REPORT

Transport Statement

Gondar Gardens Reservoir Site

Client: LifeCare Residences Ltd

Reference: T&PPB81820R001D0.1
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Date: 27 July 2018

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1 Introduction

1.1 General

1.1.1 Royal HaskoningDHV were commissioned by LifeCare Residences Ltd (the Client) to provide transport and highways consultancy advice in relation to a proposed residential development on the site of a former reservoir on Gondar Gardens within the London Borough of Camden (LBC).

1.1.2 The purpose of this Transport Statement (TS) is to consider the transport and highways engineering implications of the proposed redevelopment of the site. This TS is prepared in support of the planning application submission.

1.1.3 A site location plan can be seen in **Insert 1.1.**

Insert 1.1 Site Location Plan

1.2 Proposed Development

1.2.1 The proposals encompass the redevelopment of reservoir street frontage to provide 28 residential units in 2 blocks from lower ground to 3rd floors, following substantial demolition of roof and internal structure of reservoir and subsequent re-landscaping.

1.2.2 The development will be car-free, with no residential parking spaces provided on site. Cycle parking will be provided in excess of policy requirements, with 72 spaces.

1.3 Pre-application Meeting

1.3.1 A pre-application meeting was held with the London Borough of Camden (LBC), to discuss the scheme, this response dated 02/07/2018 can be seen at **Appendix A.**

1.3.2 A key transport consideration in the response was the car and cycle parking provision. Local Plan policy T2 was noted, which specifies that the Council will limit on-site parking to spaces designated for disabled parking and, where necessary, servicing. Cycle parking must also be provided in line with the London Plan (2016) standards.

1.4 Planning History

1.4.1 An application was submitted in 2011 (2011/0395/P) which sought permission for 16 four-bedroom dwellings. The application was refused although this was not on highways grounds. The proposals have since changed and comments received from the last application have been considered within the proposals.

1.4.2 A second application was submitted in 2013 (2013/7585/P) which sought permission for 28 residential units with 19 basement car parking spaces. The application was originally refused on 7th March 2014, however, approved following an appeal on 16th December 2015. Royal HaskoningDHV were involved in preparing the original Transport Statement for the scheme, alongside the addendum Transport Statement. This application was never implemented and has now expired.

1.4.3 In 2015 a request for scoping advise was submitted for a new scheme comprising 82 dwellings with a mix of unit size and tenures, with an underground car park. Following this, in 2017 an application was submitted (2017/6045/P) which sought permission for 82 self-contained extra care apartments (class C2), a 15-bed nursing home (Class C2), and associated facilities including exercise pool, gym, therapy rooms and cinema. Cycle storage, car parking and amenity space would also be provided. This application was refused and is currently undergoing an appeal.

1.5 Report Scope

1.5.1 Following this introductory section, the report will be structured as follows:

- **Section 2:** Policy Framework;
- **Section 3:** Baseline Conditions;
- **Section 4:** Development Proposals;
- **Section 5:** Multi-Modal Trip Generation;
- **Section 6:** Travel Plan; and
- **Section 7:** Summary and Conclusion.

1.5.2 All technical appendices and figures are included at the end of this report.

2 Policy Framework

2.1 General

2.1.1 This section provides a review of the relevant national, regional and local policy requirements relevant to the proposed development.

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) was published in July 2018 by the 'Ministry of Housing, Communities and Local Government' and is the primary source of national planning guidance in England.

2.2.2 The NPPF contains the Government's strategies for economic, social and environmental planning policies in England and it is designed to be a single, tightly focused document.

2.2.3 At the heart of the NPPF is a "*presumption in favour of sustainable development*", which for decision making means:

> *"c) approving development proposals that accord with an up-to-date development plan without delay; or*
>
> *d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
>
> *i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed6; or*
>
> *ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.2.4 Under the heading 'Promoting Sustainable Transport' paragraphs 102 and 103 of the NPPF requires the planning system to actively manage patterns of growth in order to address the potential impacts of development on transport networks.

2.2.5 Paragraph 109 of the NPPF states that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

2.2.6 Paragraph 111 of the NPPF states that *"all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.2.7 This Transport Statement will assess the likely impacts of the proposed development on the surrounding transport infrastructure.

2.2.8 A Travel Plan has been prepared for the Proposed Development and is submitted with the planning application as a stand alone document.

Planning Practice Guidance (PPG) (2014)

2.2.9 The Planning Practice Guidance (PPG) section on 'Travel Plans, Transport Assessments and Statements in Decision-Taking' provides concise guidance on the use, importance of, and content to be provided within Transport Assessments, Transport Statements and Travel Plans.

2.2.10 These can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.

2.2.11 The Guidance states that Transport Assessments, Transport Statements and Travel Plans should be proportionate to the size and scope of the Proposed Development, be tailored to local circumstances and be established at the earliest practicable possible stage of a development proposal.

2.3 Regional Plan

The London Plan (2016)

2.3.1 Chapter 6 of the London Plan (2016) sets out the cycle and car parking standards to be adopted within London.

2.3.2 For cycle parking, the minimum standards are:

- Residential
  - Long Stay = 1 per studio and 1 bed unit and 2 per all other units; and
  - Short Stay = 1 per 40 units.

2.3.3 For car parking, the standards are:

- C3 Residential = 1-2 bedroom houses: less than 1 space per unit.

The Draft London Plan (2018)

2.3.4 The Draft London Plan (2018) was published for consultation in December 2017, and is currently out in draft form. The proposed cycle parking standards for residential units are as follows:

- C3 Residential
  - Long Stay = 1 per studio unit, 1.5 spaces per 1 bed and 2 per all other units; and
  - Short Stay = 1 space per 40 units.

Mayor of London's Draft Transport Strategy (2018)

2.3.5 The Mayor's Transport Strategy is the statutory document that sets out the policies and proposals of the Mayor of London to reshape transport in London over the next 25 years. It builds on the vision for a better London that the Mayor outlined in 'A City for All Londoners', and takes forward the approach set out in 'Healthy Streets for London'.

2.3.6 The vision of the strategy is to reduce the need for cars and encouraging walking and cycling. By 2041 the strategy aims for 80% walking, cycling and public transport trips and 20% car trips. This is a significant change from today, when only 64% of journeys are made by healthy, efficient and sustainable forms of transport.

2.4 Local Policy

Camden Local Plan (2017)

2.4.1 Camden's Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents. It ensures that Camden continues to have robust, effective and up-to-date planning policies that respond to changing circumstances and the borough's unique characteristics and contribute to delivering the Camden Plan and other local priorities. The Local Plan will cover the period from 2016-2031.

2.4.2 Specific transport policies can be found at Chapter 10, with Policy T1-T4. Policy T1 relates to 'Prioritising walking, cycling and public transport' with the Council promoting sustainable transport through improving the pedestrian environment and providing high quality cycling infrastructure. Investment in the bus network will also improve public transport.

2.4.3 Policy T2 relates to parking and car-free development. The Council will limit the availability of parking and require all new developments in the borough to be car-free. They will also not issue on-street parking permits in connection with new development and limit on-site parking to blue badge holders and servicing.

2.4.4 Policy T3 relates to transport infrastructure with the Council seeking improvements in the borough by not granting permission for proposals which are contrary to infrastructure projects, and protect existing and proposed transport routes for walking and cycling.

2.4.5 Policy T4 relates to the sustainable movements of goods and materials with the council promoting the movement of good and material by canal, rail and bicycle.

Camden Planning Guidance CPG 1 Design & CPG7 Transport

2.4.6 With regard to car parking, the document Camden Development Policies provides details of the standards required. The standards are maximum standards and a range of 0.5-1 space per dwelling is required. With regard to cycle parking, 1 storage or parking space per unit is required for residents and 1 space per 10 units for visitors and these are the minimum requirements. (Policy DP18). All development should comply with these standards.

2.4.7 It is noted that Policy DP18 also states that the council will not issue on-street parking permits and will seek to ensure that developments provide the minimum necessary car parking provisions, expecting most development to be car free.

2.4.8 Camden's Planning Design Guidance 1: Design, specifies the guidance for waste storage at new development. For residential dwellings of seven or more, kerbside collection is preferred, where possible and where communal facilities are required, the following step should be follows:

- Studio / One bedroom = Number in development x 100 litres
- Two bedroom = number in development x 170 litres

- Three bedroom = number in development x 240 litres.

2.4.9 It is recommended that 1100 litre Eurobins are used, with the total litre amount calculated through the above split 50:50 between refuse and recycling.

2.4.10 Residents should not be expected to carry their waste more than 30 metres in the horizontal distance from their front door to the bin store. Collectors should not have to cart a bulk bin more than 10 metres from the point of storage to the collection vehicle, with a dropped kerb potentially required to move the bin to the level of the collection vehicle.

3 Baseline Conditions

3.1 General

3.1.1 This section of the report outlines the baseline transport conditions in the vicinity of the site, with a particular focus on transport, parking and access. A map showing the site in context of the surrounding area can be seen at **Figure 1,** at the end of this report.

3.2 Existing Site

3.2.1 The Gondar Gardens Reservoir site, formally known as Shoot-Up Hill Reservoir (the site) comprises 3.07 acres of land (1.24 Ha). The reservoir on site was taken out of use in the late 1990s and formally decommissioned in 2002, subsequently Thames Water disposed of the site in 2010.

3.2.2 The site itself is predominantly open land, the raised reservoir structure is grassed over and there is little evidence of the brick structure on the site. To the west of the site is the access point to the reservoir where the brick structure is visible. There is also a vented area and railings on the southern wall of the reservoir which is visible externally.

3.2.3 An existing gated vehicular access exists to the west of the site, off Gondar Gardens. This was previously used for servicing, though is now closed as the site has been decommissioned.

3.3 Local Highway Network

Gondar Gardens

3.3.1 The site is located along Gondar Gardens, a road characterised by residential properties with a number of garages backing onto the properties located on the adjacent road to the west, Sarre Road. A 20mph speed restriction is in place along the entire road.

3.3.2 Gondar Gardens is approximately 7m wide with parking bays located along the edge of the carriageway. The parking areas are subject to restrictions during the hours 10:00am and 12:00pm. Only permit holders are eligible to park within these areas during this 2-hour period (Controlled Parking Zone CA-P). Three motorcycle spaces are located on the northeast corner of Gondar Gardens, these are unrestricted.

3.3.3 Gondar Gardens connects by way of a priority junction to Agamemnon Road in the north east, another road characterised by residential properties. The footways at the junction provide a dropped kerb to enable both wheelchair users and those with push chairs easy access from one arm to another.

Mill Lane

3.3.4 Mill Lane is a two-way single carriageway road, with a speed restriction of 20mph. It is mainly a retail street, with a number of retail frontages along its entirety and some residential above. Parking is limited, though bays exist on the southern side of the carriageway, limiting the available carriageway width.

3.3.5 Mill Lane is located within CPZ CA-P, which restricts parking to between 08:30 and 18:30 Monday to Friday.

3.4 Car Clubs

3.4.1 Car clubs provide an excellent alternative to car ownership. They provide a car for the few journeys where the car really is the most convenient option. The majority of vehicles are parked all day and only moved at the weekend. Using car clubs is an excellent way of having a vehicle for leisure trips but without having to incur the up-keep costs of owning your own vehicle.

3.4.2 A number of car clubs are available within the vicinity of the proposed development. The car club company Zipcar operate one space on Mill Lane, whilst City Car Club operate two spaces, one on Agamemnon Road and one on Sumatra Road. These can be seen on the site map in **Figure 1.**

3.5 Blue Badge Parking

3.5.1 The site is located outside the boundary of Camden's 'green badge zone' within the busy West End. This means that residents with a blue badge may park free of charge, and without time limit, in the following bays:

- Resident permit bays;
- Paid for parking bays; and
- Blue badge parking bays.

3.5.2 Residents may also park on single and double yellow lines free of charge, though a time limit is enforced of a maximum of three hours.

3.6 Public Transport

Public Transport Accessibility Level (PTALs)

3.6.1 PTALs measure accessibility of a point to the public transport network. The ratings range from 1a (very poor) to 6b (excellent) and are calculated using TfL's WebCat tool.

3.6.2 The site is split between a PTAL of 3 'Good' and 1b 'Very Poor' indicating the level of public transport services in the vicinity of the site. The PTAL map alongside the PTAL report can be found at **Appendix A.**

3.6.3 As detailed the site achieve two very different PTAL scores at points only a short distance apart. The PTAL system only includes rail travel that can be accessed from within 960m, however, West Hampstead train station is located just over 1,000m from the site and Kilburn Rail Station is 965m from the site. It is therefore considered likely that residents will commute to these stations, as the extra distance is unlikely to deter travel.

3.6.4 There are also a number of bus services on Mill Lane and Fortune Green, which are within walking distance of the site and serve routes X11, 139 and 328. These are discussed in more detail in the remainder of the chapter.

National Rail Station

3.6.5 West Hampstead train station is serviced by trains provided by first capital connect. The line runs from Bedford in the north to Brighton in the south with a variety of services running a frequency of eight services every hour throughout the day. It is located just over 1,000m from the site.

Tube Station

3.6.6 West Hampstead (just over 1000m from the site) and Kilburn tube station (965m from the site) are within walking distance of the site. Both stations are located on the Jubilee line which provides access to Stanmore in the west then through the central areas of London and back out to the north-eastern areas terminating at Stratford.

3.6.7 The Jubilee line provides a service every 2 to 3 minutes with Kilburn station providing stepped free access to the platforms. The Jubilee line provides access to a number of other interchanges such as London Waterloo and London Bridge, which provides further options of onward travel by Overground rail.

Bus Services

3.6.8 A number of bus services are located within the vicinity of Gondar Gardens. Stops are located along Mill Lane, Westbere road and the B510 providing access to a number of services. Only two are within walking distance, as characterised by PTAL. A full list of walkable bus services can be seen in **Table 3.1.**

Table 3.1 Local Bus Services

Stop	Service Number	Distance	Monday to Friday (peak periods)
Fortune Green	328	532m	Every 6-10 mins
Mill Lane	C11	196m	Every 8-12 mins
Fortune Green	139	532m	Every 5-9 mins

Accessible Public Transport

3.6.9 The vast majority of public transport services in the area surrounding the site are step-free, in particular:

- All TfL London buses provide step-free connectivity from origin to destination;
- Kilburn Underground Station has step-free access via a manual boarding ramp, staff operate the ramp and assist the traveller where required; and
- West Hampstead Thameslink station is manned by staff with step free access coverage, a ramp for train access and lifts to all platforms.

3.6.10 Overall, people with reduced mobility have excellent public transport connectivity with a range of options available.

3.7 Pedestrian & Cyclist Facilities

3.7.1 Pedestrian footways and crossings in the vicinity are deemed to be of high quality, with tactile paving at appropriate locations e.g. dropped kerbs and good colour contrast between the pavement and the road. Footways are a minimum of 2m at all locations, with the majority made of concrete paving or asphalt paving, which is well maintained.

3.7.2 The recommended distances for cycling state that 5km is considered an acceptable distance. There are no designated cycleways in the vicinity of Gondar Gardens, however due to the urban layout of the locality a large catchment area can be accessed from within 5km in turn making the site accessible by cycle from a variety of destinations.

3.7.3 Quietway 3 can be access from West Hampstead Station and links from Regents Park to Gladstone Park. All Quietway routes are continuous and convenient cycle routes on less-busy backstreets across London. The routes are clearly marked with purple signs to help cyclists find their way.

3.7.4 Cycle superhighway 11 is also out for consultation and will run from Swiss Cottage southwards towards the West End. This will run down Finchley Road, approximately 1km to the east of the site (five-minute cycle). Construction at Swiss Cottage will start in July 2018 with the rest of the route to follow.

4 Development Proposals

4.1 Introduction

4.1.1 This section of the report outlines the proposed development, with a focus on parking, delivery & servicing, and access. A ground floor and basement plan of the site can be seen at **Appendix C.**

4.2 Proposed Development

4.2.1 The proposals encompass the redevelopment of the site to provide 28 residential dwellings, with associated cycle parking and amenity space. The development will be car-free, with no dedicated car parking provided on site. Residents with a blue badge can park for free without time limit in any of the permit holder bays on Gondar Gardens directly outside the site.

4.2.2 A basement will be created, housing all cycle parking, refuse storage, gym, plant and additional landscaping zone. This area will be secure and accessible to residents only, a lift will be in operation for those who require step-free access or have a bicycle.

4.2.3 The unit mix will remain the same as the previously approved 2013 scheme (2013/7585/P), which is as follows:

- 1 bedroom = 4 (14%);
- 2 bedroom = 16 (57%);
- 3 bedroom = 5 (18%);
- 4 bedroom = 3 (11%); and
- TOTAL = 28 (19 private and 9 affordable).

Access

4.2.4 Access into the site will be gained from Gondar Gardens. A new access point and dropped kerb will be created to the north of the existing, which will be removed. This will be the sole access point into the development and lead to the basement as well as each individual dwelling.

4.2.5 The access will be gated and secure for residents, and building management, only. It is expected that a keypad code entry system will be in operation.

Parking

4.2.6 No car parking will be provided on site, in line with policy. Blue badge holders will be able to park for free, and without time limit, in any of the surrounding residential permit bays, alongside paid for bays and single / double yellow lines (maximum 3-hour time limit).

4.2.7 A total of 72 cycle parking spaces will be provided on site; 52 in the basement and 20 on the ground floor. This is in excess of the standards in the London Plan (2016), which requires a total of 52 spaces. The 52 spaces located in the basement will have step-free access, with a lift from the ground floor suitable for both a person and a bicycle (minimum 1.2m x 2.3m).

Delivery and Servicing

4.2.8 All delivery and servicing will be undertaken on street, with vehicles able to 'dwell' for short periods of time. It is not expected that vehicles will need to stop for more than 5-10 minutes.

4.2.9 Refuse collection will also be undertaken from Gondar Gardens. Two refuse stores will be located on site, one at basement level for residents and one refuse holding area at ground floor level for collection purposes. On the day of collection building management will wheel the bins to the holding area on the ground floor store for collection, utilising the lift. The store will be located within 10m of the highway in line with policy.

4.2.10 In line with Camden's CPG 1 the following refuse capacity for the site has been calculated. It is noted that the policy guidance can be seen in **Section 2.**

- **Studio / One bedroom:** 4 x 100 litres = 400 litres;
- **Two bedroom:**16 x 170 litres = 186 litres;
- **Over three bedroom:** 8 x 240 litres = 1920 litres.
- **TOTAL** = 2506 litres (1253 waste and 1253 recycling)

4.2.11 In total 2506 litres of refuse are expected to be generated by the site, in line with policy 50% of this provision should be for waste and 50% for recycling. Standard Eurobins have a capacity of 1,100 litres of 1,280 litres. Therefore, the site should provide one 1,280 litre bin for waste and one 1,280 litre bin for recycling, though smaller bins may also be used e.g. 660 litre bin.

5 Multi-Modal Trip Generation

5.1 General

5.1.1 Trip generation results have been derived from the latest version of the industry standard TRICS database (TRICS 2017(a) v7.5.1) to predict the site's trip rate based on similar sites within the database. The selected sites have been chosen based upon similar locations, parking provision and public transport accessibility characteristics to the proposed development.

5.1.2 Trip generation data has been presented for both the morning and evening weekday peak periods. Unless otherwise stated, any mathematical errors are due to rounding.

5.1.3 The typical AM and PM peaks analysed are 08:00 to 09:00 and 17:00 to 18:00 respectively. All copies of relevant TRICS outputs including site lists are included at **Appendix D** of this report. It is noted that the proposed gym land use in the basement has not been considered as this is for use by residents only and will not generate any trips on its own.

5.2 Residential Units

5.2.1 On review of the TRICS database, it was not deemed that any suitable sites were available that accurately matched the proposed development. Therefore, a total person trip rate was extracted and distributed using the 2011 Method of Travel to Work census data statistics, this is outlined below.

TRICS (v7.5.1)

5.2.2 In order to establish an accurate trip rate from TRICS, the following parameters were used:

- Land Use: Reisdential;
- Sub-land use: Flats Privately Owned;
- Multi-modal trips;
- Trip rate factor: per dwellings;
- Weekday surveys; and
- Greater London locations.

5.2.3 The above criteria yielded the following suitable sites, as seen in **Table 5.1.**

Table 5.1 Residential Site

Reference	Description	Location	Dwellings	Parking	PTAL
HG-03-C-02	BLOCK OF FLATS	HARINGEY	30	25	4 Good
KI-03-C-03	BLOCK OF FLATS	KINGSTON	20	25	2 Poor

5.2.4 Utilising the results from the survey of the chosen sites, a trip rate was extracted. This can be seen in **Table 5.2.**

Table 5.2 Residential Total Weekday Person Trip Rate (per bedroom)

Mode	AM In	AM Out	PM In	PM Out	Total In	Total Out
Total People	0.1	0.48	0.42	0.28	3.39	3.65

5.2.5 To provide an accurate representation of the development, the per dwelling trip rate was scaled to represent the number of dwellings on site (28). This can be seen in **Table 5.3.**

Table 5.3 Residential Total Weekday Person Trip Rate (per 28 flats)

Mode	AM In	AM Out	PM In	PM Out	Total In	Total Out
Total People	3	13	12	8	95	102

5.2.6 This shows that on a typical weekday, the proposed development is expected to generate 197 two-way person trips, of which 16 will be in the AM peak and 20 in the PM peak.

5.2.7 The sites chosen, were deemed appropriate to extract a total person trip rate, based on number of bedrooms, however, to obtain an accurate multi-modal trip estimation, the 2011 census data was utilised. This can be seen below.

2011 Census Data

5.2.8 As the site is in the boundary of three Super Output Areas, 2011 Method of Travel to Work census data was extracted for the Camden Output Areas E00004308, E00004318, E0004312 to obtain the modal split of residents currently living in the area. The resultant modal splits can be seen in **Table 5.4.**

Table 5.4 2011 Method of Travel to Work Modal Splits

Method of Travel	E00004308, E00004318, E0004312	Modal Split
Underground, metro, light rail, tram	232	47%
Train	75	15%
Bus, minibus or coach	42	9%
Taxi	2	0%
Motorcycle	11	2%
Driving a car or van	71	14%
Passenger in a car or van	3	1%
Bicycle	39	8%
On foot	19	4%
Total	494	100%

5.2.9 The census data shows that the majority of residents living in the area currently travel to work by public transport (71%), whilst 14% drive, 8% cycle and 4% walk. This is considered representative of the area, though potentially underestimates public transport trips, giving the close proximity to a number of bus routes and public transport links.

5.2.10 Utilising these modal splits and the total person trip rate in **Table 5.2,** the total number of trips for the site was estimated. This can be seen in Table 5.5**.**

Table 5.5 Trip Estimation (28 dwellings)

Mode	Census Modal Split	Am In	Am Out	PM In	PM Out	Total In	Total Out
Underground, metro, light rail, tram	47%	1	6	6	4	45	48
Train	15%	0	2	2	1	14	16
Bus, minibus or coach	9%	0	1	1	1	8	9
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	2%	0	0	0	0	2	2
Driving a car or van	14%	0	2	2	1	14	15
Passenger in a car or van	1%	0	0	0	0	1	1
Bicycle	8%	0	1	1	1	7	8
On foot	4%	0	1	0	0	4	4
Total	100%	3	13	12	8	95	102

5.2.11 This shows that on a typical weekday, the proposed development is expected to generate 197 two-way person trips, of which 28 are expected to be undertaken by car, 16 by cyclists, 8 by pedestrians and 139 via public transport.

5.2.12 In the peak it is estimated that there will be a total of 36 trips (16 in the AM and 20 in the PM peak). Of these 36 trips, five will be undertaken by a vehicle, 25 by public transport, 3 by bicycle and one by pedestrians.

5.2.13 As the site is a car free development, to provide a more accurate view of the mode split generated by the site, the vehicle trips were redistributed. This can be seen in Table 5.6.

Table 5.6 Trip Estimation (28 Dwellings) No Car Trips

Mode	Census Modal Split	Am In	Am Out	PM In	PM Out	Total In	Total Out
Underground, metro, light rail, tram	55%	2	7	6	4	52	56
Train	18%	1	2	2	1	17	18
Bus, minibus or coach	10%	0	1	1	1	9	10
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	3%	0	0	0	0	2	3
Driving a car or van	0%	0	0	0	0	0	0
Passenger in a car or van	0%	0	0	0	0	0	0
Bicycle	9%	0	1	1	1	9	9
On foot	5%	0	1	1	0	4	5
Total	100%	3	13	12	8	95	102

5.2.14 Once the trips have been redistributed, it is expected that the majority of people will travel to work by public transport (83%), particularly using the underground (55%). A total of 9% are expected to cycle and 5% walk. This is considered representative of the area and the site's car free nature.

5.2.15 In the peaks there are expected to be 30 public transport trips (20 underground, 6 train and four bus), 3 cyclist trips and two pedestrian trips.

Servicing and Delivery Trips

5.2.16 In order to ascertain the servicing and delivery trips associated with the site, the vehicular trip rate was extracted from the TRICS sites listed in **Table 5.1,** this can be seen in Table 5.7

Table 5.7 Vehicular Trip Rates (per 28 flats)

Mode	AM In	AM Out	PM In	PM Out	Total In	Total Out
LGVs	0	0	1	0	4	3
OGVs	0	0	0	0	0	0
PSVs	0	0	0	0	0	0
Total	0	0	1	0	4	3
Refuse	0	0	0	0	1	1
Total Deliveries	0	0	1	0	5	4

5.2.17 The vehicular trip rates, for servicing, show that the site is likely to generate demand for four delivery vehicles a day, which is considered representative of the site and the proposed land use. All servicing will take place on-street, with vehicles 'dwelling' for the appropriate period (likely 5-10 minutes).

5.2.18 Refuse collection is not picked up on the survey though it is thought that weekly collections will serve the site, leading to one refuse vehicle associated with the site per week. Therefore, there will be approximately four deliveries to the site per day, increasing to five on the refuse collection day. All of these movements, especially the refuse collection, are expected to occur outside of the peak periods. Adequate space is provided on street for vehicles to 'dwell', with parking restrictions only in operation for two hours between 10:00am and 12:00pm.

6 Travel Plan

6.1 General

6.1.1 This section of the report outlines the sustainable travel and transport measures to be employed at the site. It is noted that the threshold for a Travel Plan (TP), as stated in Camden's Transport CG7 (paragraph 3.3), is 30 dwellings. As such, the proposed development is not considered to require a full Travel Plan, though measures will be employed at the site to encourage sustainable travel e.g. cycle parking.

6.1.2 As the site is car free, the emphasis of the measures will be encouraging residents to use sustainable modes of transport e.g. walking and cycling.

6.2 Measures

Notice Board

6.2.1 A notice board would be provided in the communal areas. This can display a variety of information and will make residents aware of upcoming travel events, local cycle routes, scheduled changes to public transport and any improvements in transport. It will have links to a number of websites including:

- www.tfl.gov.uk/plan-a-journey: offering information on travel choices and public transport journey planning;
- www.transportdirect.info: offering national real-time traffic informaiton and updates on highway work and a journey planner;
- www.traveline.org.uk: national travel helpline to provide up to date public transport information. Telephone no: 08706082608;
- www.cyclecityguides.co.uk: this site hosts a cycle map database, which will enable you to find cycle maps available for your area.

Dial-a-Ride

6.2.2 Dial-a-ride is a TfL scheme by which, those who qualify, can organise a free door-to-door service within London. To become a member individual must have a permanent or long-term disability, which means they are unable to use public transport all or some of the time and be a resident in London. Eligibility for membership is automatic for those who are:

- A taxicard member;
- Getting the hihger rate mobilitiy component of disability living allowance;
- Getting the standard or enhanced mobility rate of the personal independence payment (PIP);
- Registered blind or partially sighted;
- Aged 85 or over;
- Getting a higher rate attendance allowance; and
- Getting a war pension mobility supplement.

Public Transport

6.2.3 The notice board will also contain information on the public transport services available in the vicinity, with links to TfL's free cycle maps website, as well as information on:

- Route Maps;
- Locaiton of local bus stops and train stations;
- Bus and rail timetable information;
- Contact informaiton of service providers; and
- Promotipon of public transport route planning websites.

Pedestrian Measures

6.2.4 Walking is a relaxing and enjoyable way to keep healthy, meet others and avoid the stress associated with car journeys. Walking will be promoted as a way to access local facilities including local recreation areas and other attractions which are easily accessible on foot.

6.2.5 The www.walkit.com walking route planner is an extremely useful tool and can plot a journey from postcode to postcode using a 'direct' or 'less busy' option. Route maps also include journey time, calorie burn, step count and carbon saving.

Cycle Measures

6.2.6 Regular cycling can help weight loss, stress reduction and improvements to fitness levels. Cycling is also one of the easiest ways to fit in exercise into the daily routine as a mode of transport. It is the third most popular recreational activity in the UK according to NHS choices. It is a low impact exercise which is better for joints than running or other high-impact aerobic exercise.

6.2.7 A total of 52 cycle parking spaces will be provided for residents, in the basement. These, by location, will be secure, covered and accessible via a suitably sized lift.

6.2.8 Camden offer free cycle training and maintenance courses to children and adults who live, work or study in the borough. They have a number of classes, to which one can register online, and cater to beginners and more experienced cyclists. All Camden cycle training follows the Department of Transport Bikeability syllabus, also known as 'Cycle Proficiency for the 21st Century'. This will be advertised to residents via the notice board.

6.2.9 Camden also offer a free bike loan scheme, where you can try out the benefits of a bicycle before deciding to commit to buying your own (over 18's only). The 'Try a Bike' initiative enables residents to borrow a bike for four weeks, and offer both easy to ride pedal bikes and electric bikes. All bikes come with a helmet, locks and lights and our Cambridge Bobbin Brownie bicycles.

6.2.10 CycleStreets is a UK-wide cycle journey planner system, which lets you plan routes from A to B by bike. It is designed by cyclists, for cyclists, and caters for the needs of both confident and less confident cyclists. The website: https://www.cyclestreets.net/ will be advertised on site.

6.3 Expected Baseline Modal Split

6.3.1 In order to determine a reliable modal split for the site, the 2011 Method of Travel to Work figures, presented in **Table 5.4**, have been utilised with the vehicle trips redistributed to reflect to site's car

free nature. The resultant expected travel patterns for residents can be seen in

Table 6.1 Exacted Baseline Modal Splits

Method of Travel	Re-Distributed Modal Split
Underground, metro, light rail, tram	55%
Train	18%
Bus, minibus or coach	10%
Taxi	0.5%
Motorcycle	3%
Driving a car or van	0%
Passenger in a car or van	0%
Bicycle	9%
On foot	5%
Total	100%

7 Summary & Conclusion

7.1.1 Royal HaskoningDHV were commissioned by LifeCare Residences Ltd (the Client) to provide transport and highways consultancy advice in relation to a proposed residential development on the site of a former reservoir on Gondar Gardens within the London Borough of Camden (LBC).

7.1.2 The proposals encompass the redevelopment of reservoir street frontage to provide 28 residential units in 2 blocks from lower ground to 3rd floors, following substantial demolition of roof and internal structure of reservoir and subsequent re-landscaping. The development will be car-free, with no residential parking spaces provided on site. Cycle parking will be provided in excess of London Plan (2016) policy guidelines, with 72 spaces.

7.1.3 The purpose of this Transport Statement (TS) is to consider the transport and highways engineering implications of the proposed redevelopment of the site. This TS is prepared in support of the planning application submission.

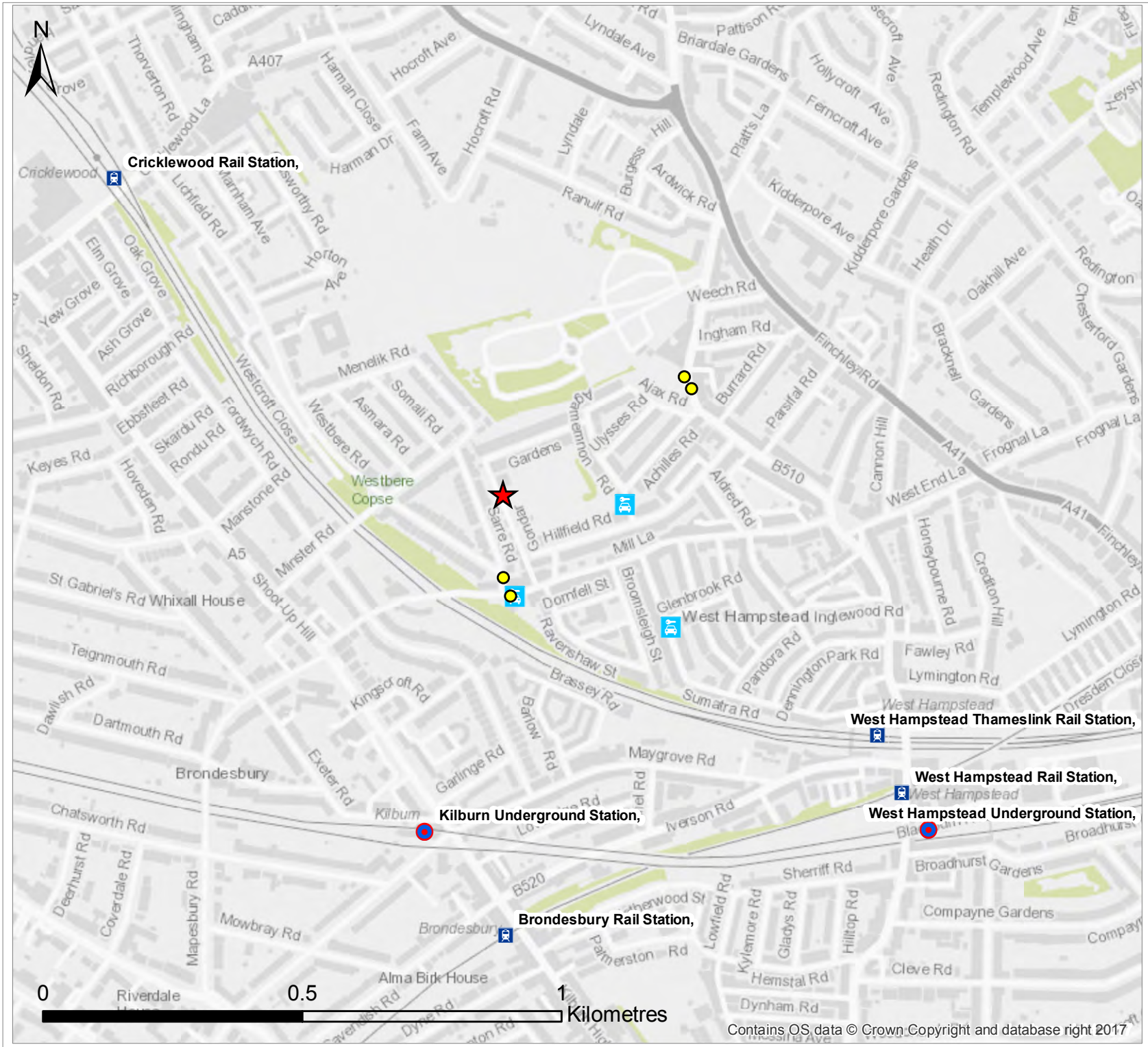
7.1.4 Census data, for method of travel to work, was utilised alongside a Total Person trip rate, which was used to estimate the total peak trips. It is expected that the majority of people will travel to work by public transport (83%), mainly using the underground (55%). A total of 9% are expected to cycle and 5% walk. This is considered representative of the area and the site's car free nature.

7.1.5 The development will be car-free, with no parking provided on site for residents. Residents will also be unable to apply for an on-street parking permits, in line with Camden policy, and so have limited options for parking. It is not expected therefore, that the development will have a traffic impact on the surrounding highway network, especially during the peaks.

7.1.6 Whilst a formal Travel Plan is not required on site, a number of measures have been identified. These measures will help to manage residents travel to and from the site and encourage sustainable modes.

7.1.7 In conclusion, it is considered that the Proposed Development is acceptable in transport and highway terms.

Figure 1 – Site Location Plan



Key

- The Site
- Bus Stop
- Car Club Spaces
- London Underground Stations
- National Rail Stations

Title
Gondar Gardens Site Plan

Project
Gondar Gardens PB8182

Client
Linden Wates (West Hampstead Ltd)

Date	*Scale*
17/07/2018	1:10000

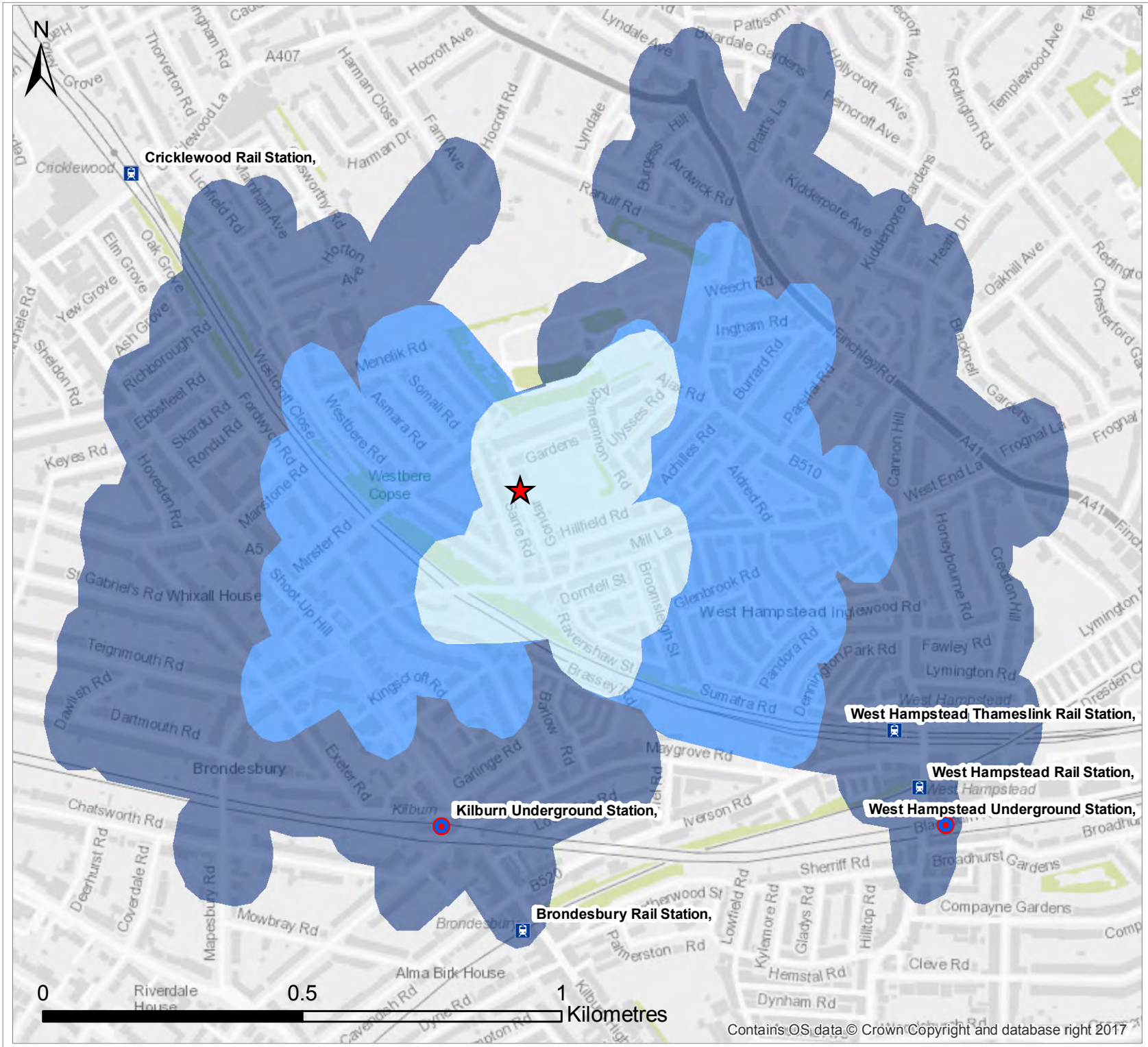
Figure
Figure 1

Drawn By; HMJ	*Version*
CheckedBy: SN	1

Royal HaskoningDHV
Enhancing Society Together

Pad: C:\Users\305011\Box\PB8182 Gondar Gardens\PB8182 Technical Data\Drawings\GIS\gondar Gardens Map.mxd

Figure 2 – Walking and Cycling Isochrone Plans



Key

- The Site
- London Underground Stations
- National Rail Stations

Walking (Time)

- 0-5 mins
- 5-10 mins
- 10-15 mins

Title
Walking Isochrone Plan

Project
Gondar Gardens PB8182

Client
Linden Wates (West Hampstead Ltd)

Date	*Scale*
10/07/2018	1:10000

Figure
Figure 1

Drawn By; HMJ	*Version*
CheckedBy: SN	1

Royal HaskoningDHV
Enhancing Society Together

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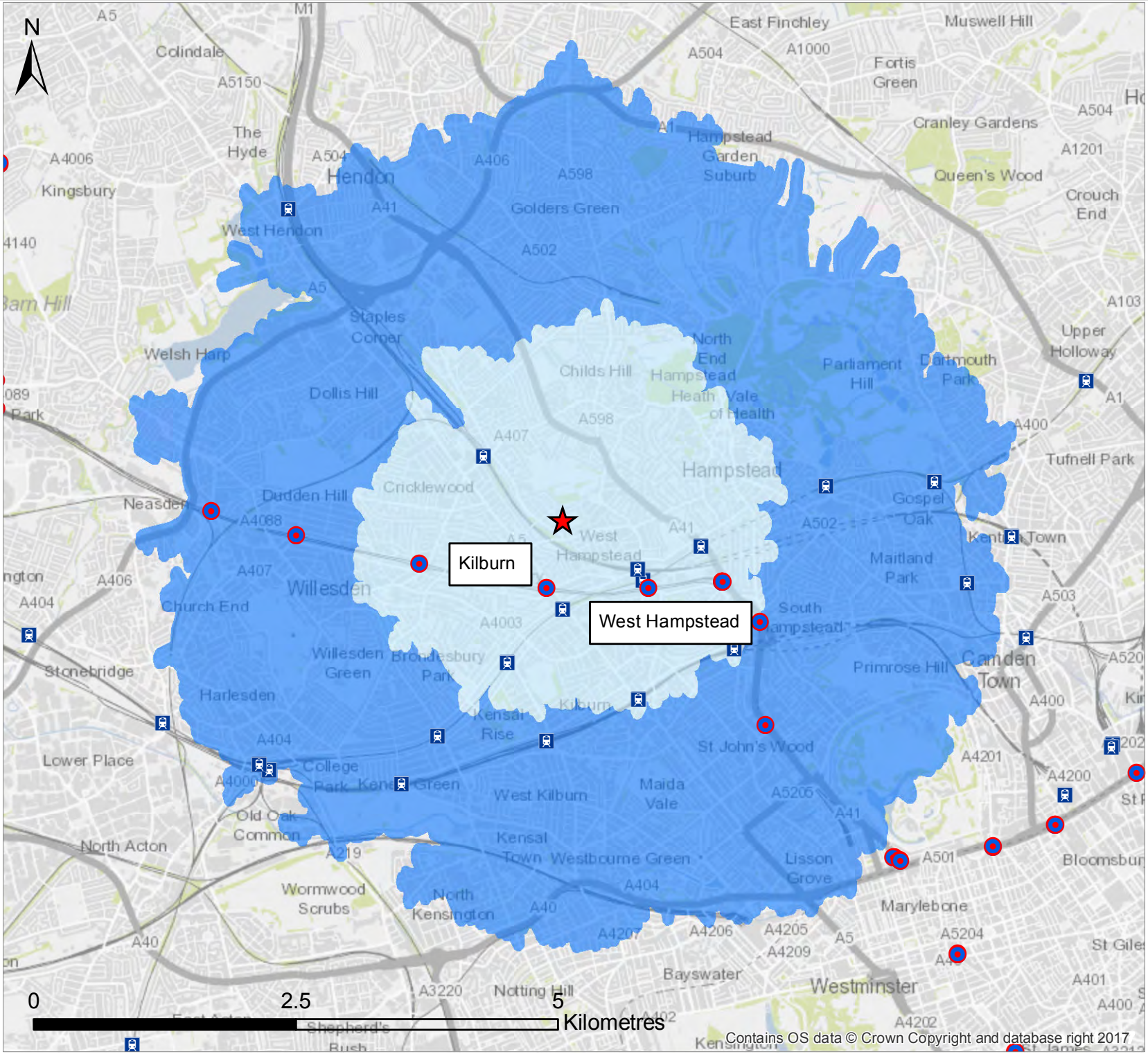


Key

- The Site
- London Underground Stations
- National Rail Stations

Cycling (Distance)

- 0-2.5 km
- 2.5-5 km

Title
Cycling Isochrone Plan

Project
Gondar Gardens PB8182

Client
Linden Wates (West Hampstead Ltd)

Date	*Scale*
10/07/2018	1:50000

Figure
Figure 2

Drawn By; HMJ	*Version*
CheckedBy: SN	1

Royal HaskoningDHV
Enhancing Society Together

Pad: C:\Users\305011\Box\PB8182 Gondar Gardens\PB8182 Technical Data\Drawings\GIS\gondar Gardens Map.mxd

Appendix A – Pre-application Response Note

Date: 02/07/2018
Our ref: 2018/2656/PRE
Contact: John Diver
Direct line: 020 7974 6368
Email: john.diver@camden.gov.uk

Planning Solutions Team
Planning and Regeneration
Culture & Environment
Directorate
London Borough of Camden
2nd Floor
5 Pancras Square
London
N1C 4AG

www.camden.gov.uk/planning

Dominic O'Loghlen
Old Church Court
Claylands Road
The Oval
London
SW8 1NZ

By email

Dear Mr O'Loghlen,

Re: Gondar Gardens Reservoir, Gondar Gardens, London, NW6 1QF

Thank you for the meeting held on the 22/06/2018 at the Council's offices to discuss proposed development at the above site. This meeting was held to discuss the resubmission of planning application 2013/7585/P which was allowed at appeal (APP/X5210/A/14/2218052) on the 16/12/2015. This application permitted the following proposed works:

'Redevelopment of reservoir street frontage to provide 28 residential units in 2 blocks from lower ground to 3rd floors with basement parking, following substantial demolition of roof and internal structure of reservoir and subsequent re-landscaping'.

1. Attendees

1.1. The following attendees were present at the meeting:

- John Diver (Senior Planning Officer)
- Richard Limbrick (Planning Solutions Manager)
- Dominic O'Loghlen (Strutt & Parker)
- Adrian Kearley (Strutt & Parker)
- David Phillips (Strutt & Parker)
- Daniel Perfect (LifeCare Residents)

2. Meeting points for discussion

2.1. The following made up the chief points for discussion during the meeting:

- Changes to policy context since previous decision
- Environmental Impact Assessment requirements
- Status of previous decision and weight in formal resubmission
- Implications of policy changes for resubmitted scheme
- Review of planning obligations
- Other comments
- Review of local area requirements for submissions

3. Discussions / advice

Changes to policy context since previous decision

3.1. During the meeting, we discussed submission of an application that would duplicate the development allowed at appeal. Although this determination was refused by the LPA on the 07 March 2014 the development was subsequently allowed at appeal by the inspector on the 16 December 2015. Since the issuing of the previous decision, there have been several significant changes to local and national policy, and legislation, which will have a material impact upon the assessment of the case. The key changes can be summarised as follows:

- New Environmental Impact Assessment regulations (2017)
- Withdrawal of Code for Sustainable Home
- Updates to Building Regulations Approved Documents (e.g. Parts M & L) and introduction of the Building Regulations optional requirements
- Introduction of Camden CIL (2015)
- New London Plan (2016)
- New Camden Local Plan (2017) superseding the former Core Strategies and Development Policies documents
- Replacement or update to supporting SPDs (Camden CPGs)
- New Mayor's Housing SPG (2016)
- New Neighbourhood Plan adopted (2015)

Expected:

- New London Plan (2019/2020)
- New NPPF (2018/2019)

3.2. Any formal resubmission of the frontage scheme would have to be assessed against the current adopted development plan, including all of the above.

Environmental Impact Assessment requirements

3.3. Both the first frontage application (ref.2012/0521/P) as well as the 2013 resubmission (ref. 2013/7585/P) were both previously supported by Environmental Impact Assessments, required at the time by the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 ('EIA regulations'). As outlined above, in 2017 the 'EIA regulations' were updated/replaced in order to transpose the 2014 European Environmental Impact Assessment Directive into UK Law. The 2017 regulations included a number of amendments, including changes to Column 2 (applicable thresholds and criteria) for Schedule 2 development.

3.4. Both previous scheme submissions had fallen under the criteria for Schedule 2 development as set out under 10(b) (Urban Development projects) of Schedule 2 and the relevant thresholds outlined in column two. The changes made to the regulation in 2017 included increases to these thresholds, meaning that the development would no longer fall within the criteria. Given that the site is not a 'sensitive area' (as defined by the 2017 EIA regulations), any formal resubmission would consequently not need to be supported by an EIA.

3.5. Notwithstanding the above, it should be noted that local policy requirements would still require a full assessment of the proposed development, including matters such as impact to the site's ecological value, land contamination, flood risk and transport.

Status of previous decision and weight in formal resubmission

3.6. During the meeting, the weight of the former decision (ref. 2013/7585/P dated 16/12/2015) in the assessment of a resubmitted scheme was discussed. We advised that the extant consent

would be a material consideration in the assessment of any subsequent application, and the potential for you to implement this permission in line with the approved scheme is accepted. Nevertheless, we also advised that any new application must be assessed against the policies of the development plan, and that where there have been significant changes to policy, the scheme would need to take account of those. Although the previous inspectors decision would therefore be afforded weight in the assessment, primacy must be given to the development plan and any areas where policy requirements have changed will be reconsidered in line with current policy. The most pertinent alterations in policy context and the implication for the current extant scheme are outlined below.

Implications of policy changes for resubmitted scheme

Affordable housing

3.7. One of the most significant changes to policy brought in with the Local Plan is that of the expected contribution toward affordable housing. When refusing the previous application, the Council did not include a substantive reason for refusal relating to the affordable housing offer of the scheme (R4R 2 related to a lack of legal agreement only). In fact, in their report to committee members, the case officer advised that the previous scheme was in compliance with former of policy DP3 (Contributions to the supply of affordable housing). This was based upon an onsite contribution equivalent to 33% of total floorspace (GEA), or 10 out 28 units being secured as affordable, with a minor shortfall in onsite provision secured via a payment in lieu. Of this provision, an 80/20 split between social rented and intermediate products was secured.

3.8. Whereas former policy DP3 had included a sliding scale based on capacity for schemes of less than 50 dwellings, Local Plan policy H4 (Maximising the supply of affordable housing) has updated this approach. This policy now states that the Council will seek an affordable housing target of 50% of additional floor area (GIA) for developments with capacity for 25 or more additional dwellings. This is expected to be provided on site in all circumstances unless special circumstances are demonstrated, with a guideline mix of 60% social-affordable rented housing and 40% intermediate housing. With regard to the intermediate housing product secured, it should also be noted that the Council's strong preference would be for this to be secured as intermediate rent rather shared ownership as outlined in para.3.104 of the Local Plan.

3.9. Given the significant shortfall of the previously accepted offer against the new policy requirements, the scheme would need to be updated to include an improved affordable housing offer before it would be supported by officers. During the meeting it was noted that if an additional four units are provided onsite as intermediate affordable, with the tenure split aligning more closely with the target outlined above, it may be possible to revise the offer without the need for external alterations or significant internal layout changes. This may include the potential for intermediate rent units to be arranged around an existing core, taking into account the relevant housing mix to prioritise 1-bed and 2-bed homes for intermediate affordable. If this is not feasible, there is also more scope to allow any intermediate units to be pepper-potted, avoiding the need for additional cores.

3.10. Since the previous decision, the Council has included 'Affordable Housing Statement' within the Local Area Requirements list for major applications. This would need to outline to proposed offer in full. Should the resubmitted scheme fail to meet policy requirements for affordable housing, where justification is given on the grounds of viability, an Affordable Housing Financial Viability Assessment would then be required for validation. Further details of approved RP who can deliver intermediate rent products can be found here. A copy of the Council's Intermediate Housing Strategy document can be found here.

Car and cycle parking

3.11. Another key policy change since the former decision has been in relation to the provision of onsite vehicular and cycle parking requirements. The former scheme included a basement below the full extent of the development footprint which provided for no.19 vehicular parking spaces, accessed via two car lifts. Two areas for cycle storage (one secure, one adjacent to car parking) were also proposed at basement level.

3.12. Local Plan policy T2 (Parking and car-free development) now takes a far more stringent approach to the provision of onsite parking, stating that the Council will limit on-site parking to spaces designated for disabled people where necessary, and/or designated for essential operational / servicing needs only. Consideration is no longer paid to the PTAL rating of the site in this regard and this requirement is applied uniformly to all sites across the Borough. It was therefore advised that the scheme would need to be revised to omit basement parking, unless for specified wheelchair units, in order to be supported by officers.

3.13. Updates made to the London Plan and upheld by Local Plan policy T1 (Prioritising walking, cycling and public transport) have increased the expected provision of cycle parking for residential developments. At the time of the previous decision, 1 space was required for each 1 or 2-bed unit and 2 spaces for each 3+bed unit. As 2 cycle parking spaces are now required for all new dwellings of 2 or more bedrooms, the resulting requirement has increased (see Table 6.3 of the London plan). Policy T1 seeks this provision to be secure, accessible and designed in accordance with the relevant chapter of the Transport CPG (2018). The changes to basement car parking would likely provide an opportunity for improved cycle storage facilities, so it is recommended you develop these details prior to a formal resubmission.

Accessible Design

3.14. As outlined in para.3.1, another pertinent change since the previous decision is the withdrawal of Code for Sustainable Homes and the introduction of extended optional building control requirements in relation to accessible design. Local Plan policy H6 (Housing choice and mix) now stipulates that the Council will require housing developments to be designed so that: (c) 90% of new homes are accessible and adaptable in accordance with Building Regulation M4(2); and (d) 10% of new homes are suitable for occupation by a wheelchair user or easily adapted for occupation by a wheelchair user in accordance with Building Regulation M4(3). Although comment was not provided at this stage as to whether or not the approved scheme would meet these new requirement, full justification of the above would be expected alongside any formal resubmission in the form of an accessibility statement.

Energy and Sustainability

3.15. Similar to the above, changes since the previous decision have meant that the policy requirements for any new application in terms of energy and sustainability credentials have been bolstered. Policy CC1 (Climate change mitigation) now requires all major developments to demonstrate how the London Plan targets for CO_2 have been met in developments, following the steps in the energy hierarchy and optimising resource efficiency. Monitoring equipment is also now required by this policy in order to ensure the effectiveness of renewable and low carbon technologies. As part of an updated Energy Statement, it will therefore be necessary to demonstrate the residential development is “zero carbon”, as defined in the Mayor’s Housing SPG. As the former Sustainability/Energy statements are now out of date, they would need to be updated prior to any formal resubmission.

SuDS and Air Quality

3.16. Again, while it is noted that both SuDS and Air Quality Assessments were submitted and assessed under the previous scheme, changes to policy have meant that level of required mitigation has since been increased. With regard to SuDS, all major development must now be shown to follow the drainage hierarchy and achieve a 'greenfield' run-off rate to be supported. This should include completion of Camden's drainage pro forma and should demonstrate that the development can constrain runoff volumes for a 1 in 100 year, 6 hour rainfall event, where feasible. It is likely that the previous SuDS Strategy may need updating to accord with current requirements. With regard to Air Quality, it would appear as though the former AQA identified the resulting impacts caused by construction and outlined a raft of mitigation measures (mainly to be secured via the CMP). As the development would involve significant earth works, a detailed AQA would be required for resubmission. this should include dispersion modelling in accordance with the London Councils Air Quality and Planning Guidance. The previously submitted AQA is therefore likely to require updating prior to resubmission.

Basement Impacts

3.17. Furthermore, the Council's basement policy (A5) has also been updated under the Local Plan and includes additional stipulations for the design of basement structures as well as the resulting impacts from excavation/construction. As the development would represent a comprehensive redevelopment of the site, and taking account of the extant permission, specifications regarding the acceptable scale of basements outlined in criteria (f)-(m) of policy A5 would not apply and the scale of the basement would not be objectionable. It should however be noted that criterion (n) of policy A5 has introduced a requirement to demonstration that the scheme poses a risk of damage to neighbouring properties no higher than Burland Scale 1 'very slight'. As the previously approved BIA predicted that damage may, in the worst instance, reach category 2 (slight) the approved BIA document will likely need to be updated in line with the new policy requirements. Should the BIA require significant alterations a new BIA audit may be required upon formal submission. As the BIA pro forma is expected at submission stage, please ensure that a completed copy is sent alongside any formal application, a copy of which can be found here.

Changes to Planning Obligations

3.18. Further to the aforementioned policy changes, it should also be noted that the Council's adopted charging rates / calculation for certain obligations have been amended since the date of the last decision. As a result, the previous calculations for the following expected obligations may be subject to change under a resubmitted scheme dependant on the final proposal:

- Camden CIL – introduced in 2015 (replacing requirement for education / community facilities contributions)
- Public open space contribution (see policy A2 criteria (l)-(m) & Public Open Spaces CPG 2018)
- Local employment and training support for construction phase (see policy E2 and Employment and Business CPG 2018)
- ~~Local Community facilities contribution~~
- ~~Education contribution~~ (see above)

3.19. Finally, it should also be noted that as part of the phased replacement of adopted SPDs, the Interim Housing CGP (2018) is due to be replaced at the beginning of 2019. As this document includes the relevant payment-in-lieu figures per sqm, the current adopted multiplier may be subject to change. The Council has commissioned further research in this regard and will be looking to begin consultation on the replacement Housing CPG towards the end of 2018.

Other comments

3.20. Under the previous approval, the London Wildlife Trust had been a key partner in the delivery and management of the gifted open space retained to the rear of the site. Given that some years have passed since the previous decision, and that the role of this group in the long-term viability of the open space was key in the justifications given, it is recommended that any resubmitted scheme is accompanied by evidence of recent consultations with the Trust to confirm their continuing support. As LWT was a key delivery partner, secured by legal agreement under the previous permission, the Council would want to ensure that any resubmitted scheme was still supported by such an organisation.

Local area requirements for submission

3.21. Further to the above, the local area requirements for the submission of applications have been amended so that the following additional/updated deliverables will be required for resubmission, some of which may be included within other documents such as your Planning Statement or your Design and Access Statement:

- Accessibility Statement
- Affordable Housing Statement
- Affordable Housing Financial Viability Assessment (if necessary)
- Air quality Assessment (updated)
- Basement Impact Assessment (updated)
- Biodiversity survey and report (updated)
- CIL form
- Construction Management Plan (Draft)
- Crime Impact Assessment
- Daylight/Sunlight Assessment
- Drainage Report
- Employment and Training Strategy
- Energy Statement (updated)
- Flood Risk Assessment (updated where necessary)
- Health Impact Assessment
- Landscaping scheme
- Planning obligations (draft heads of terms)
- Sustainability Statement (updated)
- Sustainable Drainage System (SuDS) Strategy (updated)
- Transport Assessment (incl. Travel Plan)
- Tree survey
- Waste storage and collection plan

3.22. This above list is not exhaustive and does not include the relevant plans and supporting statements which were already approved and require no alterations (subject to other comments above).

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.

If you have any queries about the above letter or the attached document please do not hesitate to contact me direct.

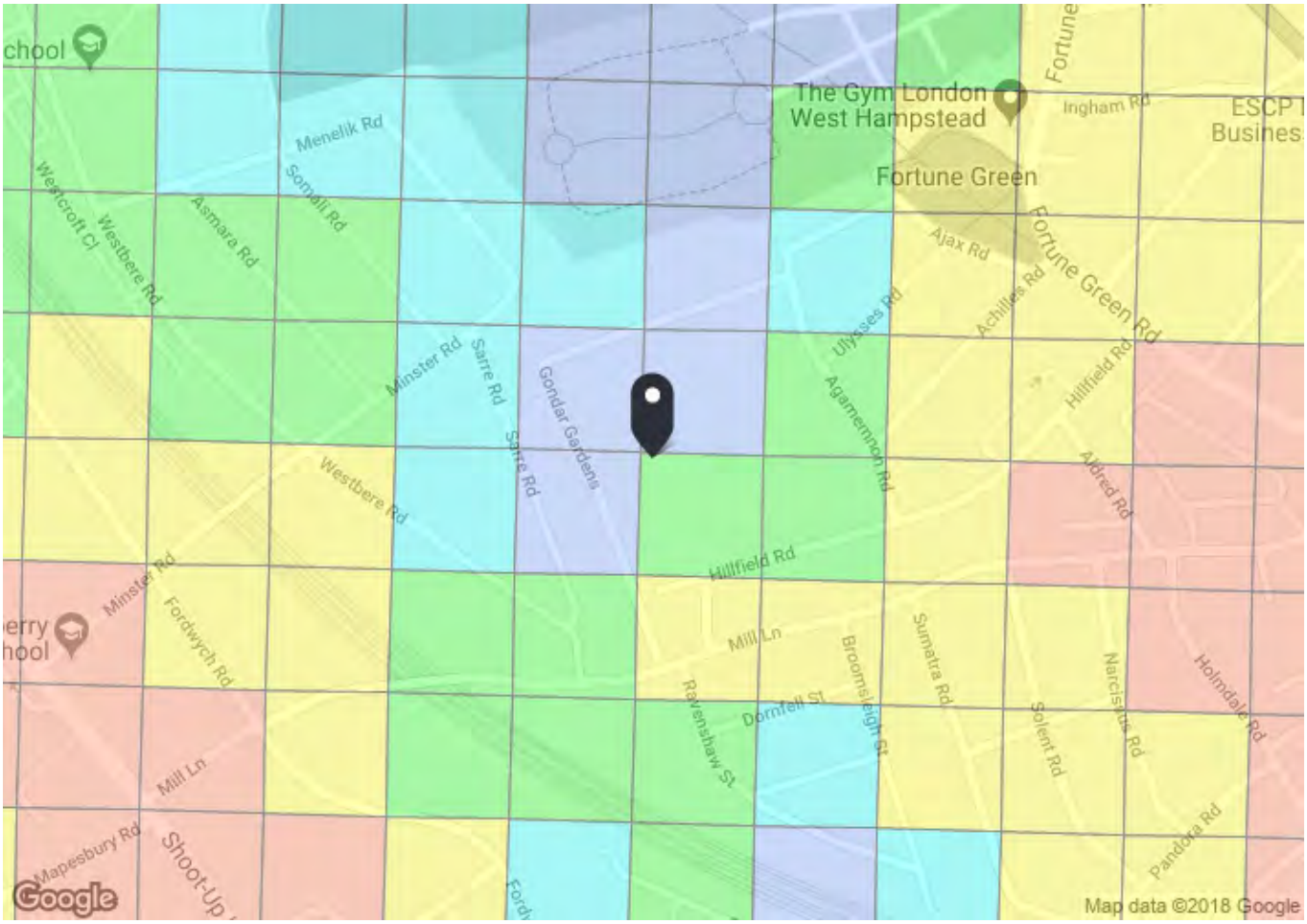
Thank you for using Camden's pre-application advice service.

Yours sincerely,

John Diver
Senior Planning Officer
Regeneration and Planning
Supporting Communities
London Borough of Camden
Telephone: 02079746368
Web: camden.gov.uk

Appendix B - PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
3

9 Gondar Gardens, London NW6 1EW, UK
Easting: 524806, Northing: 185288

Grid Cell: 105280

Report generated: 09/07/2018

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FORTUNE GREEN	328	531.08	9	6.64	5.33	11.97	2.51	0.5	1.25
Bus	MILL LASUMATRARD	C11	196.16	7.5	2.45	6	8.45	3.55	1	3.55
Rail	West Hampstead	'BEDFDM-SUTTON 1O13'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'STALBCY-SVNOAKS 2E11'	947.04	1	11.84	30.75	42.59	0.7	1	0.7
Rail	West Hampstead	'BEDFDM-SVNOAKS 2E19'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'LUTON-SVNOAKS 2E21'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'STALBCY-SVNOAKS 2E95'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-LUTON 2O00'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-BEDFDM 2O04'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-STALBCY 2O06'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-LUTON 2O10'	947.04	1	11.84	30.75	42.59	0.7	0.5	0.35
Rail	West Hampstead	'LUTON-SUTTON 2O17'	947.04	0.67	11.84	45.53	57.36	0.52	0.5	0.26
Rail	West Hampstead	'STALBCY-SUTTON 2O21'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'STALBCY-SUTTON 2O29'	947.04	0.67	11.84	45.53	57.36	0.52	0.5	0.26
Rail	West Hampstead	'LUTON-BCKNHMJ 2S91'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'STALBCY-BROMLYS 2S93'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'BRGHTN-BEDFDM 2T02'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'BRGHTN-BEDFDM 2T04'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-STALBCY 2V02'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-STALBCY 2V08'	947.04	0.67	11.84	45.53	57.36	0.52	0.5	0.26
Rail	West Hampstead	'BEDFDM-SUTTON 2V15'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SUTTON-BEDFDM 2V16'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'LUTON-SUTTON 2V19'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'STALBCY-SUTTON 2V27'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'LUTON-SUTTON 2V31'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'ORPNGTN-STALBCY 2D93'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'ORPNGTN-LUTON 2D95'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SVNOAKS-STALBCY 2E59'	947.04	0.67	11.84	45.53	57.36	0.52	0.5	0.26
Rail	West Hampstead	'SVNOAKS-LUTON 2E61'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'SVNOAKS-WHMPSTM 2E63'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
Rail	West Hampstead	'BROMLYS-LUTON 2E93'	947.04	0.33	11.84	91.66	103.5	0.29	0.5	0.14
									Total Grid Cell AI:	**10.11**

Appendix C – Ground Floor Plan

NOTES

1 The Contractor must check and confirm all dimensions
2 All discrepancies must be reported and resolved by the Architect before works commence
3 This drawing is not to be scaled
4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards

Rev	Date
1B Planning submission	20/07/18
1A Issued for information	19/07/18

Rolfe Judd
Architecture Planning Interiors
Old Church Court, Claylands Road, The Oval, London SW8 1NZ
T 020 7556 1500
www.rolfe-judd.co.uk

Client
LIFECARE RESIDENCES LIMITED

Project
GONDAR GARDENS
FRONTAGE SCHEME

Drawing
PLAN
BASEMENT LEVEL

Scale	Date	Status
1:200 (A1)	Jul 18	Planning

Job Number	Drawing Number	Revision
6116	T(20) P-2	1B

G:\6116\T_Series\T20\T20P-2

NOTES

1 The Contractor must check and confirm all dimensions
2 All discrepancies must be reported and resolved by the Architect before works commence
3 This drawing is not to be scaled
4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards

Rev	Date
1A Planning submission	20/07/18

Rolfe Judd
Architecture Planning Interiors
Old Church Court, Claylands Road, The Oval, London SW8 1NZ
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www.rolfe-judd.co.uk

Client
LIFECARE RESIDENCES LIMITED

Project
GONDAR GARDENS
FRONTAGE SCHEME

Drawing
PLAN
GROUND LEVEL

Scale	Date	Status
1:100 (A1)	Jul 18	Planning

Job Number	Drawing Number	Revision
6116	**T(20) P00**	**1A**

G:\6116\T_Series\T20\T20P00

0 1 2 3 4 5 10cm

NOTES

1 The Contractor must check and confirm all dimensions
2 All discrepancies must be reported and resolved by the Architect before works commence
3 This drawing is not to be scaled
4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards

Rev	Date
1A Planning submission	20/07/18

Rolfe Judd
Architecture Planning Interiors
Old Church Court, Claylands Road, The Oval, London SW8 1NZ
T 020 7556 1500
www.rolfe-judd.co.uk

Client
LIFECARE RESIDENCES LIMITED

Project
GONDAR GARDENS
FRONTAGE SCHEME

Drawing
PLAN
LOWER GROUND LEVEL

Scale	Date	Status
1:100 (A1)	Jul 18	Planning

Job Number	Drawing Number	Revision
6116	**T(20) P-1**	**1A**

G:\6116\T_Series\T20\T20P-1

0 1 2 3 4 5 10cm

NOTES

1 The Contractor must check and confirm all dimensions
2 All discrepancies must be reported and resolved by the Architect before works commence
3 This drawing is not to be scaled
4 All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards

0 1 2 3 4 5 10cm

Rev		Date
1A	Planning submission	20/07/18

Rolfe Judd
Architecture Planning Interiors
Old Church Court, Claylands Road, The Oval, London SW8 1NZ
T 020 7556 1500
www.rolfe-judd.co.uk

Client
LIFECARE RESIDENCES LIMITED

Project
GONDAR GARDENS
FRONTAGE SCHEME

Drawing
PLAN
FIRST FLOOR LEVEL

Scale	Date	Status
1:100 (A1)	Jul 18	Planning

Job Number	Drawing Number	Revision
6116	**T(20) P01**	**1A**

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Appendix D – TRICS Outputs

Calculation Reference: AUDIT-703101-180710-0747

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
	KI	KINGSTON	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: 20 to 30 (units:)
Range Selected by User: 9 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 11/07/16

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

Selected survey days:

Monday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	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:

C3	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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:

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:

0.6 to 1.0	1 days
1.1 to 1.5	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	2 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:

2 Poor	1 days
4 Good	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 KI-03-C-03 BLOCK OF FLATS KINGSTON
PORTSMOUTH ROAD

SURBITON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 20
Survey date: MONDAY *11/07/16* *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	fd
IS-03-C-03	fd
IS-03-C-05	fd
IS-03-C-06	fd
NH-03-C-01	fd
SK-03-C-02	fd
WH-03-C-01	fd

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.040	2	25	0.060	2	25	0.100
08:00 - 09:00	2	25	0.020	2	25	0.080	2	25	0.100
09:00 - 10:00	2	25	0.020	2	25	0.040	2	25	0.060
10:00 - 11:00	2	25	0.060	2	25	0.080	2	25	0.140
11:00 - 12:00	2	25	0.020	2	25	0.040	2	25	0.060
12:00 - 13:00	2	25	0.120	2	25	0.080	2	25	0.200
13:00 - 14:00	2	25	0.060	2	25	0.080	2	25	0.140
14:00 - 15:00	2	25	0.120	2	25	0.140	2	25	0.260
15:00 - 16:00	2	25	0.040	2	25	0.040	2	25	0.080
16:00 - 17:00	2	25	0.060	2	25	0.040	2	25	0.100
17:00 - 18:00	2	25	0.140	2	25	0.040	2	25	0.180
18:00 - 19:00	2	25	0.100	2	25	0.080	2	25	0.180
19:00 - 20:00	1	20	0.250	1	20	0.200	1	20	0.450
20:00 - 21:00	1	20	0.150	1	20	0.200	1	20	0.350
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.200			1.200			2.400

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.020	2	25	0.020	2	25	0.040
09:00 - 10:00	2	25	0.040	2	25	0.060	2	25	0.100
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.020	2	25	0.000	2	25	0.020
14:00 - 15:00	2	25	0.000	2	25	0.020	2	25	0.020
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.020	2	25	0.020	2	25	0.040
17:00 - 18:00	2	25	0.020	2	25	0.000	2	25	0.020
18:00 - 19:00	2	25	0.000	2	25	0.020	2	25	0.020
19:00 - 20:00	1	20	0.050	1	20	0.000	1	20	0.050
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.170			0.140			0.310

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.020	2	25	0.060	2	25	0.080
08:00 - 09:00	2	25	0.020	2	25	0.080	2	25	0.100
09:00 - 10:00	2	25	0.020	2	25	0.040	2	25	0.060
10:00 - 11:00	2	25	0.060	2	25	0.080	2	25	0.140
11:00 - 12:00	2	25	0.020	2	25	0.040	2	25	0.060
12:00 - 13:00	2	25	0.080	2	25	0.100	2	25	0.180
13:00 - 14:00	2	25	0.120	2	25	0.100	2	25	0.220
14:00 - 15:00	2	25	0.160	2	25	0.160	2	25	0.320
15:00 - 16:00	2	25	0.040	2	25	0.040	2	25	0.080
16:00 - 17:00	2	25	0.060	2	25	0.040	2	25	0.100
17:00 - 18:00	2	25	0.140	2	25	0.040	2	25	0.180
18:00 - 19:00	2	25	0.100	2	25	0.100	2	25	0.200
19:00 - 20:00	1	20	0.250	1	20	0.200	1	20	0.450
20:00 - 21:00	1	20	0.150	1	20	0.250	1	20	0.400
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.240			1.330			2.570

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.060	2	25	0.080	2	25	0.140
08:00 - 09:00	2	25	0.020	2	25	0.160	2	25	0.180
09:00 - 10:00	2	25	0.000	2	25	0.080	2	25	0.080
10:00 - 11:00	2	25	0.040	2	25	0.120	2	25	0.160
11:00 - 12:00	2	25	0.100	2	25	0.040	2	25	0.140
12:00 - 13:00	2	25	0.140	2	25	0.040	2	25	0.180
13:00 - 14:00	2	25	0.040	2	25	0.080	2	25	0.120
14:00 - 15:00	2	25	0.080	2	25	0.020	2	25	0.100
15:00 - 16:00	2	25	0.020	2	25	0.020	2	25	0.040
16:00 - 17:00	2	25	0.120	2	25	0.100	2	25	0.220
17:00 - 18:00	2	25	0.120	2	25	0.180	2	25	0.300
18:00 - 19:00	2	25	0.120	2	25	0.100	2	25	0.220
19:00 - 20:00	1	20	0.050	1	20	0.150	1	20	0.200
20:00 - 21:00	1	20	0.250	1	20	0.050	1	20	0.300
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.160			1.220			2.380

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.020	2	25	0.140	2	25	0.160
08:00 - 09:00	2	25	0.040	2	25	0.120	2	25	0.160
09:00 - 10:00	2	25	0.000	2	25	0.080	2	25	0.080
10:00 - 11:00	2	25	0.000	2	25	0.020	2	25	0.020
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.020	2	25	0.000	2	25	0.020
13:00 - 14:00	2	25	0.000	2	25	0.020	2	25	0.020
14:00 - 15:00	2	25	0.020	2	25	0.020	2	25	0.040
15:00 - 16:00	2	25	0.040	2	25	0.000	2	25	0.040
16:00 - 17:00	2	25	0.080	2	25	0.080	2	25	0.160
17:00 - 18:00	2	25	0.080	2	25	0.040	2	25	0.120
18:00 - 19:00	2	25	0.100	2	25	0.020	2	25	0.120
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.400			0.540			0.940

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.000	2	25	0.100	2	25	0.100
08:00 - 09:00	2	25	0.000	2	25	0.100	2	25	0.100
09:00 - 10:00	2	25	0.020	2	25	0.040	2	25	0.060
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.060	2	25	0.060
12:00 - 13:00	2	25	0.020	2	25	0.020	2	25	0.040
13:00 - 14:00	2	25	0.000	2	25	0.060	2	25	0.060
14:00 - 15:00	2	25	0.020	2	25	0.000	2	25	0.020
15:00 - 16:00	2	25	0.020	2	25	0.000	2	25	0.020
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.060	2	25	0.020	2	25	0.080
18:00 - 19:00	2	25	0.180	2	25	0.020	2	25	0.200
19:00 - 20:00	1	20	0.050	1	20	0.000	1	20	0.050
20:00 - 21:00	1	20	0.050	1	20	0.000	1	20	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.420			0.420			0.840

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.020	2	25	0.240	2	25	0.260
08:00 - 09:00	2	25	0.040	2	25	0.220	2	25	0.260
09:00 - 10:00	2	25	0.020	2	25	0.120	2	25	0.140
10:00 - 11:00	2	25	0.000	2	25	0.020	2	25	0.020
11:00 - 12:00	2	25	0.000	2	25	0.060	2	25	0.060
12:00 - 13:00	2	25	0.040	2	25	0.020	2	25	0.060
13:00 - 14:00	2	25	0.000	2	25	0.080	2	25	0.080
14:00 - 15:00	2	25	0.040	2	25	0.020	2	25	0.060
15:00 - 16:00	2	25	0.060	2	25	0.000	2	25	0.060
16:00 - 17:00	2	25	0.080	2	25	0.080	2	25	0.160
17:00 - 18:00	2	25	0.140	2	25	0.060	2	25	0.200
18:00 - 19:00	2	25	0.280	2	25	0.040	2	25	0.320
19:00 - 20:00	1	20	0.050	1	20	0.000	1	20	0.050
20:00 - 21:00	1	20	0.050	1	20	0.000	1	20	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.820			0.960			1.780

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

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

Parameter summary

Trip rate parameter range selected:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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	2	25	0.100	2	25	0.380	2	25	0.480
08:00 - 09:00	2	25	0.100	2	25	0.480	2	25	0.580
09:00 - 10:00	2	25	0.080	2	25	0.300	2	25	0.380
10:00 - 11:00	2	25	0.100	2	25	0.220	2	25	0.320
11:00 - 12:00	2	25	0.120	2	25	0.140	2	25	0.260
12:00 - 13:00	2	25	0.260	2	25	0.160	2	25	0.420
13:00 - 14:00	2	25	0.180	2	25	0.260	2	25	0.440
14:00 - 15:00	2	25	0.280	2	25	0.220	2	25	0.500
15:00 - 16:00	2	25	0.120	2	25	0.060	2	25	0.180
16:00 - 17:00	2	25	0.280	2	25	0.240	2	25	0.520
17:00 - 18:00	2	25	0.420	2	25	0.280	2	25	0.700
18:00 - 19:00	2	25	0.500	2	25	0.260	2	25	0.760
19:00 - 20:00	1	20	0.400	1	20	0.350	1	20	0.750
20:00 - 21:00	1	20	0.450	1	20	0.300	1	20	0.750
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.390			3.650			7.040

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

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

Parameter summary

Trip rate parameter range selected:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.020	2	25	0.040	2	25	0.060
08:00 - 09:00	2	25	0.020	2	25	0.060	2	25	0.080
09:00 - 10:00	2	25	0.020	2	25	0.020	2	25	0.040
10:00 - 11:00	2	25	0.020	2	25	0.040	2	25	0.060
11:00 - 12:00	2	25	0.020	2	25	0.040	2	25	0.060
12:00 - 13:00	2	25	0.100	2	25	0.060	2	25	0.160
13:00 - 14:00	2	25	0.060	2	25	0.080	2	25	0.140
14:00 - 15:00	2	25	0.080	2	25	0.120	2	25	0.200
15:00 - 16:00	2	25	0.040	2	25	0.040	2	25	0.080
16:00 - 17:00	2	25	0.040	2	25	0.040	2	25	0.080
17:00 - 18:00	2	25	0.120	2	25	0.040	2	25	0.160
18:00 - 19:00	2	25	0.100	2	25	0.080	2	25	0.180
19:00 - 20:00	1	20	0.200	1	20	0.150	1	20	0.350
20:00 - 21:00	1	20	0.150	1	20	0.200	1	20	0.350
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.990			1.010			2.000

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.020	2	25	0.020	2	25	0.040
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.020	2	25	0.020
10:00 - 11:00	2	25	0.040	2	25	0.040	2	25	0.080
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.020	2	25	0.020	2	25	0.040
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.040	2	25	0.020	2	25	0.060
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.020	2	25	0.000	2	25	0.020
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.140			0.120			0.260

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.020	2	25	0.020
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.020	2	25	0.000	2	25	0.020
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.050	1	20	0.050	1	20	0.100
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.070			0.140

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.080	2	25	0.080
08:00 - 09:00	2	25	0.000	2	25	0.040	2	25	0.040
09:00 - 10:00	2	25	0.000	2	25	0.040	2	25	0.040
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.020	2	25	0.020
12:00 - 13:00	2	25	0.020	2	25	0.020	2	25	0.040
13:00 - 14:00	2	25	0.000	2	25	0.060	2	25	0.060
14:00 - 15:00	2	25	0.020	2	25	0.000	2	25	0.020
15:00 - 16:00	2	25	0.020	2	25	0.000	2	25	0.020
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.020	2	25	0.020	2	25	0.040
18:00 - 19:00	2	25	0.160	2	25	0.020	2	25	0.180
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.240			0.300			0.540

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 DLR Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 National Rail Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.020	2	25	0.020
08:00 - 09:00	2	25	0.000	2	25	0.060	2	25	0.060
09:00 - 10:00	2	25	0.020	2	25	0.000	2	25	0.020
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.040	2	25	0.040
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.040	2	25	0.000	2	25	0.040
18:00 - 19:00	2	25	0.020	2	25	0.000	2	25	0.020
19:00 - 20:00	1	20	0.050	1	20	0.000	1	20	0.050
20:00 - 21:00	1	20	0.050	1	20	0.000	1	20	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.180			0.120			0.300

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.020	2	25	0.140	2	25	0.160
08:00 - 09:00	2	25	0.040	2	25	0.080	2	25	0.120
09:00 - 10:00	2	25	0.000	2	25	0.020	2	25	0.020
10:00 - 11:00	2	25	0.000	2	25	0.020	2	25	0.020
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.020	2	25	0.000	2	25	0.020
13:00 - 14:00	2	25	0.000	2	25	0.020	2	25	0.020
14:00 - 15:00	2	25	0.020	2	25	0.020	2	25	0.040
15:00 - 16:00	2	25	0.040	2	25	0.000	2	25	0.040
16:00 - 17:00	2	25	0.080	2	25	0.060	2	25	0.140
17:00 - 18:00	2	25	0.080	2	25	0.040	2	25	0.120
18:00 - 19:00	2	25	0.100	2	25	0.020	2	25	0.120
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.400			0.420			0.820

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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 Tram Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 Water Service Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	25	0.000	2	25	0.000	2	25	0.000
08:00 - 09:00	2	25	0.000	2	25	0.000	2	25	0.000
09:00 - 10:00	2	25	0.000	2	25	0.000	2	25	0.000
10:00 - 11:00	2	25	0.000	2	25	0.000	2	25	0.000
11:00 - 12:00	2	25	0.000	2	25	0.000	2	25	0.000
12:00 - 13:00	2	25	0.000	2	25	0.000	2	25	0.000
13:00 - 14:00	2	25	0.000	2	25	0.000	2	25	0.000
14:00 - 15:00	2	25	0.000	2	25	0.000	2	25	0.000
15:00 - 16:00	2	25	0.000	2	25	0.000	2	25	0.000
16:00 - 17:00	2	25	0.000	2	25	0.000	2	25	0.000
17:00 - 18:00	2	25	0.000	2	25	0.000	2	25	0.000
18:00 - 19:00	2	25	0.000	2	25	0.000	2	25	0.000
19:00 - 20:00	1	20	0.000	1	20	0.000	1	20	0.000
20:00 - 21:00	1	20	0.000	1	20	0.000	1	20	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:	20 - 30 (units:)
Survey date date range:	01/01/10 - 11/07/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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.