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PROPOSED MIXED-USE DEVELOPMENT: 1 HAMPSHIRE STREET, LONDON, NE5 2TE

TRANSPORT STATEMENT

REPORT REFERENCE NO. 170740-01A
PROJECT NO. 170740
MAY 2017

1 HAMPSHIRE STREET,
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TRANSPORT STATEMENT

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1.0 INTRODUCTION

1.1 Ardent Consulting Engineers (ACE) has been appointed by Redtree (North London) Ltd to advise on the transport aspects of the proposed redevelopment of the site at 1 Hampshire Street, London, NW5 2TE to provide 16 flats with 334sqm ground floor commercial use.

1.2 This Transport Statement (TS) has been prepared to support a full planning application to the local planning and highway authority, the London Borough of Camden (LBC). Transport for London (TfL) is the highway authority for the A503 (Camden Road) to the south which is a "Red Route" and forms part of the Transport for London Road Network (TLRN).

1.3 The proposed building will comprise 16 flats with 334sqm of commercial floorspace (B1 Use Class) on the ground floor and will be a total of 4 storeys in height. The development proposals involve redevelopment in a location that is highly accessible by non-car modes and to support promotion of non-car access, the development will be car free.

1.4 The TS has been prepared in accordance with the Department for Communities and Local Government (DCLG) guidance published in March 2014, as well as the *London Plan* and LBC's Core Strategy.

1.5 Following this introduction, the remainder of this report is structured as follows: -

- **Section 2.0** provides a description of the existing site conditions in relation to location, use, the surrounding area, access, parking, servicing and refuse collection arrangements;
- **Section 3.0** examines the accessibility of the site by various transport modes and considers the proximity of the site local facilities;
- **Section 4.0** provides a description of the proposed development;

- **Section 5.0** considers relevant policy guidance relating to the relationship between the development and transport, and land use planning and demonstrates the site's compliance;
- **Section 6.0** compares the potential existing and expected future weekday peak hour trip attraction for the existing and proposed uses; and
- **Section 7.0** provides a summary and sets out the conclusions.

2.0 EXISTING SITE

Site Location

2.1 The application site is located on the southeastern side of Hampshire Street in the LBC. The site is bordered by Hampshire Street to the northwest, existing commercial uses to the southwest and northeast, and the rear gardens of properties fronting Camden Road to the southeast. The site location is shown in **Figure 1** and an aerial view of the site is shown at **Plate 1** below.

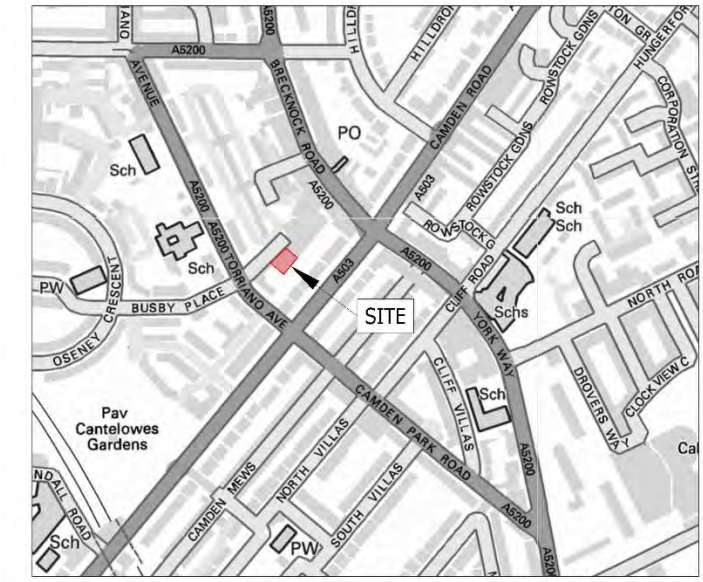


Plate 1: Site Location (Source: OS OpenData)

Existing Site Use

2.2 The site is currently occupied by a building with floor area amounting to 609sqm provided over two floors that is currently occupied by a photography studio under Use Class B1(c). It is understood that the site employs around 10 staff.

Surrounding Area

2.3 The surrounding area is primarily residential in character with a large housing estate opposite the site to the north, whilst there are also a

number of schools in the vicinity, including Tufnell Park Primary School located to the northwest on Torriano Avenue.

2.4 There are also some employment and retail uses in the vicinity with a ground floor shops with residential use above to the northeast of the site fronting Brecknock Road.

2.5 Leisure facilities are also available in the area with Caledonia Park and Islington tennis courts located to the southeast of the site, whilst a skate park and an all-weather sports pitch is available at Cantelowes Gardens to the southwest of the site.

2.6 The locations of nearby facilities are demonstrated within **Figure 1**.

Site Access

2.7 The existing site has a dropped kerb access to a small area of hardstanding that can accommodate small vehicles. This is located at the northeastern corner of the site and allows smaller vehicles to wait for servicing activity. Since there is no off-street parking available beyond this area of hardstanding, any other vehicles travelling to the site have to park on local streets, which will most likely involve parking on Hampshire Street.

2.8 A single yellow line parking restriction is present along the southeastern side of Hampshire Street, including the full length of the site frontage. Service/delivery activity undertaken by larger vehicles therefore currently takes place from the street.

2.9 The existing waiting restrictions in place along Hampshire Street are outlined in **ACE Drawing 170740-001**.

Local Road Network

2.10 Hampshire Street forms a priority “T” junction with Torriano Avenue (A5200) around 40m to the southwest of the site. At the eastern end

of the road, there is a gated access to the adjacent residential estate for emergency vehicle access only together with a turning area.

2.11 Torriano Avenue is a one-way two-lane single carriageway road which runs in a northwest bound direction from the traffic signal controlled junction of Torriano Avenue/Camden Road/Camden Park Road. It is located within a 20mph zone. The carriageway is approximately 10.6m in width and accommodates some intermittent on-street parking on either side of the road, whilst there is also an on-street cycle route provided on the southwestern side and traffic calming measures in place.

2.12 To the south of the site, the A503 Camden Road forms a traffic signal controlled junction with Torriano Avenue/Camden Park Road, incorporating pedestrian crossing phases and advance stop cycle facilities at the junction.

2.13 The A503 is approximately 12m wide and has two approach lanes in the vicinity of the signal junction whilst Camden Park Road is one-way only and provides a three lane approach to the junction, with two ahead lanes available for access to Torriano Avenue. The A503 incorporates a bus lane on the southwestbound carriageway whilst there is also a traffic signal controlled pedestrian crossing adjacent to Cantelowes Gardens.

2.14 The A503 forms part of the TRLN and is a “Red Route”. In the vicinity the A503 runs along a southwest/northeast alignment connecting Camden Town to the southwest with Holloway to the northeast, where a connection to the A1 (Holloway Road) is provided, allowing easy access to the M1 and on to the M25 to the north.

Parking

2.15 The site is located within a Controlled Parking Zone (CPZ), with on-street parking controls on all the surrounding roads. The site is within the East Kentish Town CPZ (CA-M) with controls relating to permit

holders only bays, Pay and Display bays, Display/Pay by Phone bays and shared-use bays.

2.16 The northern side of Hampshire Street forms a Permit Holders bay and is approximately 44m in length, providing space for circa 8 cars, with the restrictions in place Monday-Friday 0830-1830.

2.17 The southern side of Hampshire Street has a single yellow line restrictions in force, although there is no accompanying plate to confirm the restrictions. There are further single yellow line restrictions on the eastern side of Torriano Avenue in the vicinity of its junction with Hampshire Street whilst there are double yellow line restrictions on the western side of Torriano Avenue. To the south of the Torriano Avenue/Hampshire Street junction there are further permit holder bays on the eastern side of the road, and on-street parking bays on both sides of the road to the north of the junction.

2.18 The A503 forms the boundary of the East Kentish Town and Camden Square (CA-N) CPZs. The CA-N restrictions are the same as for the CA-M CPZ.

2.19 To the east of the site, the A5200 forms the boundary with the London Borough of Islington (LBI). The streets to the east of the A5200 also fall within a CPZ under the authority of LBI, with Zones W (St George's) and D (Holloway West) meeting at the A503. The hours of restriction for these zones are Monday-Friday 0830-1830 and Monday-Friday 0930-1630 for Zones W and D respectively.

2.20 The existing on-street parking arrangements are highlighted on **ACE Drawing 170740-001**.

3.0 ACCESSIBILITY APPRAISAL

Background

3.1 The overall accessibility of the site has been assessed in detail with respect to public transport, pedestrian, cycle and vehicular access. The purpose of the assessment is to illustrate the connectivity of the site with the surrounding area and demonstrate that the site is located in an accessible location.

Walking

3.2 All the surrounding roads in the vicinity of the site include footways, street lighting and appropriate crossing facilities. These facilities connect the site very well to the surrounding public transport infrastructure, including the bus stops along A503 (Camden Road) to the south, and to stops to the north on Leighton Road.

3.3 There is a footway along both sides of Hampshire Street, although the southern footway is approximately 0.9m wide, whilst the northern footway 2m wide these facilities are currently used by pedestrians of the site and adjacent properties.

3.4 The footways along roads in the vicinity are a minimum of 2m in width on both sides, widening up to a maximum of 5m in the vicinity of the Hampshire Street/Torriano Avenue/Busby Place junction.

3.5 Dropped kerbs are available at junctions in the vicinity to assist pedestrian movements along key desire lines, with a raised table facility on the Busby Place arm of the Hampshire Street/Torriano Avenue/Busby Place junction.

3.6 Torriano Avenue is one-way and are relatively lightly trafficked (compared to Camden Road) with traffic calming measures in place,

including raised cushions around 10m to the south of the Hampshire Street/Torriano Avenue/Busby Place junction.

3.7 A raised zebra crossing is situated on Torriano Avenue to the north to assist pedestrians with access to the northbound bus stop and to the adjacent primary school.

3.8 Additional pedestrian crossing facilities are also available in the vicinity of the site, including a raised zebra crossing further to the north on Torriano Avenue, whilst there are pedestrian crossing phases incorporated into the Torriano Avenue/A503/Camden Park Road traffic signal controlled junction.

3.9 The surrounding roads are largely subject to a 20mph speed limit and traffic calming features to help control vehicular speeds and facilitate pedestrian movements. Camden Road (A503) is subject to a 30mph. Local facilities are within a short walk of the site are shown at **Figure 1**.

3.10 It is considered that the existing pedestrian routes/facilities in the area encourage walking as a main mode of travel for those who work in the area and will be of benefit to prospective occupiers of the proposed development on the site.

Cycling

3.11 There are good opportunities to cycle to/from the site as highlighted by the cycle routes shown on **Figure 2**. Although Torriano Avenue is not highlighted as a cycle route within TfL's Cycling in Central London Guide, there is an on-street route provided to assist northbound cyclists. There are also advance stop cycle facilities at the adjacent traffic signal controlled junction. This route passes to the west of the site and extends from the Torriano Avenue/A503 signal junction north past Hampshire Street to Leighton Road, linking with routes on Leighton Road, providing a connection to Kentish Town station and the wider cycle network.

3.12 There is considered to be ample opportunity for cyclists to gain access to the wider cycle network by utilising the routes in the immediate vicinity of the site. The site is very well connected to facilities within the surrounding area.

Public Transport

Bus

3.13 There are bus stops located on Torriano Avenue, Camden Road and Leighton Road which are all within TfL's recommended walking distance of 640m from the site (eight minute average walk time). This is the maximum distance included within TfL's Public Transport Accessibility Level (PTAL) methodology for bus stops. **Figure 3** demonstrates the site's proximity to existing public transport opportunities.

3.14 The nearest bus stop is located on Torriano Avenue to the west of the site. This can be accessed via the footways on Hampshire Street and then by using the zebra crossing on Torriano Avenue to access the northbound bus stop, which is within a circa 130m walking distance of the site and includes a bus shelter, seating, maps and timetable information. This stop is served by two routes (390 and 393) which run with a combined frequency of 16 services per hour. Additional bus stops are also located to the north of the site on Leighton Road, also served by route 390 and 393.

3.15 Further bus stops are situated on Camden Road to the south and can be accessed via the footways on Torriano Avenue, and via the pedestrian crossing facilities incorporated into the Torriano Avenue/A503 traffic signal controlled junction. These stops are located a circa 285m walking distance of the site and include bus shelters, seating, maps and timetable information. Routes 29 and 253 call at stops on either side of Camden Road and run with a combined frequency of 35 services per hour in each direction.

3.16 Additional bus stops are located to the southeast of the site on Market Road, served by route 274, which runs with a frequency of 8 services per hour in each direction.

3.17 A detailed breakdown of local routes is shown within **Table 3.1** below.

Table 3.1: Nearby Bus Services (Each-Way)

Service and Route		Frequency (Services each way per hour)				
		Weekdays		***Weekends***		***Night***
		Daytimes	*Evenings*	*Saturdays*	*Sundays*	
29	Trafalgar Square – Wood Green	20	20	15	15	11
253	Euston – Hackney Central	15	15	12	10	6
274	Islington – Lancaster Gate	8	8	5	3	5
393	Chalk Farm - Clapton	6	6	6	6	2
(390)	Archway – Notting Hill Gate	10	10	10	4	-
N29	Enfield – Trafalgar Square	-	-	-	-	7
N253	Aldgate East – Tottenham Court Road	-	-	-	-	4
N279	Trafalgar Square – Waltham Cross	-	-	-	-	3

N = night service

(390) = 24 hour service

3.18 **Table 3.1** demonstrates that bus stops within an easy walking distance of the site are served by a total of five daytime routes, which provide a combined total of around 59 services per hour in each direction, whilst there are also three night services ensuring a comprehensive 24-hour service is available.

3.19 Overall, the above services connect the site to key facilities locally and provide the opportunity for travel to/from the wider area.

Underground/Rail

3.20 There are good opportunities to access the site by rail, with Kentish Town station located around 880m to the west of the site, which is

within TfL's recommended 960m walk distance to railway stations (as measured in line with their PTAL methodology).

3.21 Kentish Town station provides access to Thameslink National Rail services operating between Luton, Sutton and Sevenoaks, also calling at St Pancras International to the south of the site and to Elephant & Castle, which both provide interchange to further National Rail services and to the London Overground and Underground network. Around 8 services per hour operation through the station in each direction.

3.22 Kentish Town station also provides direct access to Northern Line underground services between High Barnet and Mill Hill East stations to the north and Morden station to the south. Around 17 services per hour operate through the station.

3.23 Rail services available from Kentish Town station therefore provide access to a comprehensive range of frequent services, including mainline rail services and the underground network. Interchange is possible at St Pancras International station to link the site with easy access to Southeastern and Great Northern line services, plus access to the Hammersmith & City, Victoria, Circle and Metropolitan line underground services.

PTAL

3.24 The PTAL of the centre of the site has been derived using the TfL Web-based Connectivity Assessment Toolkit (WebCAT) which provides an indication of the connectivity of a site to the public transport network. The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as rail services accessible from stations within a 960m walk distance.

3.25 The PTAL is measured on a scale of 1a to 6b where 1a is the worst and 6b is the best with the WebCAT output showing a resolution of

100m squares for each rating. According to the WebCAT output the site is located within a PTAL 3 grid square, but immediately to the west of this is a PTAL 5 grid square, suggesting the site is on the boundary of a PTAL 3/5 location. As a result, a site-specific analysis has been undertaken to confirm the PTAL rating of the site.

3.26 The site-specific analysis indicates that the site is a PTAL 5, which is classified as 'Very Good'. The site specific PTAL analysis together with the WebCAT output are attached at **Appendix A**.

Local Highway Network

3.27 Hampshire Street forms the northern boundary of the site and is a short cul-de-sac subject to a 20mph speed limit. Hampshire Street forms a crossroads junction with Torriano Avenue/Busby Place to the west of the site.

3.28 Torriano Avenue is a one-way only northbound route extending from the A503 to the south to Leighton Road to the north. It is lit, incorporates traffic calming measures and is subject to a 30mph speed limit.

3.29 Leighton Road operates one-way eastbound to the east of its junction with Torriano Avenue, looping back south along Brecknock Road to connect with the A503. The A503 forms part of the TRLN and is located 110m to the south of the site. The A503 provides a connection from the M25 via the M1 and A1 to facilitate travel in the wider area.

Conclusion

3.30 The site is highly accessible by various modes of transport including on-foot, by bicycle and public transport. Hampshire Street is quiet in nature with low vehicular speeds (in a 20mph zone). There is good access to the London Cycle Network. The site has a high PTAL of 5, whilst the local pedestrian infrastructure provides the opportunity to access nearby bus stops and rail stations in traffic calmed

environment with a number of pedestrian crossings in the vicinity to assist pedestrian movements and encourage non-car access.

4.0 PROPOSED DEVELOPMENT

Background

4.1 A full description of the proposed development is contained in the supporting documents accompanying the planning application. The following description is pertinent in transport terms.

4.2 The development proposals comprise the demolition of the existing building to provide a new structure comprising 16 flats (C3 Land Use class) and 334sqm office use (Use Class B1).

4.3 The site layout plan for the ground floor of the proposed development is provided at **Appendix B**.

Access / Servicing

4.4 No off-street vehiclular access to the site will take place under the proposals. All pedestrian and cycle access will be via Hampshire Street, with access to cycle parking, as well as refuse bins on the day of collection, using the main residential point of access. The existing refuse collection arrangements will be utilised with service/delivery vehicles continuing to serve the site on-street as at present.

4.5 It is anticipated that there will be a minimal level of vehicular activity associated with the proposals in connection with servicing/deliveries, which will take place on-street locally within permitted waiting restrictions. Further details of the proposed trip attraction are contained within **Section 6.0**.

Car Parking

4.6 The development will be car-free with no car parking provided on-site. Given the site's excellent PTAL, the car-free nature of the proposals complies with the requirements set out in relevant LBC

policy as well as those within the *London Plan.* Residents will be ineligible for applying for parking permits.

4.7 Zipcar operate a number of car club vehicles in the area. The nearest vehicle is located to the south of the site on Hungerford Road, whilst further vehicles are located on Sandall Road and Hilldrop Road. There is therefore opportunity for residents to make use of a vehicle if required without necessitating ownership.

4.8 It is intended that the proposed commercial element of the development will retain the business parking permit afforded to the existing use in order that essential parking for commercial activity for the proposed ground floor offices can be retained. Any new permits will be applied for through the LBC parking permits webpages and will involve use of "Business Parking Permit Scheme B". It is anticipated that there will be no net change in the number of vehicles parked in the area in association with the commercial element of the scheme compared to the extant use.

Cycle Parking

4.9 A total of 28 secure cycle parking spaces (14 cycle stands) will be provided on-site within a dedicated cycle store on the ground floor level of the building, accessible from the pedestrian entrance to the building.

4.10 This provision is in accordance with the minimum requirements set out in the *London Plan* and is in excess of the LBC requirements, as detailed within **Section 5.0**.

5.0 POLICY CONTEXT

Framework

5.1 Relevant policy guidance on transport and land use planning relating to new development is set out in the following documents: -

- *National Planning Policy Framework* (March 2012);
- *The London Plan - Consolidated with Alterations Since 2011* (March 2016);
- Mayor of London's Supplementary Planning Guidance (SPG): *Accessible London: Achieving an Inclusive Environment* (October 2014);
- *London Freight Plan*; and
- Camden's planning policy documents: *'Core Strategy'* (November 2010); '*Camden Development Policies'* (November 2010); and '*Camden Planning Guidance'* (adopted with amendments May 2016).

National Planning Policy Framework (March 2012)

5.2 The *NPPF* states, at paragraph 29, that: "*Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."*

5.3 Paragraph 30 goes on to state that: "*Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which,*

where reasonable to do so, facilitates the use of sustainable modes of transport."

5.4 At paragraph 32, the *NPPF* states 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 limit 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."*

5.5 Paragraph 34 states that: *"Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised."*

5.6 Paragraph 35 states that: *"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, 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; and*
- *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones."*

5.7 Paragraph 39 states: *"If setting local parking standards for residential and non-residential development, local planning authorities should take into account: -*

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *An overall need to reduce the use of high-emission vehicles."*

The London Plan (March 2016)

5.8 The *London Plan* forms the spatial development strategy for London and has been consolidated with alterations since the version adopted in 2011. The Plan sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

5.9 The following provides a summary of Chapter 6 of the *London Plan* which provides details on London's transport.

5.10 **Policy 6.1 Strategic Approach** states that "*The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by: -*

- *Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand; and*
- *Supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity."*

5.11 **Policy 6.3 Assessing Effects of Development on Transport Capacity** states that: -

- *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network;*
- *Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused. The cumulative impacts of development on transport requirements must be taken into account; and*
- *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance."*

5.12 **Policy 6.13 Parking** states that: "*The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, developments in all parts of London must:*

- *Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;*
- *Provide parking for disabled people in line with Table 6.2;*
- *Meet the minimum cycle parking standards set out in Table 6.3; and*
- *Provide for the needs of businesses for delivery and servicing."*

5.13 **Policy 6.13** also recommends the promotion of car-free developments in locations with high public transport accessibility (while still providing for disabled people).

5.14 Para 6.42 states that*: "Parking policy, whether in terms of levels of provision or regulation of on- or off-street parking, can have significant*

effects in influencing transport choices and addressing congestion. It can also affect patterns of development and play an important part in the economic success and liveability of places, particularly town centres."

5.15 It goes on to state that: *"Transport Assessments and Travel Plans for major developments should give details of proposed measures to improve non-car based access, reduce parking and mitigate adverse transport impacts. They will be a key factor in helping boroughs assess development proposals and resultant levels of car parking."*

5.16 Para 6.43 states that: "*PTALs are used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases. TfL may refine how PTALs operate and will consult on any proposed changes to the methodology."*

5.17 Maximum parking standards are set out in the Parking Addendum to Chapter 6 of the *London Plan.* Table 6.3 of the *London Plan* sets out minimum cycle parking standards for B1 office use in inner/central London of one long stay space per 90sqm and one short stay space per 500sqm for the first 5,000sqm of floorspace, whilst in regards to C3 residential use, a minimum of 1 space per studio and 1-bedroom unit, 2 spaces per all other dwellings are required as long-stay, with 1 space per 40 units short stay required.

Mayor of London's SPG: Accessible London: Achieving an Inclusive Environment (October 2014)

5.18 This SPG provides guidance on the policies contained within the *London Plan* regarding the creation and promotion of an accessible and inclusive environment. This includes reference to the requirement for providing

blue badge parking bays as detailed within Paragraph 6.44 of the *London Plan*.

London Freight Plan

5.19 The London Freight Plan (LFP), produced by TfL, is a document that aims to co-ordinate the role of freight in London. It sets out the requirements for new development to produce Delivery and Servicing Plans. These should aim to reduce delivery trips (particularly during peak periods), increase loading bay availability and the use of safe and legal loading facilities.

5.20 Within Part D of the document ('Project 2 – The Delivery Plan'), paragraph D.27 sets out the main elements of any management plan. These are as follows:-

- A plan to reduce the number of trips, particularly in the peak period, justified by a TA that considers the benefits of using consolidation;
- A plan showing when and where deliveries and servicing can take place safely and legally; and
- Details of contractual changes requiring suppliers and servicing companies to reduce the number of trips and to use legal loading facilities. The selection process for supply and servicing contracts will specify Freight Operator Recognition Scheme membership.

LBC '*Core Strategy*' (November 2010)

5.21 The *Core Strategy* sets out the Borough's key planning vision and strategy for the Borough up to 2025, including the Boroughs approach to important issues such as affordable housing, employment space, community facilities, the improvement of the built environment and how the Council will tackle climate change. It is the central part of the Local Development Framework (LDF), which is a group of documents that set out Camden's planning strategy and policies.

5.22 At this time, the Council's Local Plan has not been adopted and the policies contained within the Draft Local Plan can only be given limited consideration when determining planning applications.

5.23 As part of the *Core Strategy*, a number of Borough-wide objectives have been identified to achieve the vision of the *Core Strategy,* with each Core Strategic (CS) policy linked to achieving the following objectives:

1. A sustainable Camden that adapts to a growing population;
2. A strong Camden economy that includes everyone;
3. A connected Camden community where people lead active, healthy lives; and
4. A safe Camden that is a vibrant part of our world city.

5.24 The following CS policies from the *Core Strategy* are pertinent in transport terms.

5.25 **CS11 – Promoting sustainable and efficient travel** states the Council's commitment to promoting the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of tranve, and relieve pressure on the borough's transport network. In regards to making private transport more sustainable, **CS11** outlines hat the Council will "*minimise provision for private parking in new developments, in particular through: car free developments in the boroughs most accessible locations; and car capped developments*".

5.26 **CS13 – Tackling climate change through promoting higher environmental standards** states "*The Council will require all development to take measures to minimise the effects of, and adapt to, climate change and encourage all development to meet the highest feasible environmental standards that are financially viable during construction and occupation by:*

a) Ensuring patterns of land use that minimise the need to travel by car and help support local energy networks;

b) *Promoting the efficient use of land and buildings…*"

LBC '*Camden Development Policies*' (November 2010)

5.27 LBC's *Camden Development Policies (CDP)* document contributes towards delivery the *Core Strategy* by setting out detailed planning policies that the Council will use when determining application for planning permission in the borough to achieve the vision and objections of the *Core Strategy*.

5.28 **Development Policy (DP) 16 The transport implications of development** states: "*The Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links. We will resist development that fails to assess and address any need for:*

a) 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;
b) additional transport capacity off-site (such as improved infrastructure and services) 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;
c) safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development."

5.29 **DP 17 Walking, cycling and public transport** states: "*The Council will promote walking, cycling and public transport use… The Council will*

resist development that would be dependent on travel by private motor vehicles.

5.30 **DP 18 Parking standards and limiting the availability of car parking** states: "*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 Central London Area, the town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.* For car free and car capped developments, the Council will:

b) not issue on-street parking permits; and

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

5.31 **DP 18** also confirms that the Council's parking standards are outlined in Appendix 2 of the document. In regards to C3 residential development, Appendix 2 outlines the following cycle parking standards: 1 space per unit is required for residents with 1 space per 10 units for visitors (from a threshold of 20 units). Car parking standards are quoted as maximums of 0.5 spaces per dwelling in low parking provision areas and a maximum of 1 space per dwelling for the rest of the borough. For B1 business use, Appendix 2 outlines the following cycle parking standards: 1 space per 250sqm (from a threshold of 500sqm) for staff with visitor provision required from a threshold of 500sqm at a minimum of 2 spaces if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% visitors likely to be present at any time. Car parking standards are quoted as maximums of 1 space per 1,500sqm in low parking provision areas and a maximum of 1 space per 1,000sqm for the rest of the borough.

5.32 **DP 19 Managing the impact of parking** states: "*The Council will seek to ensure that the creation of additional car parking spaces will not*

have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces."

LBC '*Camden Planning Guidance*' (adopted with amendments May 2016)

5.33 Camden have prepared a number of *Camden Planning Guidance* (CPG) documents to provide advice and information on how the Council will apply their planning policies, of which CPG7 relates to Transport.

5.34 Para 2.5 of **CPG7** outlines thresholds for development where a Transport Assessment is required as:

a) *"More than 1,000 person trips per day; or*
b) *More than 100 person trips during the morning or evening peak"*

5.35 Further thresholds are outlined but are not applicable for consideration in this assessment.

5.36 Section 5 of **CPG7** relates to car free and car capped developments and states the following key messages:

- *"We expect car free development in the borough's most accessible locations and where a development could lead to on-street parking problems*
- *Legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme."*

5.37 Para 5.3 states: *"Car free and car capped development is successful in Camden because most of the borough has very good access to public transport services. Levels of car ownership are low compared with London generally, and choosing not to own a car can be an attractive lifestyle option".*

5.38 Para 5.5 states: *"Car free or car capped housing may be sought wherever development involves the creation of one or more additional*

dwellings – whether newly built, or created by a conversion or change of use".

5.39 Para 5.7 states: *"Where we seek car free development our parking standards do not apply as no parking is allowed".*

5.40 Para 5.9 states: *"Highly accessible areas are considered to be areas with a public transport accessibility level (PTAL) of 4 and above".*

5.41 Para 5.17 states: "*In order to be able to maintain car-free and car-capped development over the lifetime of a scheme, the developer will be required to enter into a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended), which would permanently remove the entitlement to an on street parking permit for each home created*".

Policy Compliance

5.42 The development proposals involve 16 flats above 334sqm ground floor commercial space. This level of development is below the thresholds for requiring a Transport Assessment, however, this TS has been prepared to outline the transport aspects of the proposals and clarify the impact of the development on the local area.

5.43 The site is located within close walking proximity to local facilities including local shops which will reduce the need to travel. The site is also located in an area of high public transport accessibility (PTAL 5) being within walking distance of bus stops served by a number of local bus routes as well as rail stations in the vicinity. The development in an area such as this therefore complies with current national, regional and local planning policy guidance including the LBC *Core Strategy*.

5.44 The development is proposed to be car-free. No car parking will be provided on-site and residents will be ineligible for applying for parking permits. The car-free nature of the proposals is in accordance with LBC's *Core Strategy* and the *London Plan*, which advocate car free

developments and/or schemes which minimise on-site and off-site car parking provision in areas that are highly accessible by public transport.

5.45 The proposed level of cycle parking (28 spaces) is in accordance with the standards set out in the *CDP* and *London Plan*. The proposed cycle parking provision will act to encourage cycling as a main mode of travel. The site is well located with regards to existing pedestrian and cycle routes/infrastructure. Torriano Avenue accommodates an on-street cycle route which links the site with the wider cycle network including routes identified within the TfL London Cycle Guide.

5.46 The trip attraction section (**Section 6.0**) indicates that the proposals will result in a negligible number of vehicular trips, which are anticipated to be undertaken using nearby car club vehicles, with no peak hour trips anticipated at all. Given the car-free nature of the proposals, the majority of movements are anticipated to be made by public transport whilst there is also ample opportunity to undertake trips on foot or by bicycle. It is therefore considered that the proposed development would not have an adverse impact on the existing highway network from a capacity or highway safety perspective in line with local policy.

5.47 In view of the above, it can be seen that the principle of the proposed development complies with current policy guidance on transport and land use planning at national, regional and local levels.

6.0 TRIP ATTRACTION

Methodology

6.1 This section examines the likely number of person trip movements for the proposed development and the overall impact on the surrounding highway and public transport networks. No account of the existing use trips has been considered at this stage, but since there is an existing use with associated existing trip generation, a net change in person trips would result in a lower number of person trips than that outlined in this section. The analysis can therefore be considered robust.

6.2 As part of this assessment "all person" trip rates have been derived from the TRICS trip rate database (v7.4.1) to determine the likely travel patterns of those travelling to/from the site.

6.3 The weekday peak hour periods of 08:00-09:00 and 17:00-18:00 represent the periods when the highest levels of person trips are anticipated to be attracted by the proposals.

Proposed Trip Attraction – Office Use

6.4 As discussed in **Section 2.0**, the proposals involve creation of 16 flats above 334sqm ground floor commercial space

6.5 The potential person trip attraction of the proposed commercial use has been estimated by examining sites within the B1 'Employment - Office' category of the TRICS database. A total of two sites have been selected based on the following criteria:-

- Office sites located in Greater London;
- Survey undertaken during a weekday and no earlier than 2008;
- GIA of up to 2,500sqm;
- High PTAL (to reflect the high PTAL of the site);

- Limited on-site parking (preferably car-free); and
- Car ownership of below 1.0.

6.6 The number of trips have been calculated based on the proposed 334sqm GIA of the commercial element of the scheme. A summary of the trip rates and the subsequent "all person" trip attraction has been provided in **Table 6.1** below. The extracted details are provided at **Appendix C**.

Table 6.1: Proposed Commercial Trip Rates and Attraction

Existing Office Person Trip Attraction	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Person Trip Rate (per 100sqm)	3.427	0.395	3.822	0.461	3.317	3.778	17.04	16.47	33.52
Person Trip Attraction (334sqm)	11	1	13	2	11	13	57	55	112

Note: discrepancies in totals are as a result of rounding.

6.7 The mode of travel for the office element of the site has been determined from the "Travel to Work – Daytime Population" dataset provided within the 2011 Census database for the Camden 009 Mid layer super output area, within which the site falls (see **Appendix D**). However, since the development will be car free the car driver mode share has been adjusted. For robustness, the car passenger mode share has not been adjusted, although these trips would involve being picked-up/dropped-off and so could be considered diverted trips rather than new trips.

6.8 A breakdown of the adopted commercial mode share is shown in **Table 6.2** below.

Table 6.2: Assumed Future Office Use Mode Share (Source: 2011 Census)

Mode	Share		
	Census	Adjustment	Development
Car Driver	14.2%	-13.7%	0.5%
Car Passenger	1.6%	-	1.6%
Underground	28.8%	+4.8%	33.6%
Rail	17.0%	+2.9%	19.8%
Bus	15.8%	+2.7%	18.5%
Motorcycle	0.8%	-	0.8%
Bicycle	8.8%	+1.5%	10.3%
Walk	11.3%	+1.9%	13.2%
Other	1.7%	-	1.7%
Total	**100.0%**	**-**	**100.0%**

6.9 The adjusted non-vehicular mode shares have been based on the relative proportions of each of these. The resulting percentages have been applied to the predicted total person trip levels identified at **Table 6.1**. The resulting development person trip breakdown is outlined at **Table 6.3** for the office element of the scheme.

Table 6.3: Proposed Office – Multi-Modal Trip Attraction

Existing Office Multi-Modal Trip Attraction	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	0	0	0	0	0	0	0	0	1
Car Passenger	0	0	0	0	0	0	1	1	2
Underground	4	0	4	1	4	4	19	19	38
Rail	2	1	3	0	2	3	11	11	22
Bus	2	0	2	0	2	2	11	10	21
Motorcycle	0	0	0	0	0	0	0	0	1
Bicycle	1	0	1	0	1	1	6	6	12
Walk	2	0	2	0	1	2	8	7	15
Other	0	0	0	0	0	0	1	1	2
Total	**11**	**1**	**13**	**2**	**11**	**13**	**57**	**55**	**112**

Note: discrepancies in totals are as a result of rounding.

Proposed Trip Attraction – Residential Use

6.10 As detailed in **Section 4.0**, the proposed development will also involve 16 flats and will be car-free.

6.11 A similar analysis has been undertaken in determining total person trip rates for the proposed residential element of the scheme as for the commercial elements, examining sites within the C3 'Residential – Flats Privately Owned' category of the TRICS database. A total of four sites have been selected based on the following criteria:-

- Residential sites located in Greater London;
- Survey undertaken during a weekday and no earlier than 2008;
- Fewer than 100 dwellings;
- High PTAL (to reflect the high PTAL of the site);
- Limited on-site parking (parking ratio of below 1:1); and
- Low car ownership.

6.12 The number of trips have been calculated based on the proposed 16 flats for the residential element of the scheme. A summary of the trip rates and the subsequent "all person" trip generation has been provided in **Table 6.4** below. The extracted details are provided at **Appendix C**.

Table 6.4: Proposed Residential Trip Rates and Generation

Existing Office Person Trip Attraction	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Person Trip Rate (per flats)	0.153	0.559	0.712	0.477	0.153	0.630	2.575	2.881	5.456
Person Trip Attraction (16 flats)	2	9	11	8	2	10	41	46	87

Note: discrepancies in totals are as a result of rounding.

6.13 The mode of travel for the residential element of the site has been determined from the "Travel to Work – Resident Population" dataset provided within the 2011 Census database for the Camden 009 Mid layer super output area, within which the site falls (see **Appendix D**). However, since the development will be car free with residents ineligible to apply for a parking permit, the car driver mode share has been adjusted. For robustness, the car passenger mode share has not been adjusted, although these trips would involve being picked-up/dropped-off and so could be considered diverted trips rather than new trips.

6.14 A breakdown of the adopted residential mode share is shown in **Table 6.5** below.

Table 6.5: Assumed Future Residents Use Mode Share (Source: 2011 Census)

Mode	Share		
	Census	Adjustment	Development
Car Driver	9.7%	-9.2%	0.5%
Car Passenger	0.7%	-	0.7%
Underground	30.1%	+3.2%	33.3%
Rail	7.9%	+0.8%	8.7%
Bus	24.0%	+2.5%	26.6%
Motorcycle	0.9%	-	0.9%
Bicycle	10.9%	+1.1%	12.1%
Walk	14.6%	+1.5%	16.1%
Other	1.2%	-	1.2%
Total	**100.0%**	**-**	**100.0%**

6.15 The adjusted non-vehicular mode shares have been based on the relative proportions of each of these. The resulting percentages have been applied to the predicted total person trip levels identified at **Table 6.4**. The resulting development person trip breakdown is outlined at **Table 6.6** for the residential element of the scheme.

Table 6.6: Proposed Residential – Multi-Modal Trip Generation

Proposed Office Multi-Modal Trip Attraction	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	1
Underground	1	3	4	3	1	3	14	15	29
Rail	0	1	1	1	0	1	4	4	8
Bus	1	2	3	2	1	3	11	12	23
Motorcycle	0	0	0	0	0	0	0	0	1
Bicycle	0	1	1	1	0	1	5	6	11
Walk	0	1	2	1	0	2	7	7	14
Other	0	0	0	0	0	0	0	1	1
Total	**2**	**9**	**11**	**8**	**2**	**16**	**41**	**46**	**87**

Note: discrepancies in totals are as a result of rounding.

Total Development Trips

6.16 The total development trips as a result of the proposed scheme has been calculated by combining the potential trip attraction of the offices set out in **Table 6.3** with the proposed trip generation of the residential units in **Table 6.6**. The results are shown in **Table 6.7** below.

Table 6.7: Proposed Development Total Trip Attraction/Generation

Net Difference	Weekday AM Peak (08:00-09:00)			Weekday PM Peak (17:00-18:00)			Weekday 12-hour (07:00-19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	0	0	0	0	0	0	0	1	1
Car Passenger	0	0	0	0	0	0	1	1	2
Underground	5	3	8	3	5	8	33	34	67
Rail	2	1	4	1	2	3	15	15	30
Bus	3	3	5	2	3	5	21	22	44
Motorcycle	0	0	0	0	0	0	1	1	2
Bicycle	1	1	3	1	1	3	11	11	22
Walk	2	2	4	1	2	3	14	15	29
Other	0	0	0	0	0	0	1	1	3
Total	**14**	**10**	**24**	**9**	**14**	**23**	**98**	**101**	**199**

Note: discrepancies in totals are as a result of rounding.

6.17 **Table 6.7** shows that the proposals are likely to result in no vehicle trips during the typical peak hours, which would be expected given the car-free nature of the proposed development. Over the course of a typical day, there may however be a limited number of service/delivery vehicle movements associated with the site, although these are anticipated to be low in frequency and would involve short vehicle dwell times given the scale of development proposed.

6.18 The majority of trips will be undertaken using underground rail services, whilst a number of walking and cycling trips can be anticipated.

6.19 It should be noted that a net change in trips analysis has not been undertaken within this TS, however, there is an existing person trip attraction associated with the existing 10 members of staff at the site, plus visitors and deliveries, which when taken into account, would

result in a lower number of new person trips than outlined in this assessment. The trip analysis is therefore considered robust.

6.20 It is considered that the scheme will not have an adverse impact on the existing highway network from a capacity or safety perspective.

Public Transport Impact

6.21 **Table 6.7** shows that there is likely to be around 5 two-way bus trips and 12 two-way rail trips during the weekday AM peak hour. There are excellent opportunities to access the site via frequent rail services at Kentish Town station, as well as a total of five bus routes and a total of around 59 two-way bus services per hour serving stops in the vicinity of the site. It is therefore considered that these additional numbers will be easily accommodated by existing services, with an average increase well below one passenger per service, and no improvements will be required.

Parking Demand

6.22 The site will essentially be car-free as no general parking will be provided for the proposed development in accordance with the policy requirements of LBC and the *London Plan.*

6.23 It is anticipated that the existing business permits for the site will be retained and re-used for the proposed commercial element of the scheme. Potential occupiers of the commercial units will apply for permits through liaison with LBC. There will therefore be no net change in permits or parking demand for the site as a result.

7.0 CONCLUSIONS

7.1 This Transport Statement has been prepared to support a planning application for the proposed redevelopment of 1 Hampshire Street, London, NW5 2TE for 16 flats above 334sqm ground floor commercial (B1 Offices) use.

7.2 The development will be car-free with no car parking provided on site and residents ineligible to apply for a parking permit to park locally. It is anticipated that the existing business permits for the extant use will be retained for the proposed commercial element of the scheme, however, no net change in the number of permits utilised by the site is anticipated. A total of 28 cycle parking spaces will be provided in line with standards.

7.3 The existing walking, cycling and public transport opportunities have been examined and it is concluded that the proposals would be well accommodated by the existing footway links, cycle routes and facilities as well as bus, National Rail and London Underground services.

7.4 A site specific PTAL analysis indicates the site is in an area of 'Very Good' access to public transport being in a PTAL 5. It is therefore suitably located to benefit from a comprehensive offering of public transport services, whilst the sites location is well situated for access by cycle and on foot.

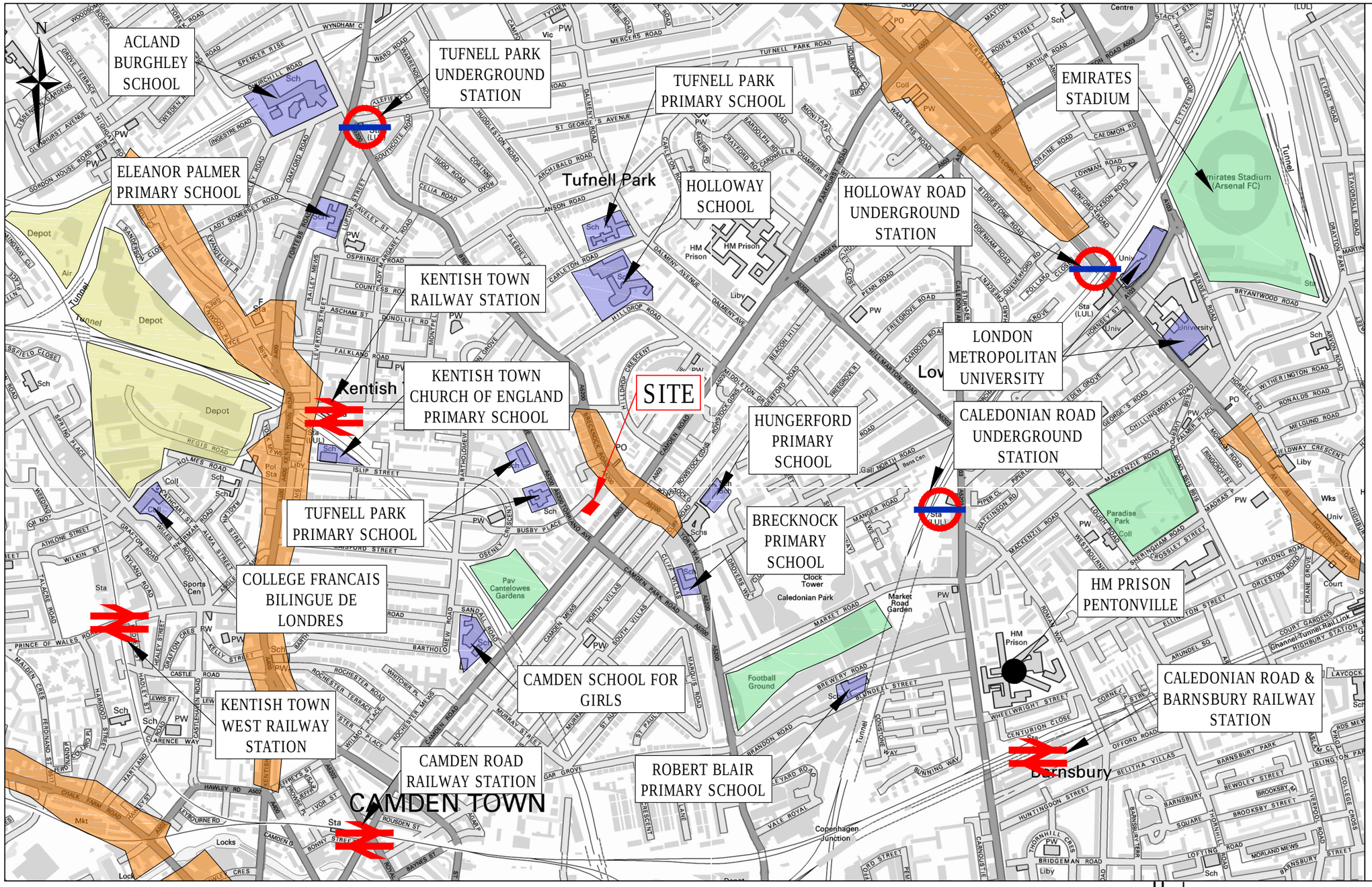
7.5 The proposed scheme is expected to attract up to 24 two-way person trips during each of the weekday peak hours. The majority of these additional trips will be made on foot, by cycle and by public transport. Given the car-free nature of the proposals the number of vehicle trips is anticipated to be very low and likely restricted to delivery/service vehicle movements only. It should be noted that no assessment in the net change in trips has been carried out within this analysis, which

if this were considered, the number of new person trips would be even lower than has been outlined.

7.6 It is considered that the proposed development would not have an adverse impact on the existing highway network from a capacity or highway safety perspective. The surrounding public transport facilities will also be able to suitably accommodate the likely level of increased demand for bus, London Underground and rail travel.

7.7 Overall, it is concluded that the development proposals would not adversely affect the performance of the local highway and public transport networks, accords with local, regional and national planning policies, and should therefore be considered acceptable on highways grounds.

Figures



ISSUED FOR INFORMATION ONLY

REV.	AMENDMENTS	DRN	CHK	APP	DATE

ARDENT CONSULTING ENGINEERS
Suite 207, One Alie Street, London, E1 8DE
t 020 7680 4088 f 020 7488 3736
w www.ardent-ce.co.uk e enquiries@ardent-ce.co.uk

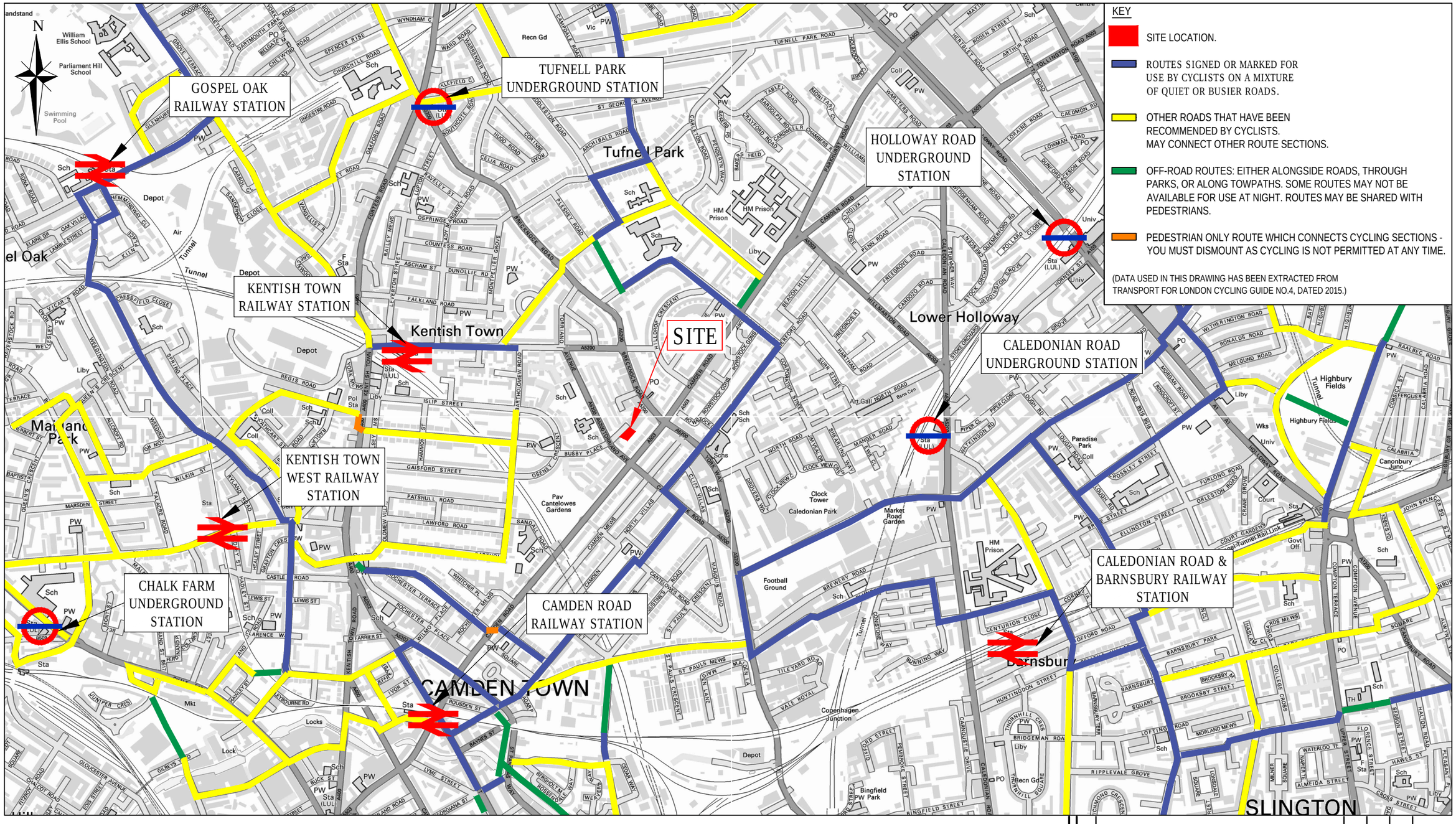
PROJECT TITLE: 1 HAMPSHIRE STREET, LONDON

DRAWING TITLE: LOCATION AND FACILITY PLAN

CLIENT: REDTREE (NORTH LONDON) LTD

SCALE:	DATE:	DESIGNED:
NTS @ A3	FEBRUARY 2017	ADS
DRAWN:	CHECKED:	APPROVED:
ADS	DH	SJH

DRAWING NO. 170740 - FIGURE 1 REV: -



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REV.	AMENDMENTS	DRN	CHK	APP	DATE

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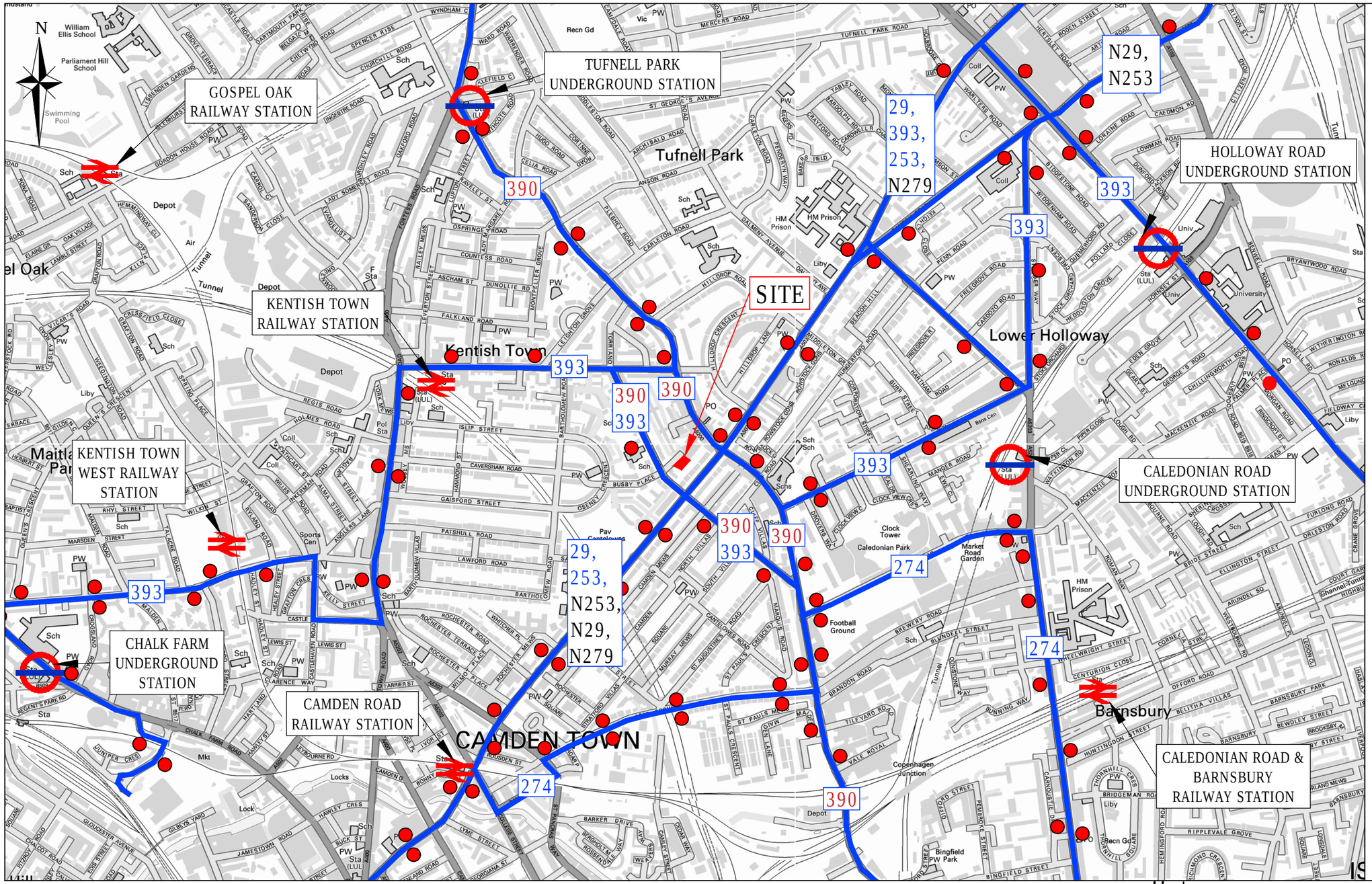
PROJECT TITLE: 1 HAMPSHIRE STREET, LONDON

DRAWING TITLE: CYCLE ROUTES

CLIENT: REDTREE (NORTH LONDON) LTD

SCALE:	DATE:	DESIGNED:
NTS @ A3	FEBRUARY 2017	ADS
DRAWN:	CHECKED:	APPROVED:
ADS	DH	SJH

DRAWING NO. 170740 - FIGURE 2 REV: -



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REV.	AMENDMENTS	DRN	CHK	APP	DATE

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PROJECT TITLE: 1 HAMPSHIRE STREET, LONDON

DRAWING TITLE: BUS ROUTES

CLIENT: REDTREE (NORTH LONDON) LTD

SCALE:	DATE:	DESIGNED:
NTS @ A3	FEBRUARY 2017	ADS
DRAWN:	CHECKED:	APPROVED:
ADS	DH	SJH

DRAWING NO. 170740 - FIGURE 3 REV: -

Drawings

N

SITE

TORRIANO AVE

HAMPSHIRE STREET

BUSBY PL

CAMDEN RD (A503)

KEY:

- SITE BOUNDARY
- PERMIT HOLDERS ONLY CA-M (0830-1830, MON-FRI)
- RED ROUTE NO STOPPING (MON-SAT 7AM-7PM) EXCEPT 10AM-4PM LOADING MAX 20MINS DISABLED MAX 3HRS
- SINGLE YELLOW LINES (NO PARKING BETWEEN 0800 AND 1830 EXCEPT LOADING)
- DOUBLE YELLOW LINES (NO PARKING EXCEPT FOR LOADING)
- RED ROUTE SINGLE LINE (NO STOPPING EXCEPT 10AM-4PM)
- RED ROUTE DOUBLE LINE (NO STOPPING AT ANY TIME)

WORK IN PROGRESS

Rev	Description	Drn	Chk	App	Date

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Client
REDTREE (NORTH LONDON) LTD

Project Title:
1 HAMPSHIRE STREET, LONDON

Drawing Title:
EXISTING WAITING & PARKING RESTRICTIONS

A3 Scale	Date	Designed by
1:500	APRIL 2017	KI
Drawn by	**Checked by**	**Approved by**
KI	DH	SJH

Drawing Number	Rev
170740-001	-

File Location: y:\ardent projects\170740 - 1 hampshire street, london\technical\acad\drawings\170740-001.dwg

Appendix A

PTAL Assessment

HAMPSHIRE STREET, PTAL REVIEW

PUBLIC TRANSPORT ACCESSIBILITY INDEX

	Bus route	Frequency services/ hour	Average walk distance (max 640m)	Walk access time (mins)	Average wait time	Minimum total access time	Equivelent doorstep frequency (EDF)	Accessibility Index - Sum of EDF's with a weighting factor in favour of dominant route
Primary route	29	20.00	287.00	3.59	3.50	7.09	4.23	4.23
	253	15.00	287.00	3.59	4.00	7.59	3.95	1.98
	274	8.00	639.00	7.99	5.75	13.74	2.18	1.09
	393	6.00	132.00	1.65	7.00	8.65	3.47	1.73
	390	10.00	132.00	1.65	5.00	6.65	4.51	2.26

	Train/Tube route	Frequency services/hour	Average walk distance (max 960m)	Walk access time (mins)	Average wait time	Minimum total access time	Equivelent doorstep frequency (EDF)	Accessibility Index - Sum of EDF's with a weighting factor in favour of dominant route
Primary route	(T052-F) Luton - Sutton	1.00	877.00	10.96	30.75	41.71	0.72	0.72
	Bedford - sevenoaks	1.00	877.00	10.96	30.75	41.71	0.72	0.72
	Bedford - Sutton	1.00	877.00	10.96	30.75	41.71	0.72	0.72
	St. Albans City - Sutton	1.00	877.00	10.96	30.75	41.71	0.72	0.72
	(T195-F) Kentish Town - Herne Hill	3.00	877.00	10.96	10.75	21.71	1.38	1.38
	Kentish Town - Sevenoaks	1.00	877.00	10.96	30.75	41.71	0.72	0.72
	(LUL) High Barnet - Morden	9.00	877.00	10.96	4.08	15.05	1.99	1.99
	(LUL) Mill Hill East - Morden	1.00	877.00	10.96	30.75	41.71	0.72	0.72
	(LUL) High Barnet - Kennington	5.00	877.00	10.96	6.75	17.71	1.69	1.69
	(LUL) Mill Hill East - Kennington	2.00	877.00	10.96	15.75	26.71	1.12	1.12

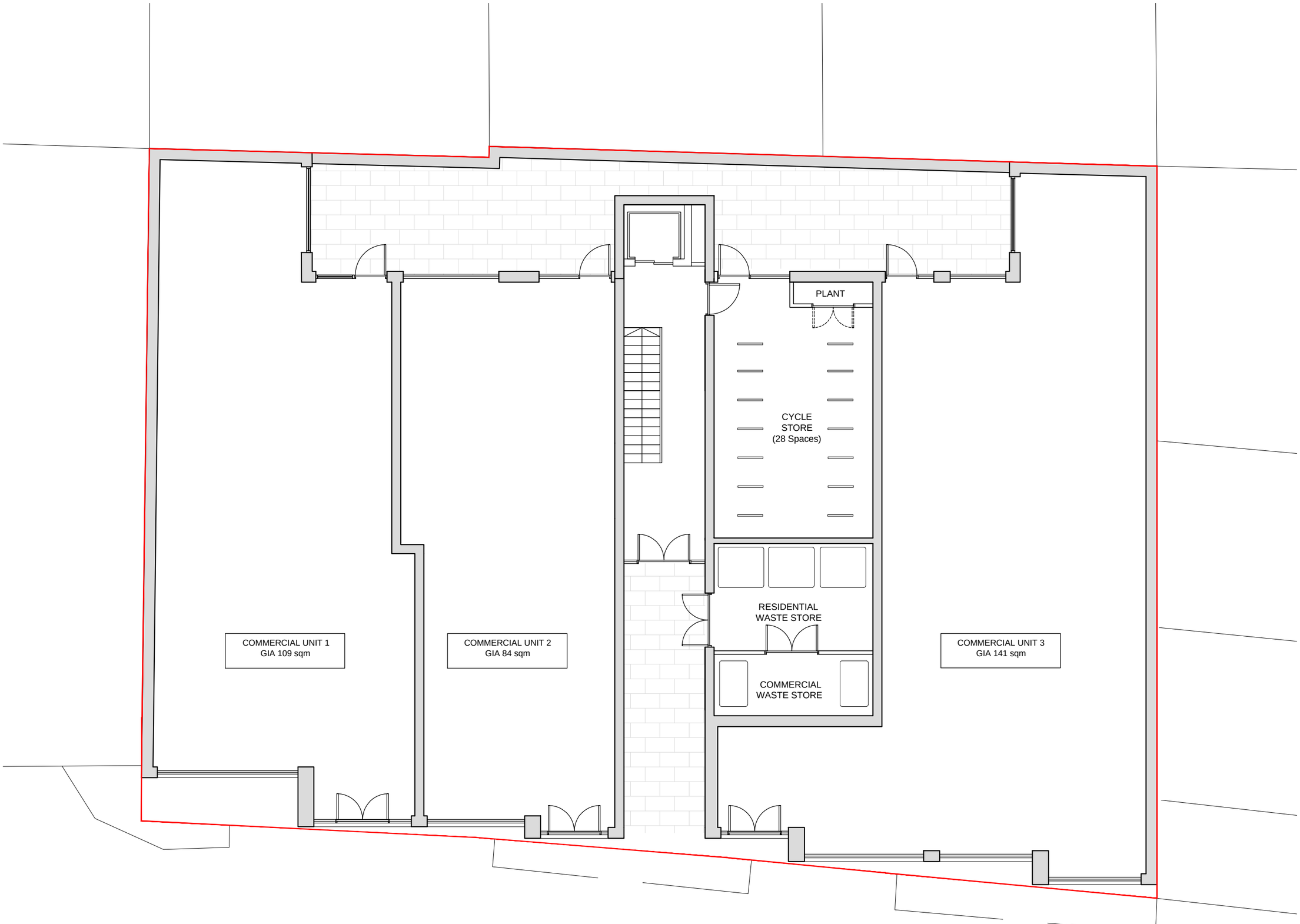
Accesibility Index:	21.80

Accessibility Level	Range of Accessibility Indices	
Low 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
High 6b	40.01 +	Excellent

Using PTAL, adopted by Transport for London to measure relative public transport accessibility to new development, the site falls into accessibility level – 5

Appendix B

Site Layout Plan



PROPOSED GROUND FLOOR PLAN

SCALE 1:100

0 1 2 3 4 5M

1:100

N

NOTES

SITE BOUNDARY

drawing status:	P L A N N I N G

revision:	description:	date:
P.01	Issued for PLANNING	19.05.17

P L A N N I N G

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project:	**17-010** - 1 Hampshire Street, London NW5 2TE		
drawing:	PROPOSED GROUND FLOOR PLAN		
date:	26.01.17	drawn by: LM	check: CC
scale:	1:100@A3	drwg no.: 310	rev. no.: P.01

Appendix C

TRICS Outputs

Ardent Consulting Engineers Suite 207, One Alie Street London E1 8DE Licence No: 437201

Calculation Reference: AUDIT-437201-170426-0440

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	2 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	1215 to 1951 (units: sqm)
Range Selected by User:	408 to 2500 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/13

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:

Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3

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

Selected Location Sub Categories:

Commercial Zone	1
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.

Secondary Filtering selection:

Use Class:

B1	3 days

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

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	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
0.6 to 1.0	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

4 Good	1 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-01	OFFICES		CITY OF LONDON
	50 CANNON STREET			
	CITY OF LONDON			
	BANK			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1386 sqm	
	Survey date: WEDNESDAY		21/10/09	Survey Type: MANUAL
2	CI-02-A-03	OFFICES		CITY OF LONDON
	MONUMENT STREET			
	MONUMENT			
	CITY OF LONDON			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		1951 sqm	
	Survey date: FRIDAY		29/11/13	Survey Type: MANUAL
3	WH-02-A-02	OFFICES		WANDSWORTH
	BATTERSEA PARK ROAD			
	BATTERSEA			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1215 sqm	
	Survey date: THURSDAY		10/05/12	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.176	3	1517	0.088	3	1517	0.264
08:00 - 09:00	3	1517	0.176	3	1517	0.088	3	1517	0.264
09:00 - 10:00	3	1517	0.132	3	1517	0.044	3	1517	0.176
10:00 - 11:00	3	1517	0.110	3	1517	0.110	3	1517	0.220
11:00 - 12:00	3	1517	0.110	3	1517	0.154	3	1517	0.264
12:00 - 13:00	3	1517	0.110	3	1517	0.066	3	1517	0.176
13:00 - 14:00	3	1517	0.022	3	1517	0.044	3	1517	0.066
14:00 - 15:00	3	1517	0.110	3	1517	0.110	3	1517	0.220
15:00 - 16:00	3	1517	0.044	3	1517	0.088	3	1517	0.132
16:00 - 17:00	3	1517	0.132	3	1517	0.154	3	1517	0.286
17:00 - 18:00	3	1517	0.198	3	1517	0.264	3	1517	0.462
18:00 - 19:00	3	1517	0.066	3	1517	0.154	3	1517	0.220
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.386			1.364			2.750

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.088	3	1517	0.066	3	1517	0.154
08:00 - 09:00	3	1517	0.066	3	1517	0.088	3	1517	0.154
09:00 - 10:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
10:00 - 11:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
11:00 - 12:00	3	1517	0.044	3	1517	0.044	3	1517	0.088
12:00 - 13:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
13:00 - 14:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
14:00 - 15:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
15:00 - 16:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
16:00 - 17:00	3	1517	0.044	3	1517	0.044	3	1517	0.088
17:00 - 18:00	3	1517	0.154	3	1517	0.110	3	1517	0.264
18:00 - 19:00	3	1517	0.044	3	1517	0.088	3	1517	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.440			0.440			0.880

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
08:00 - 09:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
09:00 - 10:00	3	1517	0.022	3	1517	0.022	3	1517	0.044
10:00 - 11:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
11:00 - 12:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
12:00 - 13:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
13:00 - 14:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
14:00 - 15:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
15:00 - 16:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
16:00 - 17:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
17:00 - 18:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
18:00 - 19:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
08:00 - 09:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
09:00 - 10:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
10:00 - 11:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
11:00 - 12:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
12:00 - 13:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
13:00 - 14:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
14:00 - 15:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
15:00 - 16:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
16:00 - 17:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
17:00 - 18:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
18:00 - 19:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
19:00 - 20:00									
20:00 - 21:00									
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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.066	3	1517	0.000	3	1517	0.066
08:00 - 09:00	3	1517	0.132	3	1517	0.000	3	1517	0.132
09:00 - 10:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
10:00 - 11:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
11:00 - 12:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
12:00 - 13:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
13:00 - 14:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
14:00 - 15:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
15:00 - 16:00	3	1517	0.066	3	1517	0.022	3	1517	0.088
16:00 - 17:00	3	1517	0.000	3	1517	0.044	3	1517	0.044
17:00 - 18:00	3	1517	0.000	3	1517	0.132	3	1517	0.132
18:00 - 19:00	3	1517	0.000	3	1517	0.088	3	1517	0.088
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.286			0.550

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.242	3	1517	0.044	3	1517	0.286
08:00 - 09:00	3	1517	0.198	3	1517	0.044	3	1517	0.242
09:00 - 10:00	3	1517	0.132	3	1517	0.044	3	1517	0.176
10:00 - 11:00	3	1517	0.110	3	1517	0.110	3	1517	0.220
11:00 - 12:00	3	1517	0.110	3	1517	0.110	3	1517	0.220
12:00 - 13:00	3	1517	0.110	3	1517	0.066	3	1517	0.176
13:00 - 14:00	3	1517	0.022	3	1517	0.044	3	1517	0.066
14:00 - 15:00	3	1517	0.154	3	1517	0.110	3	1517	0.264
15:00 - 16:00	3	1517	0.066	3	1517	0.110	3	1517	0.176
16:00 - 17:00	3	1517	0.132	3	1517	0.154	3	1517	0.286
17:00 - 18:00	3	1517	0.198	3	1517	0.395	3	1517	0.593
18:00 - 19:00	3	1517	0.066	3	1517	0.242	3	1517	0.308
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.540			1.473			3.013

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.264	3	1517	0.022	3	1517	0.286
08:00 - 09:00	3	1517	0.549	3	1517	0.220	3	1517	0.769
09:00 - 10:00	3	1517	0.791	3	1517	0.461	3	1517	1.252
10:00 - 11:00	3	1517	0.593	3	1517	0.571	3	1517	1.164
11:00 - 12:00	3	1517	0.373	3	1517	0.747	3	1517	1.120
12:00 - 13:00	3	1517	1.867	3	1517	2.373	3	1517	4.240
13:00 - 14:00	3	1517	1.977	3	1517	1.538	3	1517	3.515
14:00 - 15:00	3	1517	1.340	3	1517	0.769	3	1517	2.109
15:00 - 16:00	3	1517	0.571	3	1517	0.813	3	1517	1.384
16:00 - 17:00	3	1517	0.308	3	1517	0.725	3	1517	1.033
17:00 - 18:00	3	1517	0.176	3	1517	0.615	3	1517	0.791
18:00 - 19:00	3	1517	0.154	3	1517	0.198	3	1517	0.352
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.963			9.052			18.015

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.308	3	1517	0.000	3	1517	0.308
08:00 - 09:00	3	1517	0.615	3	1517	0.044	3	1517	0.659
09:00 - 10:00	3	1517	0.198	3	1517	0.000	3	1517	0.198
10:00 - 11:00	3	1517	0.088	3	1517	0.022	3	1517	0.110
11:00 - 12:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
12:00 - 13:00	3	1517	0.066	3	1517	0.022	3	1517	0.088
13:00 - 14:00	3	1517	0.066	3	1517	0.022	3	1517	0.088
14:00 - 15:00	3	1517	0.066	3	1517	0.154	3	1517	0.220
15:00 - 16:00	3	1517	0.000	3	1517	0.176	3	1517	0.176
16:00 - 17:00	3	1517	0.000	3	1517	0.264	3	1517	0.264
17:00 - 18:00	3	1517	0.022	3	1517	0.571	3	1517	0.593
18:00 - 19:00	3	1517	0.000	3	1517	0.132	3	1517	0.132
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.429			1.407			2.836

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.835	3	1517	0.000	3	1517	0.835
08:00 - 09:00	3	1517	1.933	3	1517	0.088	3	1517	2.021
09:00 - 10:00	3	1517	1.033	3	1517	0.000	3	1517	1.033
10:00 - 11:00	3	1517	0.330	3	1517	0.066	3	1517	0.396
11:00 - 12:00	3	1517	0.286	3	1517	0.022	3	1517	0.308
12:00 - 13:00	3	1517	0.044	3	1517	0.088	3	1517	0.132
13:00 - 14:00	3	1517	0.088	3	1517	0.154	3	1517	0.242
14:00 - 15:00	3	1517	0.110	3	1517	0.154	3	1517	0.264
15:00 - 16:00	3	1517	0.000	3	1517	0.461	3	1517	0.461
16:00 - 17:00	3	1517	0.044	3	1517	1.098	3	1517	1.142
17:00 - 18:00	3	1517	0.066	3	1517	1.604	3	1517	1.670
18:00 - 19:00	3	1517	0.088	3	1517	0.527	3	1517	0.615
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.857			4.262			9.119

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
08:00 - 09:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
09:00 - 10:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
10:00 - 11:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
11:00 - 12:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
12:00 - 13:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
13:00 - 14:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
14:00 - 15:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
15:00 - 16:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
16:00 - 17:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
17:00 - 18:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
18:00 - 19:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
19:00 - 20:00									
20:00 - 21:00									
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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	1.142	3	1517	0.000	3	1517	1.142
08:00 - 09:00	3	1517	2.548	3	1517	0.132	3	1517	2.680
09:00 - 10:00	3	1517	1.230	3	1517	0.000	3	1517	1.230
10:00 - 11:00	3	1517	0.417	3	1517	0.088	3	1517	0.505
11:00 - 12:00	3	1517	0.286	3	1517	0.022	3	1517	0.308
12:00 - 13:00	3	1517	0.110	3	1517	0.110	3	1517	0.220
13:00 - 14:00	3	1517	0.154	3	1517	0.176	3	1517	0.330
14:00 - 15:00	3	1517	0.176	3	1517	0.308	3	1517	0.484
15:00 - 16:00	3	1517	0.000	3	1517	0.637	3	1517	0.637
16:00 - 17:00	3	1517	0.044	3	1517	1.362	3	1517	1.406
17:00 - 18:00	3	1517	0.088	3	1517	2.175	3	1517	2.263
18:00 - 19:00	3	1517	0.088	3	1517	0.659	3	1517	0.747
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.283			5.669			11.952

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1517	1.714	3	1517	0.066	3	1517	1.780
08:00 - 09:00	3	1517	3.427	3	1517	0.395	3	1517	3.822
09:00 - 10:00	3	1517	2.153	3	1517	0.505	3	1517	2.658
10:00 - 11:00	3	1517	1.120	3	1517	0.769	3	1517	1.889
11:00 - 12:00	3	1517	0.769	3	1517	0.879	3	1517	1.648
12:00 - 13:00	3	1517	2.087	3	1517	2.548	3	1517	4.635
13:00 - 14:00	3	1517	2.153	3	1517	1.757	3	1517	3.910
14:00 - 15:00	3	1517	1.670	3	1517	1.186	3	1517	2.856
15:00 - 16:00	3	1517	0.703	3	1517	1.582	3	1517	2.285
16:00 - 17:00	3	1517	0.483	3	1517	2.285	3	1517	2.768
17:00 - 18:00	3	1517	0.461	3	1517	3.317	3	1517	3.778
18:00 - 19:00	3	1517	0.308	3	1517	1.186	3	1517	1.494
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			17.048			16.475			33.523

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/09 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-437201-170424-0458

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HG	HARINGEY	1 days
	IS	ISLINGTON	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	SK	SOUTHWARK	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
Actual Range: 9 to 72 (units:)
Range Selected by User: 9 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 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:

Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 1 mile:

5,001 to 10,000	1 days
50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	3 days

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

PTAL Rating:

4 Good	1 days
5 Very Good	1 days
6a Excellent	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

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

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

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

3 KN-03-C-03 BLOCK OF FLATS KENSINGTON AND CHELSEA
ALLEN STREET

KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY 11/05/12 Survey Type: MANUAL

4 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HK-03-C-03	Parking
SK-03-C-01	Parking
WH-03-C-01	Parking

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	4	35	0.014	4	35	0.064	4	35	0.078
08:00 - 09:00	4	35	0.029	4	35	0.143	4	35	0.172
09:00 - 10:00	4	35	0.014	4	35	0.043	4	35	0.057
10:00 - 11:00	4	35	0.029	4	35	0.029	4	35	0.058
11:00 - 12:00	4	35	0.007	4	35	0.014	4	35	0.021
12:00 - 13:00	4	35	0.050	4	35	0.029	4	35	0.079
13:00 - 14:00	4	35	0.029	4	35	0.014	4	35	0.043
14:00 - 15:00	4	35	0.043	4	35	0.050	4	35	0.093
15:00 - 16:00	4	35	0.071	4	35	0.043	4	35	0.114
16:00 - 17:00	4	35	0.057	4	35	0.021	4	35	0.078
17:00 - 18:00	4	35	0.079	4	35	0.021	4	35	0.100
18:00 - 19:00	4	35	0.057	4	35	0.029	4	35	0.086
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:			0.479			0.500			0.979

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.000	4	35	0.000
08:00 - 09:00	4	35	0.007	4	35	0.000	4	35	0.007
09:00 - 10:00	4	35	0.000	4	35	0.000	4	35	0.000
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.000	4	35	0.000	4	35	0.000
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.007	4	35	0.007
15:00 - 16:00	4	35	0.000	4	35	0.000	4	35	0.000
16:00 - 17:00	4	35	0.000	4	35	0.000	4	35	0.000
17:00 - 18:00	4	35	0.000	4	35	0.000	4	35	0.000
18:00 - 19:00	4	35	0.007	4	35	0.007	4	35	0.014
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:			0.014			0.014			0.028

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.000	4	35	0.000
08:00 - 09:00	4	35	0.000	4	35	0.000	4	35	0.000
09:00 - 10:00	4	35	0.000	4	35	0.000	4	35	0.000
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.000	4	35	0.000	4	35	0.000
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.000	4	35	0.000
15:00 - 16:00	4	35	0.000	4	35	0.000	4	35	0.000
16:00 - 17:00	4	35	0.000	4	35	0.000	4	35	0.000
17:00 - 18:00	4	35	0.000	4	35	0.000	4	35	0.000
18:00 - 19:00	4	35	0.000	4	35	0.000	4	35	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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.000	4	35	0.000
08:00 - 09:00	4	35	0.000	4	35	0.000	4	35	0.000
09:00 - 10:00	4	35	0.000	4	35	0.000	4	35	0.000
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.000	4	35	0.000	4	35	0.000
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.000	4	35	0.000
15:00 - 16:00	4	35	0.000	4	35	0.000	4	35	0.000
16:00 - 17:00	4	35	0.000	4	35	0.000	4	35	0.000
17:00 - 18:00	4	35	0.000	4	35	0.000	4	35	0.000
18:00 - 19:00	4	35	0.000	4	35	0.000	4	35	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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.007	4	35	0.007
08:00 - 09:00	4	35	0.000	4	35	0.014	4	35	0.014
09:00 - 10:00	4	35	0.007	4	35	0.007	4	35	0.014
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.007	4	35	0.000	4	35	0.007
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.000	4	35	0.000
15:00 - 16:00	4	35	0.000	4	35	0.000	4	35	0.000
16:00 - 17:00	4	35	0.007	4	35	0.007	4	35	0.014
17:00 - 18:00	4	35	0.007	4	35	0.000	4	35	0.007
18:00 - 19:00	4	35	0.000	4	35	0.000	4	35	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:			0.062			0.035			0.097

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.021	4	35	0.086	4	35	0.107
08:00 - 09:00	4	35	0.036	4	35	0.286	4	35	0.322
09:00 - 10:00	4	35	0.029	4	35	0.064	4	35	0.093
10:00 - 11:00	4	35	0.029	4	35	0.029	4	35	0.058
11:00 - 12:00	4	35	0.007	4	35	0.014	4	35	0.021
12:00 - 13:00	4	35	0.057	4	35	0.029	4	35	0.086
13:00 - 14:00	4	35	0.029	4	35	0.014	4	35	0.043
14:00 - 15:00	4	35	0.057	4	35	0.050	4	35	0.107
15:00 - 16:00	4	35	0.179	4	35	0.050	4	35	0.229
16:00 - 17:00	4	35	0.093	4	35	0.021	4	35	0.114
17:00 - 18:00	4	35	0.100	4	35	0.021	4	35	0.121
18:00 - 19:00	4	35	0.029	4	35	0.043	4	35	0.072
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:			0.666			0.707			1.373

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.029	4	35	0.057	4	35	0.086
08:00 - 09:00	4	35	0.021	4	35	0.143	4	35	0.164
09:00 - 10:00	4	35	0.007	4	35	0.064	4	35	0.071
10:00 - 11:00	4	35	0.029	4	35	0.057	4	35	0.086
11:00 - 12:00	4	35	0.043	4	35	0.021	4	35	0.064
12:00 - 13:00	4	35	0.050	4	35	0.014	4	35	0.064
13:00 - 14:00	4	35	0.029	4	35	0.071	4	35	0.100
14:00 - 15:00	4	35	0.029	4	35	0.021	4	35	0.050
15:00 - 16:00	4	35	0.071	4	35	0.000	4	35	0.071
16:00 - 17:00	4	35	0.064	4	35	0.043	4	35	0.107
17:00 - 18:00	4	35	0.086	4	35	0.100	4	35	0.186
18:00 - 19:00	4	35	0.086	4	35	0.029	4	35	0.115
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:			0.716			0.723			1.439

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.007	4	35	0.129	4	35	0.136
08:00 - 09:00	4	35	0.021	4	35	0.143	4	35	0.164
09:00 - 10:00	4	35	0.007	4	35	0.029	4	35	0.036
10:00 - 11:00	4	35	0.000	4	35	0.021	4	35	0.021
11:00 - 12:00	4	35	0.029	4	35	0.000	4	35	0.029
12:00 - 13:00	4	35	0.036	4	35	0.014	4	35	0.050
13:00 - 14:00	4	35	0.021	4	35	0.007	4	35	0.028
14:00 - 15:00	4	35	0.007	4	35	0.021	4	35	0.028
15:00 - 16:00	4	35	0.029	4	35	0.007	4	35	0.036
16:00 - 17:00	4	35	0.036	4	35	0.021	4	35	0.057
17:00 - 18:00	4	35	0.093	4	35	0.014	4	35	0.107
18:00 - 19:00	4	35	0.086	4	35	0.007	4	35	0.093
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:			0.475			0.482			0.957

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.057	4	35	0.057
08:00 - 09:00	4	35	0.014	4	35	0.071	4	35	0.085
09:00 - 10:00	4	35	0.000	4	35	0.064	4	35	0.064
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.014	4	35	0.014
12:00 - 13:00	4	35	0.007	4	35	0.007	4	35	0.014
13:00 - 14:00	4	35	0.014	4	35	0.029	4	35	0.043
14:00 - 15:00	4	35	0.021	4	35	0.014	4	35	0.035
15:00 - 16:00	4	35	0.007	4	35	0.000	4	35	0.007
16:00 - 17:00	4	35	0.007	4	35	0.000	4	35	0.007
17:00 - 18:00	4	35	0.071	4	35	0.007	4	35	0.078
18:00 - 19:00	4	35	0.093	4	35	0.007	4	35	0.100
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:			0.406			0.304			0.710

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.000	4	35	0.000
08:00 - 09:00	4	35	0.000	4	35	0.000	4	35	0.000
09:00 - 10:00	4	35	0.000	4	35	0.000	4	35	0.000
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.000	4	35	0.000	4	35	0.000
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.000	4	35	0.000
15:00 - 16:00	4	35	0.000	4	35	0.000	4	35	0.000
16:00 - 17:00	4	35	0.000	4	35	0.000	4	35	0.000
17:00 - 18:00	4	35	0.000	4	35	0.000	4	35	0.000
18:00 - 19:00	4	35	0.000	4	35	0.000	4	35	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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.007	4	35	0.186	4	35	0.193
08:00 - 09:00	4	35	0.036	4	35	0.214	4	35	0.250
09:00 - 10:00	4	35	0.007	4	35	0.093	4	35	0.100
10:00 - 11:00	4	35	0.000	4	35	0.021	4	35	0.021
11:00 - 12:00	4	35	0.029	4	35	0.014	4	35	0.043
12:00 - 13:00	4	35	0.043	4	35	0.021	4	35	0.064
13:00 - 14:00	4	35	0.036	4	35	0.036	4	35	0.072
14:00 - 15:00	4	35	0.029	4	35	0.036	4	35	0.065
15:00 - 16:00	4	35	0.036	4	35	0.007	4	35	0.043
16:00 - 17:00	4	35	0.043	4	35	0.021	4	35	0.064
17:00 - 18:00	4	35	0.164	4	35	0.021	4	35	0.185
18:00 - 19:00	4	35	0.179	4	35	0.014	4	35	0.193
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:			0.884			0.787			1.671

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.057	4	35	0.336	4	35	0.393
08:00 - 09:00	4	35	0.093	4	35	0.657	4	35	0.750
09:00 - 10:00	4	35	0.050	4	35	0.229	4	35	0.279
10:00 - 11:00	4	35	0.057	4	35	0.107	4	35	0.164
11:00 - 12:00	4	35	0.079	4	35	0.050	4	35	0.129
12:00 - 13:00	4	35	0.157	4	35	0.064	4	35	0.221
13:00 - 14:00	4	35	0.093	4	35	0.121	4	35	0.214
14:00 - 15:00	4	35	0.114	4	35	0.107	4	35	0.221
15:00 - 16:00	4	35	0.286	4	35	0.057	4	35	0.343
16:00 - 17:00	4	35	0.207	4	35	0.093	4	35	0.300
17:00 - 18:00	4	35	0.357	4	35	0.143	4	35	0.500
18:00 - 19:00	4	35	0.293	4	35	0.086	4	35	0.379
19:00 - 20:00	1	29	0.379	1	29	0.069	1	29	0.448
20:00 - 21:00	1	29	0.103	1	29	0.138	1	29	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.325			2.257			4.582

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 - 72 (units:)
Survey date date range:	01/01/09 - 23/04/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.

Appendix D

Census Data

2011 Census Database - Method of Travel to Work (Workplace Population)

WP703EW - Method of Travel to Work (2001 Specification)	Camden 9 MSOA2011
All People	3056
Works mainly at or from home	531
Underground, metro, light rail or tram	727
Train	429
Bus, minibus or coach	399
Taxi or minicab	14
Driving a car or van	359
Passenger in a car or van	40
Motorcycle, scooter or moped	19
Bicycle	223
On foot	286
Other	29

Method of Travel to Work (UV37)	Camden 9 MSOA2011	Share	Adjustment	Adopted Share
Car Driver	359	14.2%	-13.7%	0.5%
Car Passenger	40	1.6%	-	1.6%
Underground	727	28.8%	4.8%	33.6%
Rail	429	17.0%	2.9%	19.8%
Bus	399	15.8%	2.7%	18.5%
Motorcycle	19	0.8%	-	0.8%
Bicycle	223	8.8%	1.5%	10.3%
Walk	286	11.3%	1.9%	13.2%
Other Method of Travel to Work	43	1.7%	-	1.7%
Total	2525	100.0%	0.0%	100.1%

2011 Census Database - Method of Travel to Work (Resident Population)

Method of Travel to Work (QS701EW)				Camden 9 MSOA	Camden London Borough	London Region	England Country
All Usual Residents Aged 16 to 74	Count	Persons	Mar-11	6919	173833	6117482	38881374
Work Mainly at or From Home	Count	Persons	Mar-11	333	8984	202679	1349568
Underground, Metro, Light Rail, Tram	Count	Persons	Mar-11	1284	37305	902263	1027625
Train	Count	Persons	Mar-11	336	7089	532720	1343684
Bus, Minibus or Coach	Count	Persons	Mar-11	1024	16076	561605	1886539
Taxi	Count	Persons	Mar-11	20	770	20314	131465
Motorcycle, Scooter or Moped	Count	Persons	Mar-11	39	1237	45976	206550
Driving a Car or Van	Count	Persons	Mar-11	412	10904	1120826	14345882
Passenger in a Car or Van	Count	Persons	Mar-11	28	793	69659	1264553
Bicycle	Count	Persons	Mar-11	466	7072	161705	742675
On Foot	Count	Persons	Mar-11	620	17641	352612	2701453
Other Method of Travel to Work	Count	Persons	Mar-11	30	1095	28538	162727
Not in Employment	Count	Persons	Mar-11	2327	64867	2118585	13718653

Method of Travel to Work, 2011 (QS701EW), Mar11	LastUpdated	30-Jan-13
Method of Travel to Work, 2011 (QS701EW), Mar11	Source	Office for National Statistics
Method of Travel to Work (QS701EW)	National Statistics	

Method of Travel to Work (QS701EW)	Kentish Town Ward	Share	Adjustment	Adopted Share
Car Driver	412	9.7%	-9.2%	0.5%
Car Passenger	28	0.7%	-	0.7%
Underground	1284	30.1%	3.2%	33.3%
Rail	336	7.9%	0.8%	8.7%
Bus	1024	24.0%	2.5%	26.6%
Motorcycle	39	0.9%	-	0.9%
Bicycle	466	10.9%	1.1%	12.1%
Walk	620	14.6%	1.5%	16.1%
Other Method of Travel to Work	50	1.2%	-	1.2%
Total	4259	100.0%	0.0%	100.1%