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11-12 INGESTRE ROAD, LONDON, NW5 1UX

Transport Statement – Revision C – Volume 1 of 4

11-12 INGESTRE ROAD, LONDON, NW5 1UX

Transport Statement

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Date: September 2018

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Contents

Appendices

Plans

Registration of Amendments

Revision and Date	Amendment Details	Revision Prepared By	Revision Approved By
Rev A 04/07/18	Updated following comments from BMP.	AF	CB
Rev B 25/07/18	Updated following comments from BMP.	AF	CB
Rev C 10/09/18	Updated following comments from BMP.	AF	CB

EXECUTIVE SUMMARY

This Transport Statement will be used to support the planning application for the demolition of existing buildings and the erection of a six storey building with single level basement building accommodating 50 assisted living residential apartments with associated communal and support facilities and ancillary cafe, salon and mini gym, together with external amenity spaces, car lift, basement parking, laundry, plant, CCTV, lighting, access, landscaping, infrastructure and other ancillary works at Ingestre Road, London, NW5 1UX.

The Site currently consists of a part two-storey, part three-storey purpose built elderly persons home on the south side of Ingestre Road, surrounded by a housing estate. The home consists of four wings arranged around a central courtyard. The current Site was decommissioned in 2013, before which it comprised a dementia care home accommodating 48 residents.

The estate is mainly composed of two storey houses attached to four storey blocks of flats/apartments with deck access and parking below. However, opposite this site to the north is a part 7 part 9 storey block of flats.

The Site is in an urbanised setting on the south side of Ingestre Road which is located in the London Borough of Camden. The surrounding area is a thriving residential neighbourhood, with Parliament Hill and Hamstead Heath approximately 0.5km north west. The Site is well located in relation to a wide range of local amenities including education, health, retail and leisure facilities, which are all readily accessible on foot. By proposing development in this location, the Site complies with local and national transport planning policy.

Transport for London's PTAL calculation shows the Site benefits from a "Good" level of public transport accessibility (PTAL 3), however, erroneously their calculation does not take into account the pedestrian link between the Site to Highgate Road via Little Green Street.

Therefore, as part of this transport statement an independent PTAL calculation taking into account the pedestrian link from the Site to Highgate Road via Little Green Street has been undertaken. Our corrected calculation shows that with the existing pedestrian link to Highgate Road the Site achieves a significantly higher PTAL rating of 6a and therefore, is now shown to have "Excellent" access to public transport.

The Site is well served by buses on Highgate Road which provide wheel chair accessible services to destinations including Kentish Town Station, Camden Town Station and central London. The nearest rail station to the Site is Tufnell Park Station located approximately 440m walk to the east of the Site on the Northern Line.

The Site's location benefits from a high level of pedestrian infrastructure with a well-developed local street network which offers good connectivity to the north, south, east and west of the Site.

The pedestrian access to the Site and vehicular access into the basement car park will be taken from Ingestre Road. The vehicular access into the basement car park will be via a car lift. On the eastern side of the development.

The proposal would include a basement area with 10 car parking spaces (8 disabled spaces and 2 concierge spaces) accessed via a car lift onto Ingestre Road. The 2 concierge spaces would be for electric vehicles owned by the management company, which residents would have access to on a booking basis for trips such as shopping or medical appointments. This is thought to be crucial in order to assist residents in the transition from no longer having access to their own private vehicle.

The basement design also provides separate secure cycle parking for both staff and residents as well as 12 mobility scooter charging points. A number of secure residential cycle parking spaces would also be provided at ground level.

Having reviewed both the national and local planning policies this Transport Statement has found no reason on highways grounds why this development should not be granted planning permission.

1.0 INTRODUCTION

1.1 Create Consulting Engineers Ltd was instructed by Four Quarters (Ingestre Road) Ltd. to prepare a Transport Statement in support of the planning application for the demolition of existing buildings and the erection of a six storey building with single level basement building accommodating 50 assisted living residential apartments with associated communal and support facilities and ancillary cafe, salon and mini gym, together with external amenity spaces, car lift, basement parking, laundry, plant, CCTV, lighting, access, landscaping, infrastructure and other ancillary works at Ingestre Road, London, NW5 1UX.

1.2 The Site lies in the London Borough of Camden. The Site currently comprises a part two-storey, part three-storey purpose built elderly persons home on the south side of Ingestre Road, surrounded by a local authority housing estate. The home consists of four wings arranged around a central courtyard. The location of the Site and its surrounding area is shown in Figure 1.1 below:

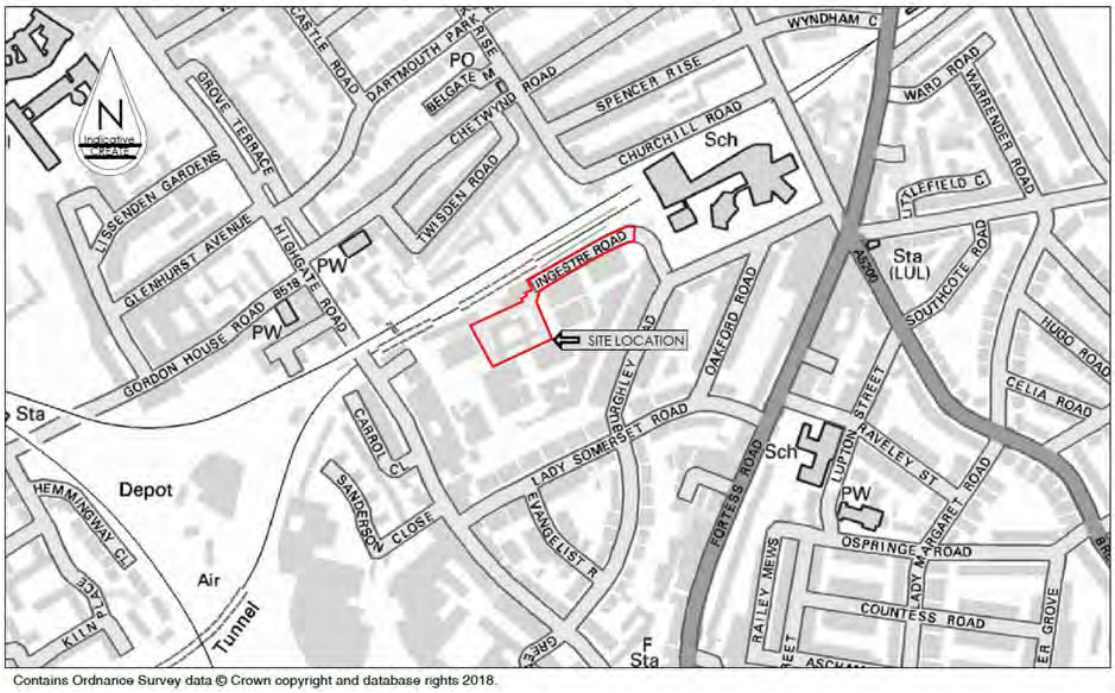


Figure 1.1 – Location of the redevelopment site and its surrounding area

1.3 The former Ingestre Road Care Home for the Elderly (C2 Use Class) included 48 self-contained bedrooms for residents. It closed in 2013, when the then residents were relocated to more modern and fit for purpose elderly person's accommodation at Maitland Park.

1.4 The Site will be redeveloped to provide a six storey plus single storey basement building accommodating 50 assisted living apartments and associated communal and support facilities for the over 55's:

- It is anticipated that each resident will require a minimum of between 2 to 4 care hours per week in the first year that will include assistance with shopping and cleaning. Care provision will increase as residents' age in place. A consultation room will be provided for external health care professionals.
- The proposed scheme incorporates appropriate communal facilities for use by residents and a CQC registered care provider in line with current best practice.
- The facility will offer a range of nursing, personal and domestic care services, which will be available 24 hours a day, 7 days a week. Nursing and care will be provided by an on-site team coordinated by the end operator.
- The type and frequency of care provision will depend on the age and health profile of incoming residents who will be required to provide the results to the selected care provider of a recent full medical examination.

1.5 Ancillary communal and wellbeing facilities include:

- Facilities include reception area, staff offices, guest suite, bar/ lounge area, hobby rooms, multi-use consulting rooms, laundry room, kitchen area, cycle / car/ buggy parking areas, external courtyard amenity spaces, plant and storage areas.
- Facilities that will be primarily for the residents but also open to the public include:
  - Café: 8am to 6pm Mon-Saturday, Sundays and Bank Holidays 11am to 4pm.
  - Salon: 10am to 7pm Monday to Saturday, closed Sundays and Bank Holidays.
  - Mini Gym: Opening hours will be 24/7 for residents via controlled access. A discounted membership rate will be offered to residents of the wider community who are over the age of 55 with access to these facilities available between 11am to 4pm, 7 days a week.

1.6 The proposal include public realm improvements, comprising improvements to the staircase to the South west corner of the Site in order to improve the link up to the community centre, street planting, CCTV, lighting and road resurfacing.

Photo 1.1: Existing Site looking south from Ingestre Road

1.7 This Transport Statement provides details of the context of the application site, the operation of the existing blocks of flats, and an assessment of the potential level of impact that the proposed development may have on transport infrastructure in the local area.

2.0 TRANSPORT PLANNING POLICY

2.1 This section provides an overview of the current national and local planning policies which relate to this proposed development site.

2.2 The documents reviewed in this section are:

- National Planning Practice Guidance;
- The London Plan;
- The London Borough of Southwark Core Strategy;
- The Southwark Plan; and
- The Sustainable Transport Supplementary Planning Document.

National Planning Policy Framework (NPPF) 2018

2.3 The updated NPPF 2018 sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

2.4 Paragraph 84 of the updated NPPF states that planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (e.g. by improving the scope for access on foot, by cycling or by public transport).

2.5 Paragraph 102 identifies that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) The potential impacts of development on transport networks can be addressed;
b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
c) opportunities to promote walking, cycling & public transport are identified / pursued;
d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains;
… and
e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.6 Paragraph 109 requires 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.

2.7 Within this context, paragraph 110 states that, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
d) allow for the efficient delivery of goods, and access by service and emergency vehicles;
… and
e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.8 Paragraph 111 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.

- With respect to transport issues, the proposed development can be considered to be in accordance with the NPPF.

The London Plan

2.9 The London Plan sets out an overarching and integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. The current plan was adopted in March 2015 with Revised Alterations published in March 2016.

2.10 Chapter 6 of the London Plan sets out the aims and policies for London's Transport in relation to the Sixth objective of the London Plan (Paragraph 6.1) which states that London should be:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames, and supports delivery of all objectives of this plan"

2.11 Policy 6.1 of the London Plan sets out the Strategic Approach in relation to integrating transport and development stating that:

A. "*The Mayor will work with all relevant partners to encourage the closer integration of transport and development … by:*
   a. Encouraging patterns and nodes of development that reduce the need to travel, especially by car"

2.12 Policy 6.3 of the London Plan relates to Assessing the Effects of Development on Transport Capacity, stating that:

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

2.13 In relation to provision for cycling, Policy 6.9 of the London Plan states that:

B. "Developments should:
   a. provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3 and the guidance set out in the London Cycle Design Standards (or subsequent revisions)
   b. provide on-site changing facilities and showers for cyclists
   c. contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions)
   d. provide links to existing and planned cycle infrastructure projects including Cycle Superhighways, Quietways, the Central London Grid and the 'mini-Hollands'
   e. facilitate the Mayor's cycle hire scheme through provision of land and/or planning obligations where relevant, to ensure the provision of sufficient capacity."

2.14 The relevant section of Table 6.3, showing cycle parking standards for C2 and C3 developments, is shown in Table 2.1 below:

Land Use	Long Stay	Short Stay
C2 Care homes/ secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
C3 Dwellings	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

Table 2.1 Minimum Cycle Parking Standards

2.15 In relation to provision for walking, Policy 6.10 of the London Plan states that:

B. "Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance."

2.16 In relation to parking provision, Policy 6.13 of the London Plan states that:

C. "The maximum standards set out in Table 6.2 in the Parking Addendum to this chapter should be applied to planning applications.

D. In addition, developments must:

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

b. provide parking for disabled people in line with Table 6.2.

c. meet the minimum cycle parking standards set out in Table 6.3.

d. provide for the needs of businesses for delivery and servicing."

2.17 The section of maximum car parking standards for residential developments is shown in Table 2.2 below:

Number of bedrooms	4 or more	3	1-2
Parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

Table 2.2 Maximum Car Parking Standards

The New London Plan

2.18 A draft new London Plan was published by the Mayor for consultation in December 2017. The consultation period ended on Friday 2 March. Greater London Authority officers are currently registering all representations received and preparing a report which will summarise the main issues. In regards to parking for proposed residential development the New London Plan states the below:

2.19 Table 10.2 – Minimum cycle parking standards of the New London Plan states that for C3-C Dwellings:

Number of bedrooms	Studio apartment	1 bed unit	All other
Parking spaces	1 per unit	up to 1.5 per unit	2 per unit

Table 2.3 Maximum Car Parking Standards

2.20 The New London Plan also states in Policy T6.1 Residential Parking, that developments in areas of PTAL 5-6 should be car-free. In regards to disabled persons parking Policy T6.1 states:

"Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1. *ensure that at least one designated disabled persons parking bay per dwelling for three per cent of dwellings is available from the outset*

2. *demonstrate on plan and as part of the Car Parking Design and Management Plan, how the remaining bays to a total of one per dwelling for ten per cent of dwellings can be requested and provided when required as designated disabled persons parking in the future. If disabled persons parking provision is not sufficient, spaces should be provided when needed either upon first occupation of the development or in the future."*

2.21 Given the stage of preparation the emerging New London Plan carries little weight however the relevant proposed policies above have still been considered.

The Camden Local Plan (2016 – 2031)

2.22 The Camden Local Plan sets out the Council's planning policies and replaces the current Core Strategy and Development Policies planning documents (adopted 2010). The Camden Local Plan forms part of Camden's development plan and sets out the overall vision and strategic policies for development in the borough.

2.23 Policy 'T2' of the Local Plan states that:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

- *not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- *limit on-site parking to:*
  - *i. spaces designated for disabled people where necessary, and/or*
  - *ii. essential operational or servicing needs;*
- *support the redevelopment of existing car parks for alternative uses; and*

- *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

2.24 As part of the reasoning behind this stance on parking the Camden Local Plan states that:

> *"Limiting the opportunities for parking within the borough can reduce car ownership and use and therefore lead to reductions in air pollution and congestion and improve the attractiveness of an area for local walking and cycling. Car-free development will also mean that the borough's limited land can be used more efficiently, which will help to free up space to allow additional housing, employment uses, community facilities, play areas, amenity spaces and cycle parking. The Council does however also recognise that some people, businesses and organisations, rely on private car use as their only transport option. Parking provision for disabled people and essential uses will therefore be considered where necessary."*

2.25 The Local Plan also sets out acceptable levels of parking for redevelopments such as the Site in question, stating:

> *"In redevelopment schemes, the Council will consider retaining or reproviding existing parking provision where it can be demonstrated that the existing occupiers are to return to the address when the development is completed. This is common where an existing dwelling or block is being extended or subdivided. It can also occur where a change of use brings a site or property into residential occupation. If a development is to have new occupiers, this should be car-free. Where redevelopment involves a town centre car park identified in Camden's Site Allocations Plan as supporting the functioning of the town centre, the Council will consider the retention of the existing parking provision or a lower level of provision on-site. Any new development on the existing car park should be car-free in accordance with Policy T2."*

2.26 In the London Borough of Camden document 'Camden Planning Guidance Transport 7' guidelines for the provision of blue badge spaces at new developments is given, such as;

> *"While the Council encourages public transport and car-free schemes, in line with sustainable development objectives, we recognise that some disabled people rely on private motorised transport. We will therefore require relevant planning applications to demonstrate how the needs of disabled drivers have been addressed. Where appropriate, the Council will support provision of disabled parking and drop-off facilities which are integrated with public transport facilities.*
>
> *The Council believes that new housing should allow less mobile residents to live as independently as possible. Accessible homes give them greater choice about*

where to live and mean people are less likely to need to move when they become less mobile. The Council's policies on accessible and adaptable dwellings and wheelchair user dwellings are set out in "Policy H6 Housing choice and mix" and in supplementary planning document Camden Planning Guidance on housing.

Car-free development and car-capped development should be designed taking into account the needs of disabled car users. Blue Badge holders are able to use parking spaces in Controlled Parking Zones without a parking permit. Minimum parking standards apply to parking for people with disabilities, and 1 parking space for people with disabilities is required per 10 general-purpose dwellings (see Appendix 2 of the Camden Development Policies document). In addition, where car-free and car-capped developments contain wheelchair housing, the Council will expect a parking space to be provided for each wheelchair dwelling. Where a resident in need of a reserved disabled parking space moves into a development with no off-street spaces, the Council will consider a request for a designated disabled space on-street in the same way whether the development is formally car-free or not."

3.0 SITE CONTEXT

Site Location & Description

3.1 The Site is located on the south side of Ingestre Road in the London Borough of Camden, NW5 1UX. The location of the Site is shown in Figure 3.1 below:

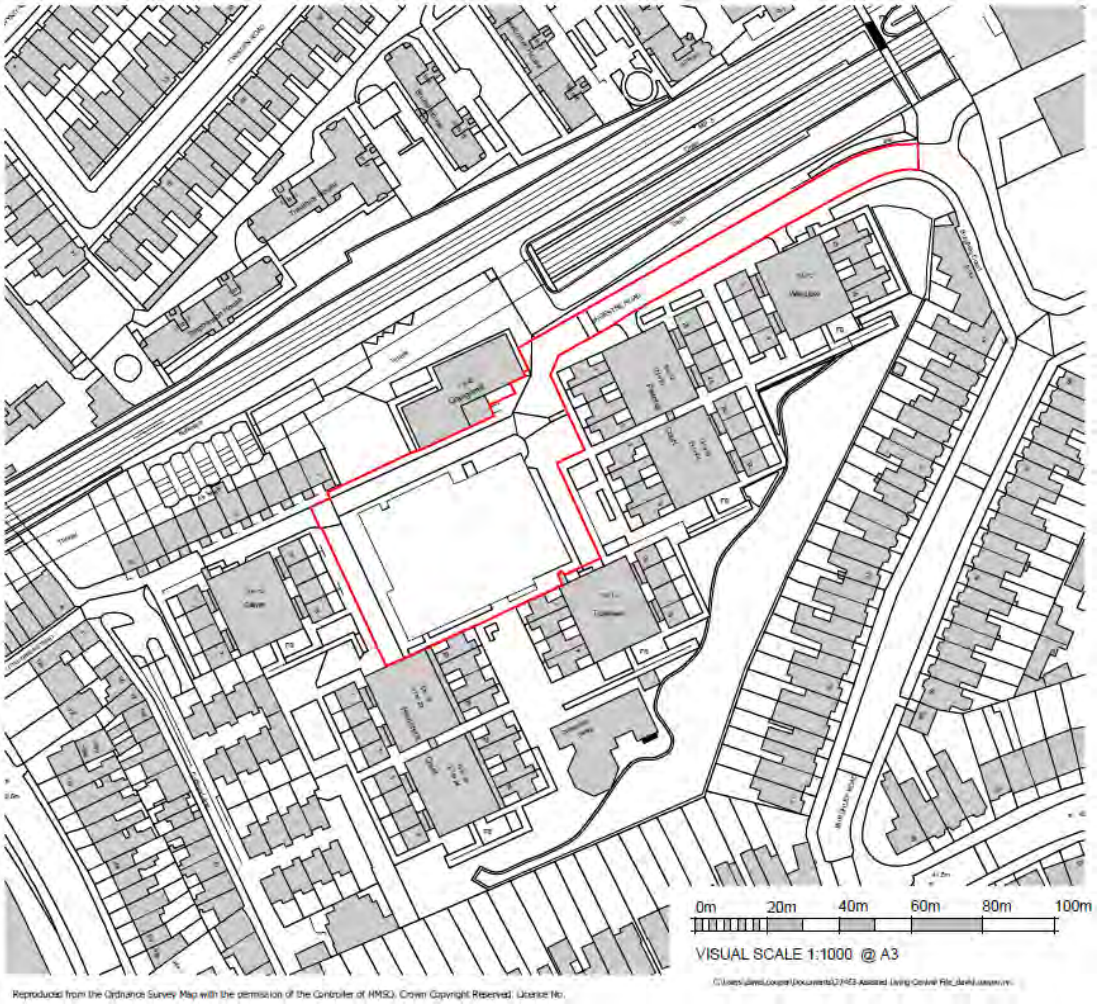


Figure 3.1 – Location of the redevelopment site

3.2 The Site is in an urbanised setting to the north of Kentish Town and located centrally between the North London Line Station Gospel Oak (to the west) and London Underground station Tufnell Park (to the east).

3.3 The Site is accessed from the west off Highgate Road via Little Green Street or from the east from Ingestre Road off Burghley Road.

3.4 Little Green Street is a narrow single carriageway road with residential dwellings either side. This will provide predominantly pedestrian access to the Site as Vehicular access from Little Green Street to Ingestre Road is restricted to emergency vehicles only. The main vehicular access into the Site will be taken from Ingestre Road.

3.5 The surrounding area is a thriving residential neighbourhood, within the Ingestre Road Estate there is also a community centre and a nursery providing child care for children aged between 2-8 years of age.

3.6 Ingestre road, west of the service entrance for the Acland Burghley School, is subject to extensive parking restrictions. All parking spaces are demarcated and numbered in relation to the properties they serve and the remaining carriageway space is restricted by double yellow lines, as shown in Photo 3.1 below.

Photo 3.1: Ingestre Road look east towards Acland Burghley School

3.7 The nearest district centre is Kentish Town which is a 15 minute walk to the south, however there is a wide range of services and facilities closer to the Site on the nearby Highgate Road.

3.8 The Site is currently occupied by a part two-storey, part three-storey purpose built elderly persons home on the south side of Ingestre Road, surrounded by a local authority housing estate. The home consists of four wings arranged around a central courtyard.

Public Transport

3.9 The public transport accessibility level (PTAL) is a method used to assess the accessibility level of geographical areas to public transport.

3.10 The online Web CAT planning tool calculates the PTAL of the Site as 3. The PTAL map for the Site is shown below in Figure 3.2 and the full PTAL report can be found in Appendix A.

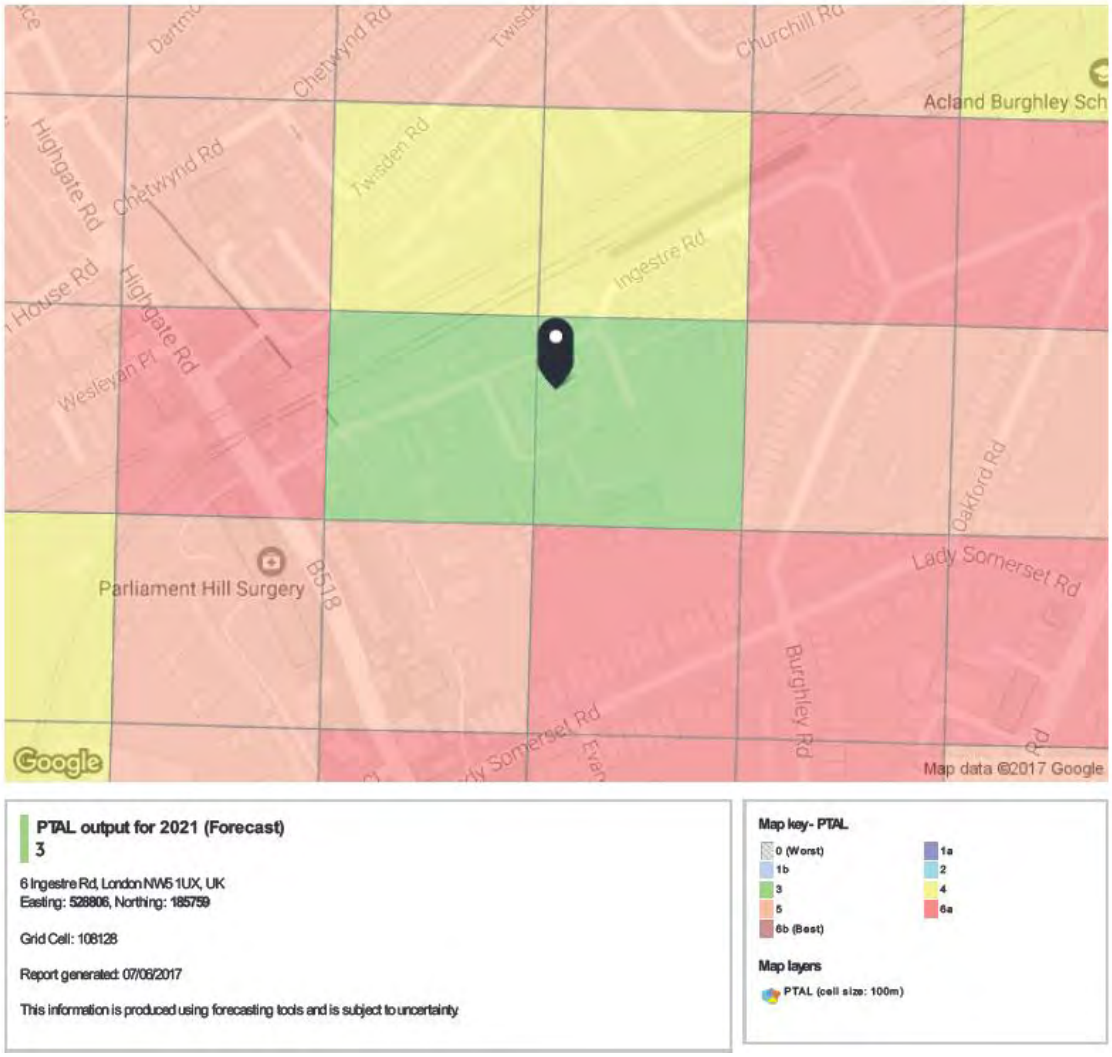


Figure 3.2 – PTAL map for the redevelopment site

3.11 The results of the WebCAT PTAL report appear not to have taken into account the pedestrian link from the Site to Highgate Road via Little Green Street. Therefore, an independent PTAL review has been undertaken by Create Consulting Engineers to quantify the difference Little Green Street makes to the Site's accessibility.

3.12 The review of the PTAL calculation has been carried out using the methodology provided in the TfL 'Assessing Transport Connectivity in London' guidance document with the results in full shown in Appendix A.

3.13 The same calculation parameters as the WebCAT PTAL report have been used for the independent assessment, as shown in Figure 3.3 below.

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

Figure 3.3 – PTAL Calculation Parameters

3.14 The independent PTAL calculation adjusted to allow for pedestrian movement from the Site to Highgate Road via Little Green Street which subsequently reduced many of the walking times/distances to local public transport facilities. As a result of this the calculation generated an Access Index (AI) value of 27.07 which gives the Site a PTAL rating of 6a, confirming the Site has, in fact, "Excellent" access to public transport.

Bus

3.15 The nearest northbound bus stop to the Site (stop GZ) is located approximately 200m walking distance from Site on Highgate Road. This stop is served by buses heading towards Highgate and Parliament fields.

3.16 The nearest southbound bus stop (stop GW) is located approximately 180m walking distance to the south-east of the Site. This stop is served by buses heading towards Kentish Town and Central London.

3.17 Both bus stops are wheelchair accessible each feature flag markers and timetable information the northbound stop is also equipped with a shelter. The location in relation to the Site is shown on Figure 3.4 below:

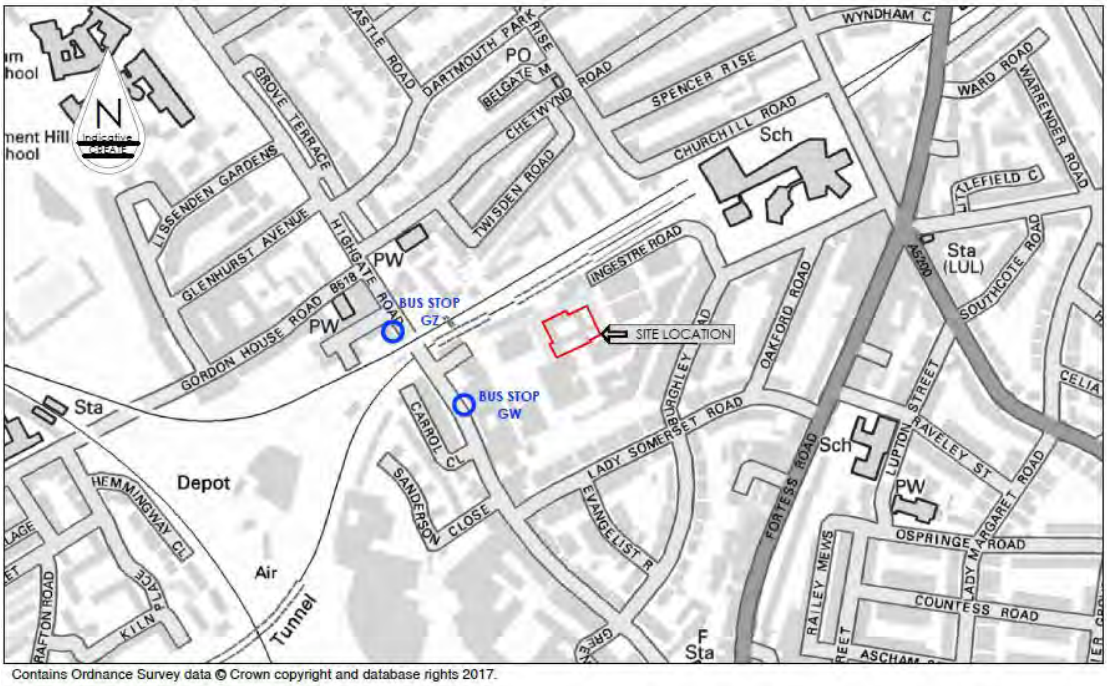


Figure 3.4 – Plan of nearest bus stops to the Site

3.18 These bus stops are served by routes 214 and C2. A summary of these routes is provided in Table 3.1 below:

Route no.	Northbound destination	Southbound destination	First Mon-Fri departure		Last Mon-Fri departure		Mon-Fri daytime frequency
			North	South	North	South	
214	Highgate School/Hampstead Lane	Finsbury Square	00:03	00:18	23:48	23:58	6-10 mins
C2	Parliament Hill Fields	Conduit Street	00:09	00:02	23:51	23:52	6-10 mins

Table 3.1 – Summary of bus services on Highgate Road nearest to Site

3.19 A 'spider map' of all the bus routes in the local area can be found in Appendix B.

Rail

3.20 The nearest underground station is Tuffnell Park which is located approximately 480m (walking distance) from the Site. This station is served by the northern line underground service connecting the Site to central London and locations such as Finchley and High Barnet to the north. Trains from this station run every 5-6 minutes to each destination throughout the day, with the first departure at 05:41 (to Morden) and the last arrival at 00:54 (towards High Barnet).

3.21 Approximately 800m walking distance to the south of the Site is Kentish Town Station which being just one stop south of Tuffnell Park on the Northern Line offers a very similar service.

3.22 To the west approximately 600m walking distance from the Site is the Gospel Oak London Overground Station. The station is wheel chair accessible and has regular services from three platforms to destinations such as Richmond, Clapham Junction and Stratford. All the stations near to the Site are shown in Figure 3.5 below:

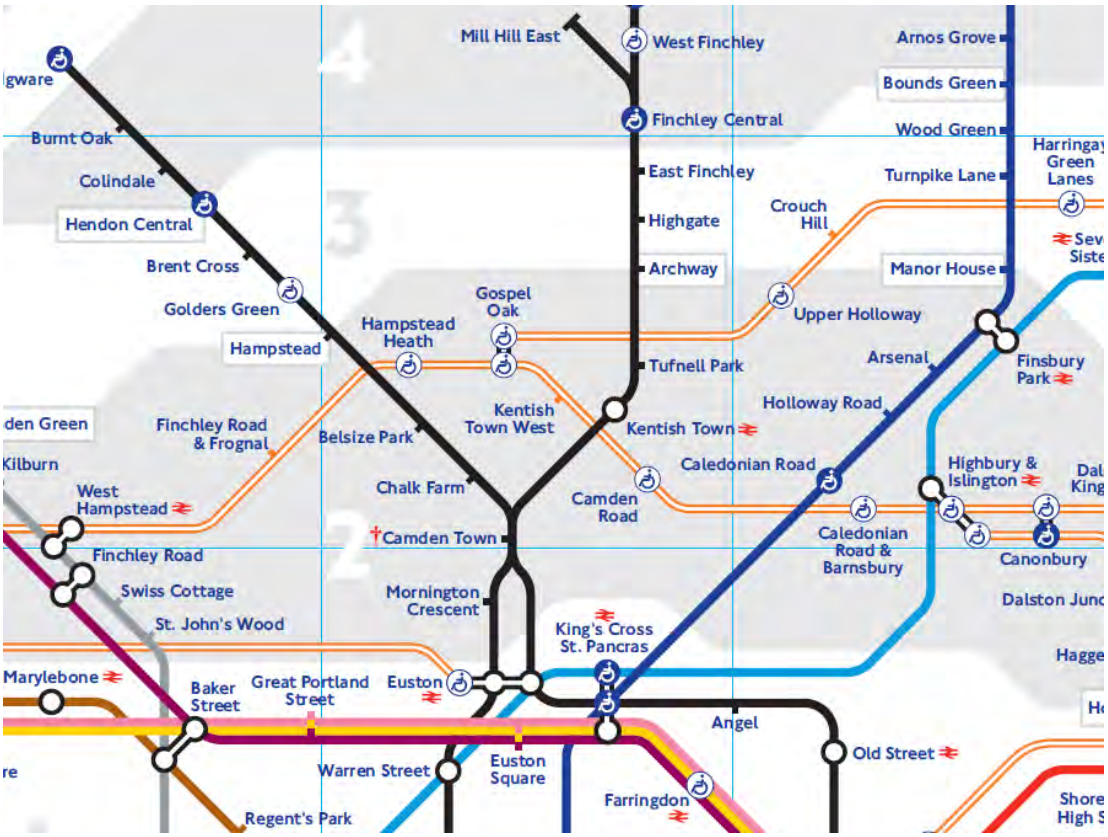


Figure 3.5 – Extract from London's Rail and Tube services map (June 2018)

Active Travel Modes

Walking

3.23 The Site's urban location benefits from a high level of pedestrian infrastructure with a well-developed local street network which offers good connectivity to the north, south, east and west of the Site. There is continuous footway provision on the southern side of Ingestre Road and sections of footway on the northern side giving pedestrian connectivity to the Site from the east. Ingestre Road itself is well lit and the footways are flat and even, providing a safe and secure walking environment outside the Site.

3.24 Little Green Street provides a pedestrian link from Highgate Road to the west of the Site. Highgate Road is the main link from the Site to the north and south and has generous footway provision on both sides of the carriageway.

3.25 College Lane provides an off road pedestrian link to the Site from Lady Somerset Road to the south of the Site.

3.26 The Site is well located in relation to a wide range of local amenities including public transport services, retail and leisure facilities, which are all readily accessible on foot.

Cycling

3.27 Whilst there are no cycle lanes on Ingestre Road itself, there are short sections provided along Highgate Road to the west of the Site. Advanced cycle stop markings are also provided at the junctions along Highgate Road.

3.28 The TfL Local Cycling Guide mapping has been examined and shows that there is a good network of roads surrounding the Site which are deemed by TfL to be suitable for cycling.

3.29 Highgate Road south of Ingestre Road is classified as “roads that have been recommended by cyclists, may connect other route sections” all the way south to Kentish Town underground station. Somerset Road to the south of Ingestre Road also has the same classification.

3.30 To the north of the Site Highgate Road is classified as “Routes signed or marked for use by cyclists on a mixture of quiet or busier roads” all the way until it connects with Highgate High Street.

3.31 Cycling is therefore seen as a convenient and desirable mode of transport for the more able bodied future site residents.

3.32 On the whole cycling is an increasingly popular mode of transport in London, and to further encourage this trend a generous provision of secure cycle parking is to be offered for both staff and residents in the proposed Site basement and at ground level.

Highways Safety

3.33 In order to assess the highway safety situation, a review of the Crashmap.co.uk website has been undertaken to obtain accident data in the vicinity of the Site. The Crashmap search parameters have been selected to show accidents for the last 5 years of available data which at the time of writing is up to the end of 2017. Figure 3.6 below shows the output from www.crashmap.co.uk website.

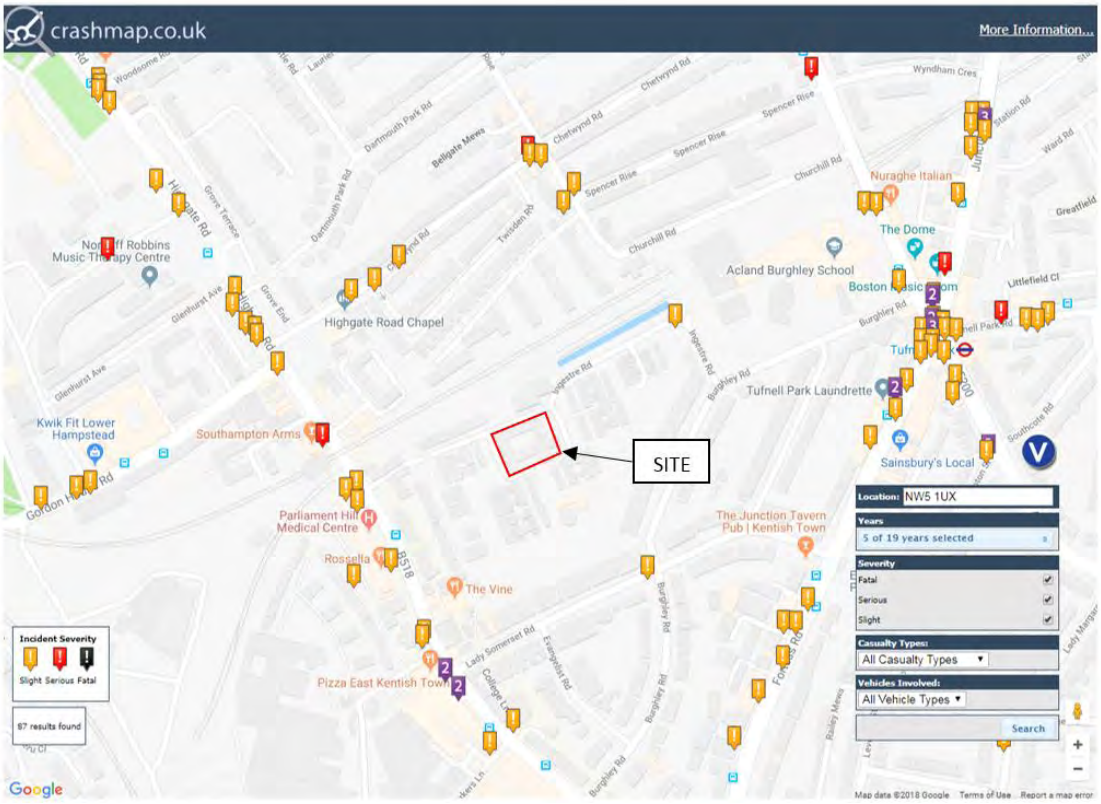


Figure 3.6 – Crashmap Accident Records (Extracted June 2018)

3.34 The accident data above shows one accident classified as 'Slight' in severity has been recorded along Ingestre Road to the east of the Site. Crashmap confirms this accident took place on 7th March 2015 and involved two vehicles resulting in one casualty.

3.35 The Crashmap search also shows numerous accidents to the west of the Site along Highgate Road and to the east of the Site at the junction adjacent to the Tufnell Park underground station. Fortunately the majority of these accidents are classified as 'Slight' in severity.

3.36 Due to the nature of the development and given the low provision of parking onsite it is unlikely that the proposed development would exacerbate any of the existing road safety issues on the local road network through the introduction of additional vehicle movements. However, it is likely that a significant proportion of the residents and visitors to the Site would travel on foot at least to the nearest public transport facility.

3.37 Therefore, in Figure 3.7 below the filter settings on Crashmap have been altered to only show accidents which resulted in pedestrian casualties.

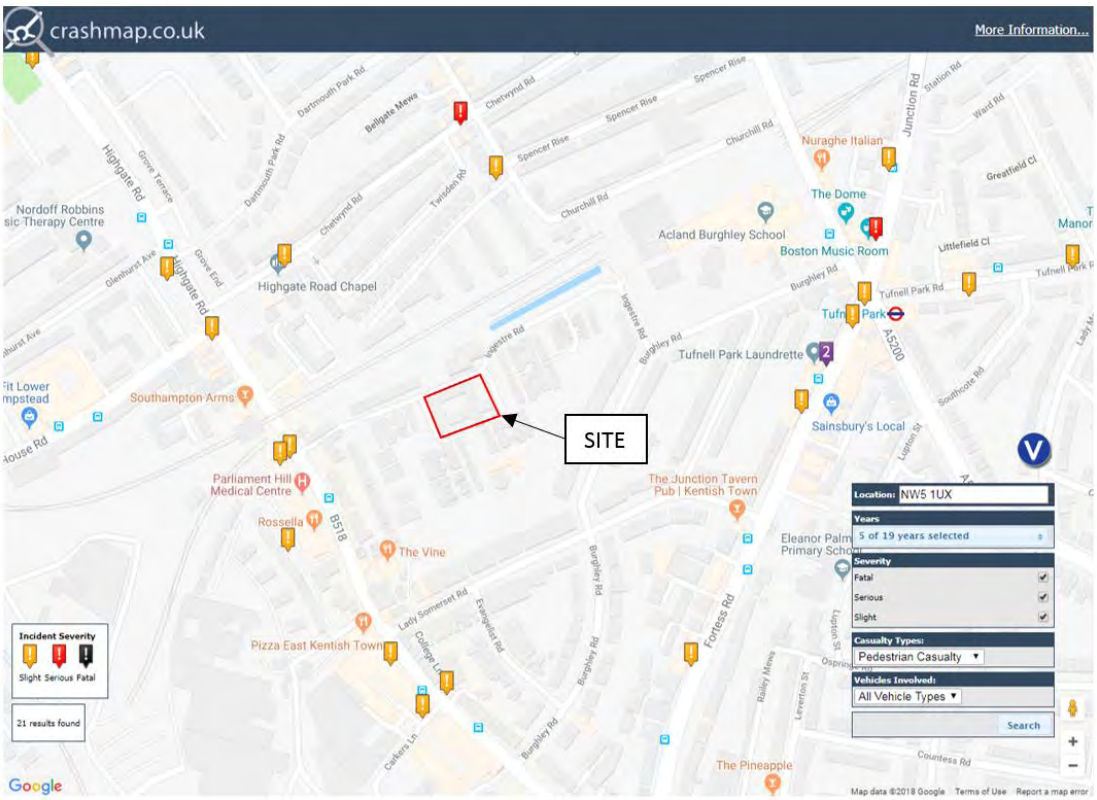


Figure 3.7 – Crashmap Pedestrian Accident Records (Extracted June 2018)

3.38 As can be seen in Figure 3.7 when focussing on the accidents involving pedestrian casualties the number of incidents decreases dramatically, with Crashmap showing no formal accident clusters, demonstrating the area surrounding the Site is acceptably safe and suitable to accommodate the additional pedestrian movements that would be generated by the proposed development in question.

4.0 PROPOSED DEVELOPMENT

4.1 The proposed redevelopment comprises the demolition of the former Ingestre Road Care Home for the Elderly and the construction of a 6 storey assisted living facility. The proposals include the provision of 50 units (1 x 1 bed, 41 x 2 bed and 8 x 3 bed apartments) assisted living apartments, together with associated communal and well-being facilities, including a cafeteria, mini-gym, hairdressers, lounge, newsagents and cafe, some of which will be open to the general public.

4.2 As is currently the case, the development will have both pedestrian and vehicular access from Ingestre Road. As well as pedestrian links from Little Green Lane and College Lane. Layout plans of the development proposals can be found in Appendix C.

Parking Provision

4.3 The proposals include 8 disabled parking spaces and 2 concierge parking spaces located in an underground basement car park as shown on Figure 4.1 below.

Figure 4.1: Barton Wilmore Proposed Basement Plan ref: 27463 A-P11-00A
(Full drawing included in Appendix C)

4.4 The basement would be accessed via a car lift onto Ingestre Road on the eastern side of the building. In order for access to be maintained two existing parking spaces will require removing. The basement would also provide secure parking facilities for bicycles and electric scooter charging points.

4.5 The adopted London Borough Camden Local Plan (2017) document sets out the parking requirements for new developments. Policy 'T2' of the Local Plan states that:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

- *not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;*
- *limit on-site parking to:*
  - *iii. spaces designated for disabled people where necessary, and/or*
  - *iv. essential operational or servicing needs;*
- *support the redevelopment of existing car parks for alternative uses; and*
- *resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."*

4.6 Following discussions with highways officers at London Borough Camden an agreement has been made that due to the nature of the proposed development and the demographic of future residents, the level of parking spaces designated for disabled people within the basement (as shown on Figure 4.1) is to be deemed acceptable.

4.7 Due to nature of the proposal and that the older residents are more likely to be reliant on car use due to mobility issues it is considered essential that two concierge spaces are also provided in the basement.

4.8 The 2 concierge spaces would be for electric vehicles owned by the management company, which residents would have access to on a booking basis for trips such as shopping or medical appointments. This is thought to be crucial in order to assist residents in the transition from no longer having access to their own private vehicle.

4.9 These concierge parking spaces are deemed essential to the use of the development and therefore fall in line with Policy T2 of the Camden Local Plan.

4.10 In regard to cycle parking the London Plan states that for care homes/secure accommodation 1 long stay space should be provided per 5 members of staff and 1 short stay space should be provided per 20 bedrooms.

4.11 It also states that for use class C3, residential dwellings, long stay cycle parking should be provided at a minimum ratio of 1 space per studio/ 1 bed unit and 2 spaces per all other dwellings. Short stay spaces should be provided at 1 space per 40 units. For the proposed development this would result in a provision of 100 spaces.

4.12 As shown in Figure 4.1 above provision has been made in the basement for 7 Sheffield style cycle stands able to accommodate 14 bicycles to be used by staff and a further 25 Sheffield style stands able to accommodate 50 bicycles for the future residents. At ground floor level as shown on the plans in Appendix C there are an additional 6 Sheffield style stands able to accommodate 12 bicycles for the future residents.

4.13 It is noted the number of cycle parking proposed falls below the London Plan standards for C3 dwellings. However, due to the demographic of the future residents it is reasonable to assume that because of mobility issues a significant proportion of future residents will be unable to cycle in comparison to a regular residential development. The quantum of cycle parking provided on site is therefore, considered to be more than enough to sufficiently meet the residents demands.

4.14 The basement layout plan also shows 12 mobility scooter charging points for the residents. Therefore, providing over and above the amount of cycle parking recommended in the London Plan in order to encourage the future site residents to utilise more sustainable modes of transport as much as possible.

On-Street Parking

4.15 In addition to the two existing parking spaces that require removal in order to gain access to the proposed basement car lift, a further 8 permit parking spaces along Ingestre Road could be removed as part of a public realm improvement scheme along the northern Site frontage. This is shown on the Barton Willmore Illustrative Masterplan included in Appendix C at the back of this report.

4.16 In order to assess the likely impact on parking this loss of spaces would have on Ingestre Road a dedicated parking survey has been carried out by Quality Traffic Surveys on the 13 July 2017 in accordance with the "Lambeth" parking survey method on roads in the vicinity of the proposed Site. The scope and format of the survey work was also agreed with the Council in advance of the surveys being undertaken.

4.17 Ingestre Road was split into four sections as shown in the tables 4.1 - 4.4 below:

Eastside		Westside	
Length	**Number of spaces**	**Length**	**Number of spaces**
20.4	4	20.5	4
Total	**4**	Total	**4**

Table 4.1: Ingestre Road (EW)

Northside		Southside	
Length	**Number of spaces**	**Length**	**Number of spaces**
16.1	3	15.6	3
44.2	8	37.3	7
		37.7	7
Total	**11**	Total	**17**

Table 4.2: Ingestre Road (NS)

Eastside		Westside	
Length	**Number of spaces**	**Length**	**Number of spaces**
27.3	5		
Total	**5**	Total	**0**

Table 4.3: Ingestre Road Off Slip (W)

Eastside		Westside	
Length	**Number of spaces**	**Length**	**Number of spaces**
27	5	29.9	5
AMB	1		
Total	**6**	Total	**5**

Table 4.4: Ingestre Road Off-Slip (E)

4.18 The hourly beat survey was undertaken along Ingestre Road from 7:00am to 8:00pm as agreed with Camden Borough Council and full results are at Appendix D.

4.19 Even with the proposed development's highly accessible location, unavoidably it is likely to generate at least some increase in parking demand (i.e. visitors, staff, deliveries etc.) between the hours of 07:00am to 8:00pm. During this period, the surveys showed that the 68% of the permit parking spaces on the local section of Ingestre Road were in use. Therefore, of the 51 available permit spaces along Ingestre Road (outside of the formal CPZ and not including the ambulance space shown in above in Table 4.4) 35 were occupied leaving a total of 16 free for use during the day.

4.20 This demonstrates that although the Site has a re-calculated PTAL rating of 6a "Excellent", it is still beneficial for local residents on Ingestre Road to have access to the private car for certain journeys.

4.21 While the proposed car lift and pedestrian improvements would remove a total of 10 spaces, the surveys indicate that 6 spaces would still be available for use, following the introduction of the proposed development scheme.

Servicing

4.22 The existing building on the Site whilst in operation was served by refuse collection vehicles from Ingestre Road at street level. The proposals for the proposed development will not alter these main servicing arrangements. On-site management will transport the refuse bins from the stores in the basement (as shown on Figure 4.1) to street level for collection on the relevant days, via the car lift.

4.23 In the plans section of this report Create drawing 1282/03/008 shows swept path analysis of how the refuse collection could be undertaken at the proposed development.

4.24 Also included in the plans section is Create drawing 1282/03/007 which demonstrates how a delivery vehicle would be able to access the Site and operate from the proposed loading bay on the western side of the development. Some smaller sized vehicles may also utilise the car lift and basement for deliveries.

5.0 IMPACT OF DEVELOPMENT

Traffic Impact

5.1 The Site currently consists of a part two-storey, part three-storey purpose built elderly persons home on the south side of Ingestre Road, surrounded by a housing estate. The home consists of four wings arranged around a central courtyard and the remaining buildings were decommissioned in 2013, before which it comprised a dementia care home accommodating 48 residents.

5.2 The existing care home has no on-site vehicular parking or cycle parking provision.

5.3 The proposals are for the demolition and redevelopment of the former care home site to provide a new assisted living facility accommodating up to 50 units (1 x 1 bed, 41 x 2 bed and 8 x 3 bed apartments) in a building up to 6 storeys in height.

5.4 The basement of the proposed development will have 8 parking spaces allocated for use by disabled residents and an additional 2 concierge spaces. Space has also been set aside in the basement to provide 7 Sheffield style cycle stands able to accommodate 14 bicycles to be used by staff and a further 25 Sheffield style stands able to accommodate 50 bicycles for the future residents. At ground floor level as shown on the plans in Appendix C there are an additional 6 Sheffield style stands able to accommodate 12 bicycles for the future residents.

5.5 The basement layout plan also shows that there will be 12 mobility scooter charging points for the residents to use.

5.6 The proposed development will increase the number of beds from 48 to 107 (1 x 1 bed, 41 x 2 bed and 8 x 3 bed apartments), but will also result in an increase in cycle and mobility scooter parking, whilst only providing essential vehicular parking for disabled residents and concierge use.

5.7 A Travel Plan is being put in place across the Site to implement further measures to encourage the use of more sustainable modes of transport such as buses and the underground network as well as active transport such as walking and cycling which would be well accommodated by existing infrastructure in the area. In turn this will help to discourage the use of private cars to and from the Site.

5.8 The Travel Plan also sets out guidance to be provided to regular visitors to the Site with the aim of encouraging the uptake of sustainable modes of transport when visiting the Site.

AM and PM Period Trip Generation

5.9 The scope of assessment in support of the development proposals is focussed on the AM (0800-0900) and PM (1700-1800) peak hour periods for typical weekday analysis. This is on the basis that the assessment should cover those periods when the proposed development and the surrounding road network would likely be at its busiest in terms of forecast levels of traffic and travel demand.

5.10 This analysis will make comparisons between the former use which functioned as a care home up until closure in 2013; the temporary use by the Somali Peoples Network which used the building to shelter vulnerable persons who required care provided by Oasis Care from October 2016 to February 2018; and the future uses on the Site as being currently proposed in this report.

5.11 There are no traffic surveys available for the previous uses, therefore, the latest TRICS database version 7.5.1 has been used to derive a retrospective account of traffic generation. Full TRICS reports are included in Appendix E.

5.12 To estimate the trip generation associated with the previous 48 bed care home at the Site the parameters "Care Home (Elderly Residential)" have been selected as well as geographical and accessibility parameters to ensure the surveys included resemble the Site as close as is possible within the available survey samples.

5.13 It is noted that only one survey has been selected, however, the very close similarities with respect to location, scale and accessibility (both sites have a PTAL 6a rating) between the survey sample within TRICS and the Ingestre Road scheme are deemed significant enough in order to draw meaningful conclusions.

5.14 Tables 5.1 and 5.2 below summarise an account of estimated trip generation associated with the previous 48 bed care home at the Site.

Care Home Trip Rates	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0.051	0.068	0.051	0.068	0.629	0.612
Cyclists	0.017	0.017	0	0	0.017	0.017
Vehicle Occupants	0.034	0.051	0.102	0.119	0.765	0.816
Pedestrians	0.034	0.051	0	0.017	0.289	0.238
Public Transport	0.017	0.017	0	0.017	0.204	0.238
Total Person Trips	**0.102**	**0.136**	**0.102**	**0.153**	**1.275**	**1.309**

Table 5.1: Care Home Trip Rates (per Bed)

Care Home Trip Gen	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	2	3	2	3	30	29
Cyclists	1	1	0	0	1	1
Vehicle Occupants	2	0	5	6	37	39
Pedestrians	2	2	0	1	14	11
Public Transport	1	1	1	0	10	11
Total Person Trips	**6**	**4**	**6**	**7**	**62**	**62**

Table 5.2: Care Home Trip Generation (48 bed care home)

5.15 The TRICS database has also been used to derive trip generation estimates under the sample description of "Affordable/Local Authority Flats" for when the Site was used to house vulnerable persons by the Somali Peoples Network. The results of this analysis are shown in Tables 5.3 and 5.4 below.

Sheltered Accommodation Trip Rates	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0.051	0.145	0.047	0.051	0.676	0.797
Cyclists	0	0	0.005	0.014	0.058	0.081
Vehicle Occupants	0.061	0.308	0.075	0.079	0.849	1.064
Pedestrians	0.042	0.215	0.136	0.098	1.229	1.194
Public Transport	0.028	0.238	0.107	0.047	0.699	0.729
Total Person Trips	**0.131**	**0.761**	**0.323**	**0.238**	**2.835**	**3.068**

Table 5.3: Sheltered Accommodation Trip Rates (per dwelling)

Sheltered Accommodation Trip Gen	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	2	7	2	2	33	38
Cyclists	0	0	0	1	3	4
Vehicle Occupants	3	15	4	4	41	51
Pedestrians	2	10	7	5	59	57
Public Transport	1	11	5	2	34	35
Total Person Trips	**6**	**36**	**16**	**12**	**137**	**147**

Table 5.4: Sheltered Accommodation Trip Generation (48 units)

5.16 Table 5.4 above is a worst-case scenario of estimated, retrospective trips for when the Site was used by the Somali Peoples Network given that it assumes a full occupancy where in reality this may not have been the case at all times.

5.17 To predict the trips generated by the development proposed in this report the same trip rates have been used as shown in Table 5.1. However, the number of beds has been adjusted from the previous 48 to the proposed 107 as shown in Table 5.5 below.

Proposed Development Trip Gen	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	5	7	5	7	67	65
Cyclists	2	2	0	0	2	2
Vehicle Occupants	4	5	11	13	82	87
Pedestrians	4	5	0	2	31	25
Public Transport	2	2	0	2	22	25
Total Person Trips	**12**	**14**	**11**	**17**	**137**	**139**

Table 5.5: Proposed Development Trip Generation (107 bed care home)

5.18 According to the TRICS database, the proposed development would generate approximately 12 two-way movements in the morning and evening peak hours which equates to approximately 1 movement every 5 minutes.

5.19 When the trips previously generated by the existing former care home are subtracted, leaving just the additional trips generated by the proposed development, the proposed development is forecast to generate just 7 vehicular two-way trips in both the morning and evening peak hours, equating to approximately one movement every 8 minutes.

5.20 For all of the reasons above it is considered that the proposed development will not generate enough additional vehicular traffic to have any adverse impact on the surrounding highway network in and around Ingestre Road.

5.21 Due to the specific characteristics of the proposed development the trip generation calculated above using TRICS database surveys from a development class C2 care home, are considered to provide a more realistic forecast of trip generation than using surveys from C3 private residential developments.

5.22 However, to provide a robust account of potential trip generation and demonstrate a worst case scenario the TRICS database has also been utilised to calculate the proposed development trip generation using surveys taken from private residential developments of comparable scale and location, as shown in tables 5.6 and 5.7 below.

Residential Trip Rates	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	0.171	0.256	0.256	0.183	2.917	2.769
Cyclists	0	0.012	0.012	0	0.136	0.156
Vehicle Occupants	0.171	0.378	0.305	0.366	3.812	3.931
Pedestrians	0.049	0.341	0.232	0.098	2.384	2.246
Public Transport	0.037	0.024	0.061	0.037	0.450	0.437
Total Person Trips	**0.257**	**0.755**	**0.610**	**0.501**	**6.782**	**6.77**

Table 5.6: Residential Trip Rates (per dwelling)

Residential Trip Gen	AM		PM		12-Hour	
	Arr	Dep	Arr	Dep	Arr	Dep
Vehicles	9	13	13	9	146	138
Cyclists	0	1	1	0	7	8
Vehicle Occupants	9	19	15	18	190	197
Pedestrians	2	17	12	5	119	112
Public Transport	2	1	3	2	23	22
Total Person Trips	**13**	**38**	**31**	**25**	**339**	**339**

Table 5.7: Trip Gen. (50 unit assisted living units) using "conventional" residential trip rates

5.23 The estimated trip generation for the proposed development scheme using surveyed C3 class residential developments is predictably higher than the trip generation estimated in table 5.5. Table 5.7 estimates a total 22 two way vehicular movements in the AM and PM peak hours which equates to approximately 1 movement every 3 minutes.

5.24 When subtracting the existing trips from the former care home on Site the peak hour trips generated are reduced to 17 two way movements which equates to approximately 1 movement every 3 and a half minutes.

5.25 It is also recognised that there would be ancillary uses on Site including a cafeteria, mini-gym, hairdressers, lounge, newsagents and cafe, some of which will be available to the general public. Although it is anticipated that the majority of people using these services will be based on the Site, it is acknowledged these ancillary uses would generate a low level of vehicular trips for deliveries and staff.

5.26 However, even if a nominal allowance of 20% over and above the projected trip generation was made to cover those trips potentially generated by the ancillary uses on the Site, this would only result in an approximate additional 3 movements in the AM and PM peaks which is not considered significant enough to have any adverse impact on the surrounding highway network in and around Ingestre Road.

5.27 Whether considering alternative land uses (consented and proposed) for the purposes of retrospective trip generation or forecasting, in reality, due to the nature of the proposed development and its location, vehicular trip generation to/from the Site is highly unlikely to be a significant issue that should prevent the scheme from proceeding, as demonstrated by the analysis presented above.

Car Parking

5.28 Due to the low level of car parking proposed at the Site (8 disabled and 2 concierge bays) in accordance with Policy T2 of the Camden Local Plan, detailed consideration has been given to understand the potential for on street parking that might be generated by the development at Ingestre Road.

5.29 The existing parking bays on Ingestre Road in the vicinity of the Site are currently subject to parking permits allocated through Camden Borough Council. Therefore, as Camden Borough Council state in the Local Plan that residents of new developments will not be eligible to apply for these parking permits the future residents will not be able to exacerbate the on-street day-time parking situation on Ingestre Road for any significant duration without breaching existing parking regulations.

5.30 Burghley Road and Lady Somerset Road to the south of the proposed development both fall within the CA-M controlled parking zone for which future residents of the Site would not be eligible to apply for a parking permit. Therefore, parking would be limited to hours outside of 8.30 am – 6.30 pm only.

5.31 Having considered the surrounding parking restrictions, the high level of accessibility via public transport and the onsite provision encouraging sustainable modes of transport. It can be concluded that this scheme would not adversely impact the existing on street car parking capacity in the vicinity of the Site.

6.0 CONCLUSIONS

6.1 Create Consulting Engineers Ltd was instructed by Four Quarters (Ingestre Road) Ltd. to prepare a Transport Statement in support of the planning application for the demolition and redevelopment of the former care home site to provide a new assisted living facility at Ingestre Road, London, NW5 1UX.

6.2 The Site lies in the London Borough of Camden. The Site currently comprises a part two-storey, part three-storey purpose built elderly persons home on the south side of Ingestre Road, surrounded by a housing estate. The home consists of four wings arranged around a central courtyard providing 48 beds.

6.3 The proposal is to demolish the existing care home and replace it with a new assisted living facility accommodating up to 50 units (1 x 1 bed, 41 x 2 bed and 8 x 3 bed apartments) in a building up to 6 storeys in height. The proposal would include a basement area with 10 car parking spaces (8 disabled spaces and 2 concierge spaces) accessed via a car lift onto Ingestre Road. Pedestrian access to the Site will be maintained from Ingestre Road.

6.4 The re-calculated PTAL for the Site gives rating of 6a, demonstrating that the Site has "Excellent" access to public transport.

6.5 The basement design also provides separate secure cycle parking for both staff and residents as well as 12 mobility scooter charging points. With additional secure resident cycle parking provided at ground floor level.

6.6 As is currently the case, the Site will be serviced by refuse collection vehicles from Ingestre Road. The refuse will be transported from the basement stores up to street level via the car lift by members of maintenance staff.

6.7 Even with the loss of 10 on-street parking spaces in the immediate vicinity of the Site, there should still be parking availability on Ingestre Road during the busiest operating hours of the proposed development.

6.8 Considering the net impact of the proposed development against previous uses on the Site, the levels of trip generation arising from the scheme would be minimal and of no significance to the local highway network in and around Ingestre Road.

6.9 The proposed development in this location complies with both national and local policy for planning and transportation.

6.10 Overall, it can be concluded that the transport impact of the Assisted living facility proposals for the Site will be minor and can easily be accommodated by a combination of on-site infrastructure provision and the existing local transport network.

7.0 DISCLAIMER

7.1 Create Consulting disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report.

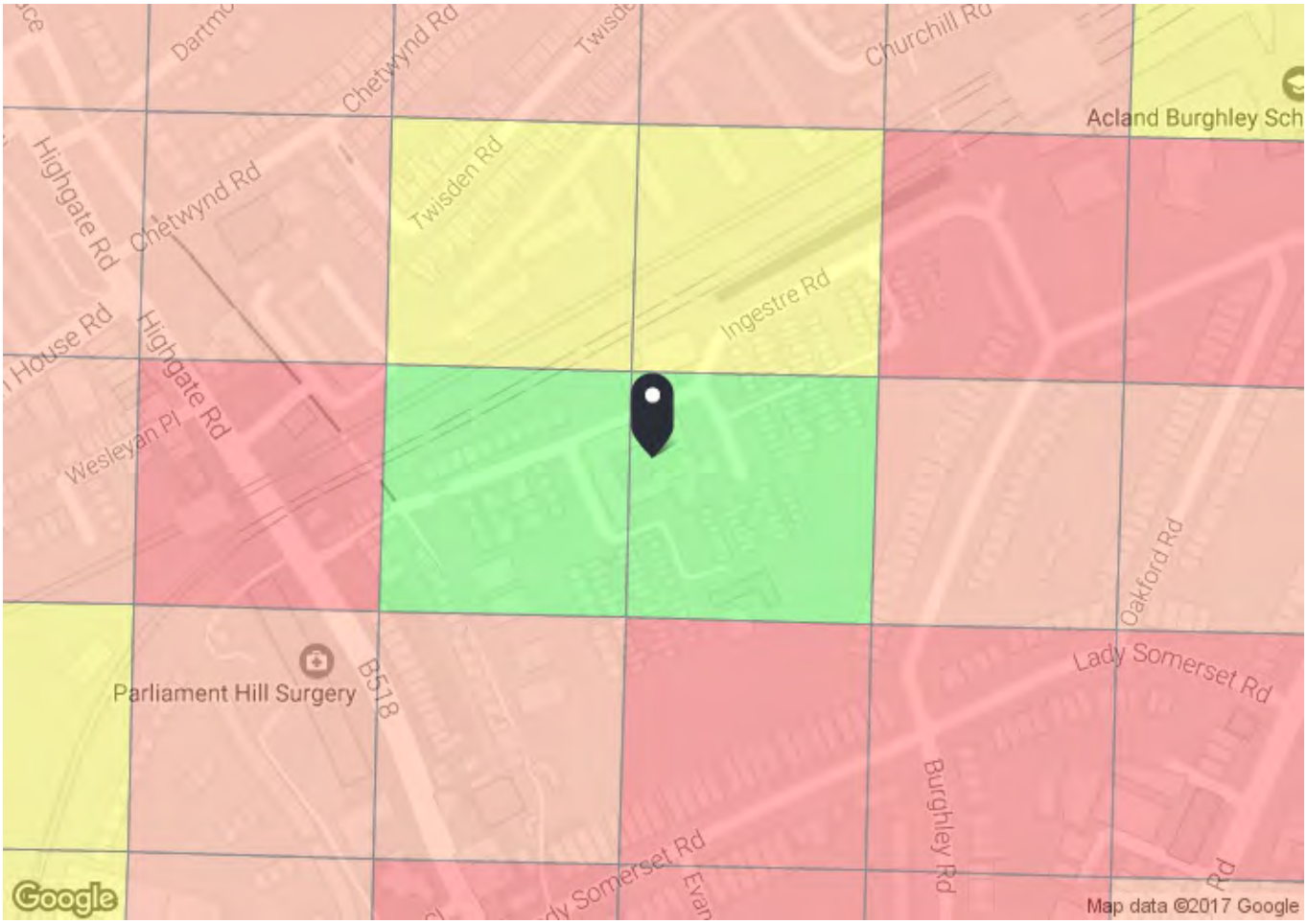
7.2 The copyright of this report is vested in Create Consulting Engineers Ltd and Four Quarters (Ingestre Road) Ltd. The Client, or his appointed representatives, may copy the report for purposes in connection with the development described herein. It shall not be copied by any other party or used for any other purposes without the written consent of Create Consulting Engineers Ltd or Four Quarters (Ingestre Road) Ltd.

7.3 Create Consulting Engineers Ltd accepts no responsibility whatsoever to other parties to whom this report, or any part thereof, is made known. Any such other parties rely upon the report at their own risk.

APPENDICES

APPENDIX A

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
3

6 Ingestre Rd, London NW5 1UX, UK
Easting: **528806**, Northing: **185759**

Grid Cell: 108128

Report generated: 07/06/2017

This information is produced using forecasting tools and is subject to uncertainty

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	TUFNELL PARK STATION	134	474.6	12.42	5.93	4.42	10.35	2.9	1	2.9
Bus	TUFNELL PARK STATION	390	474.6	8.28	5.93	5.62	11.56	2.6	0.5	1.3
Bus	TUFNELL P STN D'MTH PK H	4	473.25	6.21	5.92	6.83	12.75	2.35	0.5	1.18
LUL	Tufnell Park	'Morden-MillHill '	476	5	5.95	6.75	12.7	2.36	0.5	1.18
LUL	Tufnell Park	'Morden-HighBarnet '	476	25.97	5.95	1.91	7.86	3.82	1	3.82
LUL	Tufnell Park	'HighBarnet-Kenn '	476	15	5.95	2.75	8.7	3.45	0.5	1.72
									Total Grid Cell AI:	**12.09**

Create Adjusted PTAL Calculation

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
BUS	TUFNELL PARK STATION	134	494.6	12.42	6.1	4.42	10.52	2.8	0.5	1.4
BUS	TUFNELL PARK STATION	390	494.6	8.28	6.1	5.62	11.72	2.6	0.5	1.3
BUS	TUFNELL P STN D'MTH PK H	4	491.25	6.21	6.8	6.83	13.63	2.2	0.5	1.1
BUS	GORDON HOUSE RD (STOP GN)	C11	368	7.76	4.36	5.86	10.22	2.93	0.5	1.46
BUS	LADY SOMERSET RD GOSPEL OAK (STOP GW)	C2	201.4	8.28	2.31	5.62	7.93	3.78	0.5	1.89
BUS	LADY SOMERSET RD GOSPEL OAK (STOP GW)	214	201.4	8.28	2.31	5.62	7.93	3.78	1	3.78
RAIL	GOSPEL OAK	BARKG-GOSPLOK'	580.5	4	7.15	8.25	15.4	1.95	1	1.95
RAIL	GOSPEL OAK	GOSPLOK-BARKG'	580.5	4	7.15	8.25	15.4	1.95	0.5	0.97
RAIL	GOSPEL OAK	CLPHMJC-STFDNLL'	580.5	4	7.15	8.25	15.4	1.95	0.5	0.97
RAIL	GOSPEL OAK	STFDNLL-CLPHMJC'	580.5	4	7.15	8.25	15.4	1.95	0.5	0.97
RAIL	GOSPEL OAK	RICHNLL-STFDNLL'	580.5	4	7.15	8.25	15.4	1.95	0.5	0.97
RAIL	GOSPEL OAK	STFDNLL-RICHNLL'	580.5	4	7.15	8.25	15.4	1.95	0.5	0.97
RAIL	KENTISH TOWN	STALBCY-CATERHAM M19'	785.79	2	9.49	15.75	25.24	1.19	0.5	0.59
RAIL	KENTISH TOWN	CATERHAM-STALBCY S71'	785.79	2	9.49	15.75	25.24	1.19	0.5	0.59
RAIL	KENTISH TOWN	STALBCY-SUTTON'	785.79	2	9.49	15.75	25.24	1.19	0.5	0.59
RAIL	KENTISH TOWN	SUTTON-STALBCY'	785.79	2	9.49	15.75	25.24	1.19	0.5	0.59
LUL	TUFNELL PARK	MILLHILL-MORDEN'	494	5	6.1	6.75	12.85	2.33	0.5	1.15
LUL	TUFNELL PARK	MORDEN-HIGHBARNET'	494	25.97	6.1	1.91	8.01	3.74	1	3.74
LUL	TUFNELL PARK	HIGHBARNET-KENN'	494	15	6.1	2.75	8.85	3.39	0.5	1.69
									Total AI	**26.67**

APPENDIX B

Buses from Kentish Town

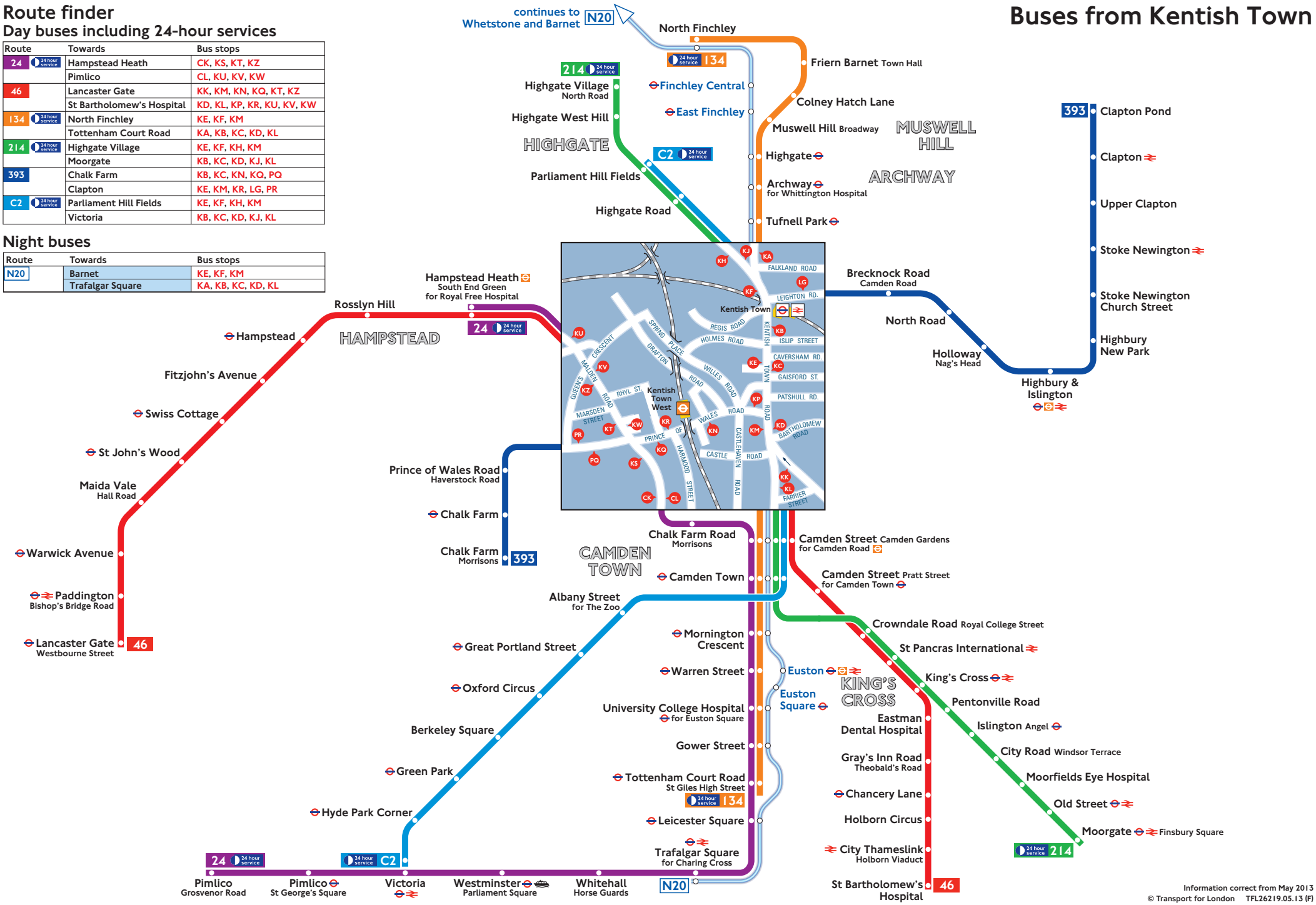
Route finder

Day buses including 24-hour services

Route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath	CK, KS, KT, KZ
	Pimlico	CL, KU, KV, KW
46	Lancaster Gate	KK, KM, KN, KQ, KT, KZ
	St Bartholomew's Hospital	KD, KL, KP, KR, KU, KV, KW
134 (24 hour service)	North Finchley	KE, KF, KM
	Tottenham Court Road	KA, KB, KC, KD, KL
214 (24 hour service)	Highgate Village	KE, KF, KH, KM
	Moorgate	KB, KC, KD, KJ, KL
393	Chalk Farm	KB, KC, KN, KQ, PQ
	Clapton	KE, KM, KR, LG, PR
C2 (24 hour service)	Parliament Hill Fields	KE, KF, KH, KM
	Victoria	KB, KC, KD, KJ, KL

Night buses

Route	Towards	Bus stops
N20	Barnet	KE, KF, KM
	Trafalgar Square	KA, KB, KC, KD, KL



Information correct from May 2013
 TFL26219.05.13 (F)

APPENDIX C

The scaling of this drawing cannot be assured

Revision		Date	Drn	Ckd
A	Minor Amendments	06/06/18	DC	PN

Basement Floor Plan

1 : 100

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

FOR COMMENT

Project

11-12 Ingestre Road, Camden
Assisted Living Development

Drawing Title

Proposed Plans
Basement Plan

Date	Scale	Drawn by	Check by
05/06/18	1 : 100 @ A1	DC	PN

Project No	Drawing No	Revision
27463	A-P11-00	A

DRAFT

BARTON WILLMORE

Planning ● Master Planning & Urban Design ●
Architecture ● Landscape Planning & Design ● Environmental
Planning ● Graphics Communication ● Public Engagement ● Research

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Offices at Bristol Cambridge Cardiff Ebbsfleet Edinburgh Leeds
London Manchester Newcastle Reading Solihull Southampton

The scaling of this drawing cannot be assured

Revision	Date	Drn	Ckd
-	-	-	-

1. Street Trees
2. Planting bed
3. High quality paving
4. Vehicle drop-off
5. Pedestrian priority crossing
6. Improved stair connection
7. Lawn
8. Seating terrace
9. Grow beds
10. Sheltered seating
11. Water feature bench
12. Sunken seating area
13. Green wall
14. Street furniture/ timber bench

J:\27000 - 27999\27400 - 27499\27463 - Ingestre Road E7 (H)\A4 - Dwgs & Registers\Environ\27463 - RG-L-02A - Illustrative Masterplan.dwg - A1

Project
Ingestre Road

Drawing Title
Illustrative Masterplan

Date	Scale	Drawn by	Check by
02.07.18	1:1,250@A1	NO	AC

Project No	Drawing No	Revision
27463	RG-L-02	A

BARTON WILLMORE
Planning ● Master Planning & Urban Design ● Architecture ● Landscape Planning & Design ● Environmental Planning ● Graphic Communication ● Public Engagement ● Development Economics
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Offices at Birmingham Bristol Cambridge Cardiff Ebbsfleet Edinburgh Leeds London Manchester Newcastle Reading Southampton

APPENDIX D

Ingestre Road

Site Inventory

Burghley Road (NS)

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
77.4	15	46	9
EC	1	27.7	5
CC	1	13.3	2
		13.5	2
Total	**17**	Total	**18**

Ingestre Road (EW)

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
20.4	4	20.5	4
Total	**4**	Total	**4**

Ingestre Road (NS)

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
16.1	3	15.6	3
44.2	8	37.3	7
		37.7	7
Total	**11**	Total	**17**

Highgate Road (B518)

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
20.1	4	37.7	7
Total	**4**	Total	**7**

Gordon House Road (B518)

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
20.6	4		
Total	**4**	Total	**0**

Carrol Close

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
29.1	5		
Total	**5**	Total	**0**

Sanderson Close

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
Total	**0**	Total	**0**

Little Green Street

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
Total	**0**	Total	**0**

Ingestre Road Off Slip (W)

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
27.3	5		
Total	**5**	Total	**0**

Ingestre Road Off Slip (E)

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
27	5	29.9	5
AMB	1		
Total	**6**	Total	**5**

Dartmouth Park Hill

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
DOC	1		
33.5	6		
Total	**7**	Total	**0**

Lady Sommerset Road

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
DIS	1	19.5	3
158	31	M/C	2
29.6	5	48	9
24.9	4	53.2	10
		13.6	2
		DIS	1
		11.3	2
		72	14
Total	**41**	Total	**43**

Evangelist Road

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
20	4	21.5	4
56.8	11	57	11
14.2	2	18	3
Total	**17**	Total	**18**

Burghley Road (EW)

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
192.3	38	141.2	28
Total	**38**	Total	**28**

Oakford Road

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
58.3	11	120.1	24
83.2	16	17	3
Total	**27**	Total	**27**

Chetwynd Road

Northside		Southside	
Length	Number of spaces	Length	Number of spaces
CC	1	63.4	12
67.2	13		
Total	**14**	Total	**12**

Twisden Road

Eastside		Westside	
Length	Number of spaces	Length	Number of spaces
15	3	48.4	9
15.8	3		
Total	**6**	Total	**9**

CLIENT: CREATE

PROJECT NUMBER: 31015

PROJECT MANAGER: JOSHUA DALY

DATE:

PROJECT TITLE: INGESTRE ROAD - PARKING BEAT DATA - INGESTRE ROAD (EW)

Time of Beat	Roadside	Total Spaces	Permit Holder		Pay by Phone		Permit Holder or Pay by Phone		Disabled Bay		Car Club		Electric Car		Ambulance Bay		Doctor Bay		M/C Only		Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
07:00	EASTSIDE	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						4	100.00%
	WESTSIDE	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						4	100.00%
08:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1					5	125.00%
09:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
10:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
11:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
12:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
13:00	EASTSIDE	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	50.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
14:00	EASTSIDE	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	50.00%
	WESTSIDE	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	50.00%
15:00	EASTSIDE	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	50.00%
	WESTSIDE	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	50.00%
16:00	EASTSIDE	4	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	50.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
17:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
18:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
19:00	EASTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%
20:00	EASTSIDE	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						4	100.00%
	WESTSIDE	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	75.00%

CLIENT: CREATE

PROJECT NUMBER: 31015

PROJECT MANAGER: JOSHUA DALY

DATE:

PROJECT TITLE: INGESTRE ROAD - PARKING BEAT DATA - INGESTRE ROAD (NS)

Time of Beat	Roadside	Total Spaces	Permit Holder		Pay by Phone		Permit Holder or Pay by Phone		Disabled Bay		Car Club		Electric Car		Ambulance Bay		Doctor Bay		M/C Only		Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
07:00	NORTHSIDE	11	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						10	90.91%
	SOUTHSIDE	17	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						11	64.71%
08:00	NORTHSIDE	11	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						9	81.82%
	SOUTHSIDE	17	17	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1				12	70.59%
09:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		1				9	81.82%
	SOUTHSIDE	17	17	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						9	52.94%
10:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	72.73%
	SOUTHSIDE	17	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						7	41.18%
11:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	72.73%
	SOUTHSIDE	17	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						7	41.18%
12:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	72.73%
	SOUTHSIDE	17	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						6	35.29%
13:00	NORTHSIDE	11	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						7	63.64%
	SOUTHSIDE	17	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						6	35.29%
14:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	72.73%
	SOUTHSIDE	17	17	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						6	35.29%
15:00	NORTHSIDE	11	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						7	63.64%
	SOUTHSIDE	17	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						7	41.18%
16:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	72.73%
	SOUTHSIDE	17	17	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						7	41.18%
17:00	NORTHSIDE	11	11	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	72.73%
	SOUTHSIDE	17	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	47.06%
18:00	NORTHSIDE	11	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						9	81.82%
	SOUTHSIDE	17	17	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						8	47.06%
19:00	NORTHSIDE	11	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						9	81.82%
	SOUTHSIDE	17	17	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						10	58.82%
20:00	NORTHSIDE	11	11	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						9	81.82%
	SOUTHSIDE	17	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						12	70.59%

CLIENT: CREATE

PROJECT NUMBER: 31015

PROJECT MANAGER: JOSHUA DALY

DATE:

PROJECT TITLE: INGESTRE ROAD - PARKING BEAT DATA - INGESTRE ROAD OFF SLIP (W)

Time of Beat	Roadside	Total Spaces	Permit Holder		Pay by Phone		Permit Holder or Pay by Phone		Disabled Bay		Car Club		Electric Car		Ambulance Bay		Doctor Bay		M/C Only		Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
07:00	EASTSIDE	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						4	80.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
08:00	EASTSIDE	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						4	80.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
09:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
10:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
11:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
12:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
13:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
14:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
15:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
16:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
17:00	EASTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
18:00	EASTSIDE	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	60.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
19:00	EASTSIDE	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	60.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!
20:00	EASTSIDE	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	60.00%
	WESTSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0	#DIV/0!

CLIENT: CREATE

PROJECT NUMBER: 31015

PROJECT MANAGER: JOSHUA DALY

DATE:

PROJECT TITLE: INGESTRE ROAD - PARKING BEAT DATA - INGESTRE ROAD OFF SLIP (E)

Time of Beat	Roadside	Total Spaces	Permit Holder		Pay by Phone		Permit Holder or Pay by Phone		Disabled Bay		Car Club		Electric Car		Ambulance Bay		Doctor Bay		M/C Only		Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
07:00	EASTSIDE	6	5	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						5	83.33%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
08:00	EASTSIDE	6	5	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						5	83.33%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
09:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						4	66.67%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
10:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						4	66.67%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
11:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0						5	83.33%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
12:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0						5	83.33%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
13:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0						5	83.33%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
14:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						4	66.67%
	WESTSIDE	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						2	40.00%
15:00	EASTSIDE	6	5	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						3	50.00%
	WESTSIDE	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	60.00%
16:00	EASTSIDE	6	5	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						3	50.00%
	WESTSIDE	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	60.00%
17:00	EASTSIDE	6	5	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						3	50.00%
	WESTSIDE	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						3	60.00%
18:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						4	66.67%
	WESTSIDE	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						5	100.00%
19:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						4	66.67%
	WESTSIDE	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						5	100.00%
20:00	EASTSIDE	6	5	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0						4	66.67%
	WESTSIDE	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						5	100.00%

APPENDIX E

Calculation Reference: AUDIT-649801-180612-0642

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
HO HOUNSLOW 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 residents
Actual Range: 59 to 59 (units:)
Range Selected by User: 33 to 59 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 16/11/13

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

Selected survey days:
Saturday 1 days

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

Selected survey types:
Manual count 1 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

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

Selected Location Sub Categories:
Residential Zone 1

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:
C2 1 days

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

Population within 1 mile:
25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
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 1 days

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

PTAL Rating:
6a Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1 HO-05-F-01 NURSING HOME HOUNSLOW
BATH ROAD

HOUNSLOW
Edge of Town Centre
Residential Zone
Total Number of residents: 59
Survey date: SATURDAY *19/06/10* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLES
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.034	1.627	1	59	0.017	0.814	1	59	0.051	2.441
08:00 - 09:00	1	59	0.051	2.441	1	59	0.068	3.254	1	59	0.119	5.695
09:00 - 10:00	1	59	0.051	2.441	1	59	0.000	0.000	1	59	0.051	2.441
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
12:00 - 13:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
13:00 - 14:00	1	59	0.068	3.254	1	59	0.051	2.441	1	59	0.119	5.695
14:00 - 15:00	1	59	0.102	4.881	1	59	0.034	1.627	1	59	0.136	6.508
15:00 - 16:00	1	59	0.068	3.254	1	59	0.068	3.254	1	59	0.136	6.508
16:00 - 17:00	1	59	0.051	2.441	1	59	0.051	2.441	1	59	0.102	4.882
17:00 - 18:00	1	59	0.051	2.441	1	59	0.068	3.254	1	59	0.119	5.695
18:00 - 19:00	1	59	0.000	0.000	1	59	0.068	3.254	1	59	0.068	3.254
19:00 - 20:00	1	59	0.017	0.814	1	59	0.068	3.254	1	59	0.085	4.068
20:00 - 21:00	1	59	0.085	4.068	1	59	0.051	2.441	1	59	0.136	6.509
21:00 - 22:00	1	59	0.034	1.627	1	59	0.034	1.627	1	59	0.068	3.254
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.629	30.103			0.612	29.289			1.241	59.392

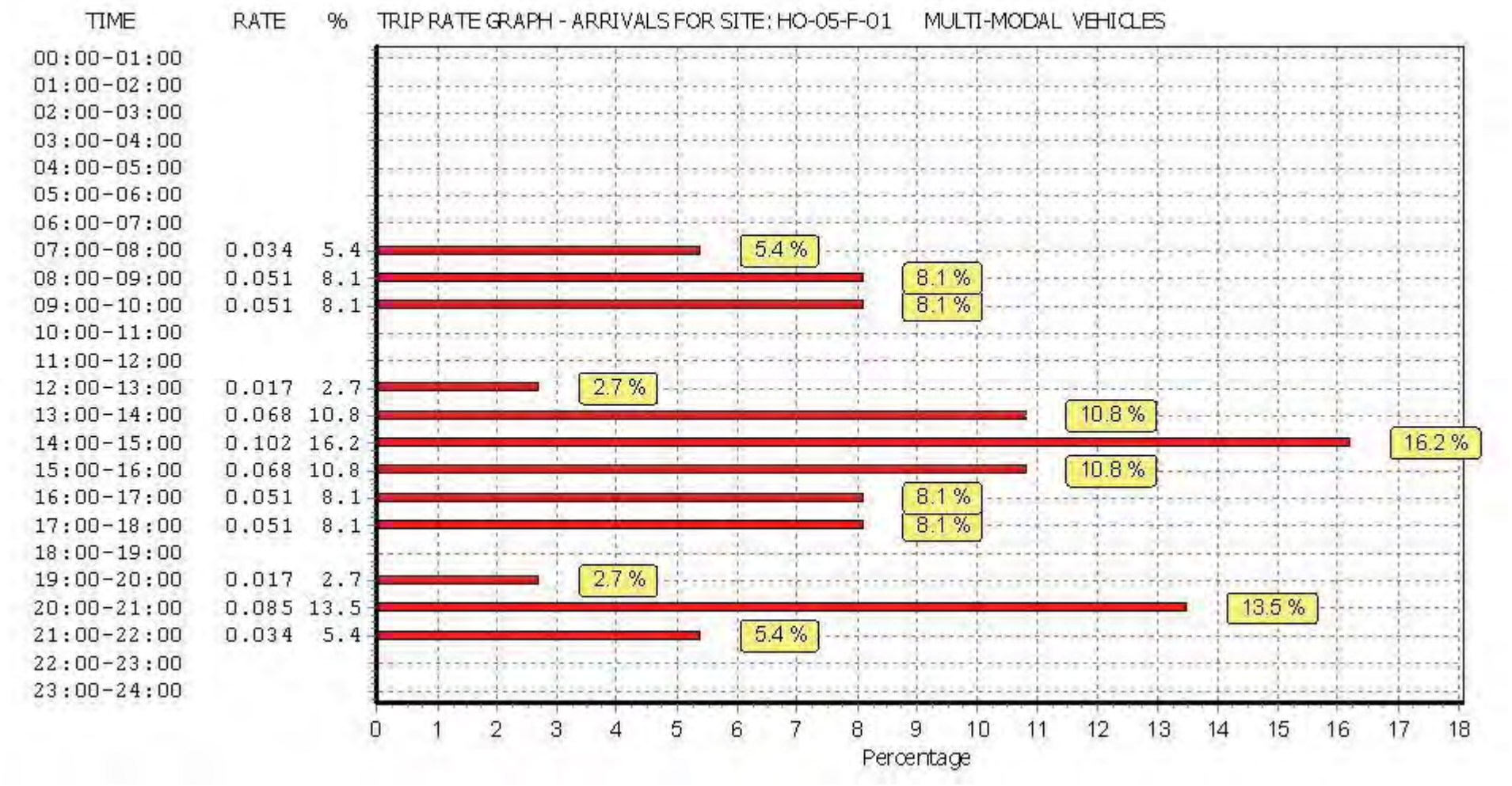
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

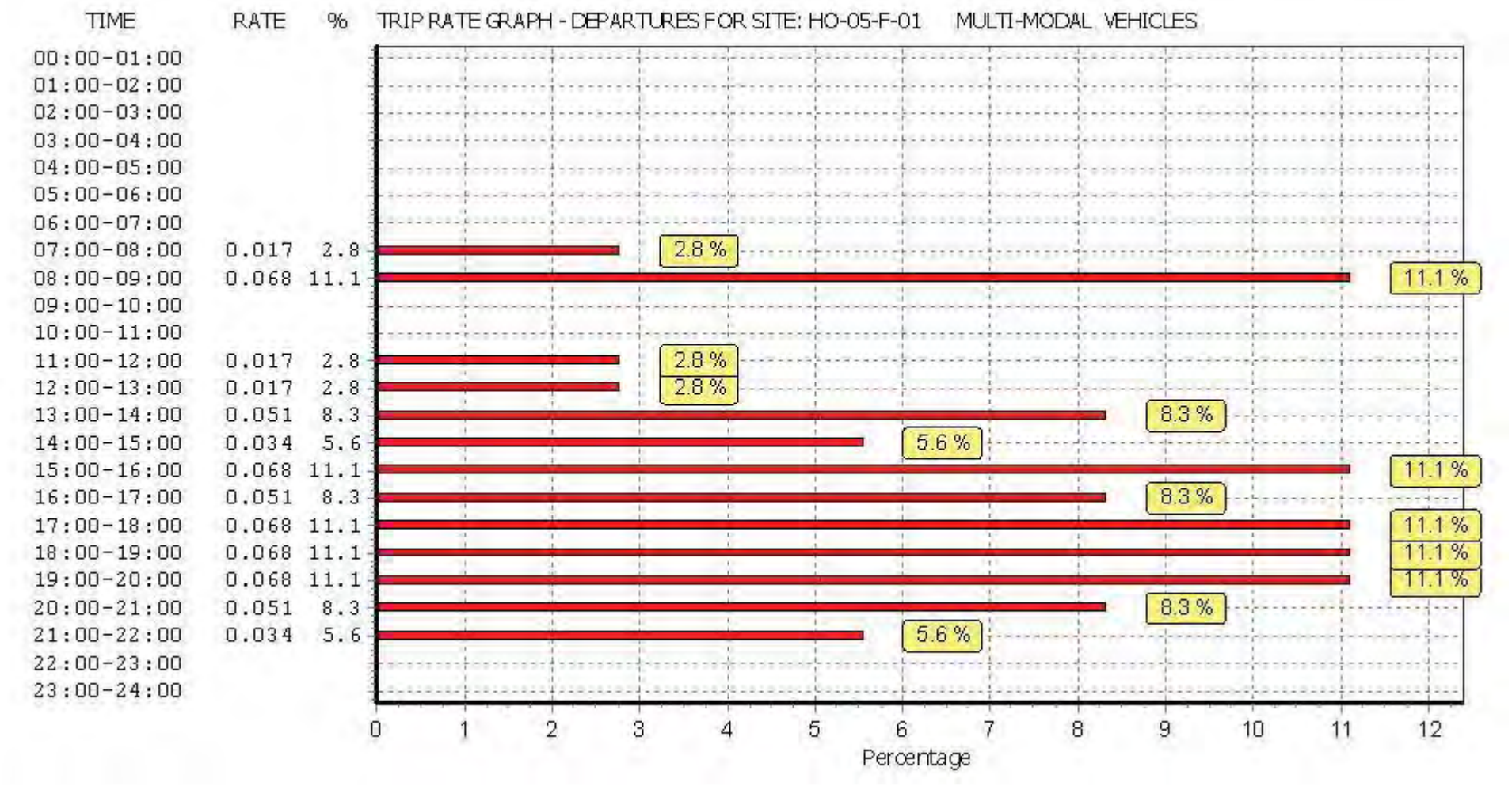
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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



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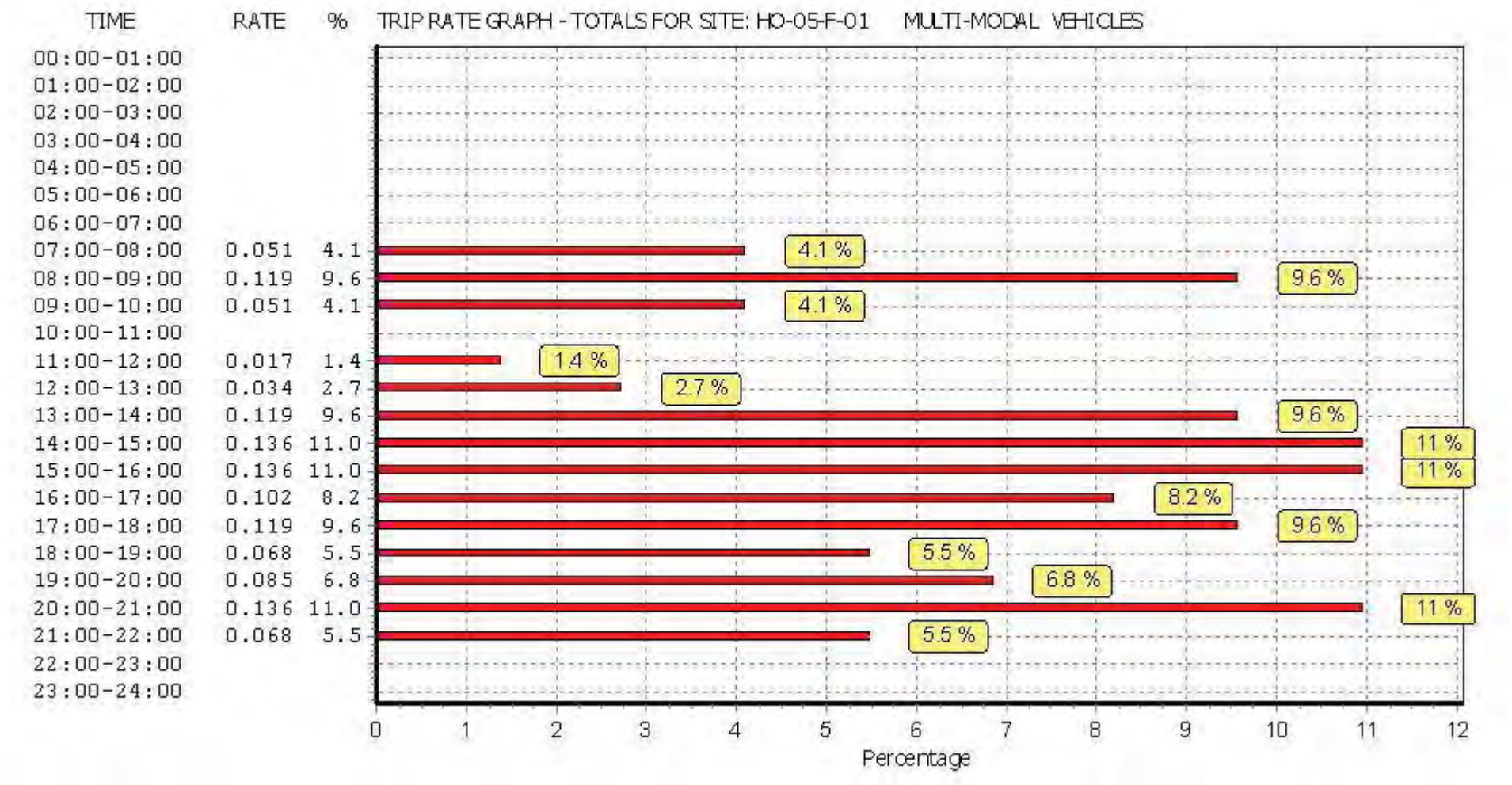

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
08:00 - 09:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.034	1.627	1	59	0.034	1.627	1	59	0.068	3.254
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
18:00 - 19:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.051	2.441			0.051	2.441			0.102	4.882

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

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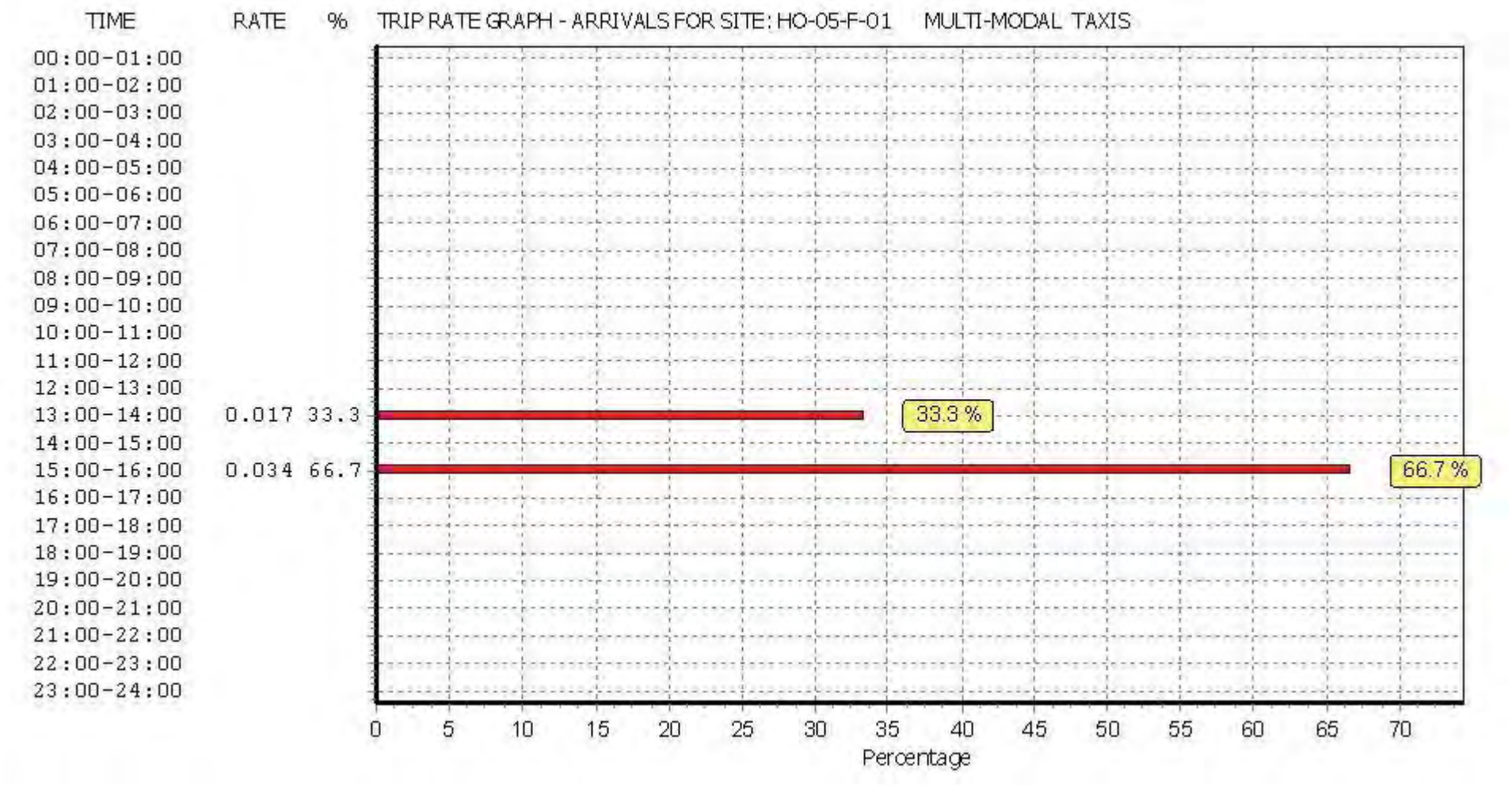
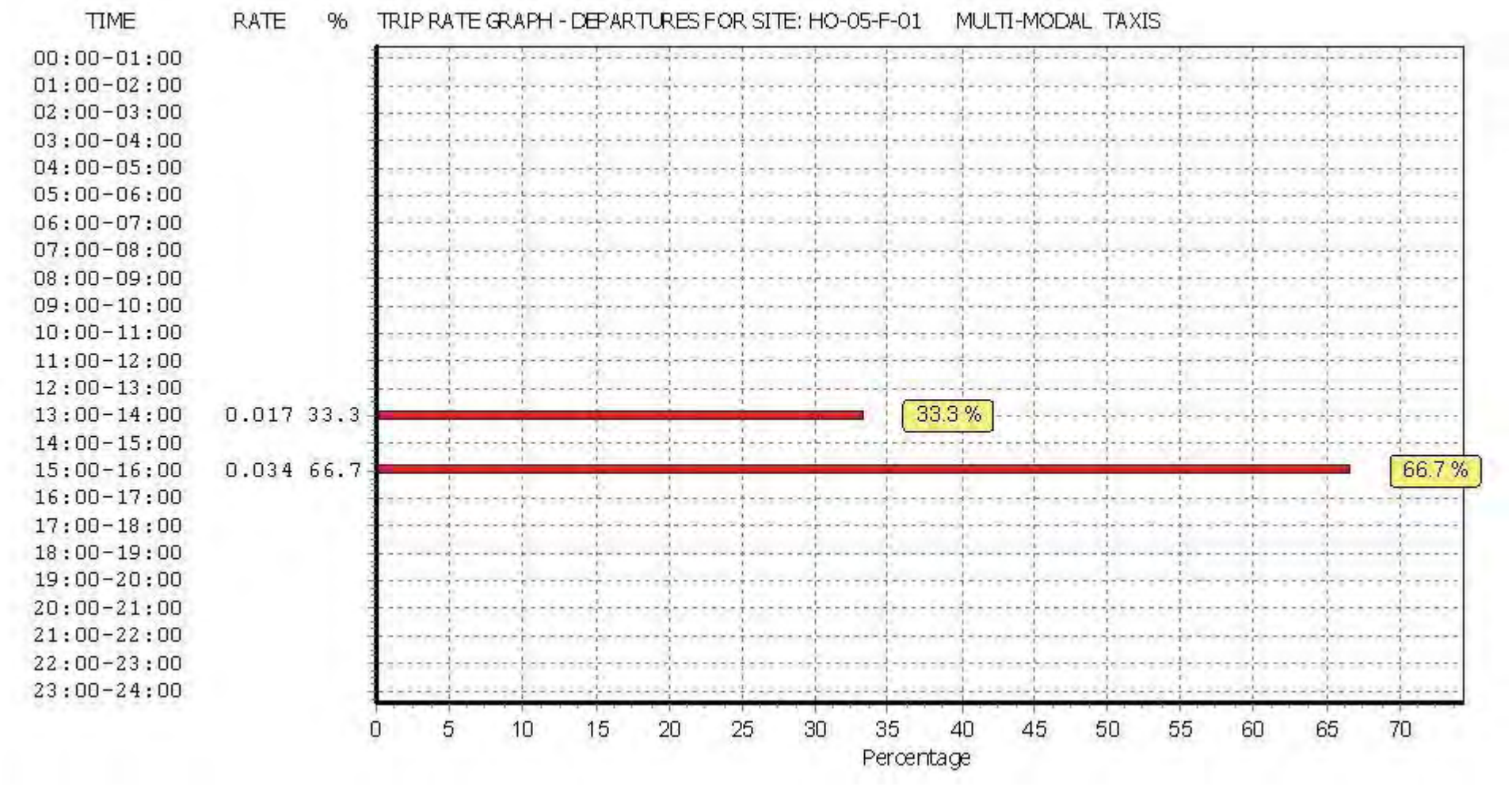
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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



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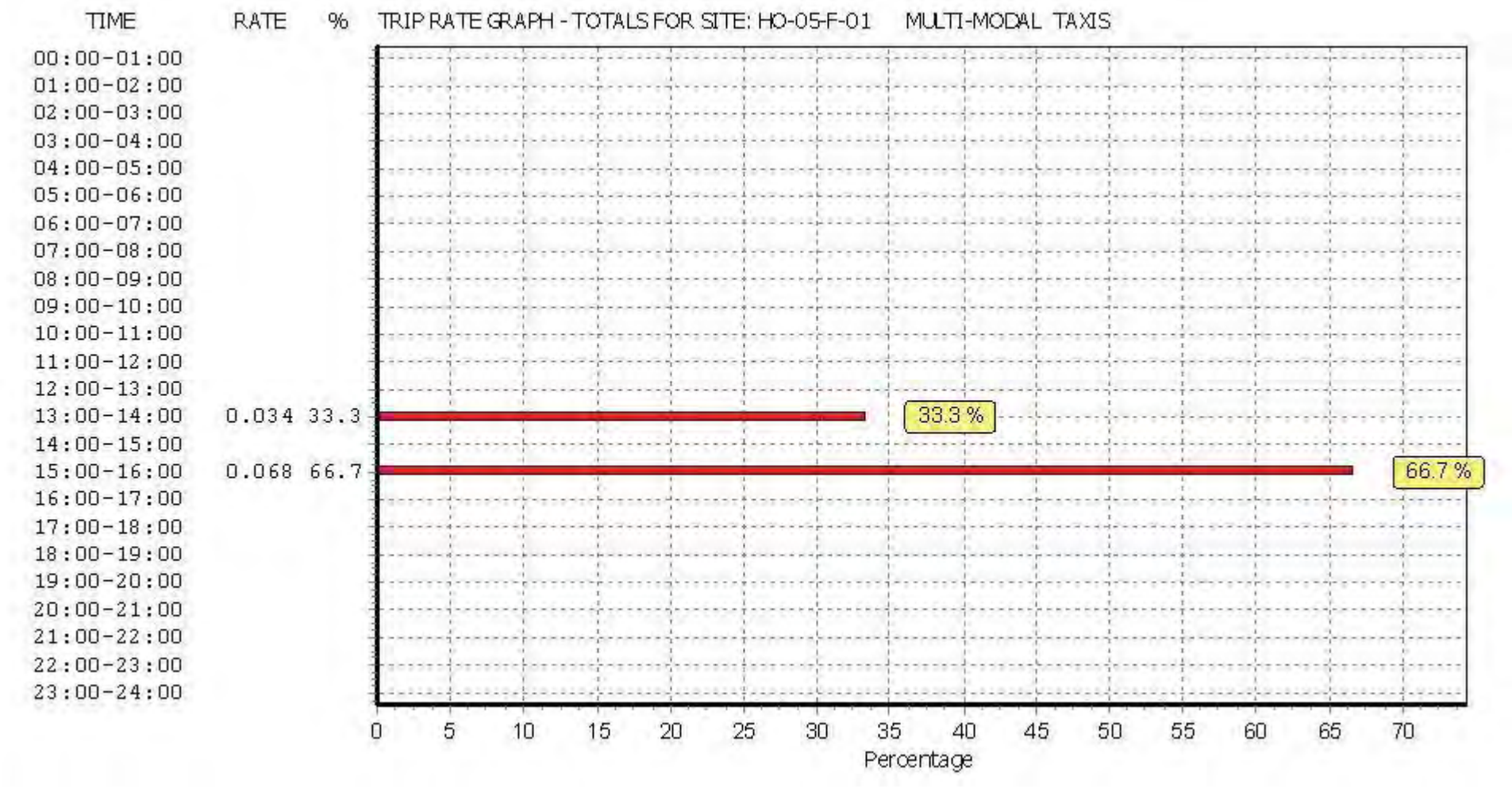

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
08:00 - 09:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
18:00 - 19:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

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

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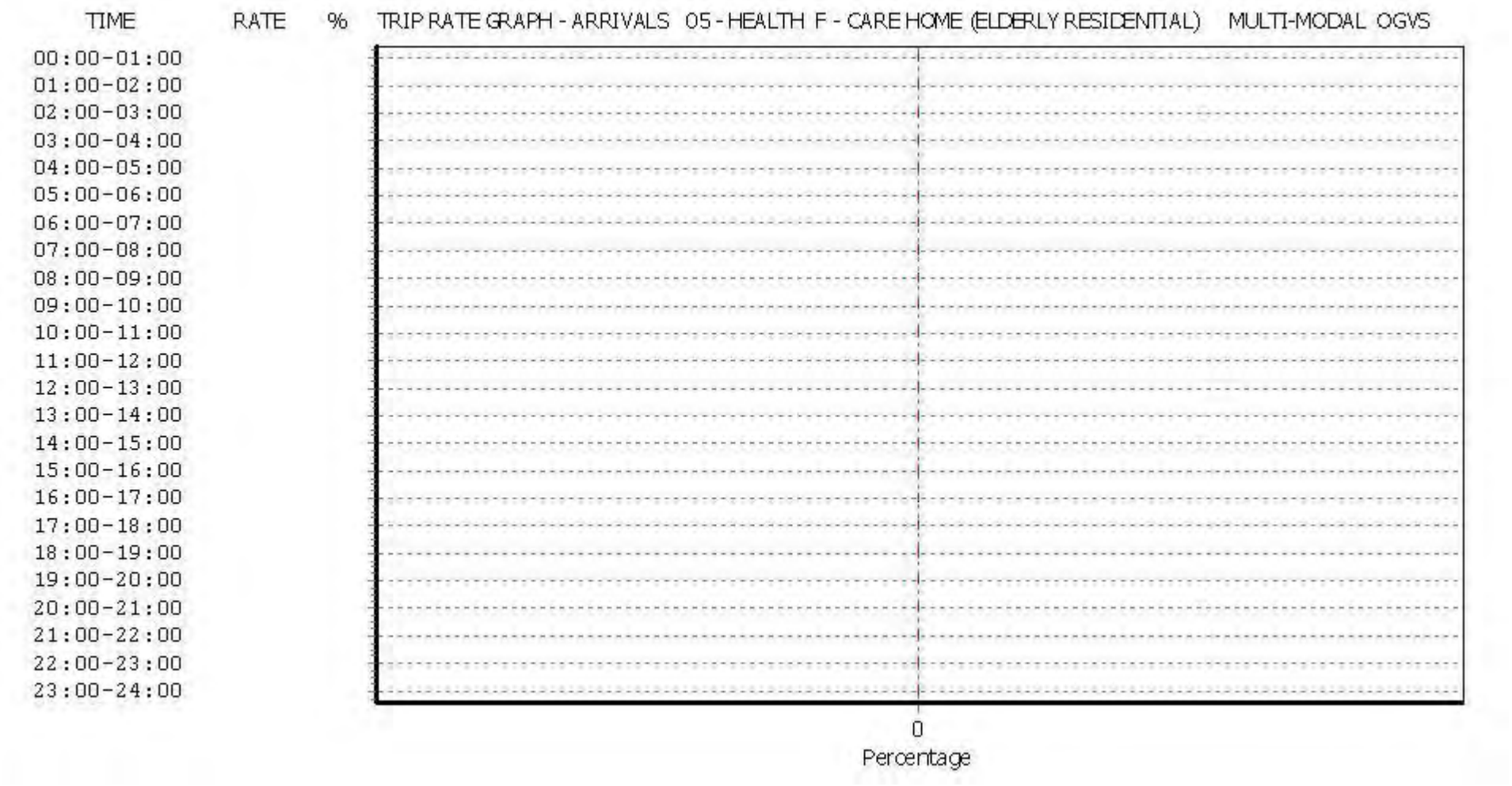
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



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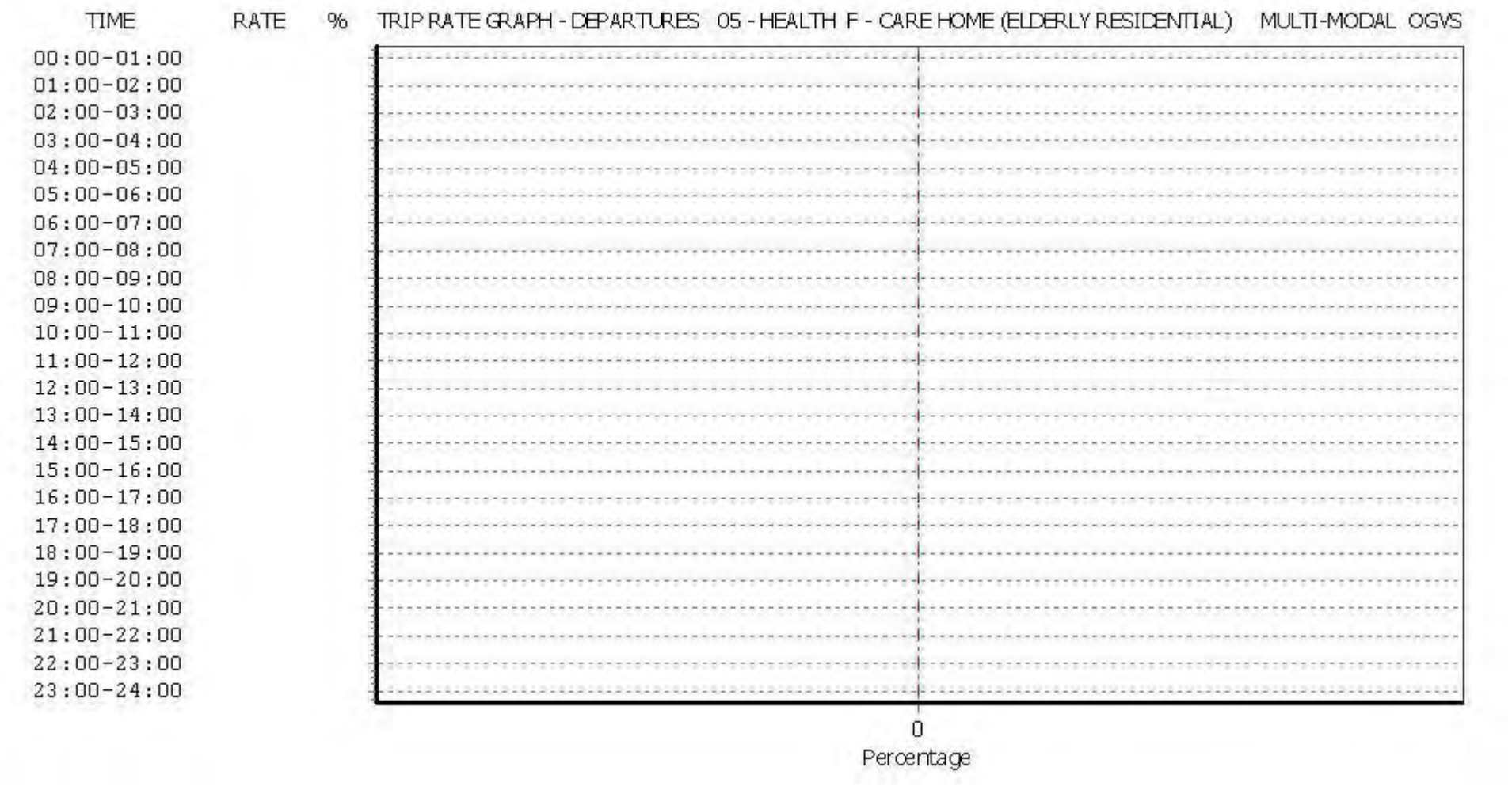
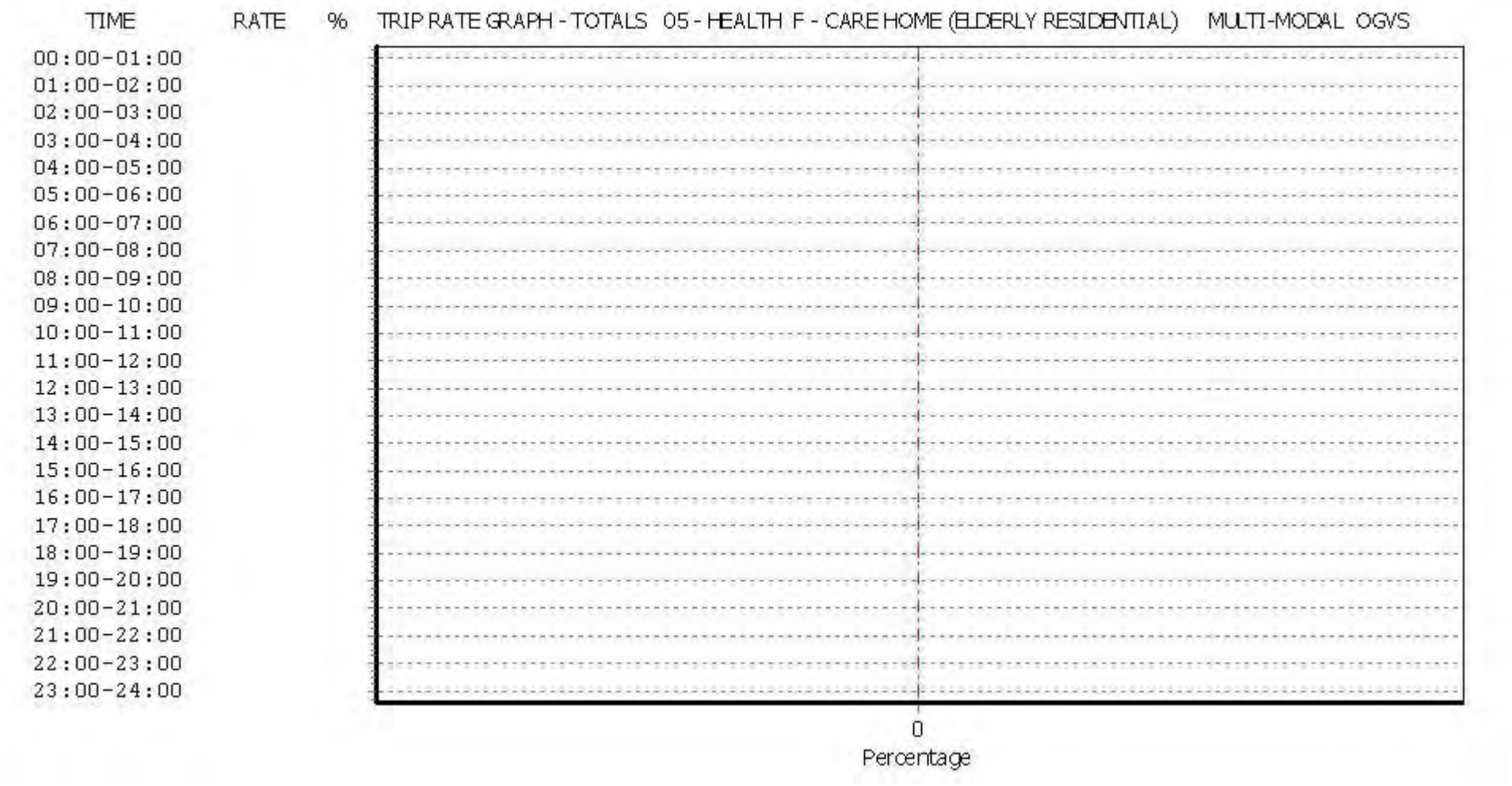


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PSVS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
08:00 - 09:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
18:00 - 19:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

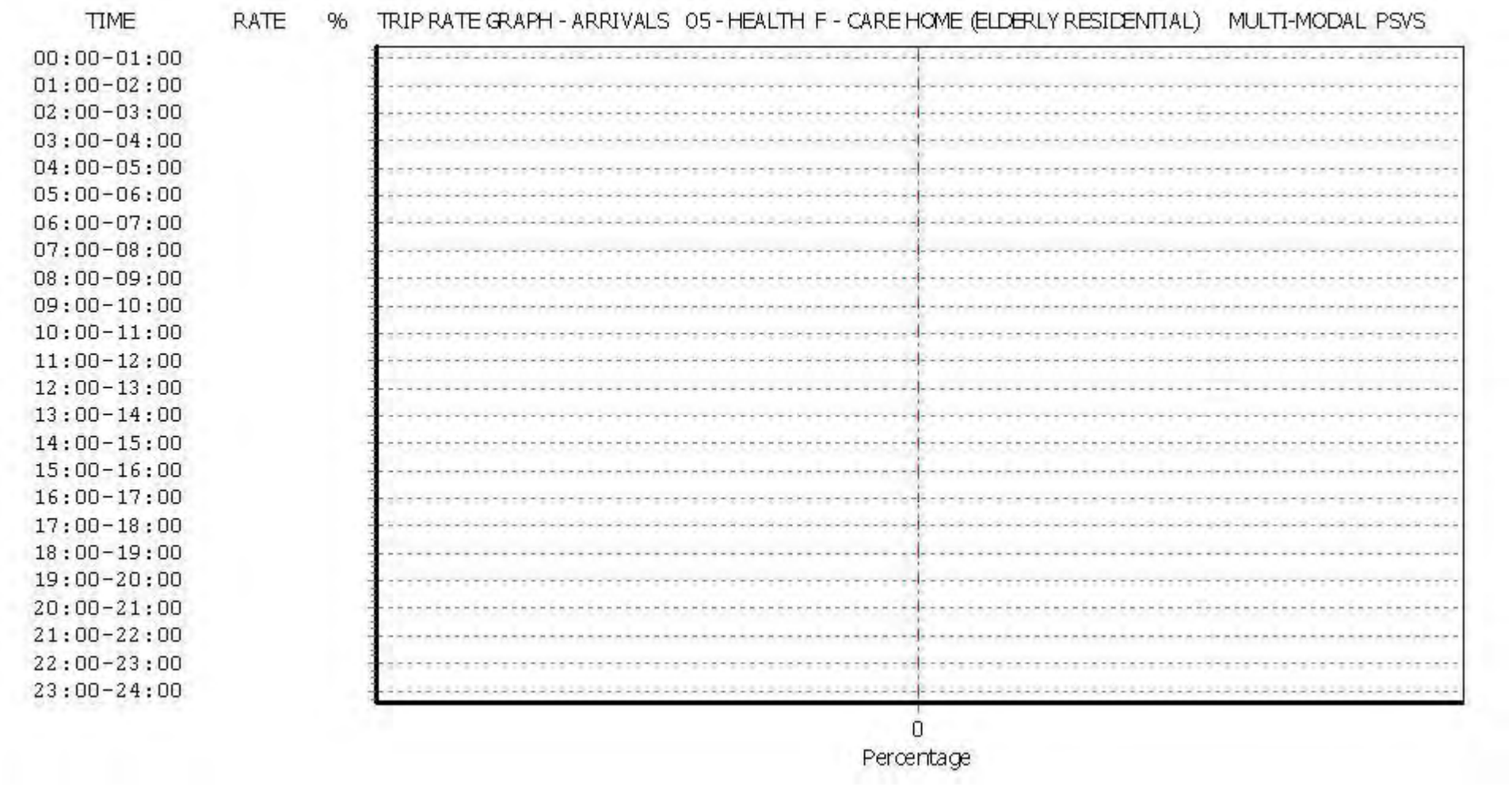
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

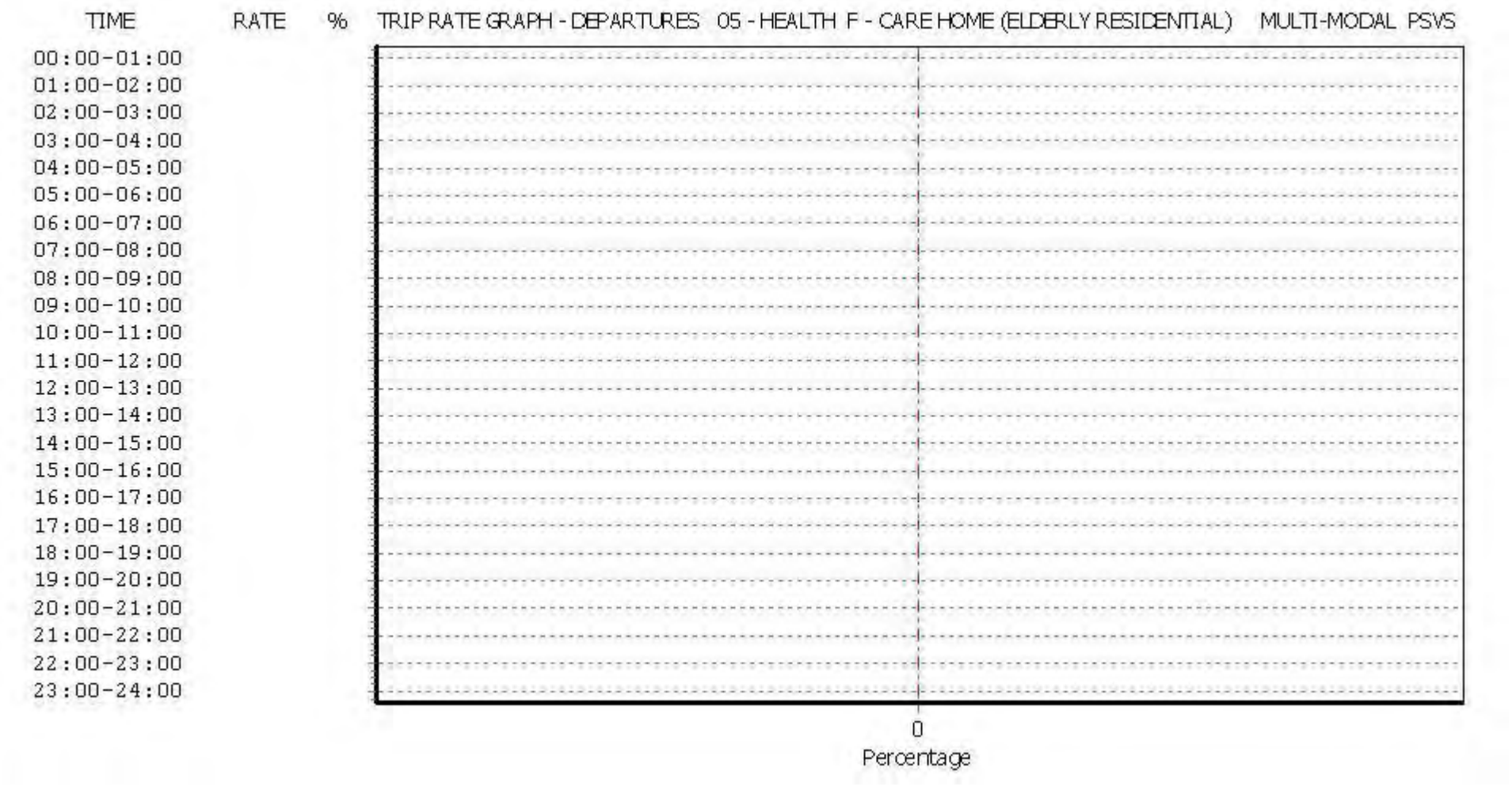
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

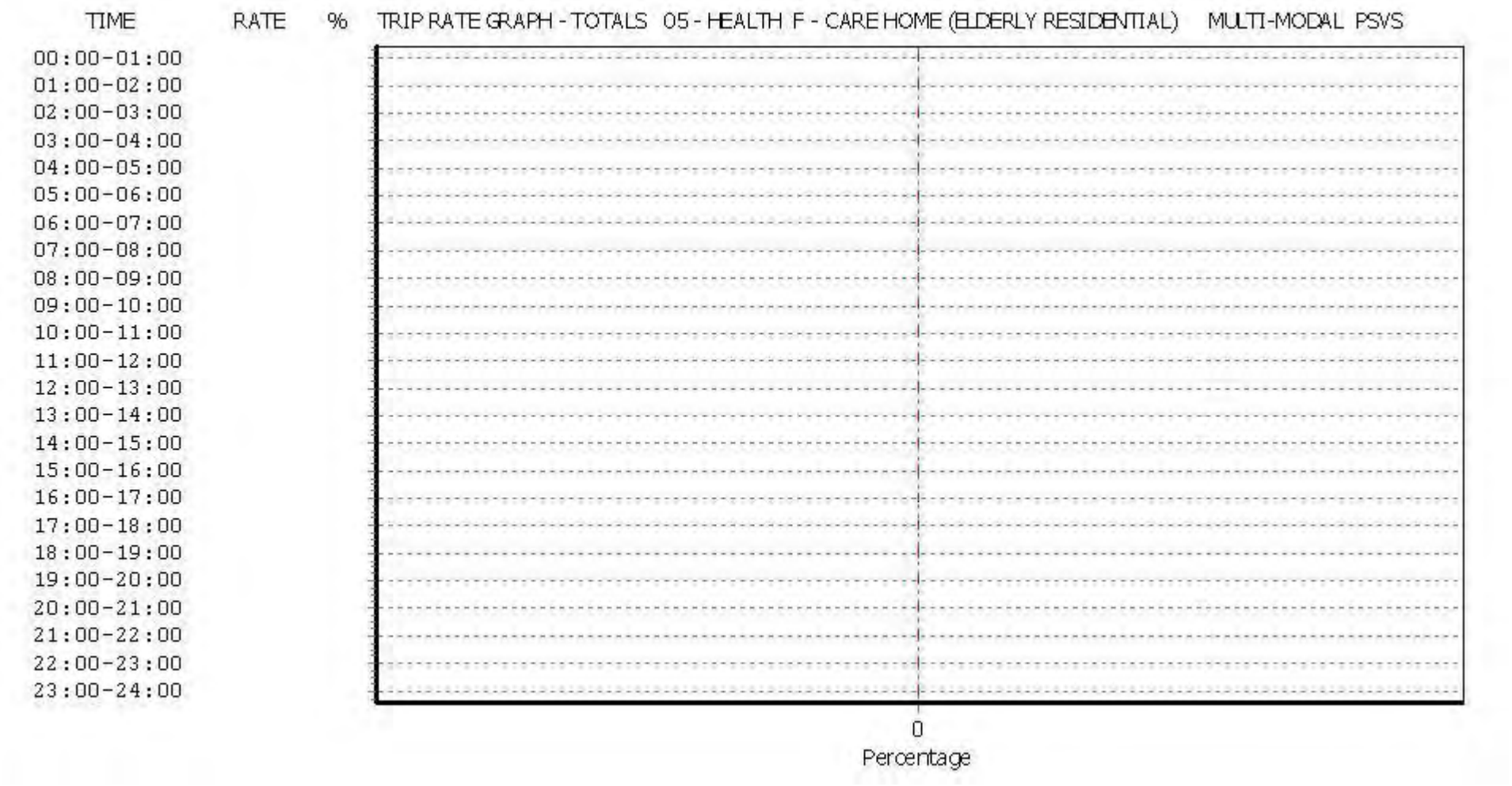
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
08:00 - 09:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
18:00 - 19:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.017	0.814			0.017	0.814			0.034	1.628

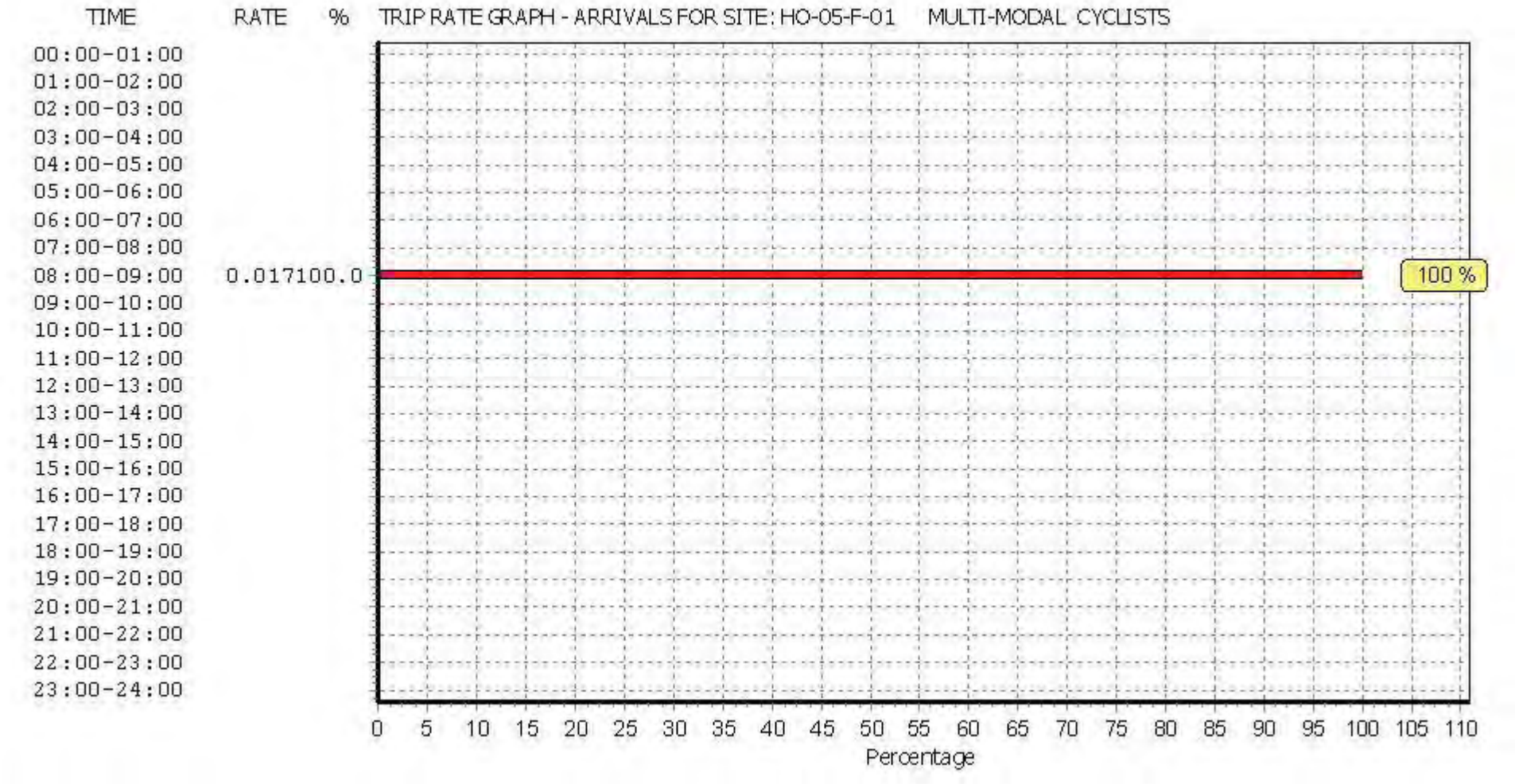
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

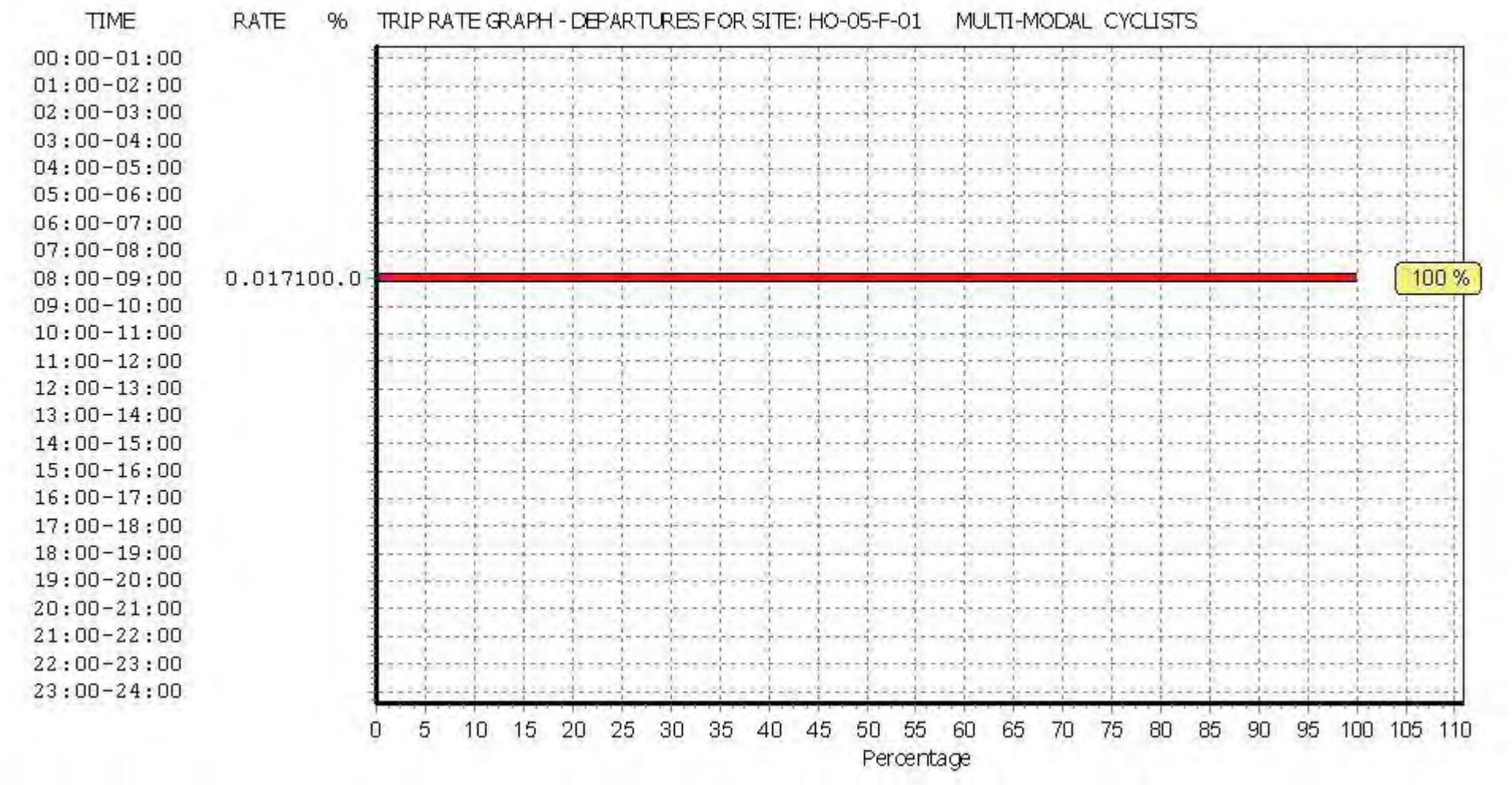
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

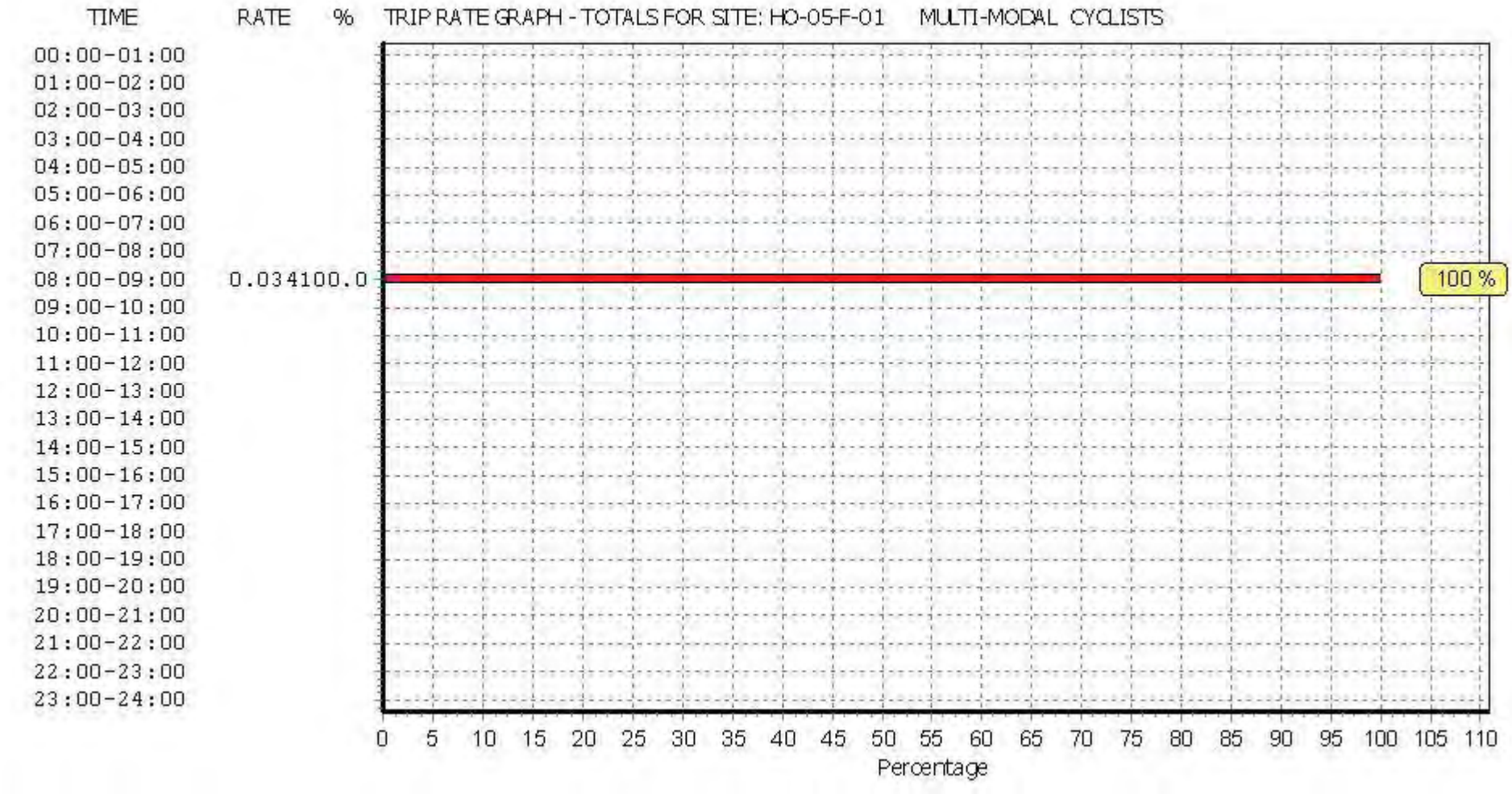
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.034	1.627	1	59	0.000	0.000	1	59	0.034	1.627
08:00 - 09:00	1	59	0.034	1.627	1	59	0.051	2.441	1	59	0.085	4.068
09:00 - 10:00	1	59	0.051	2.441	1	59	0.000	0.000	1	59	0.051	2.441
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
12:00 - 13:00	1	59	0.051	2.441	1	59	0.017	0.814	1	59	0.068	3.255
13:00 - 14:00	1	59	0.068	3.254	1	59	0.068	3.254	1	59	0.136	6.508
14:00 - 15:00	1	59	0.136	6.508	1	59	0.017	0.814	1	59	0.153	7.322
15:00 - 16:00	1	59	0.102	4.881	1	59	0.068	3.254	1	59	0.170	8.135
16:00 - 17:00	1	59	0.085	4.068	1	59	0.085	4.068	1	59	0.170	8.136
17:00 - 18:00	1	59	0.102	4.881	1	59	0.119	5.695	1	59	0.221	10.576
18:00 - 19:00	1	59	0.000	0.000	1	59	0.085	4.068	1	59	0.085	4.068
19:00 - 20:00	1	59	0.017	0.814	1	59	0.153	7.322	1	59	0.170	8.136
20:00 - 21:00	1	59	0.068	3.254	1	59	0.051	2.441	1	59	0.119	5.695
21:00 - 22:00	1	59	0.017	0.814	1	59	0.085	4.068	1	59	0.102	4.882
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.765	36.610			0.816	39.053			1.581	75.663

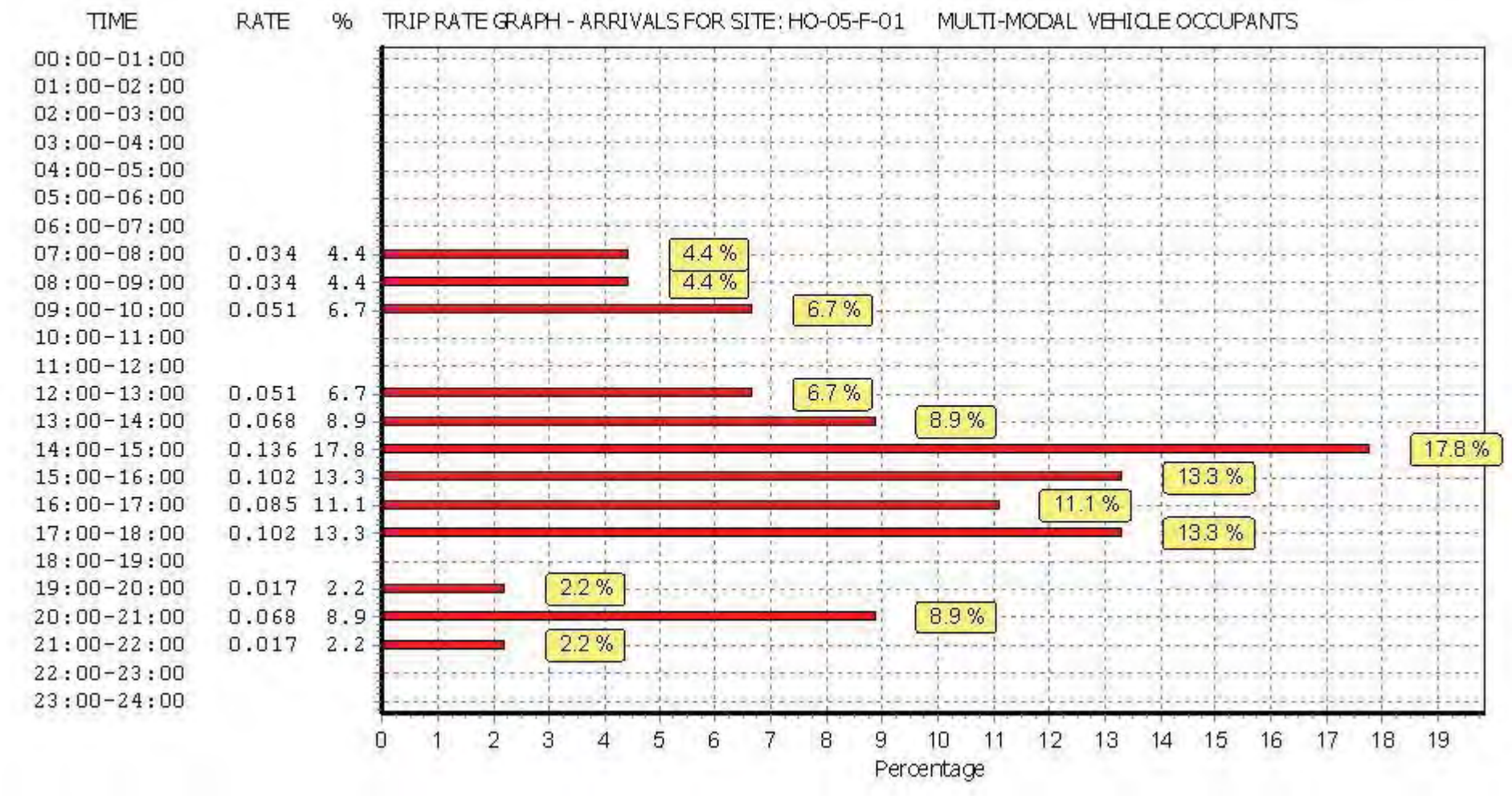
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

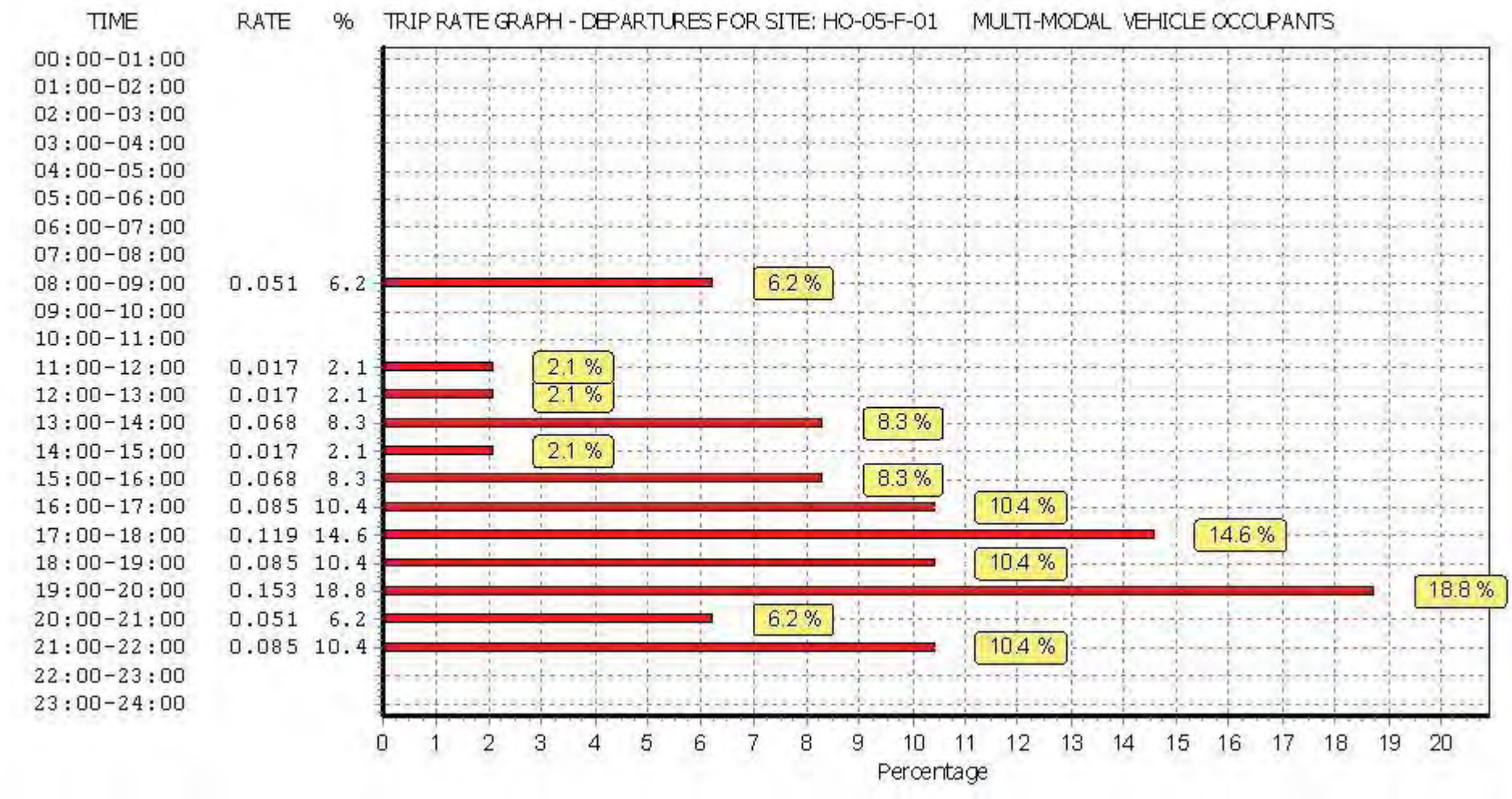
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

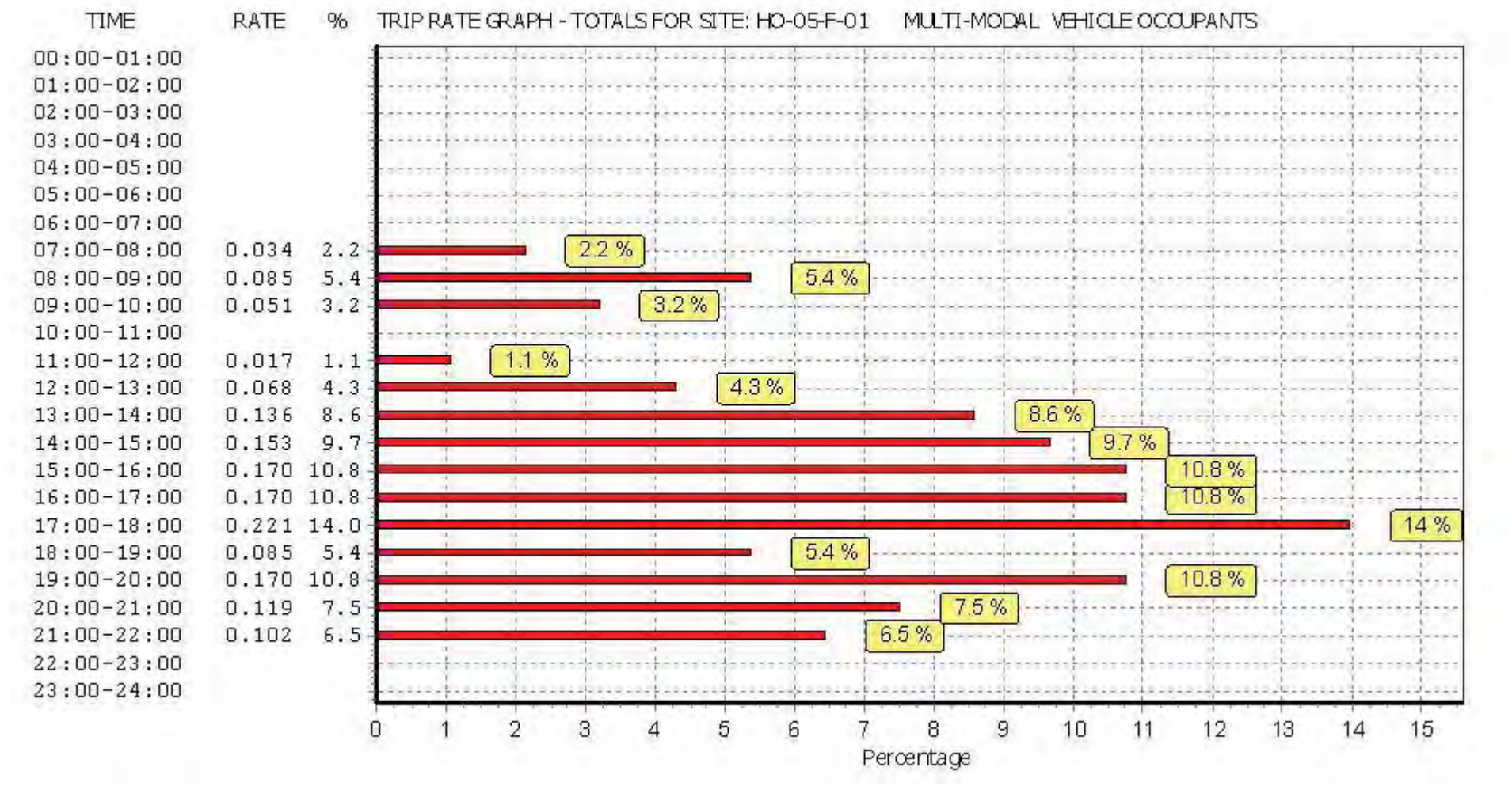
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.068	3.254	1	59	0.034	1.627	1	59	0.102	4.881
08:00 - 09:00	1	59	0.034	1.627	1	59	0.051	2.441	1	59	0.085	4.068
09:00 - 10:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.017	0.814	1	59	0.000	0.000	1	59	0.017	0.814
12:00 - 13:00	1	59	0.034	1.627	1	59	0.051	2.441	1	59	0.085	4.068
13:00 - 14:00	1	59	0.000	0.000	1	59	0.051	2.441	1	59	0.051	2.441
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
18:00 - 19:00	1	59	0.034	1.627	1	59	0.000	0.000	1	59	0.034	1.627
19:00 - 20:00	1	59	0.017	0.814	1	59	0.000	0.000	1	59	0.017	0.814
20:00 - 21:00	1	59	0.017	0.814	1	59	0.000	0.000	1	59	0.017	0.814
21:00 - 22:00	1	59	0.051	2.441	1	59	0.000	0.000	1	59	0.051	2.441
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.289	13.832			0.238	11.392			0.527	25.224

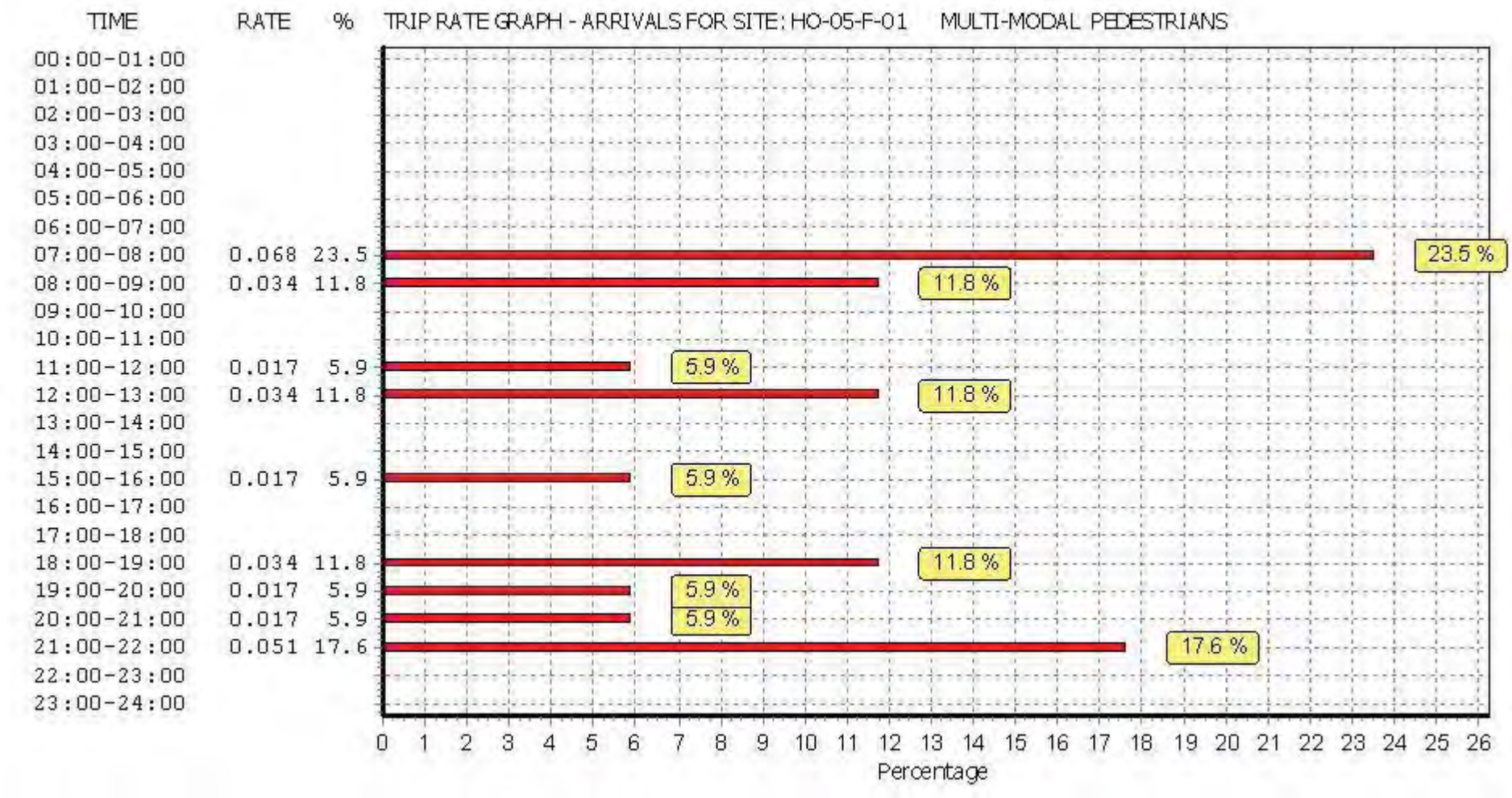
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

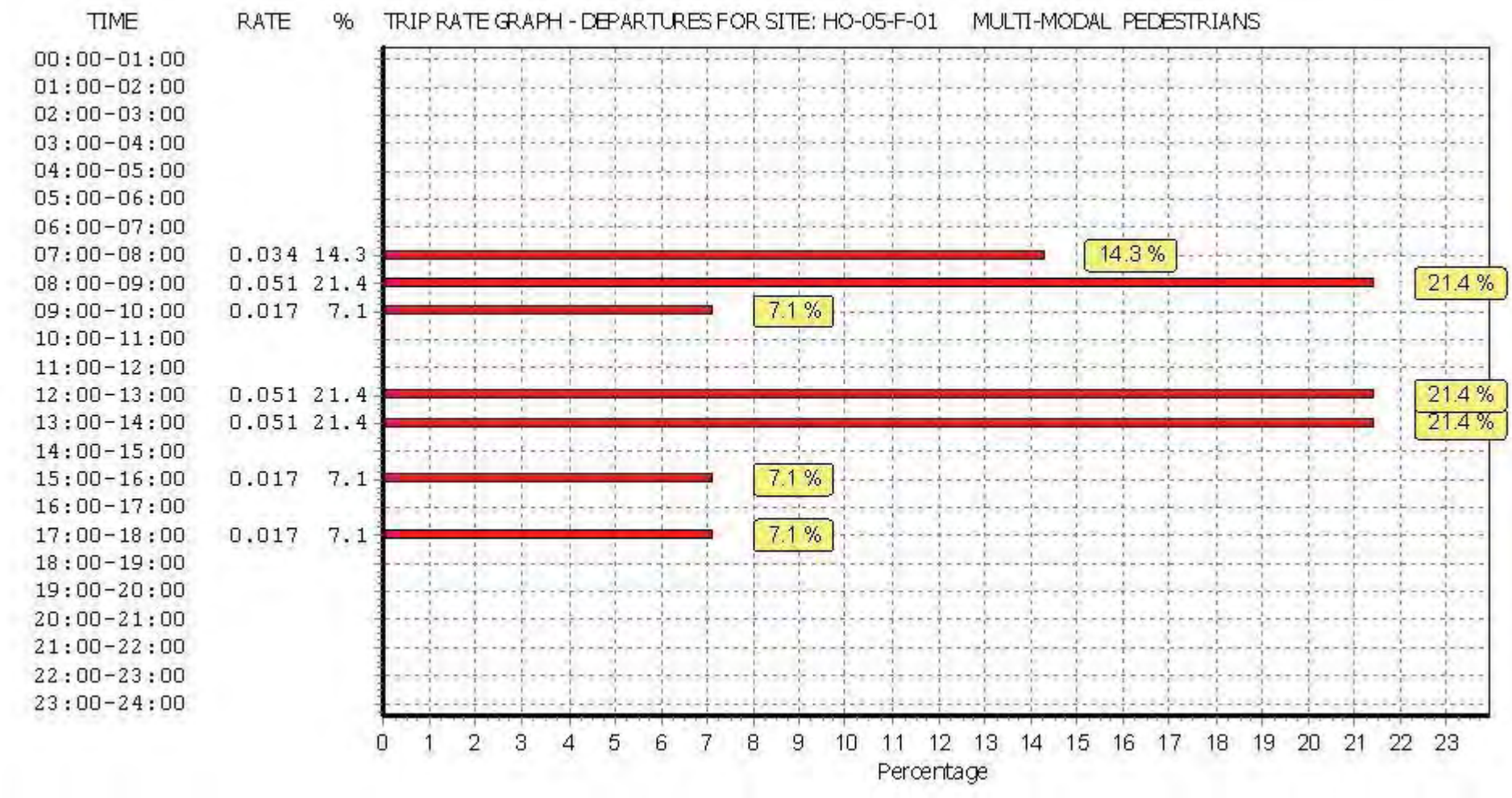
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

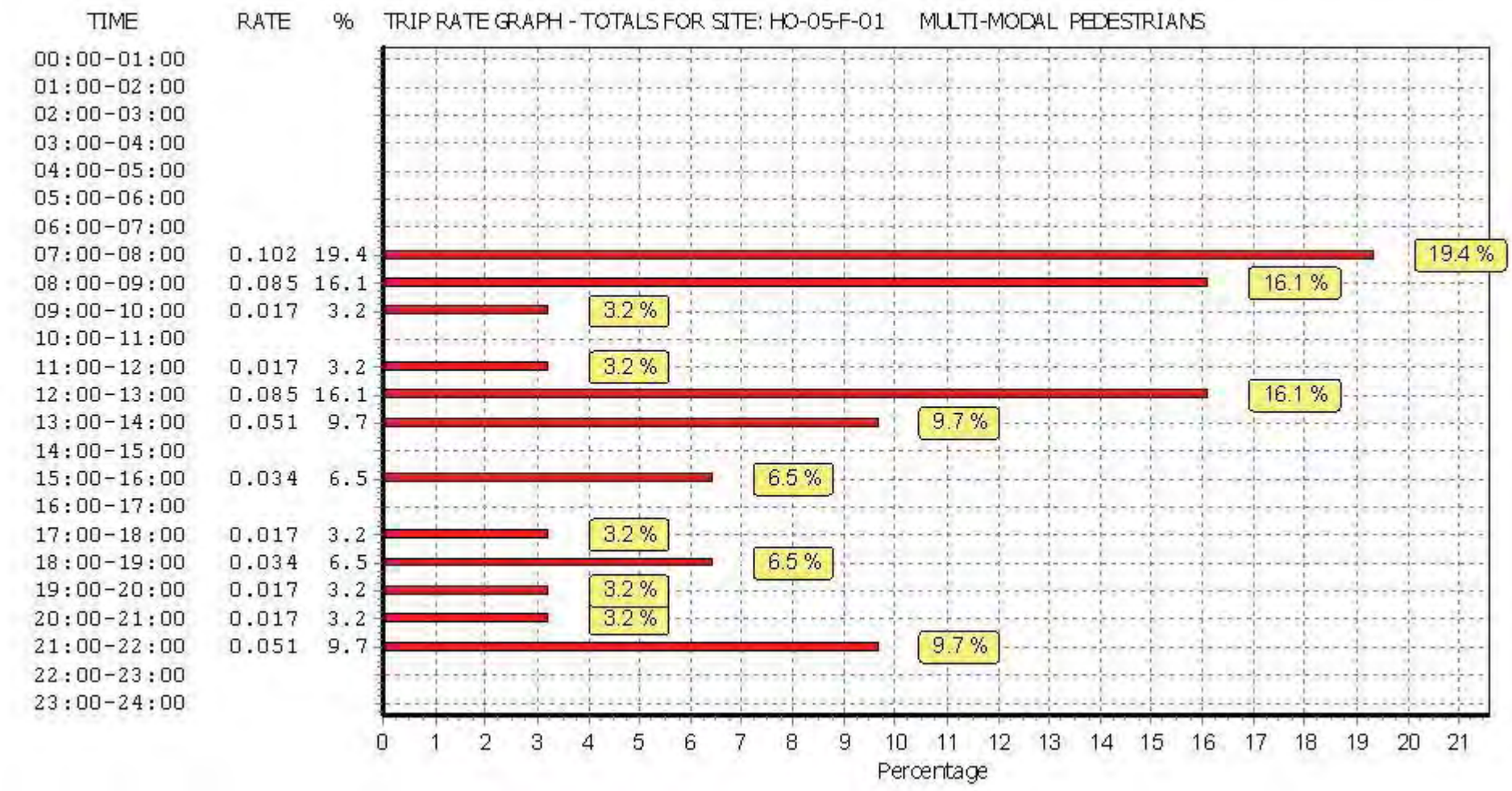
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.068	3.254	1	59	0.000	0.000	1	59	0.068	3.254
08:00 - 09:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.034	1.627	1	59	0.017	0.814	1	59	0.051	2.441
14:00 - 15:00	1	59	0.017	0.814	1	59	0.034	1.627	1	59	0.051	2.441
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
17:00 - 18:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
18:00 - 19:00	1	59	0.017	0.814	1	59	0.000	0.000	1	59	0.017	0.814
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.034	1.627	1	59	0.119	5.695	1	59	0.153	7.322
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.204	9.764			0.238	11.392			0.442	21.156

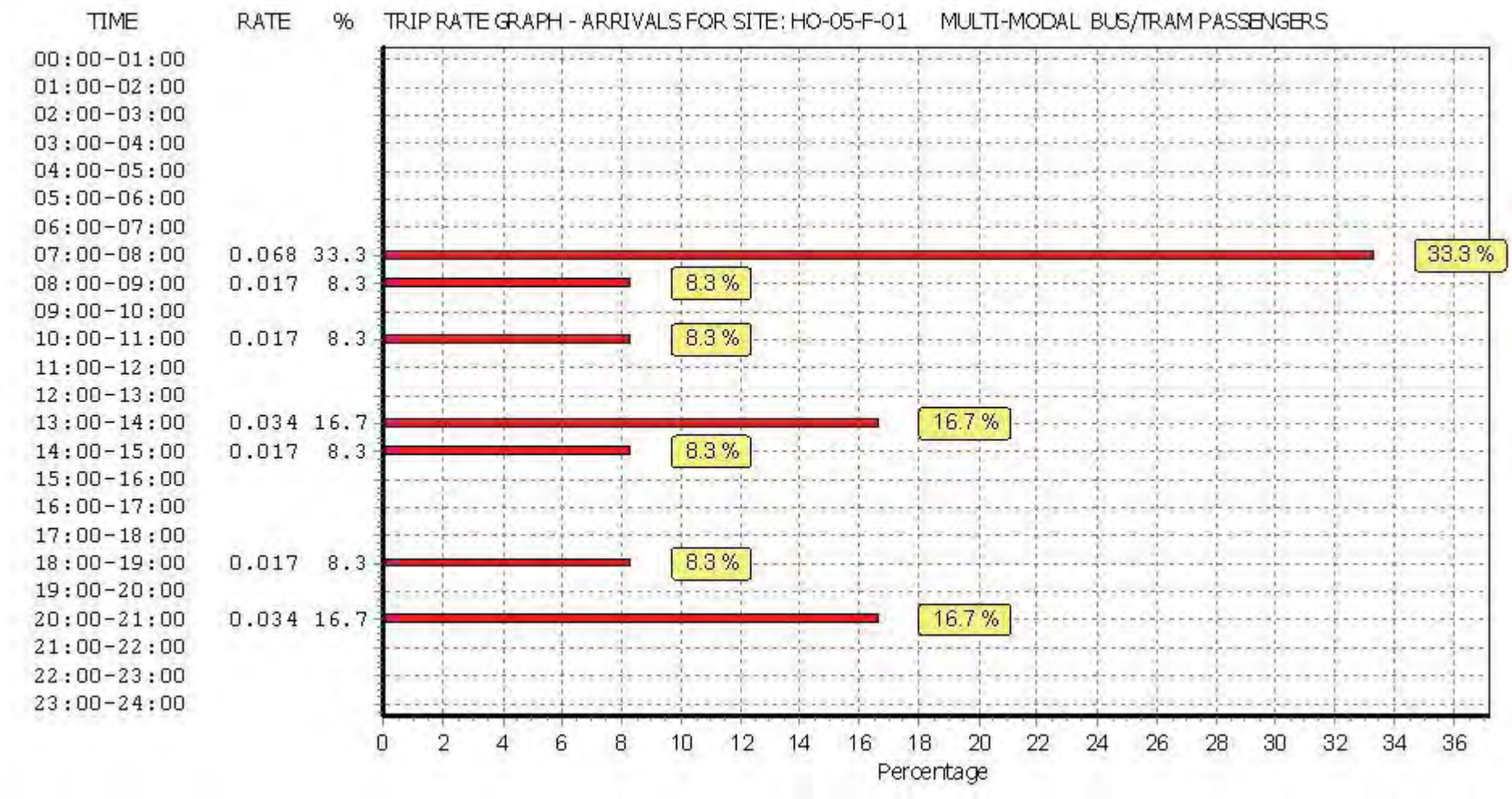
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

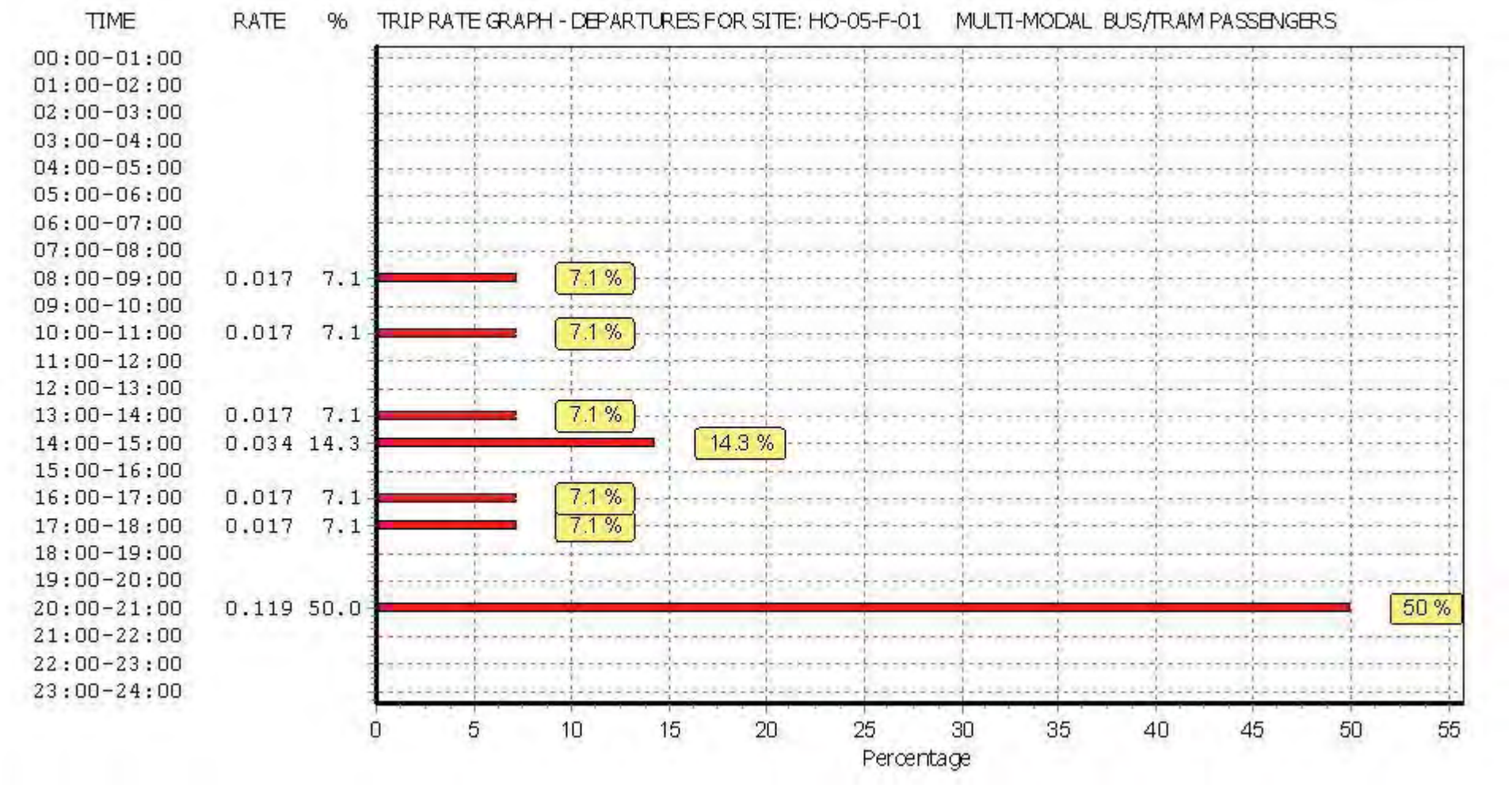
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

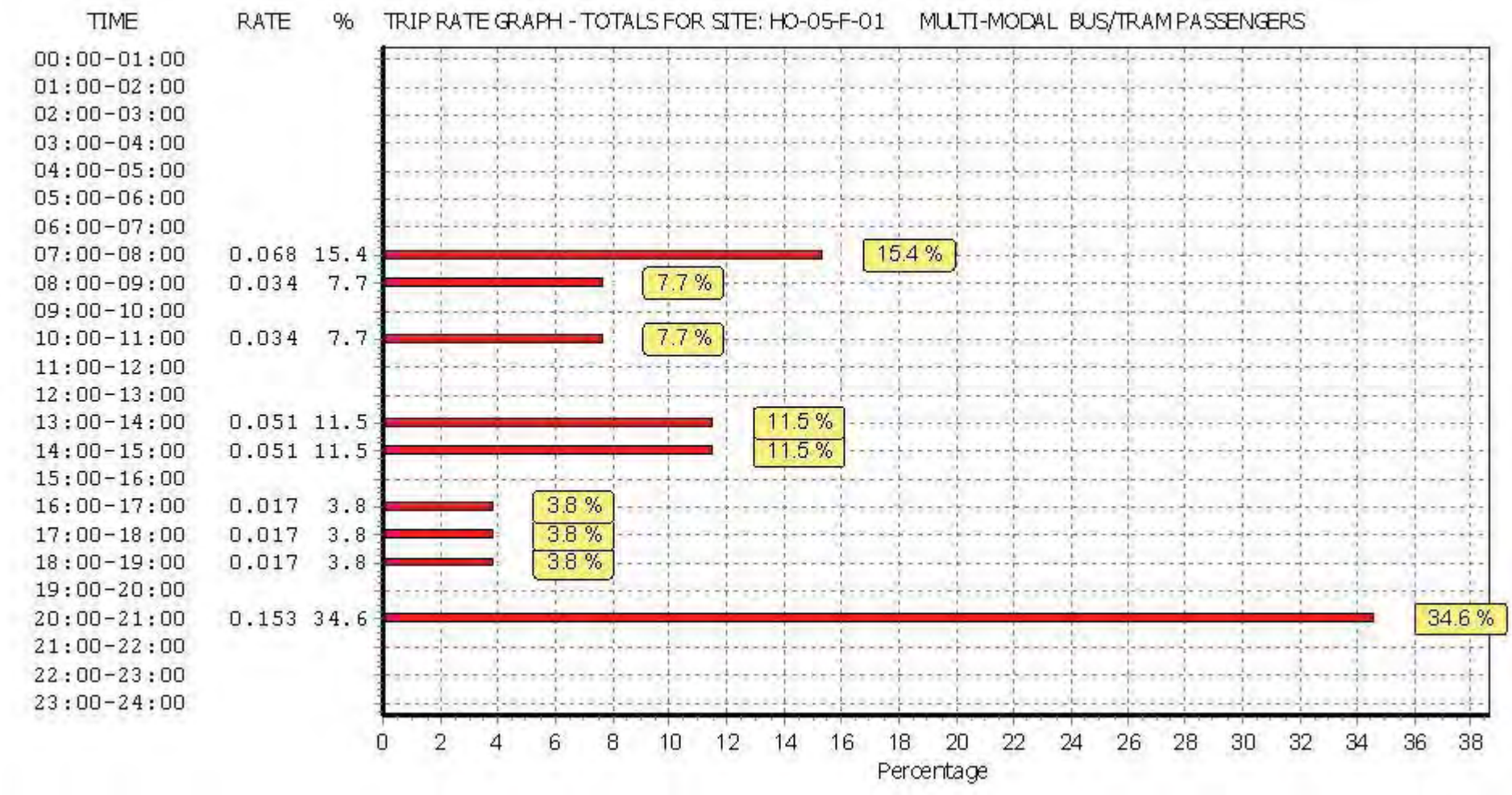
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
08:00 - 09:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
18:00 - 19:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

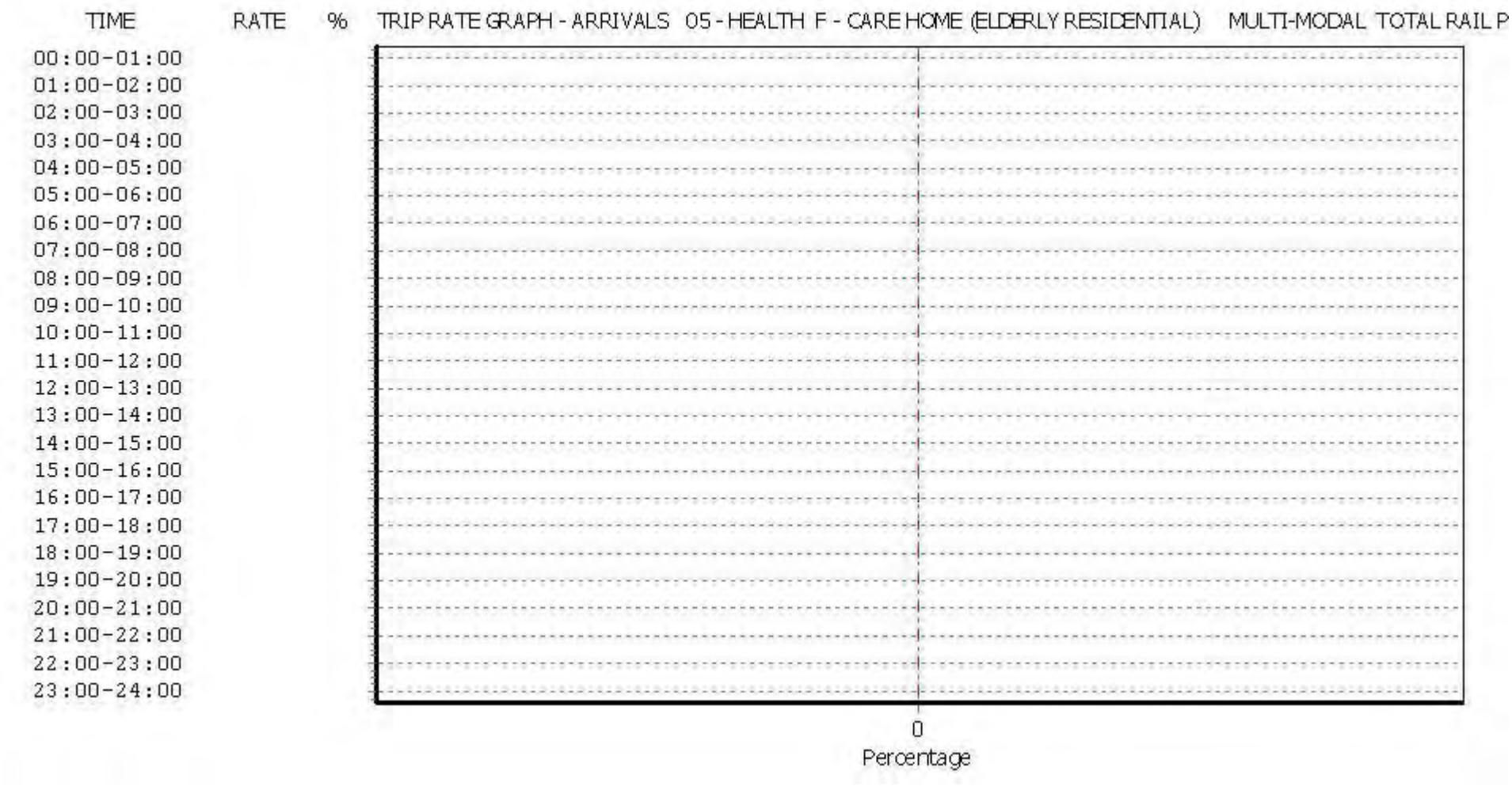
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

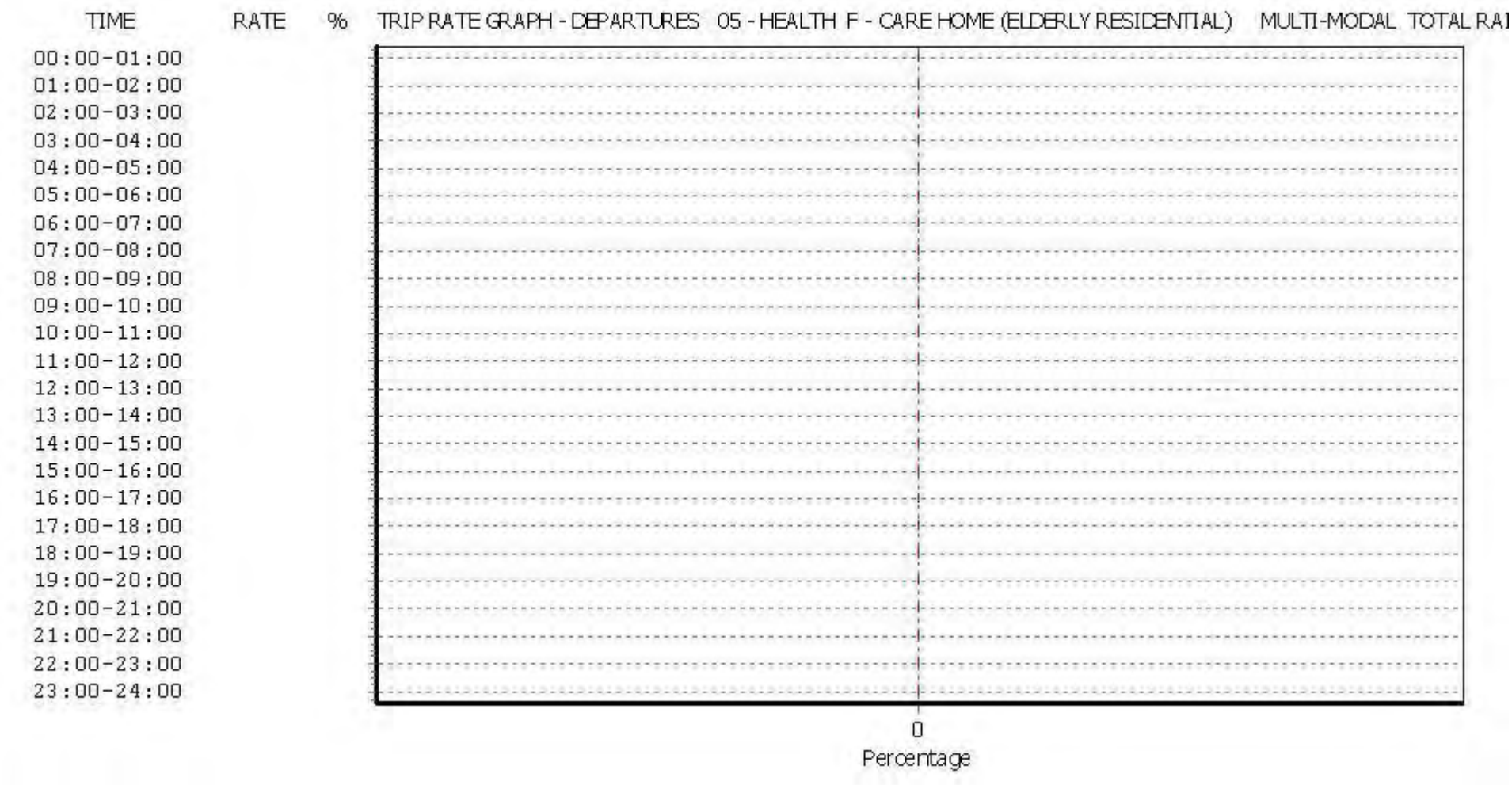
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

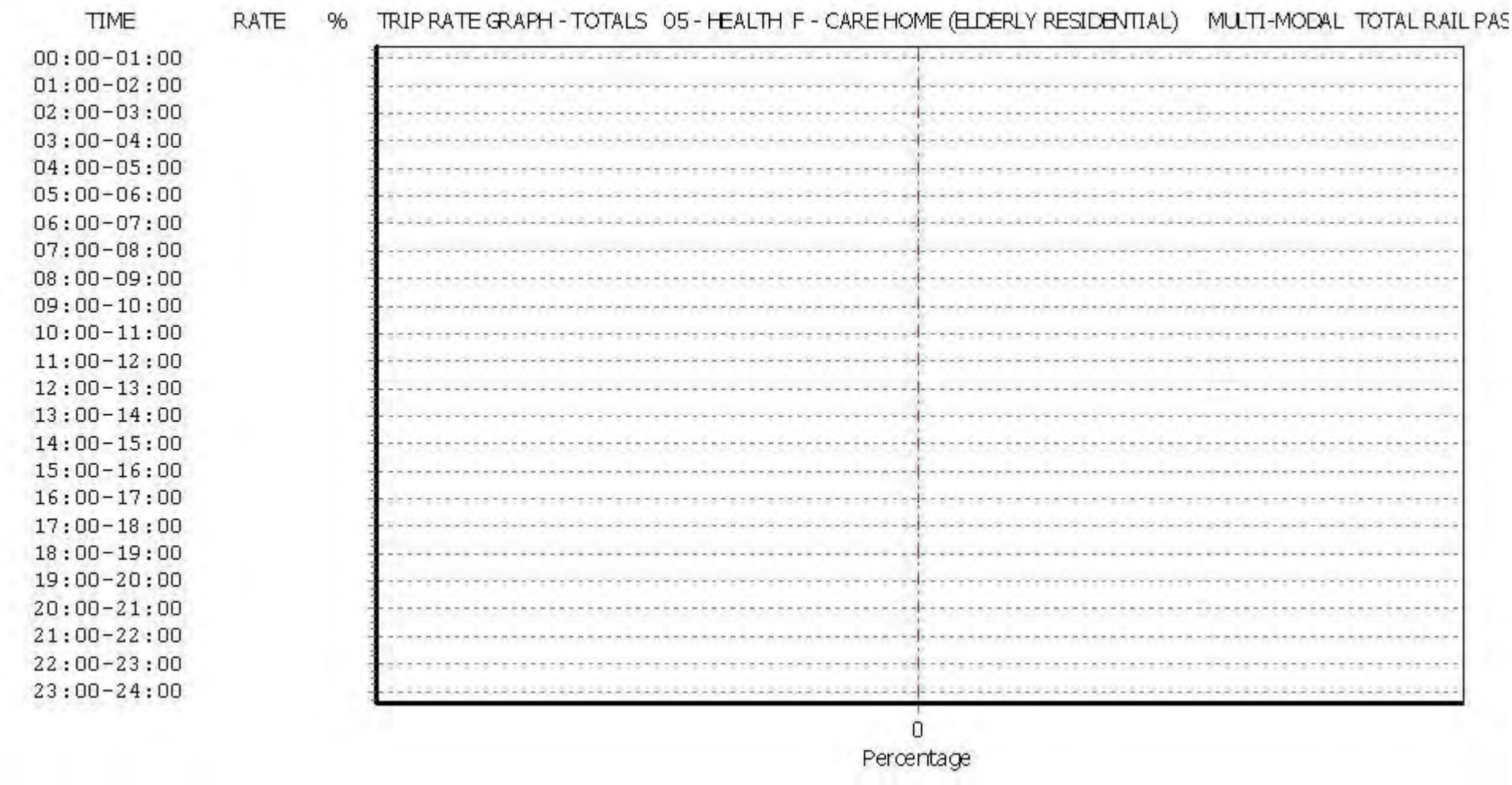
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
08:00 - 09:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
14:00 - 15:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
17:00 - 18:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
18:00 - 19:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.000	0.000			0.000	0.000			0.000	0.000

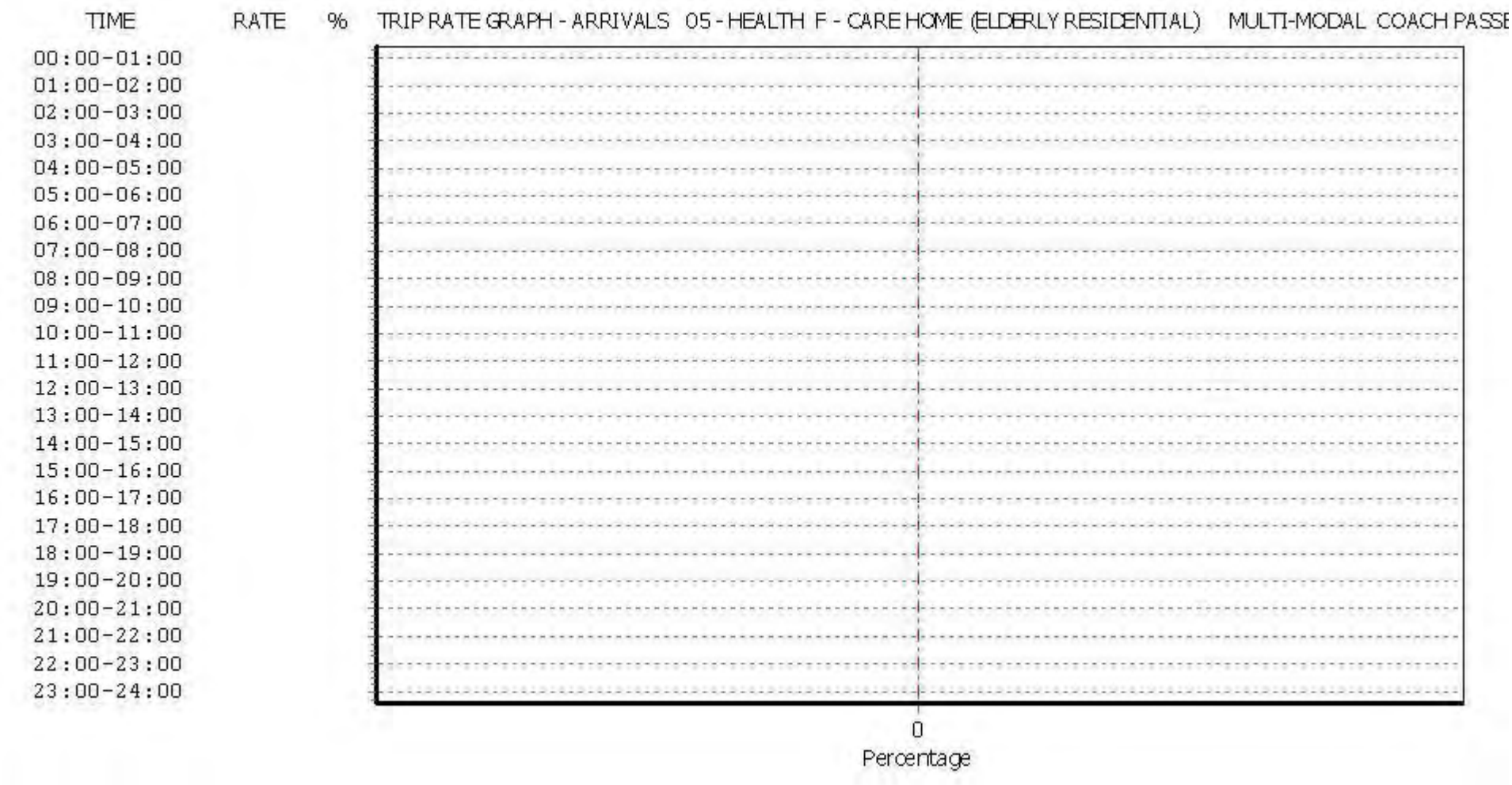
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

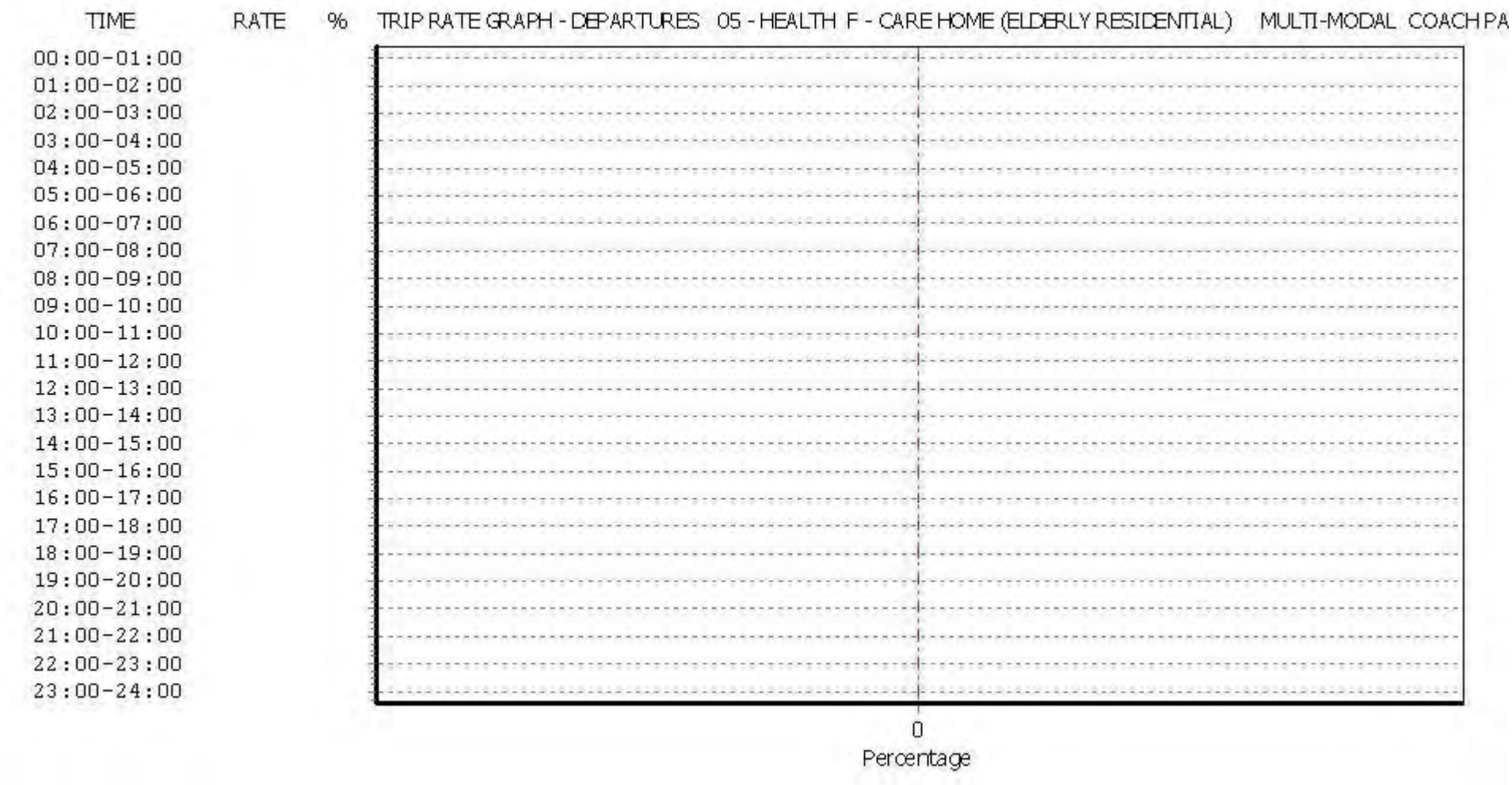
Parameter summary

Trip rate parameter range selected:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

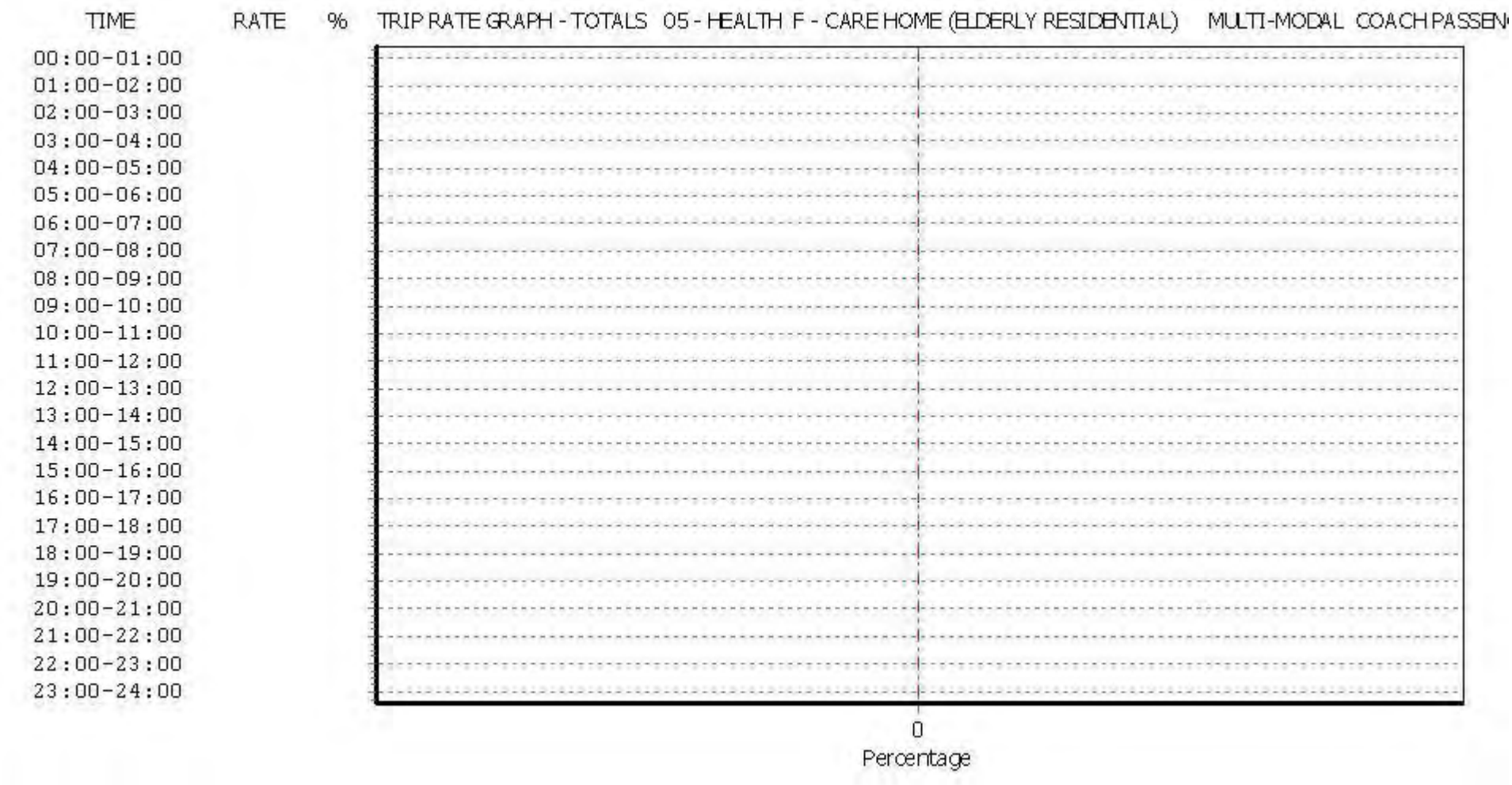
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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



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



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



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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
Estimated TRIP rate value per 48 RESIDE shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate	No. Days	Ave. RESIDE	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	1	59	0.068	3.254	1	59	0.000	0.000	1	59	0.068	3.254
08:00 - 09:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
09:00 - 10:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
10:00 - 11:00	1	59	0.017	0.814	1	59	0.017	0.814	1	59	0.034	1.628
11:00 - 12:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
12:00 - 13:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
13:00 - 14:00	1	59	0.034	1.627	1	59	0.017	0.814	1	59	0.051	2.441
14:00 - 15:00	1	59	0.017	0.814	1	59	0.034	1.627	1	59	0.051	2.441
15:00 - 16:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
16:00 - 17:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
17:00 - 18:00	1	59	0.000	0.000	1	59	0.017	0.814	1	59	0.017	0.814
18:00 - 19:00	1	59	0.017	0.814	1	59	0.000	0.000	1	59	0.017	0.814
19:00 - 20:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
20:00 - 21:00	1	59	0.034	1.627	1	59	0.119	5.695	1	59	0.153	7.322
21:00 - 22:00	1	59	0.000	0.000	1	59	0.000	0.000	1	59	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.204	9.764			0.238	11.392			0.442	21.156

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:	59 - 59 (units:)
Survey date date range:	01/01/10 - 16/11/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	1
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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