Charlie Ratchford Extra Care Scheme

Condition 30 - Delivery and Servicing Plan

On behalf of **London Borough of Camden**

Project Ref: 48990/5501 | Rev: A | Date: August 2020

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Project Ref: **49828**

Report Title: **Delivery & Servicing Plan**

Doc Ref: **A**

Date: **August 2020**

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
A	07.09.20	Updated following comments from LBC	RK	PW	MD

Contents

Figures

Tables

Appendices

1 Introduction

1.1 Overview

1.1.1 This Delivery and Servicing Plan (DSP) has been produced by Stantec on behalf of London Borough of Camden (LBC) to discharge Condition 30 of the permitted application (ref: 2015/0921/P) for the redevelopment of the Charlie Ratchford Extra Care Scheme (hereafter referred to as the 'Site') at Crogsland Road, in the London Borough of Camden.

1.1.2 The aim of the DSP is to provide LBC an overview of the delivery and servicing activity associated with the proposed development. The DSP will specifically aim to ensure that the servicing of the development can be carried out safely, legally and efficiently, without creating any detrimental impacts on the local highway network, neighbouring businesses, residents and the environment.

1.2 Planning History

1.2.1 The site gained planning permission on 7th July 2016, subject to a number of planning conditions. Planning condition 30, relates to the delivery and servicing activity for the development and is detailed below.

'No part of the development hereby approved shall be occupied until a Delivery and Servicing Management Plan, setting out measures for managing deliveries, has been submitted to and approved by the Council. The measures contained in the Service Management Plan shall at all times remain implemented.

Reason: In order to ensure that the servicing of the development does not significantly impact on the existing transport system and to accord with policy CS11 of the London Borough of Camden Local Development Framework Core Strategy and policy DP16 of the London Borough of Camden Local Development Framework Development Policies.'

1.3 DSP Objectives

1.3.1 DSPs developed through the planning process seek to support sustainable development. They are drafted within the context of the guidance provided within the Mayor's Transport Strategy and TfL's DSP guidance.

1.3.2 This DSP will therefore seek to achieve the following objectives:

- Demonstrate that goods and services can be delivered, and refuse/ recycling removed, in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- Improve the reliability of deliveries to the site; and
- Reduce the impact of delivery and servicing activity on the residents of Charlie Ratchford Extra Care facility as well as local residents and the environment.

1.4 Report Structure

1.4.1 The remainder of this DSP is set out as follows:

i. Chapter 2 provides an overview of the site and the proposed development.

ii. Chapter 3 reviews the planning policies in relation to the delivery and servicing of the development.

iii. Chapter 4 details the delivery and servicing proposals including an estimation of future delivery and servicing trip generation profile along with vehicle types and dwell times.

iv. Chapter 5 provides an overview of the proposed delivery and servicing management arrangements for the development.

v. Chapter 6 discusses the management of the DSP and monitoring of the implementation of the Plan.

vi. Chapter 7 concludes the DSMP.

2 Site Information

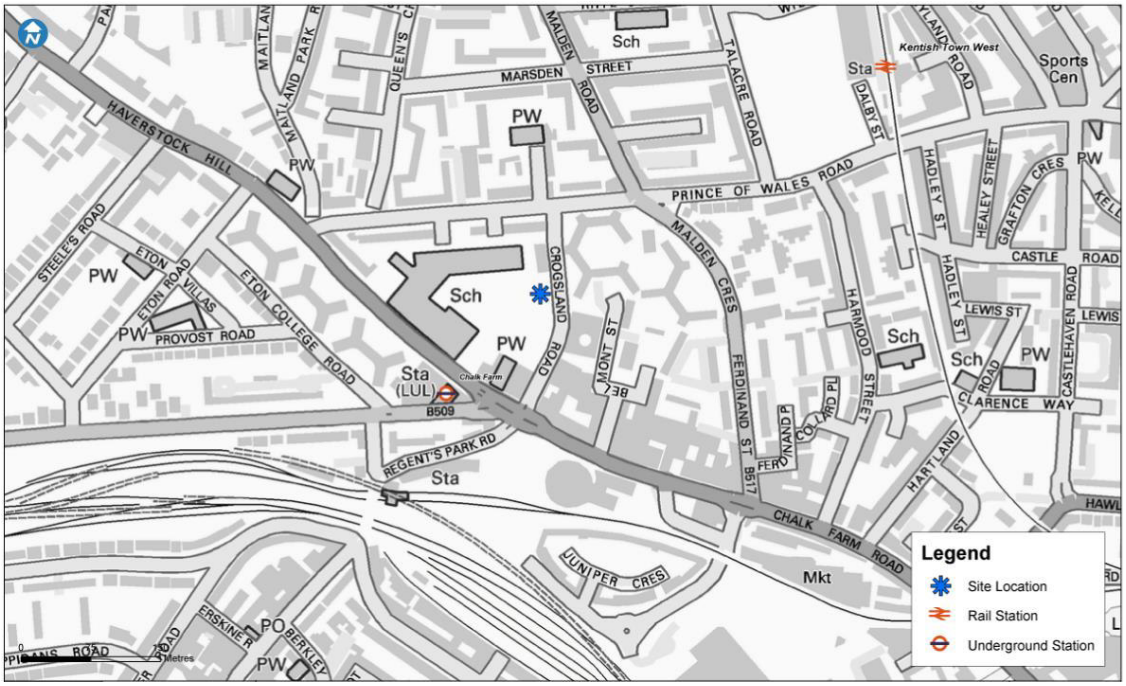
2.1 General

2.1.1 This chapter presents details of the site including the existing situation and development proposal together with the proposed delivery and servicing arrangements.

2.2 Site Location

2.2.1 Figure 2.1 shows the location of the site within the London Borough of Camden. To the north the site is bounded by residential dwellings, to the east by Crogsland Road, and to the south and west by Haverstock School, a business and enterprise college for 11 to 18 year old students.

Figure 2.1 Site Location Plan



2.2.2 Footways are provided on both sides of Crogsland Road and street lighting is provided in regular intervals on the eastern side of the road. Pedestrian crossing facilities on the Crogsland Road / A502 Haverstock Hill junction provide pedestrians safe access to Chalk Farm Underground Station and the adjacent bus stops on Haverstock Hill and the B509.

2.2.3 Chalk Farm Road is a major road to the south of the site with a two-way and two-lane carriageway that runs north-west to south-east. There is a designated bus stop just opposite the entrance to Belmont Street in the westbound direction. There are some designated and regulated parking bays, partly on the pavement between the junctions with Crogsland Road and Belmont Street, with a maximum stay of two hours and Pay & Display between 08:30 and 23:00 on weekdays and 09:30 and 23:00 on weekends. There is also cycle parking provision on the footways along this stretch of the road.

2.2.4 The junction with Crogsland Road is signalised. There are central islands separating the traffic flows on each arm, and there is a signalised pedestrian crossing on the eastbound arm. This junction has no-stop markings except the stretch with a cycle lane running across Chalk Farm Road. The carriageway width varies from approximately 10m to around 15m at the junction.

There are footways at both sides of the carriageway which vary from approximately 2m to 5m in width.

2.2.5 Crogsland Road is a one-way road in the southbound direction that runs to the east of the site running north to south. The carriageway is approximately 6.5m wide along the whole road and there are footways at both sides with an approximate width of 3m. There is on-street parking along most part of the road with the notable exception of the access to the school on the southwest of the application site. Notably parking adjacent to the site is on the opposite side of the road. Parking on Crogsland Road is regulated for resident permit holders only on weekdays between 08:30 and 23:00 and weekends from 09:30 to 23:00.

2.3 Existing Servicing / Minibus Activity

2.3.1 As advised by LBC officers for the existing Charlie Ratchford site on Belmont Street, there are currently three minibuses transporting elderly people to and from the centre. Each minibus drops off at the site twice per day. They arrive at the site for various periods during the day but do not have a fixed schedule every day. The time required for boarding and unloading can take up to 10 to 15 minutes.

2.3.2 The first round of minibuses arrives at the existing Charlie Ratchford site between 09:00 to 09:20. Minibuses normally arrive one after another; while it is possible that all three buses arrive at the site at the same time. The second round of minibus services arrive at the site between 10:30 and 11:00. This is the indicative timescale; actual arrival time is dependent on traffic conditions.

2.3.3 “Outbound” journey of the first round of the minibuses normally leaves the existing Charlie Ratchford site at 14:30, while the second round leaves at 15:30.

2.3.4 There were four minibus bays at the existing Charlie Ratchford site. Minibuses do not stay for any length of time although some occasionally arrive very early for collection but this is not essential. Minibuses also do not park at the site overnight; but park at the depot at York Way.

2.3.5 Other vehicles servicing the existing Charlie Ratchford site include deliveries for catering, mail and parcel delivery, medical waste and refuse collection. Smaller vehicles make use the minibus bays to load when minibuses are not using the space. Larger vehicles and refuse vehicles stop adjacent to the site on Crogsland Road

2.4 Proposed Development

2.4.1 The proposed development includes the construction of a 6-storey block of 38 Extra Care units, with a ground floor communal area consisting of a lounge, cafeteria, hair dressing salon and associated facilities. The works are part of the Development Agreement to construct new housing on the existing Charlie Ratchford Centre site located on Belmont Street.

2.4.2 Table 2.1 below shows the proposed extra care residential unit mix.

Table 2-1: Development Unit Mix

Dwelling Type	Unit Numbers
1 Bed	31
2 Bed	7
Total	**38**

2.4.3 The development masterplan for the ground floor is included in Appendix A.

2.4.4 The proposed development will provide a drop off / pickup bay for one mini-bus which will also be able to be used by other servicing vehicles up to 7m in length.

2.4.5 Minibus activity will also be reduced with a maximum of 2 minibus trips per day, one to collect residents and one to drop them off.

3 Policy Context

3.1 General

3.1.1 This section provides an overview of National, Regional and Local DSMP-related policy guidance.

3.2 Mayor's Transport Strategy (2018)

3.2.1 The Mayor's Transport Strategy (MTS) was published in March 2018 by the Mayor of London.

3.2.2 The MTS aims to provide a framework to inform the strategic development of London, alongside the London Plan, for the next 20 years. The MTS highlights the importance of the London Freight Plan, DSP, Freight Operator Recognition Scheme (FORS) and Construction Logistics Plans (CLPs) in encouraging improved efficiency and provide a framework for incentivising and regulation.

3.2.3 The MTS indicates that DSPs are relevant to ensure delivery and servicing facilities are designed in a way that allows streets to still be attractive for walking and cycling, ensures there is a reduction in the impact of delivery and servicing on London's streets and reducing the total vehicle kilometres made by delivery and servicing vehicles.

3.2.4 Proposal 81 sets out that "The Mayor, through TfL and the boroughs, and working with stakeholders, will embed efficient freight and servicing in new development by:

- Ensuring that delivery and servicing plans facilitate off-peak deliveries using quiet technology, and the use of more active, efficient and sustainable modes of delivery, including cargo cycles and electric vehicles where practicable.
- Ensuring that large-scale developments and area-wide plans include a local freight and servicing strategy (consisting of measures such as shared procurement for consumables, co-ordinated waste and recycling collection, timetabled deliveries, 'click and collect' for residents and flexible loading bays).

3.2.5 The MTS also sets out the importance of the London freight information portal which: "*will help London's public authorities (the GLA and boroughs, for example) and freight operators exchange information about:*

- *Improving operational efficiency;*
- *Encouraging better driver behaviour, the use of alternative fuels and the uptake of low carbon vehicles;*
- *Reducing freight administration costs; and*
- *Enhancing freight journey planning*."

3.3 London Plan consolidated with Alterations since 2011 (Mar 2016)

3.3.1 The London Plan, published in July 2011, sets out the overarching policies and principles for developments in London over the next 20-25 years. The London Plan has been further revised in March 2015, Further Alterations to the London Plan (FALP) and March 2016, Minor Alterations to the London Plan (MALP).

3.3.2 Policy 6.3 'Assessing Effects of Development on Transport Capacity' states:

3.3.3 "Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. ……. Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with the London Freight Plan ….."

3.4 Intend to Publish Draft London Plan, December 2019

3.4.1 The New London plan was published in draft form for consultation in November 2017. The December 2019 Intend to Publish version includes updates and alterations to the plan before the final version is proposed to be published.

3.4.2 Policy T7 of the draft London Plan states that freight and servicing strategies should seek to-

- reduce freight trips to, from and within these areas;
- coordinate the provision of infrastructure and facilities to manage freight and servicing at an area-wide level; and
- seek to reduce emissions from freight, such as through sustainable last-mile schemes.

3.4.3 These strategies should be developed through policy or masterplans for the planning application processes.

3.5 TfL Freight and Servicing Action Plan (2019)

3.5.1 The TfL freight and servicing action plan sets out and clarifies future freight and servicing policies as well as the actions that can be taken currently to support safe, clean and efficient freight operations. The plan supports the objectives put forward in the Mayor's Transport Strategy (MTS).

3.6 Local Development Framework – Camden Development Policies 2010-2025 (2010)

3.6.1 The relevant policy for this DSMP is DP20 Movement of goods and materials, under CS11 Promoting sustainable and efficient transport.

3.6.2 DP20 comprises minimising the movements of goods and material by road and minimising the impact of movement of goods and materials by road. The former includes promotion of the use of freight consolidation facilities and other initiatives with the aim to reduce the impacts of goods vehicles; and encourage the use of cycle courier services for local deliveries. The latter requests development with large delivery and servicing movements by road to be located to be located close to the Transport for London Road Network or other Major Roads; avoid any additional need for vehicles over 7.5 tonnes in predominately residential areas; and seek measures to minimise disruption to the local communities through effective management, such as optimisation of collection and delivery times and the use of low emission vehicles for deliveries.

3.7 Camden Planning Guidance 7: Transport (2011)

3.7.1 Chapter 4 of the Camden Planning Guidance details the requirements for delivery and servicing management plans and that development should be developed in accordance with the Servicing Guidelines set out in the chapter.

3.7.2 The servicing guidelines include requirements for swept paths, turning areas, demarcation and access roads widths, etc.

3.7.3 The guidance relates to Core Strategy Policy CS5 – Managing the impact of growth and development and policies DP20 – Movements of goods and materials and DP26 – Managing the impact of development on occupiers and neighbours of the Camden Development Policies.

4 Delivery and Servicing Proposals

4.1 General

4.1.1 This chapter presents the design and access, proposed minibus bay, delivery and servicing proposals for the development and delivery and servicing trip generation, including expected vehicle types and dwell times.

4.2 Design and Access

4.2.1 Pedestrians can access the site via the main entrance to the development on Crogsland Road towards the southern end of the site. Cyclists, buggy users and also waste collection access the site via the secondary access located towards the northern side of the site on Crogsland Road.

4.2.2 Figure 4.1 illustrates the location of the access points of the site.

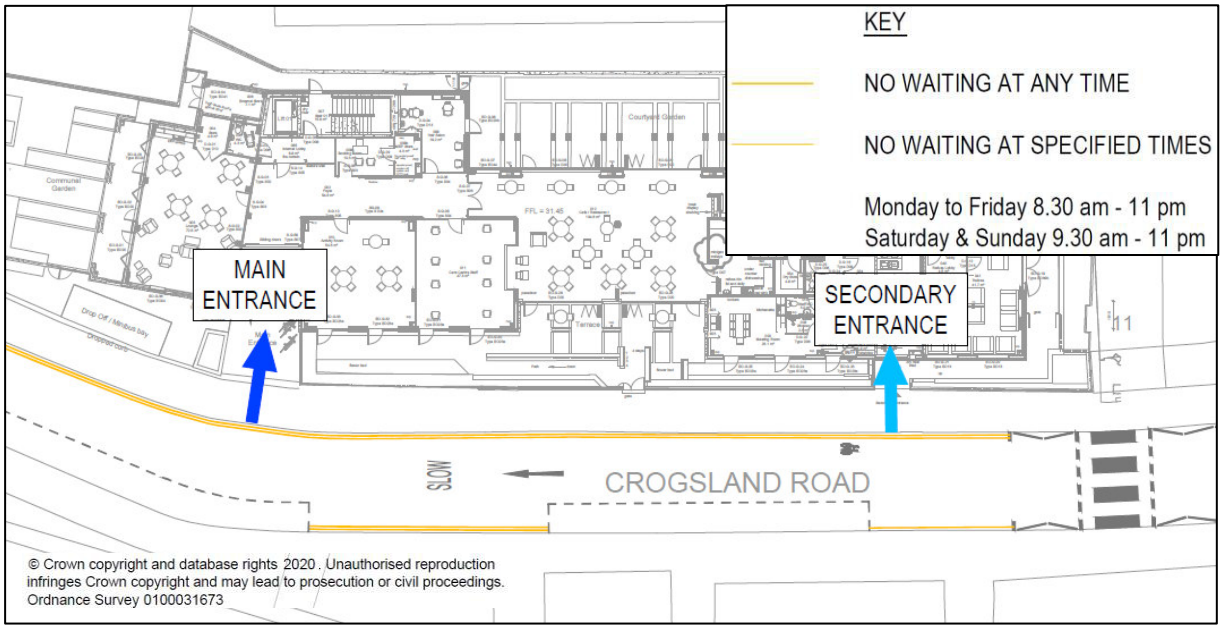


Figure 4-1: Site Access Points

4.2.3 It is proposed that the minibus access time will largely remain the same as per the current situation; however, the number of minibuses serving the site will reduce significantly from the current situation with only two trips per day, one to drop off and the second to pick up residents. Access to the site will be on Crogsland Road, dropping off/ picking up residents in front of the main entrance, as illustrated on Figure 4.1.

4.2.4 The footway immediately in front of the main entrance of the proposed development is on the right side; residents can access the minibus bay with a short walk from the main entrance and board the vehicle on the right side.

4.2.5 Due to the reduction in minibus trips it is considered that one minibus bay will be sufficient for the development.

4.2.6 Swept path analysis of the minibus has been conducted to show the minibus' ability to manoeuvre adequately without affecting the operation of the highway network. This is shown on Figure 4.2 below and is also included on plan 49828-5500-001 in Appendix B.

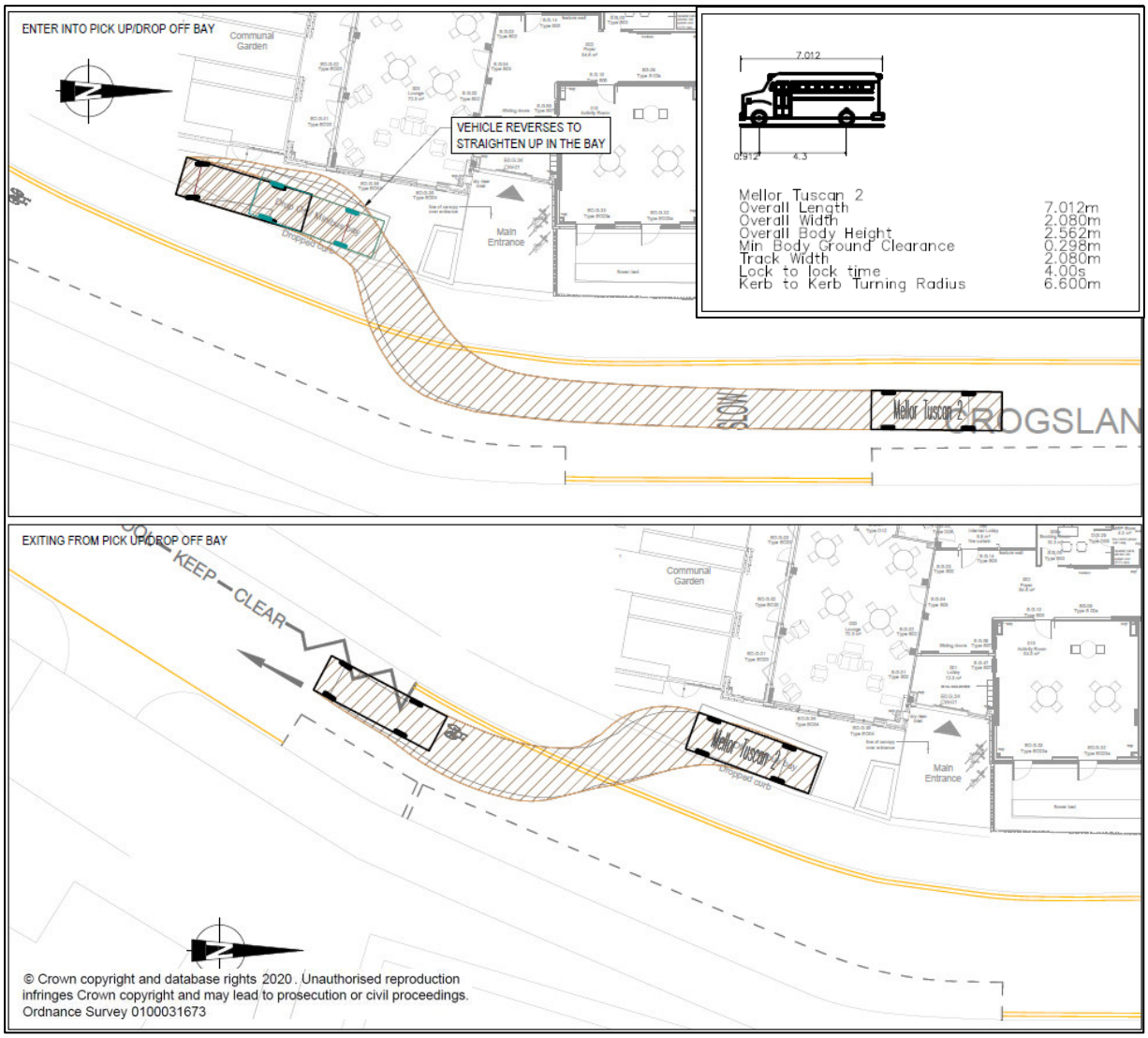


Figure 4-2: Swept Path for Minibus

4.3 Proposed Delivery and Servicing Arrangements

4.3.1 It is proposed that delivery/ servicing vehicles will serve the site via Crogsland Road without entering the site and predominately use the secondary entrance. The main entrance towards the south of the site will also provide access, however this will be used less frequently and likely only for delivery of parcels and letters, etc. This is due to the majority of the servicing activity to be for the catering supplies / waste collection which would be via the secondary entrance.

4.3.2 All delivery and servicing activity will be managed by the on-site Facility Management Team (FMT)

4.3.3 The proposed minibus bay would also be able to be used by smaller servicing vehicles up to 7m in length. This would include LGV's, cars and motorcycles, while the bay is not in use for minibus activity.

4.3.4 There are resident permit holder parking bays located on the east side of Crogsland Road with no waiting at any time restrictions provided in between the parking areas. In addition, there are single yellow line (waiting restrictions) between the parking bays and the zebra crossing

facility with no waiting Mon – Fri 8.30am – 11pm and Sat & Sun 9.30am – 11pm restrictions. All areas adjacent to the development permit loading.

4.3.5 Figure 4.3 illustrates the proposed areas available for vehicles to load surrounding the main and secondary entrances to the development. A zebra crossing is located to the south of the secondary entrance which could be used for transporting goods by vehicles stopping on the eastern side of Crogsland Road. It is also proposed that dropped kerbs will be provided in front of both the main and secondary entrances.

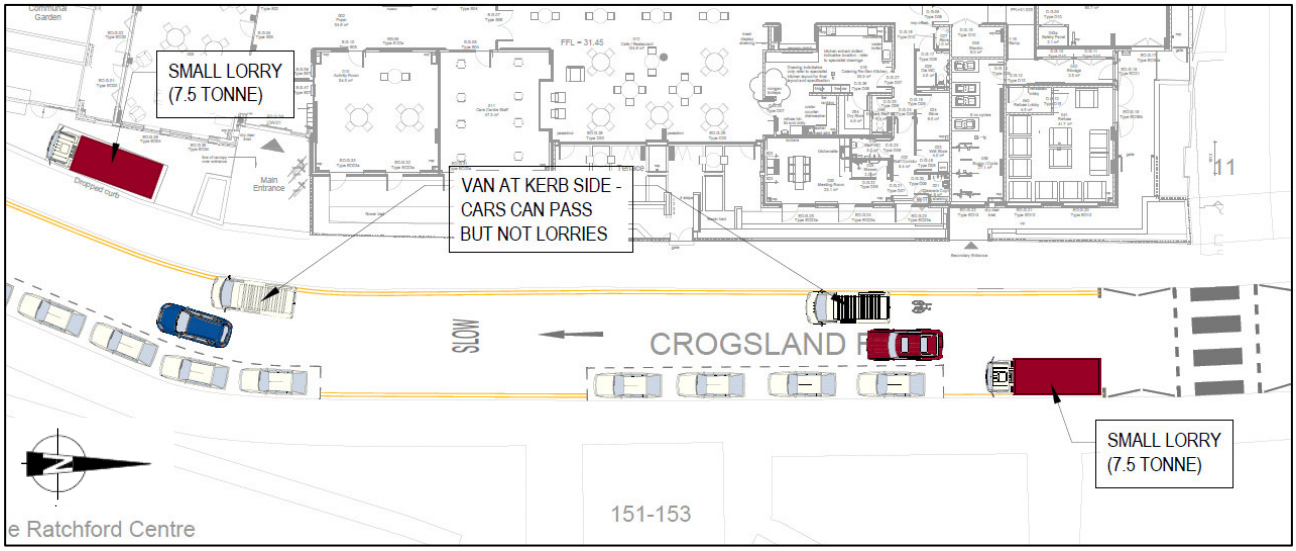


Figure 4-3: Proposed Locations for Loading / Unloading

4.3.6 Notably on the western side of Crogsland Road larger delivery vehicles would block through traffic and will be required to load / unload from the eastern side of the road. Smaller vehicles such as LGV's, cars and motorbikes could stop on the western side of the road and leave space for similar vehicles to pass. However, they would block the road for HGV's. Drivers of servicing vehicles will therefore be instructed by the Facilities Management Team (FMT) to stop on either the eastern side of the road to service the development or within the minibus bay, while not in use.

4.3.7 It is proposed that the fire vehicle access will be on Crogsland Road. This was detailed in the Outline Fire Strategy report prepared by URS in October 2014.

4.3.8 A refuse store is located adjacent to the secondary entrance. Refuse collection will take place via the secondary entrance via Crogsland Road. Further details for the refuse strategy for the development are included in the 'Operational Waste Strategy – April 2020' document prepared by Arcadis. Swept path analysis for the refuse vehicle stopping adjacent to the secondary access is also provided on plan 49828-5500-002 in Appendix B.

4.3.9 The plant (Mechanical, Electrical and Plumbing) room is also located adjacent to the secondary entrance. Servicing vehicles will be able to load / unload on Crogsland Road in the area opposite the secondary entrance as shown in Figure 4.3.

4.4 Delivery and Servicing Trip Generation

Trip Generation

4.4.1 No details are available for the operation of the existing Charlie Ratchford development; however, the site is expected to generate very few delivery and servicing trips based on the operation of similar developments. This will include the following:

- Daily trips for deliveries of mail / parcels;
- Daily trips for deliveries to service the canteen;
- Weekly refuse / medical waste collection;
- Maintenance vehicles as required.

4.4.2 A delivery and servicing trip generation exercise has been undertaken to understand the likely number and frequency of trips that the development will generate, based on the activity of similar developments.

4.4.3 In order to forecast the number of delivery and servicing trips the Trip Rate Information Computer System (TRICS) database version 7.7.1 has been analysed to obtain the trip rates for the proposed development. The Site surveys were selected based on sites labelled as 'Retirement and Care Community' and included the following parameters:

- Land Use: 03 – Residential / Retirement and Care Community
- Regions: London / Southeast / Southwest
- Number of Units: 30 - 50

4.4.4 The Sites selected from the TRICS database to reflect the proposed development are shown in Table 4.1. Full details of the TRICS sites and data used to generate the trips are included in Appendix C.

Table 4-1: Selected Extra Care Residential Site from TRICS

Site ID	Location	No. of Units
BR-03-O-02	Bristol	49
DV-03-O-01	Torquay	45
KC-03-O-01	Broadstairs	40
KC-03-O-02	Ashford	36
SC-03-O-01	Woking	39

4.4.5 Notably none of the sites are located in London, due to no sites being available on the TRICS database. However, due to the nature of the delivery and servicing activity of this type of development it is envisaged that this would be similar across all locations.

4.4.6 Table 4.2 below presents the average delivery and servicing trip rates generated from the above Sites for LGV's and HGV's.

Table 4-2: Delivery & Servicing Trip Rates

Vehicle Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
LGV (per Unit)	0.029	0.029	0.058	0	0.01	0.01	0.164	0.164	0.328
HGV (per Unit)	0	0	0	0	0	0	0.034	0.035	0.069

4.4.7 The trips rates shown above have been used to calculate the proposed number of peak hour and daily delivery and servicing trips for the development and are included on Table 4.3 below.

Table 4-3: Proposed Delivery & Servicing Trips

Vehicle Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
LGV	1	1	2	0	0	0	6	6	12
HGV	0	0	0	0	0	0	2	2	4
Total Trips	**1**	**1**	**2**	**0**	**0**	**0**	**8**	**8**	**16**

NB, All numbers rounded to nearest whole number

4.4.8 The development is anticipated to generate a total of 16 daily two way trips, which includes a total of 8 vehicles arriving and 8 departing. This will include 6 x LGV's and 2 x HGV's. During the peak hours there is expected to be very limited delivery and servicing activity.

Vehicle Types

4.4.9 It is likely that a variety of vehicle types will visit the site including:

- Motorcycles or cycle (couriers and small goods);
- Cars and vans up to 3.5 tonnes (LGVs);
- Medium/ Heavy Goods Vehicles over 3.5 tonnes including 7.5 tonnes box vans

4.4.10 It is considered likely that the majority of delivery and servicing trips will be made by LGVs and 7.5t box van rigid HGVs. It is thought highly unlikely, given the nature of the development that any deliveries would be made using articulated HGVs.

Dwell Times

4.4.11 Dwell times will vary depending on vehicle type and the type of goods being delivered or collected or the type of service being carried out.

4.4.12 Based on experience from other developments the following average dwell times are considered robust for the different vehicle types identified above and the types of delivery the various land uses will receive.

Table 4-4: Vehicle Types and Dwell Times

Vehicle Type	Dwell Time
Motorcycle (couriers)	Up to 10 minutes
Cars and vans up to 3.5 tonnes (LGVs)	Up to 15 minutes
HGVs over 3.5 tonnes up to 18 tonnes	Up to 30 minutes
Medium – large sized refuse vehicle	Up to 20 minutes

4.4.13 The number of delivery and servicing trips for the development, as a whole, are shown to be reasonably low. When this is combined with the identified likely vehicle types and anticipated dwell times it can be demonstrated that the proposed loading areas will be sufficient to ensure safe and legal delivery and servicing activity can take place.

4.4.14 Although the identified delivery and servicing trips are considered to be low and manageable, steps will be taken to help minimise and manage delivery and servicing trips to the development wherever practicable. The proposed measures are outlined in Section 5.

5 Delivery and Servicing Management

5.1 Overview

5.1.1 This section outlines the overarching measures and initiatives included within the DSP. The DSP will specifically aim to ensure that servicing of the development can be carried out safely and efficiently, without creating any negative impacts upon the local highway network, local residents and commercial occupiers within the site, and the environment.

5.1.2 In accordance with TfL's best practice guidance contained within their document entitled 'Managing Freight Effectively: Delivery and Servicing Plans' the proposed management measures and initiatives have been grouped into the following categories. Each of these are considered in turn below:

- Design and Access.
- Procurement Strategy.
- Operational Efficiency.
- Waste and Recycling Management.

5.2 Design and Access

5.2.1 The development has been designed to ensure that delivery and servicing activity can take place safely and efficiently. The proposed development is car-free, with the exception of a minibus bay, which can also be used for servicing by smaller vehicles up to 7m in length.

5.2.2 The location of servicing will be positioned on the east side of Crogsland Road in between the designated parking bays along the 'no waiting at any time' restrictions, which permit loading activity. Vehicles will stop kerbside and be able to access either main or secondary entrance on the opposite side of the road. Due to the low number of deliveries anticipated with the development, no issues are envisaged with this arrangement.

5.3 Home Deliveries and Click & Collect

5.3.1 It is expected that some residents may take up home grocery deliveries and internet deliveries, which will be timed to occur when residents are at home. Due to the nature of the development this is unlikely, however should residents choose to order online then deliveries would be able to be managed through the Facilities Management Team (FMT), where goods would be collected at the reception and taken to residents by on site staff. This would reduce dwell times for delivery and servicing vehicles.

5.4 Operational Efficiency

Facilities Management Team

5.4.1 The Facilities Management Team (FMT) will be operated by the Charlie Ratchford on-site management team and will be available to assist with delivery and servicing at the Site. The FMT and LBC refuse team will liaise to coordinate the refuse collection process and agree the collection days / times and process.

5.4.2 The FMT will also be owners of the DSP and will be responsible for its implementation.

Out of Hours Deliveries / Unattended Deliveries

5.4.3 Due to the nature of the development it is unlikely that there will be many deliveries, however they will also be managed through the on-site staff should the resident not be home while there is a delivery.

5.5 Waste & Recycling Management

5.5.1 All waste and recycling will be managed on site by the Facilities Management Team (FMT). Waste is collected daily from each unit by onsite staff and transported to the refuse storage room. On collection day the refuse is collected from Crogsland Road via the secondary access point. Collection will take place once per week.

6 Monitoring, Reviews and Management

6.1.1 The DSP will be managed by a dedicated member of the Facilities Management Team (FMT) such as the travel plan coordinator. The person will be responsible for managing and monitoring its implementation.

6.1.2 It will be this person's responsibility to ensure the DSP is functioning correctly. The DSP management and monitoring process will include meetings, reports and liaison with the overall management of the Site. The operator will also be responsible for updating the DSP to ensure it is appropriate and up-to-date for the intended use.

6.1.3 Monthly reviews of vehicle activity will be held between the on-site management team and any issues will then be resolved or escalated as required. While the number of delivery and servicing trips is expected to be low, if there is any increased activity and any issues these will be picked up in these meetings.

7 Summary

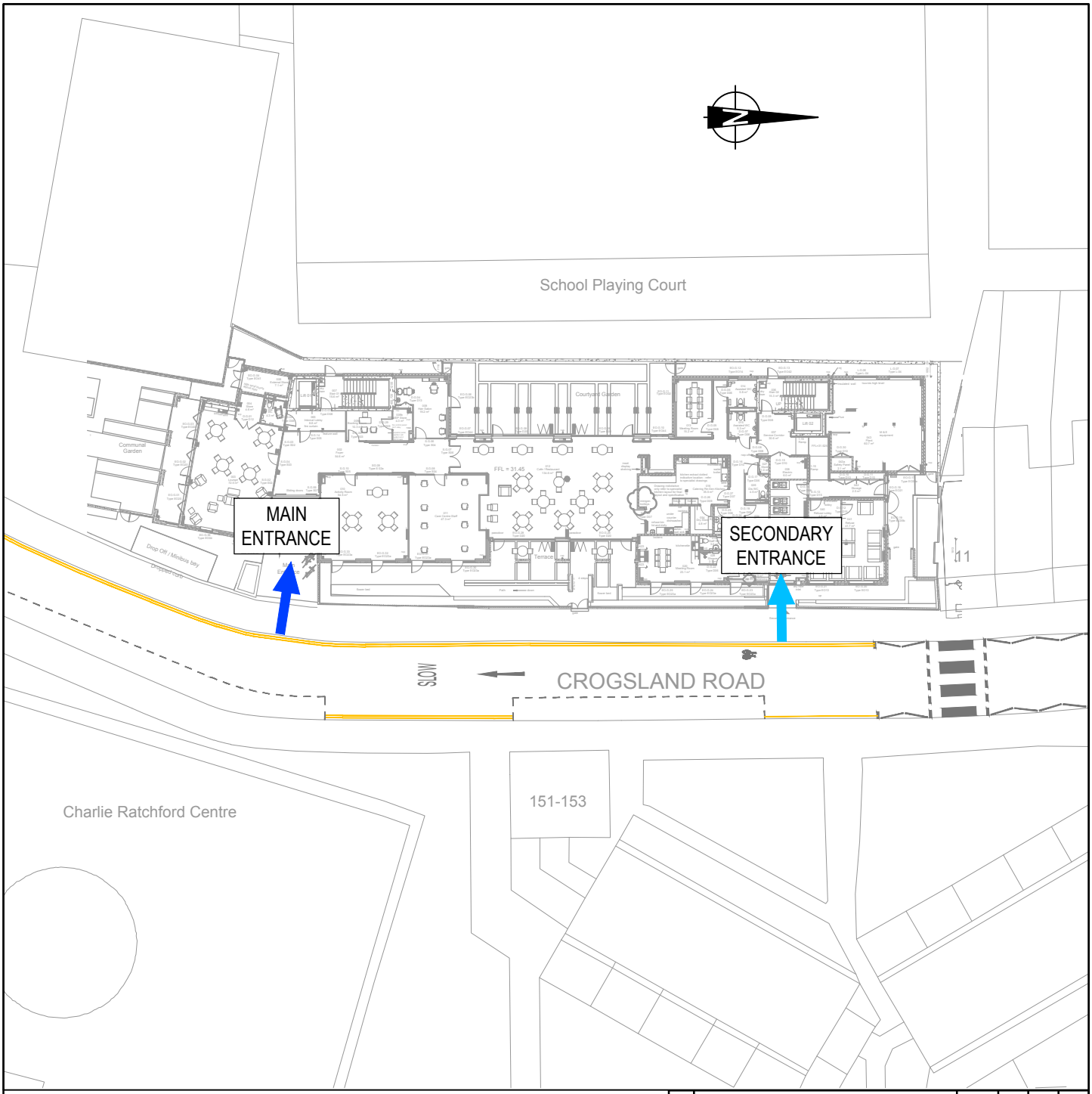
7.1.1 This Delivery and Servicing Plan (DSP) has been produced by Stantec on behalf of London Borough of Camden (LBC) to discharge Condition 30 of the permitted application (ref: 2015/0921/P) for the redevelopment of the Charlie Ratchford Extra Care Scheme (hereafter referred to as the 'Site') at Crogsland Road, in the London Borough of Camden.

7.1.2 The aim of the DSP is to provide LBC an overview of the delivery and servicing activity associated with the proposed development. The DSP will specifically aim to ensure that the servicing of the development can be carried out safely, legally and efficiently, without creating any negative impacts on the local highway network, neighbouring businesses, residents and the environment.

7.1.3 The report covers both the delivery and servicing proposals and how delivery and servicing trips will be managed across the Site. The report also covers waste and recycling management and how these collections will be made. Finally, the report details how these trips will be monitored once the Site is occupied.

7.1.4 The DSP concludes that the layout of the development and areas proposed for loading / unloading activity is adequate for the movement of delivery and servicing vehicles. Vehicle swept paths have been undertaken for all vehicle types expected to service the development and show that all vehicles can manoeuvre without any difficulty.

Appendix A Masterplan



Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

CHARLIE RATCHFORD EXTRA CARE MASTER PLAN GROUND FLOOR LAYOUT

Client

LONDON BOROUGH OF CAMDEN

Date of 1st Issue	Designed	Drawn
26.08.2020	-	REM
A4 Scale	Checked	Approved
1:500	PW	PW

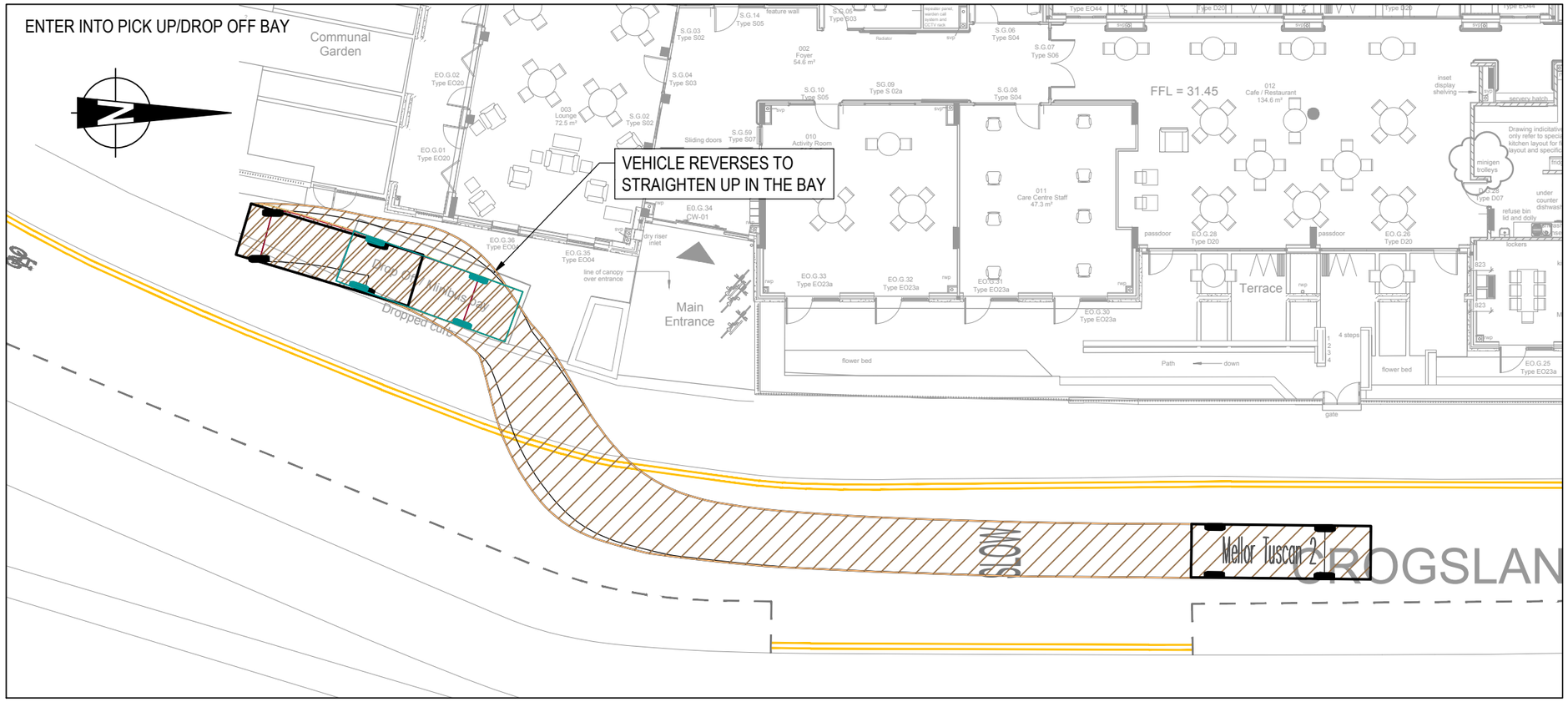
Drawing Number	Revision
49828/5500/007	-

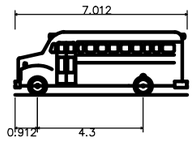
Stantec
stantec.com/uk

LONDON
Tel: 020 3824 6600

Appendix B Swept Path Analysis Drawings

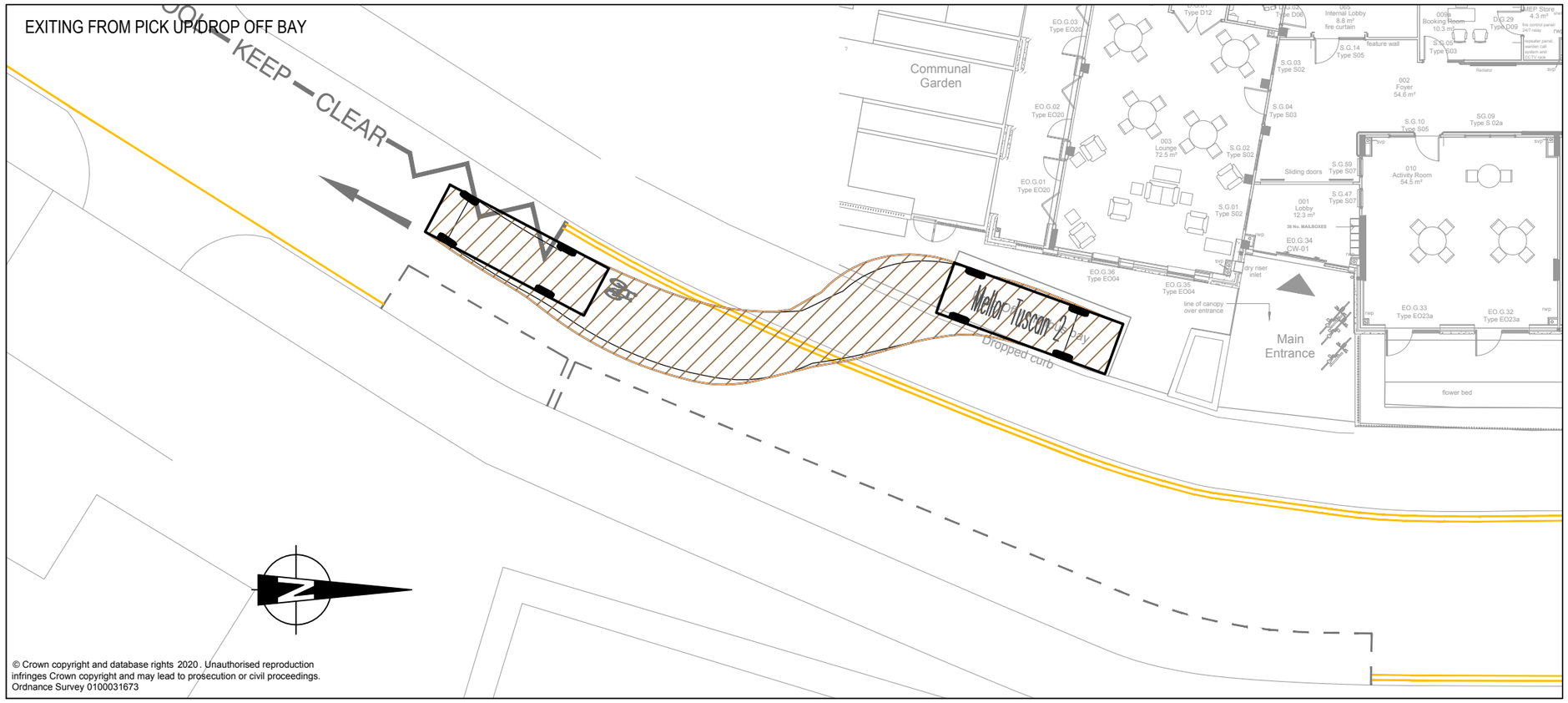
ENTER INTO PICK UP/DROP OFF BAY





Mellor Tuscan 2	
Overall Length	7.012m
Overall Width	2.080m
Overall Body Height	2.562m
Min Body Ground Clearance	0.298m
Track Width	2.080m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.600m

EXITING FROM PICK UP/DROP OFF BAY



Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

CHARLIE RATCHFORD EXTRA CARE
ONE WAY CROGSLAND ROAD
VEHICLE SWEPT PATH ANALYSIS
DIAL-A-RIDE SPECIFICATION VEHICLE

Client

LONDON BOROUGH OF CAMDEN

Date of 1st Issue	Designed	Drawn
20.08.2020	-	JAD
######## 1:200	Checked REM	Approved PW

Drawing Number: 49828/5500/001

Revision: -

Stantec

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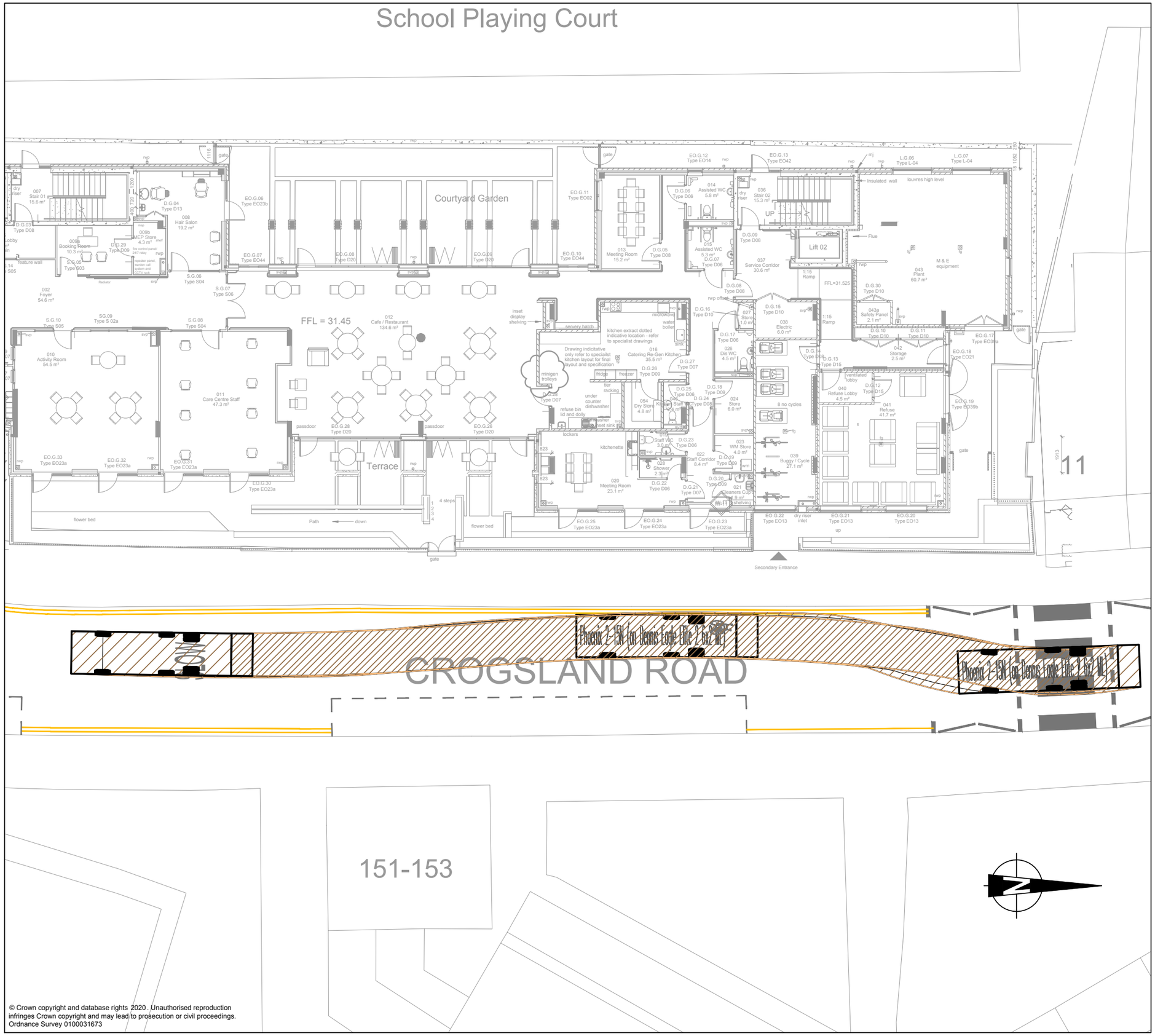
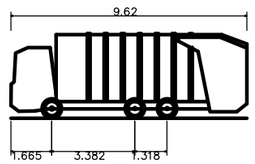
Tel: 020 3824 6600





Phoenix 2–15N (on Dennis Eagle Elite 2 6x2 ML)

Overall Length	9.620m
Overall Width	2.250m
Overall Body Height	3.450m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.950m

Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

CHARLIE RATCHFORD EXTRA CARE
ONE WAY CROGSLAND ROAD
VEHICLE SWEPT PATH ANALYSIS
REFUSE TRUCK

Client

LONDON BOROUGH OF CAMDEN

Date of 1st Issue	Designed	Drawn
20.08.2020	-	JAD
#########	Checked	Approved
1:200	REM	PW

Drawing Number	Revision
49828/5500/002	-

Stantec

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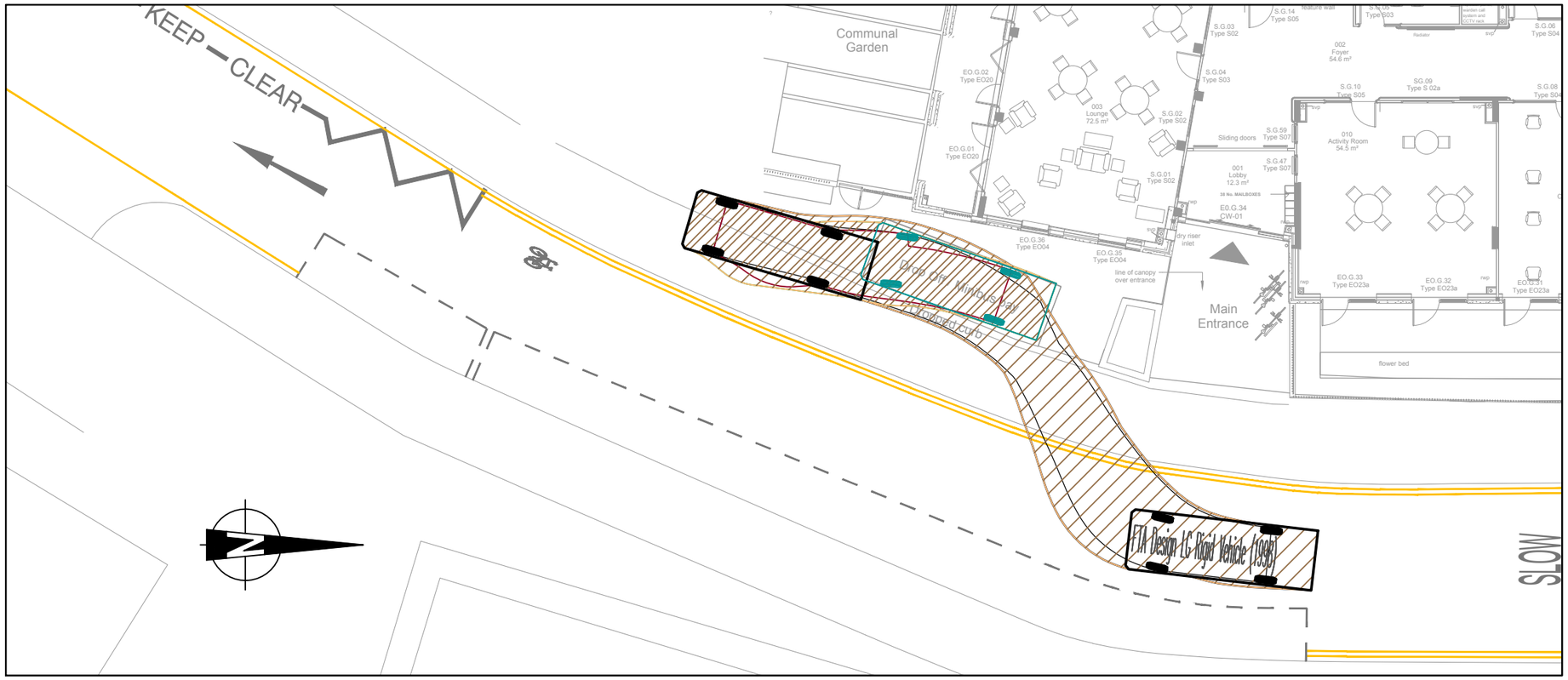
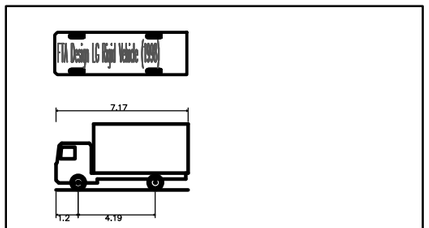
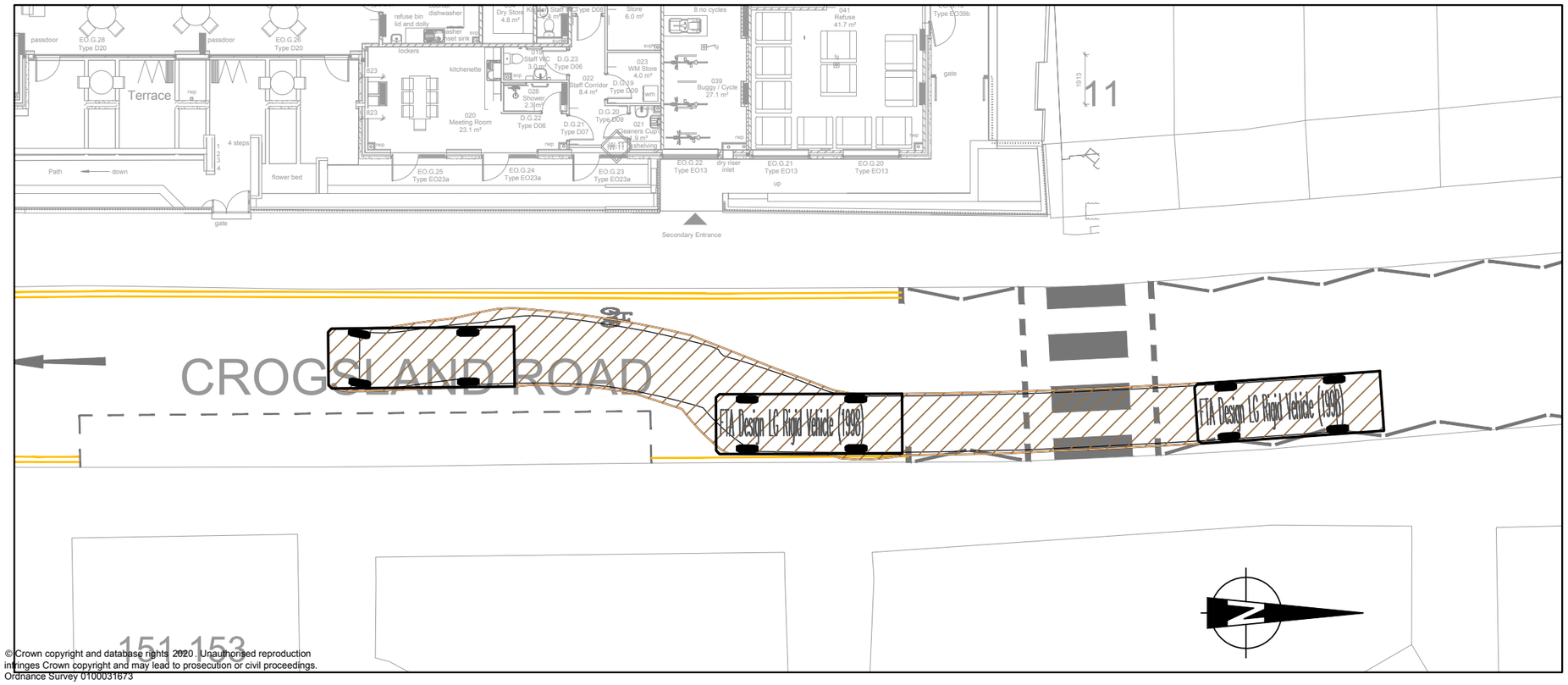
Tel: 020 3824 6600





FTA Design LG Rigid Vehicle (1998)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m



Mark	Revision	Date	Drawn	Chkd	Appd
A	Locations and tracking revised	28.08.20	REM	PW	PW

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

CHARLIE RATCHFORD EXTRA CARE ONE WAY CROGSLAND ROAD VEHICLE TRACKING ANALYSIS FOR A SMALL RIGID LORRY

Client

LONDON BOROUGH OF CAMDEN

Date of 1st Issue	Designed	Drawn
26.08.2020	-	REM
######## 1:200	Checked PW	Approved PW

Drawing Number: 49828/5500/006 | Revision: A

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Appendix C Delivery and Servicing Trip Analysis

Filtering Summary

Land Use	03/O	RESIDENTIAL/RETIREMENT AND CARE COMMUNIT
Selected Trip Rate Calculation Parameter Range	30-50 DWELLS	
Actual Trip Rate Calculation Parameter Range	36-49 DWELLS	
Date Range	Minimum: 01/01/12	Maximum: 20/11/15
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Tuesday	1
	Wednesday	1
	Thursday	1
	Friday	2
Main Location Types selected	Edge of Town Centre	1
	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	1
Population <1 Mile ranges selected	5,001 to 10,000	1
	20,001 to 25,000	2
	25,001 to 50,000	2
Population <5 Mile ranges selected	75,001 to 100,000	1
	100,001 to 125,000	1
	125,001 to 250,000	2
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-706701-200824-0828

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	KC	KENT	2 days
	SC	SURREY	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
	DV	DEVON	1 days

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

Primary 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: No of Dwellings
Actual Range: 36 to 49 (units:)
Range Selected by User: 30 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 20/11/15

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	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	5

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:

Not Known	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:

5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
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:

0.6 to 1.0	1 days
1.1 to 1.5	4 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	5 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:

No PTAL Present	5 days

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

LIST OF SITES relevant to selection parameters

Site(1):	BR-03-O-02	Site area:	0.96 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	49
Location:	BRISTOL	Residents (total):	0
Postcode:	BS5 8NL		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	18/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	25
Site(2):	DV-03-O-01	Site area:	0.30 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	45
Location:	TORQUAY	Residents (total):	0
Postcode:	TQ1 3NA		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	29/09/15
Sub-Location Type:	Residential Zone	Survey Day:	Tuesday
PTAL:	n/a	Parking Spaces:	15
Site(3):	KC-03-O-01	Site area:	0.40 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	40
Location:	BROADSTAIRS	Residents (total):	0
Postcode:	CT10 2FE		
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	19/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	16
Site(4):	KC-03-O-02	Site area:	0.44 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	36
Location:	ASHFORD	Residents (total):	0
Postcode:	TN23 1AF		
Main Location Type:	Edge of Town Centre	Survey Date:	20/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Friday
PTAL:	n/a	Parking Spaces:	19
Site(5):	SC-03-O-01	Site area:	1.25 hect
Development Name:	RETIREMENT VILLAGE	No of Dwellings:	39
Location:	WOKING	Residents (total):	0
Postcode:	GU22 9QR		
Main Location Type:	Edge of Town	Survey Date:	18/11/15
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	28

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.077	5	42	0.038	5	42	0.115
08:00 - 09:00	5	42	0.158	5	42	0.124	5	42	0.282
09:00 - 10:00	5	42	0.211	5	42	0.158	5	42	0.369
10:00 - 11:00	**5**	**42**	**0.230**	5	42	0.187	**5**	**42**	**0.417**
11:00 - 12:00	5	42	0.167	5	42	0.206	5	42	0.373
12:00 - 13:00	5	42	0.148	5	42	0.167	5	42	0.315
13:00 - 14:00	5	42	0.172	5	42	0.206	5	42	0.378
14:00 - 15:00	5	42	0.191	**5**	**42**	**0.215**	5	42	0.406
15:00 - 16:00	5	42	0.153	5	42	0.153	5	42	0.306
16:00 - 17:00	5	42	0.148	5	42	0.167	5	42	0.315
17:00 - 18:00	5	42	0.038	5	42	0.091	5	42	0.129
18:00 - 19:00	5	42	0.048	5	42	0.033	5	42	0.081
19:00 - 20:00	5	42	0.033	5	42	0.029	5	42	0.062
20:00 - 21:00	5	42	0.053	5	42	0.072	5	42	0.125
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.827			1.846			3.673

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:	36 - 49 (units:)
Survey date date range:	01/01/12 - 20/11/15
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	**5**	**42**	**0.029**	**5**	**42**	**0.029**	**5**	**42**	**0.058**
10:00 - 11:00	5	42	0.024	5	42	0.024	5	42	0.048
11:00 - 12:00	5	42	0.014	5	42	0.014	5	42	0.028
12:00 - 13:00	5	42	0.005	5	42	0.005	5	42	0.010
13:00 - 14:00	5	42	0.024	5	42	0.024	5	42	0.048
14:00 - 15:00	5	42	0.029	5	42	0.029	5	42	0.058
15:00 - 16:00	5	42	0.010	5	42	0.010	5	42	0.020
16:00 - 17:00	5	42	0.010	5	42	0.010	5	42	0.020
17:00 - 18:00	5	42	0.005	5	42	0.005	5	42	0.010
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.005	5	42	0.005	5	42	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.155			0.155			0.310

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**42**	**0.014**	**5**	**42**	**0.010**	**5**	**42**	**0.024**
08:00 - 09:00	5	42	0.010	5	42	0.010	5	42	0.020
09:00 - 10:00	5	42	0.000	5	42	0.005	5	42	0.005
10:00 - 11:00	5	42	0.000	5	42	0.000	5	42	0.000
11:00 - 12:00	5	42	0.000	5	42	0.000	5	42	0.000
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.005	5	42	0.005	5	42	0.010
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.005	5	42	0.005	5	42	0.010
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.035			0.069

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	**5**	**42**	**0.014**	5	42	0.014	5	42	0.028
10:00 - 11:00	5	42	0.005	5	42	0.005	5	42	0.010
11:00 - 12:00	5	42	0.005	5	42	0.005	5	42	0.010
12:00 - 13:00	5	42	0.005	5	42	0.005	5	42	0.010
13:00 - 14:00	5	42	0.010	5	42	0.010	5	42	0.020
14:00 - 15:00	5	42	0.010	5	42	0.005	5	42	0.015
15:00 - 16:00	5	42	0.014	**5**	**42**	**0.019**	**5**	**42**	**0.033**
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.010	5	42	0.010	5	42	0.020
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**5**	**42**	**0.010**	**5**	**42**	**0.010**	**5**	**42**	**0.020**
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.000	5	42	0.005	5	42	0.005
10:00 - 11:00	5	42	0.005	5	42	0.000	5	42	0.005
11:00 - 12:00	5	42	0.005	5	42	0.005	5	42	0.010
12:00 - 13:00	5	42	0.000	5	42	0.000	5	42	0.000
13:00 - 14:00	5	42	0.000	5	42	0.000	5	42	0.000
14:00 - 15:00	5	42	0.000	5	42	0.000	5	42	0.000
15:00 - 16:00	5	42	0.000	5	42	0.000	5	42	0.000
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00	5	42	0.000	5	42	0.005	5	42	0.005
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.025			0.045

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.077	5	42	0.038	5	42	0.115
08:00 - 09:00	5	42	0.191	5	42	0.120	5	42	0.311
09:00 - 10:00	5	42	0.230	5	42	0.134	5	42	0.364
10:00 - 11:00	**5**	**42**	**0.244**	5	42	0.230	5	42	0.474
11:00 - 12:00	5	42	0.182	5	42	0.211	5	42	0.393
12:00 - 13:00	5	42	0.182	5	42	0.201	5	42	0.383
13:00 - 14:00	5	42	0.191	5	42	0.220	5	42	0.411
14:00 - 15:00	5	42	0.220	**5**	**42**	**0.282**	**5**	**42**	**0.502**
15:00 - 16:00	5	42	0.158	5	42	0.167	5	42	0.325
16:00 - 17:00	5	42	0.191	5	42	0.187	5	42	0.378
17:00 - 18:00	5	42	0.053	5	42	0.100	5	42	0.153
18:00 - 19:00	5	42	0.053	5	42	0.043	5	42	0.096
19:00 - 20:00	5	42	0.038	5	42	0.029	5	42	0.067
20:00 - 21:00	5	42	0.067	5	42	0.086	5	42	0.153
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.077			2.048			4.125

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.038	5	42	0.019	5	42	0.057
08:00 - 09:00	5	42	0.029	5	42	0.033	5	42	0.062
09:00 - 10:00	5	42	0.038	5	42	0.024	5	42	0.062
10:00 - 11:00	5	42	0.029	5	42	0.067	5	42	0.096
11:00 - 12:00	**5**	**42**	**0.077**	**5**	**42**	**0.096**	**5**	**42**	**0.173**
12:00 - 13:00	5	42	0.077	5	42	0.077	5	42	0.154
13:00 - 14:00	5	42	0.048	5	42	0.048	5	42	0.096
14:00 - 15:00	5	42	0.024	5	42	0.072	5	42	0.096
15:00 - 16:00	5	42	0.019	5	42	0.038	5	42	0.057
16:00 - 17:00	5	42	0.048	5	42	0.014	5	42	0.062
17:00 - 18:00	5	42	0.014	5	42	0.024	5	42	0.038
18:00 - 19:00	5	42	0.010	5	42	0.033	5	42	0.043
19:00 - 20:00	5	42	0.005	5	42	0.005	5	42	0.010
20:00 - 21:00	5	42	0.000	5	42	0.005	5	42	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.456			0.555			1.011

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.005	5	42	0.000	5	42	0.005
08:00 - 09:00	5	42	0.010	5	42	0.000	5	42	0.010
09:00 - 10:00	5	42	0.010	5	42	0.000	5	42	0.010
10:00 - 11:00	5	42	0.005	5	42	0.000	5	42	0.005
11:00 - 12:00	5	42	0.005	**5**	**42**	**0.019**	5	42	0.024
12:00 - 13:00	5	42	0.010	5	42	0.000	5	42	0.010
13:00 - 14:00	5	42	0.010	5	42	0.014	5	42	0.024
14:00 - 15:00	**5**	**42**	**0.014**	5	42	0.014	**5**	**42**	**0.028**
15:00 - 16:00	5	42	0.014	5	42	0.014	5	42	0.028
16:00 - 17:00	5	42	0.005	5	42	0.005	5	42	0.010
17:00 - 18:00	5	42	0.000	5	42	0.000	5	42	0.000
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.088			0.066			0.154

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.000	5	42	0.000	5	42	0.000
09:00 - 10:00	5	42	0.019	5	42	0.014	5	42	0.033
10:00 - 11:00	5	42	0.029	5	42	0.000	5	42	0.029
11:00 - 12:00	5	42	0.000	5	42	0.010	5	42	0.010
12:00 - 13:00	5	42	0.000	5	42	0.010	5	42	0.010
13:00 - 14:00	5	42	0.014	5	42	0.019	5	42	0.033
14:00 - 15:00	5	42	0.000	5	42	0.005	5	42	0.005
15:00 - 16:00	**5**	**42**	**0.033**	**5**	**42**	**0.053**	**5**	**42**	**0.086**
16:00 - 17:00	5	42	0.000	5	42	0.000	5	42	0.000
17:00 - 18:00	5	42	0.014	5	42	0.000	5	42	0.014
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.109			0.111			0.220

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.005	5	42	0.000	5	42	0.005
08:00 - 09:00	5	42	0.010	5	42	0.000	5	42	0.010
09:00 - 10:00	5	42	0.029	5	42	0.014	5	42	0.043
10:00 - 11:00	5	42	0.033	5	42	0.000	5	42	0.033
11:00 - 12:00	5	42	0.005	5	42	0.029	5	42	0.034
12:00 - 13:00	5	42	0.010	5	42	0.010	5	42	0.020
13:00 - 14:00	5	42	0.024	5	42	0.033	5	42	0.057
14:00 - 15:00	5	42	0.014	5	42	0.019	5	42	0.033
15:00 - 16:00	**5**	**42**	**0.048**	**5**	**42**	**0.067**	**5**	**42**	**0.115**
16:00 - 17:00	5	42	0.005	5	42	0.005	5	42	0.010
17:00 - 18:00	5	42	0.014	5	42	0.000	5	42	0.014
18:00 - 19:00	5	42	0.000	5	42	0.000	5	42	0.000
19:00 - 20:00	5	42	0.000	5	42	0.000	5	42	0.000
20:00 - 21:00	5	42	0.000	5	42	0.000	5	42	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.197			0.177			0.374

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.129	5	42	0.067	5	42	0.196
08:00 - 09:00	5	42	0.230	5	42	0.153	5	42	0.383
09:00 - 10:00	5	42	0.297	5	42	0.177	5	42	0.474
10:00 - 11:00	**5**	**42**	**0.311**	5	42	0.297	5	42	0.608
11:00 - 12:00	5	42	0.268	5	42	0.340	5	42	0.608
12:00 - 13:00	5	42	0.268	5	42	0.287	5	42	0.555
13:00 - 14:00	5	42	0.263	5	42	0.301	5	42	0.564
14:00 - 15:00	5	42	0.258	**5**	**42**	**0.373**	**5**	**42**	**0.631**
15:00 - 16:00	5	42	0.225	5	42	0.273	5	42	0.498
16:00 - 17:00	5	42	0.244	5	42	0.206	5	42	0.450
17:00 - 18:00	5	42	0.081	5	42	0.124	5	42	0.205
18:00 - 19:00	5	42	0.062	5	42	0.077	5	42	0.139
19:00 - 20:00	5	42	0.043	5	42	0.038	5	42	0.081
20:00 - 21:00	5	42	0.067	5	42	0.091	5	42	0.158
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.746			2.804			5.550

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.062	5	42	0.029	5	42	0.091
08:00 - 09:00	5	42	0.144	5	42	0.110	5	42	0.254
09:00 - 10:00	5	42	0.167	5	42	0.110	5	42	0.277
10:00 - 11:00	**5**	**42**	**0.172**	5	42	0.129	5	42	0.301
11:00 - 12:00	5	42	0.124	5	42	0.163	5	42	0.287
12:00 - 13:00	5	42	0.115	5	42	0.134	5	42	0.249
13:00 - 14:00	5	42	0.115	5	42	0.153	5	42	0.268
14:00 - 15:00	5	42	0.144	**5**	**42**	**0.167**	**5**	**42**	**0.311**
15:00 - 16:00	5	42	0.105	5	42	0.110	5	42	0.215
16:00 - 17:00	5	42	0.120	5	42	0.139	5	42	0.259
17:00 - 18:00	5	42	0.024	5	42	0.067	5	42	0.091
18:00 - 19:00	5	42	0.038	5	42	0.024	5	42	0.062
19:00 - 20:00	5	42	0.029	5	42	0.029	5	42	0.058
20:00 - 21:00	5	42	0.048	5	42	0.062	5	42	0.110
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.407			1.426			2.833

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/O - RETIREMENT AND CARE COMMUNITY

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	42	0.000	5	42	0.000	5	42	0.000
08:00 - 09:00	5	42	0.005	5	42	0.005	5	42	0.010
09:00 - 10:00	5	42	0.000	5	42	0.000	5	42	0.000
10:00 - 11:00	**5**	**42**	**0.029**	**5**	**42**	**0.029**	**5**	**42**	**0.058**
11:00 - 12:00	5	42	0.024	5	42	0.024	5	42	0.048
12:00 - 13:00	5	42	0.024	5	42	0.024	5	42	0.048
13:00 - 14:00	5	42	0.024	5	42	0.019	5	42	0.043
14:00 - 15:00	5	42	0.010	5	42	0.014	5	42	0.024
15:00 - 16:00	5	42	0.019	5	42	0.010	5	42	0.029
16:00 - 17:00	5	42	0.019	5	42	0.019	5	42	0.038
17:00 - 18:00	5	42	0.000	5	42	0.010	5	42	0.010
18:00 - 19:00	5	42	0.005	5	42	0.005	5	42	0.010
19:00 - 20:00	5	42	0.005	5	42	0.000	5	42	0.005
20:00 - 21:00	5	42	0.000	5	42	0.005	5	42	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.164			0.164			0.328

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.*