mayer brown

RESIDENTIAL PROPERTY
CLARKSON ROW, CAMDEN

TRANSPORT STATEMENT

MAY 2021

the journey is the reward

RESIDENTIAL PROPERTY
CLARKSON ROW, CAMDEN

TRANSPORT STATEMENT

MAY 2021

Project Code:	**MWAClarksonRow.1**
Prepared by:	**Rebecca Kingston**
Approved by:	**Alec Philpott**
Issue Date:	**07/05/2021**
Status:	**Final**

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750508 Fax 01483 750437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Residential Property
Clarkson Row, Camden
Transport Statement

List of Contents

Sections

Figures

Tables

Appendices

1 Introduction

1.1 Mayer Brown Ltd has prepared this transport statement on behalf of Penhallow Investments Limited to assess the highways and transportation matters related to the proposed 4-storey, 8-unit residential development on the site of a disused car park, located on Clarkson Row in the London Borough of Camden.

1.2 This report is divided into the following sections:

- Introduction
- Adjacent Highway and Accessibility
- Development Description
- Trip Analysis
- Summary & Conclusions

1.3 The application site is an unoccupied car park comprising of a hard standing yard, external site walls and gated fence. The site has previously been developed twice as part of residential development, however, has stood empty since 1970. Aerial imagery of the site and its red line boundary are provided in **Figure 1.1** below:

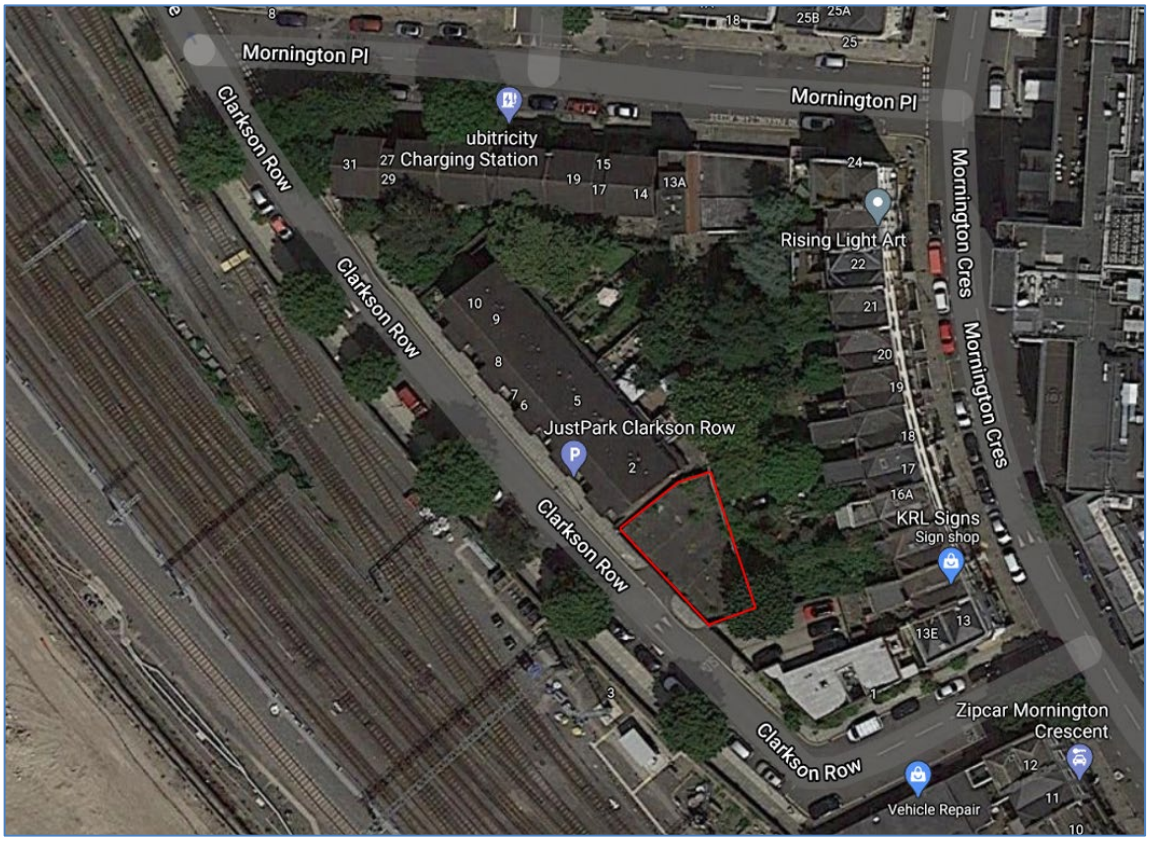

Figure 1.1: Site Aerial Imagery

1.4 The site is located within a predominantly residential neighbourhood, adjacent to No. 1-10 Clarkson Row and adjacent to the Grade II listed terrace along Mornington Crescent. Opposite the site are railway tracks leading into and out of Euston Station which lies in close proximity, southeast of the site.

1.5 The site also falls under Camden Town Conservation area, so is in close proximity to several listed buildings. Office space, light retail and Harrington Square Gardens lie just to the east along Hampstead Road.

1.6 As the site is currently disused, traffic movements to the site are assumed to be zero.

1.7 The site will be developed to provide a small, car-free residential scheme comprising 8 units.

1.8 This report establishes that:

- the development proposals adhere to local and national planning policies;
- the site is accessible by non-car modes of transport and well-located for access by active travel modes;
- the site can be safely accessed by refuse and service vehicles; and
- the car-free nature of the development will mean very few trips generated and thus a minimal impact on highways local to the site.

2 Adjacent Highway and Accessibility

Adjacent Highway

2.1 The site features one existing vehicle access point, directly from Clarkson Row.

2.2 Clarkson Row is located within a controlled 20mph zone, where parking is only allowed on certain parts of the road for a limited time unless you have a permit. On Clarkson Row, permit parking is found along the northbound carriageway.

2.3 Traffic calming measures in the form of speed humps are found along Clarkson Row and the adjacent Mornington Terrace and Crescent.

2.4 Mornington Terrace and Mornington Crescent to the north and east of Clarkson Row restrict vehicle flow to one direction, however, allow cyclists to travel against the flow. This is made clear by multiple 'no entry except for cycles' signs and bicycle road markings.

2.5 There are no significant traffic attractors in the local area except for the residential units and, due to the traffic controlling measures currently in place, it is not anticipated that Clarkson Row or Mornington Crescent in the vicinity of the site experience significant vehicle traffic or capacity issues.

2.6 Mornington Crescent connects to Hampstead Road (A400). Hampstead Road links to Camden High Street in the north and Euston Road in the south, providing links to UCL, Marylebone and Fitzrovia.

Accident Statistics

2.7 The road traffic accident data recorded over the past 5 years on the local highway network in the vicinity of the site has been assessed by reference to the CrashMap website, which provides information about recorded injury collisions on the roads of Great Britain. CrashMap only uses official data from incidents reported to the police so the results are the most reliable available. **Figure 2.1** below shows the CrashMap results in proximity to Clarkson Row:

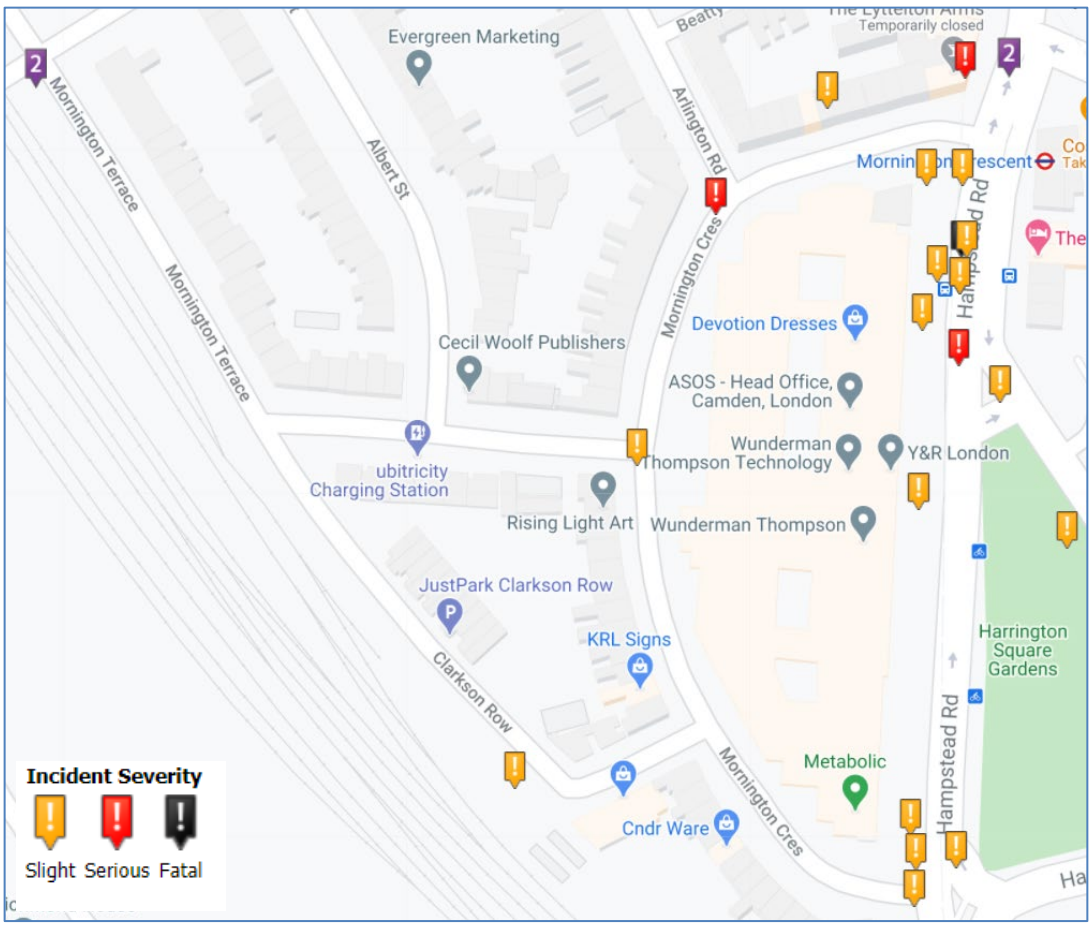

Figure 2.1: Accident Data

2.8 **Figure 2.1** shows there has been one slight incident in proximity of the site in the last five years and one slight incident at the junction between Mornington Place and Mornington Crescent.

2.9 It is evident that Clarkson Row does not have any significant safety concerns and as the proposed development will be car-free, it is not expected for there to be any impact on the operation or safety of the local road network.

Accessibility

PTAL Rating

2.10 Transport for London (TfL) publish borough wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning. This model utilises an accessibility range between 1a (low) and 6b (high), which is calculated from a formula based on the number of bus stops and railway stations ("points of interest") located within pre-defined walking thresholds. For bus stops, this threshold lies 640m from the site (an eight-minute walk, assuming a comfortable 80m/min walking pace), and 960m (twelve-minute walk) for rail stations.

2.11 The site lies within PTAL rating 6a – "excellent" accessibility, as demonstrated in Figure 2.2. Future residents will therefore have access to considerable sustainable transport options.

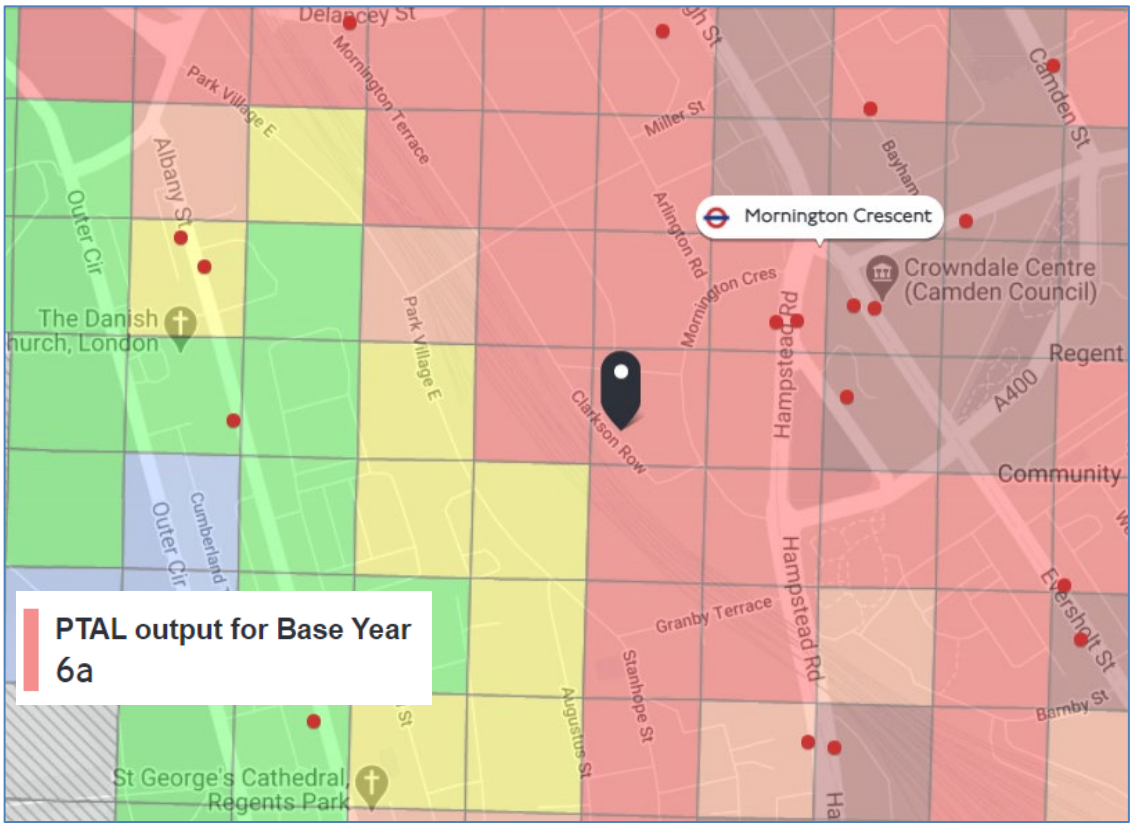

Figure 2.2: PTAL Rating

Pedestrian/Cycle Accessibility

2.12 Pedestrian footways are provided on both sides of Clarkson Row and are well-lit and well maintained. The residential area in the vicinity of the site also features footway provision and street lighting.

2.13 Camden features a large number of shops and amenities on its High Street and surrounding area, found 500m to the northeast of the site (or a 6-minute walk, assuming a leisurely walking pace of 80m/min).

2.14 A Sainsbury's Local is situated 400m northeast of the site, or a 5-minute walk away.

2.15 The following table presents a list of accessible facilities and their distance in relation to the site. Typical walking and cycling times to the sites are also provided. From these times, it can be seen that many key facilities are within easy walking or cycling distance of the site:

Location	Distance	Walking Time (80m/min)	Cycle Time (260m/min)
Harington Square Gardens	200m	2.5 mins	0.7 mins
Mornington Crescent Station	360m	4.5 mins	1.4 mins
Costa Coffee	370m	4.6 mins	1.4 mins
Green Light Pharmacy	400m	5 mins	1.5 mins
Sainsbury's Local	400m	5 mins	1.5 mins
North Bridge House Prep School	500m	6.2 mins	1.9 mins
Lidl	560m	7 mins	2.1 mins
Regent High School	600m	7.5 mins	2.3 mins
Somers Town Community Sports Centre	680m	8.5 mins	2.6 mins
The Regent's Park	690m	8.6 mins	2.7 mins
Euston Station	970m	12.1 mins	3.7 mins
Barry's London Central	1120m	14 mins	4.3 mins
University College Hospital	1150m	14.4 mins	4.4 mins
UCL Campus	1300m	16.2 mins	5 mins

Table 2.1: Facilities Accessible from the Site

2.16 The site is therefore well situated close to local amenities and public transport and hence can be considered highly accessible.

2.17 Clarkson Row is located within the 'Arlington Road Area- Low Traffic Neighbourhood'. The road network surrounding Clarkson Row allows cyclists to travel contra to the one-way flow of vehicles. There are no designated cycle lanes, however there is ample signage and road markings explaining the routes cyclists should follow.

2.18 On Hampstead Road, cyclists are permitted to use the bus lanes and again, there is ample signage and road markings provided to make this a clear and safe shared route.

2.19 There are multiple changes planned for the Arlington area in proximity to the site that will make the road network even safer for cyclists, outlined in **Figure 2.3** below:

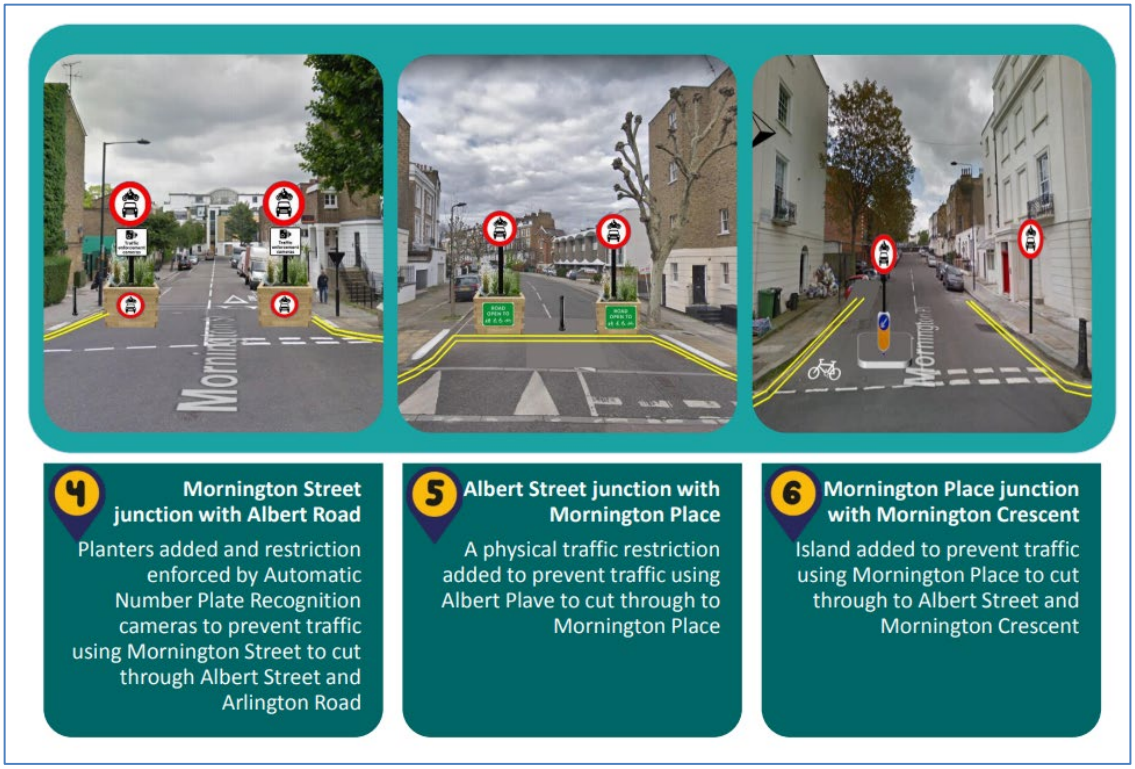

Figure 2.3: Planned Safety Improvements to Arlington Road Area

2.20 **Figure 2.4** is an extract from TFL cycle map, indicating the proposed developments close proximity to cycle route C6, which links Camden to Central London.

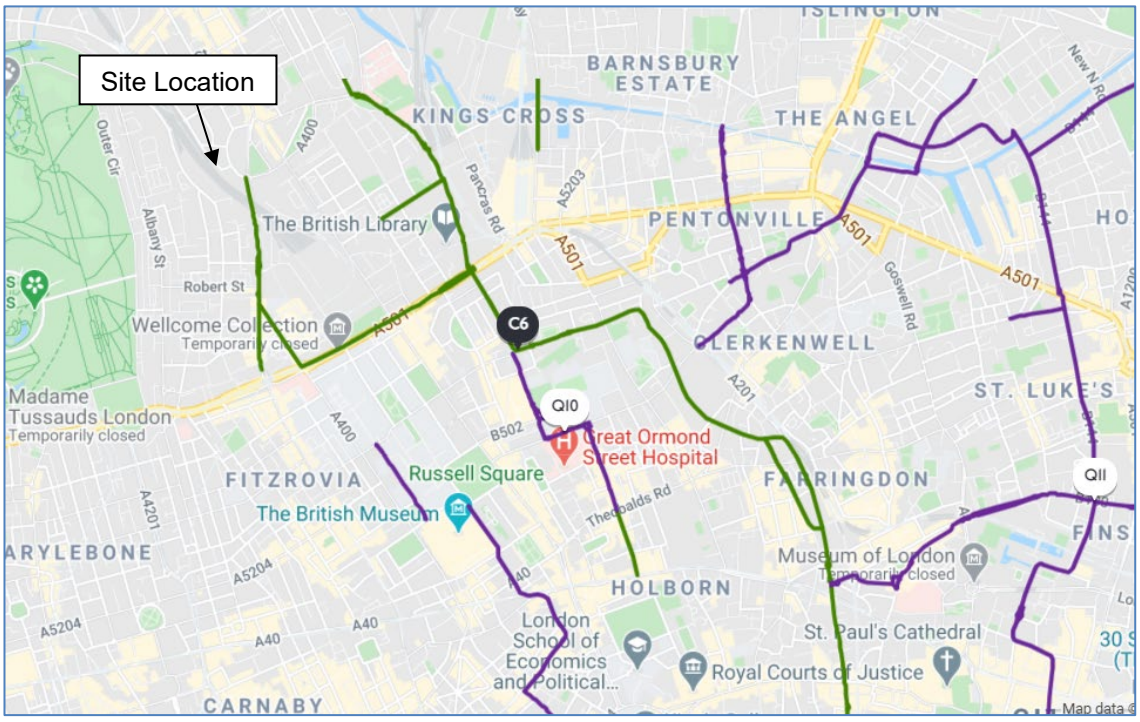

Figure 2.4: Cycle Routes in Proximity to the Site

2.21 It is clear from **Figures 2.3 and 2.4** that Clarkson Row and the surrounding area is very accessible for use by cyclists.

Bus Accessibility

2.22 The application site benefits from access to 9 London Bus services and 6 frequent night services. A summary of the bus services available to the site are summarised within **Tables 2.2 and 2.3:**

Service	Route	Weekday Peak frequency	Weekend Peak Frequency	
			Saturday	Sunday
24	Grosvenor Road – Royal Free Hospital	Every 8-12 minutes	Every 9-13 minutes	Every 11-14 minutes
27	Hammersmith Stn – Chalk Farm / Morrisons	Every 7-11 minutes	Every 7-10 minutes	Every 10-13 minutes
29	Lordship Lane – Trafalgar Square / Charing Cross Station	Every 6-8 minutes	Every 6-8 minutes	Every 6-8 minutes
31	Bayham Street – White City Bus Station	Every 10 minutes	Every 10 minutes	Every 10 minutes
88	Parliament Hill Fields – Omnibus Clapham	Every 6-9 minutes	No Service	No Service
134	North Finchley Bus Station – University College Hospital	Every 6-10 minutes	Every 6-10 minutes	Every 6-10 minutes
168	Royal Free Hospital – Dunton Road	Every 6-10 minutes	Every 8-12 minutes	Every 10-13 minutes
253	Aldgate Bus Station – St Giles High Street	Every 6 minutes	Every 6 minutes	Every 8 minutes
274	Angel Islington – Lancaster Gate Station	Every 10-13 minutes	Every 9-13 minutes	Every 9-12 minutes
N5	Edgware Bus Station – Whitehall / Trafalgar Square	Mon-Friday nights: Every 30 minutes	Every 30 minutes	Every 30 minutes
N27	Hammersmith Stn – Chalk Farm / Morrisons	Mon-Friday nights: Every 30 minutes	Every 30 minutes	Every 30 minutes

N28	Bayham Street – Mapleton Crescent	Every 30 minutes	Every 30 minutes	Every 30 minutes
N29	Little Park Gardens – Trafalgar Square / Charing Cross Station	Every 9-12 minutes	Every 9-10 minutes	Every 9-12 minutes
N253	Aldgate Bus Station – St Giles High Street	Every 30 minutes	Every 30 minutes	Every 30 minutes
N279	Waltham Cross Bus station – Trafalgar Square, East Side	Every 15 minutes	Every 15 minutes	Every 15 minutes

Table 2.2: Bus Services Accessible Within Walking Distance of the Site

Stop Name	Distance from Site Entrance (Average)	Walking Time	Service
Mornington Crescent Station	360m	4.5 Minutes	24, 29, 134, N27, N29, N279
Parkway Stop (CU)	450m	5.6 Minutes	88, 274
Camden High Street (multiple stops)	550-700m	7-9 minutes	24, 27, 29, 31, 168, N5, N27, N28, N31, N253, N279

Table 2.3: Bus Stops Accessible Within Walking Distance of the Site

Rail Accessibility

2.23 Assuming a comfortable walking speed of 80m/minute, the application site benefits from being located around a 4.5-minute walk (360m northeast) away from Mornington Crescent Underground Station, which provides access to the Northern Line.

2.24 Services run northbound to Edgware via Charing Cross approximately every 7 minutes, and High Barnet via Charing Cross every 6 minutes. Southbound, services run to Kennington via Charing Cross every 2-5 minutes.

2.25 The site also lies 970m (a 12-minute walk) away from Euston Station. Euston serves the Northern and Victoria underground lines. On the Victoria line, services run northbound to Walthomstow Central and southbound to Brixton every 2 minutes.

2.26 As well as the underground, Euston station also serves the London Overground, Avanti West Coast, London Northwestern Railway and Caledonian Sleeper lines.

2.27 Euston Station has cycle storage provision for 415 bicycles in a variety of locations.

2.28 An excerpt of the rail network in the vicinity of Camden is provided in **Figure 2.5** below, Mornington Crescent is located by a red circle:

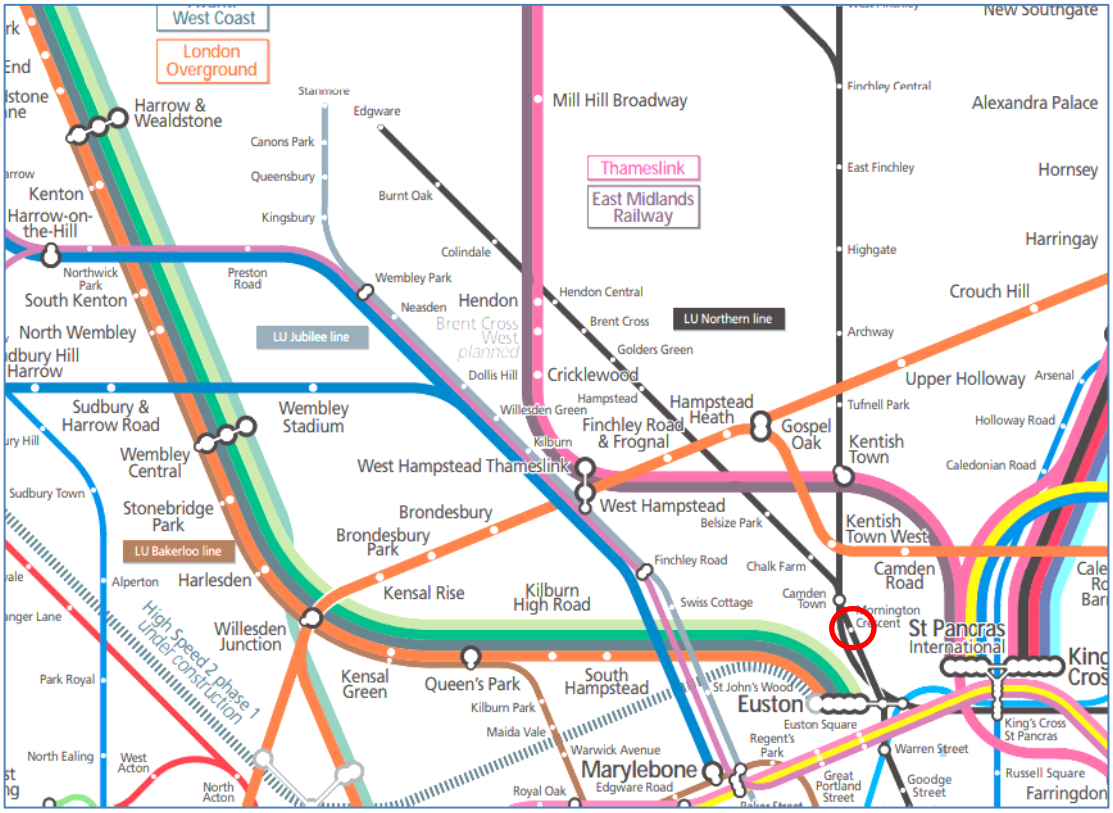

Figure 2.5: Rail Network Local to Camden

2.29 **Table 2.4** below provides a summary of some of the key services from Euston Station:

Destination	Weekday Peak Frequency	Saturday Peak Frequency	Sunday Peak Frequency
Birmingham New Street	4 per hour	2 per hour	2 per hour
Manchester Piccadilly	2 per hour	2 per hour	1 per hour
Watford Junction	6 per hour	6 per hour	6 per hour
Liverpool Lime Street	2 per hour	2 per hour	1 per hour

Table 2.4: Peak Hour Rail Services from Euston to Key Destinations

2.30 Finally, Euston Square Station is 1,060m away, or a 13-minute walk. This is an underground station where the Circle, Hammersmith & City and Metropolitan lines can all be accessed.

2.31 It is evident that Mornington Crescent Station, Euston Station and Euston Square Station provide frequent and convenient access to a variety of destinations within Greater London and across the wider UK rail network.

Accessibility Summary

2.32 As can be seen from the above, the site is well situated for access to local amenities, facilities and transport connections available in Camden, either by foot or by cycle.

2.33 The site benefits from a PTAL rating of 6a – 'excellent' accessibility, indicating that residents of the proposed development will have access to a considerable number of sustainable transport options.

2.34 Local bus services provide access around Camden and into central London.

2.35 Mornington Crescent is the closest underground station, just a 4.5-minute walk away, providing access to the Northern line. Euston Station is a 12-minute walk away and provides access to the Northern and Victoria underground lines, as well as multiple overground lines. Euston Square Station is a 13-minute walk away and provides access to the Circle, Hammersmith & City and Metropolitan lines.

3 Development Description

3.1 The proposals comprise the conversion of the existing disused car park into a 4-storey residential building. The proposed southwest (front) street elevation and ground floor plans are illustrated in **Figures 3.1 and 3.2** below:

Figure 3.1: Proposed Southwest Street Elevation

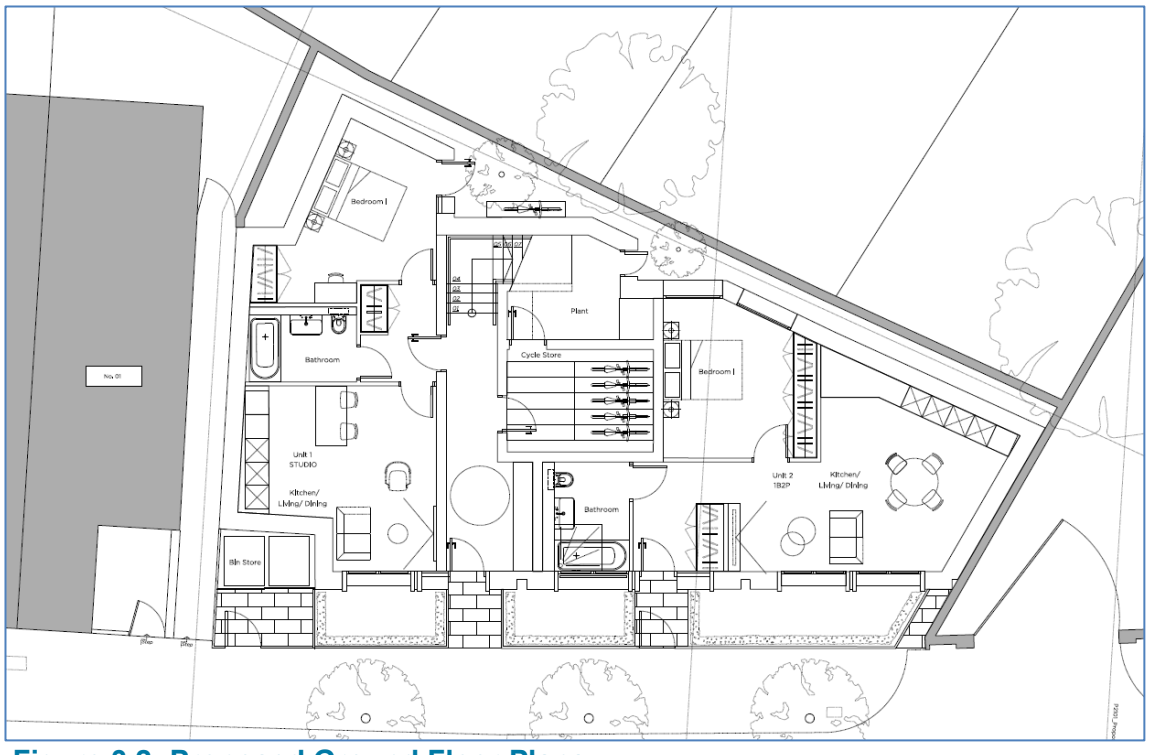

Figure 3.2: Proposed Ground Floor Plans

3.2 Each of the 4 floors will comprise a total of 137sqm / 1,475sqft, with an additional 22sqm / 237sqft for the roof. Therefore, the total scheme comprises a development totalling 570sqm or 6,135sqft.

3.3 The individual unit schedule is outlined in Table 3.1 below:

	Unit Area (sqm)	Unit Area (sqft)
Unit 1 – GF Studio	44	474
Unit 2 – GF 1 Bed	54	581
Unit 3 – 1F Studio	50	538
Unit 4 – 1F 2 Bed	66	710
Unit 5 – 2F Studio	50	538
Unit 6 – 2F 2 Bed	66	710
Unit 7 – 3F Studio	50	538
Unit 8 – 3F 2 Bed	72	775
Grand Total	**452**	**4,865**

Table 3.1: Schedule of Accommodation for the Residential Site

3.4 Clarkson Row is located within the London Borough of Camden. It therefore falls within the remit of the Camden Local Plan (2017) and The London Plan (2021).

3.5 Policy H1 in the Camden Local Plan relates to Maximising housing supply. An extract of policy H1 that is relevant to the proposed development is outlined below, stating that the council will:

"…seek to exceed the target for additional homes, particularly self-contained homes by:

a) regarding self-contained housing as the priority land-use of the Local Plan;

d) where sites are underused or vacant, expecting the maximum reasonable provision of housing that is compatible with any other uses needed on the site"

3.6 The proposed development meets the needs of policy H1 by providing 8 units of self-contained housing through the redevelopment of an unused car park. The proposed development is 4-storeys high and in keeping with local character, providing the maximum reasonable provision of housing for this site.

Site Access Arrangements

3.7 The development is proposed to be car-free, therefore a vehicle access will not be provided.

3.8 The flats will be accessed from a single staircase and shared lobby. Entrance to this lobby is from Clarkson Row.

3.9 A single communal waste store is provided externally, and the refuse collectors will have direct access from Clarkson Row.

Parking Provision

Vehicle Parking

3.10 Paragraph 3.156 of the Camden Local Plan states the following:

"The Council expects all new developments to be car free, where no provision for resident parking is made within the development or on the street (see Policy T2 Parking and car-free development)."

Policy T2 reads as such:

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

We will:

a) *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;*

b) *b. limit on-site parking to: i. spaces designated for disabled people where necessary, and/or ii. essential operational or servicing needs;*

c) *c. support the redevelopment of existing car parks for alternative uses; and*

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

3.11 The proposed development involves the redevelopment of an existing carpark for residential use, and is intended to be car-free, meeting the Councils requirements. It is also intended that disabled parking would be provided on street, aligning with policy T2.

Cycle Parking

3.12 The proposals indicate a total of 11 cycle storage spaces, comprising 10 in an internal cycle store on the ground floor and 1 storage space accessed at the rear of the development.

4 Trip Analysis

4.1 The site is currently unused and therefore is expected to have a traffic attraction profile of zero. However, if it were to resume operation as a car park, it has the potential to generate a small proportion of trips.

4.2 The proposed development of 8 units is intended to be car-free, and therefore is not expected to attract many trips.

Proposed Trip Generation

4.3 The TRICS database is a well-recognised method of establishing the traffic attraction of various land uses. The following projections are based on models derived from this database.

4.4 The TRICS category '03 – Residential, C – Flats Privately Owned' was selected for the assessment. As the site is located in Camden, only surveys from the Greater London region were chosen. The site is also located in a PTAL 6a area, so only surveys from this category and category 6b have been used in this assessment as this is considered the most representative.

4.5 As the proposed development is proposed to be car-free, only surveys with a parking bay-to-dwelling ratio of <0.5 have been selected. Two out of the four surveys used had zero parking spaces and one had two disabled spaces and no other vehicle parking. The final survey had a ratio of 0.38 arrivals per parking space. Therefore, the assessment is considered robust as the site will feature a lower ratio of parking bays to dwellings than some of the sites of the surveys used in this assessment.

4.6 The raw TRICS data used is appended to this Transport Statement in Appendix A, whilst a summary of the potential weekday multimodal trip generation associated with the proposed 8-unit scheme is provided in **Table 4.1 below:**

	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00		Weekday 24h	
Proposed Use 8 sqm / units	**Arrivals**	**Departures**	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Vehicles	0	0	0	0	3	3
Cyclists	0	1	0	0	1	1
Pedestrians	0	1	0	0	6	6
Public Transport	0	2	1	0	7	7
Total People	**1**	**4**	**2**	**1**	**16**	**18**

Table 4.1: 8-unit Multimodal Trip Attraction

4.7 As would be expected for a car-free development in a PTAL 6a location, **Table 4.1** indicates a very low amount of vehicle trips resulting from the proposed development, and any trips that are generated are outside of peak hours.

4.8 While the proposed vehicle trips represent a marginal increase compared to the unused car park, they would be a significant reduction on the potential trips the site could generate if it were to resume operation as a car park.

4.9 **Table 4.1** also indicates that the proposed development is likely to generate a higher proportion of pedestrian and public transport trips. Again, the majority of these trips are undertaken outside of peak hours.

4.10 Therefore, it is clear from the TRICS assessment that the large majority of trips to the site will be undertaken via sustainable or active modes of transport.

5 Summary and Conclusions

5.1 Mayer Brown Ltd has prepared this transport statement on behalf of Penhallow Investments Limited to assess the highways and transportation matters related to the proposed 4-storey, 8-unit residential development on the site of a disused car park, located on Clarkson Row in the London Borough of Camden.

5.2 The application site is an unoccupied car park comprising of a hard standing yard, external site walls and gated fence. The site has previously been developed twice as part of residential development, however, has stood empty since 1970.

5.3 As the site is currently unused, traffic movements to the site are zero. As the proposals comprise a car-free development, expected traffic attraction is low.

5.4 The site is located in a PTAL 6a zone, indicating that it is highly accessible by sustainable transport modes. The site is also in close proximity to a huge range local amenities, including Mornington Crescent Station and Euston Station, which are in easy walking distance.

5.5 This report establishes that:

- the development proposals adhere to local and national planning policies;
- the site is accessible by non-car modes of transport and well-located for access by active travel modes; and
- the trips generated by the proposed development will be extremely low and will have minimal impact on the highways local to the site.

5.6 It is therefore concluded that the proposed redevelopment of the car park into a residential building comprising of 8 flats is feasible from a highway and transportation perspective.

APPENDIX A: TRICS DATA

Calculation Reference: AUDIT-807401-201222-1243

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	3 days
	SK	SOUTHWARK	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: 9 to 29 (units:)
Range Selected by User: 9 to 30 (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 06/03/20

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	2

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

Secondary Filtering selection:

Use Class:

C3	4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	3 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	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:

Yes	1 days
No	3 days

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

PTAL Rating:

6a Excellent	3 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-03 FLORENCE STREET ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		9	
	Survey date: THURSDAY		*21/11/13*	*Survey Type: MANUAL*
2	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: WEDNESDAY		*29/06/16*	*Survey Type: MANUAL*
3	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
4	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.045	0.358	4	17	0.060	0.478	4	17	0.105	0.836
08:00 - 09:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
09:00 - 10:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
10:00 - 11:00	4	17	0.045	0.358	4	17	0.045	0.358	4	17	0.090	0.716
11:00 - 12:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
12:00 - 13:00	4	17	0.030	0.239	4	17	0.015	0.119	4	17	0.045	0.358
13:00 - 14:00	4	17	0.060	0.478	4	17	0.030	0.239	4	17	0.090	0.717
14:00 - 15:00	4	17	0.000	0.000	4	17	0.045	0.358	4	17	0.045	0.358
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.045	0.358	4	17	0.045	0.358	4	17	0.090	0.716
17:00 - 18:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
18:00 - 19:00	4	17	0.030	0.239	4	17	0.045	0.358	4	17	0.075	0.597
19:00 - 20:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
20:00 - 21:00	3	19	0.017	0.138	3	19	0.034	0.276	3	19	0.051	0.414
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.317	2.525			0.364	2.901			0.681	5.426

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/12 - 06/03/20
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
08:00 - 09:00	4	17	0.015	0.119	4	17	0.000	0.000	4	17	0.015	0.119
09:00 - 10:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
10:00 - 11:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
11:00 - 12:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
12:00 - 13:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
13:00 - 14:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
14:00 - 15:00	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
17:00 - 18:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
18:00 - 19:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
19:00 - 20:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
20:00 - 21:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.075	0.595			0.075	0.595			0.150	1.190

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
08:00 - 09:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
09:00 - 10:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
10:00 - 11:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
11:00 - 12:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
12:00 - 13:00	4	17	0.015	0.119	4	17	0.000	0.000	4	17	0.015	0.119
13:00 - 14:00	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
14:00 - 15:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
17:00 - 18:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
18:00 - 19:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
19:00 - 20:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
20:00 - 21:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.015	0.119			0.015	0.119			0.030	0.238

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
08:00 - 09:00	4	17	0.000	0.000	4	17	0.075	0.597	4	17	0.075	0.597
09:00 - 10:00	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
10:00 - 11:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
11:00 - 12:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
12:00 - 13:00	4	17	0.015	0.119	4	17	0.000	0.000	4	17	0.015	0.119
13:00 - 14:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
14:00 - 15:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
17:00 - 18:00	4	17	0.030	0.239	4	17	0.000	0.000	4	17	0.030	0.239
18:00 - 19:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
19:00 - 20:00	3	19	0.069	0.552	3	19	0.000	0.000	3	19	0.069	0.552
20:00 - 21:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.114	0.910			0.120	0.954			0.234	1.864

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.000	0.000	4	17	0.030	0.239	4	17	0.030	0.239
08:00 - 09:00	4	17	0.030	0.239	4	17	0.134	1.075	4	17	0.164	1.314
09:00 - 10:00	4	17	0.030	0.239	4	17	0.134	1.075	4	17	0.164	1.314
10:00 - 11:00	4	17	0.045	0.358	4	17	0.090	0.716	4	17	0.135	1.074
11:00 - 12:00	4	17	0.045	0.358	4	17	0.015	0.119	4	17	0.060	0.477
12:00 - 13:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
13:00 - 14:00	4	17	0.015	0.119	4	17	0.060	0.478	4	17	0.075	0.597
14:00 - 15:00	4	17	0.030	0.239	4	17	0.015	0.119	4	17	0.045	0.358
15:00 - 16:00	4	17	0.030	0.239	4	17	0.030	0.239	4	17	0.060	0.478
16:00 - 17:00	4	17	0.119	0.955	4	17	0.030	0.239	4	17	0.149	1.194
17:00 - 18:00	4	17	0.060	0.478	4	17	0.060	0.478	4	17	0.120	0.956
18:00 - 19:00	4	17	0.119	0.955	4	17	0.060	0.478	4	17	0.179	1.433
19:00 - 20:00	3	19	0.103	0.828	3	19	0.052	0.414	3	19	0.155	1.242
20:00 - 21:00	3	19	0.069	0.552	3	19	0.086	0.690	3	19	0.155	1.242
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.695	5.559			0.796	6.359			1.491	11.918

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.000	0.000	4	17	0.104	0.836	4	17	0.104	0.836
08:00 - 09:00	4	17	0.030	0.239	4	17	0.194	1.552	4	17	0.224	1.791
09:00 - 10:00	4	17	0.000	0.000	4	17	0.090	0.716	4	17	0.090	0.716
10:00 - 11:00	4	17	0.000	0.000	4	17	0.030	0.239	4	17	0.030	0.239
11:00 - 12:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
12:00 - 13:00	4	17	0.000	0.000	4	17	0.030	0.239	4	17	0.030	0.239
13:00 - 14:00	4	17	0.030	0.239	4	17	0.015	0.119	4	17	0.045	0.358
14:00 - 15:00	4	17	0.030	0.239	4	17	0.030	0.239	4	17	0.060	0.478
15:00 - 16:00	4	17	0.030	0.239	4	17	0.015	0.119	4	17	0.045	0.358
16:00 - 17:00	4	17	0.015	0.119	4	17	0.000	0.000	4	17	0.015	0.119
17:00 - 18:00	4	17	0.104	0.836	4	17	0.015	0.119	4	17	0.119	0.955
18:00 - 19:00	4	17	0.104	0.836	4	17	0.015	0.119	4	17	0.119	0.955
19:00 - 20:00	3	19	0.190	1.517	3	19	0.000	0.000	3	19	0.190	1.517
20:00 - 21:00	3	19	0.069	0.552	3	19	0.017	0.138	3	19	0.086	0.690
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.602	4.816			0.555	4.435			1.157	9.251

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.015	0.119	4	17	0.194	1.552	4	17	0.209	1.671
08:00 - 09:00	4	17	0.030	0.239	4	17	0.284	2.269	4	17	0.314	2.508
09:00 - 10:00	4	17	0.015	0.119	4	17	0.149	1.194	4	17	0.164	1.313
10:00 - 11:00	4	17	0.000	0.000	4	17	0.060	0.478	4	17	0.060	0.478
11:00 - 12:00	4	17	0.045	0.358	4	17	0.000	0.000	4	17	0.045	0.358
12:00 - 13:00	4	17	0.015	0.119	4	17	0.030	0.239	4	17	0.045	0.358
13:00 - 14:00	4	17	0.030	0.239	4	17	0.015	0.119	4	17	0.045	0.358
14:00 - 15:00	4	17	0.030	0.239	4	17	0.030	0.239	4	17	0.060	0.478
15:00 - 16:00	4	17	0.045	0.358	4	17	0.030	0.239	4	17	0.075	0.597
16:00 - 17:00	4	17	0.030	0.239	4	17	0.000	0.000	4	17	0.030	0.239
17:00 - 18:00	4	17	0.164	1.313	4	17	0.015	0.119	4	17	0.179	1.432
18:00 - 19:00	4	17	0.149	1.194	4	17	0.015	0.119	4	17	0.164	1.313
19:00 - 20:00	3	19	0.276	2.207	3	19	0.034	0.276	3	19	0.310	2.483
20:00 - 21:00	3	19	0.086	0.690	3	19	0.017	0.138	3	19	0.103	0.828
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.930	7.433			0.873	6.981			1.803	14.414

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
08:00 - 09:00	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
09:00 - 10:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
10:00 - 11:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
11:00 - 12:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
12:00 - 13:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
13:00 - 14:00	4	17	0.045	0.358	4	17	0.000	0.000	4	17	0.045	0.358
14:00 - 15:00	4	17	0.000	0.000	4	17	0.030	0.239	4	17	0.030	0.239
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
17:00 - 18:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
18:00 - 19:00	4	17	0.000	0.000	4	17	0.015	0.119	4	17	0.015	0.119
19:00 - 20:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
20:00 - 21:00	3	19	0.000	0.000	3	19	0.017	0.138	3	19	0.017	0.138
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.090	0.715			0.122	0.972			0.212	1.687

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
08:00 - 09:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
09:00 - 10:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
10:00 - 11:00	4	17	0.030	0.239	4	17	0.030	0.239	4	17	0.060	0.478
11:00 - 12:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
12:00 - 13:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
13:00 - 14:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
14:00 - 15:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
17:00 - 18:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
18:00 - 19:00	4	17	0.015	0.119	4	17	0.015	0.119	4	17	0.030	0.238
19:00 - 20:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
20:00 - 21:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.105	0.834			0.105	0.834			0.210	1.668

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/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 8 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
08:00 - 09:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
09:00 - 10:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
10:00 - 11:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
11:00 - 12:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
12:00 - 13:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
13:00 - 14:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
14:00 - 15:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
15:00 - 16:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
16:00 - 17:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
17:00 - 18:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
18:00 - 19:00	4	17	0.000	0.000	4	17	0.000	0.000	4	17	0.000	0.000
19:00 - 20:00	3	19	0.000	0.000	3	19	0.000	0.000	3	19	0.000	0.000
20:00 - 21:00	3	19	0.017	0.138	3	19	0.017	0.138	3	19	0.034	0.276
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.017	0.138			0.017	0.138			0.034	0.276

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.*

Site Name:	Clarkson Row	
Calculation Factor:	1	sqm / units
GFA / # of dwellings	8	sqm / units

Development Scenario:	Proposed	TRIPRATE43380
Trip Rate for:	VEHICLES	

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	17	0.045	4	17	0.06	4	17	0.105	0.360	0.480
08:00-09:00	4	17	0.015	4	17	0.015	4	17	0.03	0.120	0.120
09:00-10:00	4	17	0.015	4	17	0.015	4	17	0.03	0.120	0.120
10:00-11:00	4	17	0.045	4	17	0.045	4	17	0.09	0.360	0.360
11:00-12:00	4	17	0.015	4	17	0.015	4	17	0.03	0.120	0.120
12:00-13:00	4	17	0.03	4	17	0.015	4	17	0.045	0.240	0.120
13:00-14:00	4	17	0.06	4	17	0.03	4	17	0.09	0.480	0.240
14:00-15:00	4	17	0	4	17	0.045	4	17	0.045	0.000	0.360
15:00-16:00	4	17	0	4	17	0	4	17	0	0.000	0.000
16:00-17:00	4	17	0.045	4	17	0.045	4	17	0.09	0.360	0.360
17:00-18:00	4	17	0	4	17	0	4	17	0	0.000	0.000
18:00-19:00	4	17	0.03	4	17	0.045	4	17	0.075	0.240	0.360
19:00-20:00	3	19	0	3	19	0	3	19	0	0.000	0.000
20:00-21:00	3	19	0.017	3	19	0.034	3	19	0.051	0.136	0.272
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.317			0.364			0.681	2.536	2.912

0		
Site Name:	Clarkson Row	
Calculation Factor:	1	sqm / units
GFA / # of dwellings	8	sqm / units

Development Scenario:	Proposed	TRIPRATE43380
Trip Rate for:	CYCLISTS	

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0.000	0.000
01:00-02:00										0.000	0.000
02:00-03:00										0.000	0.000
03:00-04:00										0.000	0.000
04:00-05:00										0.000	0.000
05:00-06:00										0.000	0.000
06:00-07:00										0.000	0.000
07:00-08:00	4	17	0	4	17	0.015	4	17	0.015	0.000	0.120
08:00-09:00	4	17	0	4	17	0.075	4	17	0.075	0.000	0.600
09:00-10:00	4	17	0	4	17	0.015	4	17	0.015	0.000	0.120
10:00-11:00	4	17	0	4	17	0	4	17	0	0.000	0.000
11:00-12:00	4	17	0	4	17	0	4	17	0	0.000	0.000
12:00-13:00	4	17	0.015	4	17	0	4	17	0.015	0.120	0.000
13:00-14:00	4	17	0	4	17	0	4	17	0	0.000	0.000
14:00-15:00	4	17	0	4	17	0	4	17	0	0.000	0.000
15:00-16:00	4	17	0	4	17	0	4	17	0	0.000	0.000
16:00-17:00	4	17	0	4	17	0.015	4	17	0.015	0.000	0.120
17:00-18:00	4	17	0.03	4	17	0	4	17	0.03	0.240	0.000
18:00-19:00	4	17	0	4	17	0	4	17	0	0.000	0.000
19:00-20:00	3	19	0.069	3	19	0	3	19	0.069	0.552	0.000
20:00-21:00	3	19	0	3	19	0	3	19	0	0.000	0.000
21:00-22:00										0.000	0.000
22:00-23:00										0.000	0.000
23:00-24:00										0.000	0.000
Daily Trip Rates:			0.114			0.120			0.234	0.912	0.960

0

Site Name:	Clarkson Row	
Calculation Factor:	1	sqm / units
GFA / # of dwellings	8	sqm / units

Development Scenario:	Proposed TRIPRATE43380
Trip Rate for:	PEDESTRIANS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	17	0	4	17	0.03	4	17	0.03	0	0
08:00-09:00	4	17	0.03	4	17	0.134	4	17	0.164	0	1
09:00-10:00	4	17	0.03	4	17	0.134	4	17	0.164	0	1
10:00-11:00	4	17	0.045	4	17	0.09	4	17	0.135	0	1
11:00-12:00	4	17	0.045	4	17	0.015	4	17	0.06	0	0
12:00-13:00	4	17	0	4	17	0	4	17	0	0	0
13:00-14:00	4	17	0.015	4	17	0.06	4	17	0.075	0	0
14:00-15:00	4	17	0.03	4	17	0.015	4	17	0.045	0	0
15:00-16:00	4	17	0.03	4	17	0.03	4	17	0.06	0	0
16:00-17:00	4	17	0.119	4	17	0.03	4	17	0.149	1	0
17:00-18:00	4	17	0.06	4	17	0.06	4	17	0.12	0	0
18:00-19:00	4	17	0.119	4	17	0.06	4	17	0.179	1	0
19:00-20:00	3	19	0.103	3	19	0.052	3	19	0.155	1	0
20:00-21:00	3	19	0.069	3	19	0.086	3	19	0.155	1	1
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.695			0.796			1.491	6	6

0		
Site Name:	Clarkson Row	
Calculation Factor:	1	sqm / units
GFA / # of dwellings	8	sqm / units

Development Scenario:	Proposed TRIPRATE43380
Trip Rate for:	PUBLIC TRANSPORT USERS

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	17	0.015	4	17	0.194	4	17	0.209	0	2
08:00-09:00	4	17	0.03	4	17	0.284	4	17	0.314	0	2
09:00-10:00	4	17	0.015	4	17	0.149	4	17	0.164	0	1
10:00-11:00	4	17	0	4	17	0.06	4	17	0.06	0	0
11:00-12:00	4	17	0.045	4	17	0	4	17	0.045	0	0
12:00-13:00	4	17	0.015	4	17	0.03	4	17	0.045	0	0
13:00-14:00	4	17	0.03	4	17	0.015	4	17	0.045	0	0
14:00-15:00	4	17	0.03	4	17	0.03	4	17	0.06	0	0
15:00-16:00	4	17	0.045	4	17	0.03	4	17	0.075	0	0
16:00-17:00	4	17	0.03	4	17	0	4	17	0.03	0	0
17:00-18:00	4	17	0.164	4	17	0.015	4	17	0.179	1	0
18:00-19:00	4	17	0.149	4	17	0.015	4	17	0.164	1	0
19:00-20:00	3	19	0.276	3	19	0.034	3	19	0.31	2	0
20:00-21:00	3	19	0.086	3	19	0.017	3	19	0.103	1	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.930			0.873			1.803	7	7

0	
Site Name:	Clarkson Row

Calculation Factor:	1	sqm / units
GFA / # of dwellings	8	sqm / units

Development Scenario:	Proposed TRIPRATE43380
Trip Rate for:	TOTAL PEOPLE

	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
Time Range	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	4	17	0.045	4	17	0.313	4	17	0.358	0	3
08:00-09:00	4	17	0.075	4	17	0.507	4	17	0.582	1	4
09:00-10:00	4	17	0.09	4	17	0.343	4	17	0.433	1	3
10:00-11:00	4	17	0.075	4	17	0.194	4	17	0.269	1	2
11:00-12:00	4	17	0.104	4	17	0.03	4	17	0.134	1	0
12:00-13:00	4	17	0.06	4	17	0.045	4	17	0.105	0	0
13:00-14:00	4	17	0.104	4	17	0.104	4	17	0.208	1	1
14:00-15:00	4	17	0.06	4	17	0.09	4	17	0.15	0	1
15:00-16:00	4	17	0.075	4	17	0.06	4	17	0.135	1	0
16:00-17:00	4	17	0.209	4	17	0.075	4	17	0.284	2	1
17:00-18:00	4	17	0.254	4	17	0.075	4	17	0.329	2	1
18:00-19:00	4	17	0.284	4	17	0.134	4	17	0.418	2	1
19:00-20:00	3	19	0.448	3	19	0.086	3	19	0.534	4	1
20:00-21:00	3	19	0.172	3	19	0.138	3	19	0.31	1	1
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			2.055			2.194			4.249	16	18