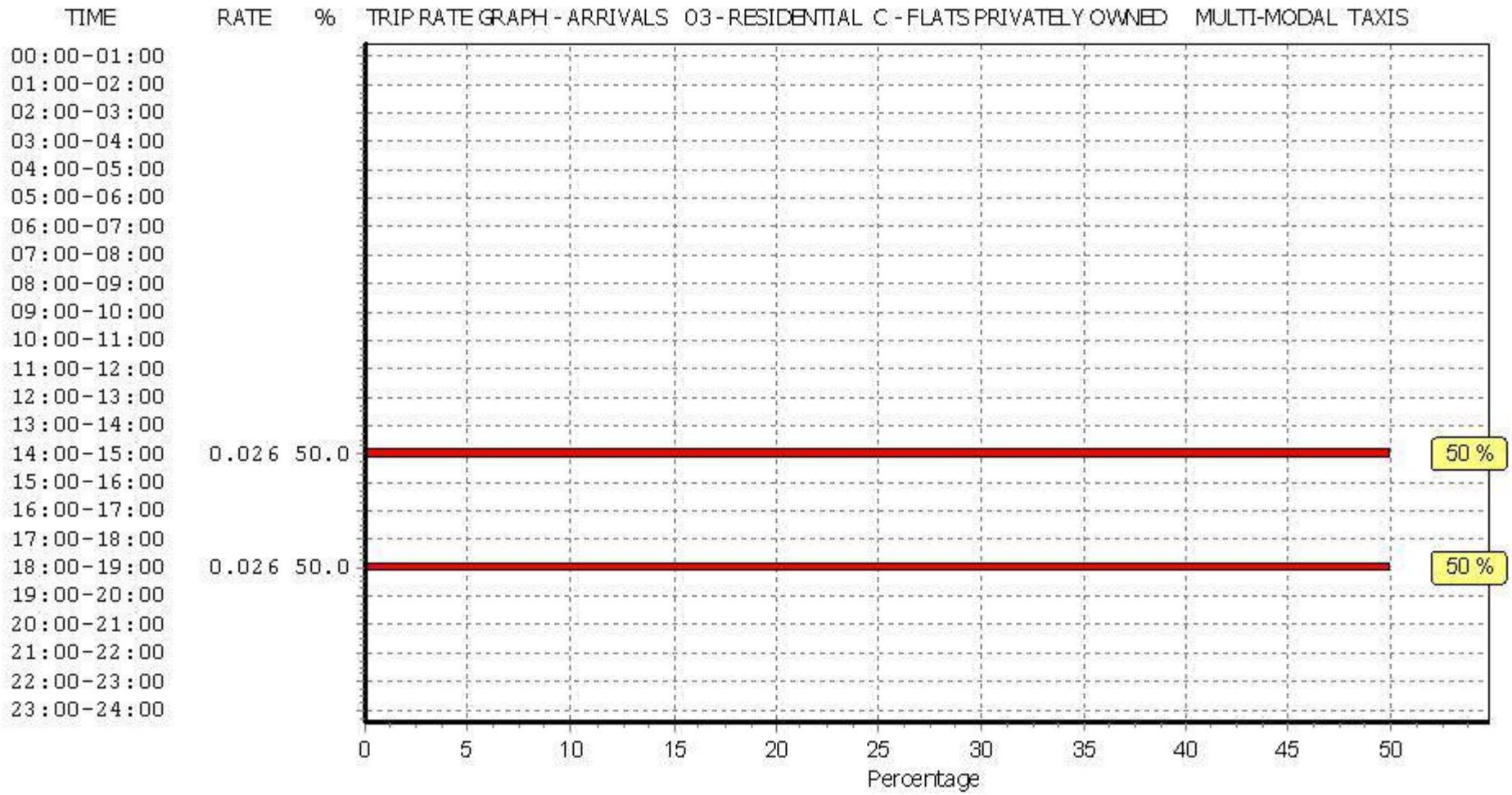
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

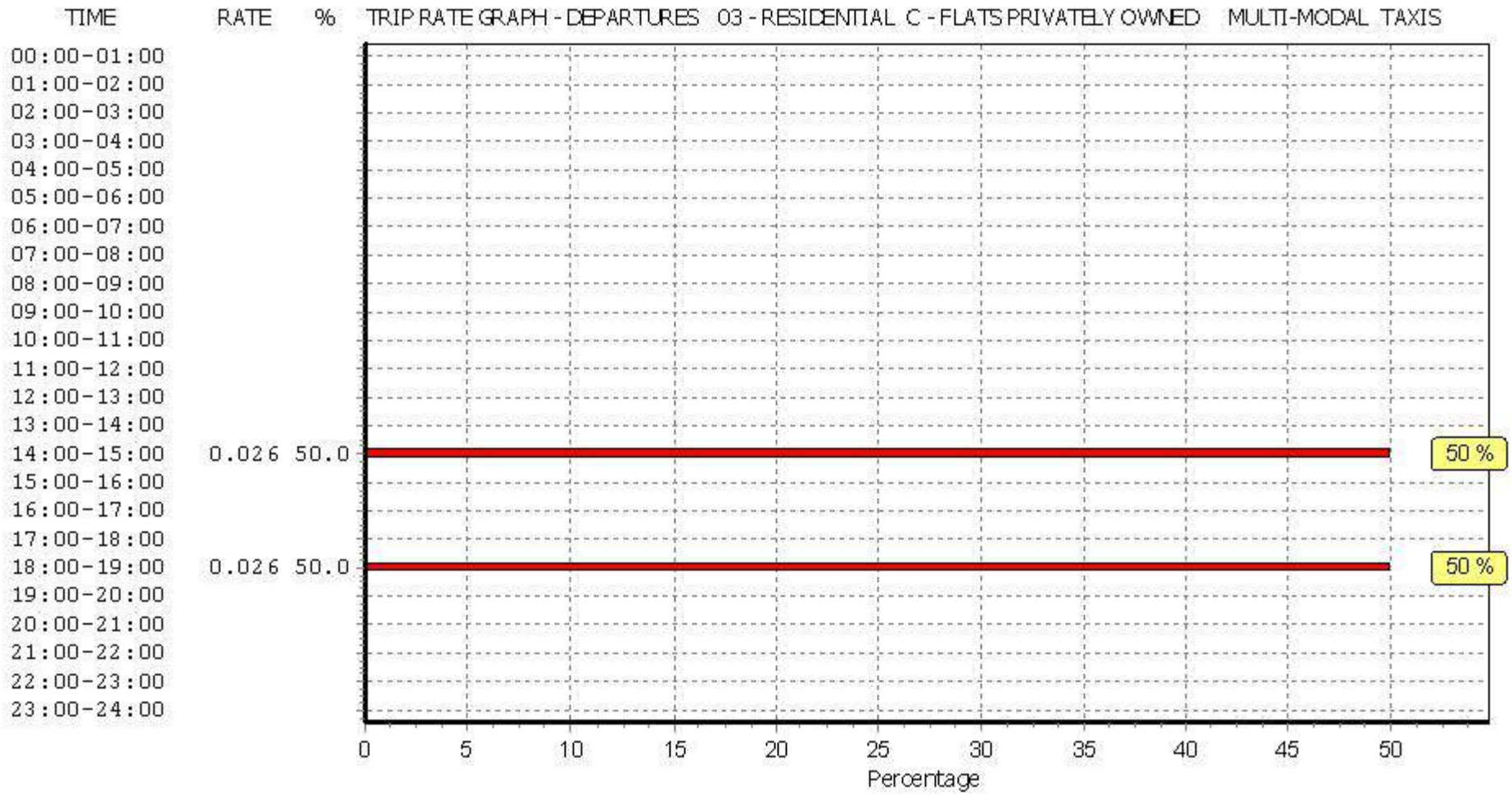
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

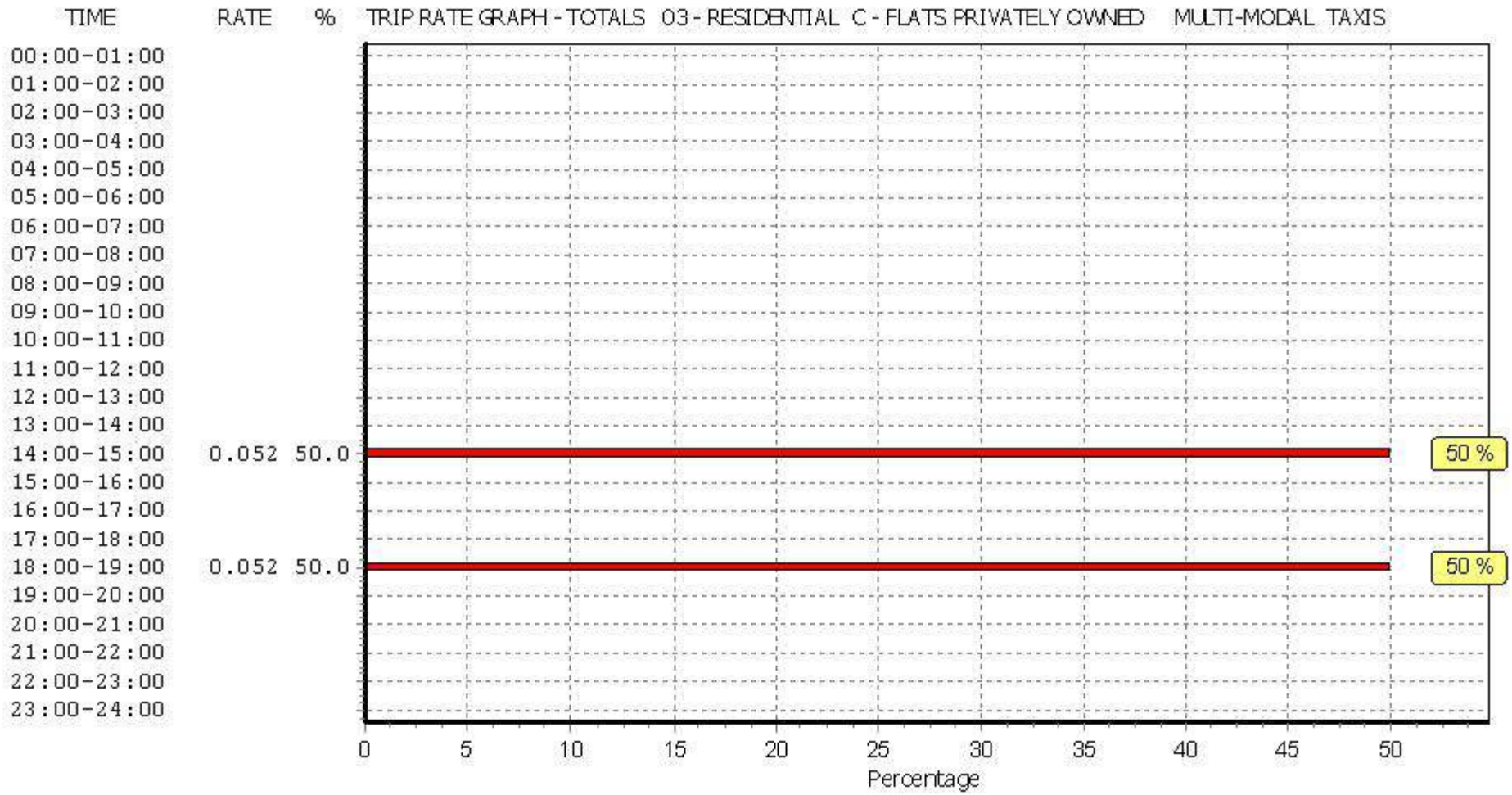
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	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.

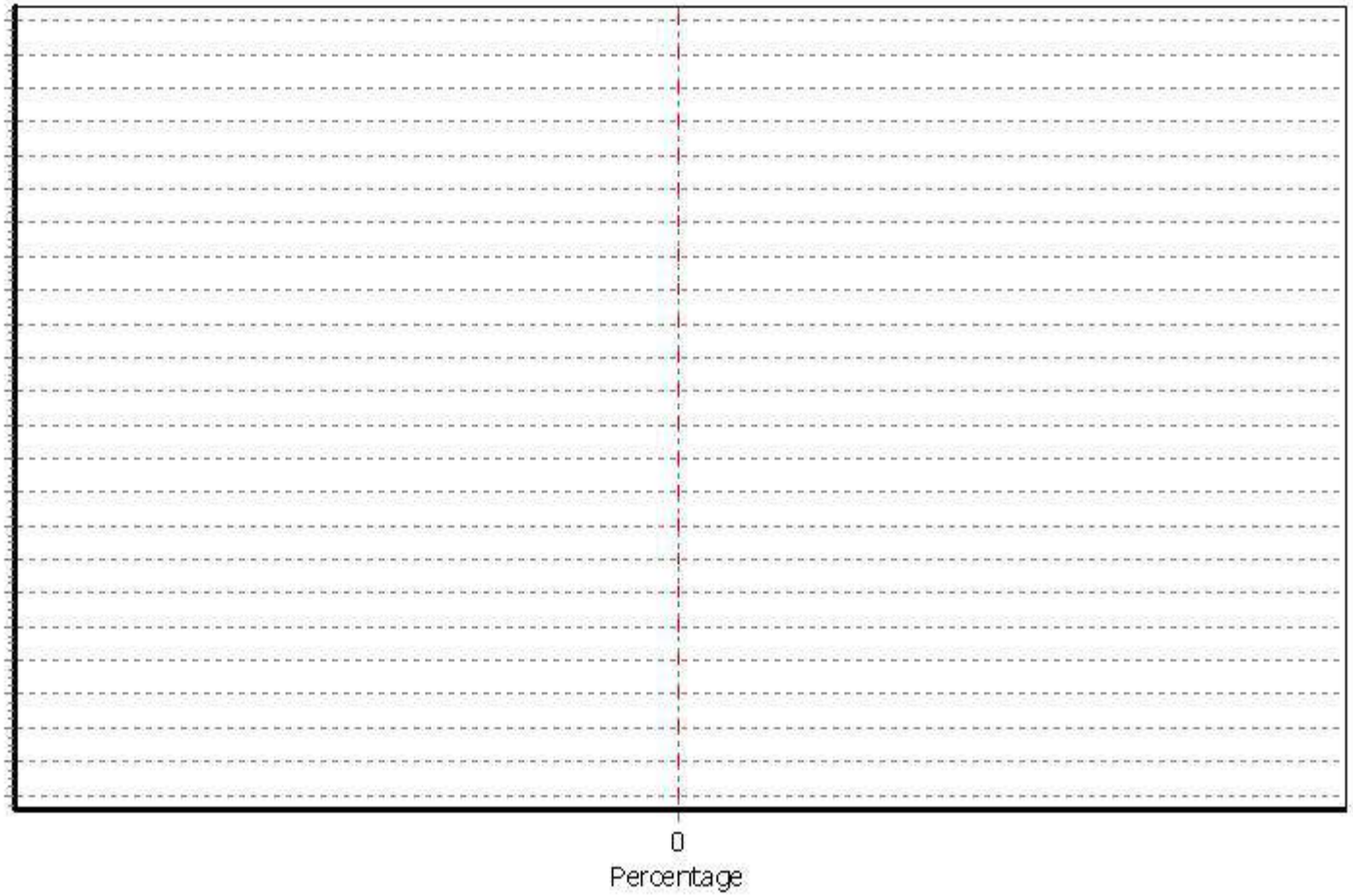
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
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.

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

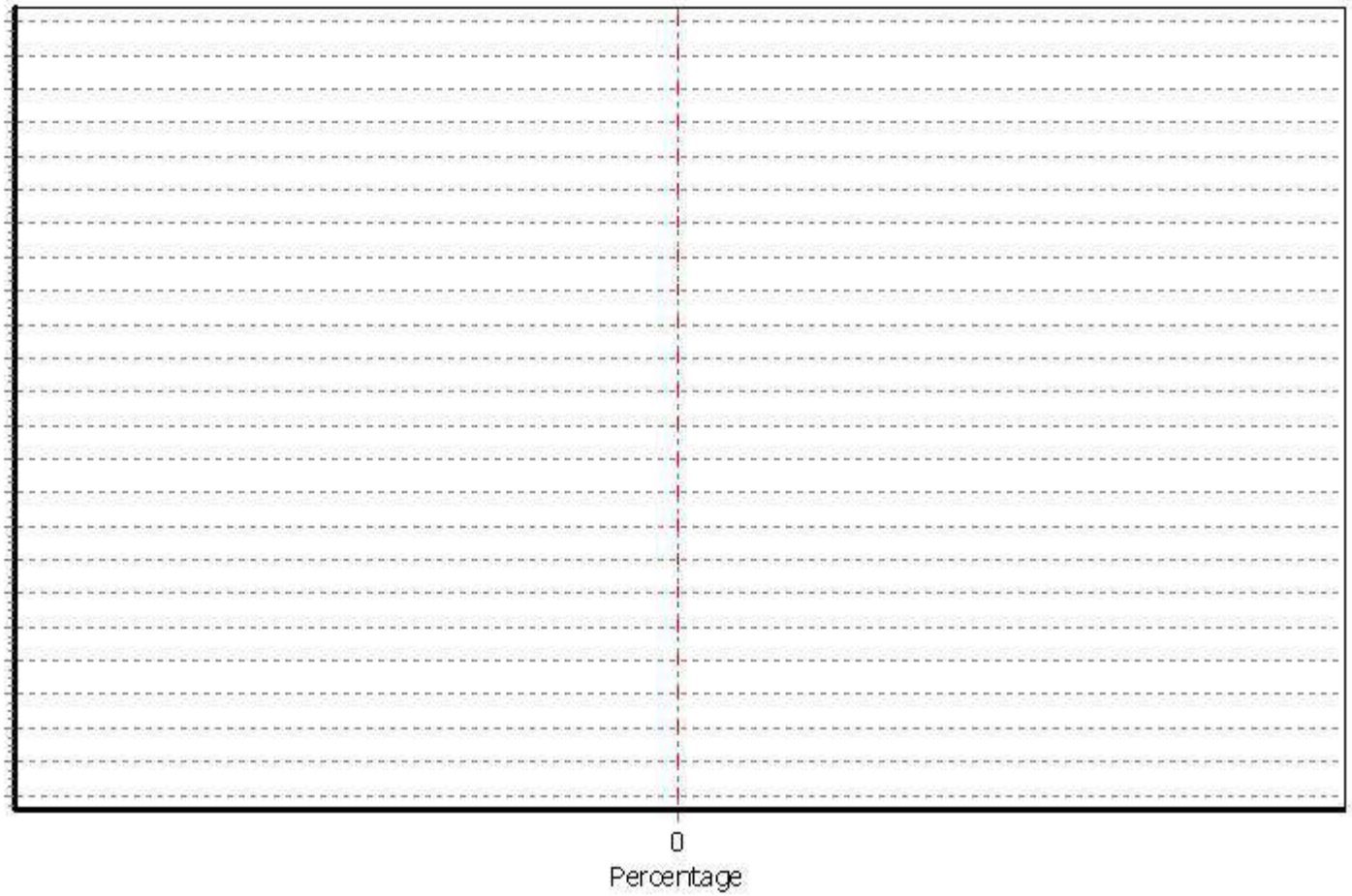
TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL OGVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

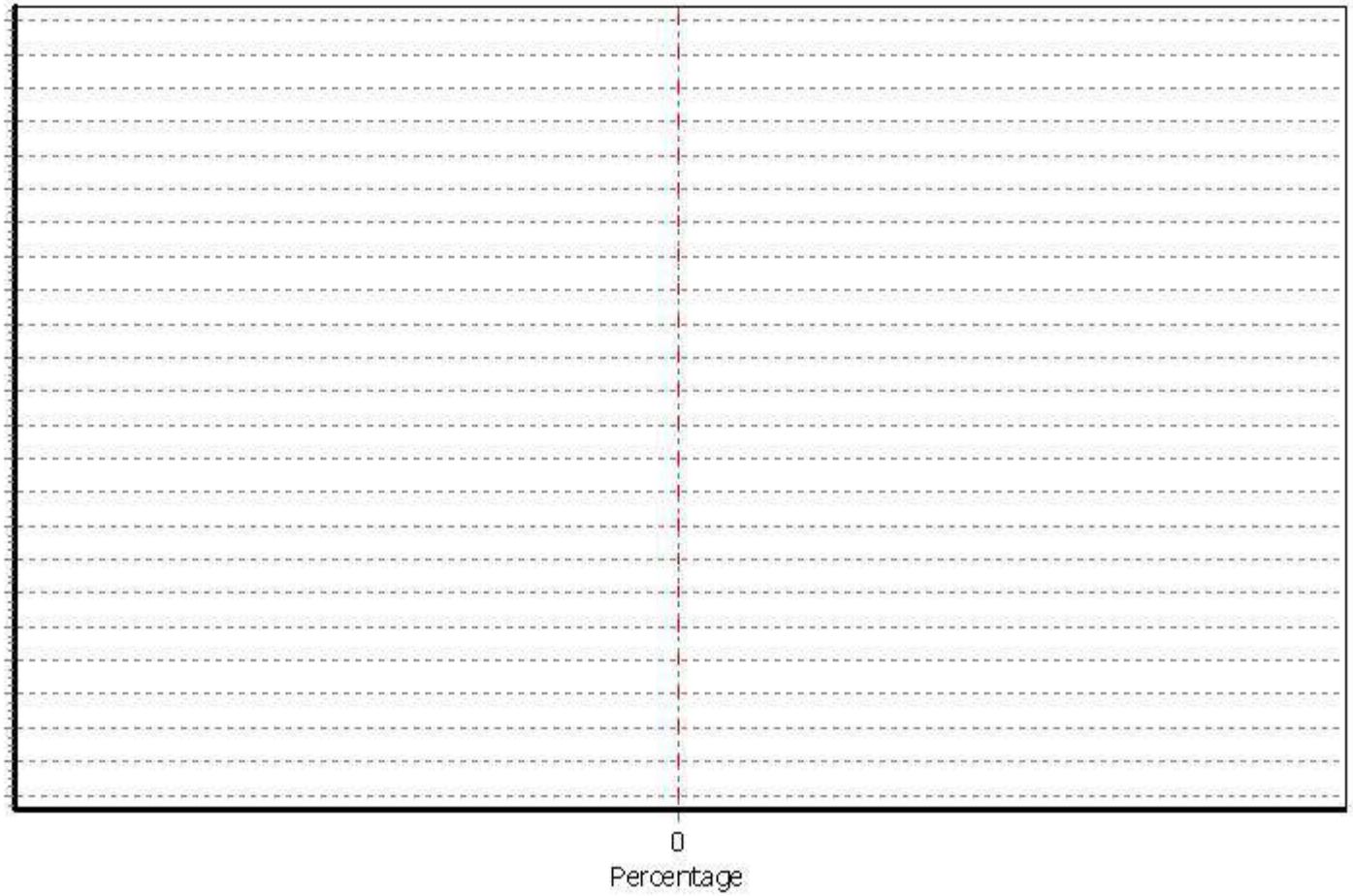
TRIP RATE GRAPH - DEPARTURES 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL OGVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL OGVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	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.

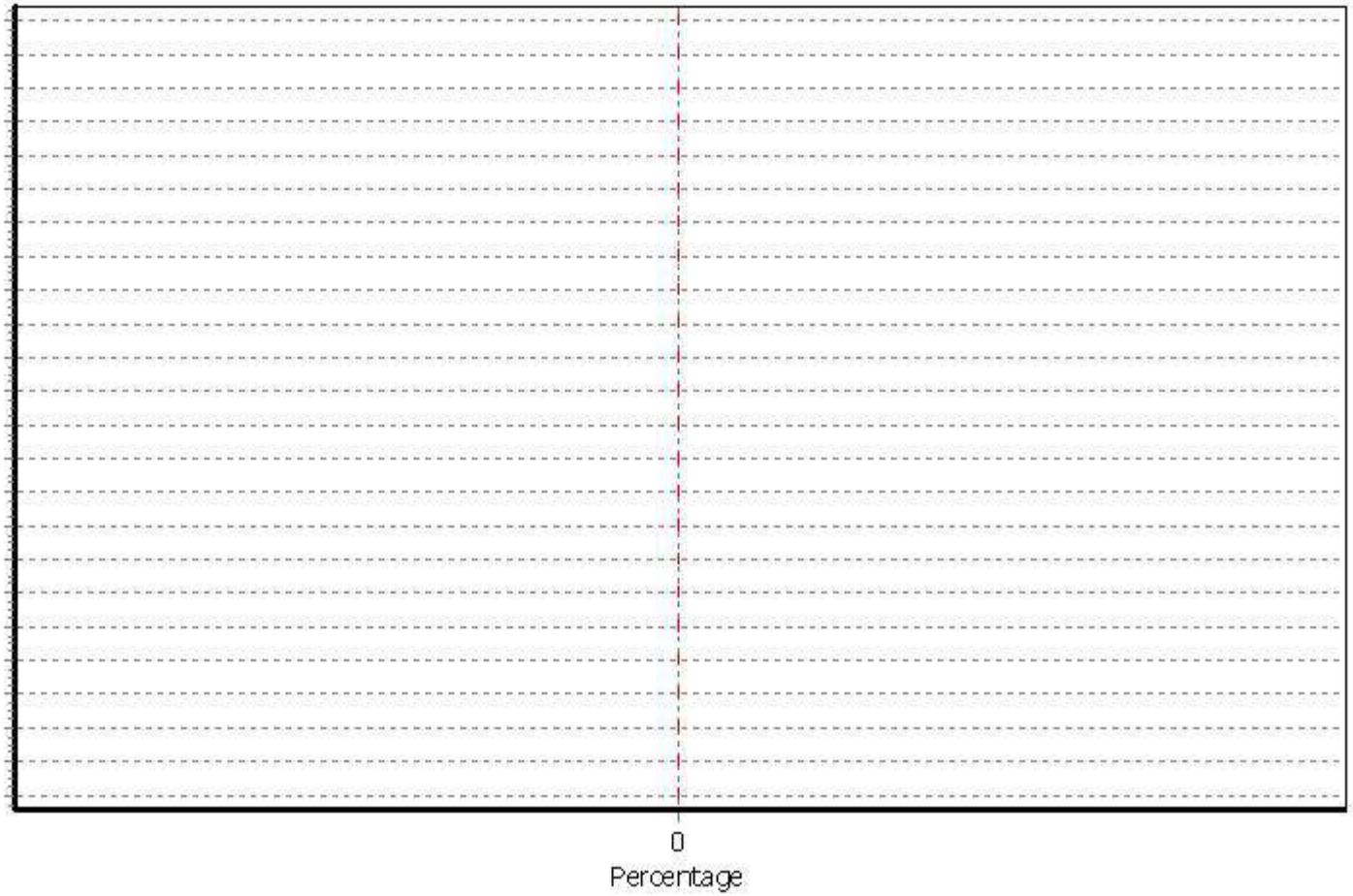
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
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.

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

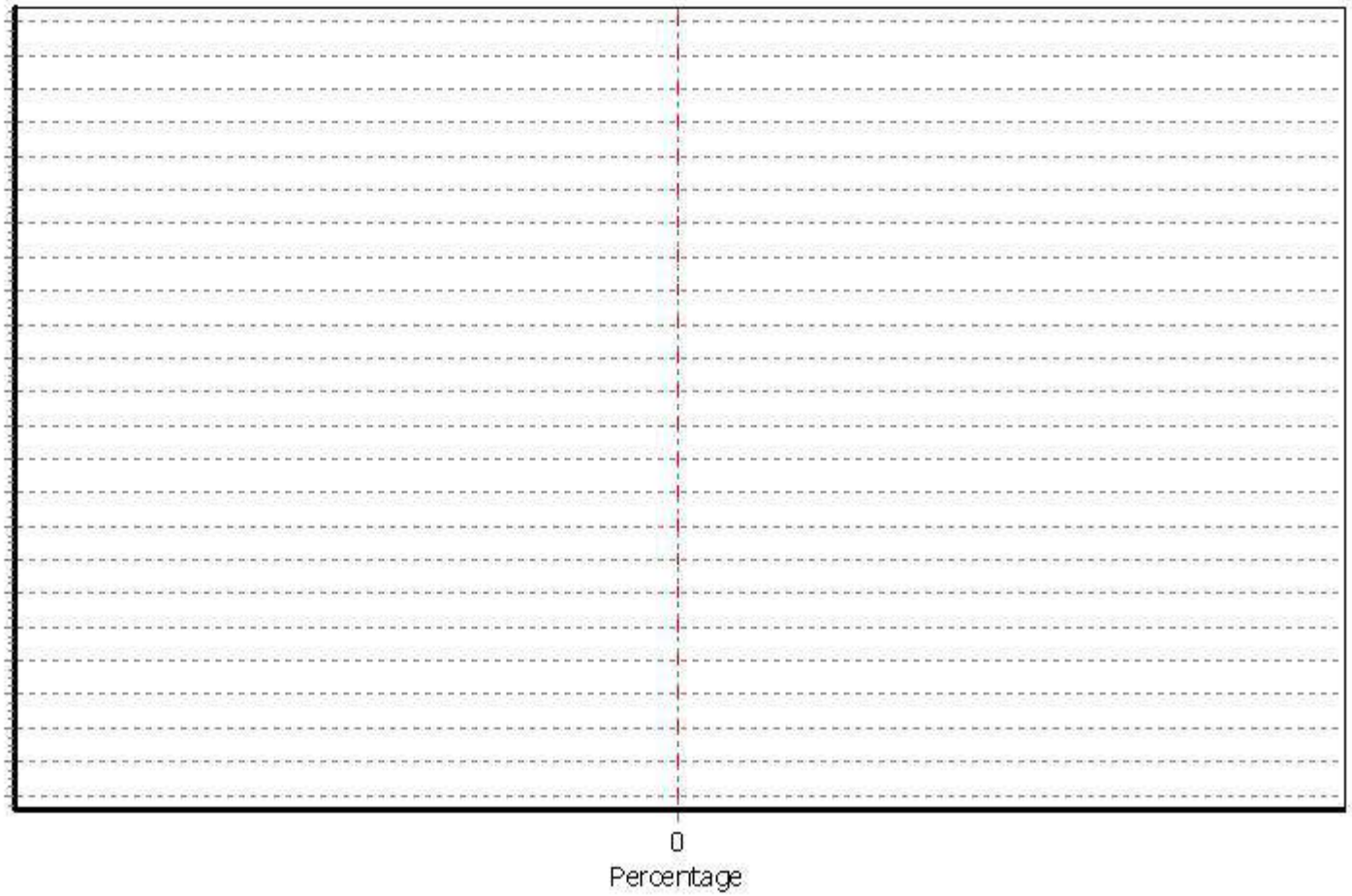
TRIP RATE GRAPH - ARRIVALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL PSVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

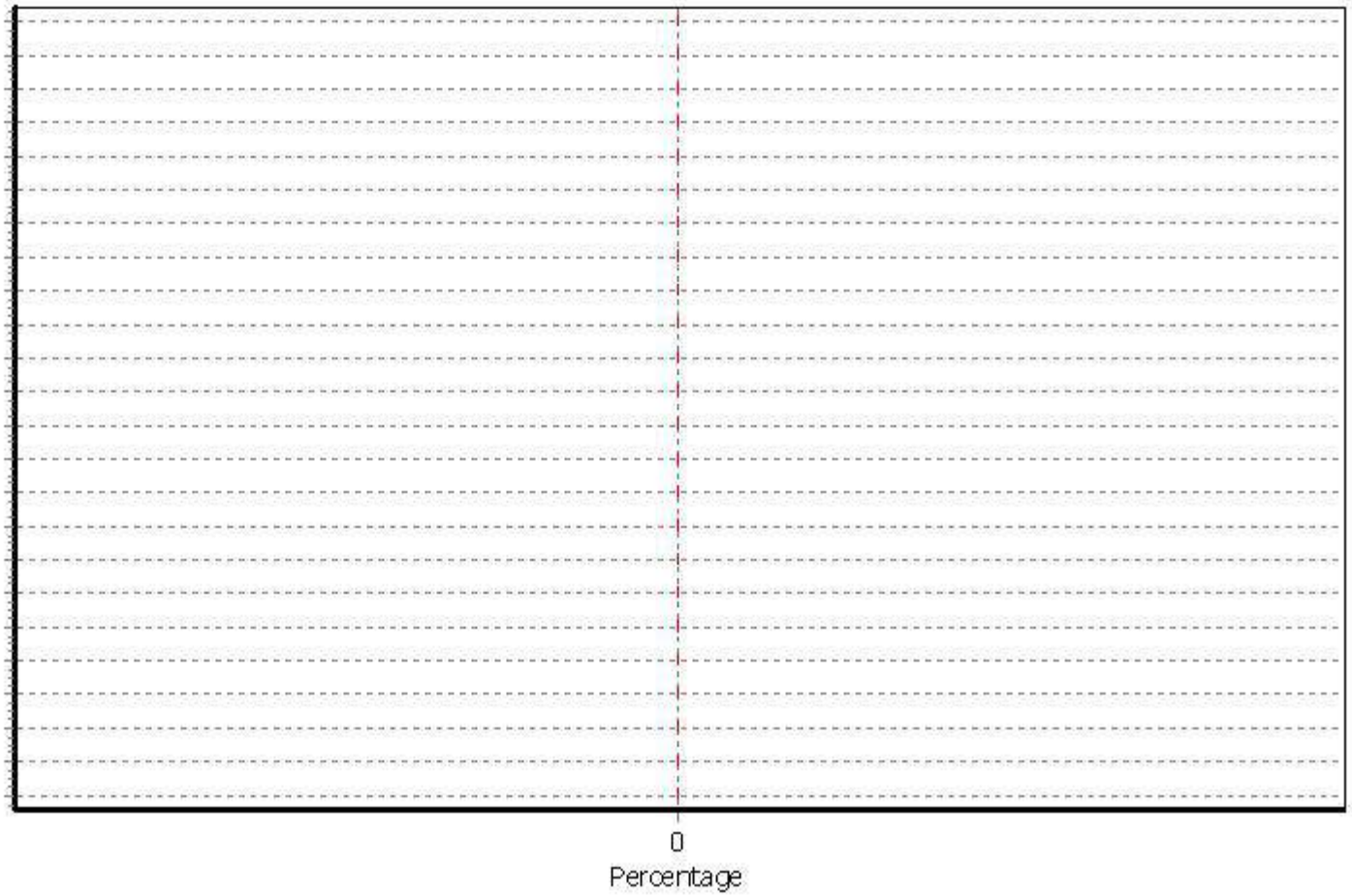
TRIP RATE GRAPH - DEPARTURES 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL PSVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL PSVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.026	2	19	0.026
08:00 - 09:00	2	19	0.000	2	19	0.026	2	19	0.026
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.026	2	19	0.000	2	19	0.026
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	0.000
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:			0.060			0.052			0.112

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.

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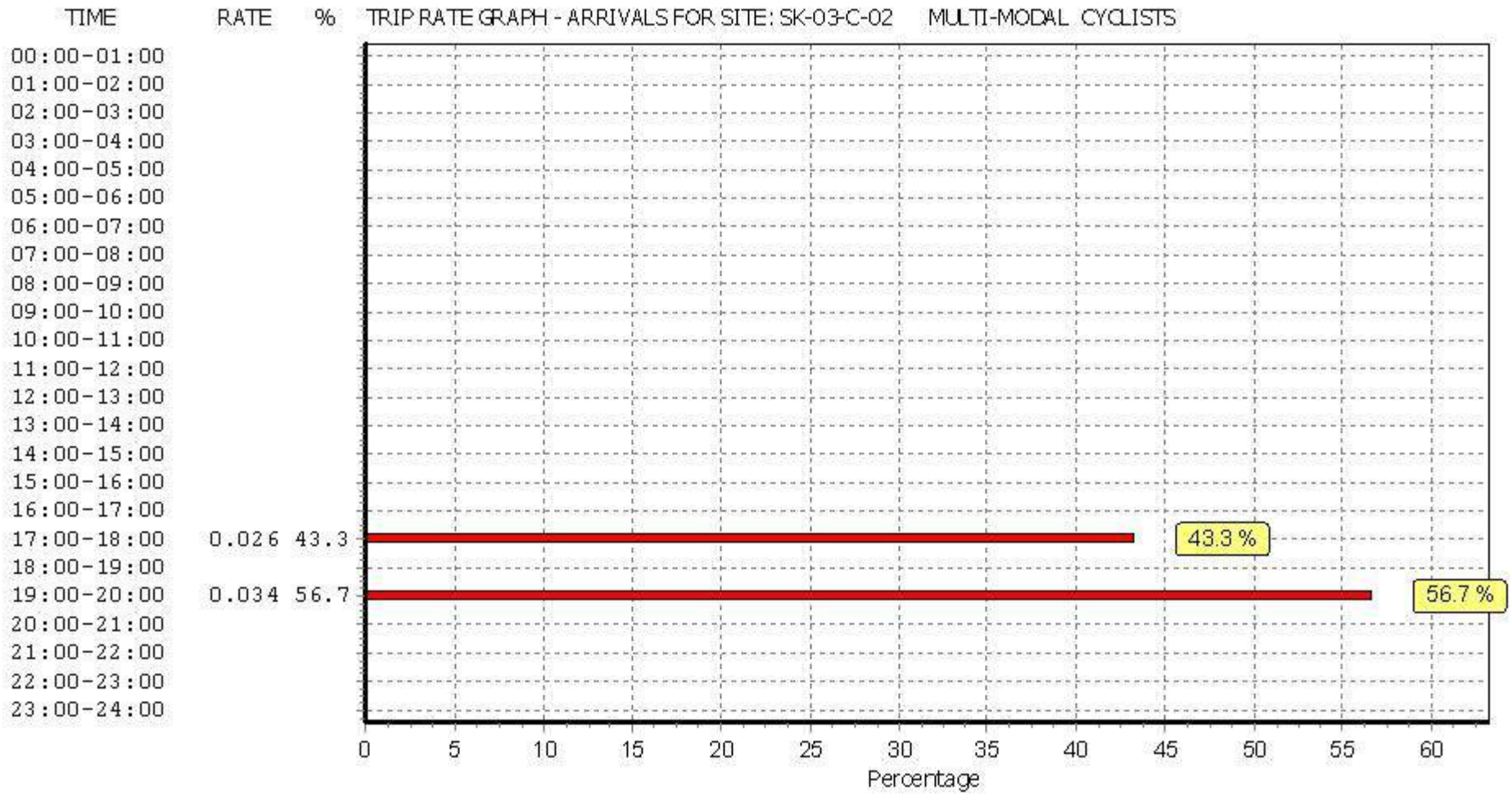
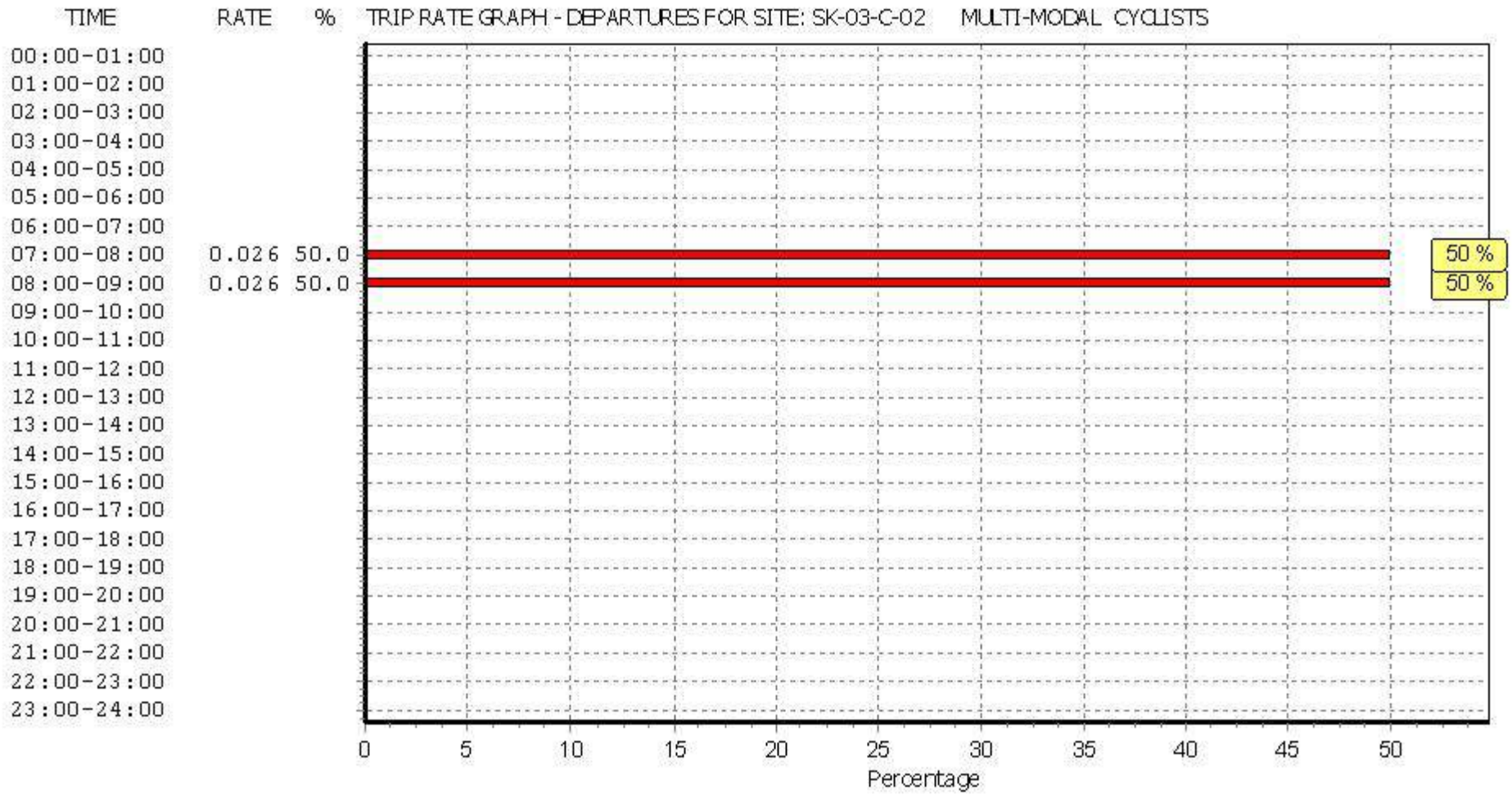
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

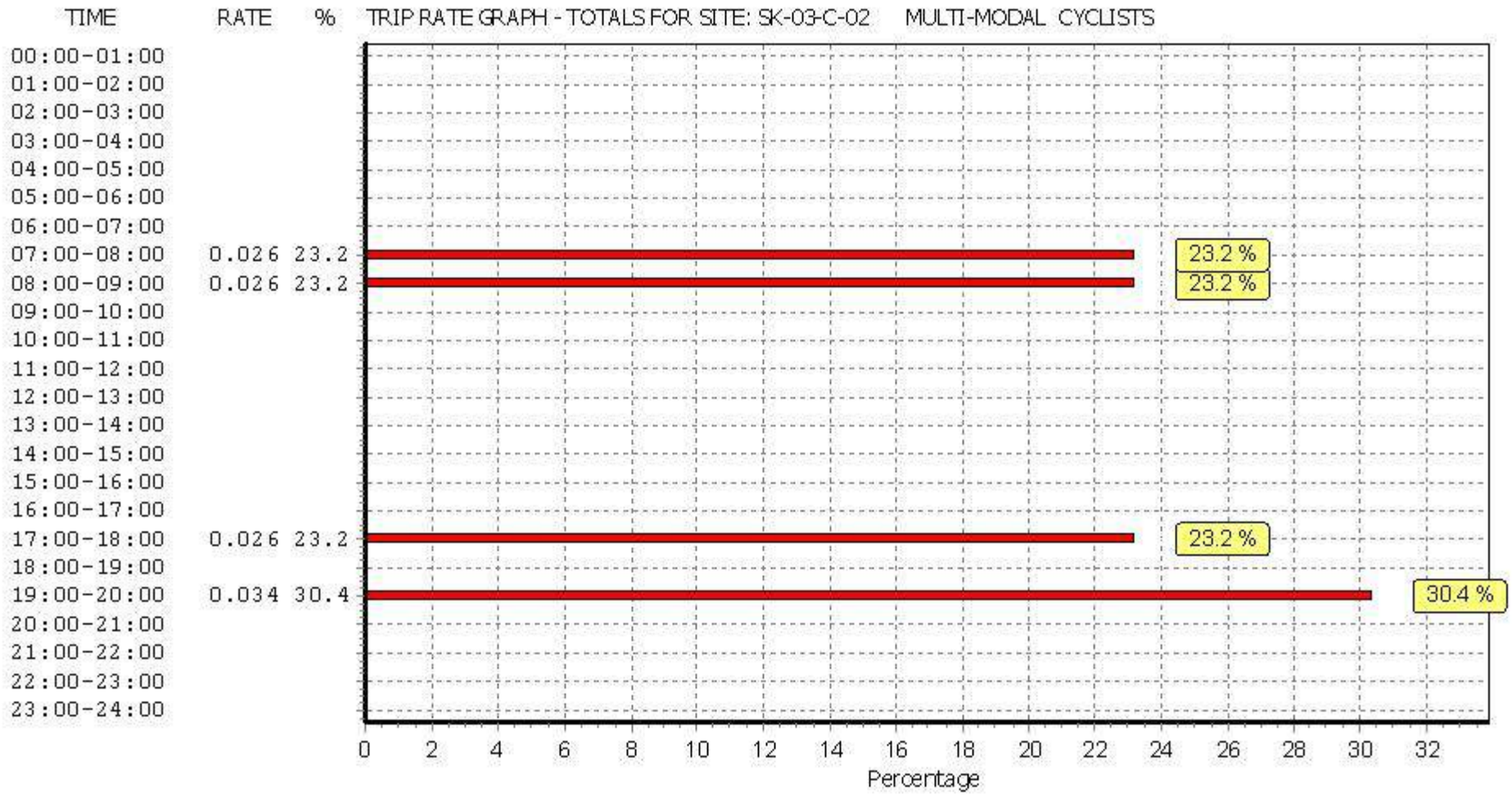
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.079	2	19	0.079	2	19	0.158
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.026	2	19	0.026	2	19	0.052
13:00 - 14:00	2	19	0.026	2	19	0.000	2	19	0.026
14:00 - 15:00	2	19	0.053	2	19	0.079	2	19	0.132
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.026	2	19	0.026	2	19	0.052
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.026	2	19	0.026
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:			0.210			0.236			0.446

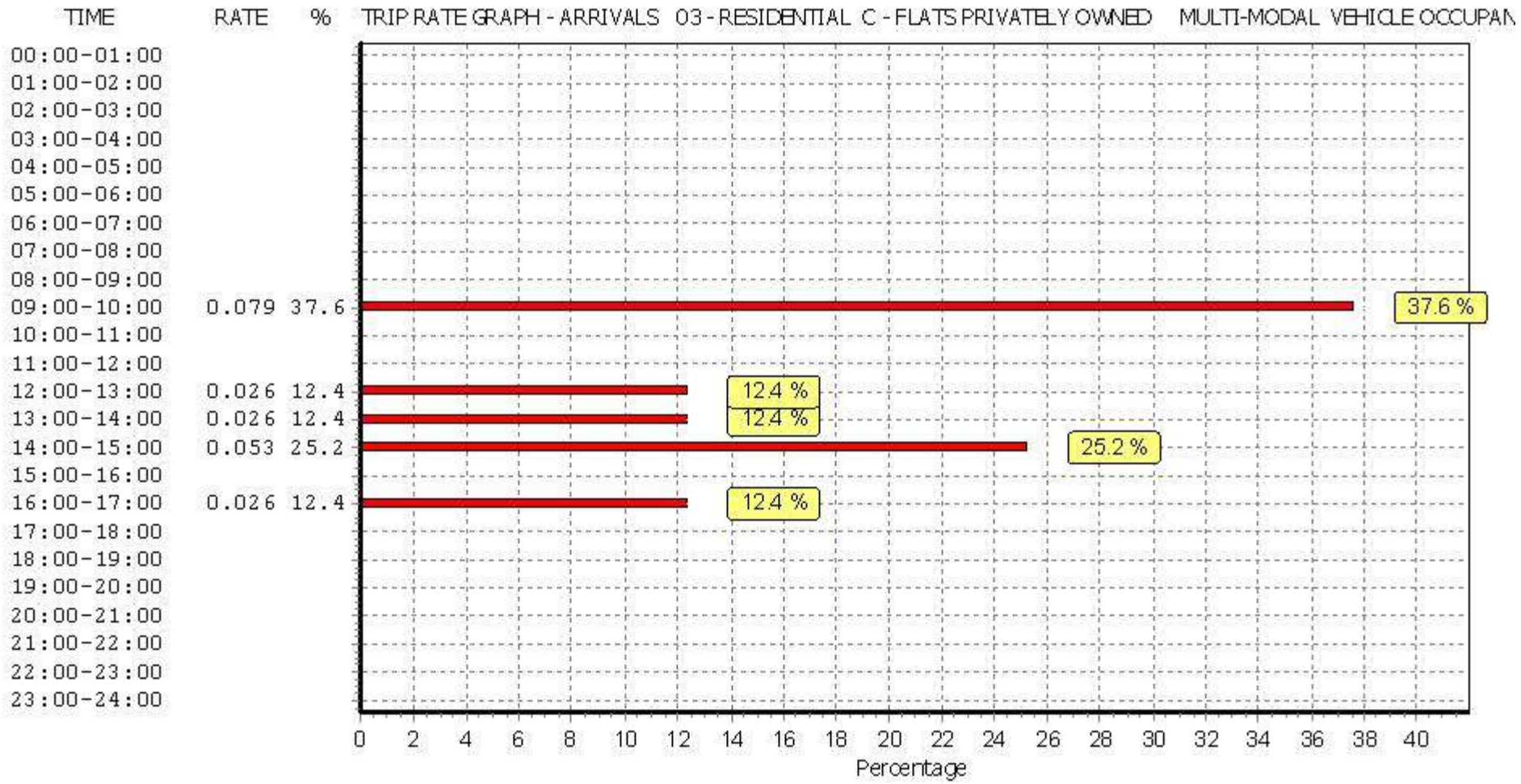
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

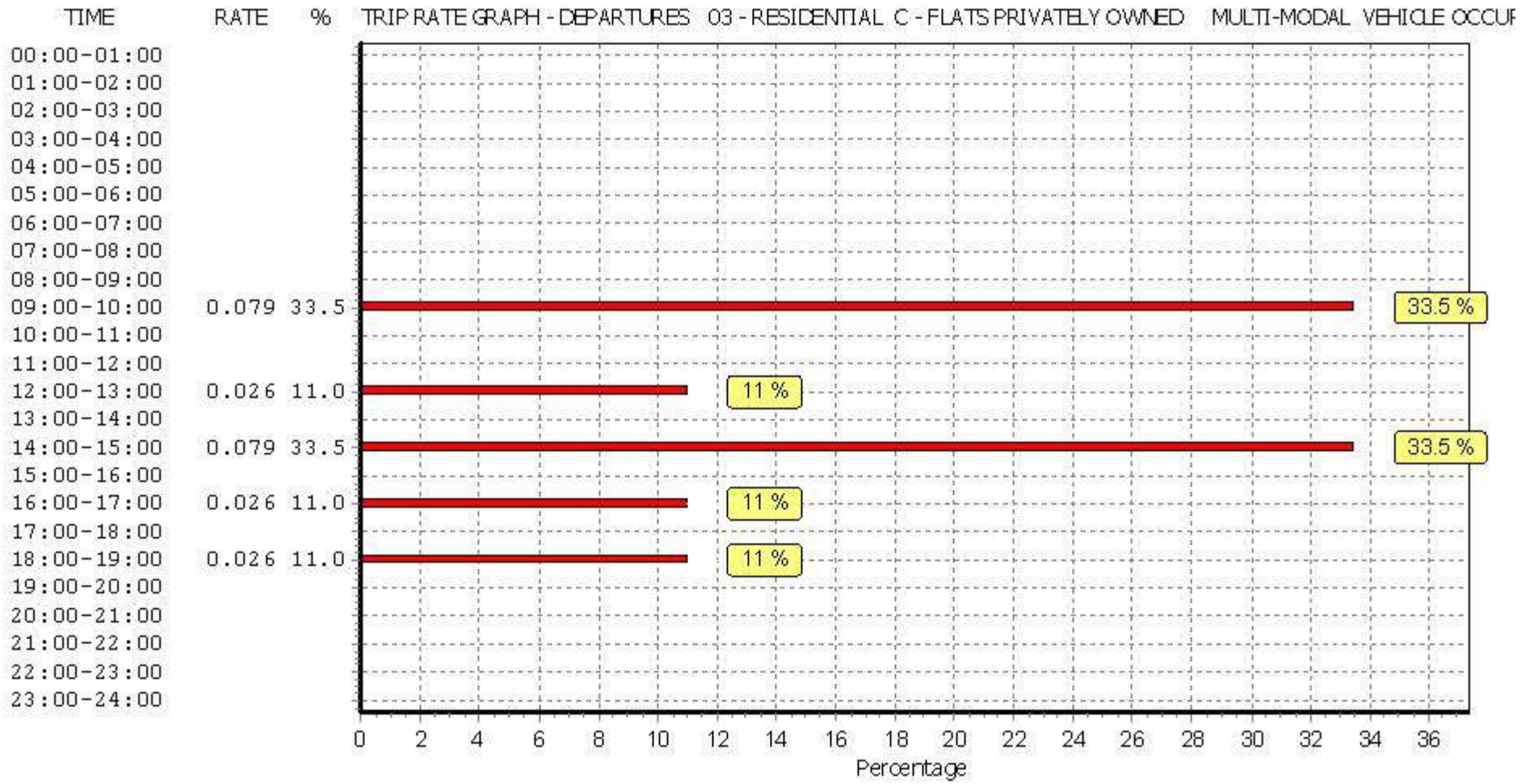
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

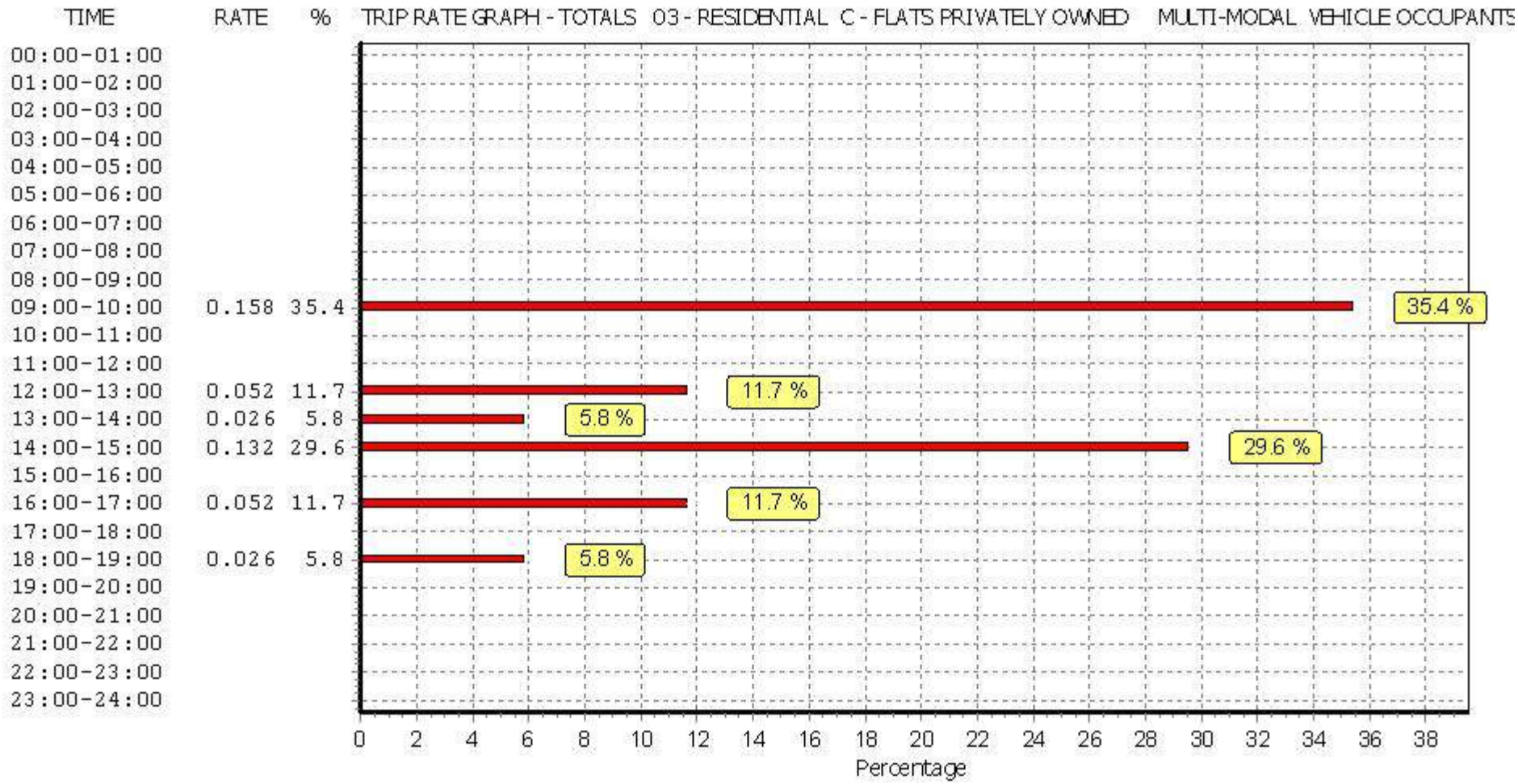
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.132	2	19	0.132
08:00 - 09:00	2	19	0.026	2	19	0.184	2	19	0.210
09:00 - 10:00	2	19	0.000	2	19	0.026	2	19	0.026
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.026	2	19	0.026
12:00 - 13:00	2	19	0.053	2	19	0.000	2	19	0.053
13:00 - 14:00	2	19	0.000	2	19	0.026	2	19	0.026
14:00 - 15:00	2	19	0.000	2	19	0.026	2	19	0.026
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.105	2	19	0.026	2	19	0.131
17:00 - 18:00	2	19	0.053	2	19	0.132	2	19	0.185
18:00 - 19:00	2	19	0.158	2	19	0.053	2	19	0.211
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:			0.567			0.734			1.301

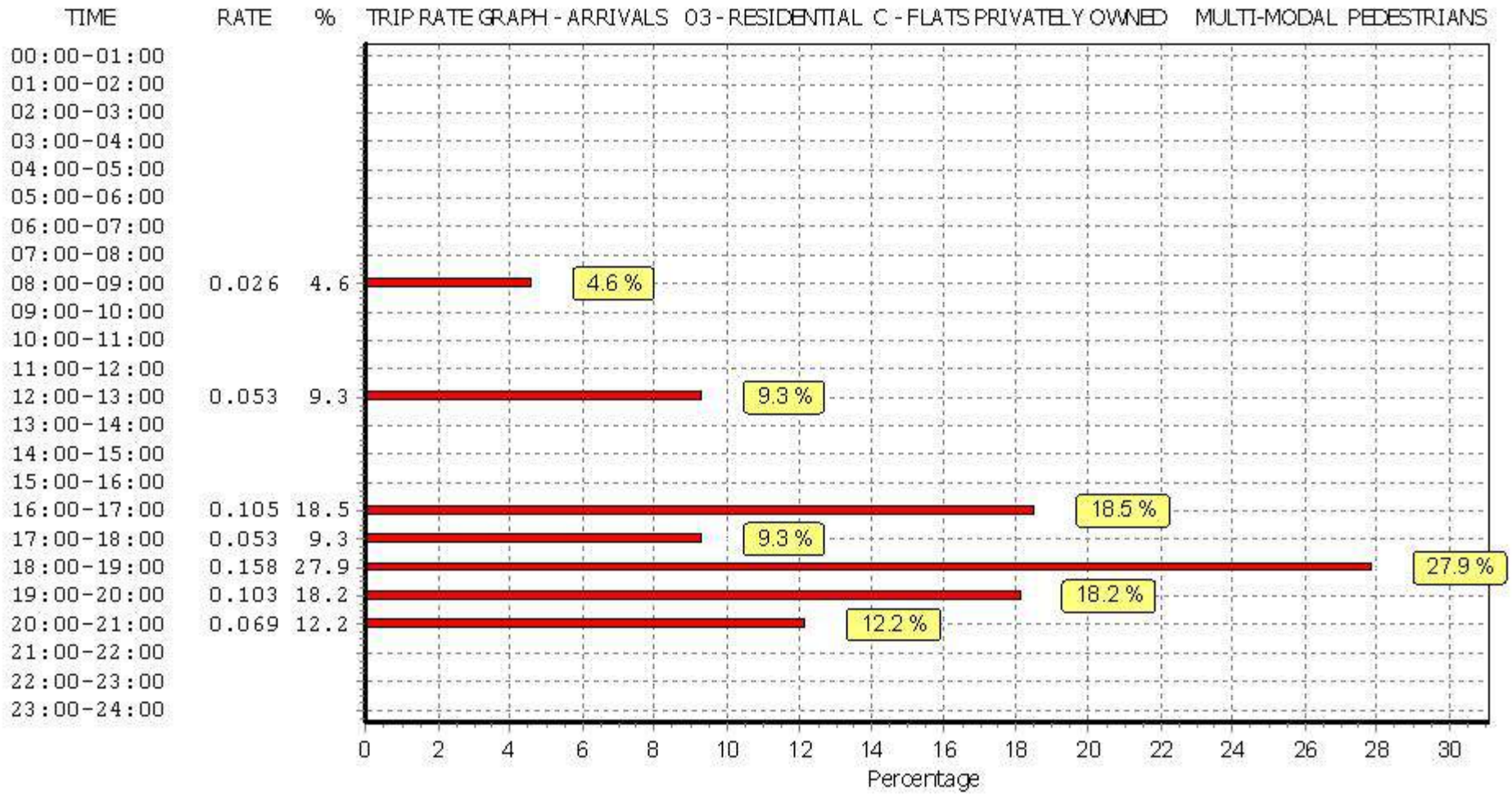
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

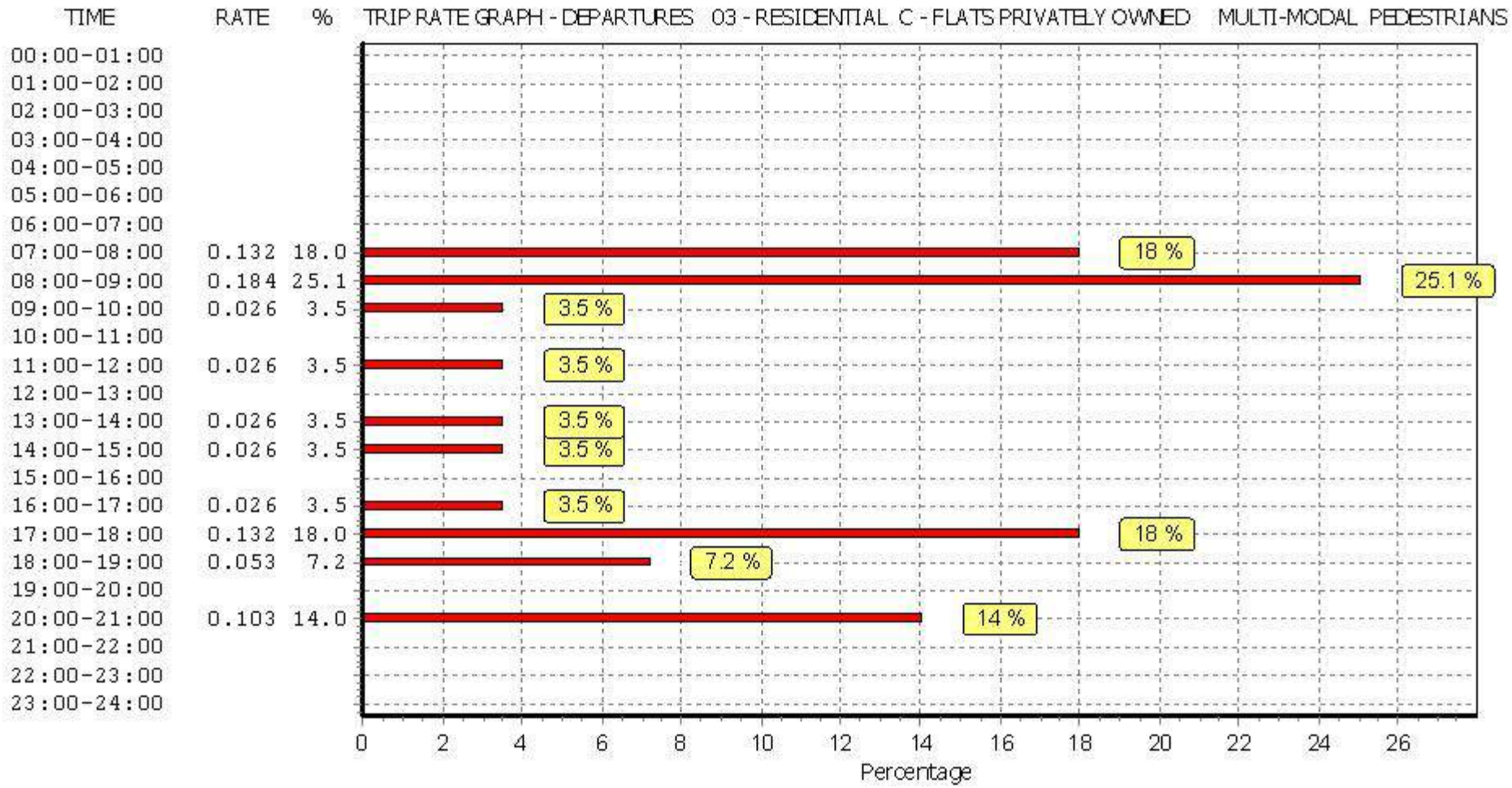
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

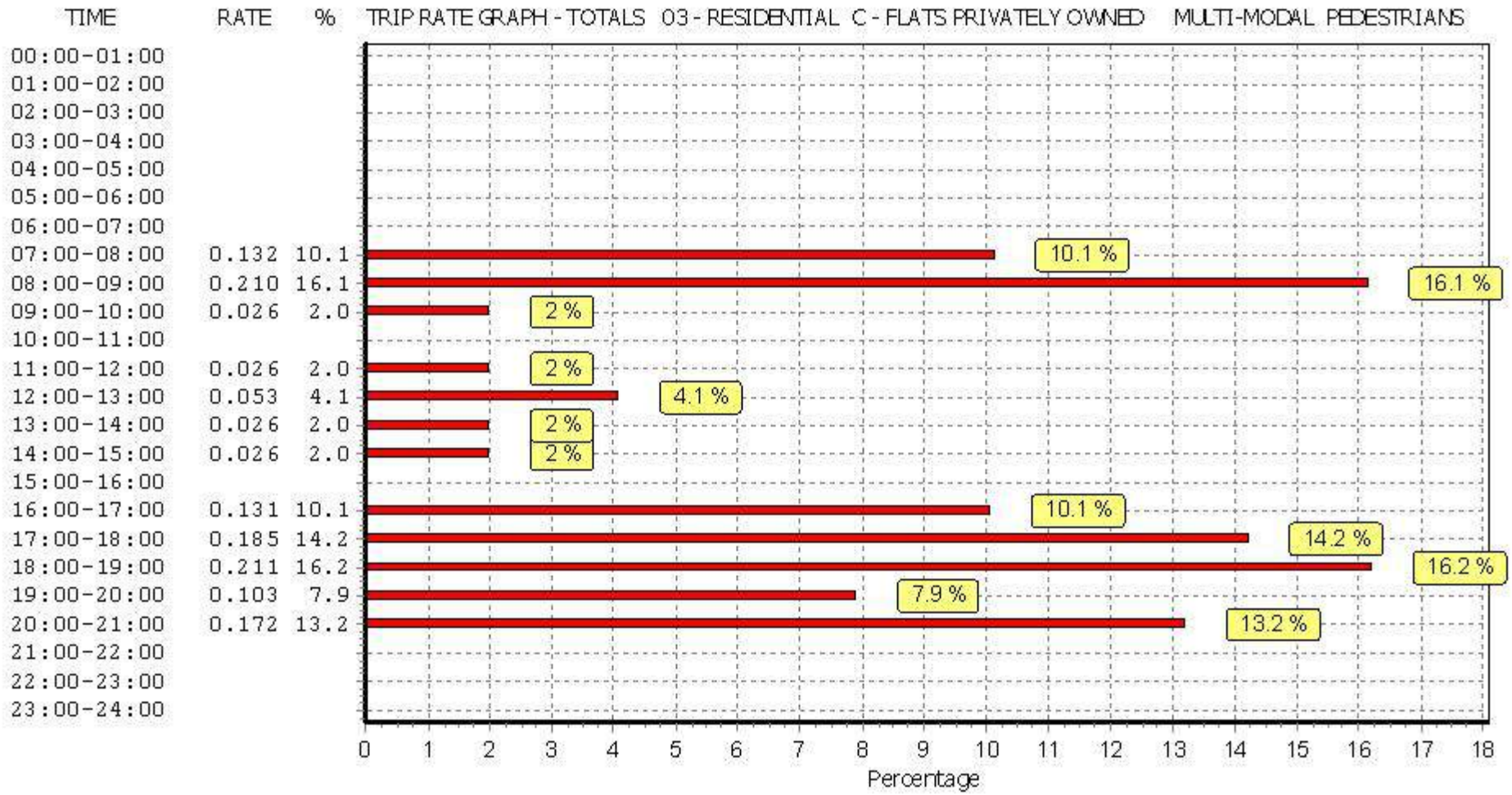
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.132	2	19	0.132
08:00 - 09:00	2	19	0.000	2	19	0.079	2	19	0.079
09:00 - 10:00	2	19	0.026	2	19	0.026	2	19	0.052
10:00 - 11:00	2	19	0.000	2	19	0.026	2	19	0.026
11:00 - 12:00	2	19	0.026	2	19	0.000	2	19	0.026
12:00 - 13:00	2	19	0.026	2	19	0.000	2	19	0.026
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.053	2	19	0.026	2	19	0.079
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.079	2	19	0.000	2	19	0.079
18:00 - 19:00	2	19	0.053	2	19	0.000	2	19	0.053
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:			0.366			0.358			0.724

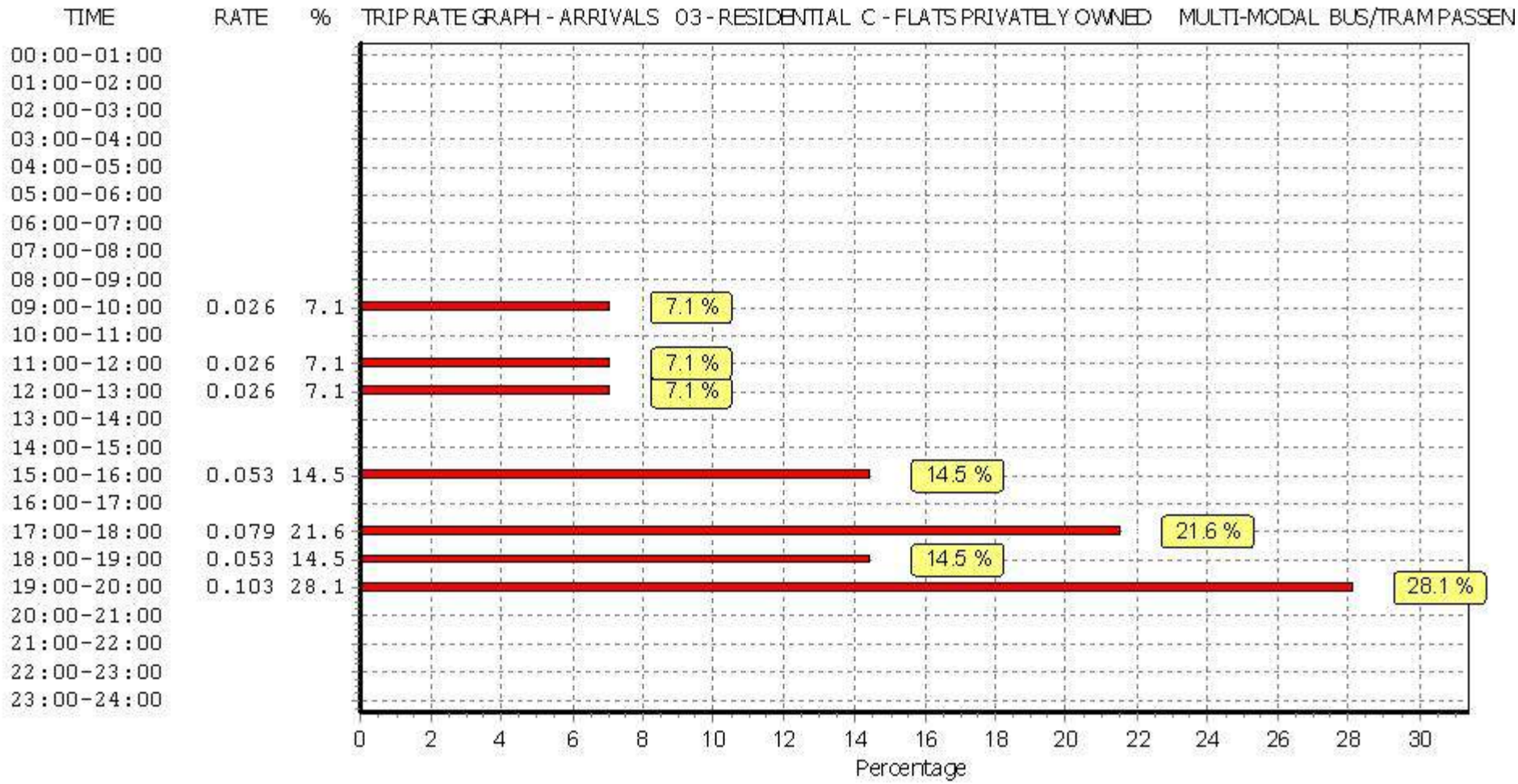
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

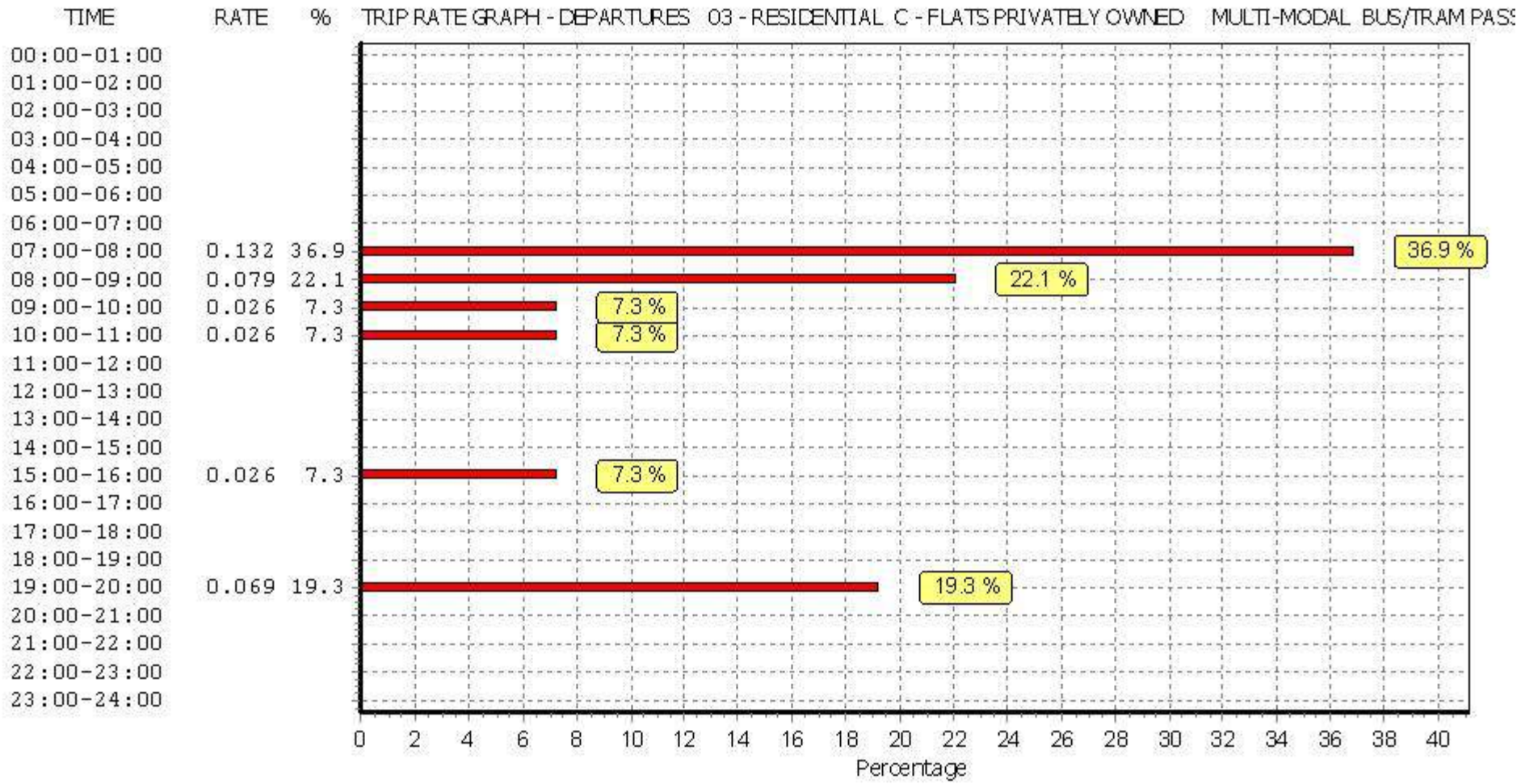
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

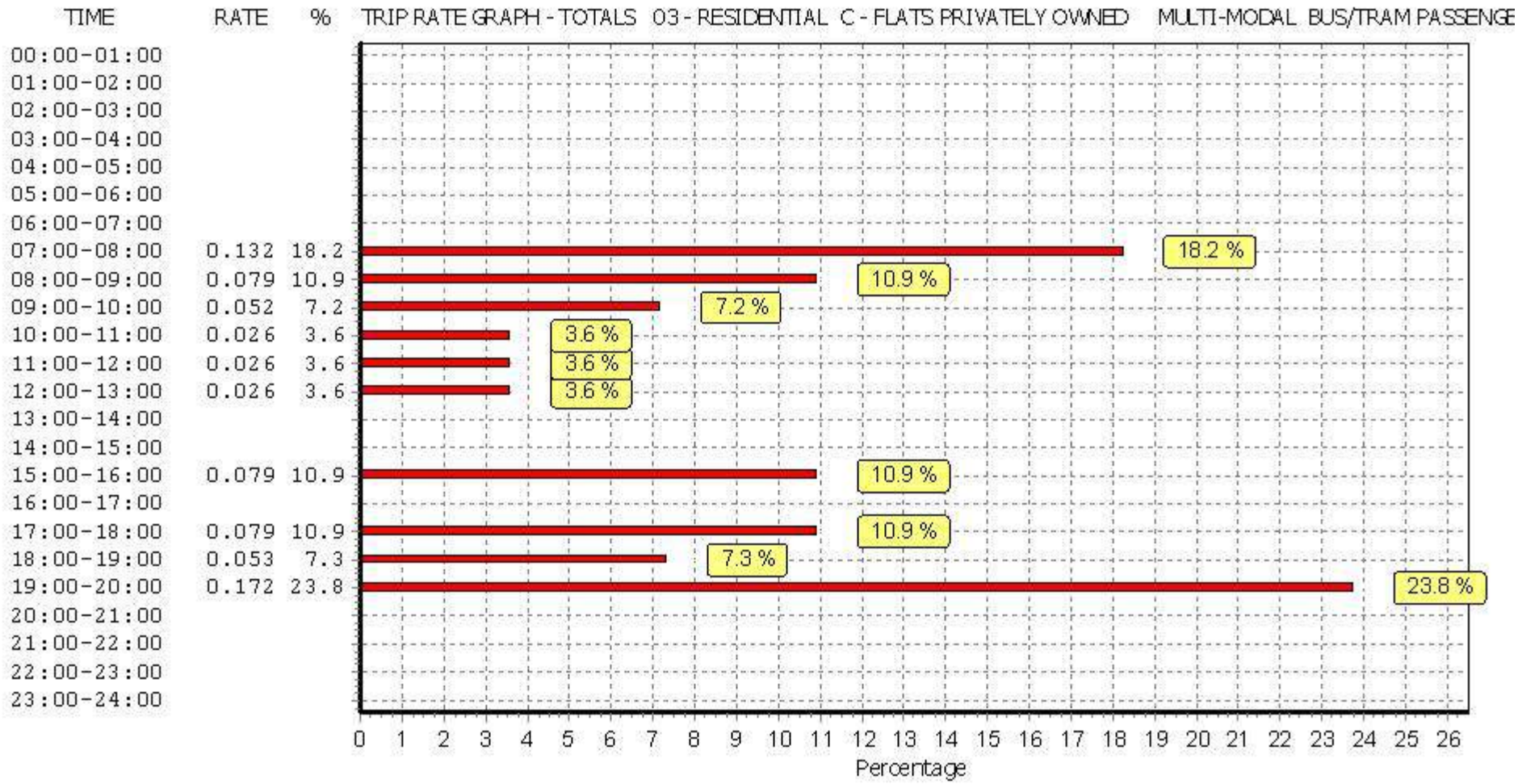
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.105	2	19	0.105
08:00 - 09:00	2	19	0.053	2	19	0.105	2	19	0.158
09:00 - 10:00	2	19	0.026	2	19	0.158	2	19	0.184
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.026	2	19	0.026	2	19	0.052
14:00 - 15:00	2	19	0.079	2	19	0.053	2	19	0.132
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.026	2	19	0.000	2	19	0.026
17:00 - 18:00	2	19	0.132	2	19	0.000	2	19	0.132
18:00 - 19:00	2	19	0.105	2	19	0.000	2	19	0.105
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:			0.619			0.481			1.100

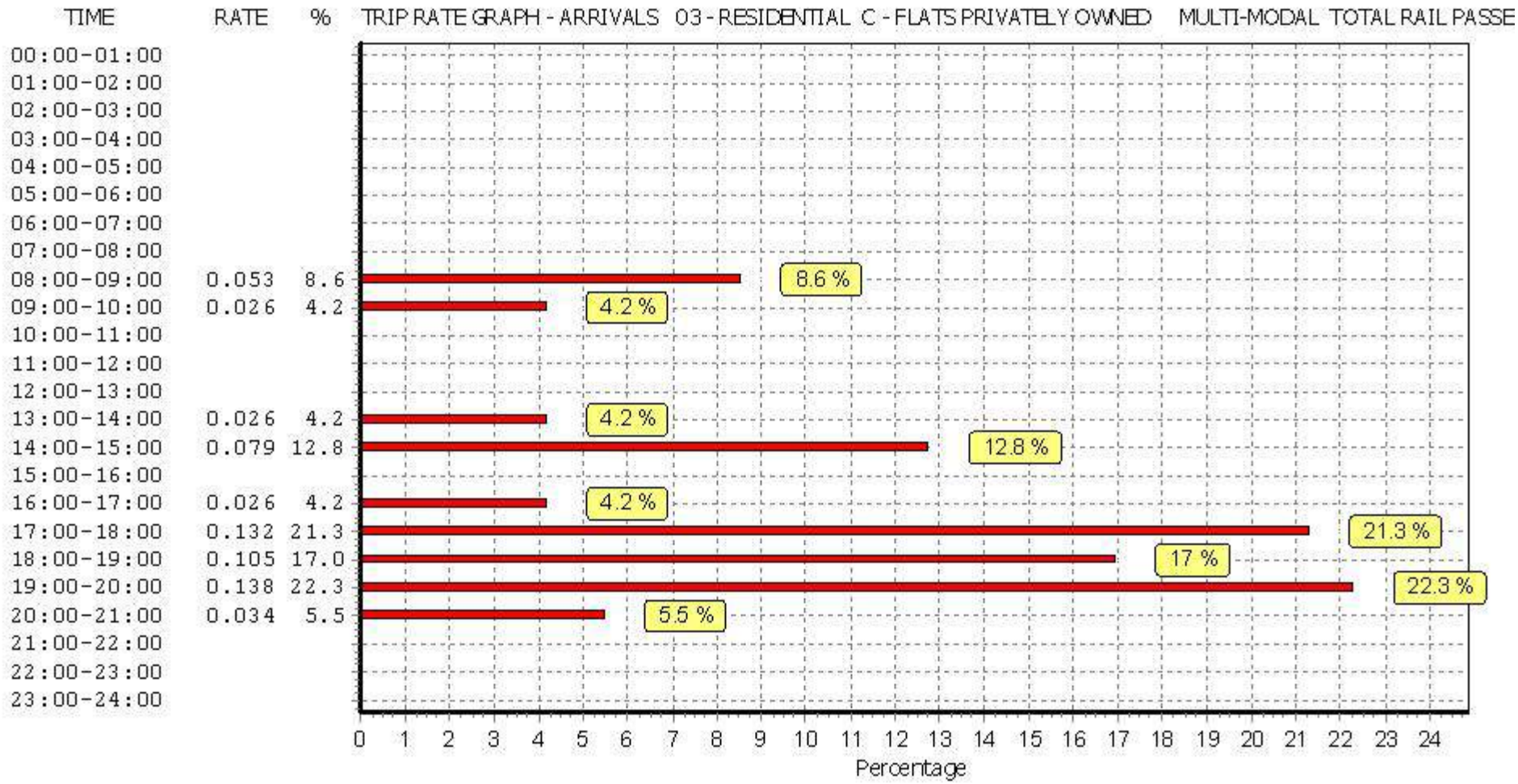
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

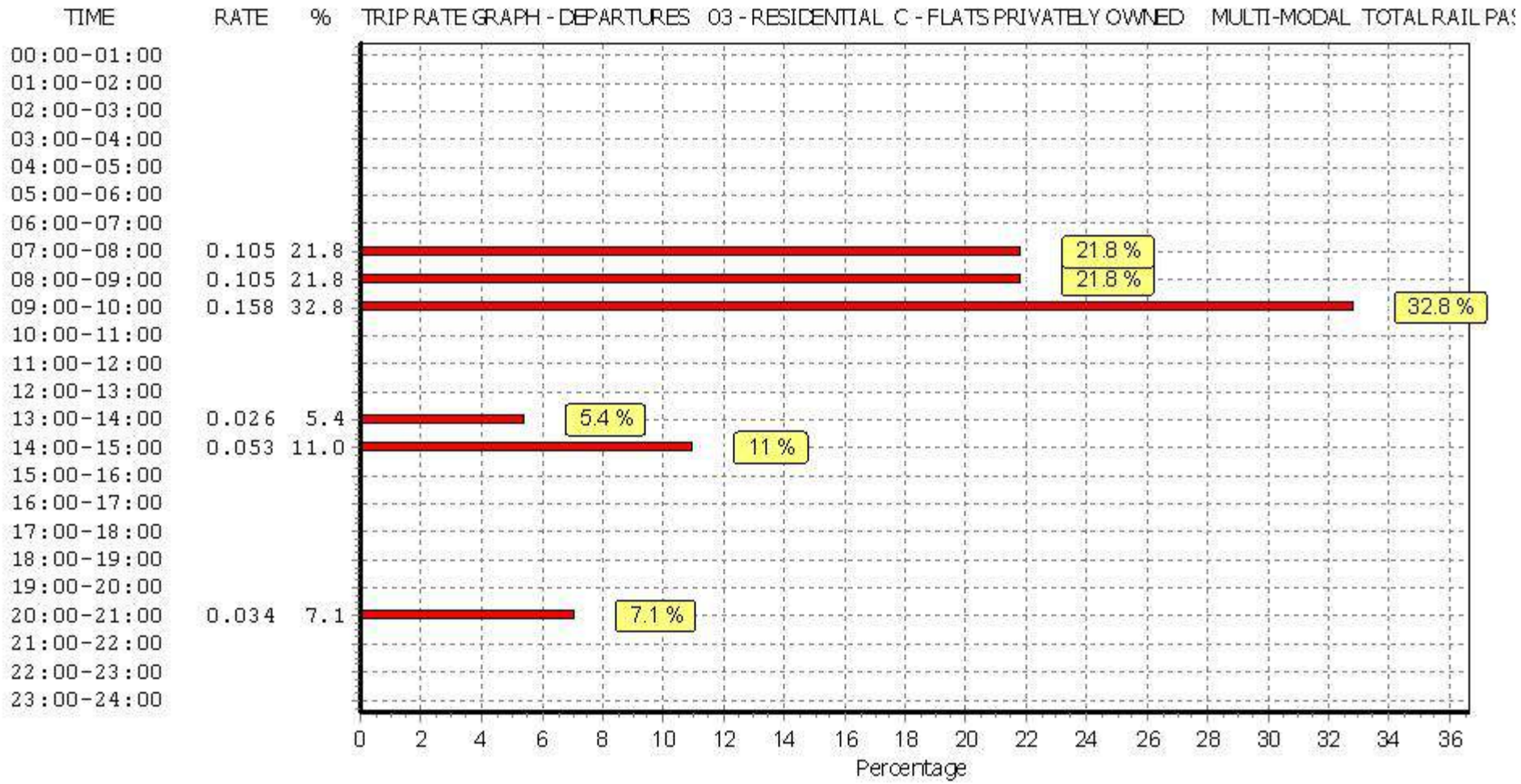
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

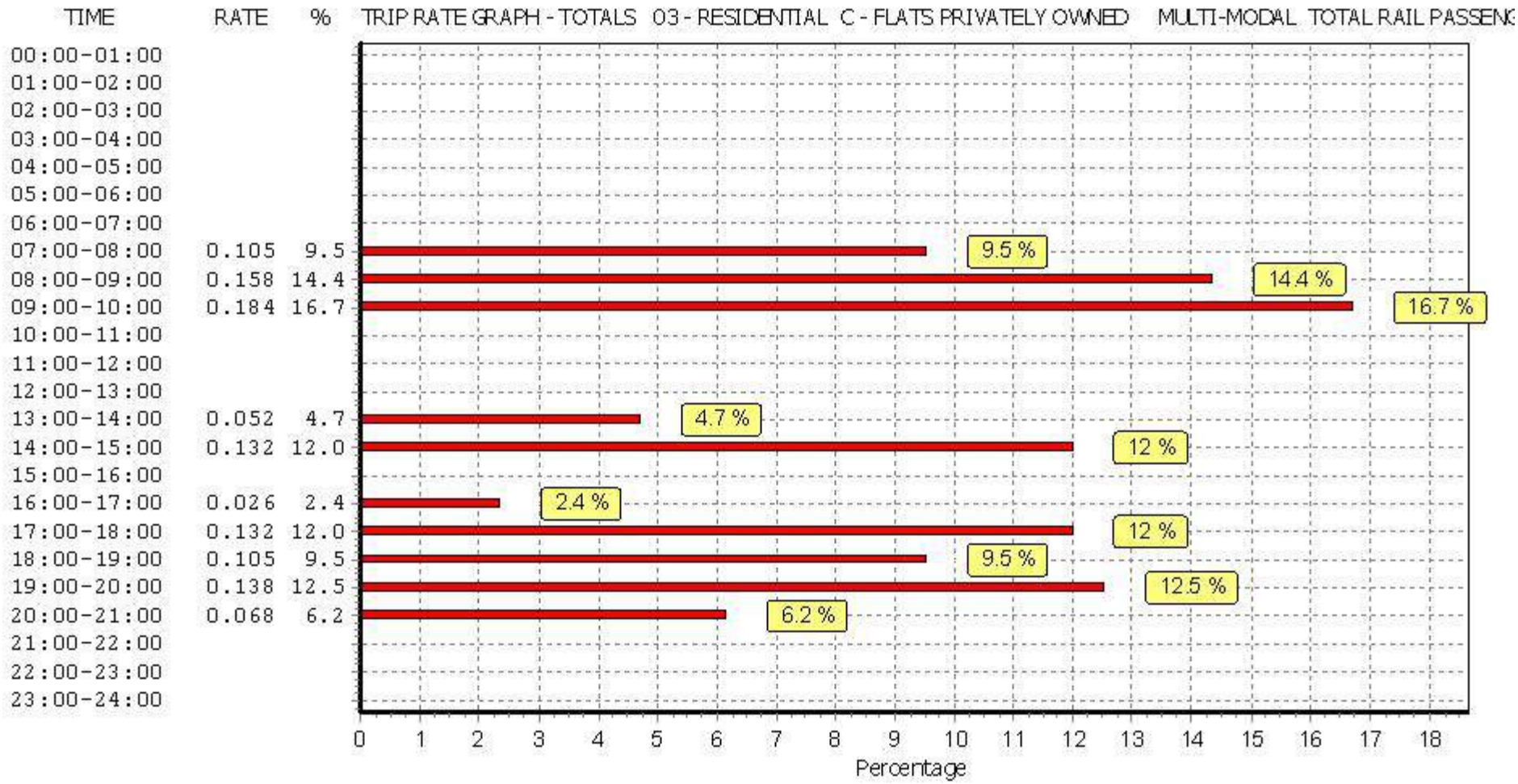
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	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.

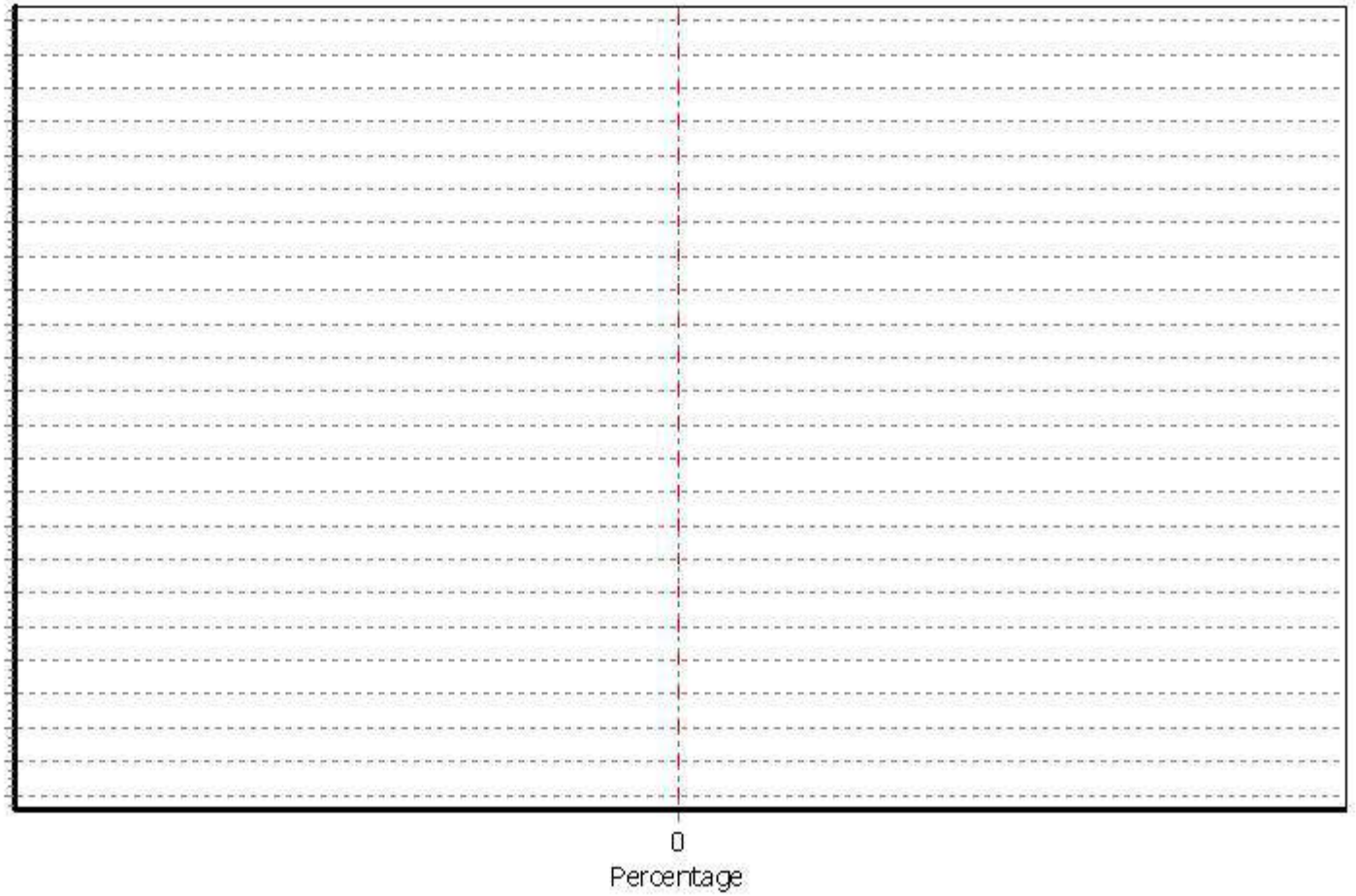
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

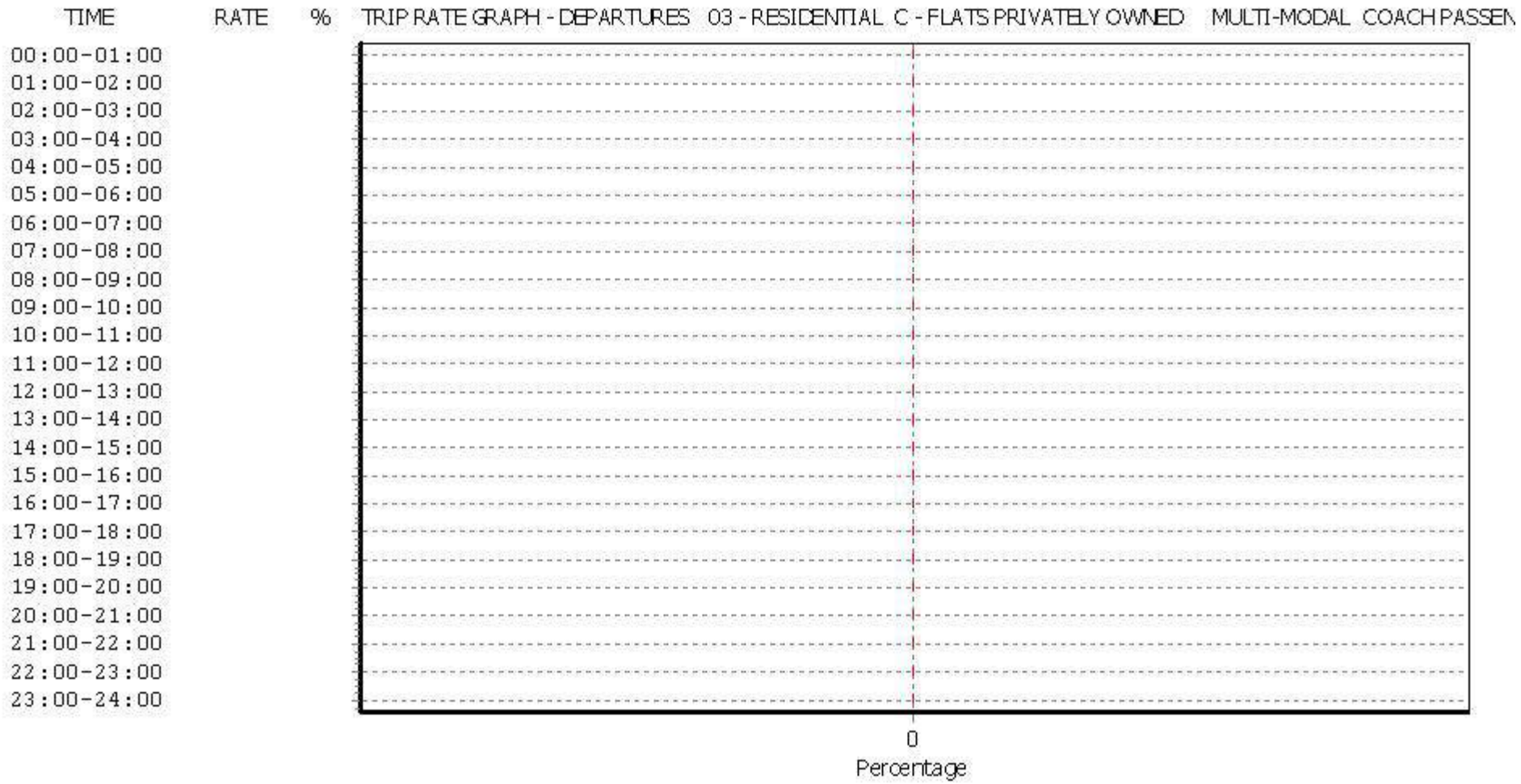
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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 GRAPH - ARRIVALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL COACH PASSENGE

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



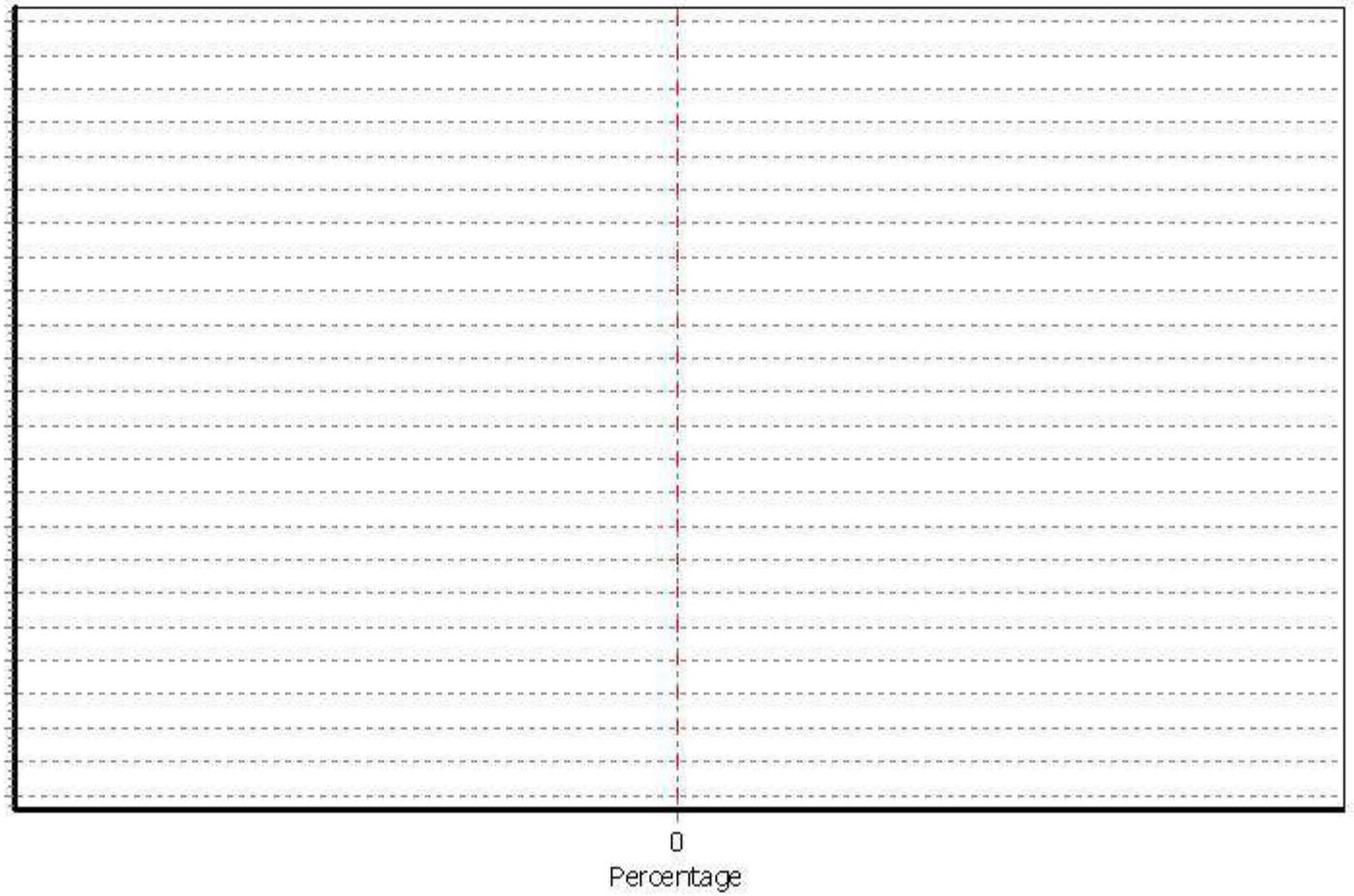
This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE GRAPH - TOTALS 03 - RESIDENTIAL C - FLATS PRIVATELY OWNED MULTI-MODAL COACH PASSENGERS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.237	2	19	0.237
08:00 - 09:00	2	19	0.053	2	19	0.184	2	19	0.237
09:00 - 10:00	2	19	0.053	2	19	0.184	2	19	0.237
10:00 - 11:00	2	19	0.000	2	19	0.026	2	19	0.026
11:00 - 12:00	2	19	0.026	2	19	0.000	2	19	0.026
12:00 - 13:00	2	19	0.026	2	19	0.000	2	19	0.026
13:00 - 14:00	2	19	0.026	2	19	0.026	2	19	0.052
14:00 - 15:00	2	19	0.079	2	19	0.053	2	19	0.132
15:00 - 16:00	2	19	0.053	2	19	0.026	2	19	0.079
16:00 - 17:00	2	19	0.026	2	19	0.000	2	19	0.026
17:00 - 18:00	2	19	0.211	2	19	0.000	2	19	0.211
18:00 - 19:00	2	19	0.158	2	19	0.000	2	19	0.158
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:			0.986			0.839			1.825

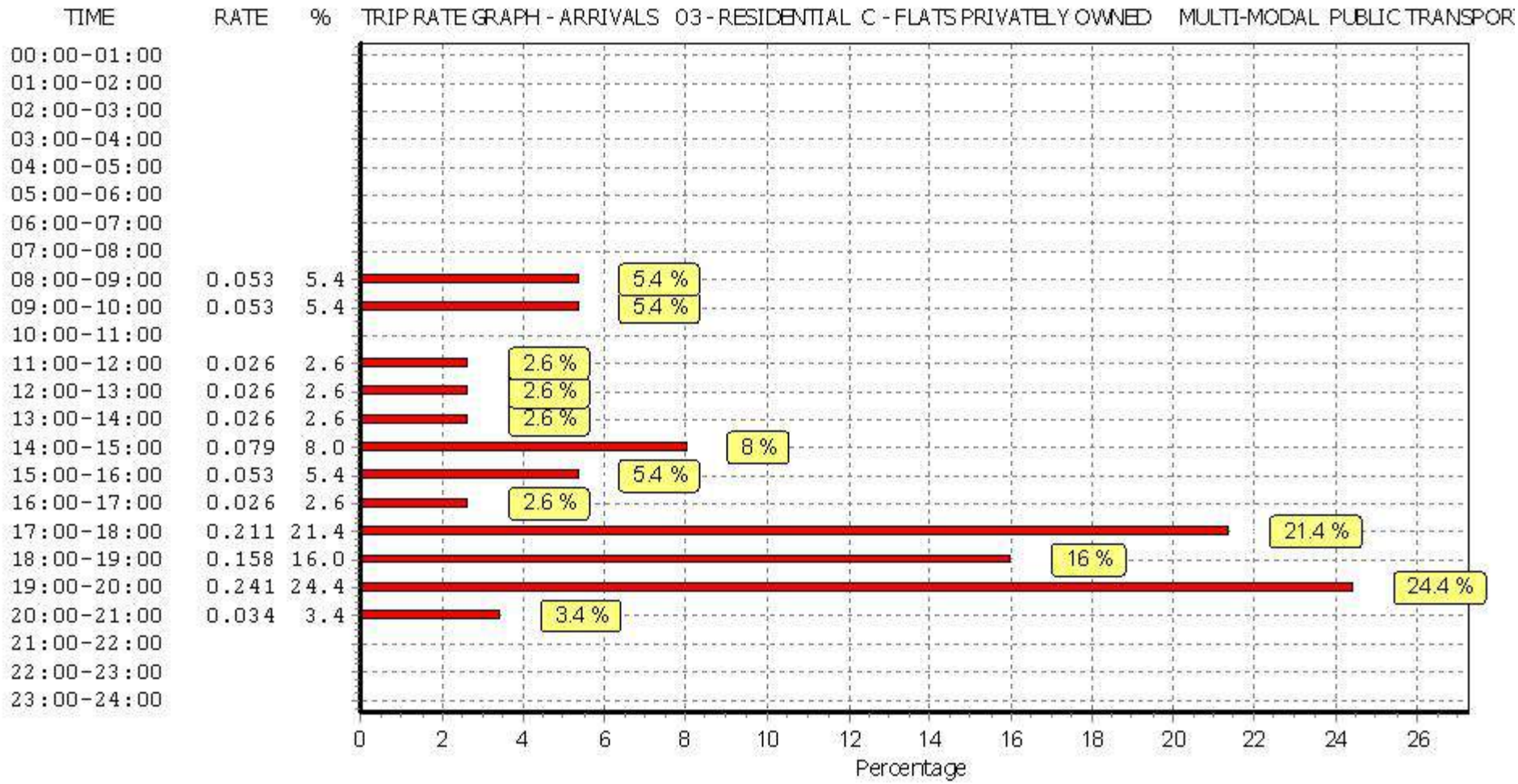
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are 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.

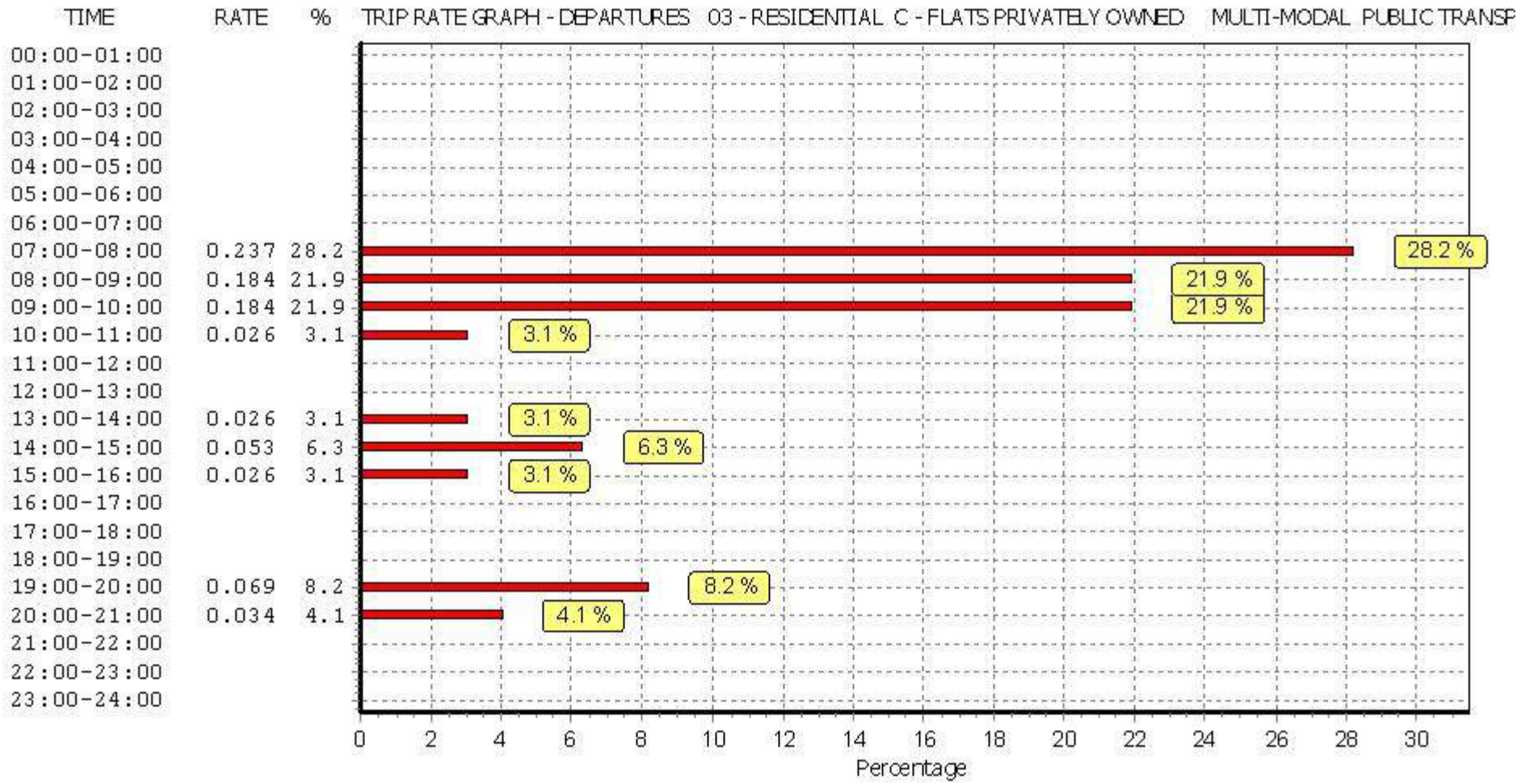
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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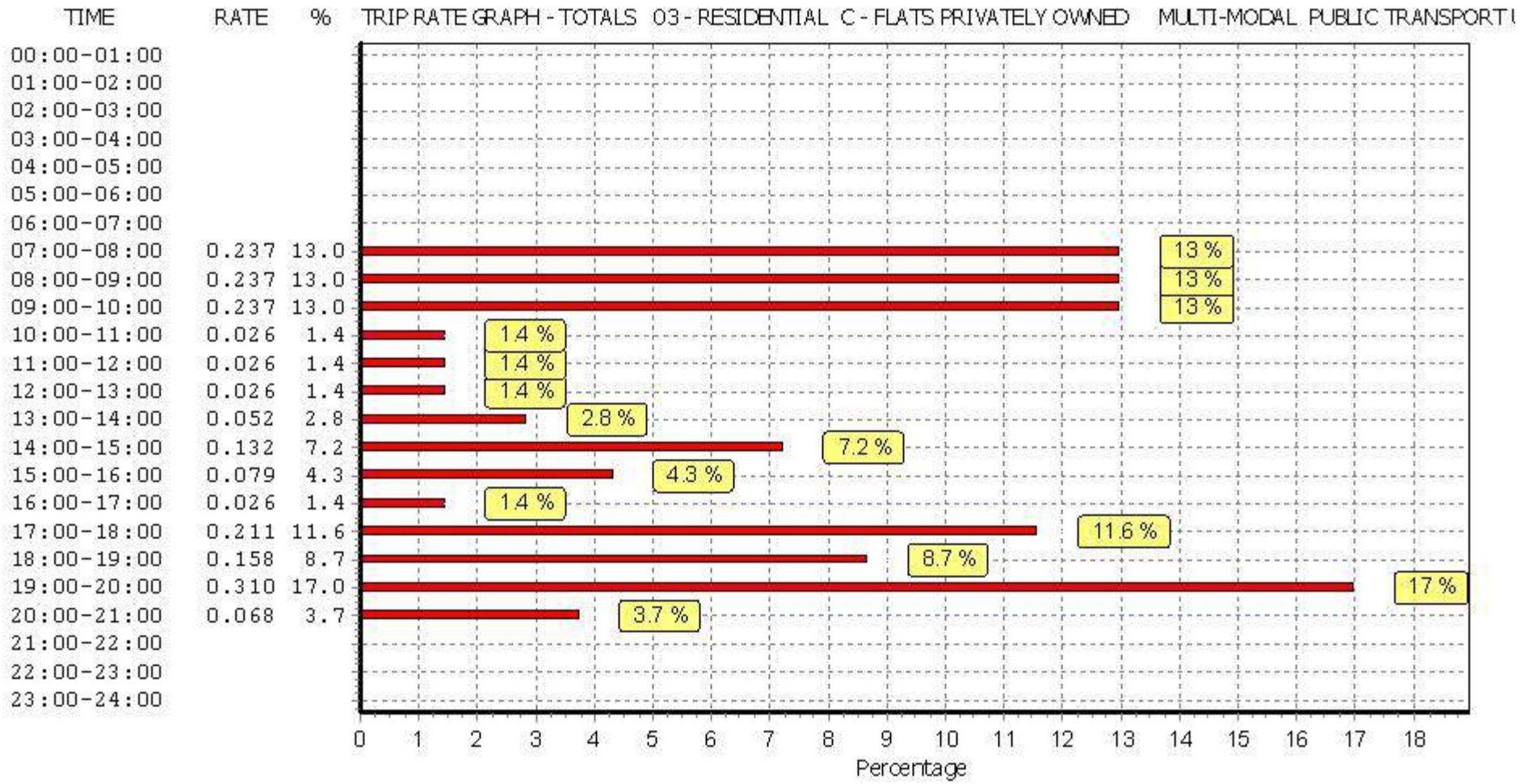

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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	2	19	0.000	2	19	0.395	2	19	0.395
08:00 - 09:00	2	19	0.079	2	19	0.395	2	19	0.474
09:00 - 10:00	2	19	0.132	2	19	0.289	2	19	0.421
10:00 - 11:00	2	19	0.000	2	19	0.026	2	19	0.026
11:00 - 12:00	2	19	0.026	2	19	0.026	2	19	0.052
12:00 - 13:00	2	19	0.105	2	19	0.026	2	19	0.131
13:00 - 14:00	2	19	0.053	2	19	0.053	2	19	0.106
14:00 - 15:00	2	19	0.132	2	19	0.158	2	19	0.290
15:00 - 16:00	2	19	0.053	2	19	0.026	2	19	0.079
16:00 - 17:00	2	19	0.158	2	19	0.053	2	19	0.211
17:00 - 18:00	2	19	0.289	2	19	0.132	2	19	0.421
18:00 - 19:00	2	19	0.316	2	19	0.079	2	19	0.395
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:			1.825			1.865			3.690

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.

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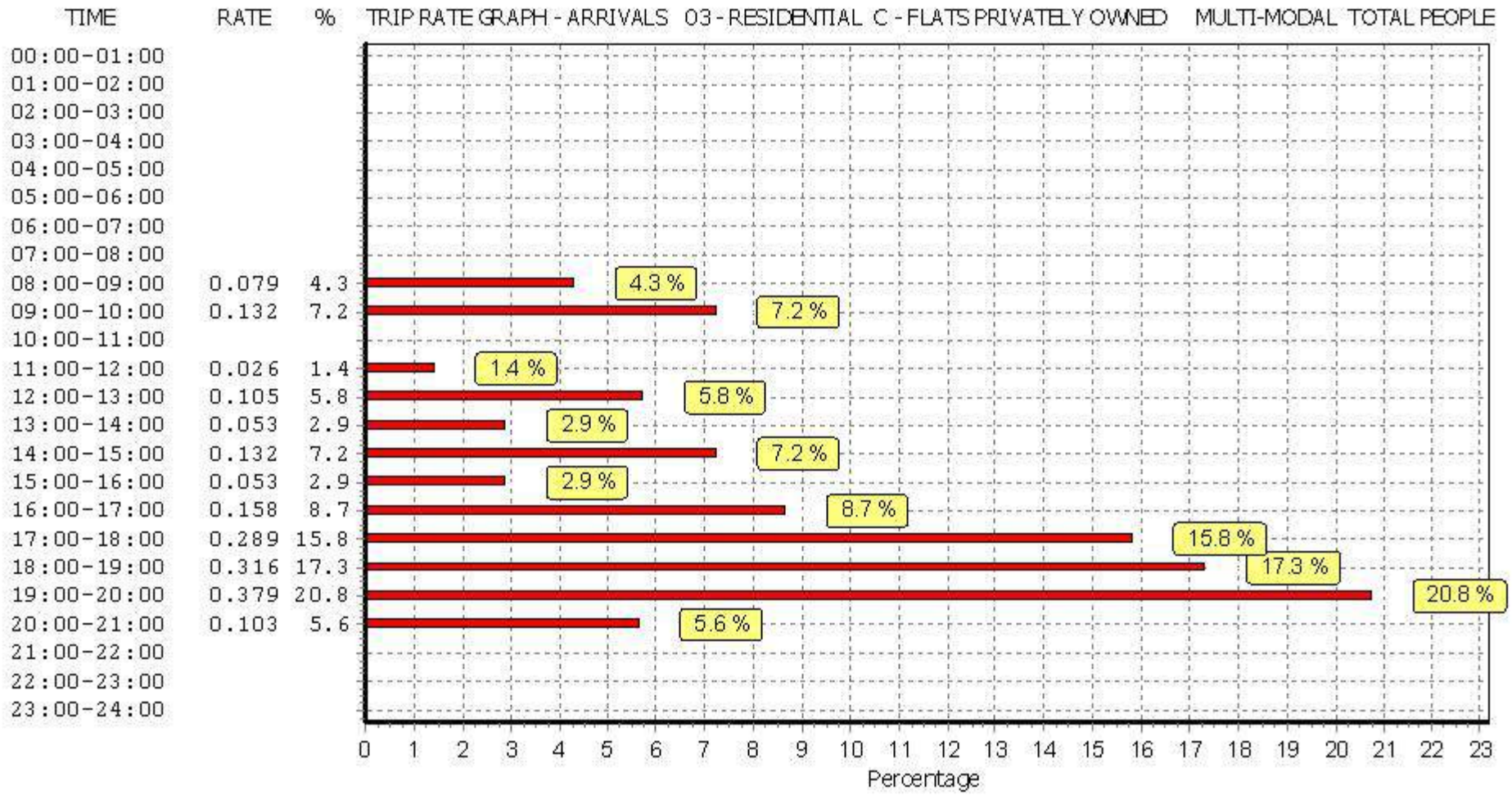
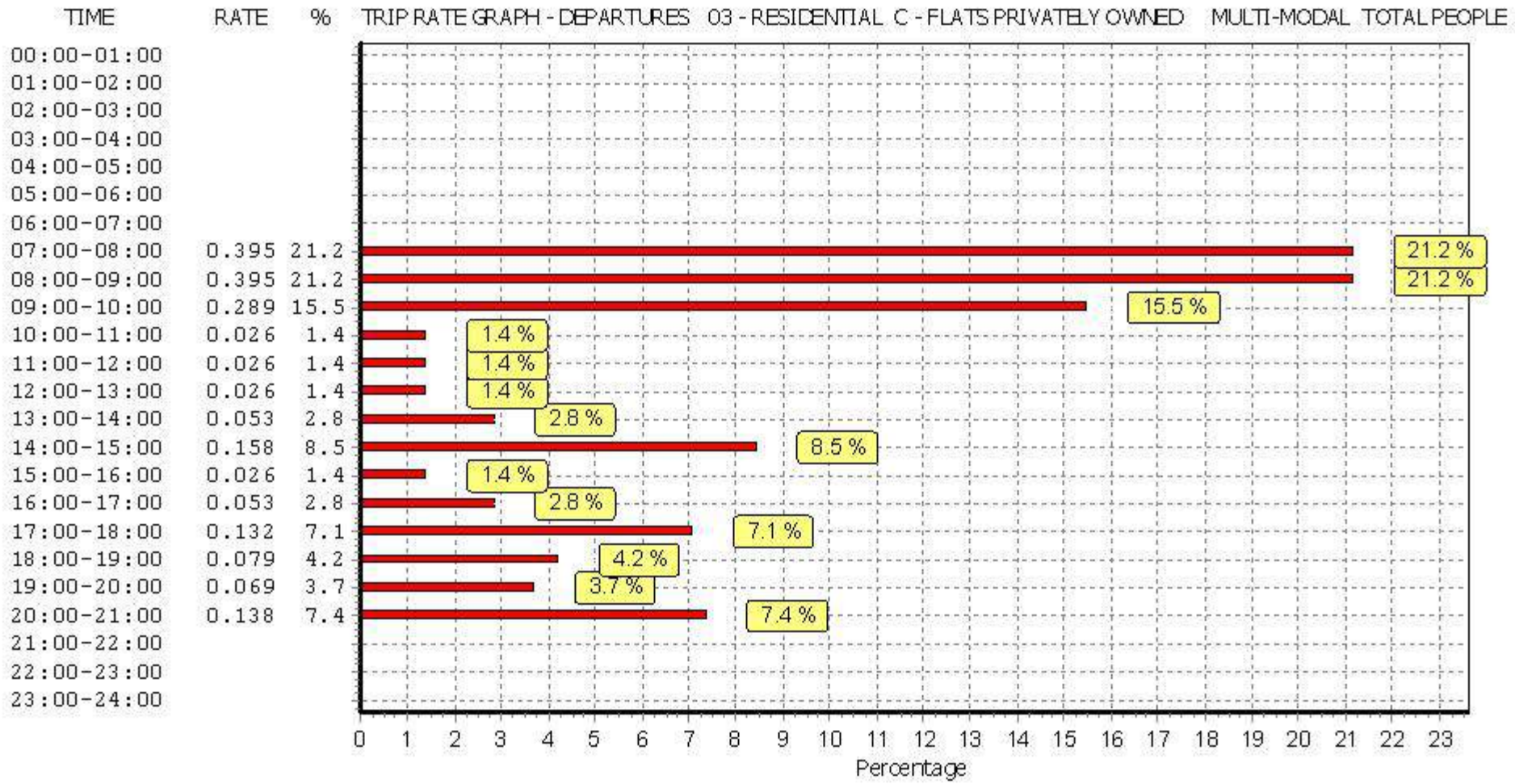
Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

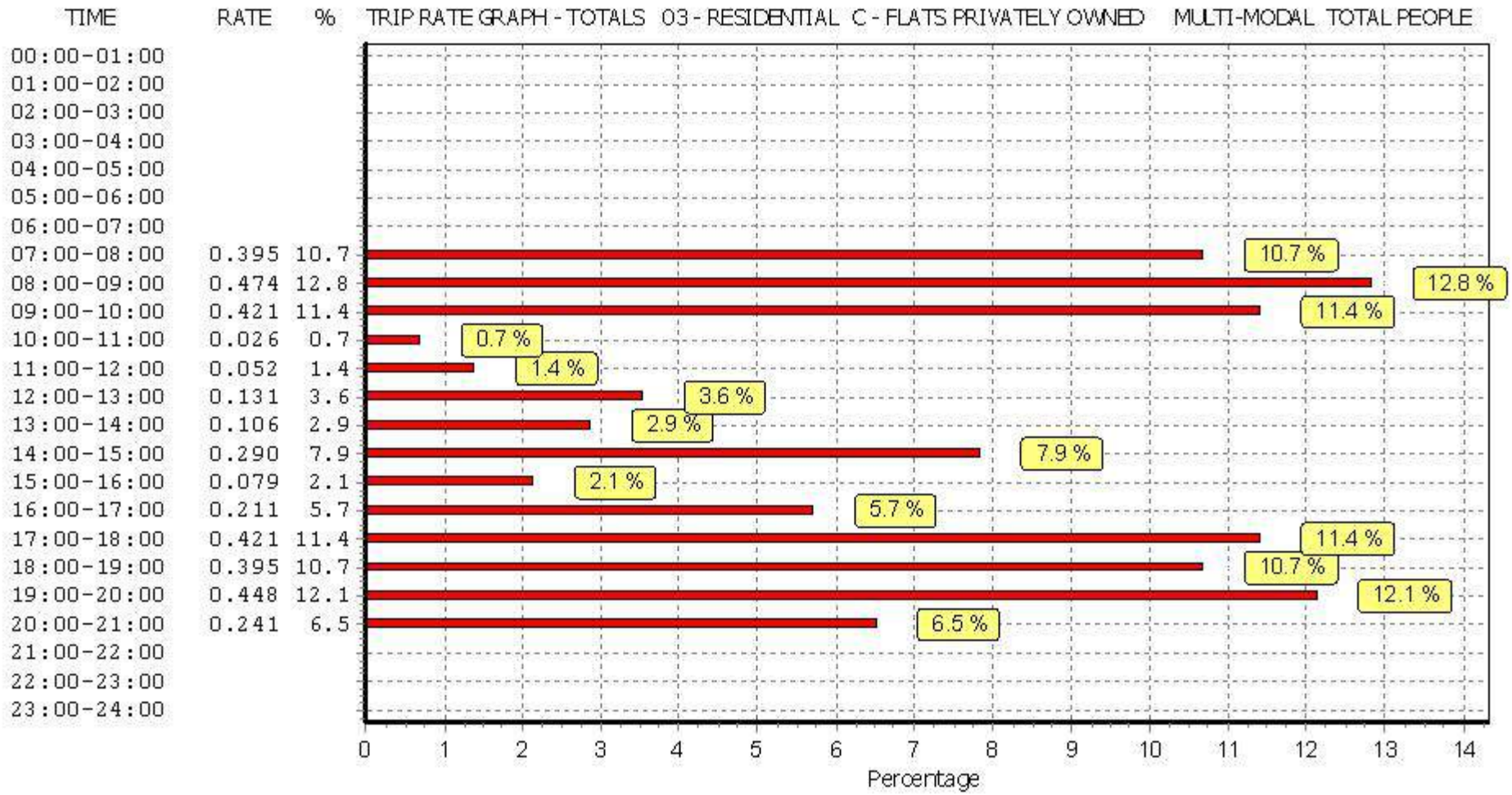
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Appendix IV

SERVICED APARTMENTS TRIP GENERATION

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Carlton Mitre Hotel	Carlton Mitre Hampton Court Road Hampton Court	KT8 9BN	06/05/2009
Novotel	3 Kingdom Street Paddington	W2 6BD	05/10/2011

Number of sites considered 2

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
06:30-07:00	1	0.03398	0.03883	0.07282	1.2	1.3	2.5
07:00-07:30	2	0.07500	0.09583	0.17083	2.5	3.3	5.8
07:30-08:00	2	0.09583	0.19167	0.28750	3.3	6.5	9.8
08:00-08:30	2	0.07917	0.18750	0.26667	2.7	6.4	9.1
08:30-09:00	2	0.06250	0.20417	0.26667	2.1	6.9	9.1
09:00-09:30	2	0.06250	0.16667	0.22917	2.1	5.7	7.8
09:30-10:00	2	0.07917	0.13333	0.21250	2.7	4.5	7.2
10:00-10:30	2	0.05000	0.25000	0.30000	1.7	8.5	10.2
10:30-11:00	2	0.05417	0.09167	0.14583	1.8	3.1	5.0
11:00-11:30	2	0.05833	0.02917	0.08750	2.0	1.0	3.0
11:30-12:00	2	0.08333	0.05417	0.13750	2.8	1.8	4.7
12:00-12:30	2	0.12500	0.08750	0.21250	4.3	3.0	7.2
12:30-13:00	2	0.05000	0.02917	0.07917	1.7	1.0	2.7
13:00-13:30	2	0.05417	0.10000	0.15417	1.8	3.4	5.2
13:30-14:00	2	0.09167	0.05417	0.14583	3.1	1.8	5.0
14:00-14:30	2	0.05833	0.05000	0.10833	2.0	1.7	3.7
14:30-15:00	2	0.08750	0.08750	0.17500	3.0	3.0	5.9
15:00-15:30	2	0.07917	0.09167	0.17083	2.7	3.1	5.8
15:30-16:00	2	0.12083	0.07083	0.19167	4.1	2.4	6.5
16:00-16:30	2	0.06667	0.13750	0.20417	2.3	4.7	6.9
16:30-17:00	2	0.08333	0.11250	0.19583	2.8	3.8	6.7
17:00-17:30	2	0.13333	0.13750	0.27083	4.5	4.7	9.2
17:30-18:00	2	0.20000	0.14583	0.34583	6.8	5.0	11.8
18:00-18:30	2	0.12500	0.17500	0.30000	4.3	5.9	10.2
18:30-19:00	2	0.14167	0.13333	0.27500	4.8	4.5	9.4
19:00-19:30	2	0.16250	0.25000	0.41250	5.5	8.5	14.0
19:30-20:00	2	0.12917	0.04167	0.17083	4.4	1.4	5.8
20:00-20:30	2	0.13333	0.08333	0.21667	4.5	2.8	7.4
20:30-21:00	2	0.15833	0.09167	0.25000	5.4	3.1	8.5
21:00-21:30	2	0.12917	0.05000	0.17917	4.4	1.7	6.1
21:30-22:00	2	0.07500	0.02917	0.10417	2.5	1.0	3.5
22:00-22:30	2	0.13333	0.05000	0.18333	4.5	1.7	6.2
22:30-23:00	2	0.16667	0.02083	0.18750	5.7	0.7	6.4
23:00-23:30	2	0.09583	0.01667	0.11250	3.3	0.6	3.8
23:30-24:00	2	0.05417	0.02500	0.07917	1.8	0.9	2.7

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total

Peak Period For **All Modes**

In	**17:30-18:00**	**0.20**
Out	**19:00-19:30**	**0.25**
Total	**19:00-19:30**	**0.41**

Mode: Bus

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
09:00-09:30	2	0.00000	0.01667	0.01667	0.0	0.6	0.6
09:30-10:00	2	0.01250	0.00000	0.01250	0.4	0.0	0.4
10:00-10:30	2	0.02083	0.00000	0.02083	0.7	0.0	0.7
11:00-11:30	2	0.00833	0.00417	0.01250	0.3	0.1	0.4
12:00-12:30	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.01667	0.01667	0.0	0.6	0.6
16:00-16:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
16:30-17:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
17:00-17:30	2	0.00417	0.00833	0.01250	0.1	0.3	0.4
19:00-19:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
22:30-23:00	2	0.00000	0.00417	0.00417	0.0	0.1	0.1

Peak Period For Bus

In	**10:00-10:30**	**0.02**
Out	**19:00-19:30**	**0.02**
Total	**10:00-10:30**	**0.02**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	2	0.02083	0.01250	0.03333	0.7	0.4	1.1
07:30-08:00	2	0.00833	0.03333	0.04167	0.3	1.1	1.4
08:00-08:30	2	0.03333	0.02500	0.05833	1.1	0.9	2.0
08:30-09:00	2	0.01250	0.00417	0.01667	0.4	0.1	0.6
09:00-09:30	2	0.02500	0.00417	0.02917	0.9	0.1	1.0
09:30-10:00	2	0.01667	0.02083	0.03750	0.6	0.7	1.3
10:00-10:30	2	0.00417	0.01250	0.01667	0.1	0.4	0.6
10:30-11:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
11:00-11:30	2	0.00833	0.00417	0.01250	0.3	0.1	0.4
11:30-12:00	2	0.02500	0.01250	0.03750	0.9	0.4	1.3
12:00-12:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
12:30-13:00	2	0.00000	0.01250	0.01250	0.0	0.4	0.4
13:00-13:30	2	0.00833	0.00833	0.01667	0.3	0.3	0.6
13:30-14:00	2	0.02500	0.00000	0.02500	0.9	0.0	0.9
14:00-14:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
14:30-15:00	2	0.00417	0.01250	0.01667	0.1	0.4	0.6
15:00-15:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
16:00-16:30	2	0.01667	0.00000	0.01667	0.6	0.0	0.6
16:30-17:00	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
17:00-17:30	2	0.01667	0.01667	0.03333	0.6	0.6	1.1
17:30-18:00	2	0.02500	0.00000	0.02500	0.9	0.0	0.9
18:00-18:30	2	0.01667	0.00833	0.02500	0.6	0.3	0.9
18:30-19:00	2	0.00417	0.00417	0.00833	0.1	0.1	0.3
19:00-19:30	2	0.01667	0.02917	0.04583	0.6	1.0	1.6
19:30-20:00	2	0.00417	0.02500	0.02917	0.1	0.9	1.0
20:00-20:30	2	0.00833	0.00417	0.01250	0.3	0.1	0.4
20:30-21:00	2	0.01667	0.00417	0.02083	0.6	0.1	0.7
21:30-22:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
22:00-22:30	2	0.01667	0.00000	0.01667	0.6	0.0	0.6
22:30-23:00	2	0.03750	0.00000	0.03750	1.3	0.0	1.3
23:00-23:30	2	0.05833	0.00000	0.05833	2.0	0.0	2.0
23:30-24:00	2	0.00000	0.01667	0.01667	0.0	0.6	0.6

Peak Period For **Car Driver + Passengers**

In	**23:00-23:30**	**0.06**
Out	**07:30-08:00**	**0.03**
Total	**08:00-08:30**	**0.06**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	2	0.01250	0.01250	0.02500	0.4	0.4	0.9
07:30-08:00	2	0.00833	0.02500	0.03333	0.3	0.9	1.1
08:00-08:30	2	0.02917	0.01250	0.04167	1.0	0.4	1.4
08:30-09:00	2	0.01250	0.00417	0.01667	0.4	0.1	0.6
09:00-09:30	2	0.01667	0.00417	0.02083	0.6	0.1	0.7
09:30-10:00	2	0.01250	0.02083	0.03333	0.4	0.7	1.1
10:00-10:30	2	0.00417	0.00833	0.01250	0.1	0.3	0.4
10:30-11:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
11:00-11:30	2	0.00833	0.00417	0.01250	0.3	0.1	0.4
11:30-12:00	2	0.02500	0.01250	0.03750	0.9	0.4	1.3
12:00-12:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
12:30-13:00	2	0.00000	0.01250	0.01250	0.0	0.4	0.4
13:00-13:30	2	0.00833	0.00833	0.01667	0.3	0.3	0.6
13:30-14:00	2	0.02083	0.00000	0.02083	0.7	0.0	0.7
14:00-14:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
14:30-15:00	2	0.00417	0.01250	0.01667	0.1	0.4	0.6
15:00-15:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
16:00-16:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
16:30-17:00	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
17:00-17:30	2	0.00833	0.01250	0.02083	0.3	0.4	0.7
17:30-18:00	2	0.02083	0.00000	0.02083	0.7	0.0	0.7
18:00-18:30	2	0.00833	0.00833	0.01667	0.3	0.3	0.6
18:30-19:00	2	0.00417	0.00417	0.00833	0.1	0.1	0.3
19:00-19:30	2	0.01667	0.02500	0.04167	0.6	0.9	1.4
19:30-20:00	2	0.00417	0.01250	0.01667	0.1	0.4	0.6
20:00-20:30	2	0.00833	0.00417	0.01250	0.3	0.1	0.4
20:30-21:00	2	0.00417	0.00417	0.00833	0.1	0.1	0.3
22:00-22:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
22:30-23:00	2	0.02917	0.00000	0.02917	1.0	0.0	1.0
23:00-23:30	2	0.02083	0.00000	0.02083	0.7	0.0	0.7
23:30-24:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3

Peak Period For **Car Driver**

In	**08:00-08:30**	**0.03**
Out	**07:30-08:00**	**0.03**
Total	**19:00-19:30**	**0.04**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
07:30-08:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
08:00-08:30	2	0.00417	0.01250	0.01667	0.1	0.4	0.6
09:00-09:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
09:30-10:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
10:00-10:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
13:30-14:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
16:00-16:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
17:00-17:30	2	0.00833	0.00417	0.01250	0.3	0.1	0.4
17:30-18:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
18:00-18:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
19:00-19:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
19:30-20:00	2	0.00000	0.01250	0.01250	0.0	0.4	0.4
20:30-21:00	2	0.01250	0.00000	0.01250	0.4	0.0	0.4
21:30-22:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
22:00-22:30	2	0.01250	0.00000	0.01250	0.4	0.0	0.4
22:30-23:00	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
23:00-23:30	2	0.03750	0.00000	0.03750	1.3	0.0	1.3
23:30-24:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3

Peak Period For **Car Passenger**

In	**23:00-23:30**	**0.04**
Out	**19:30-20:00**	**0.01**
Total	**23:00-23:30**	**0.04**

Mode: **Coach**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
08:30-09:00	2	0.00000	0.01667	0.01667	0.0	0.6	0.6
12:00-12:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
13:00-13:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
18:30-19:00	2	0.04167	0.00000	0.04167	1.4	0.0	1.4

Peak Period For **Coach**

In	**18:30-19:00**	**0.04**
Out	**19:30-20:00**	**0.02**
Total	**18:30-19:00**	**0.04**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
06:30-07:00	1	0.00485	0.00000	0.00485	0.2	0.0	0.2
09:00-09:30	2	0.00000	0.02083	0.02083	0.0	0.7	0.7
09:30-10:00	2	0.01250	0.00000	0.01250	0.4	0.0	0.4
12:00-12:30	2	0.00000	0.00833	0.00833	0.0	0.3	0.3

Peak Period For **Motor Cycle**

In	**09:30-10:00**	**0.01**
Out	**09:00-09:30**	**0.02**
Total	**09:00-09:30**	**0.02**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
06:30-07:00	1	0.00000	0.00971	0.00971	0.0	0.3	0.3
07:00-07:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
08:00-08:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
09:00-09:30	2	0.00000	0.02083	0.02083	0.0	0.7	0.7
17:30-18:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1

Peak Period For **Pedal Cycle**

In	**17:30-18:00**	**0.00**
Out	**09:00-09:30**	**0.02**
Total	**09:00-09:30**	**0.02**

Mode: **Taxi**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
06:30-07:00	1	0.00971	0.00000	0.00971	0.3	0.0	0.3
07:00-07:30	2	0.00833	0.03750	0.04583	0.3	1.3	1.6
07:30-08:00	2	0.02500	0.02500	0.05000	0.9	0.9	1.7
08:00-08:30	2	0.03750	0.01667	0.05417	1.3	0.6	1.8
08:30-09:00	2	0.00000	0.01250	0.01250	0.0	0.4	0.4
09:00-09:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
09:30-10:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	2	0.02500	0.03750	0.06250	0.9	1.3	2.1
10:30-11:00	2	0.02083	0.03333	0.05417	0.7	1.1	1.8
11:00-11:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
11:30-12:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
12:00-12:30	2	0.02083	0.00000	0.02083	0.7	0.0	0.7
13:00-13:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
13:30-14:00	2	0.00000	0.02500	0.02500	0.0	0.9	0.9
14:30-15:00	2	0.02083	0.00000	0.02083	0.7	0.0	0.7
15:00-15:30	2	0.00833	0.01667	0.02500	0.3	0.6	0.9
15:30-16:00	2	0.03750	0.00000	0.03750	1.3	0.0	1.3
16:30-17:00	2	0.02500	0.00000	0.02500	0.9	0.0	0.9
17:00-17:30	2	0.03333	0.01250	0.04583	1.1	0.4	1.6
19:00-19:30	2	0.00000	0.12500	0.12500	0.0	4.3	4.3
19:30-20:00	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
20:00-20:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
20:30-21:00	2	0.01667	0.02083	0.03750	0.6	0.7	1.3
21:00-21:30	2	0.02500	0.00000	0.02500	0.9	0.0	0.9
21:30-22:00	2	0.00417	0.01250	0.01667	0.1	0.4	0.6
22:00-22:30	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
22:30-23:00	2	0.02500	0.00000	0.02500	0.9	0.0	0.9
23:00-23:30	2	0.03750	0.00417	0.04167	1.3	0.1	1.4
23:30-24:00	2	0.00833	0.00000	0.00833	0.3	0.0	0.3

Peak Period For **Taxi**

In	**08:00-08:30**	**0.04**
Out	**19:00-19:30**	**0.13**
Total	**19:00-19:30**	**0.13**

Mode: **Underground**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
08:30-09:00	2	0.00833	0.02917	0.03750	0.3	1.0	1.3
09:00-09:30	2	0.00000	0.02083	0.02083	0.0	0.7	0.7
09:30-10:00	2	0.00833	0.01667	0.02500	0.3	0.6	0.9
10:00-10:30	2	0.00000	0.04167	0.04167	0.0	1.4	1.4
10:30-11:00	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
12:00-12:30	2	0.00000	0.01250	0.01250	0.0	0.4	0.4
13:00-13:30	2	0.00417	0.00000	0.00417	0.1	0.0	0.1
13:30-14:00	2	0.00833	0.00000	0.00833	0.3	0.0	0.3
14:30-15:00	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
16:00-16:30	2	0.00000	0.00417	0.00417	0.0	0.1	0.1
16:30-17:00	2	0.01250	0.00000	0.01250	0.4	0.0	0.4
17:30-18:00	2	0.00000	0.01667	0.01667	0.0	0.6	0.6
18:00-18:30	2	0.01667	0.04167	0.05833	0.6	1.4	2.0
18:30-19:00	2	0.00000	0.00833	0.00833	0.0	0.3	0.3
21:30-22:00	2	0.01250	0.00000	0.01250	0.4	0.0	0.4

Peak Period For **Underground**

In	**18:00-18:30**	**0.02**
Out	**18:00-18:30**	**0.04**
Total	**18:00-18:30**	**0.06**

Mode: Walk only

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
06:30-07:00	1	0.01942	0.02913	0.04854	0.7	1.0	1.7
07:00-07:30	2	0.03333	0.04583	0.07917	1.1	1.6	2.7
07:30-08:00	2	0.06250	0.13333	0.19583	2.1	4.5	6.7
08:00-08:30	2	0.00833	0.14167	0.15000	0.3	4.8	5.1
08:30-09:00	2	0.04167	0.14167	0.18333	1.4	4.8	6.2
09:00-09:30	2	0.02917	0.08333	0.11250	1.0	2.8	3.8
09:30-10:00	2	0.02917	0.09583	0.12500	1.0	3.3	4.3
10:00-10:30	2	0.00000	0.15833	0.15833	0.0	5.4	5.4
10:30-11:00	2	0.03333	0.04583	0.07917	1.1	1.6	2.7
11:00-11:30	2	0.04167	0.01667	0.05833	1.4	0.6	2.0
11:30-12:00	2	0.05833	0.03333	0.09167	2.0	1.1	3.1
12:00-12:30	2	0.09167	0.05833	0.15000	3.1	2.0	5.1
12:30-13:00	2	0.05000	0.01667	0.06667	1.7	0.6	2.3
13:00-13:30	2	0.03333	0.09167	0.12500	1.1	3.1	4.3
13:30-14:00	2	0.05833	0.02917	0.08750	2.0	1.0	3.0
14:00-14:30	2	0.05833	0.04583	0.10417	2.0	1.6	3.5
14:30-15:00	2	0.06250	0.07083	0.13333	2.1	2.4	4.5
15:00-15:30	2	0.06667	0.05833	0.12500	2.3	2.0	4.3
15:30-16:00	2	0.08333	0.07083	0.15417	2.8	2.4	5.2
16:00-16:30	2	0.04583	0.13333	0.17917	1.6	4.5	6.1
16:30-17:00	2	0.04583	0.10000	0.14583	1.6	3.4	5.0
17:00-17:30	2	0.07917	0.10000	0.17917	2.7	3.4	6.1
17:30-18:00	2	0.17083	0.12917	0.30000	5.8	4.4	10.2
18:00-18:30	2	0.09167	0.12500	0.21667	3.1	4.3	7.4
18:30-19:00	2	0.09583	0.12083	0.21667	3.3	4.1	7.4
19:00-19:30	2	0.14167	0.09583	0.23750	4.8	3.3	8.1
19:30-20:00	2	0.12083	0.01667	0.13750	4.1	0.6	4.7
20:00-20:30	2	0.12083	0.07917	0.20000	4.1	2.7	6.8
20:30-21:00	2	0.12500	0.06667	0.19167	4.3	2.3	6.5
21:00-21:30	2	0.10417	0.05000	0.15417	3.5	1.7	5.2
21:30-22:00	2	0.05417	0.01667	0.07083	1.8	0.6	2.4
22:00-22:30	2	0.11667	0.04167	0.15833	4.0	1.4	5.4
22:30-23:00	2	0.10417	0.01667	0.12083	3.5	0.6	4.1
23:00-23:30	2	0.00000	0.01250	0.01250	0.0	0.4	0.4
23:30-24:00	2	0.04583	0.00833	0.05417	1.6	0.3	1.8

Peak Period For Walk only

In	**17:30-18:00**	**0.17**
Out	**10:00-10:30**	**0.16**
Total	**17:30-18:00**	**0.30**

Appendix V

RESIDENTIAL SERVICING TRIP GENERATION

258 Belsize Road - RESIDENTIAL SERVICING TRIPS

Residential Goods Trips

Trip Generation

Mode	AM (0800-0900)			PM (1800-1900)		
	In	Out	Total	In	Out	Total
LGVS	0	0	0	0	0	0
HGVS	0	0	0	0	0	0
Total	0	0	0	0	0	0

Trip Rate

Mode	AM (0800-0900)			PM (1800-1900)		
	In	Out	Total	In	Out	Total
LGVS	0.002	0.002	0.004	0.000	0.000	0.000
HGVS	0.001	0.001	0.002	0.000	0.000	0.000
Total	0.003	0.003	0.006	0.000	0.000	0.000

	Kempton Court		City Walk		Bow Quarter		Total		Rate	
	Units	80	Units	110	Units	773	Units	963		
Time	LGV	HGV	LGV	HGV	LGV	HGV	LGV	HGV	LGV	HGV
0700-0800	0	0	1	0	0	0	1	0	0.001	0.000
0800-0900	0	1	0	0	2	0	2	1	0.002	0.001
0900-1000	0	0	0	0	1	1	1	1	0.001	0.001
1000-1100	1	0	1	1	2	0	4	1	0.004	0.001
1100-1200	1	0	1	0	1	0	3	0	0.003	0.000
1200-1300	0	0	1	0	2	1	3	1	0.003	0.001
1300-1400	1	0	0	0	3	0	4	0	0.004	0.000
1400-1500	1	0	1	0	3	1	5	1	0.005	0.001
1500-1600	0	0	0	0	2	0	2	0	0.002	0.000
1600-1700	0	0	0	0	2	0	2	0	0.002	0.000
1700-1800	0	0	0	0	0	0	0	0	0.000	0.000
1800-1900	0	0	0	0	1	0	1	0	0.001	0.000
Total	4	1	5	1	19	3	28	5	0.028	0.005

258 Belsize Road		
	Units	**34**
Time	LGV	HGV
0700-0800	0	0
0800-0900	0	0
0900-1000	0	0
1000-1100	0	0
1100-1200	0	0
1200-1300	0	0
1300-1400	0	0
1400-1500	0	0
1500-1600	0	0
1600-1700	0	0
1700-1800	0	0
1800-1900	0	0
Total	0	0
Existing		
Revised Total		

Appendix VI

SERVICED APARTMENTS SERVICING TRIP GENERATION

TRAVL - Deliveries By Time

Report ID 3

Address:	Express Holiday Inn	**Business**	Hotel
	196 High Street	**Class**	C1 - Hotel
	Stratford	**Location**	Outer
	E15 2NE	**Gross Floor Area (s**	4950
SurveyCode	474	**PTAL**	3
Survey Date	06/06/2006		

Transit (Single rear tyre)

Time	In	Out	% In	% Out
07:00-07:30	2	0	50 %	0 %
07:30-08:00	1	2	25 %	40 %
08:00-08:30	0	2	0 %	40 %
10:30-11:00	1	1	25 %	20 %
Total	4	5	100 %	100 %