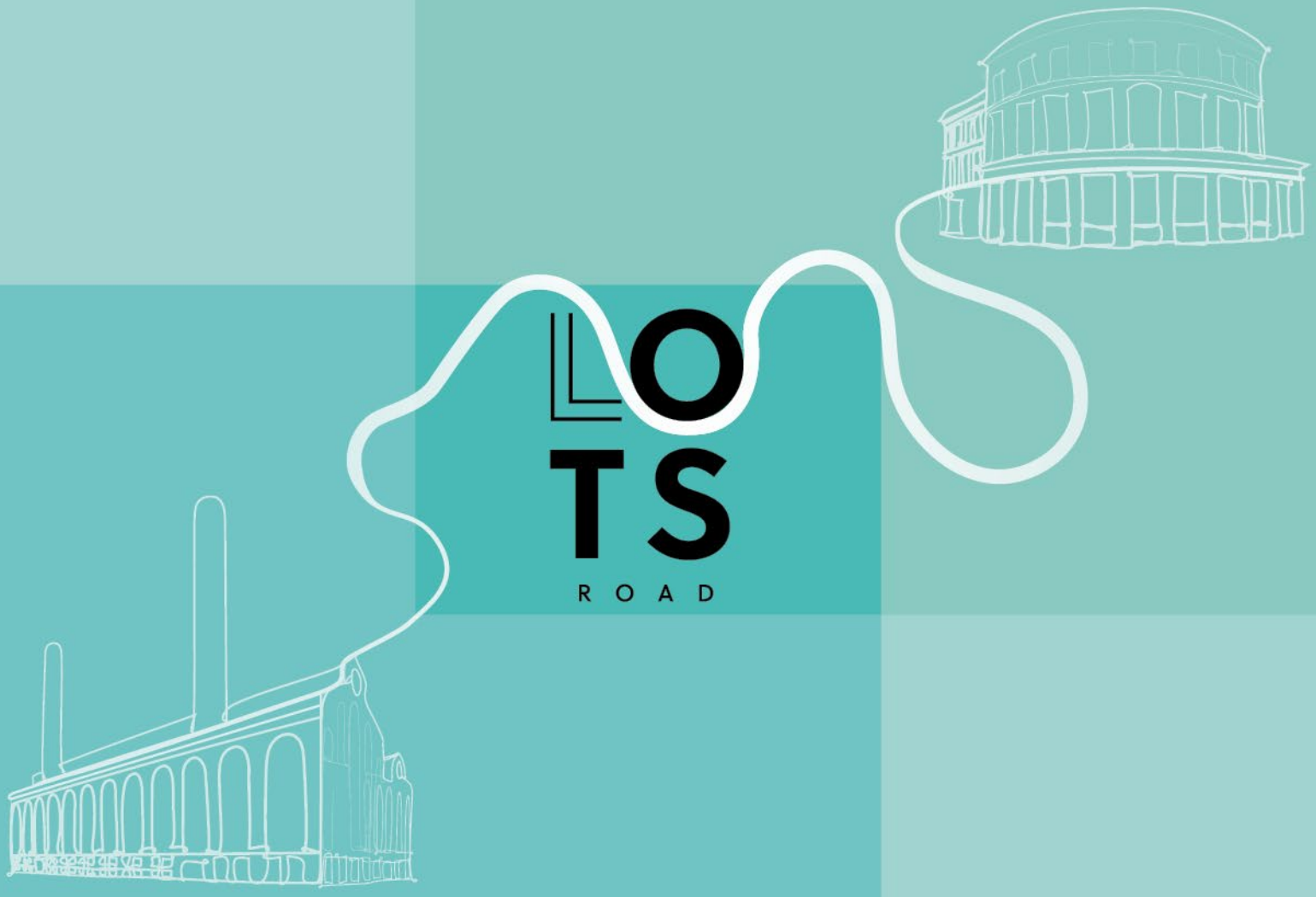
MOUNTANVIL

LOTS ROAD



LR26
Transport Assessment

Stantec

Lots Road South

Transport Assessment

On behalf of **Mount Anvil**

Project Ref: 332610262 | Rev: 7 | Date: July 2025

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1 Introduction

1.1 Background

1.1.1 Stantec has been appointed by Mount Anvil (hereinafter referred to as the "Applicant") to provide transport and waste consultancy support for the mixed-use development of Lots Road (hereinafter referred to as the "Site"), located within the Royal Borough of Kensington and Chelsea (RBKC) and London Borough of Hammersmith and Fulham (LBHF).

1.1.2 This Transport Assessment (TA) has been prepared to support the planning application for the redevelopment of the site, which proposes a mixed-use scheme comprising 274 new homes. These will include 65 affordable extra care units, 53 affordable general needs homes, and 156 market homes (Use Class C3). In addition, the development will provide 2,038m² of non-residential floorspace, incorporating flexible commercial uses (Use Class E(a), E(b), E(g)), educational and art gallery space (Use Class F1(a)/(b)), and community space (Use Class F2) (hereinafter referred to as "the Development").

1.1.3 This TA follows agreement of the scope following the issue of the Scoping Report presented as part of pre-application discussions with RBKC and LBHF to agree the scope, methodology and standards to be applied for the assessment of the transport impacts of the Development.

1.2 Site Context

1.2.1 Figure 1-1 below illustrates the location of the Site. The Site is predominantly within RBKC although the boundary with LBHF is present towards the Site's western boundary running adjacent to the London Overground line.

1.2.2 The Site is bounded by commercial buildings to the north, Lots Road, from where access to the Site is currently provided, and residential development to the east, Chelsea Creek to the south and the London Overground railway line to the west. The Site measures c.0.78ha with approximately 69% in RBKC and 31% in LBHF. The Site sits approximately 300m to the north of Imperial Wharf railway station and approximately 1km to the south-east of West Brompton railway station both of which offer London Overground and Southern services. Fulham Broadway is also 900m to the west of the Site and offers District Line underground services.

Figure 1-1: Site Location[1]

1.2.3 The Site is currently occupied by a two-storey industrial-style building currently in use as a design studio and an Auction House. There is also a car pound within the Site with its own access from Lots Road. The Site also has a private access route to a Conway highway maintenance site (which falls outside of the Site boundary). The access to the car pound is currently via the Conway access route.

1.3 Report Structure

1.3.1 Having provided an overview to the Site and the Development, the remainder of the report shall detail proposals and impacts through the following structure:

- **Chapter 2 – Planning Policy Context:** Relevant planning policies are reviewed to demonstrate that the Development can be supported through national, regional, and local planning policy and guidance.
- **Chapter 3 – Local Travel Behaviours and Characteristics:** this chapter sets out the anticipated users of the Proposed Development based on existing local characteristics, how they will travel and their propensity to changing the way they travel.
- **Chapter 4 – Existing Site and Surroundings**: sets out an initial overview of the existing transport provision serving the site including bus, rail and active travel.
- **Chapter 5 – Proposed Development:** provides an overview of current development proposals, including key transport matters including parking and access.
- **Chapter 6 – Active Travel Zone Assessment:** provides the analysis of the local travel network in accordance with guidance provided by Transport for London and outlines local amenities within walking and cycling distances, reviews PIC incidents, and maps ATZ travel routes.

[1] ArcGIS Earth, 2023

- **Chapter 7 – Trip Generation and Network Impacts:** sets out the proposed methodology for determining the development trip rates, including vehicles and multi-modes.

- **Chapter 8 – Network Impact Assessment:** outlines the proposed assessment of the impact of the proposed trips on the existing local highway network.

- **Chapter 9 – Summary and Conclusions:** this chapter will summarise the main findings of this assessment, in support of the Development.

- **Appendices – Accompanying documents:** Outline Waste Management Plan, Outline Delivery and Servicing Plan, Framework Travel Plan.

2 Planning Policy Context

2.1 Introduction

2.1.1 This chapter provides a review of the relevant national, regional, and local planning policies and guidance documents to the Development. These have been considered and used to inform the design of the Development and assessment of transport impacts undertaken within this TA.

2.1.2 The policies covered within this review include:

- National Planning Policy Framework (NPPF), December 2024.
- National Planning Practice Guidance (PPG), February 2024.
- The London Plan, March 2021.
- Mayor's Transport Strategy, March 2018.
- New RBKC Local Plan, 2024
- LBH&F Local Plan 2018
- Lots Road SPD, Design Brief 2022
- RBKC Transport and Streets SPD, April 2016.

2.2 National Policy

National Planning Policy Framework (NPPF), December 2024

2.2.1 Since being first published in 2012, there have been five previous iterations to the National Planning Policy Framework (NPPF), with the latest NPPF adopted in December 2024. Core to the policy is a presumption in favour of sustainable development, with Paragraph 11 stating:

"*Plans and decisions should apply a presumption in favour of sustainable development.*"

2.2.2 In respect to transport, the NPPF advocates that transport matters should be considered from the early plan-making and proposal development stages. The purpose of this approach is to ensure that the potential impacts of development on transport networks can be addressed, and that opportunities to increase the uptake of sustainable modes of travel – primarily walking, cycling and public transport - from existing and proposed infrastructure are realised.

2.2.3 The NPPF also states that developments should be located and designed to prioritise pedestrian and cycle movements; and, where possible, improve access to public transport. The needs for people with disabilities should be considered in relation to all modes of transport. Furthermore, developments should be designed to allow for efficient delivery and servicing.

2.2.4 However, as Paragraph 110 of the NPPF acknowledges, opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Therefore, solutions considered as part of plan-making and decision-making need to take the local context into account.

2.2.5 In regard to decision-making, Paragraph 116 of the NPPF states:

"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonably future scenarios"

2.2.6 The definition of "severe" in this context is unique to the individual Development under consideration. However, it may be helpful to consider that within the context of the Environmental Impact Assessment "severe" impacts are often described as those that would have a national or regional significance. In this respect it is clear that the NPPF is seeking to strike a positive balance between potential local traffic impacts and local economic or social benefits.

2.2.7 Within context of the above, Paragraph 117 states that development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.8 This reflects earlier understanding, with a consistent and clear aspiration for developments to be designed to encourage and prioritise sustainable modes of travel: walking, cycling and public transport. However, this needs to be considered together with the requirements for those with disabilities and reduced mobility, and the need to ensure places are safe, secure, and attractive. The provision of electric vehicle infrastructure should also be considered and incorporated. In addition, developments need to allow for the efficient delivery of goods and servicing.

2.2.9 To support the achievement of sustainable travel aspirations Paragraph 118 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

National Planning Practice Guidance (PPG), Revised in 2024:

2.2.10 The National Planning Practice Guidance (NPPG), which was first published in March 2014, offers guidance for considering, inter alia, transport matters when planning development. This includes details on the scope and need for various transport reports required to demonstrate alignment with NPPF policies including Travel Plans, Transport Assessments and Transport Statements. The National Planning Practice Guidance has most recently been updated on the 14th February 2024.

2.2.11 Given the scale of Development, the provision of a Transport Assessment is considered appropriate. Therefore, the recommended criteria, requirements, and scope outlined within the NPPG in regard to Transport Assessments has been considered and accommodated within this document. In reference to Transport Assessments, the NPPG states the following:

"*Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal… The Transport Assessment or Transport*

Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts… Transport Assessments and Statements can be used to establish whether the residual transport impacts of a Development are likely to be "severe" …"

2.2.12 It is noted within the NPPG that Transport Assessments can positively contribute towards:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

2.2.13 As shall be demonstrated, these aspects have been comprehensively considered throughout the design of the development proposals. The sustainable transport options and scope for improvements have also been carefully considered in respect to the Development context and constraints.

2.3 Regional Policy

The London Plan, March 2021:

2.3.1 The London Plan sets out the strategic plan for London, including an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years. With population set to increase by 70,000 per year, demand on new homes along with space for employment will increase. The policies set within the London Plan are to provide an appropriate spatial strategy that plans growth within London in a sustainable way.

2.3.2 Relevant planning policies will be reviewed to demonstrate that the Site can be supported through national, regional, and local planning policy and guidance.

2.3.3 Policy T1 "Strategic approach to Transport" states development should help to deliver the Mayor's target of 80% of trips in London to be made by foot, cycle, or public transport by 2041.

2.3.4 Policy T4 "Assessing and mitigating transport impacts" highlights the requirements for Transport Assessments/ Statements to ensure impacts on the capacity of the transport network (including pedestrian/ cycling) at local and network-wide level are fully assessed. Other documents such as Travel Plans, Parking Management Plans, Construction Logistics Plans and Delivery and Servicing Plans may also be required to support planning applications.

2.3.5 Policy T5 "Cycling" states that new developments should be well served by cycle infrastructure and include appropriate levels of quality cycling parking provision. Table 10.2 of the London Plan sets out the minimum cycle parking standards which should be designed in accordance with London Cycle Design Standards (LCDS). Chapter 8 (Cycle Parking) of the LCDS, recommends that at least 5% of all cycle parking spaces can accommodate larger cycle/ parking spaces for disabled users. The cycle parking standards are set out in the table below. The most stringent standards have been used for the different Use Classes.

Table 2-1: Minimum Cycle Parking Standards

Use Class	Long Stay - Employees and residents	Short Stay - Visitors
A1 - Non-food retail above 100m^2	• first 1000m2: 1 space per 250m^2 • thereafter: 1 space per 1000m^2	• first 1000m^2: 1 space per 60m^2 • 1 space per 500m^2
A2-A5 - Financial services; cafes & restaurants	• 1 space per 175m^2	• 1 space per 40m^2
B1 – Business offices	• 1 space per 75m^2	• first 5,000 sqm: 1 space per 500m^2 • thereafter: 1 space per 5,000m^2 (GEA)
B1 – Light Industry, R&D	• 1 space per 250m^2	• 1 space per 1,000m^2
C3-C4 – Dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2-person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings
D1 – other (library, church etc.)	• 1 space per 8 FTE staff	• 1 space per 100m^2

2.3.1 Policy T6.1 “Residential Parking” outlines the car parking provision within residential developments. Disabled parking requirements for new residential developments (of >10 units), as a minimum should:

- “Ensure that for 3% of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset.
- Demonstrate as part of the Parking Design and Management Plan, how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon The London Plan 2021 – Chapter 10 Transport. This should be secured at planning stage”.

2.3.2 With regards the community centre element of the site, the most applicable London Plan parking standard is Policy T6.4 Hotel and leisure uses parking which states the following:

- In the CAZ and locations of Public Transport Accessibility Level (PTAL) 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing.
- 6% of bays should be designated bays and 4% should be enlarged bays.

2.3.3 Policy T7 “Deliveries, servicing and construction” sets out measures to facilitate sustainable movement of freight. This includes use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles. Developments should be designed and managed so that deliveries can be received outside of peak hours.

Mayor’s Transport Strategy, March 2018:

2.3.4 The Mayor’s Transport Strategy (MTS), adopted in March 2018, sets out the Transport policies for up to 2041, with a strong emphasis placed on reducing car dependency and improving

cycling / walking, improving public transport interchanges, providing better information to travellers and delivery of affordable, reliable, and safe transport network.

2.3.5 A core aim within the strategy is for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This places an emphasis on ensuring new developments provide adequate infrastructure to support walking and cycling, in the form of improvements to public realm, or high-quality cycle parking spaces and within proximity to public transport networks. The MTS also aims to reduce total London traffic by 10 – 15 per cent by 2041.

2.3.6 The MTS places an emphasis on healthy streets and promoting sustainable travel, with three main themes comprising of:

- Healthy streets and healthy people.
- A good public transport experience.
- New homes and jobs.

2.3.7 TfL's 'Healthy Streets Approach' provides framework of policies and strategies which TfL hope will encourage walking, cycling and public transport use to reduce car dependency and the resultant adverse health effects it has. The document states that streets and neighbourhoods should be designed to prioritise walking and cycling. Strategies are outlined to help reduce road danger and help make people feel safer and more comfortable when walking and cycling.

2.3.8 The document illustrates how 'a good public transport experience' can ensure that public transport is the most efficient way for people to travel distances that are too long to walk or cycle. This can enable a shift from private car which could reduce the number of vehicles on London's streets. Therefore, the whole journey should be made more attractive, including the station experience and onward journeys.

2.3.9 'New homes and jobs' is about ensuring that the ever-increasing number of people living and working in London are well-connected. The growth must be 'good growth', which provides more opportunities and improves the quality of life. People should be able to live and work in areas where many of the places they want to go to are within walking and cycling distance, and good public transport connections are available for longer trips.

2.3.10 As part of TfL's Vision zero by 2041, all deaths and serious injuries should be eliminated from London's transport network. While it is difficult to mitigate for bad driver behavior or other bad practices as a cause, any collisions that could have been prevented, through improvements to the highway will be considered through an analysis of personal injury collision data.

2.3.11 As part of the Vision Zero policy, it is a shared responsibility to reduce serious and fatal collisions within London to zero. The development's highway proposals seek to improve safety by raising awareness of pedestrians and cyclists and introducing measures to reduce traffic speeds and making active travel modes more attractive in the surrounding area.

2.4 Local Policy

RBKC New Local Plan, 2024

2.4.1 The Royal Borough of Kensington and Chelsea's Local Plan 2024 sets out a long-term vision for shaping the borough through to 2041. It aims to deliver sustainable, inclusive, and high-quality development while preserving the borough's unique character and heritage. The plan addresses key priorities such as housing, climate resilience, economic vitality, and community well-being, ensuring that growth is managed responsibly and benefits all residents. A core objective of the plan is to promote a cleaner, safer, and more accessible transport network. It encourages walking, cycling, and the use of public transport to reduce car dependency and lower carbon emissions. The plan supports improvements to pedestrian infrastructure, cycle

routes, and public transport connectivity, aligning with the borough's broader goals for sustainability, air quality, and health.

2.4.2 Section 3 of the Plan reviews the Site Allocations for the borough, including SA6 Lots Road South. This section provides principles of which the Development is to follow, including adhering to design characteristics such as following the scale of existing buildings, the location of taller buildings must be away from Lots Road and the creation of courtyard spaces within the Development which can be accessed through gaps between the buildings.

2.4.3 Section 2 of the plan sets out the policies and actions to deliver the seven Strategic Objectives. Policy CK3 focuses on 'Walkable Neighbourhoods' as keeping Life Local is an integral part of the Local Plan's central vision CV1. This is something the proposed development aims to address by enhancing active travel provision surrounding the Site. Chapter 19 focuses on Better Travel Choices outlines the borough's aspirations to change streets that are currently dominated by parking and vehicular traffic.

2.4.4 Section 3 provides information on the housing trajectory for the borough and supporting information. The London Plan, sets out a housing target of 733 dwellings per annum that the borough should seek to meet and exceed. This section also sets out the Affordable Housing Threshold Figure.

LBHF 2018 Local Plan to 2033

2.4.5 The Hammersmith and Fulham Local Plan, adopted in 2018, sets out the borough's strategic vision for development up to 2033. It aims to make the area the greenest borough in Britain by promoting sustainable growth, protecting heritage, and delivering high-quality housing and infrastructure. The plan identifies five key regeneration areas—White City, Hammersmith Town Centre, Fulham Regeneration Area, South Fulham Riverside, and Old Oak and Park Royal—where significant development is expected. It also prioritises affordable housing, with a target of 50% affordable units in new schemes, and supports economic growth through improved community facilities and employment opportunities.

2.4.6 In terms of transport, the Local Plan promotes a shift away from car dependency towards more sustainable modes of travel. It supports enhancements to public transport, including better bus and rail services, and encourages walking and cycling through improved infrastructure and safer streets. The plan also seeks to reduce congestion and improve air quality by limiting car parking in new developments and supporting low-emission transport options. Overall, it aims to create a more connected, accessible, and environmentally friendly borough.

2.4.7 Policy T3 of the Hammersmith and Fulham Local Plan 2033 aims to increase and promote opportunities for walking and cycling by enhancing infrastructure, improving safety, and encouraging active travel. The policy supports the development of well-connected, accessible routes and facilities that integrate with public transport, reduce car dependency, and promote healthier lifestyles. It also prioritises inclusive design to ensure routes are safe and usable for all, including vulnerable groups.

Lots Road SPD, Design Brief 2022

2.4.8 This design brief provides additional guidance for the site at Lots Road South, to support the Local Plan site allocation policy. This proposal will clearly set out how it adheres to the design principles within the Lots Road SPD.

2.4.9 With regards highway and transport matters, RBKC have acknowledged that Lots Road has limited vehicle connections due to the constraints of the river, creek and railway. Access is from Cremorne Road or King's Road. The existing commercial operations on site and in the immediate area trigger frequent collections and drop-offs throughout the day. These vehicle movements can clutter the street environment and interrupt the relationship between the units on either side of the street in this location.

2.4.10 Any future commercial space is likely to have a variety of servicing needs including from vehicles for delivery. RBKC have noted that a comprehensive and sustainable servicing strategy is needed which would dictate the layout and design of the development and avoid awkward, unsafe servicing arrangements. Innovative and more sustainable servicing options such as cargo bikes should be designed for.

RBKC Transport and Streets SPD, April 2016

2.4.11 The whole borough has been designated an Air Quality Management Area and in some areas, such as around the Earl's Court One Way System, air pollution levels often exceed government-set air quality objective levels. Traffic congestion is also a problem in some parts of the borough and increasing road capacity to accommodate the demand generated by new developments can exacerbate these problems as well as increasing dependence on the car. In response to these challenges and acknowledging the fact that access to public transport is generally good across the borough, the Council, as part of this document, adopts maximum car parking standards that seek to minimise car ownership and use. These standards are set out below.

Table 2-2: RBKC Parking Standards (From RBKC Transport and Streets SPD, April 2016)

Use Class	Standards
Flats of 2 habitable rooms or below	0.5 per dwelling
Houses of any size or flats of 3 bedrooms or above	1 per dwelling for first three dwellings, 0.5 per dwelling for each subsequent dwelling
Sheltered housing	0.3 per dwelling
A and B class development	1 space per 1,500m2
C1	1 space per 40 bedrooms
Hostels, C2, D1, D2	Essential need only

2.4.12 The standards set out above will be considered for all tenures. Each tenure must independently accord with the maximum standard.

2.4.13 Where development includes both affordable and market units, and where parking is to be provided, the parking should be allocated equitably between market and affordable units. If the level of parking proposed for affordable units is less than that proposed for market units the Council will expect the disparity to be fully justified.

2.5 Summary

2.5.1 The national, regional, and local planning policy outlined in this chapter as well as various design guidance and best practice principles have been used from an early stage in the Development. Consideration of the most pertinent policies is demonstrated in the table below.

Table 2-3: Policy Alignment of The Development

Policy	Policy Detail	Policy Requirement Met
London Plan Policy T1 "Strategic approach to Transport"	Policy T1 "Strategic approach to Transport" states development proposals should help to deliver Mayor's target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.	Car free proposals for residents ensures lower residential car trip generation. Cycle parking in accordance with London Plan and LCDS standards, improved public realm and wider footways along Lots Road.
London Plan	Policy T2 "Healthy Streets" is in support of development plans and development proposals to	This policy expectation is supported by the Development being 'car free', meeting the

Policy	Policy Detail	Policy Requirement Met
Policy T2 “Healthy Streets”	help encourage residents making shorter and regular trips by walking or cycling mode.	London cycle parking standards, providing a ‘pedestrian first’ public realm design and providing access to existing active travel infrastructure. An ATZ has been undertaken in accordance with Healthy Streets methodology. This showed no critical severance or deficiency in terms of how the Development coincides with the Healthy Streets neighbourhood approach. All issues highlighted are considered to be minor and localised. It is hoped this assessment will assist the council in considering any public realm updates and improvements coming forward in the area in the future.
London Plan Policy T4 “Assessing and mitigating transport impacts”	Policy T4 “Assessing and mitigating transport impacts” highlights the requirements for Transport Assessments / Statements to ensure that impacts on the capacity of the transport network (including pedestrian / cycling) at local and network-wide level are fully assessed. Other supporting documents such as Travel Plans, Car Parking Management Plans, Construction Logistics Plans and Delivery and Servicing Plans may also be required to support planning applications.	In accordance with this policy, an outline Construction Logistics Plan (CLP), Travel Plan (TP) and outline Delivery and Servicing Plan (DSP) have also been prepared. It is anticipated the full documents will be conditioned and issued prior to occupation. A full impact assessment for all modes has been undertaken within this TA (including bus and rail), it was determined that junction modelling assessments were not necessary owing to the relatively low uplift in vehicular trips.
London Plan Policy T5 “Cycling”	Policy T5 “Cycling” is in support of a London-wide cycle network with new routes and improved infrastructure. The design of developments should include appropriate levels of cycling provision which are secured and well-located. The minimum parking standards are set out in Table 10.2 of the London Plan 2021	Both short stay and long stay cycle parking is proposed in accordance with Table 10.2 of the London Plan. Long stay cycle parking will be secure and sheltered and have adequate provision of accessible bays. Chapter 8 of LCDS has been used to guide suitable cycle parking areas. Public realm has been designed to support a mode shift to active transport.
London Plan Policy T6 “Car Parking”	Policy T6 “Car Parking” sets out the standards within new developments, with emphasis placed on car-free developments to be considered for those well connected to public transport networks. All operational parking should make this provision, including offering electric vehicle charging. A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision.	The Development is car-free with the exception of 6 accessible parking bays on-site and 2 off-site. Bays will have Electric Vehicle charging provision in line with London Plan. RBKC have confirmed the opportunity to provide additional on-street spaces on Lots Road should the need arise.
London Plan Policy T6.5 “Non-Residential disabled persons parking”	5% of bays should be designated as accessible from the outset and 5% of bays should be enlarged to allow for conversion to accessible bays should the need arise. Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300Code of Practice: Vol 1.	All proposed car parking bays are to be accessible. The accessible bay is designed in accordance with Inclusive Mobility (also compliant with BS8300: Vol 1).
London Plan Policy T7 “Deliveries, servicing and construction”	Policy T7 “Deliveries, servicing and construction” sets out measures to facilitate sustainable movement of freight. Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with	Deliveries will be undertaken in a designated loading area within the site for the commercial units in Block A, community centre and extra care facility. Refuse collection will be on-site via a low speed one-way laneway around the northern part of the site. Deliveries will be managed via a booking system. The result will be a reduction in loading activity along Lots Road which currently has excessive on-street loading activity.

Policy	Policy Detail	Policy Requirement Met
	Transport for London guidance and in a way which reflects the scale and complexities of developments. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.	An exercise has been undertaken in this TA to demonstrate the suitability of the on-street provision to accommodate all other D&S demand. Measures to reduce, consolidate and make more sustainable D&S at the site is summarised in the outline DSP and detailed further in the full DSP. The construction proposals and mitigation measures are considered within the outline CLP. It is anticipated the full document will be conditioned and issued prior to occupation.
RBKC New Local Plan, 2024 - Policy SA6 Site at Lots Road	Policy seeks active street frontages to Lots Road	Public realm improvements are proposed and the site boundary footway along Lots Road is to be widened. There will be a low speed route around the rear of the site along the West London Line which will facilitate pedestrian/ cycle movements within the Site but does not extend beyond into land outside of the control of the Applicant.
RBKC New Local Plan, 2024 - Policy CK3 Walkable Neighbourhoods and Neighbourhood Facilities	The Council will maintain the current percentage of access to neighbourhood facilities and work towards increasing the number of facilities where appropriate opportunities arise.	Currently 84.7% of the borough is within an 800m walk of a GP surgery and 93.1% of a primary school. The pedestrian access of the proposed development to neighbourhood amenities is outlined in the ATZ section of this report. The proposed development also includes community facilities that are accessible to local people in the area.
RBKC New Local Plan, 2024 - Policy CO3 Strategic Objective for Better Travel Choices	The Councils strategic objective for better travel choices is for walking, cycling and public transport to be safe, easy, attractive and inclusive for all and preferred by residents and visitors to private car ownership and use.	Cycle parking is provided across various locations within the site. A large proportion of new trips will be active travel or public transport owing to the locality of Imperial Wharf station and bus services. The capacity of the local public transport network can support the proposals as demonstrated in this TA. This is in line with the Local Plan statement that developments that generates a high number of new trips must be located in areas that have good public transport accessibility and where public transport has the capacity to accommodate the new demand.
RBKC New Local Plan, 2024 - Policy CT1 Improving alternatives to car use	The Council will ensure that there are better alternatives to car use by making it easier and more attractive to walk, cycle and use public transport and by managing traffic congestion and the supply of car parking.	The development will be car free with the exception of blue badge bays provided on-site and on-street. New residents cannot apply for permits in the surrounding streets. This TA demonstrates that development will not result in any material increase in traffic congestion or on-street parking pressure. Improvements to the walking and cycling environment include widened footways and public realm space along Lots Road with an open square area adjacent to the creek.
RBKC New Local Plan, 2024 - Policy CR7 Servicing	The Council will require servicing facilities and coach parking to be well designed, built to accommodate the demands of new development and sensitively integrated into the development and the surrounding townscape. In particular servicing activities and coach pick-up and drop-off should not give rise to traffic congestion, conflict with pedestrians or be detrimental to residential amenity	The proposed on-street servicing with reduced demand from the proposed development offers a betterment to the existing situation which allows unrestricted loading. The reduced loading extent is expected to function satisfactorily without giving rise to adverse effects on traffic congestion, pedestrian safety, residential amenity or bus routes. Measures to reduce, consolidate and make more sustainable D&S

Policy	Policy Detail	Policy Requirement Met
		at the site is summarised in the outline DSP and detailed further in the full DSP. This will include detail on how vehicles will be managed, and controls on the types and sizes of vehicle.
Hammersmith and Fulham Local Plan 2033 - Policy T3, Increasing and promoting opportunities for cycling and walking	Aims to increase and promote opportunities for walking and cycling by enhancing infrastructure, improving safety, and encouraging active travel. Supports the development of well-connected, accessible routes and facilities that integrate with public transport, reduce car dependency, and promote healthier lifestyles. It also prioritises inclusive design to ensure routes are safe and usable for all, including vulnerable groups.	Pedestrian and cyclist access will be prioritised through the inclusion of safe, well-lit pathways, secure cycle parking, and clear signage that connects seamlessly with existing local networks. The site layout encourages active travel by integrating with nearby public transport links and ensuring all routes are accessible to people of all ages and abilities, thereby promoting healthier, low-carbon travel choices.
Hammersmith and Fulham Local Plan 2033 - Policy T7, Construction and Demolition Logistics	Seeks to minimise the adverse impacts of construction and demolition on the local environment, transport infrastructure, and surrounding communities. It requires major developments to submit a Construction Logistics Plan (CLP) at the planning application stage, detailing how transport and highway impacts will be managed. These plans must address key issues such as vehicle routing, delivery scheduling, site access, and safety—particularly for pedestrians and cyclists. Developers are also expected to consider the cumulative effects of nearby construction activity and to coordinate accordingly. The policy encourages the use of low-emission vehicles and sustainable transport methods, with compliance monitored and enforced throughout the project lifecycle.	A comprehensive Construction Logistics Plan (CLP) that minimises disruption to the local community and transport network will be implemented. The CLP will outline measures for safe vehicle routing, restricted delivery times, and secure site access, with particular attention to protecting pedestrians and cyclists. Sustainable practices will be prioritised, including the use of low-emission vehicles and coordination with nearby sites to reduce cumulative impacts. The plan will be submitted at the planning stage and strictly adhered to throughout the construction process.
Lots Road South Design Brief SPD 12. Servicing	Create a clear servicing strategy, including for van drop-offs and collections. • To avoid unsafe on-street servicing • To provide fit-for-purpose facilities to attract commercial tenants • To encourage the use of sustainable methods of delivery	The cluttered street environment along Lots Road will be improved by reduced demand for D&S trips and enabling the limited longer duration D&S trips for the café and community centre to take place on site. A comprehensive and sustainable servicing strategy will be included as a full DSP to be conditioned, this will consider more sustainable servicing options such as cargo bikes.
Lots Road South Design Brief SPD 11. Allowance for green route	Incorporate a buffer zone along the full length of the site adjacent to the railway, of sufficient width to allow for a future cycleway and pedestrian route.	The proposed western route is designed as very low speed with limited traffic movements and designated pedestrian / cycle areas.

3 Local Travel Behaviours and Characteristics

3.1 Introduction

3.1.1 This chapter outlines the lifestyle and characteristics of potential future residents, and to set out how this will change compared to the existing travel patterns and characteristics. The chapter will therefore examine the demographic of people within the area, the current most utilised transport mode, and the capacity for change in transport behaviours.

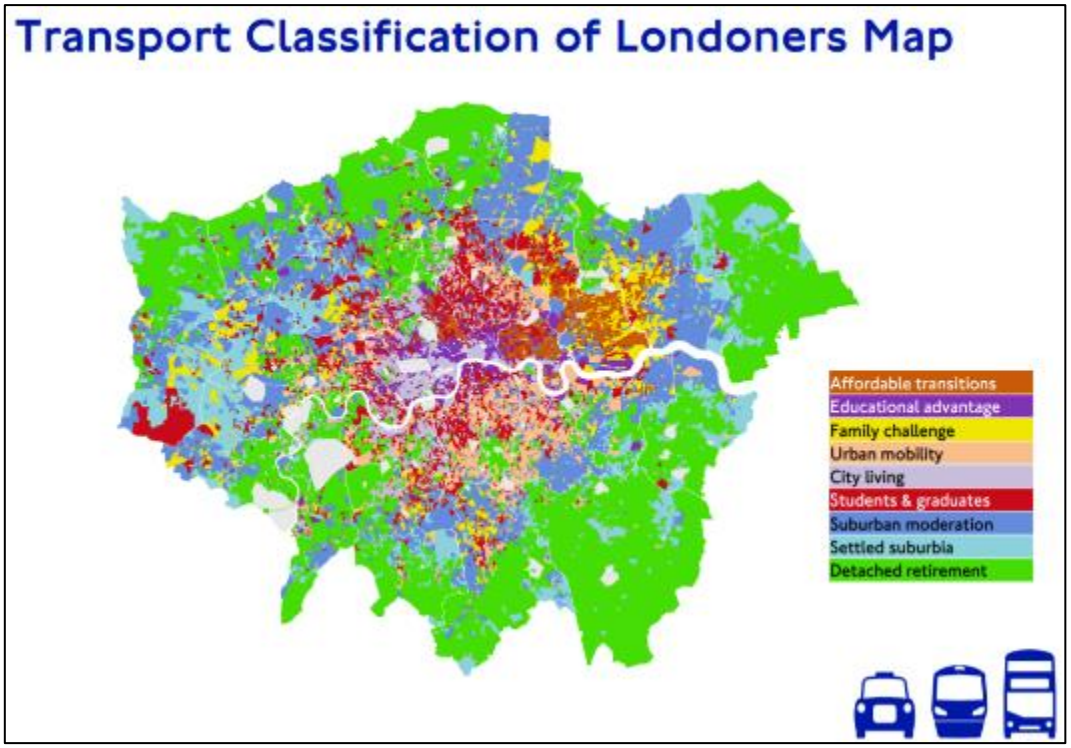
3.1.2 Data from the 2011 Census database, the London Travel Demand Survey, and Transport for London's (TfL) '*Transport Classification of Londoners*' (TCoL) have been used to inform this chapter. It should be noted that although the TCoL does categorise areas of London with reasonable precision and accuracy, it can be presumptive and unrepresentative on a site-specific scale, so a more detailed assessment of existing and future residents will be provided.

3.2 Transport Classification for Londoners (TCoL)

3.2.1 The TCoL is a multi-modal customer segregation tool designed by TfL which seeks to categorise Londoners on the basis of the travel choices they make and the motivations for making those decisions.

3.2.2 A total of nine categories were identified, and the areas in which each classification is most suited is depicted on the map shown in the below Figure.

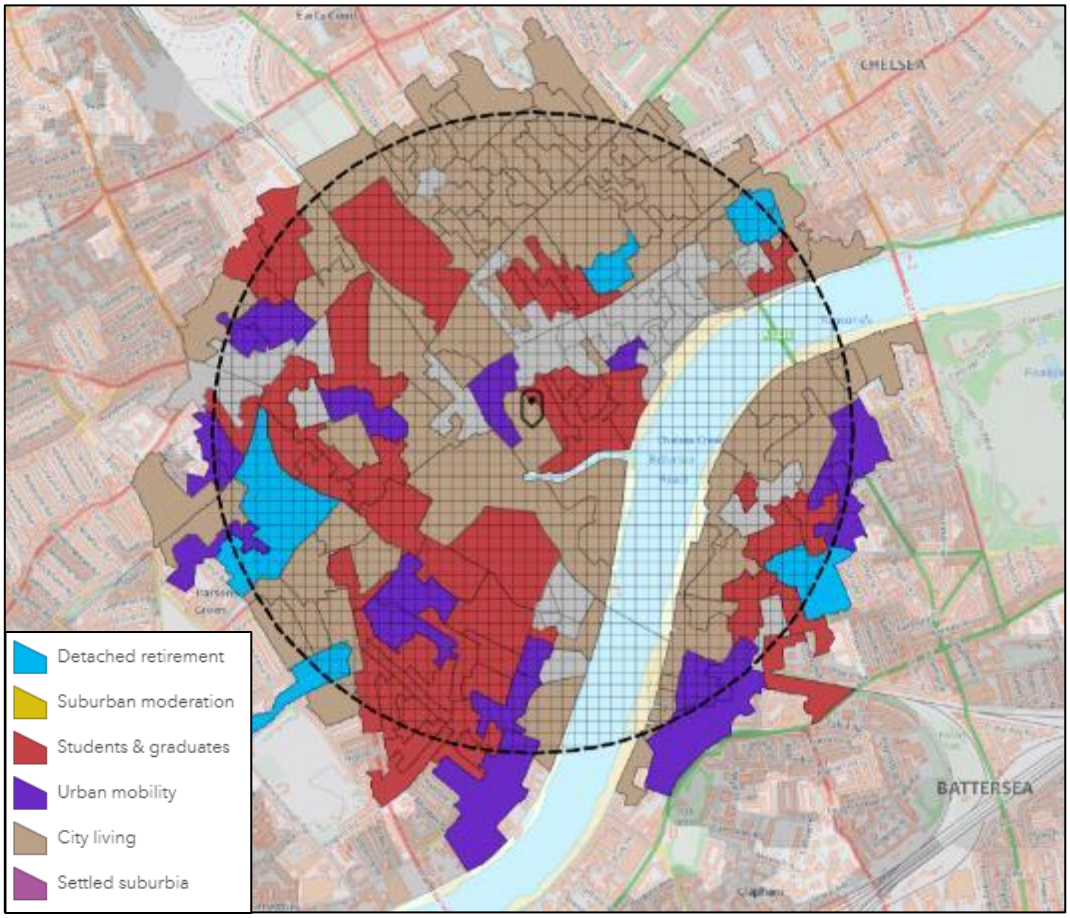
Figure 3-1: Transport Classification of Londoners (TCoL) Map[2]



3.2.3 The below Figure shows the TCoL classification for the Site and the surrounding area within 1km.

[2] Source: TfL - *Http://Content.Tfl.Gov.Uk/Transport-Classification-Of-Londoners-Presenting-The-Segments.Pdf*

Figure 3-2: Transport Classification of Londoners (TCoL) Map for 1km Radius of the Site[3]



3.2.4 TCoL profile split of RBKC compared to the average for London is demonstrated in the below Table.

Table 3-1: TCoL Profile Split

Area	Affordable Transitions	City Living	Detached Retirement	Educational Advantage	Family Challenge	Settled Suburbia	Students and Graduates	Suburban and Moderation	Urban Mobility
RBKC	0%	51%	3%	24%	0%	12%	0%	10%	10%
H&F	0%	21%	3%	18%	1%	0%	32%	5%	21%
London	6%	7%	6%	6%	7%	9%	13%	19%	11%

3.2.5 RBKC has the third highest proportion of residents classified as having 'Educational Advantage', following WCC and ISL, with 24% of its population falling into this category. H&F ranks fifth, with 18%. In terms of the 'City Living' classification, RBKC has the second highest proportion of residents, while H&F ranks third—both behind only the City of London.

3.2.6 The report highlights that within these two segments, car ownership is low; 74% of residents categorised as “Educational Advantage” do not own a car, and 47% of “City Living” do not own

[3] Transport Classification of Londoners (TCoL) TfL GIS Open Data Hub https://gis-tfl.opendata.arcgis.com › datasets

a car. This indicates that car ownership and use are well below average and residents' attitudes to active and sustainable transport are on the whole well above average.

3.2.7 This map provides a guide to existing travel patterns across different areas of London. It is expected, however, that with shifts in travel patterns and behaviours over time and the ambition of the GLA to increase the amount of trips made by walking, cycling, and public transport, that any new development is likely to have residents that will travel in slightly different ways to those shown in the map above.

3.2.8 With the mix of affordable and private dwellings as well as the component of extra-care, it is anticipated that the Development will accommodate a mix of the following categories:

- City Living/ Educational Advantage – RBKC and H&F are popular areas for people of relatively high incomes, and considering the Site location with excellent commuter connections it is anticipated that a proportion of the residents would fall into these categories.

- Affordable Transition – Given the inclusion of affordable housing in the scheme, it is expected there would be a proportion of residents who are transitioning in their life circumstances such as moving in with a partner or having a child, falling into the "affordable transition" category.

- Detached Retirement – The extra-care component of the site will be primarily for people within the "detached retirement" category. These people will typically be retired but rather than settling in suburbs in the fringes of London, they perhaps have grown used to living in the city centre and have the savings or family support to do so.

3.2.9 The City Living, Educational Advantage and Affordable Transition groups typically rely on public transport and walking, with very low car use. They also have a high propensity for change in travel behaviours. The car-free living that the proposals provide will not dissuade these groups who will be attracted to the excellent connectivity to bus lines, the London Overground and the District Line. The Detached Retirement group are typically more reliant on cars although given the low parking provision, retired residents are expected to make use of the bus connections from directly outside the Site.

3.3 Car Ownership

3.3.1 Table 3-2 below is extracted from Appendix 1 of the 'Centre for London, Reclaim the Kerb: The future of parking and kerbside management in London[4]' [18 March 2020] and shows information on car ownership for RBKC compared to other Inner London boroughs.

3.3.2 The City of London and the inner London boroughs of Islington, Tower Hamlets, Hackney, Westminster, and Camden have the lowest car ownership rates, ranging between 32% and 34%. The Royal Borough of Kensington and Chelsea has a higher rate at 42%, while Hammersmith and Fulham stands at 40%. These figures remain significantly lower than those observed in the outer London boroughs, where car ownership rates range from 50% to 75%.

3.3.3 RBKC has a higher-than-average proportion of on-street parked cars for Inner London, at 79%, with H&F close behind at 78%. RBKC also has a sustainable mode share just below the Inner London average of 77%, but above the London-wide average of 63%. In contrast, H&F exceeds both benchmarks, with a sustainable mode share of 80%.

3.3.4 In the three-year period prior to 2020, RBKC experienced a 2% shift towards sustainable modes of transport, with a target to increase this to 80% by 2041. Over the same period, H&F achieved

[4] Centre for London | Reclaim the kerb: The future of parking and kerbside management in London – Mayor of London's vision for reducing reliance on private cars and changing the setting of the kerbside.

a 5% increase, with a goal to reach 89% by 2041. These targets are supported by the proposed car-free development, which is expected to contribute positively towards achieving them.

Table 3-2: Car Ownership.

Borough	1) Number of cars owned[1]	2) % of cars parked on-street[2]	3) Car ownership[3]	4) Annual vehicle kms (millions)[4]	5) % change annual vehicle kms, 2001-17[5]	6) Sustainable mode share[6]	7) % change in sustainable mode share (last 3 years compared to 3 years prior, %)[7]	8) Sustainable mode share, 2041 target (%)[8]
Camden	47,781	67%	34%	447	-26%	84%	2%	93%
City of London	2,658	5%	33%	150	-26%	92%	-3%	99%
Hackney	42,841	72%	33%	459	-17%	84%	3%	91%
Hammersmith and Fulham	43,852	78%	40%	512	-15%	80%	5%	89%
Haringey	64,881	74%	43%	536	-13%	75%	2%	88%
Islington	36,727	71%	32%	393	-18%	82%	-3%	87%
Kensington and Chelsea	41,247	79%	42%	501	-14%	76%	2%	85%
Lambeth	66,943	63%	41%	745	-19%	77%	0%	85%
Lewisham	79,997	55%	53%	764	-13%	67%	-4%	81%
Newham	72,189	68%	46%	938	5%	71%	-1%	83%
Southwark	59,721	57%	43%	708	-19%	76%	-1%	87%
Tower Hamlets	46,694	50%	32%	872	-8%	80%	1%	89%
Wandsworth	82,860	67%	53%	776	-24%	69%	-2%	82%
Westminster	51,605	74%	33%	843	-18%	81%	-2%	89%
Inner	**739,996**	**66%**	**40%**	**8,644**		**77%**		**90%**

Source: From Appendix 1Centre for London, Reclaim the Kerb: The Future of Parking and Kerbside Management in London, 18 March 2020.

3.4 Travel Trends and Classification of Londoners

3.4.1 Figure 3-1 indicates that the Site is located in an area classified as “City Living”, this indicates that the Site is located within an area with the typical characteristics of a more affluent Inner London Borough. Additionally, owing to the nature of the Site and Development, it is anticipated that a significant proportion of the future residents may be categorised as “City Living”, with some “Detached Retirement” and to a lesser extent “Educational Advantage”, “Affordable Transition”.

3.4.2 Within the TCoL document, TfL identifies the following key characteristics for the main proposed classifications, and these are briefly summarised below.

‘Detached Retirement’

- Well above average car use, average rail use, low bus and active transport use, well below average level of change;
- Represents 21% of the London population;
- Typically, in the "empty nest" or retired lifestage groups, the Detached Retirement segment is looking to live in greener suburbs on the fringes of London;

- Higher than average proportion of people who hold a driving licence – 80%, where the average is 63%;
- 19% do not own a car, 53% own one car, and 29% own 2 or more cars;
- The main motivations to changing behaviour are changes to roads and driving, and health and fitness.

'Educational Advantage'

- Well educated, high income, High PT/active, low car, Higher level of change
- Represents 6% of the London population;
- 74% do not own a car, 24% own one car, and 3% own 2 or more cars;
- Above average propensity to change behaviour, including to increase cycling;
- Well below average propensity to reduce driving and increase walking;
- Well above average use of bus, underground and walking and above average use of cycling.

'City Living'

- The City Living segment is characterised by very high incomes and locations in trendy parts of London (Westminster / Kensington / Chelsea);
- Represents 7% of the London population;
- Those in the City Living segment have very high levels of underground use while also above average use of bus, rail, walking and cycle hire;
- 47% do not own a car, 45% own one car, and 8% own 2 or more cars;
- Above average propensity to change behaviour, including to increase cycling. Unlikely to reduce car use and increase walking;
- Below average use of cars and rail;
- Above average use of underground, walking and cycling.

3.5 Future Classification of Londoners

3.5.1 From a transport planning perspective, reducing vehicle trips helps ease congestion, lowers environmental impact, and promotes physical activity, which contributes to both physical and mental health benefits. As such, the Development has been designed to encourage a shift to more active modes of travel and to encourage those living within the Development to become less reliant on private vehicles where possible. Travel to and from the Site is therefore expected to resemble patterns typical of 'City Living' areas—or potentially show an even greater tendency toward sustainable travel.

3.5.2 In addition to the design of the Development, it is anticipated that the high accessibility to public transport and the good quality walking and cycling infrastructure in the Site's vicinity will also have a positive impact on the way people travel. Furthermore, in the context of increased legislation impacting travel trends, it is anticipated that more people will favour active travel in future, and will travel less as the proportion of home-working is increased.

3.5.3 In light of the above, it is indicated that there is a clear scope to increase and in many cases maintain the level of sustainable travel amongst future residents and, as a result, it is expected that the existing travel characteristics will further evolve.

3.6 Proposed Users

3.6.1 Given the mixed-use nature of the Development, the development will accommodate a mix of occupiers and demographics. This will include residents and some employees and visitors associated with the proposed non-residential aspect of the Development.

3.6.2 The Development includes a wide array of dwelling sizes. This indicates the wide variety of residential users, which will include single people, young professionals, and families. The expected users are likely to reflect the existing classification, as the existing PTAL is 3-4, representing an excellent provision to public transport. The car-free nature of the Development ensures a reliance on public transport and active travel modes for journeys which will be accommodated with improved public realm space and appropriate cycle parking provision.

3.7 Summary

3.7.1 In summary, traditionally in RBKC there is already a high propensity for travel by active and sustainable means in line with the typical characteristics of an inner London borough. There is a good opportunity for the Development to enhance the existing levels of sustainable transport by enhancing connections to public transport and ensuring that the Development is permeable and legible for pedestrians and cyclists.

4 Existing Site and Surroundings

4.1 Introduction

4.1.1 This chapter contextualises the Site location by providing an initial overview of its existing transport connectivity including public transport, pedestrian and cycle, and highway networks.

4.2 Existing Site Context

4.2.1 The Lots Road area is in the south-west corner of RBKC and towards the south-east corner of LBHF and reflects what remains of Chelsea's working riverside heritage alongside low-rise Victorian houses. It is a unique area, originally a working area of industry and commercial riverside uses.

4.2.2 The Site is currently occupied by a vehicle pound with capacity for around 60 car parking spaces and at least 10 operational trucks, two warehouse buildings providing spaces for the Lots Road Auction House, Fairbank Studios and Access self-storage which is a mix of commercial and retail uses and storage areas for road salt, street sweeping and recycling. The Site is located within Lots Road Employment Zone and is immediately adjacent to the Lots Village Conservation Area. Figure 4-1 below shows the existing site boundary, buildings and uses. Table 4-1 summarises the existing uses, floor areas and status of operations and relocation.

Figure 4-1: Existing Site Boundary and Uses

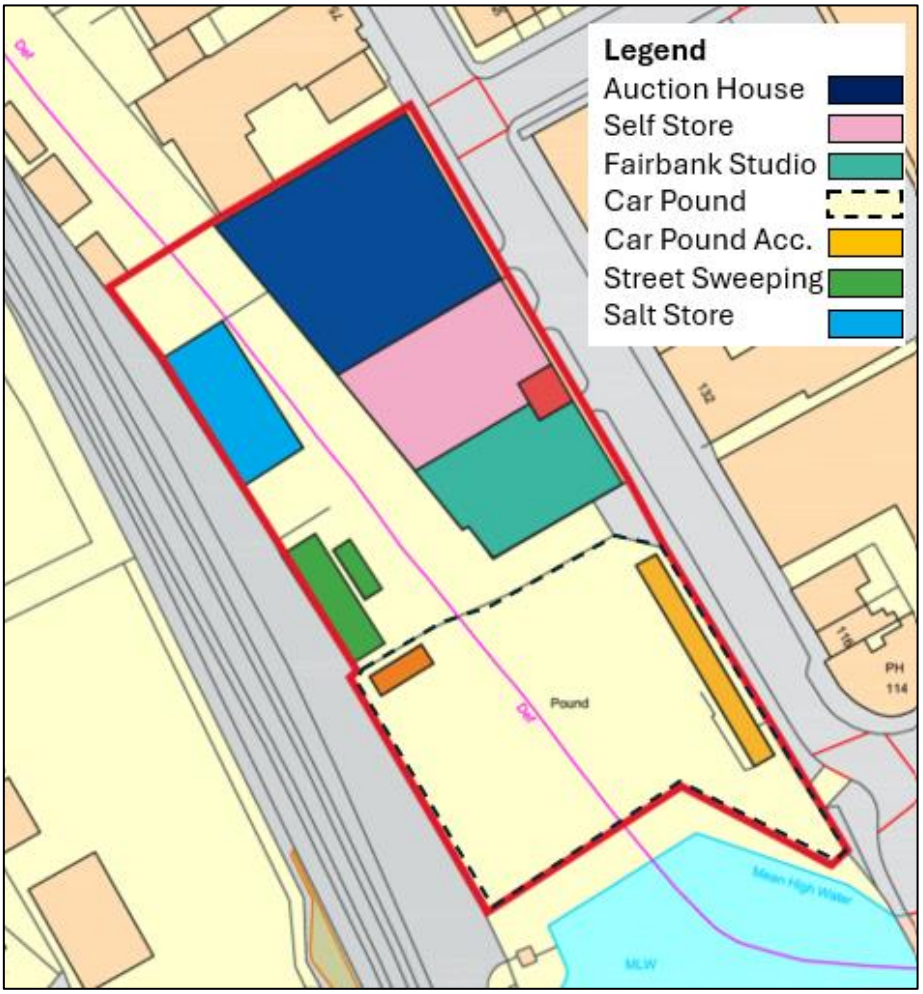


Table 4-1: Existing Site Uses

Land Use	Operational Status	GIA (sqm)
Auction House	Recently relocated to LBHF (late 2024)	1,564
Access Self Storage	Occupied	1,183
Fairbank Studios and ground floor retail	Occupied	504 (studio), 191 (retail)
Car Pound Land and Accommodation building	Relocating to Council owned land at Western Road, Park Royal, Ealing	191 (accomm. building)
Street sweeping and recycling service provider accommodation	Relocating to Council owned land at Lots Road North	193
Salt Store	Relocating to Council owned land at Pembroke Road Council Depot	265

4.2.3 The operations from Lots Road Auction House generated delivery and servicing activity due to the nature of its use with goods loading from approximately 07:00 till closing at 18:00.

4.2.4 The Site is owned by RBKC and the Council's ownership extends beyond the borough boundary into LBHF. The larger portion of the site and existing buildings are within RBKC.

4.3 Pedestrian Network

4.3.1 The Site benefits from strong connectivity, supported by an extensive network of pedestrian routes and facilities in Kensington and Chelsea, as well as proximity to key destinations such as Imperial Wharf Station and the River Thames. A signalised crossing with dropped kerbs and tactile paving is located at the northern end of Lots Road. An informal crossing with dropped kerbs and tactile paving is also situated near the Site, adjacent to the car pound.

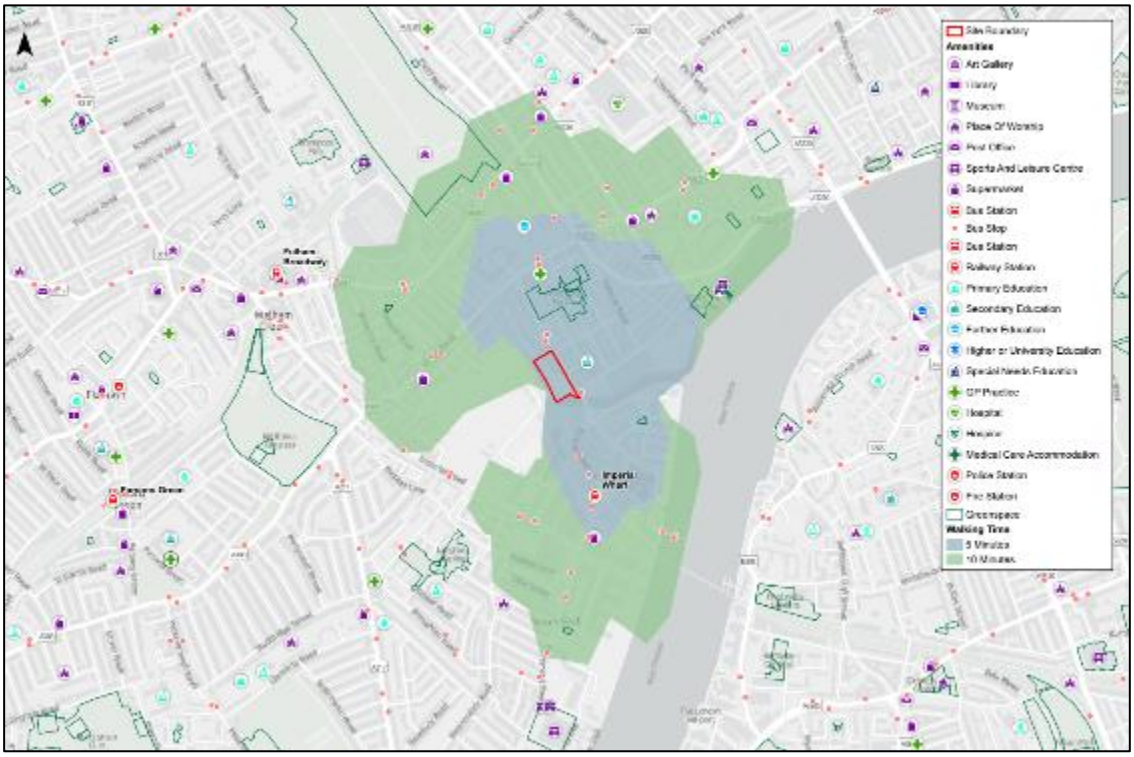
4.3.2 Pedestrian routes continue eastward as the road curves, where a raised table crossing with a pedestrian island is located east of the Site. An additional crossing is provided at the eastern end of Lots Road, near its junction with the A322. This crossing includes a pedestrian island with dropped kerbs and tactile paving. Together, these crossings enhance connectivity between the Site and nearby facilities and amenities. Lots Road has street lighting and good signage to help pedestrians with wayfinding. Along the frontage of the Site and beyond, the footways are modest in width but are of reasonable quality.

4.3.3 As part of the Chelsea Waterfront development, there are ongoing public realm improvement works outside the existing power station. These improvements will enhance the quality of the pedestrian links along the eastern edge of Lots Road.

4.3.4 Beyond Lots Road, a wide network of footways and footpaths continue through Kensington and Chelsea, Battersea Park, and the River Thames, facilitating traffic free routes to key destinations.

4.3.5 The below figure demonstrates the amenities within a 5 and 10-minute walk of the site.

Figure 4-2: Pedestrian Amenity Isochrone Plan



4.4 Cycle Network

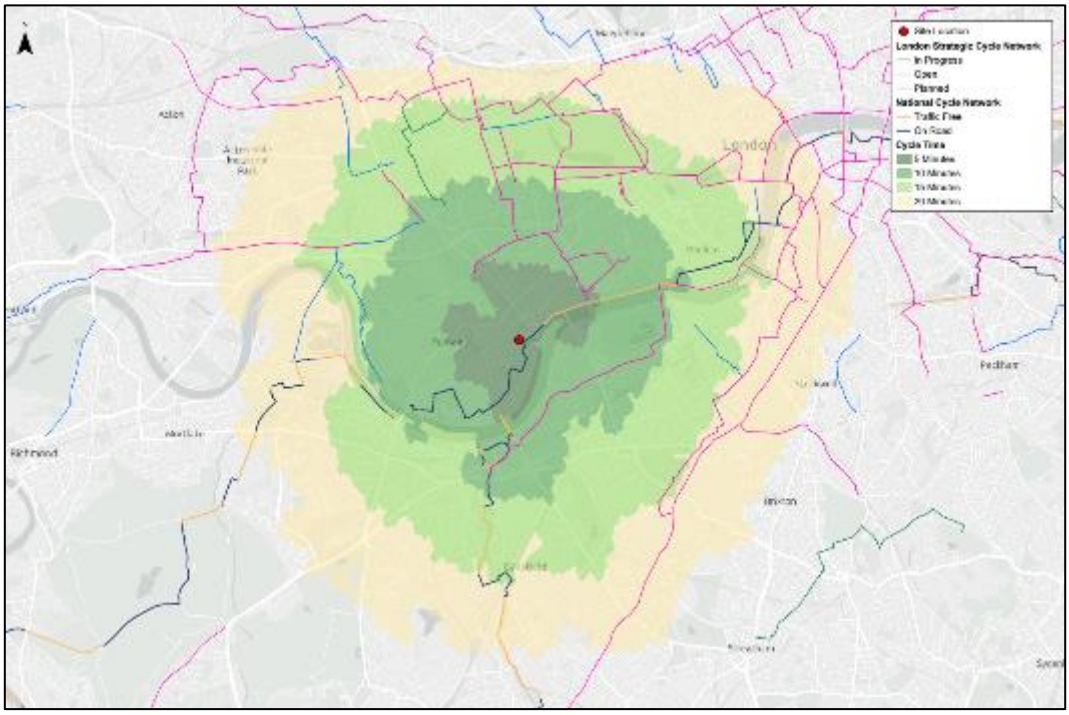
4.4.1 There is a good provision of cycle paths in the vicinity of the Site that enable travel by cycle. The Site is well connected to the cycle network with various local cycle paths and lanes within accessible distance, as well as strategic routes on the London Cycle Network (LCN). An illustration of the cycle network in proximity of the Site is provided in Figure 4-4 below.

4.4.2 Cycle route 4, which runs along the eastern edge of Lots Road extends east towards East Greenwich adjacent to the Thames. It connects with Route 1 which extends all the way to the east coast towards Canterbury. Cycle route 4 also extends west, connecting the Site to Richmond Park.

4.4.3 To the north of Lots Road is route 38, which extends west towards Putney Bridge. Green spaces to the north, including Hyde Park and Green Park are accessible via route 45 and route Q. South of the River Thames, LCN connects Battersea Bridge to Battersea Park providing access to green space for residents and visitors to the Site. The CS8, also south of the river extends to the west of the Site along with the route 37 towards Richmond Park. These routes also extend east towards City of London. A detailed ATZ will be conducted as part of the application. The details are presented in Chapter 7.

4.4.4 The below figure demonstrates the existing and proposed cycle infrastructure in the area with cycle journey time isochrones overlain.

Figure 4-3: Cycle Infrastructure Journey Time Isochrone Plan



4.4.5 The below figure shows the existing local cycle infrastructure.

Figure 4-4: Existing Local Cycle Infrastructure[5]

4.4.6 The Lots Road SPD prepared by RBKC identifies a proposed north-south link adjacent to the east side of the West London rail line that would run along the western edge of the site.

[5] Open Street Maps, 2025

Santander Cycle Hire – Lots Road

4.4.7 There are two locations providing Santander cycle docks within proximity of the Site. The first and closest is located on Upcerne Road and provides 29 docks. The other location is on the eastern edge of Lots Road and provides 22 docks. These docks can be utilised by visitors and residents of the Site helping to encourage engagement with active travel.

4.5 Public Transport Network

Public Transport Accessibility Level

4.5.1 TfL Public Transport Accessibility Level (PTAL) provides a useful tool in determining the public transport accessibility of a site. PTAL is an established measure of connectivity by public transport within London, having been widely used for several years.

4.5.2 The system provides an accessibility score for any given location within London which is calculated based on various factors including walking distances, public transport services and stops, waiting times and service frequency. Scores range between 0 and 6, where 6 indicates very good public transport accessibility and 0 indicating very poor accessibility.

4.5.3 The existing PTAL for the Site is 3 and 4 as illustrated in Figure 4-5 below, indicating a moderate to good accessibility to public transport. The nearest bus stops to the Site are located on the Lots Road just outside of the Site. In the 2031 forecast scenario, the Site is still anticipated to achieve a PTAL of 3 and 4.

Figure 4-5: Existing PTAL[6]

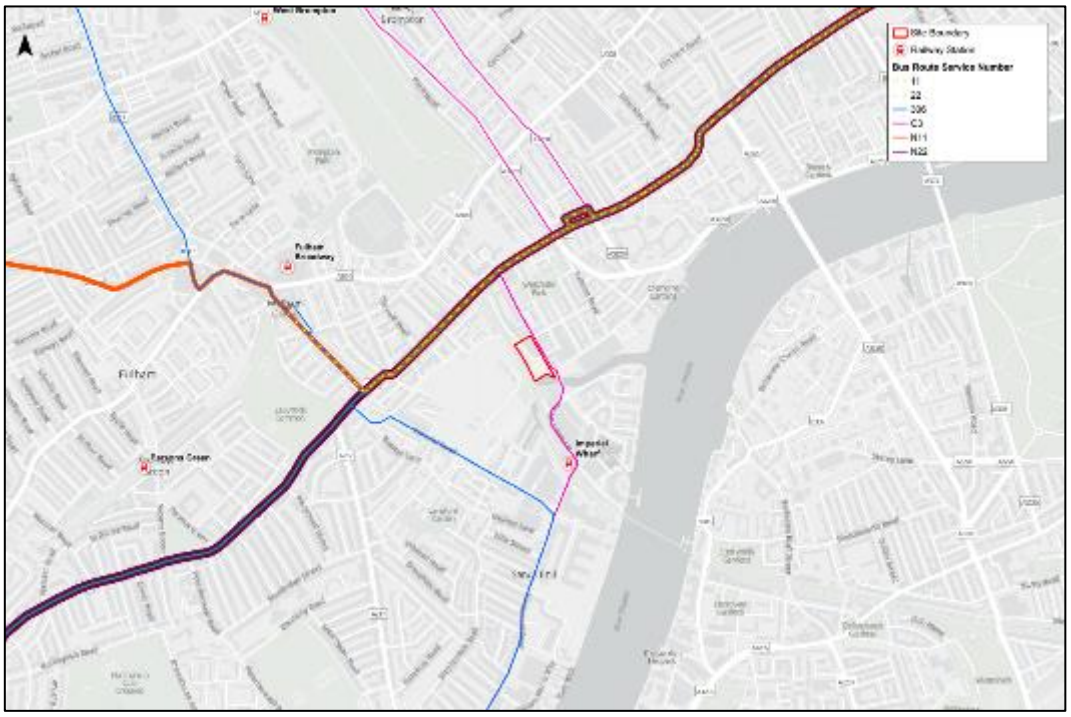
4.5.4 It is important to note that the Public Transport Accessibility Level (PTAL) score serves only as a general indicator of a site's accessibility. It considers only rail stations and bus stops located within 960 metres and 640 metres, respectively. As a result, several key transport nodes situated within a reasonable walking distance are excluded from the assessment. As illustrated

[6] WebCAT PTAL Tool, 2025

in the figures above, areas with a PTAL rating of 5 and 6a lie within walking distance to the north of the Site.

4.5.5 The below figure demonstrates the accessibility of the site to local public transport infrastructure.

Figure 4-6: Local Public Transport Network

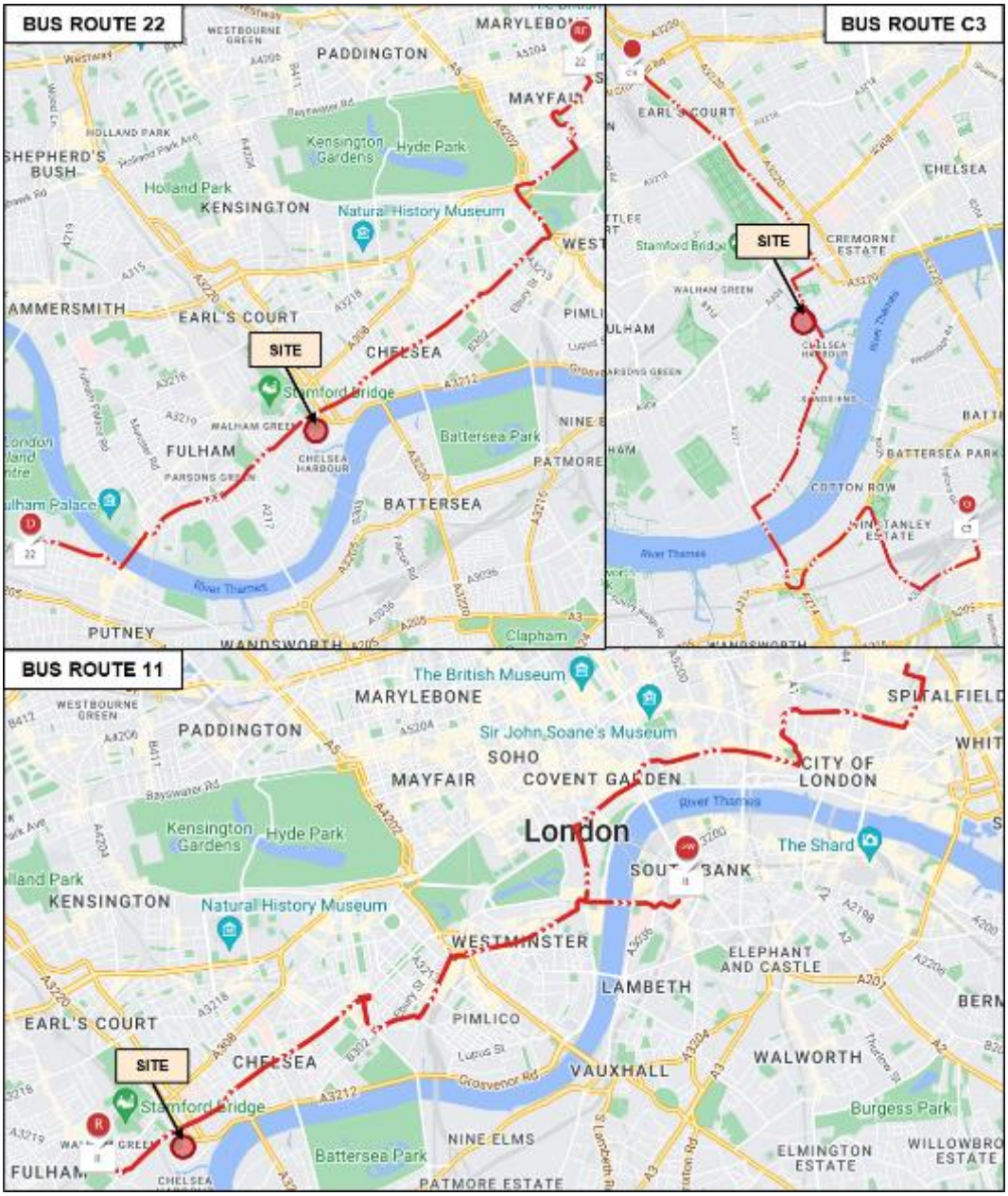


Bus

4.5.6 There are several bus stops within proximity to the Site. The nearest bus stops to the Site are located on Lots Road immediately north of the Site with only 20 metres to the northbound stop and 45 metres to the southbound stop from the northern boundary of the site. These stops are served by the C3 route operating south-north between Waterloo, across the river to Earls Court.

4.5.7 The additional bus services available on Kings Road are less than 300 metres from the northern boundary of the site, which would be less than a 5-minute walk. These bus routes are demonstrated in the below figure.

Figure 4-7: Existing Bus Network[7]



4.5.8 Table 4-2 details the peak hour frequencies of the local bus routes alongside the key destinations accessed. The bus services in the proximity of the Site provide access to local public transport networks, including central London and the surrounding areas.

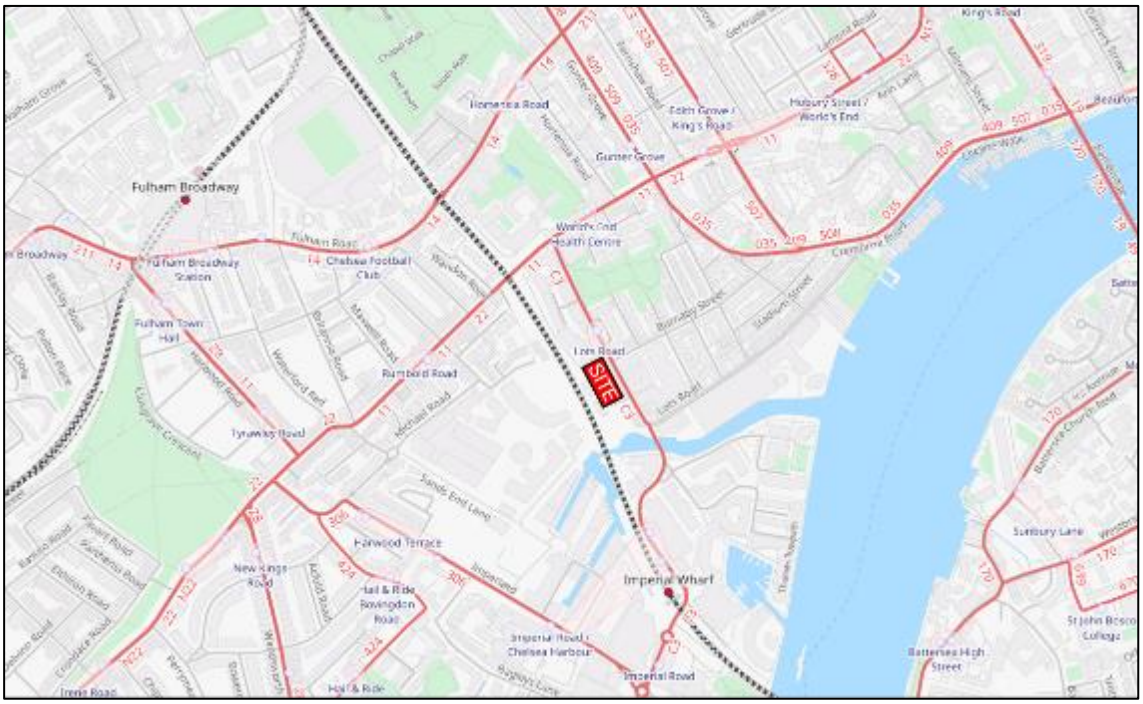
[7] TfL, Bus Maps, 2023

Table 4-2: Bus Services

Bus No.	Route	Approx. Frequency (buses per hour, per direction)		
		Weekday (08:00-18:00)	Saturday (08:00-18:00)	Sunday (08:00-18:00)
C3	From: Clapham Junction Station / Falcon Road To: Warwick Road Tesco	5-6	5-6	4
11	From: Fulham Town Hall To: Waterloo Station / Upper Taxi Road	5-8	5-8	4-6
22	From: Putney Common To: Margaret Street / Oxford Circus	5-8	5-7	5-6
N11	From: Ealing Broadway Station To: Horse Guards Parade	Night service only First: 00:49 Last: 04:47 2 services per hour		
N22	From: South Road / Fulwell To: Margaret Street / Oxford Circus	Night service only First: 00:14 Last: 06:21 2 services per hour		

4.5.9 The proximity of bus stops and service frequency demonstrate that there is sufficient connectivity via bus to various destinations. These services will offer a sustainable option and mode of travel for occupiers and visitors of the Development and reduce private car use. A map of all the local bus routes is shown in Figure 4-8 below.

Figure 4-8: Bus Routes within Site Proximity[8]



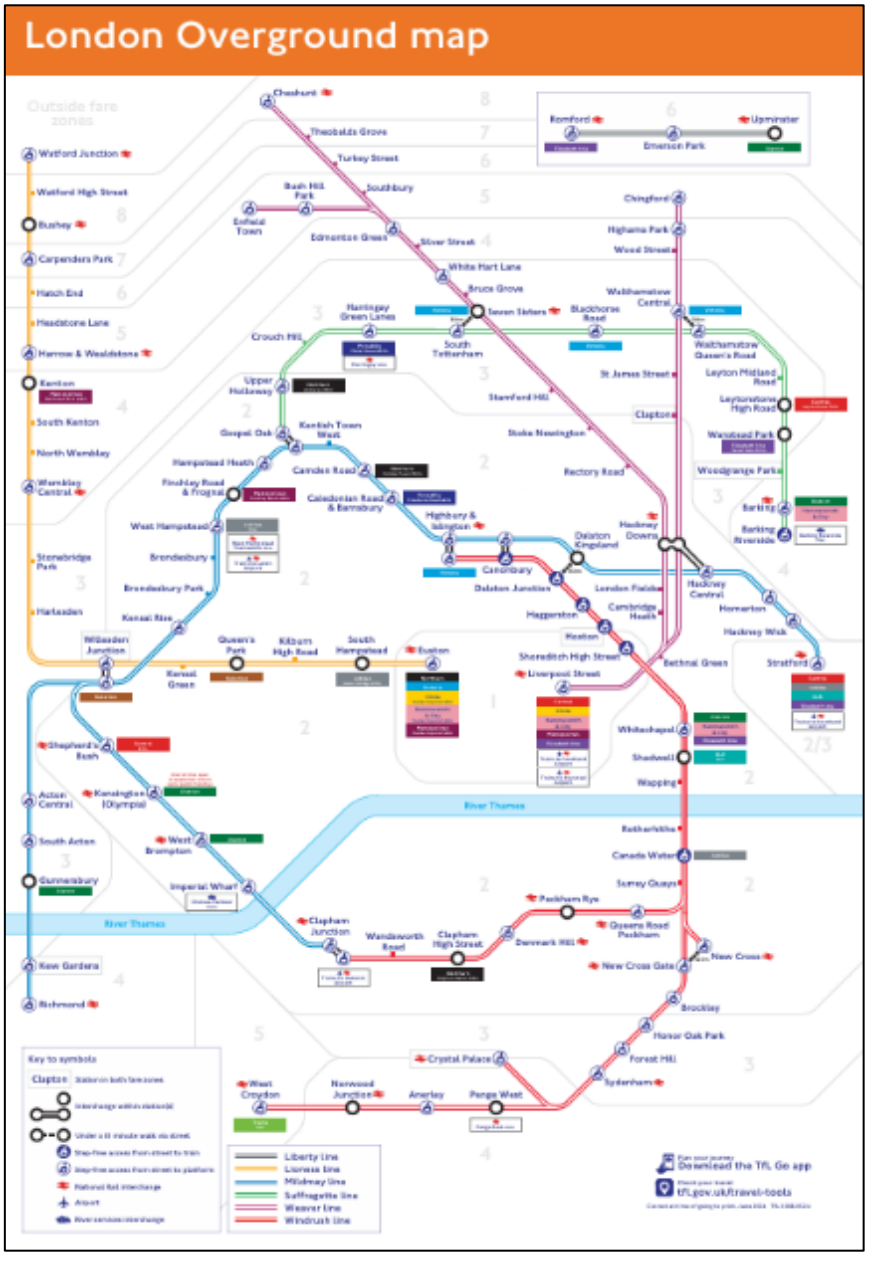
[8] Open Streets Map 2025

4.5.10 All London buses are low-floor buses, which means their suspension can be lowered to pavement level to create level access for wheelchair users, people with buggies and pushchairs, people with assistance dogs, and people with mobility impairments.

Rail / Underground

4.5.11 The Site is situated just 0.3 km (approximately a 4-minute walk) north of Imperial Wharf station. Located in Transport for London Zone 2, this station is part of the London Overground network and lies on the West London Line, which forms part of the Mildmay line. From Platform 1, it is only one stop to Clapham Junction, while Platform 2 provides services towards Stratford, as illustrated in Figure 4-9 below. During peak hours, there are approximately six trains per hour in each direction via the Mildmay line, represented by the blue line in the diagram.

Figure 4-9: London Overground Mildmay Route[9]



[9] London Overground Route Map, 2025

4.5.12 Imperial Warf is also served by Southern trains operating between Watford Junction and East Croydon. These services provide additional connectivity beyond the London Overground network, linking the Site to key destinations across west and south London. Trains typically run at regular intervals throughout the day, offering convenient access to areas such as Shepherd's Bush, Kensington, Clapham Junction, and East Croydon.

4.5.13 The nearest underground station is Fulham Broadway which is 0.9km away from the Site (12-minute walk). This station is on the District line with services running between Wimbledon to Upminster. Key destinations include Westminster, Blackfriars, Victoria and Monument as seen in Figure 4-10.

Figure 4-10: District Line[10]

4.5.14 A summary of all the rail and underground services from Imperial Wharf and Fulham Broadway respectively can be seen in Table 4-3 below.

Table 4-3: Rail and Underground Services

Origin	Destination	Approx. Frequency (trains per		Average Journey Time
		AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)	
Imperial Warf	Stratford	6	6	60 minutes
	Clapham Junction	7	6	5 minutes
	Watford Junction	1	1	34 minutes
	East Croydon	1	1	30 minutes
Fulham Broadway	District Line - Outbound	9	9	-
	District Line - Inbound	16	15	-

Highway Network

4.5.15 The Site is well connected to both local and strategic highway networks. The Site is bound by Lots Road which provides a north-east route between the A308 and the A3220. To the north, the A3220 connects with the M4 heading west via Heathrow Airport. The A3212 to the east forms part of TfL Road Network (TLRN), providing a strategic route between Westminster and

[10] District Line map (https://www.london-tube-map.info/district-line/)

Kensington. The wider strategic and national networks are accessible via the M25 which provides interchanges between major motorways including the M1, M3, M11 and M23.

4.5.16 The site frontage along Lots Road currently has a large amount of activity mainly consisting of car parking along the eastern kerbside and loading activity associated with the Auction House, Fairbank Studios and the self-storage. This activity reduces the effective highway width and often means vehicles cannot pass creating an often congested environment, not conducive to an attractive environment for road users, cyclists and pedestrians. It is the ambition of the proposed development to improve conditions along the site frontage. The approach for the site frontage is detailed in this TA.

4.6 Parking Provision

4.6.1 The only car parking spaces currently within the site boundary are to the rear of the existing buildings and are associated with the Conway highway maintenance site. This provision will be removed or relocated off the Site as part of the proposals.

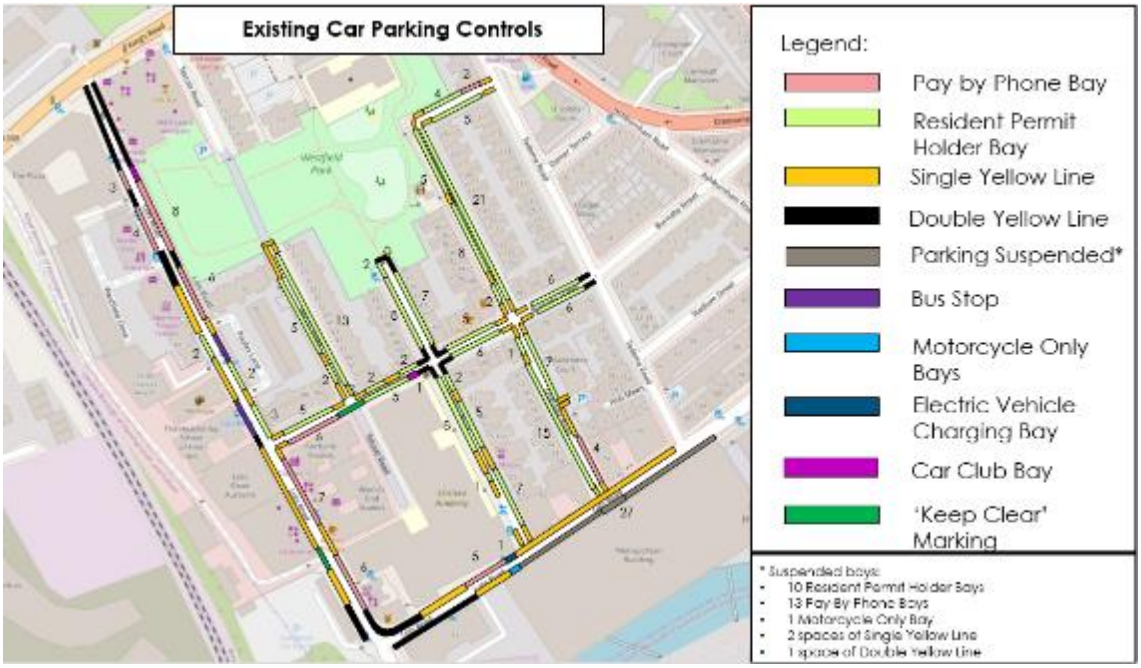
4.6.2 There is currently single yellow line enforcement along the extent of the site frontage which results in unrestricted pick up / drop off activity.

4.6.3 The site lies within a CPZ, which has hours of control between 08:30 – 22:00 Monday to Friday and 08:30 – 18:30 on Saturday. No residents at the proposed development will be able to apply for a residents parking permit.

4.6.4 There are currently 13 on-street car parking spaces along the eastern side of Lots Road opposite the site frontage. It is not currently expected that any of these will need to be removed to accommodate larger vehicles, such as refuse collection, that will need to access the proposed development. The occupancy levels of these parking spaces (as well as all spaces within 500m of the site) have been reviewed in the TA following the undertaking of a parking beat survey. These spaces are within the CPZ and available by Pay-By-Phone with a maximum stay of 4 hours.

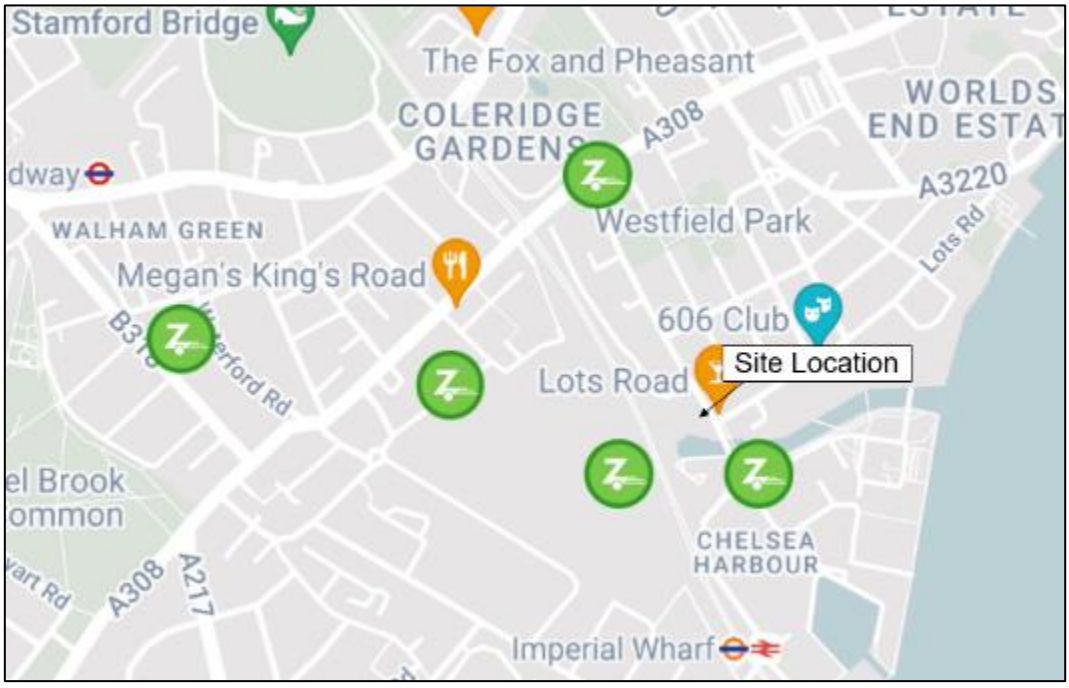
4.6.5 The figure below shows the overall on-street parking and kerb side management controls within the wider Lots Road area.

Figure 4-11: Existing Parking Controls



4.6.6 There are currently seven Zipcar car club spaces located in proximity of the Site, up to 1.1km (an approximate 4 – 15-minute walk) from the Site. The locations of these can be seen in the figure below.

Figure 4-12: Car Club Provision[11]



4.7 Baseline Surveys

4.7.1 This section outlines the scope and extent of the traffic and parking surveys which have been undertaken, including details of the survey locations and methodology.

4.7.2 To ensure suitable and representative data was obtained to inform the Development proposals, surveys were undertaken outside of school summer holidays and school peak periods.

4.7.3 The information obtained has been used to guide design (i.e., loading requirements and parking provision), provide a baseline for assessment as well as offer trip rates used to compare the existing and proposed trip generation; subsequently establishing the net impact of the Development.

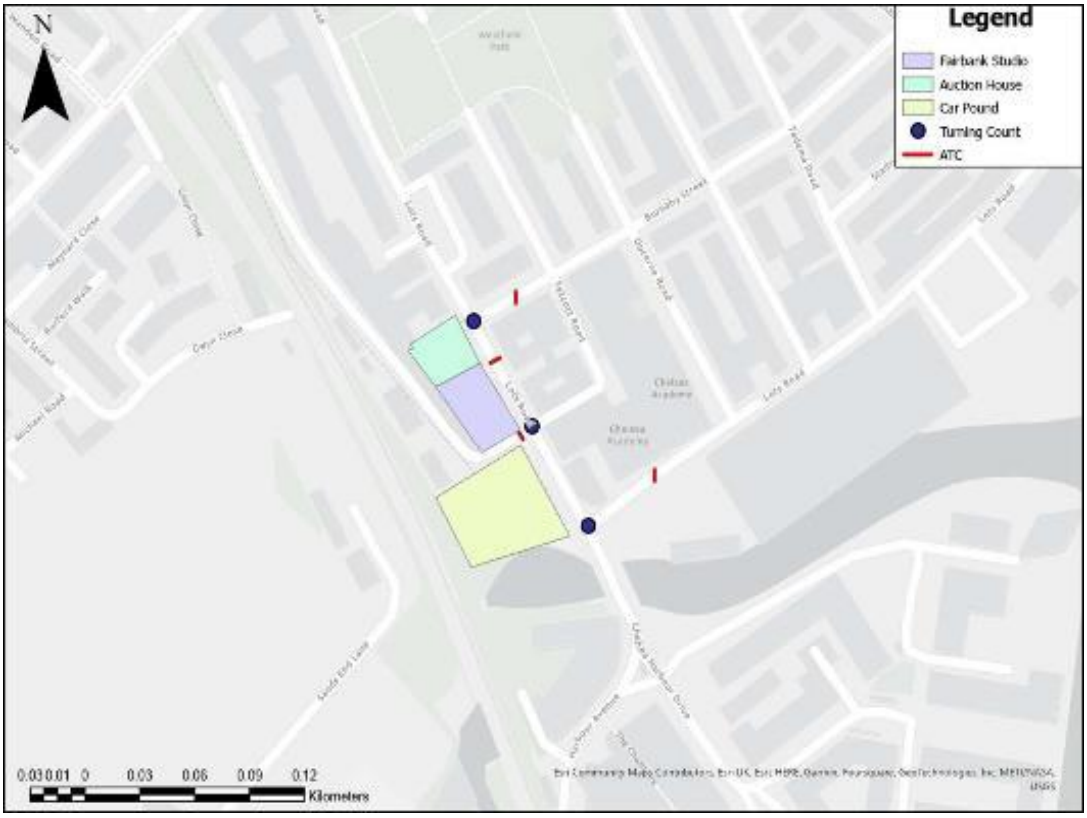
Automatic Traffic Counts (ATCs)

4.7.4 Automatic Traffic Count (ATC) surveys were undertaken for a 7-day, 24-hour period on the key roads within proximity of the Site. This provided an understanding of the volume of traffic on key local roads and identified the network peak periods and vehicles speeds.

4.7.5 The ATC survey locations are shown in Figure 4-13 below. As shown, ATC data was obtained at four locations: 1 on Burnaby Street; 2 on Lots Road; and 1 on the access road.

[11] Zipcar, 2023

Figure 4-13: ATC and MCC Survey Data Locations[12]



4.7.6 The ATC located within proximity to the Site access provides details on the number of vehicles accessing the Site as well vehicle flows by vehicle type and speeds on adjacent roads. Table 4-4 below summarises the 5-day average weekday and 7-day daily average volumes at each of the 4 sites.

Table 4-4: Recorded Traffic Volumes

ATC Location	5-Day Weekday Average	7-Day Daily Average
Burnaby Street	1416	1290
Lots Road north	5056	4812
Site Access	218	181
Lots Road east	6304	6060

Manual Classified Counts (MCCs)

4.7.7 Manual Classified Count (MCC) surveys were also carried out. These surveys provided origin-destination turning count data at key junctions within proximity of the Site. This has provided information on vehicle routeing within proximity of the Site.

4.7.8 The MCC survey locations are shown in Figure 4-13 above. These were undertaken during two neutral weekdays (between Tuesday and Thursday) for three-hour AM (07:00 – 10:00) and PM (16:00 – 19:00) peak periods. The MCC surveys were undertaken during the same week as the

[12] ArcGIS Pro, 2023

ATC surveys; therefore, providing complementary traffic survey data, offering a comprehensive understanding of the local highway network.

4.7.9 The access to the car pound on the southern boundary of the Site was not surveyed due to it not being in use at the time of the survey.

4.7.10 The below plans demonstrate the baseline 2023 turning movements at the local junctions including the existing site access.

Figure 4-14: 2023 Baseline AM Peak Hour Turning Counts

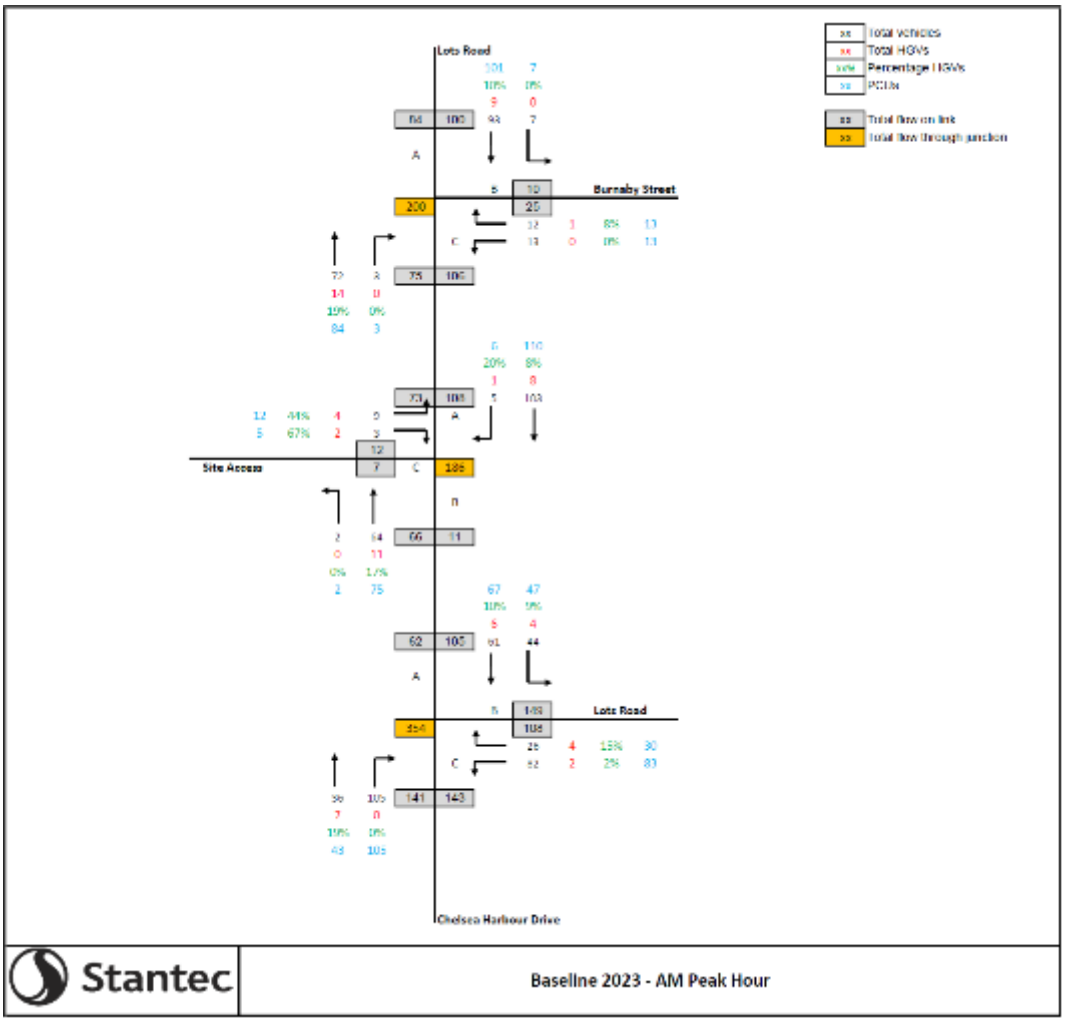
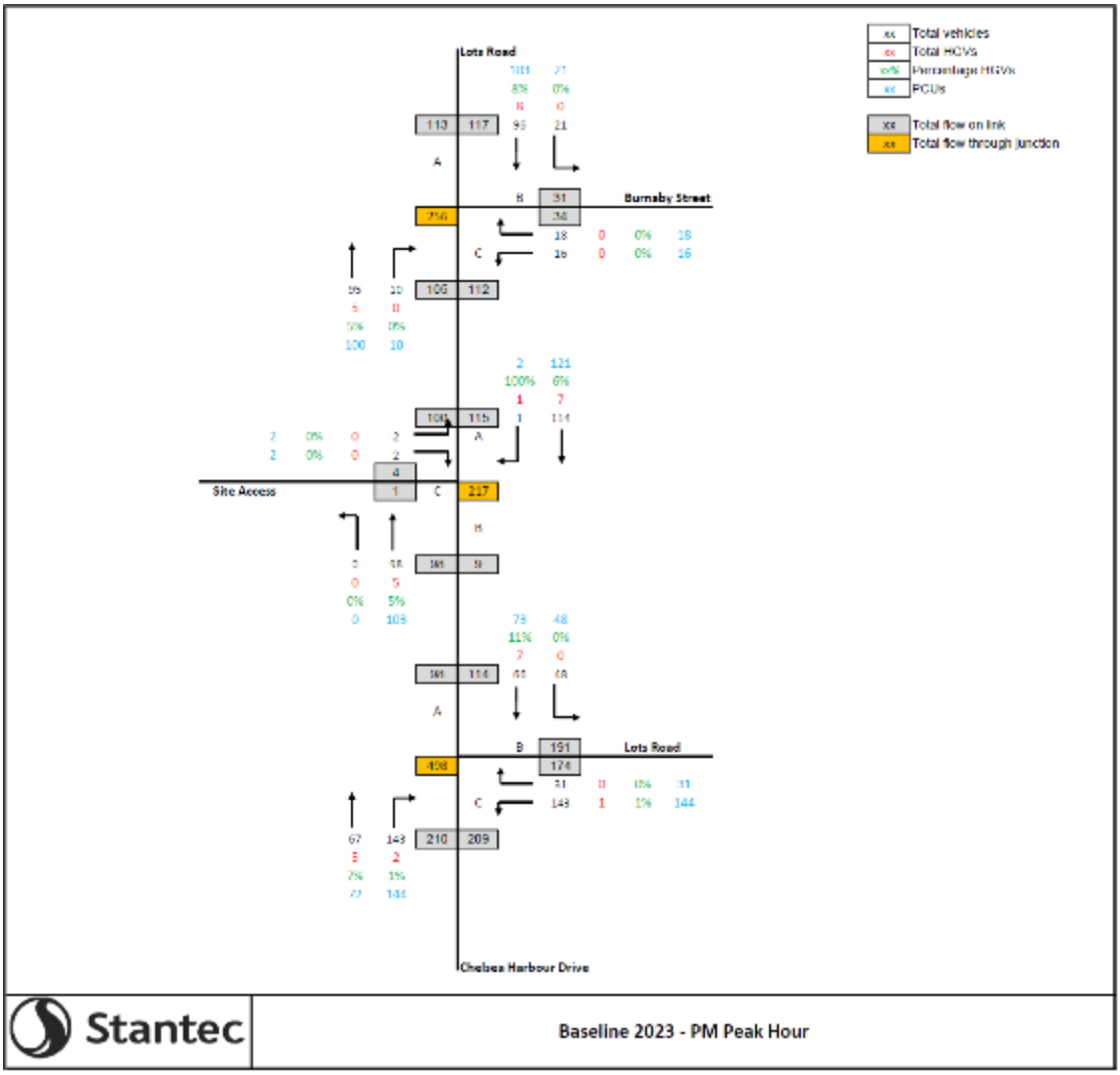


Figure 4-15: 2023 Baseline PM Peak Hour Turning Counts



4.7.11 The junction turning movements outlined above will form the baseline for the percentage impact highways assessment, and inform the net additional trips, further discussed in the trip generation chapter.

Pedestrian Count Survey

4.7.12 12-hour surveys (07:00 – 19:00) were undertaken on a Sunday and Tuesday to capture the number of people entering and exiting Fairbank Studios, the self-storage and Auction House along Lots Road. This was captured using CCTV footage.

4.7.13 This total person trip generation data has been split across modes using Census 2011 mode share data for the local area (adjusted to account for the zero-car parking provision for these existing uses) to establish the existing trip generation.

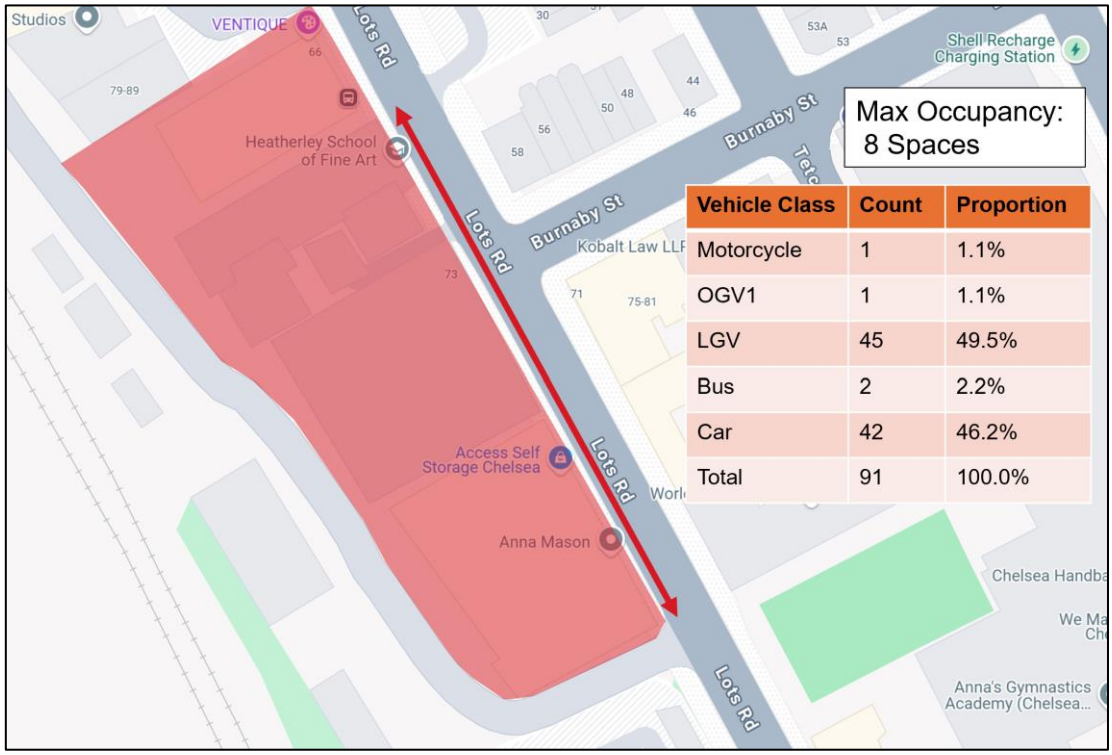
4.7.14 The trip rates associated with these existing uses will also be used to guide trip generation for similar proposed uses.

Delivery and Servicing Survey

4.7.15 A 12-hour survey (07:00 – 19:00) on a Tuesday was undertaken to capture the number of delivery and servicing trips and dwell times associated with Fairbank Studios, the Self-Storage

and Auction House along the Site frontage on Lots Road. The figure below shows the type of vehicles recorded using the area immediately in front of the site, indicating a high proportion of commercial vehicles, likely associated with the former Auction house.

Figure 4-16: Frontage Servicing Activity



Vehicle Class	Count	Proportion
Motorcycle	1	1.1%
OGV1	1	1.1%
LGV	45	49.5%
Bus	2	2.2%
Car	42	46.2%
Total	91	100.0%

4.7.16 This was undertaken to understand the existing activity along the Site frontage. The Development will aim to reduce and consolidate delivery and servicing activities along the Lots Road frontage.

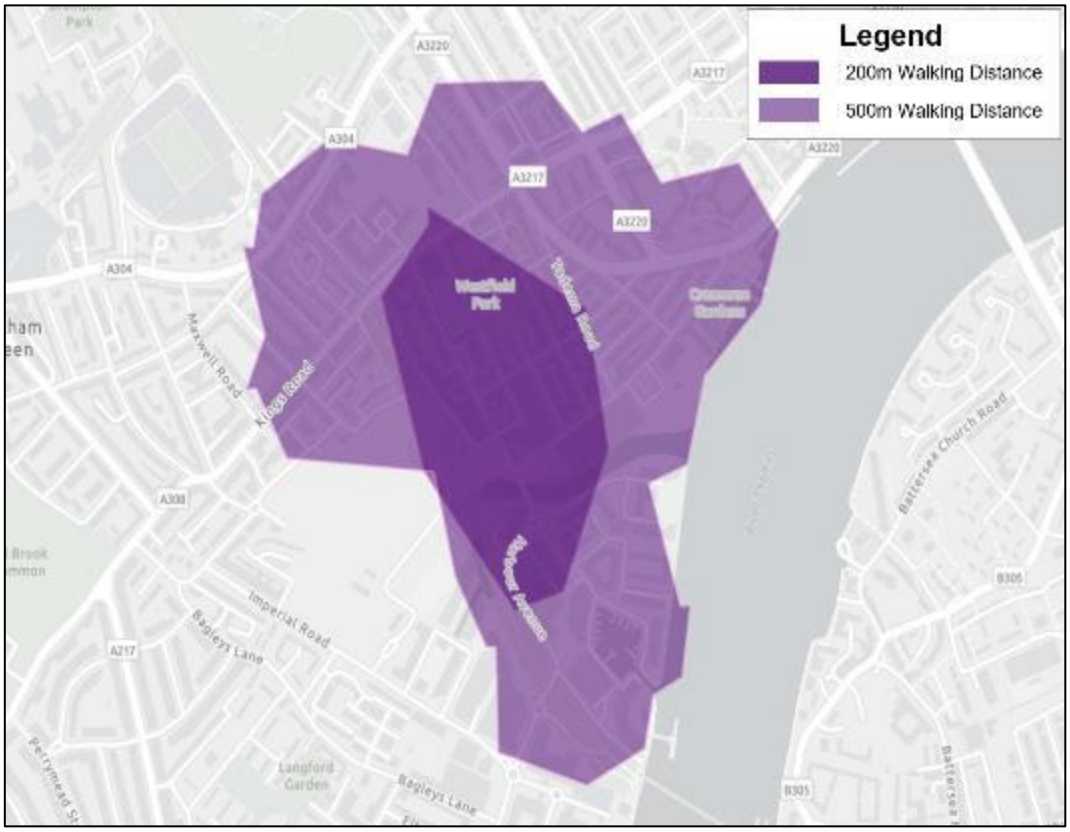
4.7.17 This survey will be used to inform the capacity of Lots Road to support the delivery and servicing required to serve the Development and any associated management strategy. The proposed delivery and servicing trips will also be included in the network impact assessment.

Parking Surveys

4.7.18 Parking surveys provide an assessment of on-street parking demand and stress within proximity to the Site. The surveys were undertaken in accordance with the Lambeth Methodology, with snapshot surveys undertake on two consecutive weeknights (Tuesday – Thursday) between 00:00-05:30. The survey of on-street parking was undertaken within 200m and 500m walking distance from the Site.

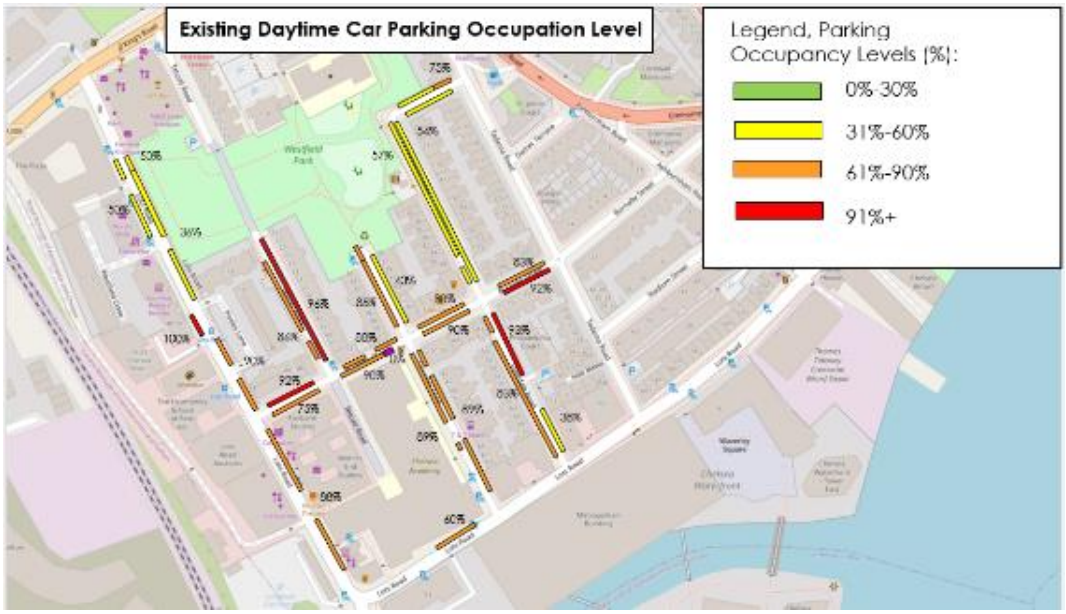
4.7.19 Figure 4-17 below shows the parking survey extents. This information is used to understand the parking demand along Lots Road and the existing parking stress within the local area to determine any impacts the Development may have on the on-street parking demand.

Figure 4-17: Proposed Parking Survey Extents[13]



4.7.20 The figure below presents the daytime occupancy of the on-street spaces generally within the 200 metre radius surveys.

Figure 4-18: Parking Survey Daytime Occupancy



4.7.21 The below table demonstrates the parking stress on streets within 500m of the Site.

[13] ArcGIS Pro, 2023

Table 4-5: Parking Stress 500m of Site

Survey	Occupancy %			
	Tuesday	Tuesday	Wednesday	Wednesday
	00:30	12:00	00:30	12:00
Available	674	677	682	704
Occupied	580	504	585	514
% Occupied	86%	74%	86%	73%

4.7.22 The local parking network is considered to be 'stressed' when on-street parking occupancy exceeds 85% of capacity.

4.7.23 The parking beat survey demonstrates that local streets in the area show stress. It is proposed that the residents of the proposed Development will not be eligible to apply for a residential parking permit. This forms part of the parking management strategy to avoid increases in parking stress. This is elaborated further in the Parking Management Plan, provided in Appendix B

4.7.24 The Site and surrounding roads sit within a CPZ, preventing the risk of any overspill parking associated with the proposals.

4.8 Summary

4.8.1 The Site is located within PTAL zone 3 - 4, indicating that the Site has good public transport connectivity. Imperial Wharf station is located close to the Site (4-minute walk) providing easy access to the London Overground network. Fulham Broadway station (12-minute walk) provides access to the District Line, which further improves the Site's transport accessibility.

4.8.2 There are bus stops located within immediate proximity of the Site and further bus stops on Kings Road and offering an interchange at Imperial Wharf station. The Site is also well served by pedestrian and cycle networks, with routes to Battersea Park, Hyde Park, and Green Park, as well as various other local facilities and amenities. The Site is well situated and connected to support a primarily car-free development (with the exception of blue badge parking) and enable future occupants to access the Site by sustainable modes of travel.

4.8.3 Therefore, the Development is offering an opportunity to encourage sustainable travel, generating an array of environmental and health benefits in line with policy aspirations. As shall be demonstrated, the Development seeks to contribute towards achieving this and capitalise on the sustainable travel opportunity by reducing vehicle trips and encouraging walking and cycling.

4.8.4 The local pedestrian and cycle routes between the Site and key destinations will be further reviewed as part of the ATZ assessment included in Chapter 7.

4.8.5 A broad suite of surveys have been undertaken at the Site and the surrounding area to help guide design (i.e., loading requirements and parking provision), provide a baseline for assessment as well as offer trip rates which shall be used to compare the existing and proposed trip generation; subsequently establishing the net impact of the Development.

5 Proposed Development

5.1 Background

5.1.1 This section provides further detail on the Development, including an overview of the proposed uses, access strategy, car and cycle parking provision as well as delivery and servicing arrangements. The pedestrian route through the Site will have a positive impact on the areas surrounding the Site, with pedestrian comfort improving as a result of increased footway widths.

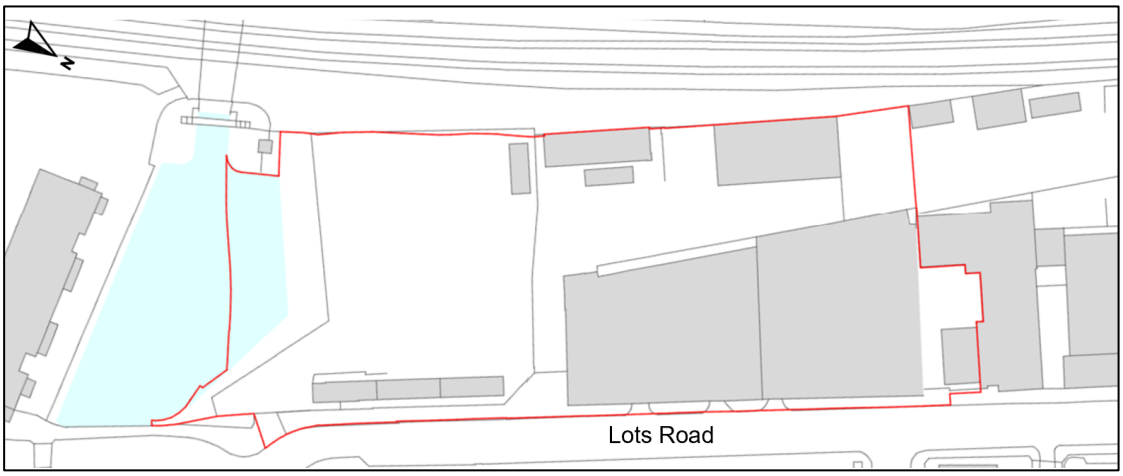
5.1.2 The proposals include enhanced landscaped and public realm. Intending to achieve and deliver a sustainable scheme, the Development seeks to encourage sustainable travel, including walking, cycling and public transport, through taking advantage of the transport connections.

5.2 Proposed Development

5.2.1 The Development is proposed to comprise of 274 residential units, of which 65 will be extra-care units as well as various non-residential uses including flexible commercial (Class E), education and art gallery space (Class F1 a/b) and community space (Use Class F2). A total of 6 disabled parking spaces are proposed with an option to provide 2 further spaces on Lots Road.

5.2.2 The Site boundary is shown in the figure below.

Figure 5-1: Proposed Site Boundary[14]



5.2.3 A breakdown of the Development accommodation schedule is provided in Table 5-1 below.

Table 5-1: Proposed Development

Land Use	Quantum (GIA + BOH sqm)
Community Centre – Use class F2	274.3 sqm
Ceramics studio and Art Gallery – Use class F1 (a)(b)	107.9 sqm
Affordable Commercial Space – Use class E (g)	684.3 sqm
Flexible Commercial Space – Use class E (a) (b) (g)	971.7 sqm

[14] Provided by PDP

Total	2,038.2 sqm

5.2.4 As Figure 5-2 below shows, the Development seeks to maximise the building frontage on the public realm areas, and subsequently enhance the residential, community, and commercial offering. The Development comprises a mix of uses with an aspiration to create a vibrant place supported with high-quality landscaping.

5.2.5 Enhancing, diversifying, and connecting habitats together through native tree planting will create a pleasant public realm. In addition, generous green spaces and podium gardens will provide reflective amenity spaces with great views of the town. The landscaping responds to the activation of the ground floor uses encouraging people to visit the Site and utilise sustainable modes of transport.

Figure 5-2: Ground Floor Layout[15]

5.3 Pedestrian Access

5.3.1 There are currently constraints to permeability with the rail line to the west and Chelsea Creek to the south. However, the Development will be designed to improve pedestrian permeability into the Site, maximising the opportunity offered by the Site's connectivity and location, situated in close proximity to Imperial Wharf station to the south, and Kings Road to the north.

5.3.2 The eastern boundary will have direct frontage onto Lots Road which will benefit from the proposed public realm improvements such as widened pavements. In addition, there will be multiple pedestrian access points into the Site accessed through and within the public realm area of the Site. These additional access points will draw pedestrians into the Development, improving footfall and alleviating pressure on existing footways surround the Site.

5.4 Cycle Access

5.4.1 Cyclists will be able to access the Development via the ground floor direct from Lots Road.

[15] Provided by Mount Anvil

5.4.2 The resident cycle stores are located on the ground floor of Blocks A, B, C and D, as well as in a basement below Block D. A generously sized lift is provided for the cycle store in the basement.

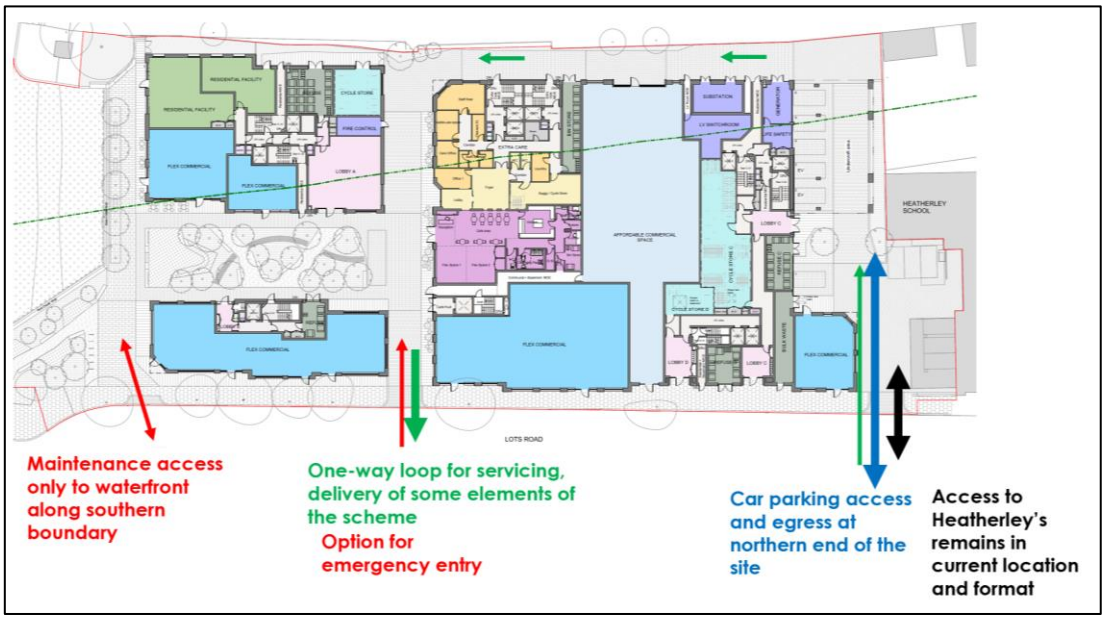
5.4.3 The ground floor cycle store of Block A, D and C provides spaces for larger and non-standard bicycles, meeting the 5% policies for these spaces entirely at ground floor level. The ground floor store of Blocks B (Extra Care homes) provides Sheffield stands.

5.5 Vehicular Access

5.5.1 A main vehicle access is proposed off Lots Road, on the northeast of the Site as shown in Figure 5-3 below. This design will follow TfL's Streetscape Guidance[16] for kerbside crossing. This access is intended to be two-way for blue badge holders and one way for all other vehicles that are permitted to use it.

5.5.2 The southern connection will primarily be for egress to Lots Road and will be prioritised for two-way pedestrian and cycle access, with the vehicle route round the back of the Site from the northern access. There will be one-way vehicle egress from the southern access, assisting in the operation of delivery and servicing. This access point may be designated as two-way only if required for emergency service vehicle entry.

Figure 5-3: Vehicle Access[17]



5.5.3 For full details of the outline servicing and delivery plan, please refer to the outline Servicing and Delivery Plan (DSP).

Drop-off and Pick up Facilities

5.5.4 There is proposed to be space within the site close to the extra care and community centre uses, and within the central courtyard area, for ambulance, community bus and taxi pick up / drop off associated with the extra care facility. The ability for ambulances and community buses to pass each other when parked has also been accommodated within the design. The drop-off area is proposed to be located opposite the community centre to ensure that any parked vehicle does not block the access doors into either the extra care building or the community centre.

[16] Streetscape Guidance 4th Edition, 2022 Revision 2

[17] Provided by BDP

Delivery and Servicing Arrangements

5.5.5 Currently, the existing commercial uses onsite require frequent collections and drop-offs throughout the day. The surveys outlined in Section 4, and shown in Figure 4-16, demonstrate that the existing on-site facilities generated 91 vehicle-based deliveries per day taking place on Lots Road. The Lots Road SPD expresses that these existing movements can clutter the street environment and interrupt the relationship between the units on either side of the street in this location.

5.5.6 In accordance with the Lots Road SPD, a comprehensive and sustainable servicing strategy is included in this TA and in the DSP, which has dictated the layout and design of the Development and avoids awkward, unsafe servicing arrangements.

5.5.7 There is currently only yellow line enforcement without loading restrictions along the Site frontage. It is proposed that delivery and servicing will be undertaken either on-street on Lots Road in a reduced loading zone by the Site boundary, or via the on-site routes, routeing from the northern access, and exiting at the southern access point.

5.5.8 It is proposed that due to the nature of the Development compared to the existing use, the proportion of HGVs and other large vehicles will decrease. There will also be an emphasis and encouragement within the Outline Delivery and Servicing Plan to encourage the occupants to use alternative forms of Delivery and Servicing (D&S).

Waste Collection

5.5.9 Waste collection for all Blocks with the exception of Block D, which will be from Lots Road, will be on site. The waste collection vehicle will enter at the north end of the site and circulate around the designated vehicle route, pulling up close to the waste stores for Blocks C, B, A and E, which are expected to be within 20 metres of the vehicle circulation route. Dwell times within the Site are not expected to impact on the limited other traffic that will use the on-site routes.

5.5.10 A bulk waste store is proposed in the ground floor of Block D which will be collected as required.

5.5.11 RBKC is expected to undertake waste collection from Blocks B, C, D and E with LBHF undertaking the waste collection from Block A. The waste vehicles for both authorities have been assessed for access to the site. Vehicle tracking is provided in Appendix C.

Fire Appliance Access

5.5.12 The following are stipulations *from Building Regulations 2010 Approved Document B - Fire Safety (2019 Edition) which have been applied to the layout of the Development*:

- For flats, access for a pumping appliance should be provided 18m from the closest dry rise inlet.
- The fire tender should reverse no more than 20m.

5.5.13 Both these requirements are met as set out in the Fire Strategy. Vehicle tracking of a fire tender is provided in Appendix C.

Creek Access

5.5.14 At the southern end of the site, the existing access point will be re-landscaped to become level with the surrounding pavement, and a new access point will be introduced near the southeast corner of Block E. The only purpose of this new vehicular access point is to safeguard the ability for a variety of vehicles to access the site, on an infrequent basis, to maintain the creek wall, in future.

5.6 Cycle Parking

Residential Units

5.6.1 The London Plan 2021 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This can be supported by providing appropriate levels of cycle parking that is fit for purpose, secure and well-located. The RBKC and LBHF cycle parking standards are in accordance with the London Plan.

5.6.2 The Development shall provide cycle parking in accordance with standards set-out within the London Plan. As such, Table 5-2 shows that 374 long-stay spaces and 9 short-stay cycle parking spaces are required, including to accommodate the extra-care units. The bike parking area for large and non-standard bikes in Blocks A,B and C will provide at least 5% of the total long stay bike parking provision as required by the London Plan and LCDS.

5.6.3 It is intended that the long-stay provision will be accommodated within secure and covered cycle stores in the basement and ground floor. Spaces will be located in Blocks A, B, C and D on the ground floor, and under Block D for the basement parking. The short-stay cycle parking provision is anticipated to be accommodated in small clusters and integrated within the public realm landscaping.

Table 5-2:Residential Cycle Parking Requirements

Dwelling Size	No. of Dwellings	Long-stay requirement	Short-stay requirement
1 bedroom, 1 person	16	16	9
1 bedroom, 2 persons	57	85.5	
All other dwellings	136	272	
Total	**209**	**374**	**9**

5.6.4 The below table demonstrates the cycle parking requirements for the extra care facility.

Table 5-3: Extra Care Cycle Parking Requirements

Dwelling Size	c. No. of Dwellings	c. Long-stay requirement	c. Short-stay requirement
Total	**65**	**7**	**2**

Note: assumes 1 staff per 3 dwellings

Non-residential Units:

5.6.5 As outlined earlier, the Development will also accommodate non-residential floorspace, including flexible commercial (Use Class E (a)(b)(g), education and art gallery space (Use Class F1 a/b) and community space (Use Class F2).

5.6.6 To allow for the worst-case scenario and ensure sufficient cycle parking is provided in any situation, the highest standards for the potential use classes for the commercial units have been applied to the GEA for each commercial unit to determine the cycle parking requirements, in accordance with requirements in the London Plan. The quantum of GEA (Gross External Area) has been established as 110% of GIA+BOH (Gross Internal Area plus Back-of-house).

5.6.7 The extra care units require 1 space per 10 bedrooms for long stay use and 1 space per 40 bedrooms for short stay use.

5.6.8 For the community centre, no more than 8 Full-Time Employees are predicted, and the standards are interpreted accordingly.

5.6.9 Table 5-4 below shows that around 19 long-stay spaces are required along with around 64 short-stay spaces.

Table 5-4: Non-residential Cycle Parking Requirements

Land Use	Floor Area sqm (GIA + BOH + 10%)	Long-stay Requirement	Short-stay Requirement
Flex Commercial (Class E)	1,187.6	7	60
Affordable Commercial (Class E)	752.7	10	2
Community Centre (Class F)	301.7	2	3
Total	**2,242**	**19**	**64**

N.B Figures may not sum precisely due to rounding.

Cycle Parking Design:

5.6.10 The design of the bicycle parking will be in accordance with the London Plan, London Cycle Design Standards (LCDS) and relevant guidance from RBKC and LBHF. The proposed cycle parking will largely be consolidated within a localised area in the basement of Block D. This offers benefits of increased levels of activity within the larger bike parking area but it is recognised that this will create a longer and less accessible connection for residents of Blocks A and E. However, the distances are not considered excessive and will benefit from the proposed improvements to the Lots Road frontage and footpath and the public realm area in front of Block A.

5.6.11 All required cycle parking spaces for Block B and Block C are provided at ground floor level within dedicated stores specific to each block. In Block A, 10 spaces for larger, non-standard cycles are provided within the ground floor store. This provision meets the 5% requirement (equivalent to 9 spaces) for this block. Similarly, Block B includes 4 spaces for larger, non-standard cycles at ground floor level, exceeding the 5% requirement (3 spaces) for that block. The additional 2 spaces are intended to accommodate any potential demand for larger, non-standard cycles from Block E. However, as Block E does not include any M4(3) wheelchair accessible homes, such demand is not anticipated.

5.6.12 A total of 10 Sheffield stands are also provided across the ground floor stores in Blocks A and D. The remaining Sheffield stands and two-tier racks serving Blocks A, D, and E are located in the basement-level store. Access to this store is via a centrally located, highly visible entrance from the community square, served by a lift that exceeds standard dimensions. While optimising cycle parking provision, the design has prioritised the creation of a high-quality public realm, in line with discussions and agreement with the local authority.

5.6.13 While short-stay cycle parking provision has been carefully considered, the design has prioritised the delivery of a high-quality public realm ahead of meeting the full long stay requirements of 64 spaces. 22 short stay spaces are provided in the public realm, following pre-application discussions.

5.7 Car Parking

5.7.1 Following London Plan standards, the Development will provide a total of 6 accessible parking spaces within the site with an additional 2 on-street. These will be allocated to blue badge holders who live in the residential units only. The proportion of blue badge holders in RBKC is notably low, therefore it is not anticipated that a future increase in provision is required. However, should the need for additional provision arise, additional spaces could be provided on-street.

5.7.2 There is proposed space within the Community Square for ambulance, community minibus and taxi pick up / drop off associated with the extra care and community centre facilities. This has been assessed to show that a vehicle parked for drop-off purposes can be passed by other vehicles of a similar size. The drop-off location and swept paths are included in Appendix C.

5.7.3 Following the London Plan standards, there will be no car parking provision for the community centre. It is not envisaged this will generate any vehicular operational traffic beyond taxi and community minibus access and staff and visitors would also be expected to utilise local public transport.

5.7.4 The method of allocation and enforcement of these proposed accessible parking bays will be detailed in the Outline Car Parking Management Plan (CPMP). These spaces will be allocated to blue badge holding residents within any of the residential blocks.

5.7.5 Vehicle tracking of the proposed accessible spaces has been completed and presented in Appendix C.

5.7.6 It should be noted that to prevent overflow parking from the Site, prospective residents will not be able to apply for an RBKC resident parking permit within Lots Road and the surrounding streets. Only resident blue badge holders will be able to use local blue badge bays.

Figure 5-4: Proposed Car Parking Arrangements[18]

[18] Provided by BDP

5.8 Summary

5.8.1 Below is a summary of the proposed access arrangements of all accessing the Site.

Pedestrian

5.8.2 The main access to both the residential and non-residential elements will be from Lots Road or the welcome square adjacent to the creek. The building line will be setback from Lots Road to allow a more welcoming pedestrian environment along the street.

Cycle

5.8.3 Cycle parking has been designed in accordance with London Plan standards with accessible cycle parking for all blocks accessed from ground floor stores.

Car

5.8.4 Car parking will be provided in accordance with London Plan standards in a car park in the north of the Site, with the exception of 2 on-street bays. It will be for accessible car parking only.

Emergency vehicles

5.8.5 In an emergency, fire vehicles will access the site from a new junction at the northern end of the site and route along the western route to the rear of the site and exit onto a new junction at the southern end of the Site.

5.8.6 In an emergency, there will be an area for ambulances to park within the footprint of the Site off Lots Road, accessible from a new junction at the north end of the site. This area will also function as a taxi pick-up / drop-off area for Extra Care and Community Centre Facilities only.

Refuse vehicles

5.8.7 Refuse collection is proposed to be undertaken on Site.

Delivery vehicles

5.8.8 Deliveries associated with the commercial units in Block A, Extra Care Block and community centre are proposed to be undertaken from the drop-off zone within the Site.

6 Active Travel Zone (ATZ) Assessment

6.1 Introductions

6.1.1 This chapter provides an assessment of the Active Travel Zone (ATZ) surrounding the Site supported by a collection of maps and photographs. This exercise has been undertaken in accordance with TfL's ATZ assessment guidance, with the ATZ comprising of the main walking and cycling routes between the Site and key location destinations, amenities, and facilities. This includes a daytime and nighttime assessment.

6.1.2 The purpose of the ATZ assessment is to support and demonstrate how the local area meets the TfL's Healthy Streets indicators along the key routes likely to be used by future occupants. As outlined with TfL guidance, the ten Healthy Streets Indicators are shown in Figure 6-1.

Figure 6-1: Healthy Streets Indicators

6.2 Methodology

Step 1: Map the ATZ and Key Destinations

6.2.1 The ATZ comprises a 20-minute walking and 20-minute cycling isochrone taken from the centre of the Site. These isochrones were generated using ArcGIS and mapped alongside all key destinations within the ATZ surrounding the Site.

6.2.2 The assessment looked at 7 destination types: public transport stops and stations, cycle network, town centres, parks, schools/colleges, hospitals/doctors, and places of worship.

Step 2: Review of Local Destinations

6.2.3 An assessment of the key travel destinations was carried out to determine their relevance based on the specific land use and anticipated users of the Site. In most cases, destinations were excluded on the grounds that a similar facility is located closer to the Site.

Step 3: Identification of Active Travel Routes

6.2.4 The second map marks the active travel routes between the identified destinations and the Site. The ATZ routes were chosen based on the distance to the key amenities future occupants and visitors would travel to.

Step 4: Review of Personal Injury Collision Data

6.2.5 The five-year Personal Injury Collision (PIC) data for the local highway network surrounding the Site was obtained from TfL. The records cover a period from 2019 to 2024. The collision casualties were classified into three categories, based on severity: Slight, Serious and Fatal. The casualties have been presented in a table according to date of occurrence and the mode of transport.

6.2.6 While it is difficult to mitigate driver behavior or other bad practices, any collisions that could have been prevented through highway improvements should be reviewed. However, the description of some collisions were missing due to TfL not receiving a summary of the collision from the Police since November 2016. A review of the recorded collisions has been undertaken to understand and identify the potential for highway improvements to address any issues.

Step 5: Review of Neighbourhood Characteristics

6.2.7 To understand the characteristics of a healthy neighbourhood, four parameters have been taken into consideration: land use and density; street density; the availability of public transport; and green space within the ATZ surrounding the Site.

Step 6: Active Travel Route Assessment

6.2.8 Following the desk-based assessment outlined above, an on-site daytime ATZ audit was carried out on 13th June 2023 along the identified routes. The purpose was to observe and evaluate the characteristics of the area surrounding the Site, as well as to assess walking and cycling conditions and identify potential opportunities for improvement. This involved walking the routes and taking Point of View (POV) photographs. The ATZ audit was carried out between 13:00 and 15:30 in dry and mild weather conditions.

6.2.9 A further, more recent assessment of the Site was undertaken in June 2025 to determine whether any significant changes had occurred within the ATZ since the original assessment in 2023. Where notable changes were identified, the findings from the 2023 assessment have been reviewed and updated accordingly.

6.3 Steps 1 and 2 – Map the ATZ and Key Destinations

6.3.1 Figure 7-2 and 7-3 shows the key amenities and destinations surrounding the Site within the ATZ 5, 10, 15 and 20-minute cycling isochrone, as well as a 5 and 10-minute walking isochrone were identified from the Site and can be seen in the figures below. The maps show at least one of the 7 destination types are within 10-minute walking distance. This will encourage residents to use active travel modes as all key destinations are within walking and cycling distance.

Figure 6-2: 5 and 10-minute Walking Isochrone

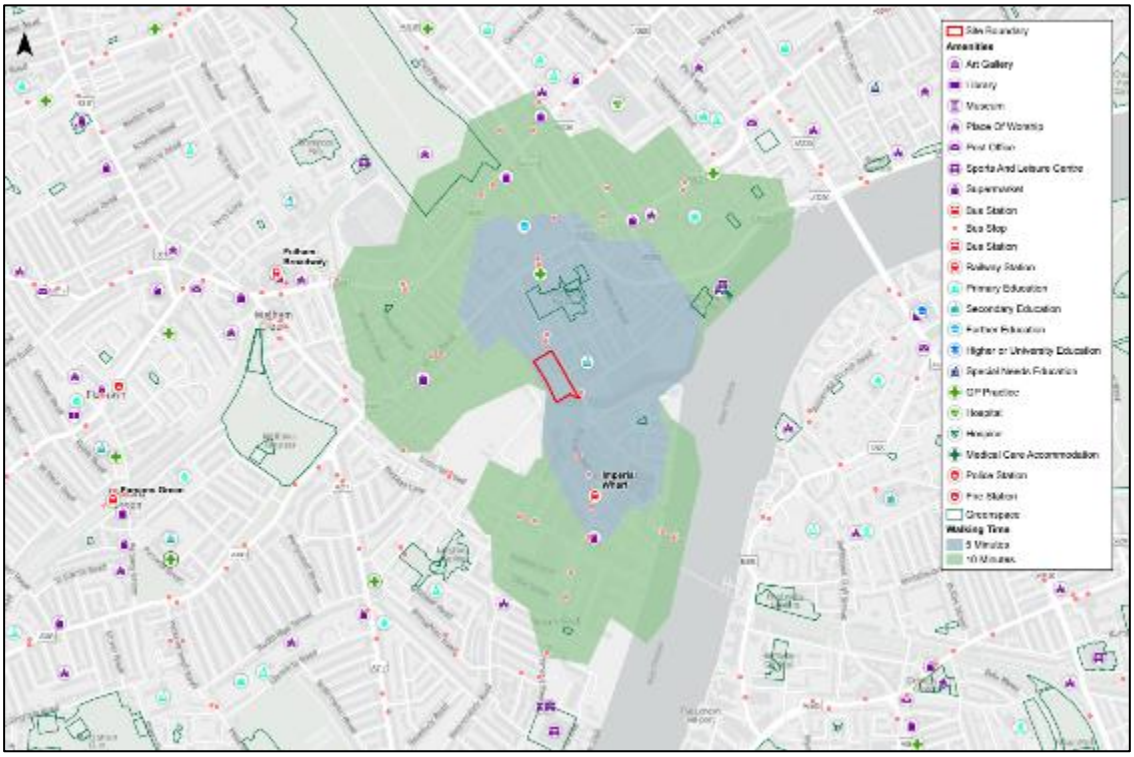
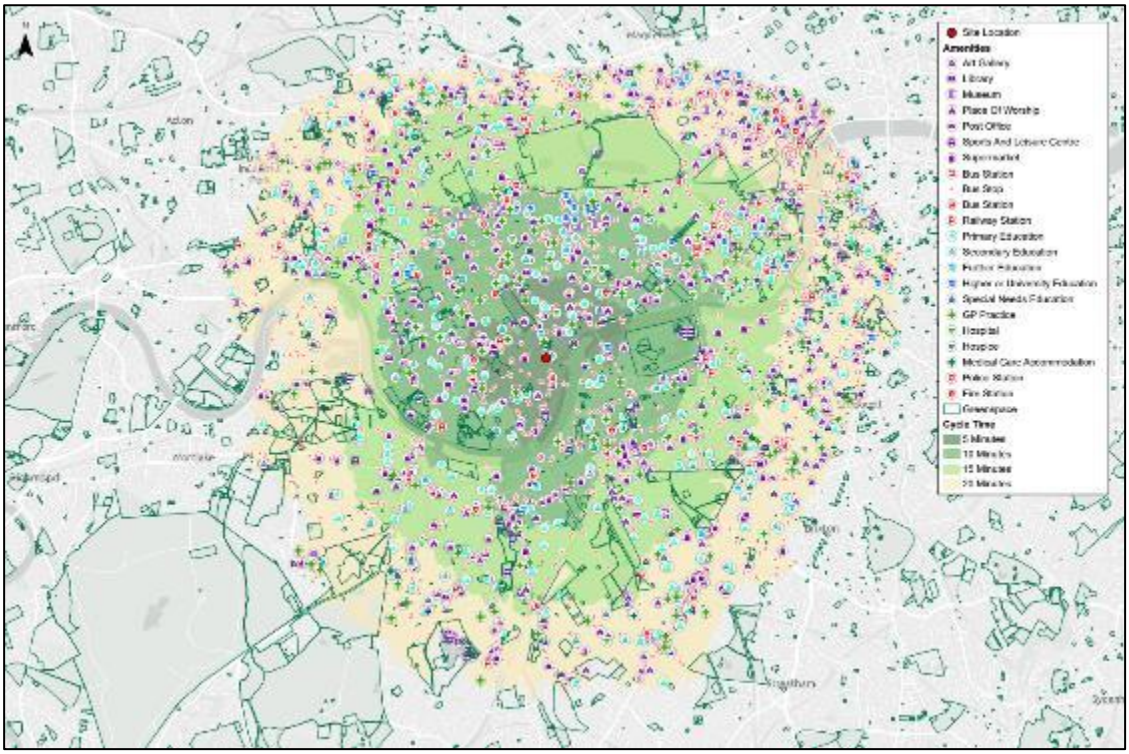


Figure 6-3: 5-20-minute Cycling Isochrone



6.3.2 A summary of the key local amenities is provided in Table 6-1. This includes details of the distance between the key amenities and the site access and walking / cycling journey times.

Table 6-1: Key Local Amenities

Amenity Type	Name	Distance (km)	Approx. Walking Time (minutes)	Approx. Cycling Time (minutes)
Supermarket	Co-op	0.6	9	3
	Tesco	0.5	8	2
Bank	Metro Bank	0.9	13	4
	NatWest	1.0	15	5
Leisure Centre	Chelsea Sports Centre	1.8	26	7
	Latchmere Leisure Centre	2.4	33	13
Pharmacy	Bridge House Centre for Health	1.4	19	4
	Chelsea and Westminster Hospital	1.0	14	5
Open Spaces	Brompton Cemetery	0.6	9	4
	Westfield Park	0.2	2	1
	Eel Brook Common	1.0	13	3
Primary School	Servite RC Primary School	1.0	14	5
	Ashburnham Community Primary School	0.8	10	3
Secondary School	Lady Margaret School	1.6	22	6
	Chelsea Academy	0.2	2	1

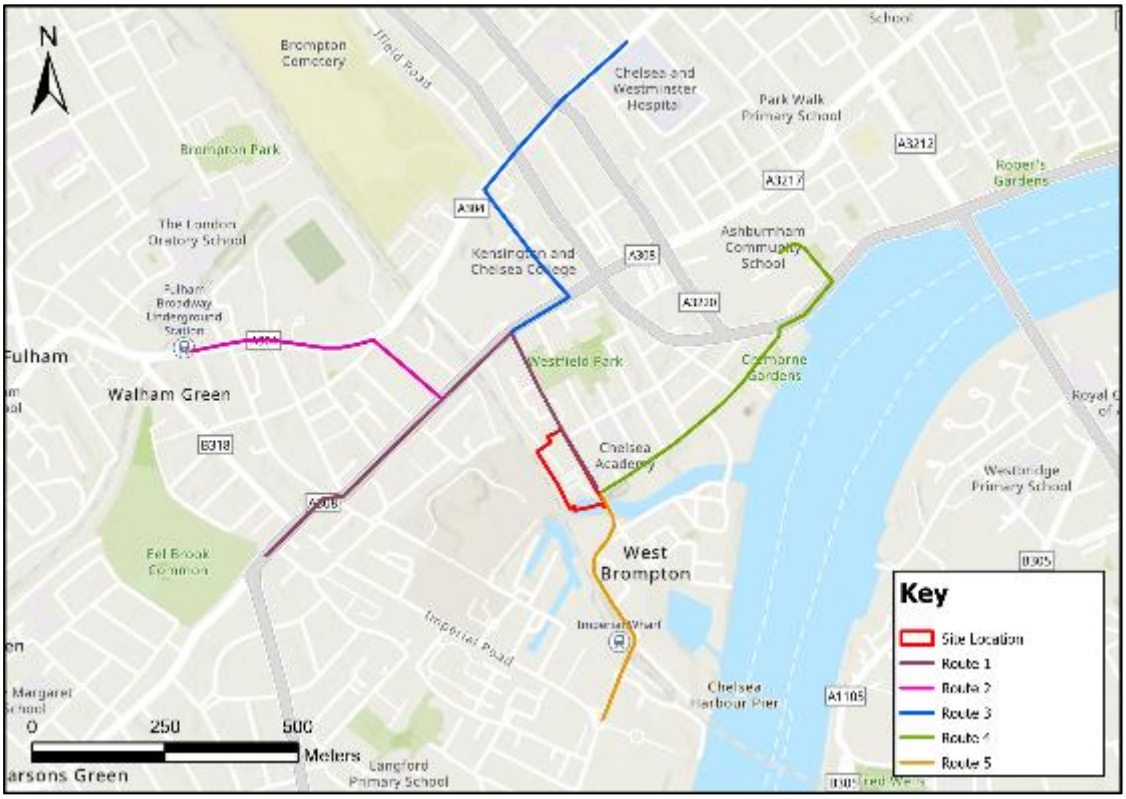
6.4 Step 3 – Identification of Active Routes

6.4.1 An assessment of the travel destinations was carried out to determine their relevance according to the specific land use and anticipated users of the Site. These include public transport interchanges, cycle routes, public green spaces, education facilities, places of worship, hospitals, health care facilities and supermarkets.

6.4.2 Some destinations were excluded from the final analysis because a similar facility was located closer to the Site. Figure 5-4 below illustrates the key routes identified within the Active Travel Zone (ATZ) audit area. It highlights the primary destinations that future residents are likely to walk or cycle to, such as local shops, cafés, and transport interchanges. Along the stretch of each route, multiple amenities are available, and these destinations have also been highlighted on the route map below. The scope of these routes was discussed and agreed with RBKC and LBHF.

Figure 6-4: Proposed ATZ Routes

6.4.3



6.5 Step 4 – Review of Personal Injury Collision Data

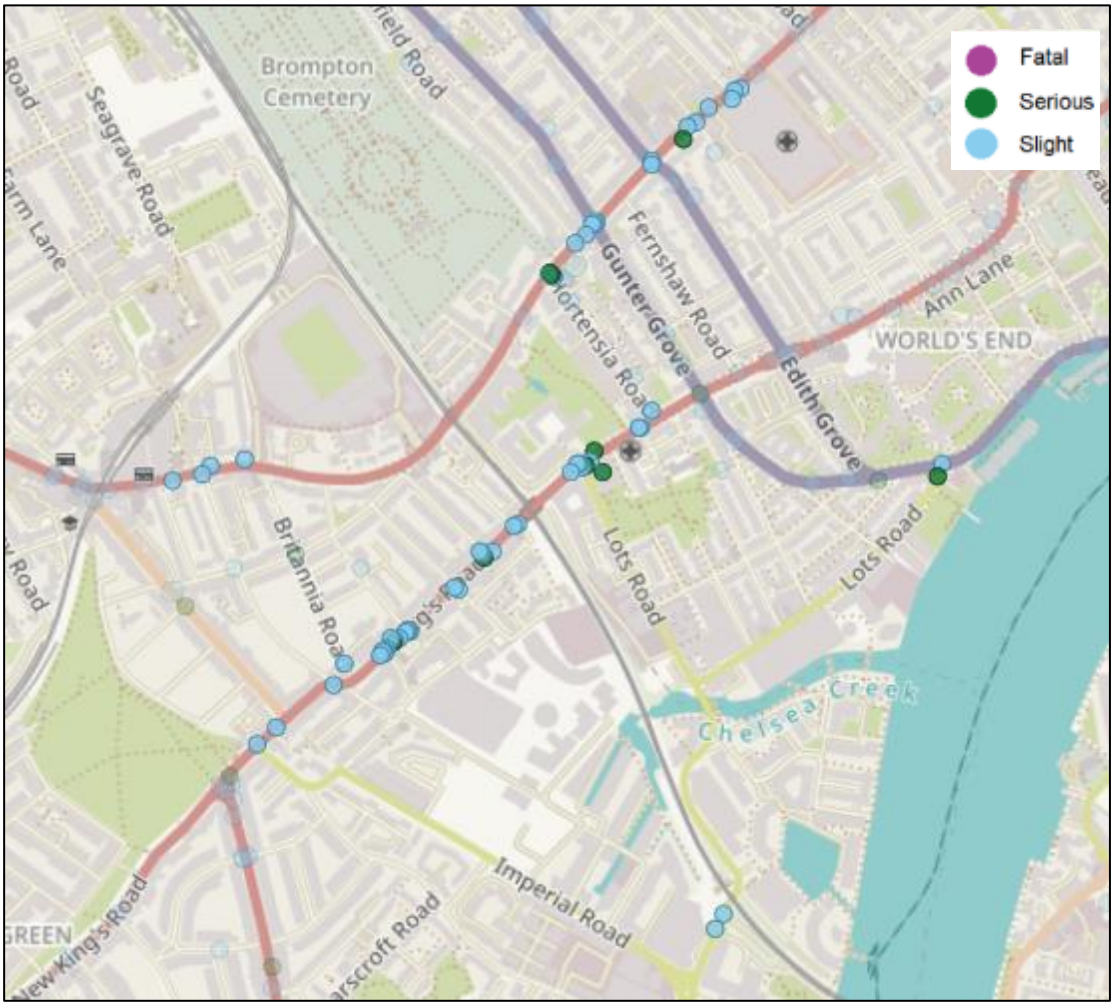
6.5.1 The Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. This section provides a review of recorded collisions to help highlight potential issues with the highway network and achieve this goal.

6.5.2 The collision casualties are classified into three categories, based on severity: Slight, Serious and Fatal, definitions of which are provided below:

- **Slight Injury:** Injuries of a minor nature, such as sprains, bruises, or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not a pre-requisite for an injury to be defined as slight).
- **Serious Injury:** Injuries for which a person is detained in hospital, as an in-patient, or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the accident. The serious category, therefore, covers a very broad range of injuries.
- **Fatal Injury:** Injuries which cause death either immediately or any time up to 30 days after the accident.

6.5.3 As discussed, Stantec obtained a PIC dataset directly from TfL for the 5-year period (2019-2024), the extent is illustrated in Figure 6-5 and the collisions are categorised in Table 6-2.

Figure 6-5: Personal Injury Collision Data Within Site Proximity



6.5.4 Table 6-2 below provides a summary of the 5-year collision data (2020-2024).

Table 6-2: PIC Analysis

Severity	Pedestrian	Pedal Cycle	Motorcycle	Car	Bus or Coach	Total
2020						
Serious	1		1			**2**
Slight		5	2	1		**8**
2021						
Serious		2				**2**
Slight	2	5	5			**12**
2022						
Serious	1		1			**2**
Slight	1	4	4	1		**10**
2023						

Serious				1		**1**
Slight	1	5	8			**14**
2024						
Serious		2				**2**
Slight	2	4	3		1	**10**
Grand Total	**8**	**27**	**24**	**3**	**1**	**63**

6.5.5 There have been no fatal incidents recorded in the past five years, indicating that there are no significantly dangerous aspects associated with the local road network. Of the reported incidents, only 14% were classified as serious, with the majority being slight in severity. This further supports the conclusion that the area does not present a high safety risk.

6.5.6 The most commonly involved vehicle type in reported incidents was the pedal cycle. While this may initially raise concerns for future residents who choose to travel by bicycle, the presence of numerous dedicated cycle routes in the vicinity provides safe and accessible travel options. This infrastructure mitigates potential risks and supports safe cycling in the area.

6.5.7 There are some clusters of incidents around junctions; however, this is to be expected, as junctions are typical points of conflict between vehicles. Importantly, no incidents have been reported on Lots Road—where the proposed site is located—within the past five years. This suggests there are no traffic safety concerns in the immediate vicinity of the Site.

6.5.8 The majority of incidents occurred on major roads such as the A308, which is consistent with their higher traffic volumes and usage. This pattern indicates that the proposed development is unlikely to contribute to any new safety concerns, given its location away from these busier routes.

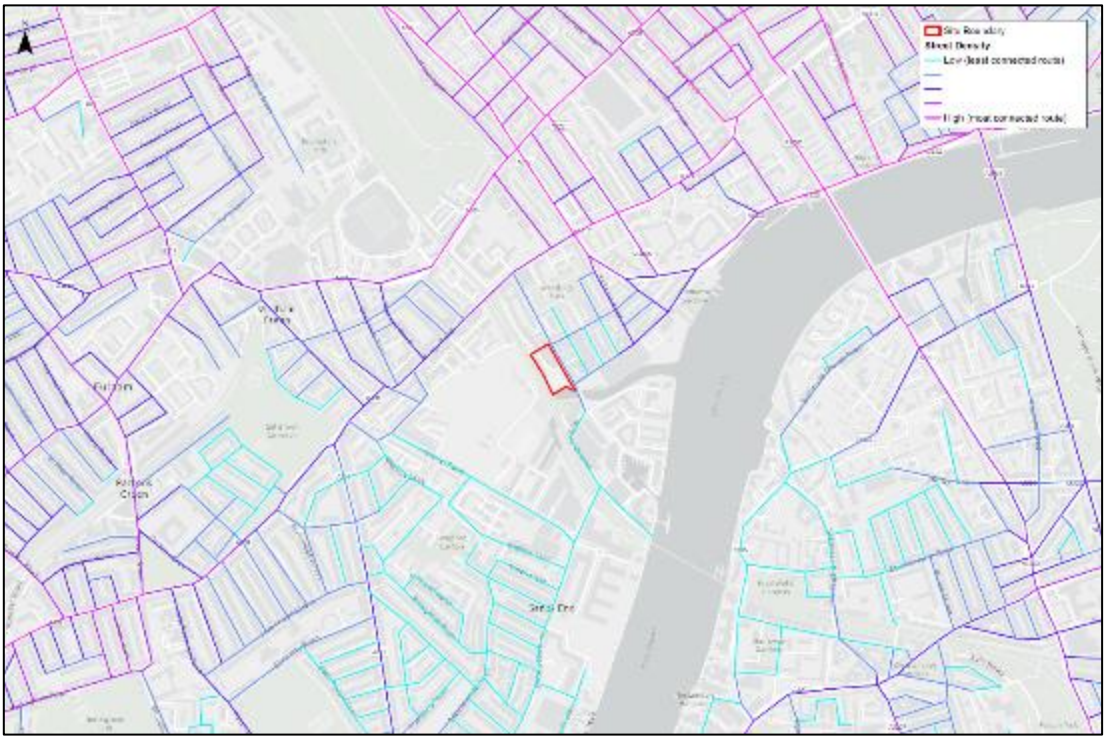
6.6 Step 5 - Review of Neighbourhood Characteristics

Land Use and Street Density

6.6.1 The street density refers to the number of routes available to pedestrians and is a measure of the permeability of the environment and indication of connectivity to / from the Site. Figure 6-6 indicates that the Site is located to the west of Lots Road which is denoted as medium density. The east-west directional streets from the Site including Lots Road and Burnaby Street are also both medium density. Higher density is achieved along King's Road to the north of the site which runs east-west. High density permeability is achieved north-south along Gunter Grove or alternatively through the car free Brompton Cemetery which continues approximately 0.75km north to West Brompton. There is good permeability across the river over Battersea Bridge which has well protected footways.

6.6.2 In summary that the roads immediately surrounding the Site have a medium to high permeability for pedestrians wishing to access the Site. The Development aims to enhance pedestrian and cycle permeability links both into and through the Site and improve the public realm along Lots Road, increasing permeability along the site frontage.

Figure 6-6: Street Density



Surrounding Public Green Space

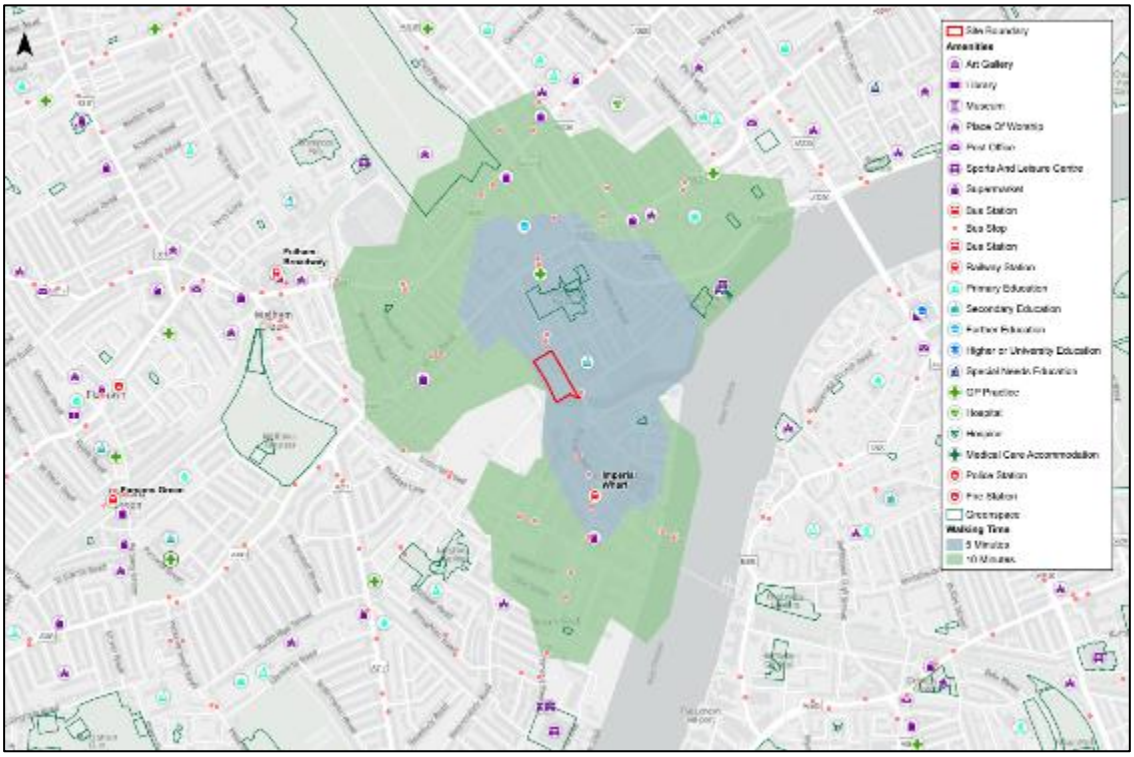
6.6.3 The below figure illustrates the public green spaces surrounding the Site which can be accessed within walking and cycling distance. This includes Westfield Park which is to the northeast of the Site accessible via Burnaby Road and Telcott Road just 150 minutes from the site (2-minute walk). Westfield Park is open from 07:30 to dusk every day and has a children's playground.

6.6.4 Brompton Cemetery is adjacent to West Brompton station to the north and accessed from the main entrance is at North Lodge, Old Brompton Road. The cemetery extends approximately 0.75km south to the southern entrance at South Lodge, located on the Fulham Road which is a 10-minute walk from the site.

6.6.5 Eel Brook Common is located a 12-minute walk west of the site along King's Road. The common has sports fields, tennis courts and a playground.

6.6.6 The availability of open green spaces should encourage users of the Site to engage in active travel as they can reach parks and playfields within a 15-minute walk. The routes to these key destinations have also been reviewed as part of the ATZ audit. The quality and safety of the routes often influence how and if people travel.

Figure 6-7: Location of Public Green and Open Spaces[19]

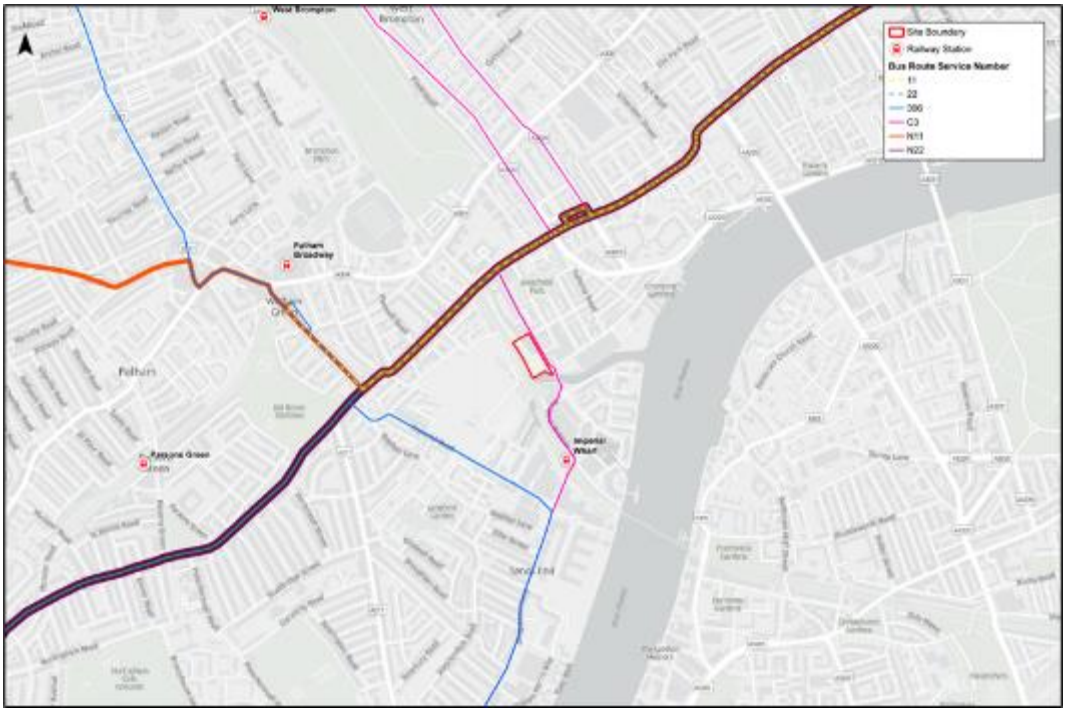


Availability of Public Transport

6.6.7 The Site is well connected to the public transport network, particularly by bus and rail with several bus stops within proximity to the Site and Lots Road bus stop located directly adjacent to it. This bus stop gives access to the C3 service which routes south-north between Waterloo, across the river to Earls Court. The Site is located just 0.3km (4-minute walk) to Imperial Wharf station to the south of the Site. Imperial Wharf and Fulham Broadway give access to the London Overground Line and District Line respectively. As presented in Figure 6-8, the Site's public transport connectivity will allow users of the Development to utilise sustainable travel methods to / from the Site, thus reducing the dependency on car usage. The closest bus stops to the Site are situated adjacent to it, being located on the A110 Southbury Road and is served by the 121, 191, 307 and 313.

[19] OpenStreetMap, 2023

Figure 6-8: Location of Public Transport



6.6.8 The maps show that there is no critical severance of the Site. Also, there is no deficiency in terms of how the Development coincides with TfL's Healthy Streets neighbourhood approach as each of the key ATZ routes identified are well connected to the surrounding area. The accessibility and proximity of public transport and key amenities will help encourage future users of the Development to adopt a healthy lifestyle and encourage the use of active travel modes.

6.6.9 The routes to key destinations outlined above have been considered as part of the ATZ assessment with the quality and safety of the network influencing how and if people travel.

6.7 Step 6 – ATZ Route Assessment

6.7.1 An audit has been undertaken to observe and analyse the characteristics of the area surrounding the Development within the agreed ATZ extent. Stantec undertook an ATZ audit on 13th June 2023 between 13:00 – 15:30 PM along all of the key routes identified (as identified in Figure 6-4) to observe and analyse the characteristics of the area surrounding the Development within the agreed ATZ extent. This involved travelling along the routes and taking a Point of View (POV) photograph showing the worst parts of each journey.

6.7.2 The ATZ audit suggests recommendations to improve the identified issues that would not currently comply with the 10 'Healthy Streets' indicators shown in Figure 6-1. It is understood TfL compile a database of deficiencies and possible improvements in active travel zones reported throughout London, it is therefore hoped this audit will assist in improving the pedestrian and cycle amenity in accordance with local policy.

6.7.3 Table 6-3 presents the outputs of the ATZ audit, along with the main issue found along each route, particularly where the Healthy Streets Indicators are not met. The table also contains suggestions for potential improvements, in line with TfL's ATZ assessment methodology.

Table 6-3: ATZ Route 1 Review

Route 1 Overview
To/ From: The Site to Eelbrook Common **Distance:** 1km (12-minute walk) **Key Destinations:** Tesco Express, GP **Likely Travel Purposes:** Commute, Shopping, Education, Medical
Route 1 POV

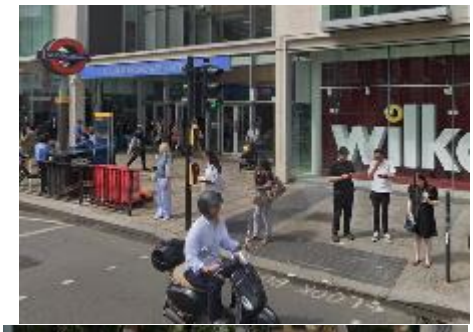

Indicator	Met	Reason	Suggested Improvement(s)
Easy to cross	Yes	Crossings provided along route and they are well maintained.	N/A
Shade and shelter	Yes	Some vegetation along the route which provides shading and shelters are provided at bus stops.	N/A
Not too noisy	No	The route runs parallel to local main roads which have high traffic flows. There is significant noise particularly during peak periods.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles such as EVs are also encouraged.
People feel safe	Yes	The roads feel safe to walk and ride along, with a wide footway and generally a smooth paved surface.	N/A

Things to do and see	Yes	There are plenty of shops and amenities for people to engage with.	N/A
People feel relaxed	Yes	Majority of the route benefits from wide footways and generally smooth and level surface.	N/A
Clean air	No	The A308 is heavily trafficked.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles are also encouraged. For example, cargo bikes can be used for deliveries and local cycle training programmes can encourage reduced local dependence on car use.

Route 2 Overview

To/ From: A308 Kings Road/Holmead Road T-Junction to Fulham Broadway
Distance: 0.5km (20-minute walk)
Key Destinations: Fulham Broadway Station, Sainsburys, Methodist Church, Fulham Town Centre
Likely Travel Purposes: Commute, Shopping, Education, Worship

Route 2 POV




Ind	Met	Reason	Suggested Improvement(s)
Easy to cross	No	Multiple crossing points along route have no tactile paving.	Introduce tactile paving at street junctions that require it.

Shade and shelter	Yes	Some vegetation provides natural shading along route and shelters provided at bus stops.	N/A
Not too noisy	No	The route runs parallel to local main roads which have high traffic flows. There is significant noise particularly during peak periods.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles such as EVs are also encouraged.
People feel safe	Yes	The roads feel safe to walk and ride along, with a wide footway and generally a smooth paved surface.	N/A
Things to do and see	Yes	There are plenty of shops and amenities for people to engage with.	N/A
People feel relaxed	Yes	Majority of the route benefits from wide footways and generally smooth and level surface.	N/A
Clean air	No	The A304 is heavily trafficked.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles are also encouraged. For example, cargo bikes can be used for deliveries and local cycle training programmes can encourage reduced local dependence on car use.
Route 3 Overview			
To/ From: A308 Kings Road/Holmead Road T-Junction to Chelsea and Westminster Hospital **Distance:** 0.75km (9-minute walk) **Key Destinations:** Royal Mail, Servite RC Primary School, Chelsea and Westminster Hospital **Likely Travel Purposes:** Shopping, Education, Healthcare			
Route 3 POV			




Ind	Met	Reason	Suggested Improvement(s)
Easy to cross	Yes	Multiple signalised and non-signalised crossing opportunities	N/A
Shade and shelter	Yes	Vegetation along route provides shade and shelters are provided at bus stops	N/A
Not too noisy	No	The route runs parallel to local main roads which have high traffic flows. There is significant noise particularly during peak periods.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles such as EVs are also encouraged.
People feel safe	Yes	The roads feel safe to walk and ride along, with a wide footway and generally a smooth paved surface.	N/A
Things to do and see	Yes	There are plenty of shops and amenities for people to engage with.	N/A
People feel relaxed	Yes	Majority of the route benefits from wide footways and generally smooth and level surface.	N/A
Clean air	No	The A304 and A308 are heavily trafficked.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles are also encouraged. For example, cargo bikes can be used for deliveries and local cycle training programmes can encourage reduced local dependence on car use.
Route 4 Overview			

To/ From: The Site/ Ashburnham Community Primary School
Distance: 0.8km (10-minute walk)
Key Destinations: Chelsea Academy, Chelsea Muslim Community, Ashburnham Community Primary School
Likely Travel Purposes: Worship, Education

Route 4 POV

Ind	Met	Reason	Suggested Improvement(s)
Easy to cross	No	Multiple crossing points along route have no tactile paving. Crossings are poorly maintained.	Introduce tactile paving at street junctions that require it and maintain the existing crossings.
Shade and shelter	Yes	Some vegetation provides natural shading along route and shelters provided at bus stops.	N/A
Not too noisy	No	Part of the route runs parallel to local main roads which have high traffic flows. There is significant noise particularly during peak periods.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles such as EVs are also encouraged.
People feel safe	Yes	The roads feel safe to walk and ride along, with a wide footway and generally a smooth paved surface.	N/A

Things to do and see	Yes	There are plenty of shops and amenities for people to engage with.	N/A
People feel relaxed	Yes	Majority of the route benefits from wide footways and generally smooth and level surface.	N/A
Clean air	No	The A3320 is heavily trafficked.	The Mayor's Transport Strategy includes targets to reduce to reduce traffic volumes by encouraging mode shift to walking, cycling and using public transport. Quieter vehicles are also encouraged. For example, cargo bikes can be used for deliveries and local cycle training programmes can encourage reduced local dependence on car use.

Route 5 Overview

To/ From: The Site to the Imperial Road/Townmead Road/The Boulevard Roundabout
Distance: 0.5km (6-minute walk)
Key Destinations: Tesco Express, Imperial Wharf Station
Likely Travel Purposes: Commute, Shopping, Education

Route 5 POV

Ind	Met	Reason	Suggested Improvement(s)
Easy to cross	Yes	Pedestrian crossing points provided	N/A
Shade and shelter	Yes	Vegetation provides natural shading along route	N/A

Not too noisy	Yes	Includes off-road sections and low-traffic roads	N/A
People feel safe	Yes	Route has good passive surveillance and is well lit.	N/A
Things to do and see	Yes	Well signposted, there is a viewpoint over Chelsea Harbour bridge and buildings have active frontages.	N/A
People feel relaxed	Yes	Majority of the route benefits from wide footways and generally smooth and level surface.	N/A
Clean air	Yes	Traffic is light	N/A

6.8 Summary

6.8.1 The cycle and pedestrian routes connecting the Site to local destinations are generally of good quality, with adequate supporting infrastructure.

6.8.2 There are only a few locations where the condition of footways and cycling facilities is substandard. The Active Travel Zone (ATZ) audit includes recommendations to address these issues and identifies opportunities to enhance alignment with the Healthy Streets Indicators.

6.8.3 The table below summarises the assessment of each key route.

Table 6-4 Route Review Summary

Route 1
The route is safe and easy to cross, with wide, unobstructed footways and adequate crossings. It offers shade and shelter from street trees, places to stop and rest, and a quiet, relaxed environment. Additionally, the route feels safe with good street lighting and natural surveillance. However, it suffers from significant noise and poor air quality due to high traffic volumes, which the Mayor's Transport Strategy aims to address by promoting quieter vehicles and alternative modes of transport.
Route 2
The route is well-lit and under surveillance, including a low-traffic segment. It offers many opportunities for public transport, making it conducive to walking and cycling. Additionally, the route feels safe due to good lighting. However, the crossing facilities lack tactile paving in some places making it hard to cross for visually impaired people.
Route 3
The route is generally safe and easy to cross, with well-lit pedestrian crossings and wide footways. It offers shade from trees and buildings, places to stop and rest, and plenty of shops and amenities. However, it suffers from significant noise and poor air quality due to high traffic volumes, which the Mayor's Transport Strategy aims to address by promoting quieter vehicles and alternative modes of transport.
Route 4
The route is accessible with wide, well-lit footways and smooth pavements. It is well-connected to public transport links, encouraging walking and cycling. Additionally, the route feels safe due to good street lighting and natural surveillance from nearby households. However, the crossing facilities lack tactile paving in some places making it hard to cross for

visually impaired people. It also suffers from significant noise and poor air quality due to high traffic volumes, which the Mayor's Transport Strategy aims to address by promoting quieter vehicles and alternative modes of transport.
Route 5
The route is well-lit and under passive surveillance, including a low-traffic segment. It offers many opportunities for public transport, making it conducive to walking and cycling. Additionally, the route feels safe due to good lighting.

7 Trip Generation and Network Impacts

7.1 Introduction

7.1.1 This chapter presents the methodology to deduce the existing and proposed trip generation for the Site, using methodology agreed with RBKC during transport scoping discussions.

7.2 Methodology – Mode Shares

7.2.1 This section outlines the methodology used to inform the mode share for the trip generation and distribution exercises.

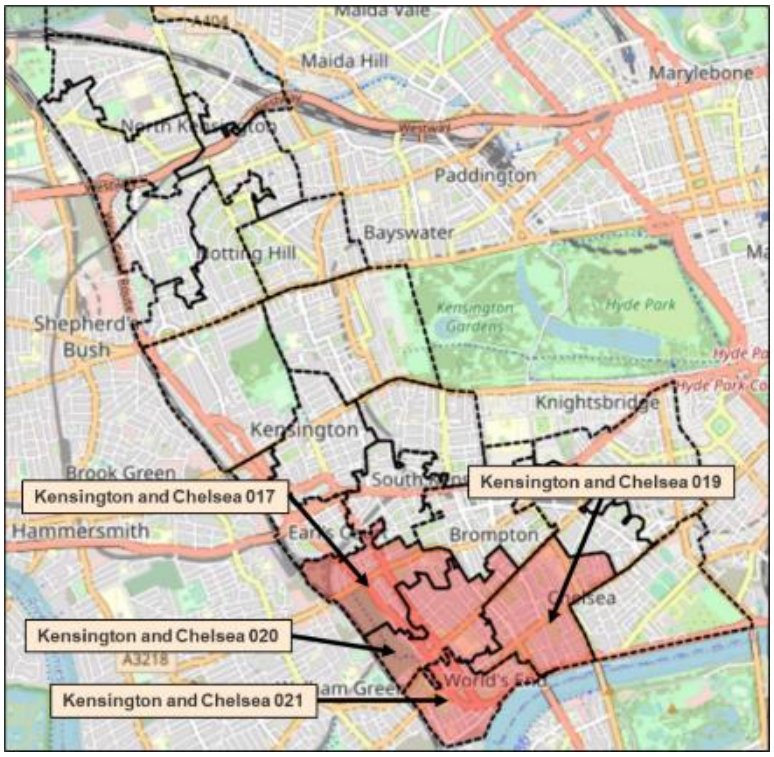
7.2.2 The mode shares for the Site were split according to the various land uses between both existing and proposed states. The mode shares came under two categories; Residential and Non-Residential.

7.2.3 Where appropriate, mode shares for Train, Underground and Bus have been combined into one Public Transport mode share to better represent the Development/Site.

Mode Share - Residential

7.2.4 To inform the multimodal trip generation for the residential and extra care components of the Development, data taken from the 2011 Census was used to inform the according mode shares. The '*QS701EW – Method of travel to work'* dataset has been interrogated to provide the modal shares derived for the local area. In the case of the Site, it falls within the Mid-layer Super Output Area (MSOA) Kensington and Chelsea 021. To derive a more robust dataset, MSOAs Kensington and Chelsea 017, 019 and 020 have also been filtered. The below figure below shows the MSOAs selected.

Figure 7-1: MSOA for Kensington and Chelsea 017, 019 and 020[20]



[20] NOMIS

7.2.5 The below table demonstrates the existing mode share for the local area.

Table 7-1: Existing Residential Mode Share (2011 Census)

Mode	Mode Share
Underground, metro, light rail, tram	38%
Train	3%
Bus, minibus or coach	16%
Taxi	2%
Motorcycle, scooter or moped	3%
Driving a car or van	15%
Passenger in a car or van	1%
Bicycle	5%
On foot	15%
Other method of travel to work	2%
Total	**100%**

7.2.6 Whilst the above table demonstrates the existing modal split for local residents, it is to be noted that the Development is to contain 6 on-site and 2 on-street parking bays, applying to 274 dwellings, equating to a ratio of 0.03 bays per dwelling. According to the low ratio and resultant scoping discussions with the Applicant, a reduced 3% for the Driving a Car mode share was agreed and applied, with the reduction in trips made by 'driving a car or van' accommodated proportionally throughout the remaining mode shares. The table below demonstrates this readjustment.

Table 7-2: Proposed Residential Mode Share

Mode Share	QS701EW	Proposed Readjustment
Underground, metro, light rail, tram	38%	43%
Train	3%	4%
Bus, minibus or coach	16%	16%
Taxi	2%	3%
Motorcycle, scooter or moped	3%	3%
Driving a car or van	15%	3%
Passenger in a car or van	1%	1%
Bicycle	5%	6%
On foot	15%	17%
Other method of travel to work	2%	2%

Mode Share	QS701EW	Proposed Readjustment
Total	**100%**	**100%**

Mode Share – Non-Residential

7.2.7 For the land-uses on the existing Site and remaining land-uses of the proposed Development, the "*WP7103EW - Workplace and usual residence by method of travel to work (2001 specification) (Workplace population)*" dataset from the 2011 Census was consulted to obtain mode share estimates across 2011 Census Workplace Zones E33034955, E33030271 and E33030272.

7.2.8 An examination of the 2011 Census car ownership data (*KS404EW - Car or van availability*) of the local area and 2021 Census car ownership data (TS045 – Car or van availability) within the Royal Borough of Kensington and Chelsea indicates a relative reduction of 5.3% in car ownership is to be expected. As such, the proposed car mode share has been adjusted accordingly to incorporate this reduction. The reduction in trips made by 'driving a car or van' are proportionally split between the other mode shares.

Table 7-3: Non-Residential Mode Share

Mode Share	WP7103EW Mode Shares	Proposed Readjustment
Public Transport	53%	54%
Taxi	0%	0%
Motorcycle, scooter or moped	4%	4%
Driving a car or van	19%	18%
Passenger in a car or van	1%	1%
Bicycle	8%	8%
On foot	14%	14%
Other method of travel to work	0%	0%
Total	**100%**	**100%**

7.3 Methodology – Trip Rates

7.3.1 This section outlines the methods used to deduce trip rates for the existing and proposed land-uses on the Site. This includes where appropriate surveys and information from the TRICS database.

Existing Trip Rates - Surveys

7.3.2 The existing trips generated are based on the traffic surveys that were undertaken as detailed in Chapter 3. A total person trip generation of the Auction House, Fairbank Studios and the Self-Storage was undertaken. The total person trips have been split into modes using the local mode share splits from 2011 Census data, as discussed in section 6.2.

7.3.3 With regards to the Car Pound, a traffic survey was undertaken at the Site access to count and classify the number of vehicle trips currently exiting the Site. At the time of the survey, the access

was being used by both the Car Pound and the Conway Highway Maintenance site. The trips associated with the Car Pound cannot be isolated from the Conway Highway Maintenance site, which will be retained albeit with an alternative access point. The combined trips are presented in this section although assumptions will be made regarding the split of vehicular trips between uses.

7.3.4 For the land uses that required a survey, including existing land uses and proposed commercial floorspace, a delivery and servicing activity survey has been carried out along the site frontage to understand the loading and unloading activity profile throughout the day.

7.3.5 The survey was over 12-hours (07:00-19:00) and was undertaken on a Tuesday. The vehicles were classed by type and activity.

Proposed Trip Rates

7.3.6 For the commercial component of the proposed Development, this was identified to be a similar land-use to the existing Fairbanks Studios site component. Consequentially, the trips identified in the survey to enter Fairbanks Studios was isolated, a trip rate profile deduced, and this was used for the proposed commercial components.

7.3.7 The education and art gallery space has also been classified under the Flexible Commercial land use category. Its use is intended to be secondary to the adjacent educational facility, supporting its activities by providing a practical, outward-facing extension. The flexible commercial land use category is therefore reflective of the proposed mixed function of educational workspace, public exhibition, workspace and retail.

7.3.8 For the remaining components of the proposed Development, TRICS version 7.11.4 was consulted for trip rates. TRICS is a well-established system for undertaking trip generation analysis. The system comprises of a comprehensive database of traffic and multi-modal transport surveys covering a wide range of development types. Utilising this database, the system allows for future development trip rates to be estimated based on survey data from similar sites.

7.3.9 For the purposes of delivery and servicing analysis, all TRICS rates were chosen to include the according information. Table 7-4 below shows all proposed land-uses and the sources of the trip rates:

Table 7-4: Proposed Land-Uses

Land Use	Quantum (circa. no. / GIA + BOH sqm)	Source of Trip Rate
Community Centre - Class F2	274.3 sqm	TRICS (Leisure – Community Centre)
Ceramics studio & Art Gallery - Class F1 (a) (b)	107.9 sqm	Survey of similar use on existing site.
Affordable Commercial Space – Class E (g)	684.3 sqm	TRICS (Employment – Office)
Flexible Commercial Space – Class E (a) (b) (g)	971.7 sqm	Survey of similar use on existing site.
Residential - Private (Class C3)	156 dwellings	TRICS (Residential – Privately Owned Flats)
Residential - Affordable (Class C3)	53 dwellings	TRICS (Residential – Affordable / Local Authority Flats)

Land Use	Quantum (circa. no. / GIA + BOH sqm)	Source of Trip Rate
Extra Care (Class C3)	65 dwellings	TRICS (Residential – Assisted Living)

7.3.10 The selection criteria used to obtain appropriate data from the TRICS database for each land-use is outlined below. From this, trips rates from surveys undertaken at similar sites with comparable characteristics including PTAL zone, location, and land use, have been obtained.

7.3.11 All TRICS outputs are provided in Appendix D.

TRICS – Community Centre

7.3.12 The selection criteria used to isolate an applicable comparator trip rate from the TRICS database are outlined below:

- Land Use: 07 – Leisure.
- Sub-Land Use: Q – Community Centre.
- Regions: Greater London
- Floor Area Range (hectares): 0.07 – 2.50.
- PTAL: N/A.

7.3.13 The criteria above resulted in six sites. However, after detailed review, two sites were excluded as they were too large, and didn't represent the corresponding aspect of the Development. Information on the sites are summarised in Table 7-5 below.

Table 7-5: Community Centre TRICS Sites

Site ID	Location	PTAL	Floor Area (hectares)
CA-07-Q-02	Cambourne, CB23 6GW, Cambridgeshire	-	0.37
EC-07-Q-01	Mere, WA16 0PU, Cheshire East	-	0.30
NY-07-Q-01	Catterick Garrison, DL9 4AF, North Yorkshire	-	0.10
TI-07-Q-01	Nenagh, E45 K309, Tipperary	-	0.07

TRICS – Social Investment and Employment Space

7.3.14 The selection criteria used to isolate an applicable comparator trip rate from the TRICS database are outlined below:

- Land Use: 02 – Employment.
- Sub-Land Use: A – Office.
- Regions: Greater London
- Floor Area Range (sqm): 920 – 7,049.
- PTAL: 4-6b.

7.3.15 The criteria above resulted in ten sites. However, after detailed review, six sites were excluded as they did not include servicing trip rates, critical to the methodology. Information on the sites are summarised in Table 7-6 below.

Table 7-6: SIES TRICS Sites

Site ID	Location	PTAL	Floor Area (sqm)
BT-02-A-03	Wembley, HA9 0AB, London Borough of Brent	6a	920
EN-02-A-01	Enfield, EN1 2AG, London Borough of Enfield	4	6552
KN-02-A-01	Kensal Green, W10 5BU, Royal Borough of Kensington and Chelsea	5	2255
TH-02-A-01	Bethnal Green, E2 9DA, London Borough of Tower Hamlets	6b	7049

TRICS – Private Residential

7.3.16 The selection criteria used to isolate an applicable comparator trip rate from the TRICS database are outlined below:

- Land Use: 03 – Residential.
- Sub-Land Use: C – Flats privately owned.
- Regions: Greater London.
- Floor Area Range (dwellings): 50 – 200.
- PTAL: all.

7.3.17 The criteria above resulted in 11 sites. However, after detailed review, seven sites were excluded as they included parking facilities that do not correlate with the Development. Information on the sites are summarised in Table 7-7 below.

Table 7-7: Private Residential TRICS Sites

Site ID	Location	PTAL	Number of Dwellings
HM-03-C-02	Hammersmith, W6 0BU, London Borough of Hammersmith and Fulham	6b	194
IS-03-C-08	Islington, EC1V 1AD, London Borough of Islington	5	190
TH-03-C-04	Poplar, E14 0LN, London Borough of Tower Hamlets	1b	83
WF-03-C-01	Walthamstow, E17 6GR, London Borough of Tower Hamlets	5	97

TRICS – Affordable Residential

7.3.18 The selection criteria used to isolate an applicable comparator trip rate from the TRICS database are outlined below:

- Land Use: 03 – Residential.

- Sub-Land Use: D – Affordable/Local Authority Flats.
- Regions: Greater London.
- Floor Area Range (dwellings): 38 – 247.
- PTAL: all.

7.3.19 The criteria above resulted in seven sites. However, after detailed review, five sites were excluded as they did not include servicing trip rates, critical to the methodology. Information on the sites are summarised in Table 7-8 below.

Table 7-8: Affordable Residential TRICS Sites

Site ID	Location	PTAL	Number of Dwellings
BT-03-D-02	Kilburn, NW6 5SY, London Borough of Brent	6a	38
IS-03-D-04	Highbury, N1 1LJ, London Borough of Islington	5	247

TRICS – Extra Care

7.3.20 The selection criteria used to isolate an applicable comparator trip rate from the TRICS database are outlined below:

- Land Use: 03 – Residential.
- Sub-Land Use: P – Assisted Living.
- Regions: all.
- Floor Area Range (dwellings): 24 – 66.
- PTAL: N/A.

7.3.21 The criteria above resulted in nine sites. However, after detailed review, two sites were excluded as they did not include servicing trip rates, critical to the methodology. Information on the sites are summarised in Table 7-9 below.

Table 7-9: Extra Care Residential TRICS Sites

Site ID	Location	PTAL	Number of Dwellings
AD-03-P-01	Aberdeen, AB24 3UW, Aberdeen City	-	24
BC-03-P-01	Bournemouth, BH2 6JS, Bournemouth Christchurch & Poole	-	66
NF-03-P-02	Norwich, NR1 2DG, Norfolk	-	40
NY-03-P-01	Ripon, HG4 2SZ, North Yorkshire	-	40
TW-03-P-01	Newcastle-Upon-Tyne, NE3 4PE, Tyne & Wear	-	42
TY-03-P-01	Cookstown, BT80 8TS, Tyrone	-	32
WS-03-P-01	Worthing, BN13 2GZ, West Sussex	-	54

7.4 Existing Trip Generation

7.4.1 The existing trips generated are based on the traffic surveys that were undertaken as detailed in Chapter 3 with the associated existing floor areas set out in Table 4-1 of this TA. A total person trip generation of the Auction House, Fairbank Studios and the Self-Storage was resultantly undertaken. The total person trips has been split into modes as discussed in section 7.2.

7.4.2 With regards to the Car Pound, a traffic survey was undertaken at the Site access to count and classify the number of vehicle trips currently exiting the Site. At the time of the survey the access was being used by both the Car Pound and the Conway Highway Maintenance site. The trips associated with the Car Pound cannot be isolated from the Conway Highway Maintenance site, which will be retained albeit with an alternative access point. The combined trips are presented in this section although assumptions will be made regarding the split of vehicular trips between uses.

7.4.3 A person trip survey has been undertaken for the Fairbank Studios, Ground Floor Showrooms and the Auction House and the Self-Storage over a 12-hour period (07:00-19:00). The trip generation is demonstrated below.

Table 7-10: Fairbanks Studios and Ground Floor Showrooms Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per 100sqm)	0.3	0.1	0.4	0.0	0.3	0.3	9.9	10.2	20.1
Trip Generation (Fairbank Studios - 504sqm and Ground Floor Showrooms – 191sqm)	2	1	3	0	2	2	69	71	140

Table 7-11: Auction House Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per 100sqm)	1.5	1.0	2.6	0.5	1.2	1.7	23.8	23.7	47.5
Trip Generation (1,564sqm)	24	16	40	8	19	27	372	371	743

Table 7-12: Self-Storage Person Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way

Total person Trip Rates (per 100sqm)	0.0	0.0	0.0	0.2	0.1	0.3	5.7	5.2	10.9
Trip Generation (1183sqm)	0	0	0	2	1	3	67	62	129

7.4.4 The combined peak hour trip generation for the Car Pound and the Conway Highway Maintenance site is demonstrated in the below table. It should be noted that the trip generation associated with the Car Pound and the Conway Highway Maintenance site could not be differentiated as both used the same access point. Due to the Car Pound being removed from the site however, the Conway Highway Maintenance site is remaining albeit the access is being relocated north along Lots Road. Therefore, it has been assumed that 75% of the combined trips (estimated to be associated with the Conway Highway Maintenance site) will remain on the local highway network and the remaining 25% will be netted off.

Table 7-13: Car Pound and the Conway Highway Maintenance site

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Combined Trip Generation	6	10	16	2	3	5	117	98	215
Conway Highway Maintenance (75% - to remain)	4	8	12	1	2	3	88	74	161
Car Pound (25% - to be removed)	1	3	4	0	1	1	29	25	54

N.B Figures may not sum precisely due to rounding.

7.4.5 The combined total person existing trip generation is presented in the below table.

Table 7-14: Total Existing Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Trip Generation	32	27	59	12	25	37	625	602	1227

7.5 Existing Trip Generation by Mode

7.5.1 The below table demonstrates the mode split for the existing uses combined by applying the modal split indicated at Table 7-3.

Table 7-15: Existing Trip Generation by Mode

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (00:00-00:00)

	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Public Transport	14	9	23	5	12	17	274	272	546
Taxi	0	0	0	0	0	0	1	1	2
Motorcycle, scooter or moped	1	1	2	0	1	1	19	19	38
Driving a car or van	10	14	24	3	7	10	210	191	401
Passenger in a car or van	0	0	0	0	0	0	3	3	7
Bicycle	2	1	4	1	2	3	42	42	84
On foot	4	2	6	1	3	5	73	72	145
Other method of travel to work	0	0	0	0	0	0	2	2	5
Total	**32**	**27**	**59**	**12**	**25**	**37**	**625**	**602**	**1227**

7.6 Proposed Trip Generation

7.6.1 In order to forecast the number of trips likely to be generated from the Development, the above TRICS parameters were used to derive a series of trip rates. These trip rates are outlined below within Tables 7-2 to 7-10 for the AM (08:00-09:00) and PM (17:00-18:00) peak hours, as well as the daily period. The outputs for the TRICS results are included in Appendix D. Movements associated with the Delivery and Servicing function of the Development are considered at section 7.9 of this TA.

7.6.2 It is to be noted that trip rates derived from TRICS include delivery and servicing rates included within the Total People rate. When analysing the trip rates, the Total People rates were segregated to analyse the delivery and servicing rates and the remainder Total People trip rates separately. This was performed so that the multi-modal trip generation analysis, which utilises the modal split informed by the strategy discussed in section 7.2 differentiates from that of delivery and servicing trips.

7.6.3 As discussed above, the proposed trip generation for the commercial components of the Development are calculated via the surveys completed for the Site. That is, the trip rates calculated from these already have delivery and servicing segregate and thus do not need trip rates modified.

7.6.4 The trip generation results presented in this report do not consider internalised trips. These refer to journeys made entirely within the Development, such as residents from one block visiting the café located in Block A. Therefore, the trip generation presented serves as a worst-case scenario.

Table 7-16: Proposed Flexible Commercial Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per 100sqm)	0.2	0.1	0.4	0.0	0.2	0.2	8.2	8.5	16.7
Trip Generation (c.971.7sqm)	3	1	4	0	3	3	89	92	180

Table 7-17: Proposed Community Centre Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per hectare)	38.1	4.8	42.9	62.2	35.1	97.3	466.6	495.9	962.5
Trip Generation (c.274.3sqm)	1	0	1	2	1	2	12	13	24

Table 7-18: Proposed Affordable Commercial Space Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per 100sqm)	1.1	0.0	1.1	0.1	1.4	1.5	6.1	5.9	12.0
Adjusted Trip Rates	1.1	0.0	1.1	0.1	1.4	1.5	5.9	5.7	11.6
Trip Generation (c.684.3sqm)	7	0	8	1	9	10	41	39	79

Table 7-19: Proposed Private Residential Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per dwelling)	0.1	0.5	0.5	0.2	0.1	0.4	2.3	2.4	4.6
Adjusted Trip Rates	0.1	0.4	0.5	0.2	0.1	0.4	2.1	2.2	4.3
Trip Generation (156 dwellings)	5	68	73	36	20	56	298	315	614

Table 7-20: Proposed Affordable Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per dwelling)	0.1	0.6	0.7	0.3	0.2	0.5	3.5	3.5	7.0
Adjusted Trip Rates	0.1	0.6	0.7	0.3	0.2	0.5	3.4	3.4	6.8
Trip Generation (53 dwellings)	5	30	34	16	9	25	173	172	345

Table 7-21: Proposed Extra Care Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Total person Trip Rates (per 100sqm)	0.1	0.1	0.2	0.1	0.1	0.2	2.1	2.1	4.2
Adjusted Trip Rates	0.1	0.1	0.2	0.1	0.1	0.2	1.9	1.9	3.8
Trip Generation (65 dwellings)	8	4	12	6	9	14	125	124	249

Table 7-22: Proposed Total Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Community Centre - Class F2	1	0	1	2	1	2	12	13	24
Affordable Commercial Space – Class E (g)	7	0	8	1	9	10	41	39	79
Flexible Commercial Space – Class E (a) (b) (g) and Ceramics studio & Art Gallery - Class F1 (a) (b)	3	1	4	0	3	3	89	92	180
Residential - Private (Class C3)	5	68	73	36	20	56	298	315	614
Residential - Affordable (Class C3)	5	30	34	16	9	25	173	172	345

Extra Care (Class C3)	8	4	12	6	9	14	125	124	249
Total	29	103	132	61	50	111	737	754	1491

7.6.5 As can be observed, the proposed Development is expected to generate a total of 132 and 111 two-way trips in the AM and PM peak periods respectively, with 1491 total daily movements across all modes of transport. As discussed above, internalisation is not considered for a worst-case scenario.

7.7 Proposed Trip Generation by Mode

7.7.1 The proposed modal splits derived in section 7.2 have been applied to the person trip generations outlined above. The tables below presents the trip generation by mode for the total of non-residential units, residential units and extra care units.

Table 7-23:Non-Residential Trip Generation by Mode

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Public Transport	6	1	7	1	7	8	76	77	153
Taxi	0	0	0	0	0	0	0	0	1
Motorcycle, scooter or moped	0	0	0	0	0	1	5	5	11
Driving a car or van	2	0	2	0	2	3	26	26	52
Passenger in a car or van	0	0	0	0	0	0	1	1	2
Bicycle	1	0	1	0	1	1	12	12	24
On foot	2	0	2	0	2	2	20	20	41
Other method of travel	0	0	0	0	0	0	1	1	1
Total	11	2	13	2	13	15	141	143	284

Table 7-24:Residential Trip Generation by Mode

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (00:00-00:00)

	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Public Transport	7	64	70	34	18	53	307	318	625
Taxi	0	3	3	1	1	2	12	13	25
Motorcycle, scooter or moped	0	3	4	2	1	3	16	16	32
Driving a car or van	0	3	3	2	1	2	14	15	29
Passenger in a car or van	0	1	1	1	0	1	6	6	12
Bicycle	1	5	6	3	2	5	26	27	54
On foot	2	17	18	9	5	14	80	83	164
Other method of travel	0	2	2	1	1	1	9	9	18
Total	10	97	107	53	28	81	471	487	958

Table 7-25:Extra Care Trip Generation by Mode

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Public Transport	5	3	8	4	6	9	81	81	162
Taxi	0	0	0	0	0	0	3	3	7
Motorcycle, scooter or moped	0	0	0	0	0	0	4	4	8
Driving a car or van	0	0	0	0	0	0	4	4	7
Passenger in a car or van	0	0	0	0	0	0	2	2	3
Bicycle	0	0	1	0	0	1	7	7	14
On foot	1	1	2	1	1	2	21	21	43

Other method of travel	0	0	0	0	0	0	2	2	5
Total	8	4	12	6	9	14	125	124	249

7.7.2 The analysis in Table 7-23 above indicates that the non-residential units will generate approximately 2 two-way trips in both the AM and PM peaks and 41 daily trips in the On Foot category, where internalised trips will most likely reside. Non-residential units are expected to generate approximately 13, 15 and 284 two-way trips on an AM and PM peak and daily basis respectively for all modes. Combining Taxi, Driving a Car and Passenger in a Car, it can be seen that the non-residential units are anticipated to generate 2, 3 and 55 vehicular-based trips in the AM and PM peaks and daily basis respectively. This includes visitor trips to the site. This is further elaborated in Section 7.8 below.

7.7.3 Table 7-24 shows that the residential units will generate a more “public transport heavy” trip generation, with 70 and 53 two-way trips in the AM and PM peaks respectively whilst also generating 625 daily trips. Combining Taxi, Driving a Car and Passenger in a Car, it can be seen that the residential units are anticipated to generate 7, 6 and 66 vehicular-based trips in the AM and PM peaks and daily basis respectively. This includes visitors of residents to the site. This is further elaborated in Section 7.8 below.

7.7.4 Table 7-28 shows the extra-care units generating 8 and 9 two-way trips for public transport in the peaks and 162 daily trips. Combining Taxi, Driving a Car and Passenger in a Car, it can be seen that the extra-care units are anticipated to generate negligible trips in the AM and PM peaks regarding vehicular-based trips, as well as 17 daily trips. This includes visitors of residents to the site. This is further elaborated in Section 7.8 below.

7.7.5 The high level of public transport usage is expected due to Fulham Broadway Underground Station and Imperial Wharf Rail Station located in proximity to the Site. This is alongside travel by bus and on foot which follow due to a good level of amenities located within 20-minutes, encouraging sustainable modes of travel.

7.8 Total Proposed and Net Trip Generation

7.8.1 Considering the section above, the total trip generations were summed to show the combined total proposed multi-modal trip generation for the entire Development.

Table 7-26 Total Trip Generation by Mode

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Public Transport	17	67	85	39	31	70	465	476	941
Taxi	0	3	3	2	1	3	16	16	32
Motorcycle, scooter or moped	1	3	4	2	2	4	25	26	51
Driving a car or van	3	3	6	2	3	6	44	45	88

Passenger in a car or van	0	1	2	1	1	1	8	9	17
Bicycle	2	6	8	3	3	7	45	46	91
On foot	5	18	22	10	8	18	122	125	247
Other method of travel	0	2	2	1	1	2	12	12	23
Total	29	103	132	61	50	111	737	754	1491

N.B. Figures may not sum precisely due to rounding

7.8.2 Overall, the Development is anticipated to generate 132 and 111 two-way trips in the AM and PM peaks, and 1491 daily trips. The heaviest proportion of trips lies in public transport at up to 941 daily trips, followed by pedestrian trips at 247 daily trips. It should be noted that the pedestrian trip figures include internalised journeys, while the public transport figures encompass all modes of travel by bus, train, and underground/metro services.

7.8.3 The net trip generation is calculated as the difference in value between the trip generation associated with the Development, and the estimate of the existing trip generation associated with the Site, presented for each mode. The net trip generation across the modes is demonstrated in the below table.

Table 7-27: Net Trips by Mode

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Public Transport	3	58	61	34	19	53	191	204	395
Taxi	0	3	3	2	1	2	15	15	31
Motorcycle, scooter or moped	0	3	3	2	1	3	6	7	13
Driving a car or van	-8	-10	-18	-1	-4	-5	-166	-146	-313
Passenger in a car or van	0	1	1	1	0	1	5	5	10
Bicycle	0	4	4	3	1	4	3	4	8
On foot	1	15	16	9	5	14	49	53	102
Other method of travel	0	2	2	1	1	2	9	10	19
Total	-3	76	73	49	25	74	112	152	264

7.8.4 As can be observed, the Development is to generate a net increase of 112 and 152 two-way trips in the AM and PM peaks respectively, and 264 trips across a day. Travel via public transport is among the highest mode shares, which is to be expected due to frequent bus services alongside Fulham Broadway Underground Station and Imperial Wharf Rail Station located in proximity to the Site. Travel on foot also has a high mode share with 16 and 14 more AM and PM peak trips and 102 more daily trips. This is due to a good level of amenities located within 20-minutes, encouraging sustainable modes of travel.

7.8.5 As the proposed non-residential units are car-free, they will contribute to the predicted reduction in car driver trips. This can be seen with a reduction of 18 and 5 additional net car drivers in the AM and PM peaks, whilst there is expected to be a reduction of approximately 313 daily car driver trips.

7.9 Delivery and Servicing Trips

7.9.1 As outlined earlier, various sources of trip rates have been considered to determine an accurate trip generation. For the land uses that required a survey, a delivery and servicing activity survey has been carried out along the site frontage to understand the loading and unloading activity profile throughout the day.

7.9.2 The survey taken for the existing Site was performed over 12-hours (07:00-19:00) and was undertaken on a Tuesday. The vehicles were classed by type and activity.

7.9.3 The Auction House has a variety of vehicles performing delivery and servicing, including box vans/LGVs and medium to large refuse vehicles. The below Table 7-28 demonstrates the mix of un/loading vehicles and the average dwell times of each use within the existing development.

Table 7-28: Existing Uses Delivery and Servicing Trips

Vehicle Type	Median Dwell Time (mm:ss)	Mode Share
Auction House		
Car	10:34	44%
LGV	15:47	53%
OGV1	02:08	1%
Fairbanks Studios		
Car	63:24	80%
LGV	37:33	20%
Self-Storage		
Car	05:40	44%
LGV	08:10	44%
M/C	02:51	11%
Total Site		
Car	10:34	46%
LGV	14:58	50%
OGV1	02:08	1%

M/C	02:51	1%

N.B. Results do not include 2 bus journeys that were recorded within the survey.

7.9.4 The existing and proposed peak hour delivery and servicing trip generation are summarised below in Table 7-29 and Table 7-30. These are added to the car trip generation demonstrated in the previous section to determine the proposed daily vehicle generation on the network, Lots Road and vehicular Site activity.

7.9.5 It is to be noted that due to the nature of the community centre, it was assumed that delivery and servicing trips for the according portion of the Development would be negligible, and thus are not considered further.

Table 7-29: Existing Delivery and Servicing Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way
Auction House									
D&S Trip Rate	0.06	0.06	0.13	0.06	0.06	0.13	4.60	4.60	9.21
D&S Trip Generation	1	1	2	1	1	2	63	63	126
Fairbank Studios									
D&S Trip Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.86
D&S Trip Generation	0	0	0	0	0	0	3	3	6
Self-Storage									
D&S Trip Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.51
D&S Trip Generation	0	0	0	0	0	0	6	6	12
Total									
D&S Trip Generation	1	1	2	1	1	2	72	72	144

Table 7-30: Proposed Delivery and Servicing Trip Generation

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (00:00-00:00)		
	In	Out	Two-way	In	Out	Two-way	In	Out	Two-way

Flexible Commercial									
D&S Trip Rate	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.75
D&S Trip Generation	0	0	0	0	0	0	4	4	8
Community Centre									
D&S Trip Rate	Determined to be Negligible								
D&S Trip Generation	0	0	0	0	0	0	1	1	2
Affordable Commercial Space									
D&S Trip Rate	0.01	0.01	0.02	0.01	0.02	0.03	0.19	0.19	0.38
D&S Trip Generation	0	0	0	0	0	0	1	1	3
Residential – Private									
D&S Trip Rate	0.02	0.01	0.03	0.01	0.01	0.01	0.18	0.18	0.35
D&S Trip Generation	2	2	4	1	1	2	27	27	55
Residential – Affordable									
D&S Trip Rate	0.01	0.01	0.02	0.01	0.01	0.01	0.12	0.12	0.24
D&S Trip Generation	1	0	1	0	0	1	6	6	13
Residential – Extra Care									
D&S Trip Rate	0.02	0.01	0.03	0.01	0.01	0.02	0.19	0.19	0.39
D&S Trip Generation	1	1	2	1	0	1	13	12	25
Total									
D&S Trip Generation	**4**	**3**	**7**	**2**	**1**	**4**	**53**	**53**	**105**

N.B. All numbers are subject to rounding, trip rates are rounded to 2d.p. whilst trip generation to integers.

7.9.6 The below table demonstrate both the existing and proposed daily delivery and servicing profile.

Table 7-31: Existing and Proposed Delivery and Servicing Trips (All Modes)

Time	Existing			Proposed		
	Arrivals	Departures	Total	Arrivals	Departures	Total
05:00-06:00	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0
07:00-08:00	3	1	4	1	1	3
08:00-09:00	1	1	2	5	3	8
09:00-10:00	6	7	13	8	7	15
10:00-11:00	11	11	22	5	4	9
11:00-12:00	9	7	16	5	6	11
12:00-13:00	6	4	10	5	5	10
13:00-14:00	12	14	26	5	5	10
14:00-15:00	12	14	26	4	6	10
15:00-16:00	9	8	17	2	2	4
16:00-17:00	2	4	6	5	6	11
17:00-18:00	1	1	2	2	2	4
18:00-19:00	0	0	0	1	1	3
19:00-20:00	0	0	0	3	3	6
20:00-21:00	0	0	0	1	1	3
21:00-22:00	0	0	0	0	0	0
Total	**72**	**72**	**144**	53	53	105

7.9.7 The above tables demonstrate that the Development results in an overall decrease of 39 trips in delivery and servicing demand throughout the day and a slight increase during the peak hours from the existing operation of the Site.

7.10 Proposed Vehicular Trip Generation

7.10.1 This section expands upon the multi-modal proposed trip generation analysis presented in section 7.7, deriving the proposed number of vehicles that the Development is to generate. This number is then distributed between vehicles that enter the Site and those that service on Lots Road, and finally a dwell time analysis to evaluate the impact that the Development will have.

Assumptions

7.10.2 Vehicles consist of results derived from the “Driving a Car”, “Taxi” and “D&S” mode shares/trip types. Trips categorised as a “Passenger in a Car or Van” are not included to prevent double counting.

7.10.3 Delivery and servicing comprise a range of mode shares, including local care workers walking or cycling, courier services using motorbikes and electric cargo bike services via car methods

and LGVs and HGVs for deliveries. Only delivery and service trips made by car, van, or lorry are classified as vehicle trips. Trips made by bicycle, on foot, or by motorbike/moped are not included in this category.

7.10.4 When distributing trips between on-site and on Lots Road, the following rules were applied:

- For “Driving a Car” mode share, vehicles associated with all the commercial and the residential units, were allocated to Lots Road. However, with six on site parking spaces available for blue badge holders, it is assumed that each space generates two two-way trips per day, resulting in a total of 24 trips.
- In line with the above, “Passenger in a Car” mode share, visitors to the residential units and community centre are expected to be dropped off via Lots Road, as this is a more suitable location for these uses and no private cars other than the blue badge holders may access the site.
- Taxi trips are expected to use Lots Road for driver efficiency. The exception is trips to the extra care units, where drivers may drop off residents within the Development.
- Regarding delivery and servicing, the following destinations are expected to use on-site servicing, rather than via Lots Road: flexible commercial units of Block A, extra care facilities and the community centre. Remaining delivery and servicing trips are expected to service the Development via Lots Road. This is further elaborated in the Delivery and Servicing Plan.

Results

7.10.5 By considering the methodology described above, it can be deduced that 191 vehicles are expected to be generated on a daily basis for the purposes of the proposed Development. This is split between 25 daily vehicular trips anticipated to navigate the on-site routes and 142 vehicular trips being allocated to Lots Road instead. Figure 7-2 below illustrates this:

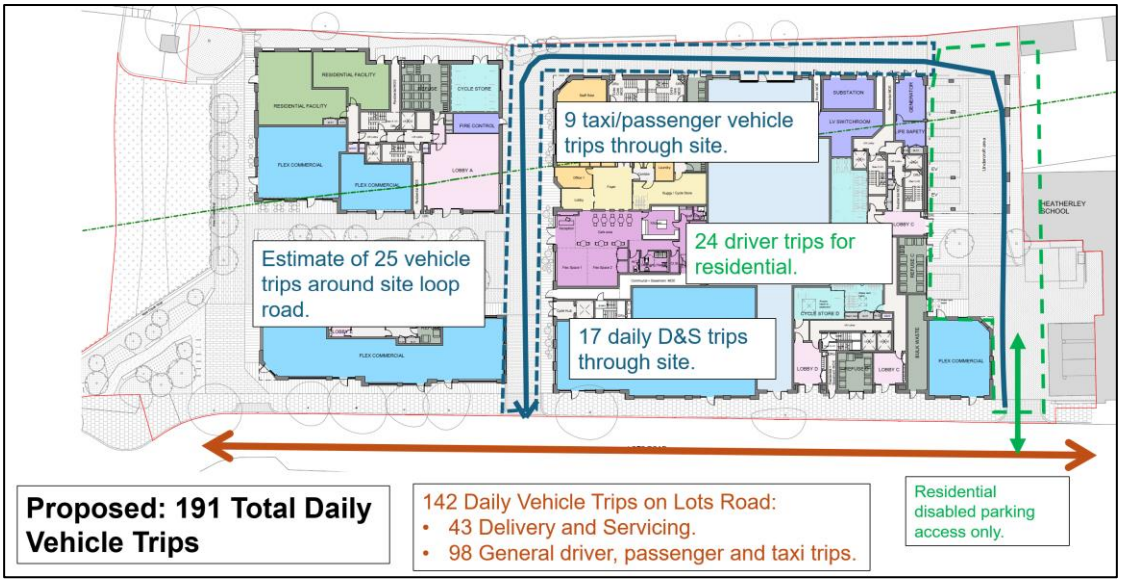


Figure 7-2: Allocation of Daily Vehicular Trips

Dwell Time Analysis

7.10.6 To further elaborate on the allocation above, a dwell time analysis exercise was performed, investigating the difference in total time that vehicles are to serve bays.

7.10.7 Extending from the results of Table 7-28, the total dwell times for each existing land use are as follows:

- Auction House: 30:01:59
- Fairbanks Studios: 06:24:00
- Self-Storage: 01:11:22

7.10.8 As can be observed, the Auction House (which is to be relocated) consists of a majority of the current dwell time demand at approximately 80% of the total time at 30:01:59 hours total. With the auction house not returning, significant capacity is released on Lots Road. Therefore, only the portion regarding Fairbanks Studios (17%) can have direct relevance to the servicing patterns that the Development can expect to have. Therefore, for the proposed dwell times, a first principles approach was used, with the following data:

- TfL's Kerbside Loading Guidance document[21] section 05: "Land-use, deliveries and servicing" provides average dwell times for the most common category of delivery and servicing vehicles for different land uses. Averaging across A1, B1 and Sui Generis land uses, it was deduced that the proposed average vehicle dwell time would be just under 13 minutes at 12:49 per vehicle. This was applied to all non-residential delivery and servicing trips.
- Taxi trips are anticipated to have a dwell time of 30 seconds due to the nature of the mode share.
- The TfL Kerbside Loading Guidance document was consulted for the residential delivery and servicing dwell times, with an average dwell time for C3 land usage of 14:15.
- Similarly to Taxi trips, Passenger in a Car trips are anticipated to have dwell times of 1 minute, to take into account longer loading times compared to Taxi trips.
- For all Driving a Car trips, the median car dwell time from the existing surveys was used, with a median value of 10:34 per vehicle.

7.10.9 Deduced from the above, Table-35 below summarises the results of the dwell time analysis. It is to be noted that two-way trips double count the parking demand due to the nature of two-way trips:

Table 7-32: Dwell Time Analysis

Trip Category	Average Dwell Time (mm:ss)	Parking/Servicing Demand	Total Dwell Time (mm:ss)	Dwell Time on-Site	Dwell Time on Lots Road
Non-Residential D&S	12:49	14	01:29:43	00:51:16	01:16:54
Residential D&S	14:15	25	05:56:15	01:39:45	04:59:15
Taxi	00:30	24	00:12:00	00:02:30	00:14:00
Passenger in a Car	01:00	16	00:16:00	00:02:00	00:21:00
Driving a Car	10:34	52	09:09:54	04:13:36	06:09:50
Total	08:15	124	17:03:52	06:49:07	13:00:59

[21] Kerbside loading guidance, January 2017

7.10.10 As can be observed, the total dwell time on-site is expected to be just under 7 hours, whilst on Lots Road almost 13 hours. Combined, this is just under 20 hours, which is a net reduction in servicing activity compared to the existing Site. The total dwell time on Lots Road reduces by approximately 65%, from 37 hours to 13 hours.

7.11 Summary

7.11.1 The overall person trip rates for the Development have been obtained from the Trip Rate Information Computer System (TRICS) database version 7.10.2 and trip surveys at the existing site. Owing to the reduced car parking provisioning on the Development, there is a slight reduction in car trips associated with the Site. People associated with the proposed Development will overwhelmingly use active transport and public transport modes. The impact of the net uplift in these modes is studied in the following chapter.

7.11.2 The delivery and servicing trip generation was discussed, with a decrease of 39 two-way trips on a daily basis. However, as noted in the trip distribution section, overall parking demand for servicing and loading is expected to drop significantly.

7.11.3 A dwell time analysis exercise was performed, distributing the proposed vehicle trip generation between on-site servicing/loading and that on Lots Road. It is found that the Development is to anticipate a combined 6:49:07 dwell time on-Site and 13:00:59 on Lots Road. This is compared to the existing Site with over 37 hours of activity.

8 Network Impact Assessment

8.1 Introduction

8.1.1 The estimated net additional trips generated from the Development as detailed within the previous section have been distributed onto the surrounding transport network to understand the potential impacts on different modes of transport.

8.1.2 The total net additional trip generation generated from the Development by mode is shown in Table 7-27.

8.1.3 This section will assess the distribution of person trips across the following networks:

- Walking and Cycling
- Local Bus Services
- Local and Wider Rail Services
- Highway Network

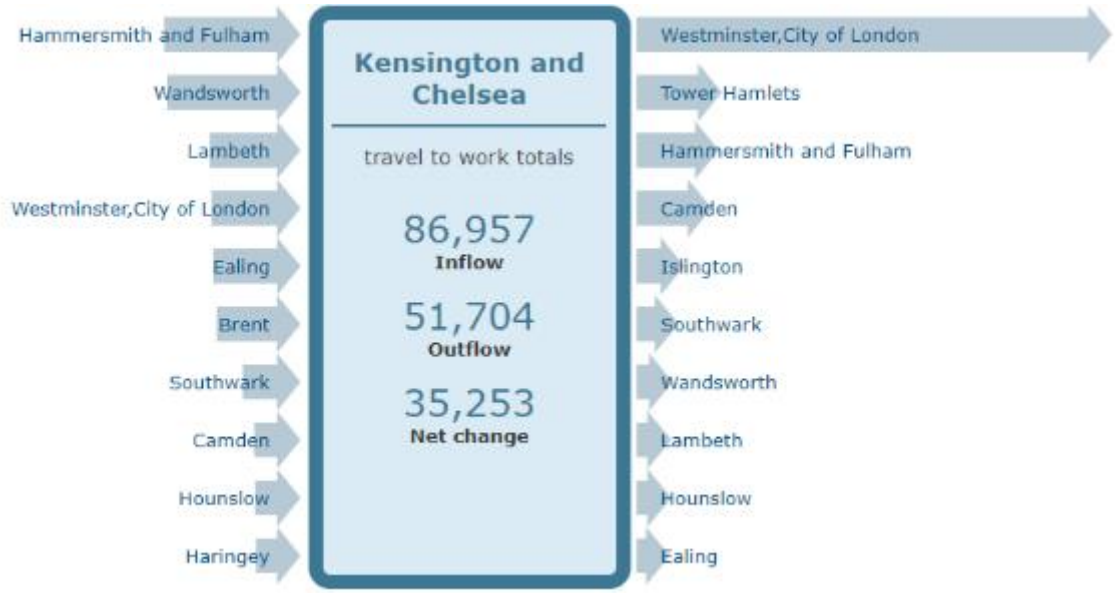
8.2 Distribution

8.2.1 To provide an accurate assessment of the likely distribution of trips generated from the Site, the national census journey to work statistics (for persons trips) is used to identify likely destinations for travel. Specifically, the existing residents of Kensington and Chelsea employment locations through analysis of journey to work data will help to identify existing commuting patterns from the Site.

8.2.2 An assessment of the 2011 Census Journey to Work data for RBKC across the relevant modes has been considered to determine the distribution.

8.2.3 The below figure demonstrates the total person commuter trips in and out of the borough and the locations they come from and go to.

Figure 8-1: Kensington and Chelsea Commuter Trips



8.3 Walking and Cycling

8.3.1 From the multimodal trip generation shown in Table 7-26 it is estimated that the Development would generate 16 more two-way pedestrian trips in the AM peak hour, with 14 more trips in the PM peak hour. There is anticipated to be an increase of 102 two-way daily pedestrian trips associated with the Development.

8.3.2 With regards to cycling, there is proposed to be 4 more two-way cycle trips in the AM peak hour and an increase of 4 in the PM. There is anticipated to be an increase in 8 two-way cycling trips associated with the Development across a weekday.

8.3.3 It is anticipated that following the delivery of the measures to be outlined in the Full Travel Plan, the number of walking and cycling trips will increase further.

8.3.4 The walking and cycle routes have been reviewed as part of the ATZ. The Development will deliver several improvements to encourage walking and cycling and enhance the network for existing users, including improvements along Lots Road including hard and soft landscaping, widened footways and cycle parking provision.

8.4 Public Transport

8.4.1 To estimate the proportion of Public Transport users that use bus, train and underground mode shares, the 2011 Census dataset *"WU03UK – Location of usual residence and place of work by method of travel to work"* was consulted for the Kensington and Chelsea merged local district geography.

8.4.2 Considering all destinations, it was deduced that 70.4% of public transport users used underground, light rail or metro modes, 5.4% used Train methods, and 24.2% used bus methods.

8.5 Local Bus Services

8.5.1 In order to understand the impact of the Development on the surrounding bus network, a bus distribution has been generated to predict the number of trips on each service. The distribution for the Development's bus passenger trips has been derived from 2011 Census method of travel to work data with the origin as MSOA Kensington and Chelsea 017.

8.5.2 The destination MSOAs which generated 15 or more bus trips from MSOA Kensington and Chelsea 017 have been considered giving a total of 17 destinations.

8.5.3 The table below shows the expected distribution of trips across the different bus services, broken down by individual bus.

Table 8-1: Net Bus Trip Generation Profile per Service

Service	Direction	Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
			In	Out	Total	In	Out	Total
22	East	8.0%	0	0	0	0	0	0
	West	0.0%	0	0	0	0	0	0
11	East	53.5%	0	1	1	1	0	1
	West	0.0%	0	0	0	0	0	0
C3	North	32.7%	0	1	1	0	0	1

Service	Direction	Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
			In	Out	Total	In	Out	Total
	South	5.9%	0	0	0	0	0	0

8.5.4 The above table demonstrates negligible impact results from the Development across the bus services. The greatest net additional trip per service is to be seen on the service 11 eastbound service.

8.5.5 The above assessment demonstrates that the forecast increase in passengers associated with the Development does not present any material impact on existing bus services.

8.6 Rail Services

8.6.1 The impact of the additional passenger volumes generated on the London Overground service via Imperial Wharf and the District Line from Fulham Gateway has been assessed by direction of flow and time of day.

8.6.2 The distribution for the Development's underground passenger trips has been derived from 2011 Census 'Method of travel to work' data with the origin as MSOA Kensington and Chelsea 017.

8.6.3 The destination MSOAs which generated 100 or more total trips via underground and train methods from MSOA Kensington and Chelsea 017 have been considered, giving a total of 16 destinations. The proportions of trips to these destinations are determined using a first principles assessment of fastest travel times, with use of an online journey route planner. The analysis concludes that a split of approximately 70.4% of rail trips use the District Line via Fulham Broadway whilst 12.2% use the London Overground.

8.6.4 For the assessment within this section, it has been assumed that all underground, overground and train trips will be considered together and split across the underground and overground based on quickest journey times.

8.6.5 Assuming this split, the train/underground net trip generation for the Development, and the trains frequency per hour, the following table provides the net additional trips per train for the Development, as well as the existing trips derived from Numbat 2019 data.

Table 8-2: Rail Trips

Service	Direction	Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
			In	Out	Total	In	Out	Total
Imperial Wharf (London Overground)								
Existing	East		102	39	141	25	111	136
	West		79	24	103	35	64	100
Dev	East	80.1%	0	5	6	3	2	5
	West	5.8%	0	0	0	0	0	0
`% Uplift	East		0.0	12.2%	3.9%	11.2%	1.6%	3.5%
	South		0.0	1.4%	0.3%	0.6%	0.2%	0.4%
Imperial Wharf (National Rail)								

Existing	North		60	17	77	21	59	80
	South		93	167	125	16	118	134
Dev	North	21.4%	0	1	1	0	0	1
	South	78.6%	0	2	3	1	1	2
% Uplift	North		0.1%	3.9%	0.9%	1.8%	0.4%	0.8%
	South		0.2%	1.4%	2.1%	8.3%	0.7%	1.7%
Fulham Broadway (District Line)								
Existing	North		29	65	94	7	72	79
	South		118	4	136	88	32	120
Dev	North	14.1%	0	0	0	0	0	0
	South	0.1%	0	0	0	0	0	0
% Uplift	North		0.1%	0.6%	0.4%	3.0%	0.2%	0.4%
	South		0.0%	7.1%	0.0%	0.0%	0.0%	0.0%

8.6.6 As demonstrated, the Development is anticipated to generate a negligible net increase in train users at both stations during the AM and PM peak hours.

8.7 Highway Network

8.7.1 No junction modelling is to be proposed upon the nearby highway network due to the removal of the car pound and low car parking provision resulting in a negligible change in vehicle trip generation. However, the change in traffic in the peak hours has been analysed on local roads in order to assess the precise impact the Development will have.

Table 8-3: Junction Uplift Assessment

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	NB / EB	SB / WB	Two-Way	NB / EB	SB / WB	Two-Way
Lots Road (Site Frontage)						
Baseline	150	186	336	220	157	377
Development	-2	-1	-4	0	-1	-1
% Uplift	0%	0%	0%	0%	0%	0%
Lots Road (Adjacent to Power Station)						
Baseline	319	160	479	245	345	590

Development	-2	-1	-2	0	-1	-1
% Uplift	0%	0%	0%	0%	0%	0%
Burnaby Street						
Baseline	43	32	75	47	60	107
Development	0	0	0	0	0	0
% Uplift	0%	0%	0%	0%	0%	0%

8.7.2 The application for the residential development at the former power station east along Lots Road states a trip generation of 2 and 3 total two-way vehicular trips in the AM and PM peak hour respectively, only a proportion of which would route north along Lots Road past the site. The cumulative impact of both the power station development and these site proposals are considered to be minimal.

8.8 Summary

8.8.1 The network impact demonstrates that there is an increase in cycle and pedestrian movements generated by the Site. Public realm improvements, pedestrian/ cycle route to the rear of the Site and increased footway width along Lots Road mitigates this increase. The provision of off-road loading and parking for those with mobility impairments as well as reduced on-street loading will create a site frontage which is more attractive to active travel.

8.8.2 The most significant increase on local rail is at Imperial Wharf using the London Overground east. It is not anticipated that the proposals will increase rail demand above what can currently be accommodated.

8.8.3 With regards impact on the bus network, it has been demonstrated that the highest uplift will be on route 11 between Fulham Town Hall and Waterloo Station. The proposed uplift spread across the 8-10 services per hour will have negligible impact on the existing operation.

8.8.4 There is proposed to be a very minor increase in vehicles arriving and departing the Site in the peak hours well within the natural daily fluctuation of network traffic.

9 Summary and Conclusions

9.1.1 Stantec has been appointed by Mount Anvil (hereinafter referred to as the “Applicant”) to provide transport and waste consultancy support for the mixed-use development of Lots Road (hereinafter referred to as the “Site”), located within the Royal Borough of Kensington and Chelsea (RBKC) and London Borough of Hammersmith and Fulham (LBHF). This Transport Assessment has been produced to support the planning application for the redevelopment Site to provide a mixed-use development.

9.1.2 The Development comprises of 274 residential units, of which 65 are extra-care units, as well as various non-residential uses including flexible commercial (Class E), Café (Class E), and Community Center (Class F). A total of 6 disabled parking spaces are proposed within the Site estate with an option for a further 2 spaces in the local roads.

9.1.3 The TA has been informed by reviewing background and existing conditions of the Site and existing transport provision. The proposed trip generation rates have also been outlined. In addition, the proposed scope of surveys undertaken have been detailed. This includes ATC, MCC and parking surveys, as well as the proposed ATZ assessment scope.

9.1.4 The overall person trip rates for the Development have been obtained from the Trip Rate Information Computer System (TRICS) database version 7.10.2 and trip surveys at the existing site.

Appendix A Layout

PL_Level 0 GA

1 : 200

0m 5m 10m 15m

Site Boundary

Boundary between RBKC (NE area) and LBHF (SW area) Boroughs

Document Reference LR05

Designed with reference to the surveys, information and reports listed: MTA20004-METRA-TP-XX-DR-X-0001-08, LR10 Proposed Landscape plans (BDP), LR12 Landscape Statement (BDP), LR31 Flood Risk Assessment (Stantec), LR32 Sustainable Urban Drainage Strategy (Stantec)

Rev	Date	Description
P00	10-07-25	ISSUE FOR PLANNING

Dwn	Ckd
ed	MH

Drawn	ed
Checked	MH
Date	July 2025
Scale @ A1	As indicated

Lots Road South

Level 0 GA

Project	Origin	Volume	Level	Type	Role	Number
LTS -	PRP -	ZZ -	00 -	DR -	A -	21100

Revision: **P00 - STAGE ISSUE**

Status: **S4 - PLANNING**

PRP

Appendix B Parking Management Plan

Lots Road

Framework Parking Management Plan

On behalf of **Mount Anvil**

Project Ref: 332610262 | Rev: 03 | Date: July 2025

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Document Control Sheet

Project Name: **Lots Road**

Project Ref: **332610262**

Report Title: **Framework Parking Management Plan**

Doc Ref: **332610262 – Lots Road – Framework Parking Management Plan**

Date: **July 2025**

	Name	Position	Signature	Date
Prepared by:	Jemima Odom	Assistant Transport Planner	J.O.	May 2025
Reviewed by:	Paul Froggatt	Senior Associate Transport Planner	P.F.	May 2025
Approved by:	Paul Froggatt	Senior Associate Transport Planner	P.F.	May 2025
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
2	01/07/2025	ISSUE	JO	PF	PF
3	09/07/2025	ISSUE	RP	APN	APN

Contents

1 Introduction

1.1 Overview

1.1.1 This Framework Parking Management Plan (PMP) has been produced by Stantec on behalf of Mount Anvil (hereinafter referred to as the "Applicant"). The application site (hereinafter referred to as "the Site") located within the Royal Borough of Kensington and Chelsea (RBKC) and London Borough of Hammersmith and Fulham (LBHF).

1.1.2 This PMP has been produced to support the planning application to support the planning application for the redevelopment of the site, which proposes a mixed-use scheme comprising 274 new homes. These will include 65 affordable extra care units, 53 affordable general needs homes, and 156 market homes (Use Class C3). In addition, the development will provide 2,038m² of non-residential floorspace, incorporating flexible commercial uses (Use Class E(a), E(b), E(g)), educational and art gallery space (Use Class F1(a)/(b)), and community space (Use Class F2) (hereinafter referred to as "the Development").

1.1.3 This PMP sets-out how the proposed site-wide car and cycle parking provision associated with Development shall be managed, operated, and enforced to ensure effective operation, avoid undue parking stress, and encourage sustainable modes of travel.

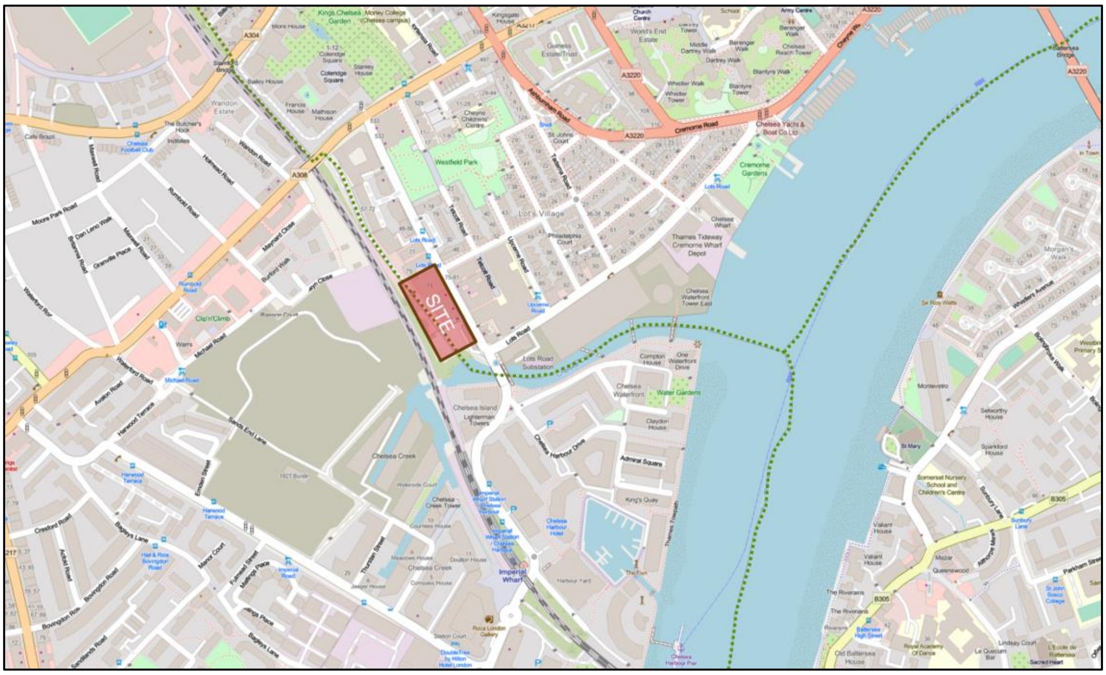
1.1.4 This PMP shall be used to inform the Development of a detailed Parking Management Plan to be prepared as part of subsequent discharge of conditions. These will be required to comply, and be consistent with the aim, objectives and targets outlined in this PMP.

1.2 Site Location

1.2.1 Figure 1-1 below illustrates the location of the Site. The Site is predominantly within (RBKC) although the boundary with London Borough of Hammersmith and Fulham (LBHF) is present along the Site's western boundary running adjacent to the London Overground line.

1.2.2 The Site is bounded by residential buildings to the north, Lots Road to the east from where access to the Site is currently provided, Chelsea Creek to the south and the London Overground railway line to the west. The Site measures c.0.71ha with approximately 0.49 ha in RBKC and 0.22 ha in LBHF. The Site sits approximately 300m to the north of Imperial Wharf railway station and approximately 1km to the south-east of West Brompton railway station both of which offer London Overground and Southern services. Fulham Broadway is also 900m to the west of the Site and offers District Line services.

Figure 1-1: Site Location[1]



1.2.3 The Site also has a private access route to a Conway highway maintenance site (which falls outside of the Site boundary). The access to the car pound is currently via the Conway access route. This access point will be removed for the development.

1.2.4 A vehicle access is proposed off Lots Road, on the northeast of the Site. This design will follow TfL's Streetscape Guidance for kerbside crossing. This access is intended to be two-way, but only serving as an exit for the disabled car parking spaces and Heatherley spaces

1.2.5 The southern connection will primarily be for egress to Lots Road and will be prioritised for two-way pedestrian and cycle access, with the vehicle route round the back of the Site from the northern access. There will be one-way vehicle egress from the southern access, assisting in the operation of delivery and servicing. This access point may be designated as two-way only if required for emergency service vehicle entry.

1.3 Report Structure

1.3.1 This chapter forms the introduction having outlined the background, scope and purpose of the PMP. The remaining structure of the report is set out as follows:

- **Chapter 2 – Car Parking Provision**
  - This section sets out the car parking provision to be accommodated on-site as part of the Development. Including details of existing on-street parking stress.
- **Chapter 3 – Car Parking Management**
  - This section outlines how car parking will be managed, allocated, operated, and enforced to ensure effective operation and avoid any adverse parking impacts. This includes arrangements for electric vehicle and disabled parking.

[1] ArcGIS Earth, 2023

- **Chapter 4 – Cycle Parking Provision**
  - This section sets out the cycle parking provision for Development including the location of spaces and the security considerations.
- **Chapter 5 - Conclusion**
  - This final chapter concludes the document with a summary of the Framework PMP.

2 Car Parking Provision

2.1 Introduction

2.1.1 This section sets out the parking provision to be accommodated on-site and outlines the existing on-street parking stress within proximity of the Site. This PMP concerns the management of parking for the proposed development; therefore, only details the parking situation once Development has been completed for the future occupants. A comprehensive assessment of the existing parking situation can be found within the Transport Assessment.

2.2 Parking Provision

Residential/Extra Care Parking

2.2.1 The development is designed to be car-free, promoting sustainable and active modes of transport. By not providing general car parking spaces, the scheme encourages residents and visitors to rely on walking, cycling, and public transport. This approach supports environmental goals, reduces traffic congestion, and enhances the overall quality of the urban environment. The car-free nature of the development aligns with broader local and national planning policies aimed at creating healthier, more accessible, and less car-dependent communities.

2.2.2 A total of six accessible parking spaces will be provided on-site, located to the north of the development. In addition, two further spaces will be made available on-street for residents if demand is required. Given the relatively low proportion of Blue Badge holders within the RBKC, it is not anticipated that further provision will be required. However, should demand increase in the future, additional accessible spaces could be accommodated on-street as necessary.

2.2.3 It should be noted that to prevent overflow parking from the Site, prospective residents will not be able to apply for an RBKC resident parking permit. Only resident blue badge holders will be able to use local blue badge bays.

Figure 2-1: Proposed Car Parking Arrangements

2.2.4 There is proposed to be space within the Site for ambulance and taxi pick up / drop off associated with the Extra Care facility.

Non-Residential Parking

2.2.5 Following the London Plan standards, there will be no car parking provision for the community centre. It is not envisaged this will generate any vehicular operational traffic and staff and visitors can utilise the excellent local public transport.

2.3 Summary

2.3.1 The Development will be car free except for disabled parking. A total of six disabled car parking spaces are proposed to be located to the east of the site and will be for Blue Badge holders only. An additional two disabled parking spaces will be provided on-street on Lots Road by the Council if demand for these arises.

2.3.2 Prospective residents will not be able to apply for an RBKC resident parking permit to prevent the overflow parking from the Site.

3 Car Parking Management

3.1 Introduction

3.1.1 This section shall outline how the car parking, as outlined within the previous section, will be managed, allocated, operated, and enforced to ensure effective operation and avoid any adverse parking impacts. This includes arrangements for electric vehicles.

3.2 Management Roles and Responsibilities

3.2.1 Mount Anvil own and manage several schemes in urban and suburban areas where car parking is at a premium and where monitoring and enforcement are established operations. Consequently, the Applicant has extensive experience of operating schemes comparable to the Development and ensuring that parking is appropriately managed.

3.2.2 The parking will be private, outside the remit of RBKC's parking services. Therefore, will be privately managed by the Applicant's preferred enforcement operator who will be responsible for maintaining safety, security, as well as enforcement of the parking provision.

3.2.3 The Applicant will be responsible for providing parking information to users including residents and staff who use the Site. The Development will be promoted and marketed to potential residents as one with limited parking provision throughout the marketing and sales process.

3.2.4 Maintenance will be managed by an estate management company appointed by the Applicant.

3.3 Parking Allocation

3.3.1 A total of six disabled parking spaces shall be provided within the site and an additional two will be provided on-street if demand arises.

3.3.2 Various strategies will be put in place to manage car parking for the intended user groups. Mount Anvil have confirmed that a permit system shall be operated, with the number of permits corresponding with the number of parking spaces, the permits shall be allocated as follows:

- Permits will be issued to the blue badge holders for disabled spaces.
- Resident blue badge holders will need to confirm their vehicle and permits will be prioritised for those with low emission vehicles including electric vehicles and those complying with Euro 4 and 5.

3.3.3 Parking permits shall be allocated annually, with those with an existing permit given priority. Therefore, ensuring the demand and need for parking is reviewed annually. The demand for electric vehicle parking will be considered as part of this.

3.3.4 All the spaces are located within proximity of the building entrances in accordance with the Disabled Discrimination Act and the Inclusive Mobility Guidance. These parking spaces will be only allocated to those requiring them based on them being in possession of a blue badge parking permit and occupying the Wheelchair Accessible Units (WAU).

3.3.5 There are no car parking spaces proposed for the commercial or community uses.

3.4 Safety and Security

3.4.1 The safety of the parking will be enhanced through appropriate lighting and use of reflective materials.

3.4.2 In addition to this, there will be an extensive network of CCTV cameras located throughout the Development to assist with the on-going monitoring of car parking.

3.5 Monitoring

3.5.1 The demand for electric vehicle spaces will be monitored by the Applicant's preferred enforcement operator. If and when demand requires, the enforcement officer will action the conversion of passive electric vehicle charging provision to active. This will also be reviewed as part of the annual permit system.

3.5.2 The Framework PMP and associated measures have been developed to be suitable for the proposed development when occupied. Nonetheless, the PMP itself remains a live document and it is anticipated that measures and the approach set out within it will evolve to best suit the needs of the users, the Applicant, and the wider users of the highway network.

3.5.3 This PMP will operate in parallel to the Travel Plan which shall also be implemented.

3.5.4 Parking demand will be regularly monitored through the on-site management company. If any misuse is identified this will be dealt with through the enforcement process, as detailed below.

3.6 Enforcement

3.6.1 For all parking to operate effectively, it must be monitored and enforced appropriately. This will be undertaken by the parking enforcement operator. The parking enforcement will regularly monitor the parking and serve a Penalty Charge Notice (PCN) where there is non-compliance.

3.6.2 Monitoring and enforcement will be undertaken on-foot by the private parking enforcement operator. Certain activities will be seen to constitute a trigger for enforcement action, including:

- Vehicle not authorised to park by virtue of use/permit.
- Vehicle not parked in a correct space (disabled space and electric vehicle).
- Vehicle not parking within a demarcated space, but otherwise authorised.
- Vehicle parking inappropriately and liable to cause obstruction.

3.6.3 If the location of a vehicle would prejudice adjacent parking spaces, access points or safe and suitable service vehicle movements, removal procedures may be enacted. The private parking operator will be required to produce photographic evidence of the offence as committed.

3.7 Summary

3.7.1 Permits will be issued to blue badge holders on a first come first served basis. Residents will need to confirm their vehicle with permits prioritised for low emission vehicles.

3.7.2 The safety of the parking will be enhanced through appropriate lighting, CCTV and use of reflective materials.

3.7.3 The parking demand will be regularly monitored through the on-site management company, with additional disabled parking and electric vehicle spaces provided off site should demand require.

3.7.4 Appropriate enforcement arrangements will be implemented to ensure parking operates effectively, if any misuse is identified this will be dealt with by the parking enforcement operator.

4 Cycle Parking Provision

4.1 Introduction

4.1.1 This section sets out the cycle parking provision proposed within the Development. A minimum of 380 cycle parking spaces shall be provided for residential units, 9 for the extra care units and 83 for the non-residential land uses.

4.2 Cycle Parking Layout and Allocation

Residential Units

4.2.1 The London Plan 2021 states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle, which can be done by providing appropriate levels of cycle parking that is fit for purpose, secure and well-located.

4.2.2 The Development shall provide cycle parking in accordance with standards set-out within the London Plan. As such, Table 4-1 shows that 374 long-stay spaces and 9 short stay cycle parking spaces are required.

4.2.3 It is intended that the long-stay provision will be accommodated within secure and covered cycl e stores in the basement and ground floor . All spaces for larger cycles will be located on the ground floor to improve accessibility. The short-stay cycle parking provision will be accommodated and integrated within the public realm and landscaping areas.

Table 4-1: Residential Cycle Parking Requirements

Dwelling Size	c. No. of Dwellings	c. Long-stay requirement	c. Short-stay requirement
1 bedroom, 1 person	16	16	9
1 bedroom, 2 persons	57	86	
All other dwellings	136	272	
Total	**209**	**374**	**9**

4.2.4 The below table demonstrates the cycle parking provision for the extra care facility.

Table 4-2: Extra Care Cycle Parking Requirements

Dwelling Size	c. No. of Dwellings	c. Long-stay requirement	c. Short-stay requirement
Total	**65**	**7**	**2**

Note: assumes 1 staff per 3 dwellings

Non-residential Units:

4.2.5 As outlined earlier, the Development will also accommodate non-residential floorspace, including flexible commercial (Class E), Café (Class E) and Community Centre (Class F).

4.2.6 To allow for the worst-case scenario and ensure sufficient cycle parking is provided in any situation, the highest standards for the potential use classes for the commercial units have been applicated to the GEA for each commercial unit to determine the cycle parking requirements.

4.2.7 The Employment Densities Guide[2] was used to estimate the number of staff members each commercial unit is likely to employ. The highest likely density was taken as an upper boundary and applied to the London Plan minimum standards. Therefore, providing a worst-case scenario.

4.2.8 Table 4-3 below shows that c.19 long-stay spaces are required along with c.64 short-stay spaces.

Table 4-3: Non-residential Cycle Parking Requirement

Land Use	c. Floor Area sqm (GIA+BOH+10%)	c. Long-stay Requirement	c. Short-stay Requirement
Flex Commercial (Class E)	1,187.6	7	60
Affordable Commercial (Class E)	752.7	10	2
Community Centre (Class F)	301.7	2	3
Total	**2,242**	**19**	**64**

N.B Figures may not sum precisely due to rounding

Cycle Parking Design:

4.2.9 The design of the bicycle parking will be in accordance with the London Plan, London Cycle Design Standards (LCDS) and relevant guidance from RBKC and LBHF.

Block C - The proposed long stay cycle parking for Block C is entirely contained within a dedicated ground floor cycle store accessed from Block C's secondary lobby, on the north side of the scheme. It is accessible, and conveniently located in close proximity to the entrance and lifts.

Block B - The proposed long stay cycle parking for Block B is entirely contained within a dedicated ground floor cycle and buggy store accessed from Block B's lobby. It is accessible and conveniently located in close proximity to the entrance and lifts.

Block A, D and E - Because of the pressure on ground floor space in the scheme, and the desire to maximise commercial space and active frontages, the size of the ground floor cycle stores in these blocks are limited. As a result, the space has been prioritised for the 5% of cycles required from Block A, D and E that are larger / non-standard (14). 10 sheffield stands are also proposed. The balance of spaces for these blocks are located in dedicated stores in the basement under Block D. This is highly accessible, being located straight off the main public square and being se rved by a generously sized lift.

[2] Employment Densities Guide, 2015

5 Conclusion

5.1.1 All the car parking spaces shall be disabled spaces and shall be allocated to blue badge holders. A total of six spaces will be provided within the site and an additional two will be provided on-street.

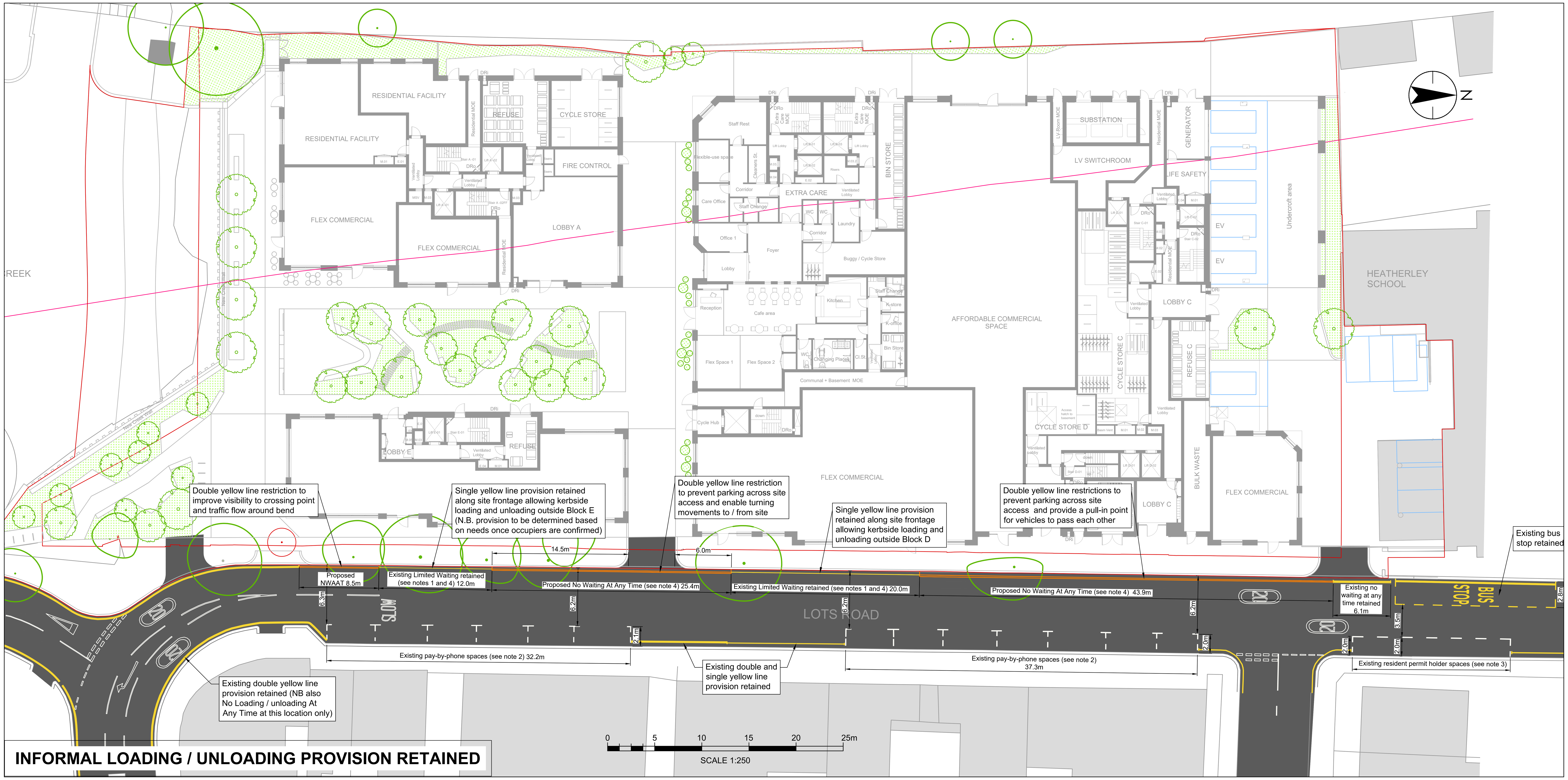
5.1.2 The safety of the parking will be enhanced through appropriate lighting and use of reflective materials. Barriers will also be in place at car park entrances with a fob required to access the spaces. This is to prevent those without permits from accessing and using the spaces.

5.1.3 The parking demand will be regularly monitored through the on-site management company, if any misuse is identified this will be dealt with by a parking enforcement operator.

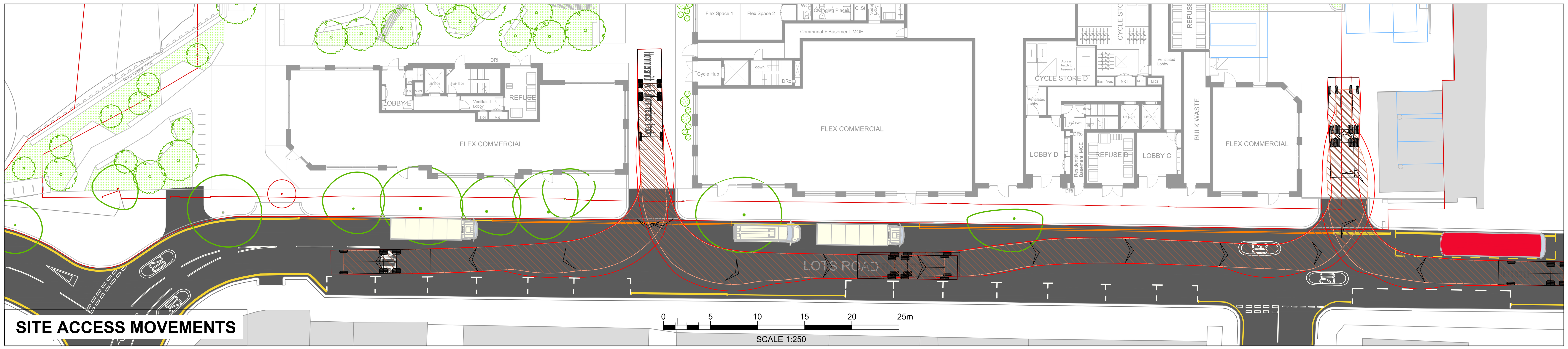
5.1.4 The cycle storage shall be secure, with long-stay cycle parking located internally within the blocks and short-stay parking located in well-lit areas with high levels of natural surveillance. 400 long-stay and 22 short-stay cycle parking spaces shall be provided.

5.1.5 The cycle parking will be located within ground level and basement stores with the safety enhanced through appropriate lighting. The cycle storerooms will be accessible with the use of a fob.

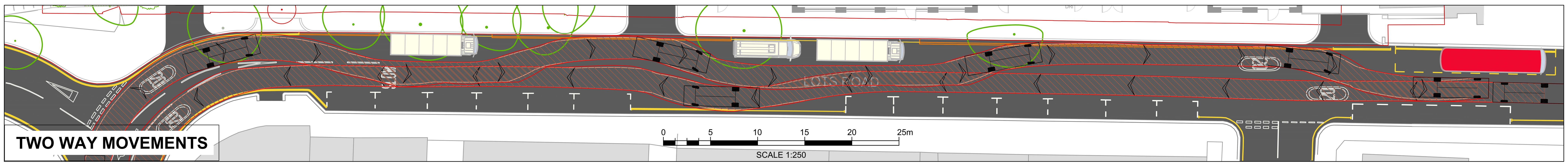
Appendix C Vehicle Swept Paths



INFORMAL LOADING / UNLOADING PROVISION RETAINED



SITE ACCESS MOVEMENTS



TWO WAY MOVEMENTS

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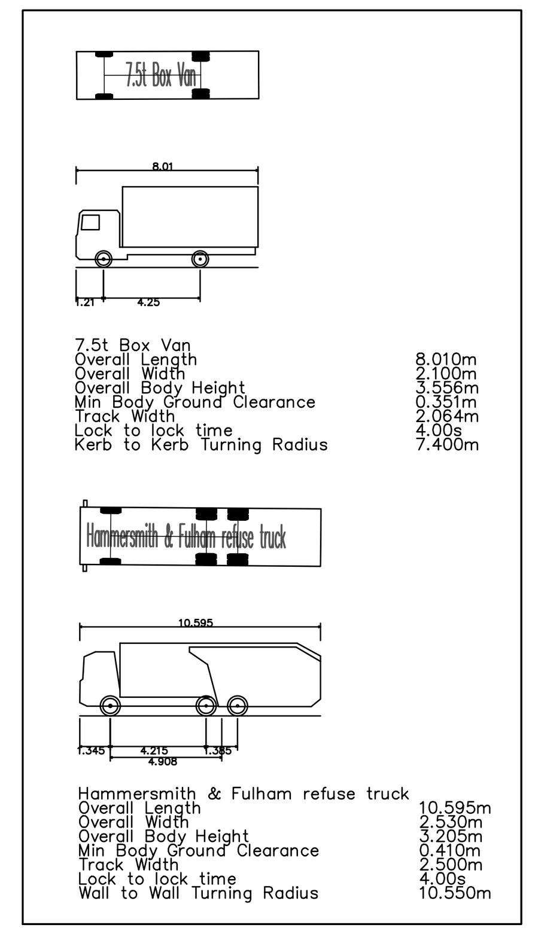

NOTES

1. Controlled Parking Zone, limited waiting* Monday - Saturday 8.30 am - 6.30 pm (* Parking is not permitted between the specified hours).
2. Parking, pay by phone Monday - Saturday 8.30 am - 6.30 pm, maximum stay 4 hours.
3. Resident permit holders only, Monday - Friday 8.30 am - 10 pm, Saturday 8.30 am - 6.30 pm.
4. There are no specified loading restrictions on either single or yellow line sections except on the southern bend. However, loading or unloading activity is only permitted for up to 20 minutes and must be observed by parking enforcement officer.

Issued/Revision		By	Appd	YYYY.MM.DD
P06	Masterplan updated	REM	AN	2025.07.09
P05	Masterplan updated	REM	AN	2025.07.01
P04	Base plan updated and tracking revised	REM	PF	2025.06.24
P03	Road markings revised and tracking updated	REM	PF	2025.03.19
P02	Road markings revised and notes added	REM	PF	2025.03.12
P01	FIRST ISSUE	REM	PF	2025.02.27

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
REM	REM	PF	2025.03.10

Issue Status

S2 - FOR INFORMATION

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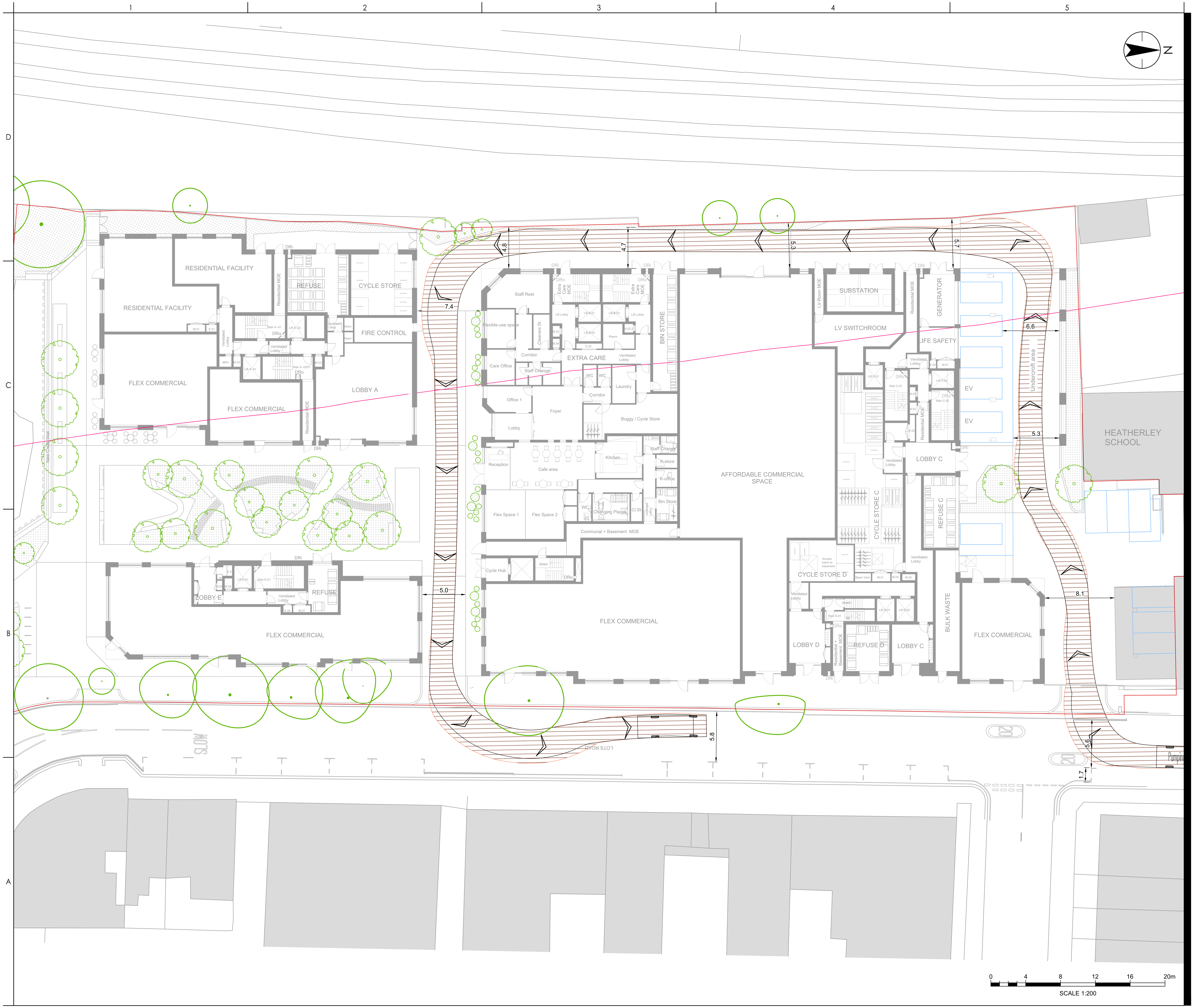
Client/Project
MOUNT ANVIL

LOTS ROAD, RBKC

Title
SITE FRONTAGE STRATEGY
EXISTING LIMITED WAITING RESTRICTIONS RETAINED AND MODIFIED

Project No.	A1 Scale
332610644	1:250

Revision	Drawing No.
P06	332610644-STN-HGN-XX-DR-H-0111



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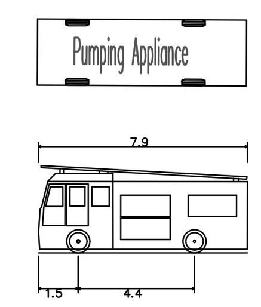

Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Issued/Revision		By	Appd	YYYY.MM.DD
P10	Masterplan updated	JAD	AN	2025.07.09
P09	Masterplan updated	REM	AN	2025.07.01
P08	Masterplan updated and tracking revised	REM	PF	2025.06.24
P07	Masterplan updated	REM	PF	2025.03.06
P06	Base plan updated	REM	PF	2025.02.05
P05	Annotation and title amended	REM	PF	2025.01.20
P04	Base plan updated and tracking revised	REM	PF	2025.01.07
P03	Base plan updated and tracking revised	REM	PF	2024.09.03
P02	Base plan updated and tracking revised	REM	PF	2024.08.23
P01	FIRST ISSUE	SR	PF	2024.08.02

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
SR	-	PF	2024.08.02

Issue Status

S1 - FOR COORDINATION

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MOUNT ANVIL

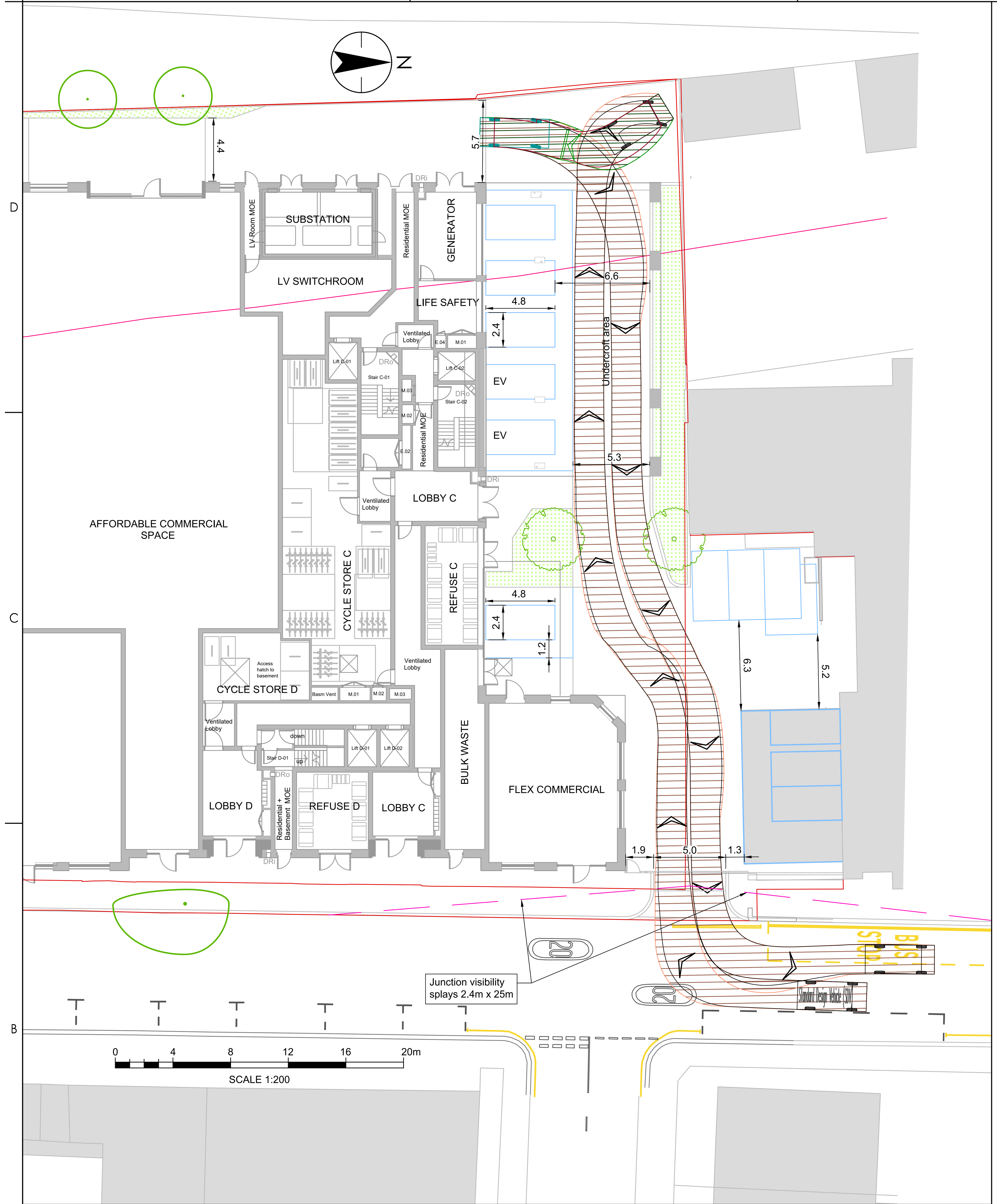
LOTS ROAD, CHELSEA

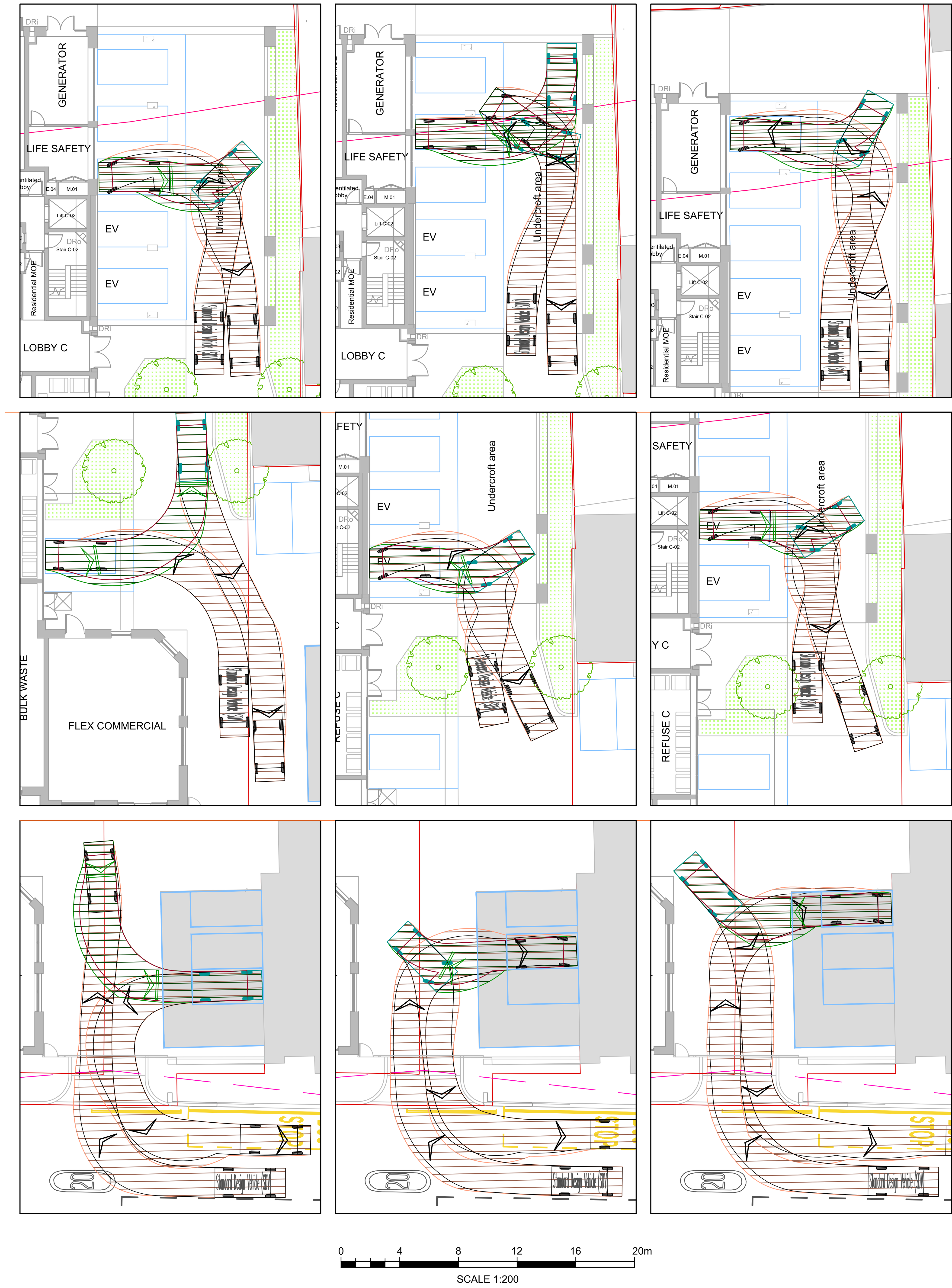
-

Title
SITE LAYOUT
VEHICLE SWEPT PATH ANALYSIS FOR A FIRE TENDER (PUMP APPLIANCE)

Project No.	Scale
332610644	1:200

Revision	Drawing No.
P10	332610644-STN-HGN-XX-DR-H-0101





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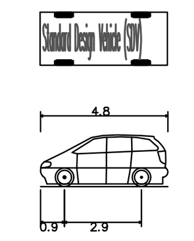

Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

Issued/Revision		By	Appd	YYYY.MM.DD
P12	Masterplan updated	JAD	AN	2025.07.09
P11	Masterplan updated	REM	AN	2025.07.01
P10	Masterplan updated and tracking revised	REM	-	2025.06.26
P09	Masterplan updated	REM	PF	2025.06.24
P08	Masterplan updated and tracking revised	REM	PF	2025.06.03
P07	Masterplan updated and tracking revised	REM	PF	2025.05.20
P06	Masterplan updated and tracking revised	REM	PF	2025.05.15
P05	Masterplan updated and labels revised	REM	PF	2025.03.06
P04	Base plan updated and tracking revised	REM	PF	2025.02.26
P03	Base plan updated and tracking revised	REM	PF	2025.01.08
P02	Base plan updated and tracking revised	REM	PF	2024.09.03
P01	FIRST ISSUE	REM	PF	2024.08.23

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
REM	REM	PF	2024.08.23

Issue Status

S2 - FOR INFORMATION

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Client/Project Logo

Client/Project
MOUNT ANVIL

LOTS ROAD, CHELSEA

-

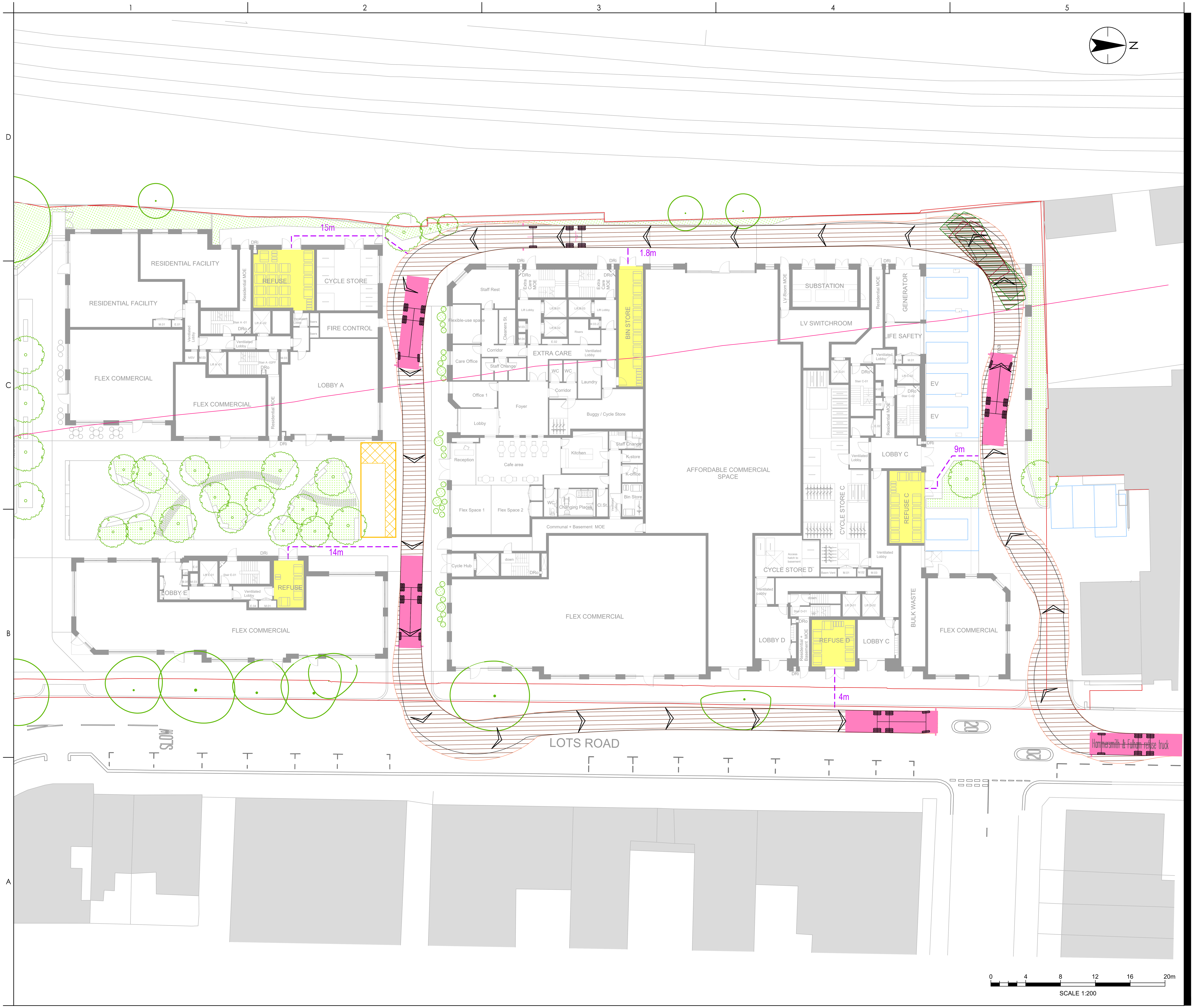
Title
CAR PARK LAYOUT
VEHICLE SWEPT PATH ANALYSIS FOR A STANDARD CAR

Project No.
332610644

Scale
1:200

Revision
P12

Drawing No.
332610644-STN-HGN-XX-DR-H-0102



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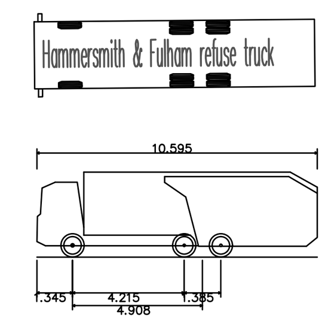

Hammersmith & Fulham refuse truck

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.550m

LEGEND:

Refuse store locations

Bin transfer routes from refuse store to kerbside

Issued/Revision		By	Appd	YYYY.MM.DD
P10	Masterplan updated	JAD	AN	2025.07.09
P09	Masterplan updated	REM	AN	2025.07.01
P08	Masterplan updated and tracking revised	REM	PF	2025.06.24
P07	Masterplan updated and tracking revised	REM	PF	2025.06.10
P06	Masterplan updated and tracking revised	REM	PF	2025.05.20
P05	Masterplan updated and tracking revised	ljj	PF	2025.05.08
P04	Masterplan updated and tracking revised	REM	PF	2025.01.07
P03	Masterplan updated and tracking revised	REM	PF	2025.04.15
P02	Base plan updated and tracking revised	REM	PF	2025.02.11
P01	FIRST ISSUE	REM	PF	2025.01.17

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REM	-	PF	2025.01.17

Issue Status

S2 - FOR INFORMATION

This document is suitable only for the purpose noted above.
Use of this document for any other purpose is not permitted.

Client/Project Logo

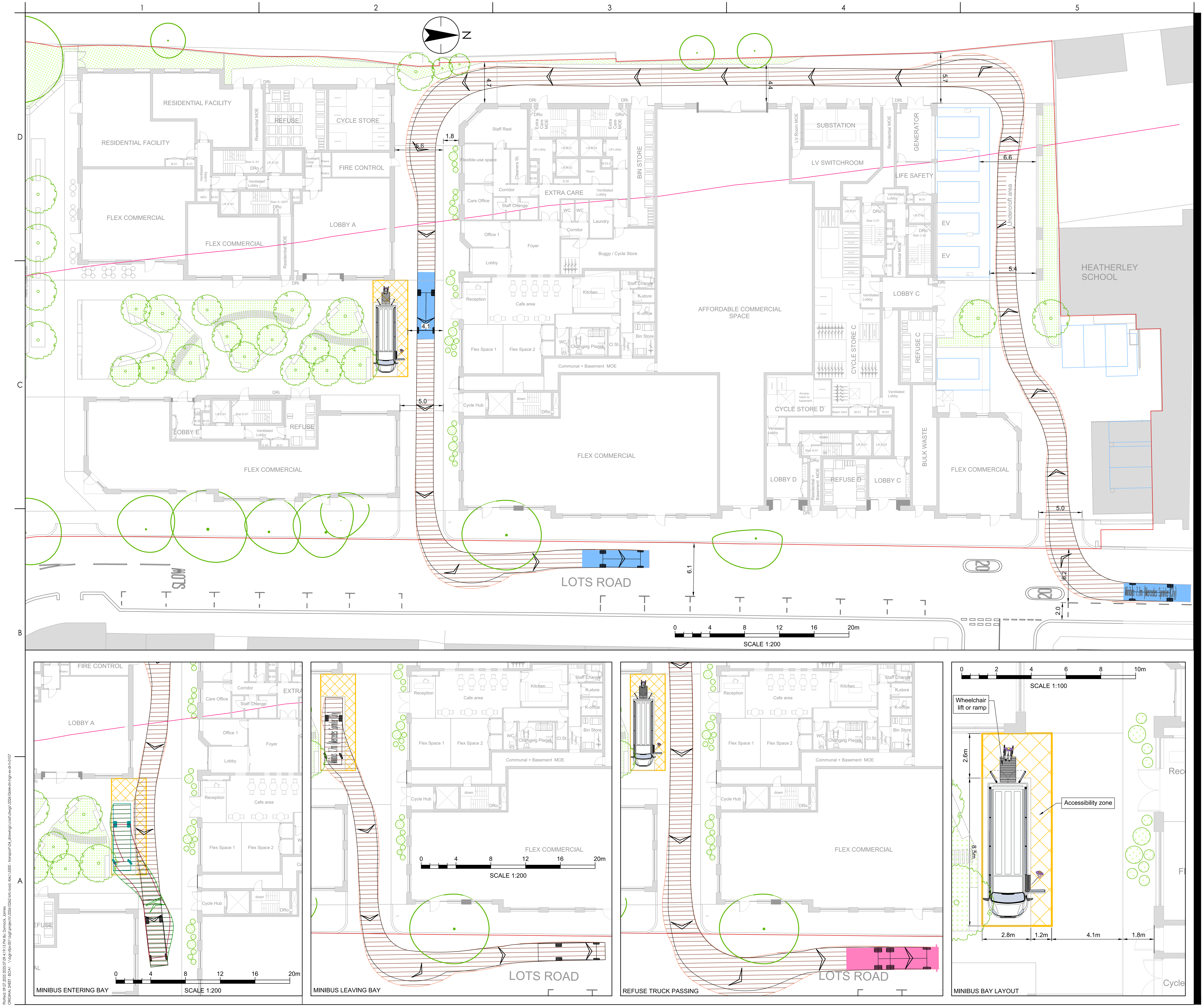
Client/Project
MOUNT ANVIL

LOTS ROAD, CHELSEA

-

Title
SITE LAYOUT
VEHICLE SWEPT PATH ANALYSIS FOR A REFUSE COLLECTION TRUCK

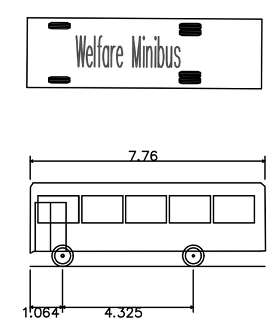
Project No. 332610644
Scale 1:200
Revision P10
Drawing No. 332610644-STN-HGN-XX-DR-H-0104



Stantec UK Limited
The Stills, 1st Floor, 80 Turnmill Street
London
EC1M 5QU
Tel. +44 20 3824 6600
www.stantec.com/uk

Notes

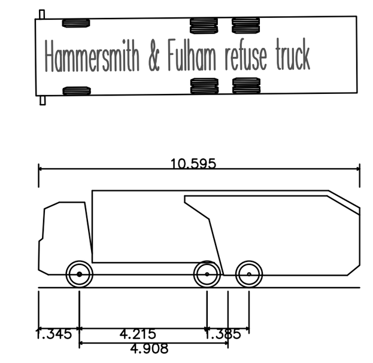
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised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



Welfare Minibus	
Overall Length	7.760m
Overall Width	2.300m
Overall Body Height	2.760m
Min Body Ground Clearance	0.437m
Track Width	1.990m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

The model vehicle is based upon a Mercedes Sprinter 515 and Mellor Strata HF LWB body with rear mounted wheelchair lift.

Source: http://www.mellorbus.com



Hammersmith & Fulham refuse truck	
Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Wall to Wall Turning Radius	10.550m

Issued/Revision		By	Appd	YYYY.MM.DD
P10	Masterplan updated	JAD	AN	2025.07.09
P09	Masterplan updated	REM	AN	2025.07.01
P08	Masterplan layout updated and tracking revised	REM	PF	2025.06.24
P07	Masterplan layout updated and tracking revised	REM	PF	2025.05.08
P06	Masterplan layout updated and tracking revised	REM	PF	2025.04.15
P05	Tracking revised	REM	PF	2025.03.10
P04	Masterplan updated	REM	PF	2025.03.06
P03	Minor amendment	REM	PF	2025.03.04
P02	Base plan updated with latest landscape layout	REM	PF	2025.03.04
P01	FIRST ISSUE	REM	PF	2025.02.24

Dwn.	Dsgn.	Chkd.	YYYY.MM.DD
REM	REM	PF	2025.02.24

Issue Status

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Client/Project Logo

Client/Project
MOUNT ANVIL

LOTS ROAD, CHELSEA

-

Title
SITE LAYOUT
VEHICLE SWEPT PATH ANALYSIS
FOR A WELFARE MINI-BUS

Project No.	Scale
332610644	1:200 / 1:100

Revision	Drawing No.
P10	332610644-STN-HGN-XX-DR-H-0107

Appendix D TRICS Outputs

Calculation Reference: AUDIT-706701-230710-0727

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	EN	ENFIELD	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	TH	TOWER HAMLETS	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: Gross floor area
Actual Range: 920 to 7049 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 28/06/22

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
Tuesday	1 days
Wednesday	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:

Town Centre	1
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	2
High Street	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 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	2 days
No	2 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1 BT-02-A-03 OFFICES BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 920 sqm
Survey date: WEDNESDAY 03/06/15 Survey Type: MANUAL

2 EN-02-A-01 MICROSOFT OFFICES ENFIELD
GENOTIN ROAD
ENFIELD

Town Centre
Built-Up Zone
Total Gross floor area: 6552 sqm
Survey date: TUESDAY 07/06/22 Survey Type: MANUAL

3 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY 17/06/19 Survey Type: MANUAL

4 TH-02-A-01 OFFICE SPACE FOR RENT TOWER HAMLETS
CAMBRIDGE HEATH ROAD
BETHNAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 7049 sqm
Survey date: WEDNESDAY 06/03/19 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-04	No servicing data
CN-02-A-03	No servicing data
CN-02-A-04	No servicing data
HM-02-A-01	No servicing data
HO-02-A-01	No servicing data
LB-02-A-02	No servicing data

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 7.92

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.030	4	4194	0.006	4	4194	0.036
07:30 - 08:00	4	4194	0.030	4	4194	0.000	4	4194	0.030
08:00 - 08:30	4	4194	0.066	4	4194	0.018	4	4194	0.084
08:30 - 09:00	4	4194	0.066	4	4194	0.006	4	4194	0.072
09:00 - 09:30	4	4194	0.095	4	4194	0.006	4	4194	0.101
09:30 - 10:00	4	4194	0.072	4	4194	0.024	4	4194	0.096
10:00 - 10:30	4	4194	0.066	4	4194	0.024	4	4194	0.090
10:30 - 11:00	4	4194	0.054	4	4194	0.024	4	4194	0.078
11:00 - 11:30	4	4194	0.024	4	4194	0.030	4	4194	0.054
11:30 - 12:00	4	4194	0.030	4	4194	0.018	4	4194	0.048
12:00 - 12:30	4	4194	0.030	4	4194	0.024	4	4194	0.054
12:30 - 13:00	4	4194	0.030	4	4194	0.054	4	4194	0.084
13:00 - 13:30	4	4194	0.012	4	4194	0.024	4	4194	0.036
13:30 - 14:00	4	4194	0.030	4	4194	0.030	4	4194	0.060
14:00 - 14:30	4	4194	0.024	4	4194	0.036	4	4194	0.060
14:30 - 15:00	4	4194	0.012	4	4194	0.036	4	4194	0.048
15:00 - 15:30	4	4194	0.006	4	4194	0.018	4	4194	0.024
15:30 - 16:00	4	4194	0.024	4	4194	0.018	4	4194	0.042
16:00 - 16:30	4	4194	0.018	4	4194	0.036	4	4194	0.054
16:30 - 17:00	4	4194	0.018	4	4194	0.036	4	4194	0.054
17:00 - 17:30	4	4194	0.030	4	4194	0.113	4	4194	0.143
17:30 - 18:00	4	4194	0.018	4	4194	0.054	4	4194	0.072
18:00 - 18:30	4	4194	0.000	4	4194	0.054	4	4194	0.054
18:30 - 19:00	4	4194	0.006	4	4194	0.042	4	4194	0.048
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.791			0.731			1.522

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:	920 - 7049 (units: sqm)
Survey date date range:	01/01/15 - 28/06/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	6

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
07:30 - 08:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:00 - 08:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
08:30 - 09:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
09:00 - 09:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
09:30 - 10:00	4	4194	0.018	4	4194	0.018	4	4194	0.036
10:00 - 10:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
10:30 - 11:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:00 - 11:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:30 - 12:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:00 - 12:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:30 - 13:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
13:00 - 13:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
13:30 - 14:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
14:00 - 14:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
14:30 - 15:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:00 - 15:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:30 - 16:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
16:00 - 16:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
16:30 - 17:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
17:00 - 17:30	4	4194	0.018	4	4194	0.018	4	4194	0.036
17:30 - 18:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:00 - 18:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:30 - 19:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.084			0.084			0.168

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
07:30 - 08:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:00 - 08:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:30 - 09:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
09:00 - 09:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
09:30 - 10:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
10:00 - 10:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
10:30 - 11:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
11:00 - 11:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
11:30 - 12:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:00 - 12:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:30 - 13:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
13:00 - 13:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
13:30 - 14:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
14:00 - 14:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
14:30 - 15:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
15:00 - 15:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:30 - 16:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:00 - 16:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:30 - 17:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
17:00 - 17:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
17:30 - 18:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:00 - 18:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:30 - 19:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.030			0.030			0.060

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.012	4	4194	0.000	4	4194	0.012
07:30 - 08:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
08:00 - 08:30	4	4194	0.066	4	4194	0.000	4	4194	0.066
08:30 - 09:00	4	4194	0.030	4	4194	0.000	4	4194	0.030
09:00 - 09:30	4	4194	0.077	4	4194	0.006	4	4194	0.083
09:30 - 10:00	4	4194	0.024	4	4194	0.000	4	4194	0.024
10:00 - 10:30	4	4194	0.006	4	4194	0.000	4	4194	0.006
10:30 - 11:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
11:00 - 11:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:30 - 12:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:00 - 12:30	4	4194	0.012	4	4194	0.006	4	4194	0.018
12:30 - 13:00	4	4194	0.018	4	4194	0.012	4	4194	0.030
13:00 - 13:30	4	4194	0.006	4	4194	0.000	4	4194	0.006
13:30 - 14:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
14:00 - 14:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
14:30 - 15:00	4	4194	0.000	4	4194	0.006	4	4194	0.006
15:00 - 15:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
15:30 - 16:00	4	4194	0.006	4	4194	0.018	4	4194	0.024
16:00 - 16:30	4	4194	0.000	4	4194	0.030	4	4194	0.030
16:30 - 17:00	4	4194	0.012	4	4194	0.006	4	4194	0.018
17:00 - 17:30	4	4194	0.000	4	4194	0.054	4	4194	0.054
17:30 - 18:00	4	4194	0.000	4	4194	0.060	4	4194	0.060
18:00 - 18:30	4	4194	0.012	4	4194	0.066	4	4194	0.078
18:30 - 19:00	4	4194	0.006	4	4194	0.048	4	4194	0.054
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.311			0.330			0.641

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.042	4	4194	0.006	4	4194	0.048
07:30 - 08:00	4	4194	0.030	4	4194	0.000	4	4194	0.030
08:00 - 08:30	4	4194	0.066	4	4194	0.012	4	4194	0.078
08:30 - 09:00	4	4194	0.072	4	4194	0.006	4	4194	0.078
09:00 - 09:30	4	4194	0.107	4	4194	0.000	4	4194	0.107
09:30 - 10:00	4	4194	0.072	4	4194	0.018	4	4194	0.090
10:00 - 10:30	4	4194	0.066	4	4194	0.024	4	4194	0.090
10:30 - 11:00	4	4194	0.060	4	4194	0.024	4	4194	0.084
11:00 - 11:30	4	4194	0.024	4	4194	0.030	4	4194	0.054
11:30 - 12:00	4	4194	0.042	4	4194	0.018	4	4194	0.060
12:00 - 12:30	4	4194	0.036	4	4194	0.024	4	4194	0.060
12:30 - 13:00	4	4194	0.042	4	4194	0.066	4	4194	0.108
13:00 - 13:30	4	4194	0.018	4	4194	0.024	4	4194	0.042
13:30 - 14:00	4	4194	0.024	4	4194	0.030	4	4194	0.054
14:00 - 14:30	4	4194	0.024	4	4194	0.042	4	4194	0.066
14:30 - 15:00	4	4194	0.012	4	4194	0.036	4	4194	0.048
15:00 - 15:30	4	4194	0.006	4	4194	0.018	4	4194	0.024
15:30 - 16:00	4	4194	0.024	4	4194	0.018	4	4194	0.042
16:00 - 16:30	4	4194	0.018	4	4194	0.036	4	4194	0.054
16:30 - 17:00	4	4194	0.018	4	4194	0.042	4	4194	0.060
17:00 - 17:30	4	4194	0.024	4	4194	0.137	4	4194	0.161
17:30 - 18:00	4	4194	0.024	4	4194	0.060	4	4194	0.084
18:00 - 18:30	4	4194	0.000	4	4194	0.066	4	4194	0.066
18:30 - 19:00	4	4194	0.006	4	4194	0.042	4	4194	0.048
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.857			0.779			1.636

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.012	4	4194	0.000	4	4194	0.012
07:30 - 08:00	4	4194	0.018	4	4194	0.012	4	4194	0.030
08:00 - 08:30	4	4194	0.030	4	4194	0.000	4	4194	0.030
08:30 - 09:00	4	4194	0.137	4	4194	0.018	4	4194	0.155
09:00 - 09:30	4	4194	0.185	4	4194	0.000	4	4194	0.185
09:30 - 10:00	4	4194	0.107	4	4194	0.024	4	4194	0.131
10:00 - 10:30	4	4194	0.072	4	4194	0.042	4	4194	0.114
10:30 - 11:00	4	4194	0.095	4	4194	0.042	4	4194	0.137
11:00 - 11:30	4	4194	0.024	4	4194	0.048	4	4194	0.072
11:30 - 12:00	4	4194	0.066	4	4194	0.131	4	4194	0.197
12:00 - 12:30	4	4194	0.119	4	4194	0.232	4	4194	0.351
12:30 - 13:00	4	4194	0.149	4	4194	0.328	4	4194	0.477
13:00 - 13:30	4	4194	0.244	4	4194	0.364	4	4194	0.608
13:30 - 14:00	4	4194	0.393	4	4194	0.167	4	4194	0.560
14:00 - 14:30	4	4194	0.185	4	4194	0.072	4	4194	0.257
14:30 - 15:00	4	4194	0.048	4	4194	0.066	4	4194	0.114
15:00 - 15:30	4	4194	0.083	4	4194	0.030	4	4194	0.113
15:30 - 16:00	4	4194	0.095	4	4194	0.119	4	4194	0.214
16:00 - 16:30	4	4194	0.036	4	4194	0.030	4	4194	0.066
16:30 - 17:00	4	4194	0.048	4	4194	0.072	4	4194	0.120
17:00 - 17:30	4	4194	0.024	4	4194	0.036	4	4194	0.060
17:30 - 18:00	4	4194	0.012	4	4194	0.167	4	4194	0.179
18:00 - 18:30	4	4194	0.012	4	4194	0.095	4	4194	0.107
18:30 - 19:00	4	4194	0.000	4	4194	0.030	4	4194	0.030
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.194			2.125			4.319

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.006	4	4194	0.000	4	4194	0.006
07:30 - 08:00	4	4194	0.024	4	4194	0.000	4	4194	0.024
08:00 - 08:30	4	4194	0.024	4	4194	0.000	4	4194	0.024
08:30 - 09:00	4	4194	0.107	4	4194	0.000	4	4194	0.107
09:00 - 09:30	4	4194	0.113	4	4194	0.000	4	4194	0.113
09:30 - 10:00	4	4194	0.095	4	4194	0.000	4	4194	0.095
10:00 - 10:30	4	4194	0.054	4	4194	0.006	4	4194	0.060
10:30 - 11:00	4	4194	0.036	4	4194	0.006	4	4194	0.042
11:00 - 11:30	4	4194	0.018	4	4194	0.036	4	4194	0.054
11:30 - 12:00	4	4194	0.030	4	4194	0.030	4	4194	0.060
12:00 - 12:30	4	4194	0.036	4	4194	0.036	4	4194	0.072
12:30 - 13:00	4	4194	0.018	4	4194	0.036	4	4194	0.054
13:00 - 13:30	4	4194	0.054	4	4194	0.060	4	4194	0.114
13:30 - 14:00	4	4194	0.024	4	4194	0.036	4	4194	0.060
14:00 - 14:30	4	4194	0.024	4	4194	0.018	4	4194	0.042
14:30 - 15:00	4	4194	0.018	4	4194	0.018	4	4194	0.036
15:00 - 15:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
15:30 - 16:00	4	4194	0.000	4	4194	0.006	4	4194	0.006
16:00 - 16:30	4	4194	0.000	4	4194	0.024	4	4194	0.024
16:30 - 17:00	4	4194	0.000	4	4194	0.012	4	4194	0.012
17:00 - 17:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
17:30 - 18:00	4	4194	0.006	4	4194	0.113	4	4194	0.119
18:00 - 18:30	4	4194	0.000	4	4194	0.161	4	4194	0.161
18:30 - 19:00	4	4194	0.000	4	4194	0.066	4	4194	0.066
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.711			0.700			1.411

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.024	4	4194	0.000	4	4194	0.024
07:30 - 08:00	4	4194	0.042	4	4194	0.000	4	4194	0.042
08:00 - 08:30	4	4194	0.119	4	4194	0.012	4	4194	0.131
08:30 - 09:00	4	4194	0.435	4	4194	0.000	4	4194	0.435
09:00 - 09:30	4	4194	0.447	4	4194	0.000	4	4194	0.447
09:30 - 10:00	4	4194	0.262	4	4194	0.000	4	4194	0.262
10:00 - 10:30	4	4194	0.209	4	4194	0.006	4	4194	0.215
10:30 - 11:00	4	4194	0.131	4	4194	0.000	4	4194	0.131
11:00 - 11:30	4	4194	0.030	4	4194	0.036	4	4194	0.066
11:30 - 12:00	4	4194	0.042	4	4194	0.036	4	4194	0.078
12:00 - 12:30	4	4194	0.012	4	4194	0.054	4	4194	0.066
12:30 - 13:00	4	4194	0.048	4	4194	0.083	4	4194	0.131
13:00 - 13:30	4	4194	0.024	4	4194	0.077	4	4194	0.101
13:30 - 14:00	4	4194	0.036	4	4194	0.083	4	4194	0.119
14:00 - 14:30	4	4194	0.066	4	4194	0.024	4	4194	0.090
14:30 - 15:00	4	4194	0.036	4	4194	0.018	4	4194	0.054
15:00 - 15:30	4	4194	0.036	4	4194	0.006	4	4194	0.042
15:30 - 16:00	4	4194	0.006	4	4194	0.030	4	4194	0.036
16:00 - 16:30	4	4194	0.006	4	4194	0.048	4	4194	0.054
16:30 - 17:00	4	4194	0.000	4	4194	0.066	4	4194	0.066
17:00 - 17:30	4	4194	0.000	4	4194	0.298	4	4194	0.298
17:30 - 18:00	4	4194	0.000	4	4194	0.453	4	4194	0.453
18:00 - 18:30	4	4194	0.000	4	4194	0.423	4	4194	0.423
18:30 - 19:00	4	4194	0.006	4	4194	0.161	4	4194	0.167
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.017			1.914			3.931

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.030	4	4194	0.000	4	4194	0.030
07:30 - 08:00	4	4194	0.066	4	4194	0.000	4	4194	0.066
08:00 - 08:30	4	4194	0.143	4	4194	0.012	4	4194	0.155
08:30 - 09:00	4	4194	0.548	4	4194	0.000	4	4194	0.548
09:00 - 09:30	4	4194	0.572	4	4194	0.000	4	4194	0.572
09:30 - 10:00	4	4194	0.370	4	4194	0.000	4	4194	0.370
10:00 - 10:30	4	4194	0.262	4	4194	0.012	4	4194	0.274
10:30 - 11:00	4	4194	0.167	4	4194	0.006	4	4194	0.173
11:00 - 11:30	4	4194	0.048	4	4194	0.072	4	4194	0.120
11:30 - 12:00	4	4194	0.072	4	4194	0.066	4	4194	0.138
12:00 - 12:30	4	4194	0.048	4	4194	0.089	4	4194	0.137
12:30 - 13:00	4	4194	0.066	4	4194	0.119	4	4194	0.185
13:00 - 13:30	4	4194	0.077	4	4194	0.137	4	4194	0.214
13:30 - 14:00	4	4194	0.060	4	4194	0.119	4	4194	0.179
14:00 - 14:30	4	4194	0.089	4	4194	0.042	4	4194	0.131
14:30 - 15:00	4	4194	0.054	4	4194	0.036	4	4194	0.090
15:00 - 15:30	4	4194	0.048	4	4194	0.024	4	4194	0.072
15:30 - 16:00	4	4194	0.006	4	4194	0.036	4	4194	0.042
16:00 - 16:30	4	4194	0.006	4	4194	0.072	4	4194	0.078
16:30 - 17:00	4	4194	0.000	4	4194	0.077	4	4194	0.077
17:00 - 17:30	4	4194	0.012	4	4194	0.322	4	4194	0.334
17:30 - 18:00	4	4194	0.006	4	4194	0.566	4	4194	0.572
18:00 - 18:30	4	4194	0.000	4	4194	0.602	4	4194	0.602
18:30 - 19:00	4	4194	0.006	4	4194	0.244	4	4194	0.250
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.756			2.653			5.409

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 7.92

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.095	4	4194	0.006	4	4194	0.101
07:30 - 08:00	4	4194	0.119	4	4194	0.012	4	4194	0.131
08:00 - 08:30	4	4194	0.304	4	4194	0.024	4	4194	0.328
08:30 - 09:00	4	4194	0.787	4	4194	0.024	4	4194	0.811
09:00 - 09:30	4	4194	0.942	4	4194	0.006	4	4194	0.948
09:30 - 10:00	4	4194	0.572	4	4194	0.042	4	4194	0.614
10:00 - 10:30	4	4194	0.405	4	4194	0.077	4	4194	0.482
10:30 - 11:00	4	4194	0.328	4	4194	0.072	4	4194	0.400
11:00 - 11:30	4	4194	0.095	4	4194	0.149	4	4194	0.244
11:30 - 12:00	4	4194	0.179	4	4194	0.215	4	4194	0.394
12:00 - 12:30	4	4194	0.215	4	4194	0.352	4	4194	0.567
12:30 - 13:00	4	4194	0.274	4	4194	0.525	4	4194	0.799
13:00 - 13:30	4	4194	0.346	4	4194	0.525	4	4194	0.871
13:30 - 14:00	4	4194	0.477	4	4194	0.316	4	4194	0.793
14:00 - 14:30	4	4194	0.298	4	4194	0.155	4	4194	0.453
14:30 - 15:00	4	4194	0.113	4	4194	0.143	4	4194	0.256
15:00 - 15:30	4	4194	0.149	4	4194	0.089	4	4194	0.238
15:30 - 16:00	4	4194	0.131	4	4194	0.191	4	4194	0.322
16:00 - 16:30	4	4194	0.060	4	4194	0.167	4	4194	0.227
16:30 - 17:00	4	4194	0.077	4	4194	0.197	4	4194	0.274
17:00 - 17:30	4	4194	0.060	4	4194	0.548	4	4194	0.608
17:30 - 18:00	4	4194	0.042	4	4194	0.852	4	4194	0.894
18:00 - 18:30	4	4194	0.024	4	4194	0.829	4	4194	0.853
18:30 - 19:00	4	4194	0.018	4	4194	0.364	4	4194	0.382
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.110			5.880			11.990

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.024	4	4194	0.000	4	4194	0.024
07:30 - 08:00	4	4194	0.030	4	4194	0.000	4	4194	0.030
08:00 - 08:30	4	4194	0.048	4	4194	0.000	4	4194	0.048
08:30 - 09:00	4	4194	0.060	4	4194	0.000	4	4194	0.060
09:00 - 09:30	4	4194	0.083	4	4194	0.000	4	4194	0.083
09:30 - 10:00	4	4194	0.054	4	4194	0.006	4	4194	0.060
10:00 - 10:30	4	4194	0.060	4	4194	0.018	4	4194	0.078
10:30 - 11:00	4	4194	0.048	4	4194	0.018	4	4194	0.066
11:00 - 11:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
11:30 - 12:00	4	4194	0.030	4	4194	0.018	4	4194	0.048
12:00 - 12:30	4	4194	0.012	4	4194	0.006	4	4194	0.018
12:30 - 13:00	4	4194	0.006	4	4194	0.030	4	4194	0.036
13:00 - 13:30	4	4194	0.006	4	4194	0.018	4	4194	0.024
13:30 - 14:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
14:00 - 14:30	4	4194	0.012	4	4194	0.024	4	4194	0.036
14:30 - 15:00	4	4194	0.000	4	4194	0.024	4	4194	0.024
15:00 - 15:30	4	4194	0.000	4	4194	0.012	4	4194	0.012
15:30 - 16:00	4	4194	0.012	4	4194	0.006	4	4194	0.018
16:00 - 16:30	4	4194	0.012	4	4194	0.030	4	4194	0.042
16:30 - 17:00	4	4194	0.012	4	4194	0.036	4	4194	0.048
17:00 - 17:30	4	4194	0.000	4	4194	0.077	4	4194	0.077
17:30 - 18:00	4	4194	0.018	4	4194	0.054	4	4194	0.072
18:00 - 18:30	4	4194	0.000	4	4194	0.054	4	4194	0.054
18:30 - 19:00	4	4194	0.000	4	4194	0.036	4	4194	0.036
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.545			0.485			1.030

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
07:30 - 08:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:00 - 08:30	4	4194	0.012	4	4194	0.012	4	4194	0.024
08:30 - 09:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
09:00 - 09:30	4	4194	0.006	4	4194	0.000	4	4194	0.006
09:30 - 10:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
10:00 - 10:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
10:30 - 11:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:00 - 11:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
11:30 - 12:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:00 - 12:30	4	4194	0.018	4	4194	0.018	4	4194	0.036
12:30 - 13:00	4	4194	0.024	4	4194	0.024	4	4194	0.048
13:00 - 13:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
13:30 - 14:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
14:00 - 14:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
14:30 - 15:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
15:00 - 15:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
15:30 - 16:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:00 - 16:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:30 - 17:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
17:00 - 17:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
17:30 - 18:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:00 - 18:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:30 - 19:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.132			0.132			0.264

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Underground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.012	4	4194	0.000	4	4194	0.012
07:30 - 08:00	4	4194	0.012	4	4194	0.000	4	4194	0.012
08:00 - 08:30	4	4194	0.083	4	4194	0.012	4	4194	0.095
08:30 - 09:00	4	4194	0.161	4	4194	0.000	4	4194	0.161
09:00 - 09:30	4	4194	0.173	4	4194	0.000	4	4194	0.173
09:30 - 10:00	4	4194	0.119	4	4194	0.000	4	4194	0.119
10:00 - 10:30	4	4194	0.089	4	4194	0.000	4	4194	0.089
10:30 - 11:00	4	4194	0.054	4	4194	0.000	4	4194	0.054
11:00 - 11:30	4	4194	0.012	4	4194	0.036	4	4194	0.048
11:30 - 12:00	4	4194	0.030	4	4194	0.030	4	4194	0.060
12:00 - 12:30	4	4194	0.006	4	4194	0.018	4	4194	0.024
12:30 - 13:00	4	4194	0.036	4	4194	0.054	4	4194	0.090
13:00 - 13:30	4	4194	0.018	4	4194	0.054	4	4194	0.072
13:30 - 14:00	4	4194	0.030	4	4194	0.066	4	4194	0.096
14:00 - 14:30	4	4194	0.036	4	4194	0.018	4	4194	0.054
14:30 - 15:00	4	4194	0.036	4	4194	0.018	4	4194	0.054
15:00 - 15:30	4	4194	0.024	4	4194	0.000	4	4194	0.024
15:30 - 16:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
16:00 - 16:30	4	4194	0.000	4	4194	0.018	4	4194	0.018
16:30 - 17:00	4	4194	0.000	4	4194	0.018	4	4194	0.018
17:00 - 17:30	4	4194	0.000	4	4194	0.107	4	4194	0.107
17:30 - 18:00	4	4194	0.000	4	4194	0.179	4	4194	0.179
18:00 - 18:30	4	4194	0.000	4	4194	0.179	4	4194	0.179
18:30 - 19:00	4	4194	0.006	4	4194	0.107	4	4194	0.113
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.943			0.920			1.863

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Overground Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
07:30 - 08:00	4	4194	0.024	4	4194	0.000	4	4194	0.024
08:00 - 08:30	4	4194	0.036	4	4194	0.000	4	4194	0.036
08:30 - 09:00	4	4194	0.173	4	4194	0.000	4	4194	0.173
09:00 - 09:30	4	4194	0.137	4	4194	0.000	4	4194	0.137
09:30 - 10:00	4	4194	0.119	4	4194	0.000	4	4194	0.119
10:00 - 10:30	4	4194	0.060	4	4194	0.000	4	4194	0.060
10:30 - 11:00	4	4194	0.030	4	4194	0.000	4	4194	0.030
11:00 - 11:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:30 - 12:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:00 - 12:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:30 - 13:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
13:00 - 13:30	4	4194	0.000	4	4194	0.018	4	4194	0.018
13:30 - 14:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
14:00 - 14:30	4	4194	0.012	4	4194	0.006	4	4194	0.018
14:30 - 15:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:00 - 15:30	4	4194	0.012	4	4194	0.000	4	4194	0.012
15:30 - 16:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:00 - 16:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:30 - 17:00	4	4194	0.000	4	4194	0.006	4	4194	0.006
17:00 - 17:30	4	4194	0.000	4	4194	0.137	4	4194	0.137
17:30 - 18:00	4	4194	0.000	4	4194	0.203	4	4194	0.203
18:00 - 18:30	4	4194	0.000	4	4194	0.149	4	4194	0.149
18:30 - 19:00	4	4194	0.000	4	4194	0.036	4	4194	0.036
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.621			0.567			1.188

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL National Rail Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.012	4	4194	0.000	4	4194	0.012
07:30 - 08:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
08:00 - 08:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:30 - 09:00	4	4194	0.101	4	4194	0.000	4	4194	0.101
09:00 - 09:30	4	4194	0.137	4	4194	0.000	4	4194	0.137
09:30 - 10:00	4	4194	0.024	4	4194	0.000	4	4194	0.024
10:00 - 10:30	4	4194	0.060	4	4194	0.006	4	4194	0.066
10:30 - 11:00	4	4194	0.048	4	4194	0.000	4	4194	0.048
11:00 - 11:30	4	4194	0.018	4	4194	0.000	4	4194	0.018
11:30 - 12:00	4	4194	0.012	4	4194	0.006	4	4194	0.018
12:00 - 12:30	4	4194	0.006	4	4194	0.036	4	4194	0.042
12:30 - 13:00	4	4194	0.000	4	4194	0.018	4	4194	0.018
13:00 - 13:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
13:30 - 14:00	4	4194	0.000	4	4194	0.018	4	4194	0.018
14:00 - 14:30	4	4194	0.018	4	4194	0.000	4	4194	0.018
14:30 - 15:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:00 - 15:30	4	4194	0.000	4	4194	0.006	4	4194	0.006
15:30 - 16:00	4	4194	0.000	4	4194	0.024	4	4194	0.024
16:00 - 16:30	4	4194	0.006	4	4194	0.030	4	4194	0.036
16:30 - 17:00	4	4194	0.000	4	4194	0.042	4	4194	0.042
17:00 - 17:30	4	4194	0.000	4	4194	0.054	4	4194	0.054
17:30 - 18:00	4	4194	0.000	4	4194	0.072	4	4194	0.072
18:00 - 18:30	4	4194	0.000	4	4194	0.095	4	4194	0.095
18:30 - 19:00	4	4194	0.000	4	4194	0.018	4	4194	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.454			0.431			0.885

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Bus Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.006	4	4194	0.000	4	4194	0.006
07:30 - 08:00	4	4194	0.024	4	4194	0.000	4	4194	0.024
08:00 - 08:30	4	4194	0.024	4	4194	0.000	4	4194	0.024
08:30 - 09:00	4	4194	0.107	4	4194	0.000	4	4194	0.107
09:00 - 09:30	4	4194	0.113	4	4194	0.000	4	4194	0.113
09:30 - 10:00	4	4194	0.095	4	4194	0.000	4	4194	0.095
10:00 - 10:30	4	4194	0.054	4	4194	0.006	4	4194	0.060
10:30 - 11:00	4	4194	0.036	4	4194	0.006	4	4194	0.042
11:00 - 11:30	4	4194	0.018	4	4194	0.036	4	4194	0.054
11:30 - 12:00	4	4194	0.030	4	4194	0.030	4	4194	0.060
12:00 - 12:30	4	4194	0.036	4	4194	0.036	4	4194	0.072
12:30 - 13:00	4	4194	0.018	4	4194	0.036	4	4194	0.054
13:00 - 13:30	4	4194	0.054	4	4194	0.060	4	4194	0.114
13:30 - 14:00	4	4194	0.024	4	4194	0.036	4	4194	0.060
14:00 - 14:30	4	4194	0.024	4	4194	0.018	4	4194	0.042
14:30 - 15:00	4	4194	0.018	4	4194	0.018	4	4194	0.036
15:00 - 15:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
15:30 - 16:00	4	4194	0.000	4	4194	0.006	4	4194	0.006
16:00 - 16:30	4	4194	0.000	4	4194	0.024	4	4194	0.024
16:30 - 17:00	4	4194	0.000	4	4194	0.012	4	4194	0.012
17:00 - 17:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
17:30 - 18:00	4	4194	0.006	4	4194	0.113	4	4194	0.119
18:00 - 18:30	4	4194	0.000	4	4194	0.161	4	4194	0.161
18:30 - 19:00	4	4194	0.000	4	4194	0.066	4	4194	0.066
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.711			0.700			1.411

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 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Water Service Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
07:30 - 08:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:00 - 08:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:30 - 09:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
09:00 - 09:30	4	4194	0.012	4	4194	0.000	4	4194	0.012
09:30 - 10:00	4	4194	0.012	4	4194	0.000	4	4194	0.012
10:00 - 10:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
10:30 - 11:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:00 - 11:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
11:30 - 12:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:00 - 12:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
12:30 - 13:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
13:00 - 13:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
13:30 - 14:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
14:00 - 14:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
14:30 - 15:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:00 - 15:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
15:30 - 16:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:00 - 16:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:30 - 17:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
17:00 - 17:30	4	4194	0.000	4	4194	0.006	4	4194	0.006
17:30 - 18:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:00 - 18:30	4	4194	0.000	4	4194	0.018	4	4194	0.018
18:30 - 19:00	4	4194	0.000	4	4194	0.018	4	4194	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.030			0.042			0.072

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
07:30 - 08:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
08:00 - 08:30	4	4194	0.012	4	4194	0.012	4	4194	0.024
08:30 - 09:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
09:00 - 09:30	4	4194	0.006	4	4194	0.000	4	4194	0.006
09:30 - 10:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
10:00 - 10:30	4	4194	0.012	4	4194	0.012	4	4194	0.024
10:30 - 11:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
11:00 - 11:30	4	4194	0.018	4	4194	0.024	4	4194	0.042
11:30 - 12:00	4	4194	0.006	4	4194	0.006	4	4194	0.012
12:00 - 12:30	4	4194	0.024	4	4194	0.024	4	4194	0.048
12:30 - 13:00	4	4194	0.024	4	4194	0.024	4	4194	0.048
13:00 - 13:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
13:30 - 14:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
14:00 - 14:30	4	4194	0.012	4	4194	0.012	4	4194	0.024
14:30 - 15:00	4	4194	0.012	4	4194	0.012	4	4194	0.024
15:00 - 15:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
15:30 - 16:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
16:00 - 16:30	4	4194	0.006	4	4194	0.006	4	4194	0.012
16:30 - 17:00	4	4194	0.006	4	4194	0.000	4	4194	0.006
17:00 - 17:30	4	4194	0.012	4	4194	0.018	4	4194	0.030
17:30 - 18:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:00 - 18:30	4	4194	0.000	4	4194	0.000	4	4194	0.000
18:30 - 19:00	4	4194	0.000	4	4194	0.000	4	4194	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.192			0.192			0.384

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

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Calculation Reference: AUDIT-706701-230706-0709

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
13	MUNSTER		
	TI	TIPPERARY	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: Site area
Actual Range: 0.07 to 0.37 (units: hect)
Range Selected by User: 0.07 to 2.50 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 13/10/22

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	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	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Residential Zone	1
Village	1
High Street	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

F2(b)	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

1,000 or Less	1 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 CA-07-Q-02 COMMUNITY CENTRE CAMBRIDGESHIRE
HIGH STREET
CAMBOURNE

Edge of Town Centre
High Street
Total Site area: 0.37 hect
Survey date: THURSDAY *07/06/18* *Survey Type: MANUAL*

2 EC-07-Q-01 COMMUNITY CENTRE CHESHIRE EAST
WARRINGTON ROAD
MERE

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Site area: 0.30 hect
Survey date: TUESDAY *07/11/17* *Survey Type: MANUAL*

3 NY-07-Q-01 COMMUNITY CENTRE NORTH YORKSHIRE
SHUTE ROAD
CATTERRICK GARRISON

Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total Site area: 0.10 hect
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

4 TI-07-Q-01 COMMUNITY CENTRE TIPPERARY
ORMOND DRIVE
NENAGH
TYONE
Edge of Town
Residential Zone
Total Site area: 0.07 hect
Survey date: THURSDAY *13/10/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-07-Q-01	Site too large

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	5.195	3	0.26	0.000	3	0.26	5.195
08:00 - 09:00	4	0.21	17.857	4	0.21	2.381	4	0.21	20.238
09:00 - 10:00	4	0.21	15.476	4	0.21	8.333	4	0.21	23.809
10:00 - 11:00	4	0.21	9.524	4	0.21	7.143	4	0.21	16.667
11:00 - 12:00	4	0.21	3.571	4	0.21	15.476	4	0.21	19.047
12:00 - 13:00	4	0.21	3.571	4	0.21	5.952	4	0.21	9.523
13:00 - 14:00	4	0.21	2.381	4	0.21	2.381	4	0.21	4.762
14:00 - 15:00	4	0.21	7.143	4	0.21	4.762	4	0.21	11.905
15:00 - 16:00	4	0.21	14.286	4	0.21	11.905	4	0.21	26.191
16:00 - 17:00	3	0.25	2.703	3	0.25	8.108	3	0.25	10.811
17:00 - 18:00	3	0.25	25.676	3	0.25	16.216	3	0.25	41.892
18:00 - 19:00	3	0.25	24.324	3	0.25	2.703	3	0.25	27.027
19:00 - 20:00	3	0.25	44.595	3	0.25	40.541	3	0.25	85.136
20:00 - 21:00	3	0.25	0.000	3	0.25	9.459	3	0.25	9.459
21:00 - 22:00	2	0.18	0.000	2	0.18	56.757	2	0.18	56.757
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			176.302			192.117			368.419

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:	0.07 to 0.37 (units: hect)
Survey date date range:	01/01/15 - 13/10/22
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:	1

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PSVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
09:00 - 10:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
10:00 - 11:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
11:00 - 12:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
14:00 - 15:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
15:00 - 16:00	4	0.21	1.190	4	0.21	0.000	4	0.21	1.190
16:00 - 17:00	3	0.25	0.000	3	0.25	1.351	3	0.25	1.351
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
20:00 - 21:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.190			1.351			2.541

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CYCLISTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
09:00 - 10:00	4	0.21	1.190	4	0.21	1.190	4	0.21	2.380
10:00 - 11:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
11:00 - 12:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
14:00 - 15:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
15:00 - 16:00	4	0.21	1.190	4	0.21	0.000	4	0.21	1.190
16:00 - 17:00	3	0.25	1.351	3	0.25	2.703	3	0.25	4.054
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	2.703	3	0.25	1.351	3	0.25	4.054
20:00 - 21:00	3	0.25	0.000	3	0.25	1.351	3	0.25	1.351
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.434			6.595			13.029

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	5.195	3	0.26	0.000	3	0.26	5.195
08:00 - 09:00	4	0.21	29.762	4	0.21	3.571	4	0.21	33.333
09:00 - 10:00	4	0.21	25.000	4	0.21	16.667	4	0.21	41.667
10:00 - 11:00	4	0.21	15.476	4	0.21	9.524	4	0.21	25.000
11:00 - 12:00	4	0.21	5.952	4	0.21	29.762	4	0.21	35.714
12:00 - 13:00	4	0.21	4.762	4	0.21	8.333	4	0.21	13.095
13:00 - 14:00	4	0.21	2.381	4	0.21	2.381	4	0.21	4.762
14:00 - 15:00	4	0.21	7.143	4	0.21	7.143	4	0.21	14.286
15:00 - 16:00	4	0.21	15.476	4	0.21	11.905	4	0.21	27.381
16:00 - 17:00	3	0.25	2.703	3	0.25	8.108	3	0.25	10.811
17:00 - 18:00	3	0.25	55.405	3	0.25	18.919	3	0.25	74.324
18:00 - 19:00	3	0.25	39.189	3	0.25	2.703	3	0.25	41.892
19:00 - 20:00	3	0.25	56.757	3	0.25	85.135	3	0.25	141.892
20:00 - 21:00	3	0.25	0.000	3	0.25	10.811	3	0.25	10.811
21:00 - 22:00	2	0.18	0.000	2	0.18	75.676	2	0.18	75.676
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			265.201			290.638			555.839

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	8.333	4	0.21	1.190	4	0.21	9.523
09:00 - 10:00	4	0.21	59.524	4	0.21	1.190	4	0.21	60.714
10:00 - 11:00	4	0.21	13.095	4	0.21	11.905	4	0.21	25.000
11:00 - 12:00	4	0.21	7.143	4	0.21	55.952	4	0.21	63.095
12:00 - 13:00	4	0.21	4.762	4	0.21	9.524	4	0.21	14.286
13:00 - 14:00	4	0.21	3.571	4	0.21	2.381	4	0.21	5.952
14:00 - 15:00	4	0.21	1.190	4	0.21	4.762	4	0.21	5.952
15:00 - 16:00	4	0.21	19.048	4	0.21	9.524	4	0.21	28.572
16:00 - 17:00	3	0.25	0.000	3	0.25	4.054	3	0.25	4.054
17:00 - 18:00	3	0.25	6.757	3	0.25	16.216	3	0.25	22.973
18:00 - 19:00	3	0.25	16.216	3	0.25	5.405	3	0.25	21.621
19:00 - 20:00	3	0.25	14.865	3	0.25	25.676	3	0.25	40.541
20:00 - 21:00	3	0.25	0.000	3	0.25	10.811	3	0.25	10.811
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			154.504			158.590			313.094

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
09:00 - 10:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
10:00 - 11:00	4	0.21	27.381	4	0.21	0.000	4	0.21	27.381
11:00 - 12:00	4	0.21	4.762	4	0.21	7.143	4	0.21	11.905
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	2.381	4	0.21	7.143	4	0.21	9.524
14:00 - 15:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
15:00 - 16:00	4	0.21	0.000	4	0.21	19.048	4	0.21	19.048
16:00 - 17:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
20:00 - 21:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.524			33.334			67.858

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
09:00 - 10:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
10:00 - 11:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
11:00 - 12:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
14:00 - 15:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
15:00 - 16:00	4	0.21	5.952	4	0.21	0.000	4	0.21	5.952
16:00 - 17:00	3	0.25	0.000	3	0.25	6.757	3	0.25	6.757
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
20:00 - 21:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.952			6.757			12.709

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
09:00 - 10:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
10:00 - 11:00	4	0.21	27.381	4	0.21	0.000	4	0.21	27.381
11:00 - 12:00	4	0.21	4.762	4	0.21	7.143	4	0.21	11.905
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	2.381	4	0.21	7.143	4	0.21	9.524
14:00 - 15:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
15:00 - 16:00	4	0.21	5.952	4	0.21	19.048	4	0.21	25.000
16:00 - 17:00	3	0.25	0.000	3	0.25	6.757	3	0.25	6.757
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
20:00 - 21:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			40.476			40.091			80.567

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	5.195	3	0.26	0.000	3	0.26	5.195
08:00 - 09:00	4	0.21	38.095	4	0.21	4.762	4	0.21	42.857
09:00 - 10:00	4	0.21	85.714	4	0.21	19.048	4	0.21	104.762
10:00 - 11:00	4	0.21	55.952	4	0.21	21.429	4	0.21	77.381
11:00 - 12:00	4	0.21	17.857	4	0.21	92.857	4	0.21	110.714
12:00 - 13:00	4	0.21	9.524	4	0.21	17.857	4	0.21	27.381
13:00 - 14:00	4	0.21	8.333	4	0.21	11.905	4	0.21	20.238
14:00 - 15:00	4	0.21	8.333	4	0.21	11.905	4	0.21	20.238
15:00 - 16:00	4	0.21	41.667	4	0.21	40.476	4	0.21	82.143
16:00 - 17:00	3	0.25	4.054	3	0.25	21.622	3	0.25	25.676
17:00 - 18:00	3	0.25	62.162	3	0.25	35.135	3	0.25	97.297
18:00 - 19:00	3	0.25	55.405	3	0.25	8.108	3	0.25	63.513
19:00 - 20:00	3	0.25	74.324	3	0.25	112.162	3	0.25	186.486
20:00 - 21:00	3	0.25	0.000	3	0.25	22.973	3	0.25	22.973
21:00 - 22:00	2	0.18	0.000	2	0.18	75.676	2	0.18	75.676
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			466.615			495.915			962.530

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL CARS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	5.195	3	0.26	0.000	3	0.26	5.195
08:00 - 09:00	4	0.21	16.667	4	0.21	2.381	4	0.21	19.048
09:00 - 10:00	4	0.21	14.286	4	0.21	8.333	4	0.21	22.619
10:00 - 11:00	4	0.21	9.524	4	0.21	5.952	4	0.21	15.476
11:00 - 12:00	4	0.21	3.571	4	0.21	15.476	4	0.21	19.047
12:00 - 13:00	4	0.21	3.571	4	0.21	5.952	4	0.21	9.523
13:00 - 14:00	4	0.21	2.381	4	0.21	2.381	4	0.21	4.762
14:00 - 15:00	4	0.21	5.952	4	0.21	4.762	4	0.21	10.714
15:00 - 16:00	4	0.21	13.095	4	0.21	10.714	4	0.21	23.809
16:00 - 17:00	3	0.25	2.703	3	0.25	6.757	3	0.25	9.460
17:00 - 18:00	3	0.25	25.676	3	0.25	16.216	3	0.25	41.892
18:00 - 19:00	3	0.25	24.324	3	0.25	2.703	3	0.25	27.027
19:00 - 20:00	3	0.25	44.595	3	0.25	40.541	3	0.25	85.136
20:00 - 21:00	3	0.25	0.000	3	0.25	9.459	3	0.25	9.459
21:00 - 22:00	2	0.18	0.000	2	0.18	56.757	2	0.18	56.757
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			171.540			188.384			359.924

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 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL LGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
09:00 - 10:00	4	0.21	1.190	4	0.21	0.000	4	0.21	1.190
10:00 - 11:00	4	0.21	0.000	4	0.21	1.190	4	0.21	1.190
11:00 - 12:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
14:00 - 15:00	4	0.21	1.190	4	0.21	0.000	4	0.21	1.190
15:00 - 16:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
16:00 - 17:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
20:00 - 21:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.380			1.190			3.570

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

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

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	0.26	0.000	3	0.26	0.000	3	0.26	0.000
08:00 - 09:00	4	0.21	1.190	4	0.21	0.000	4	0.21	1.190
09:00 - 10:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
10:00 - 11:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
11:00 - 12:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
12:00 - 13:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
13:00 - 14:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
14:00 - 15:00	4	0.21	0.000	4	0.21	0.000	4	0.21	0.000
15:00 - 16:00	4	0.21	0.000	4	0.21	1.190	4	0.21	1.190
16:00 - 17:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
17:00 - 18:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
18:00 - 19:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
19:00 - 20:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
20:00 - 21:00	3	0.25	0.000	3	0.25	0.000	3	0.25	0.000
21:00 - 22:00	2	0.18	0.000	2	0.18	0.000	2	0.18	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.190			1.190			2.380

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

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

Stantec UK Limited Caversham Bridge House Reading Licence No: 706701

Filtering Summary

Land Use	03/C	RESIDENTIAL/FLATS PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	50-200 DWELLS	
Actual Trip Rate Calculation Parameter Range	83-194 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 05/09/24
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	2
	Thursday	1
	Friday	1
Main Location Types selected	Town Centre	1
	Edge of Town Centre	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	17 - Selected
	Servicing vehicles Excluded	1 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	50,001 to 100,000	3
	100,001 or More	1
Population <5 Mile ranges selected	125,001 to 250,000	1
	500,001 or More	3
Car Ownership <5 Mile ranges selected	0.5 or Less	2
	0.6 to 1.0	2
PTAL Rating	1b Very poor	1
	5 Very Good	2
	6b (High) Excellent	1

Calculation Reference: AUDIT-706701-250115-0135

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		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	1 days
	TH	TOWER HAMLETS	1 days
	WF	WALTHAM FOREST	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: 83 to 194 (units:)
Range Selected by User: 50 to 200 (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: 01/01/16 to 05/09/24

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	2 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	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:

Town Centre	1
Edge of Town Centre	2
Neighbourhood Centre (PPS6 Local 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:

Development Zone	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	1 days - Selected

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 (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

1b Very poor	1 days
5 Very Good	2 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 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

2 IS-03-C-08 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 190
Survey date: THURSDAY *20/10/22* *Survey Type: MANUAL*

3 TH-03-C-04 BLOCK OF FLATS TOWER HAMLETS
LEVEN ROAD
POPLAR
ABERFELDY VILLAGE
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 83
Survey date: FRIDAY *21/06/19* *Survey Type: MANUAL*

4 WF-03-C-01 BLOCKS OF FLATS WALTHAM FOREST
ERSKINE ROAD
WALTHAMSTOW

Edge of Town Centre
Residential Zone
Total No of Dwellings: 97
Survey date: TUESDAY *05/11/19* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BE-03-C-01	incompatible parking
BM-03-C-01	incompatible parking
BN-03-C-03	incompatible parking
BT-03-C-01	incompatible parking
BT-03-C-03	incompatible parking
HO-03-C-03	incompatible parking
RD-03-C-07	incompatible parking

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.011	4	141	0.025	4	141	0.036
08:00 - 09:00	4	141	0.028	4	141	0.043	4	141	0.071
09:00 - 10:00	4	141	0.037	4	141	0.030	4	141	0.067
10:00 - 11:00	4	141	0.048	4	141	0.043	4	141	0.091
11:00 - 12:00	4	141	0.028	4	141	0.037	4	141	0.065
12:00 - 13:00	4	141	0.028	4	141	0.028	4	141	0.056
13:00 - 14:00	4	141	0.023	4	141	0.028	4	141	0.051
14:00 - 15:00	4	141	0.021	4	141	0.028	4	141	0.049
15:00 - 16:00	4	141	0.027	4	141	0.023	4	141	0.050
16:00 - 17:00	4	141	0.050	4	141	0.041	4	141	0.091
17:00 - 18:00	4	141	0.037	4	141	0.027	4	141	0.064
18:00 - 19:00	4	141	0.044	4	141	0.027	4	141	0.071
19:00 - 20:00	4	141	0.055	4	141	0.041	4	141	0.096
20:00 - 21:00	4	141	0.030	4	141	0.027	4	141	0.057
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.467			0.448			0.915

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

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Parameter summary

Trip rate parameter range selected:	83 - 194 (units:)
Survey date date range:	01/01/16 - 05/09/24
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	7
Surveys manually removed from selection:	7

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.002	4	141	0.002	4	141	0.004
08:00 - 09:00	4	141	0.009	4	141	0.009	4	141	0.018
09:00 - 10:00	4	141	0.007	4	141	0.007	4	141	0.014
10:00 - 11:00	4	141	0.012	4	141	0.012	4	141	0.024
11:00 - 12:00	4	141	0.009	4	141	0.009	4	141	0.018
12:00 - 13:00	4	141	0.004	4	141	0.004	4	141	0.008
13:00 - 14:00	4	141	0.007	4	141	0.007	4	141	0.014
14:00 - 15:00	4	141	0.005	4	141	0.005	4	141	0.010
15:00 - 16:00	4	141	0.004	4	141	0.004	4	141	0.008
16:00 - 17:00	4	141	0.005	4	141	0.005	4	141	0.010
17:00 - 18:00	4	141	0.005	4	141	0.005	4	141	0.010
18:00 - 19:00	4	141	0.002	4	141	0.002	4	141	0.004
19:00 - 20:00	4	141	0.011	4	141	0.011	4	141	0.022
20:00 - 21:00	4	141	0.007	4	141	0.007	4	141	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.000	4	141	0.000	4	141	0.000
08:00 - 09:00	4	141	0.002	4	141	0.002	4	141	0.004
09:00 - 10:00	4	141	0.002	4	141	0.002	4	141	0.004
10:00 - 11:00	4	141	0.002	4	141	0.000	4	141	0.002
11:00 - 12:00	4	141	0.007	4	141	0.007	4	141	0.014
12:00 - 13:00	4	141	0.000	4	141	0.000	4	141	0.000
13:00 - 14:00	4	141	0.000	4	141	0.002	4	141	0.002
14:00 - 15:00	4	141	0.004	4	141	0.004	4	141	0.008
15:00 - 16:00	4	141	0.000	4	141	0.000	4	141	0.000
16:00 - 17:00	4	141	0.000	4	141	0.000	4	141	0.000
17:00 - 18:00	4	141	0.000	4	141	0.000	4	141	0.000
18:00 - 19:00	4	141	0.000	4	141	0.000	4	141	0.000
19:00 - 20:00	4	141	0.000	4	141	0.000	4	141	0.000
20:00 - 21:00	4	141	0.000	4	141	0.000	4	141	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.002	4	141	0.004	4	141	0.006
08:00 - 09:00	4	141	0.002	4	141	0.014	4	141	0.016
09:00 - 10:00	4	141	0.000	4	141	0.000	4	141	0.000
10:00 - 11:00	4	141	0.007	4	141	0.012	4	141	0.019
11:00 - 12:00	4	141	0.000	4	141	0.000	4	141	0.000
12:00 - 13:00	4	141	0.007	4	141	0.009	4	141	0.016
13:00 - 14:00	4	141	0.009	4	141	0.009	4	141	0.018
14:00 - 15:00	4	141	0.005	4	141	0.004	4	141	0.009
15:00 - 16:00	4	141	0.005	4	141	0.005	4	141	0.010
16:00 - 17:00	4	141	0.007	4	141	0.004	4	141	0.011
17:00 - 18:00	4	141	0.005	4	141	0.004	4	141	0.009
18:00 - 19:00	4	141	0.012	4	141	0.009	4	141	0.021
19:00 - 20:00	4	141	0.012	4	141	0.007	4	141	0.019
20:00 - 21:00	4	141	0.011	4	141	0.009	4	141	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.084			0.090			0.174

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.014	4	141	0.032	4	141	0.046
08:00 - 09:00	4	141	0.020	4	141	0.060	4	141	0.080
09:00 - 10:00	4	141	0.039	4	141	0.037	4	141	0.076
10:00 - 11:00	4	141	0.041	4	141	0.051	4	141	0.092
11:00 - 12:00	4	141	0.023	4	141	0.044	4	141	0.067
12:00 - 13:00	4	141	0.030	4	141	0.027	4	141	0.057
13:00 - 14:00	4	141	0.020	4	141	0.030	4	141	0.050
14:00 - 15:00	4	141	0.021	4	141	0.025	4	141	0.046
15:00 - 16:00	4	141	0.030	4	141	0.025	4	141	0.055
16:00 - 17:00	4	141	0.064	4	141	0.039	4	141	0.103
17:00 - 18:00	4	141	0.048	4	141	0.025	4	141	0.073
18:00 - 19:00	4	141	0.064	4	141	0.032	4	141	0.096
19:00 - 20:00	4	141	0.066	4	141	0.041	4	141	0.107
20:00 - 21:00	4	141	0.027	4	141	0.028	4	141	0.055
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.507			0.496			1.003

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.011	4	141	0.039	4	141	0.050
08:00 - 09:00	4	141	0.021	4	141	0.124	4	141	0.145
09:00 - 10:00	4	141	0.020	4	141	0.087	4	141	0.107
10:00 - 11:00	4	141	0.048	4	141	0.048	4	141	0.096
11:00 - 12:00	4	141	0.046	4	141	0.046	4	141	0.092
12:00 - 13:00	4	141	0.030	4	141	0.051	4	141	0.081
13:00 - 14:00	4	141	0.048	4	141	0.043	4	141	0.091
14:00 - 15:00	4	141	0.057	4	141	0.041	4	141	0.098
15:00 - 16:00	4	141	0.082	4	141	0.057	4	141	0.139
16:00 - 17:00	4	141	0.076	4	141	0.057	4	141	0.133
17:00 - 18:00	4	141	0.094	4	141	0.059	4	141	0.153
18:00 - 19:00	4	141	0.099	4	141	0.080	4	141	0.179
19:00 - 20:00	4	141	0.099	4	141	0.044	4	141	0.143
20:00 - 21:00	4	141	0.057	4	141	0.048	4	141	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.788			0.824			1.612

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 BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.002	4	141	0.037	4	141	0.039
08:00 - 09:00	4	141	0.007	4	141	0.083	4	141	0.090
09:00 - 10:00	4	141	0.014	4	141	0.041	4	141	0.055
10:00 - 11:00	4	141	0.012	4	141	0.028	4	141	0.040
11:00 - 12:00	4	141	0.007	4	141	0.012	4	141	0.019
12:00 - 13:00	4	141	0.012	4	141	0.012	4	141	0.024
13:00 - 14:00	4	141	0.021	4	141	0.012	4	141	0.033
14:00 - 15:00	4	141	0.021	4	141	0.011	4	141	0.032
15:00 - 16:00	4	141	0.046	4	141	0.028	4	141	0.074
16:00 - 17:00	4	141	0.032	4	141	0.020	4	141	0.052
17:00 - 18:00	4	141	0.043	4	141	0.016	4	141	0.059
18:00 - 19:00	4	141	0.060	4	141	0.032	4	141	0.092
19:00 - 20:00	4	141	0.034	4	141	0.011	4	141	0.045
20:00 - 21:00	4	141	0.018	4	141	0.009	4	141	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.329			0.352			0.681

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.011	4	141	0.105	4	141	0.116
08:00 - 09:00	4	141	0.016	4	141	0.177	4	141	0.193
09:00 - 10:00	4	141	0.023	4	141	0.041	4	141	0.064
10:00 - 11:00	4	141	0.032	4	141	0.032	4	141	0.064
11:00 - 12:00	4	141	0.023	4	141	0.034	4	141	0.057
12:00 - 13:00	4	141	0.021	4	141	0.020	4	141	0.041
13:00 - 14:00	4	141	0.023	4	141	0.025	4	141	0.048
14:00 - 15:00	4	141	0.027	4	141	0.018	4	141	0.045
15:00 - 16:00	4	141	0.035	4	141	0.023	4	141	0.058
16:00 - 17:00	4	141	0.039	4	141	0.044	4	141	0.083
17:00 - 18:00	4	141	0.053	4	141	0.032	4	141	0.085
18:00 - 19:00	4	141	0.133	4	141	0.039	4	141	0.172
19:00 - 20:00	4	141	0.076	4	141	0.018	4	141	0.094
20:00 - 21:00	4	141	0.043	4	141	0.004	4	141	0.047
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.555			0.612			1.167

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.012	4	141	0.142	4	141	0.154
08:00 - 09:00	4	141	0.023	4	141	0.261	4	141	0.284
09:00 - 10:00	4	141	0.037	4	141	0.082	4	141	0.119
10:00 - 11:00	4	141	0.044	4	141	0.060	4	141	0.104
11:00 - 12:00	4	141	0.030	4	141	0.046	4	141	0.076
12:00 - 13:00	4	141	0.034	4	141	0.032	4	141	0.066
13:00 - 14:00	4	141	0.044	4	141	0.037	4	141	0.081
14:00 - 15:00	4	141	0.048	4	141	0.028	4	141	0.076
15:00 - 16:00	4	141	0.082	4	141	0.051	4	141	0.133
16:00 - 17:00	4	141	0.071	4	141	0.064	4	141	0.135
17:00 - 18:00	4	141	0.096	4	141	0.048	4	141	0.144
18:00 - 19:00	4	141	0.193	4	141	0.071	4	141	0.264
19:00 - 20:00	4	141	0.110	4	141	0.028	4	141	0.138
20:00 - 21:00	4	141	0.060	4	141	0.012	4	141	0.072
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.884			0.962			1.846

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 PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.06

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.039	4	141	0.216	4	141	0.255
08:00 - 09:00	4	141	0.066	4	141	0.459	4	141	0.525
09:00 - 10:00	4	141	0.096	4	141	0.206	4	141	0.302
10:00 - 11:00	4	141	0.140	4	141	0.172	4	141	0.312
11:00 - 12:00	4	141	0.099	4	141	0.137	4	141	0.236
12:00 - 13:00	4	141	0.101	4	141	0.119	4	141	0.220
13:00 - 14:00	4	141	0.121	4	141	0.119	4	141	0.240
14:00 - 15:00	4	141	0.131	4	141	0.098	4	141	0.229
15:00 - 16:00	4	141	0.199	4	141	0.138	4	141	0.337
16:00 - 17:00	4	141	0.218	4	141	0.163	4	141	0.381
17:00 - 18:00	4	141	0.243	4	141	0.135	4	141	0.378
18:00 - 19:00	4	141	0.369	4	141	0.191	4	141	0.560
19:00 - 20:00	4	141	0.287	4	141	0.121	4	141	0.408
20:00 - 21:00	4	141	0.154	4	141	0.098	4	141	0.252
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.263			2.372			4.635

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.005	4	141	0.020	4	141	0.025
08:00 - 09:00	4	141	0.004	4	141	0.021	4	141	0.025
09:00 - 10:00	4	141	0.009	4	141	0.007	4	141	0.016
10:00 - 11:00	4	141	0.009	4	141	0.014	4	141	0.023
11:00 - 12:00	4	141	0.005	4	141	0.007	4	141	0.012
12:00 - 13:00	4	141	0.011	4	141	0.009	4	141	0.020
13:00 - 14:00	4	141	0.009	4	141	0.011	4	141	0.020
14:00 - 15:00	4	141	0.005	4	141	0.007	4	141	0.012
15:00 - 16:00	4	141	0.014	4	141	0.009	4	141	0.023
16:00 - 17:00	4	141	0.027	4	141	0.014	4	141	0.041
17:00 - 18:00	4	141	0.027	4	141	0.016	4	141	0.043
18:00 - 19:00	4	141	0.032	4	141	0.016	4	141	0.048
19:00 - 20:00	4	141	0.027	4	141	0.012	4	141	0.039
20:00 - 21:00	4	141	0.016	4	141	0.012	4	141	0.028
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.200			0.175			0.375

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.004	4	141	0.004	4	141	0.008
08:00 - 09:00	4	141	0.012	4	141	0.007	4	141	0.019
09:00 - 10:00	4	141	0.018	4	141	0.012	4	141	0.030
10:00 - 11:00	4	141	0.016	4	141	0.011	4	141	0.027
11:00 - 12:00	4	141	0.005	4	141	0.011	4	141	0.016
12:00 - 13:00	4	141	0.009	4	141	0.009	4	141	0.018
13:00 - 14:00	4	141	0.004	4	141	0.005	4	141	0.009
14:00 - 15:00	4	141	0.004	4	141	0.009	4	141	0.013
15:00 - 16:00	4	141	0.005	4	141	0.007	4	141	0.012
16:00 - 17:00	4	141	0.014	4	141	0.018	4	141	0.032
17:00 - 18:00	4	141	0.004	4	141	0.004	4	141	0.008
18:00 - 19:00	4	141	0.002	4	141	0.002	4	141	0.004
19:00 - 20:00	4	141	0.007	4	141	0.007	4	141	0.014
20:00 - 21:00	4	141	0.002	4	141	0.002	4	141	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.108			0.214

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
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.000	4	141	0.000	4	141	0.000
08:00 - 09:00	4	141	0.002	4	141	0.004	4	141	0.006
09:00 - 10:00	4	141	0.002	4	141	0.002	4	141	0.004
10:00 - 11:00	4	141	0.009	4	141	0.005	4	141	0.014
11:00 - 12:00	4	141	0.002	4	141	0.004	4	141	0.006
12:00 - 13:00	4	141	0.005	4	141	0.007	4	141	0.012
13:00 - 14:00	4	141	0.004	4	141	0.004	4	141	0.008
14:00 - 15:00	4	141	0.004	4	141	0.004	4	141	0.008
15:00 - 16:00	4	141	0.004	4	141	0.004	4	141	0.008
16:00 - 17:00	4	141	0.004	4	141	0.004	4	141	0.008
17:00 - 18:00	4	141	0.002	4	141	0.002	4	141	0.004
18:00 - 19:00	4	141	0.009	4	141	0.007	4	141	0.016
19:00 - 20:00	4	141	0.011	4	141	0.011	4	141	0.022
20:00 - 21:00	4	141	0.005	4	141	0.005	4	141	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.063			0.126

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.009	4	141	0.080	4	141	0.089
08:00 - 09:00	4	141	0.014	4	141	0.147	4	141	0.161
09:00 - 10:00	4	141	0.020	4	141	0.034	4	141	0.054
10:00 - 11:00	4	141	0.027	4	141	0.030	4	141	0.057
11:00 - 12:00	4	141	0.018	4	141	0.025	4	141	0.043
12:00 - 13:00	4	141	0.016	4	141	0.020	4	141	0.036
13:00 - 14:00	4	141	0.020	4	141	0.021	4	141	0.041
14:00 - 15:00	4	141	0.023	4	141	0.018	4	141	0.041
15:00 - 16:00	4	141	0.028	4	141	0.023	4	141	0.051
16:00 - 17:00	4	141	0.030	4	141	0.035	4	141	0.065
17:00 - 18:00	4	141	0.046	4	141	0.028	4	141	0.074
18:00 - 19:00	4	141	0.112	4	141	0.034	4	141	0.146
19:00 - 20:00	4	141	0.060	4	141	0.014	4	141	0.074
20:00 - 21:00	4	141	0.039	4	141	0.004	4	141	0.043
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.462			0.513			0.975

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.000	4	141	0.002	4	141	0.002
08:00 - 09:00	4	141	0.000	4	141	0.000	4	141	0.000
09:00 - 10:00	4	141	0.000	4	141	0.002	4	141	0.002
10:00 - 11:00	4	141	0.002	4	141	0.000	4	141	0.002
11:00 - 12:00	4	141	0.000	4	141	0.002	4	141	0.002
12:00 - 13:00	4	141	0.002	4	141	0.000	4	141	0.002
13:00 - 14:00	4	141	0.000	4	141	0.000	4	141	0.000
14:00 - 15:00	4	141	0.000	4	141	0.000	4	141	0.000
15:00 - 16:00	4	141	0.002	4	141	0.000	4	141	0.002
16:00 - 17:00	4	141	0.000	4	141	0.000	4	141	0.000
17:00 - 18:00	4	141	0.000	4	141	0.002	4	141	0.002
18:00 - 19:00	4	141	0.002	4	141	0.000	4	141	0.002
19:00 - 20:00	4	141	0.000	4	141	0.000	4	141	0.000
20:00 - 21:00	4	141	0.000	4	141	0.000	4	141	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.002	4	141	0.011	4	141	0.013
08:00 - 09:00	4	141	0.000	4	141	0.020	4	141	0.020
09:00 - 10:00	4	141	0.002	4	141	0.005	4	141	0.007
10:00 - 11:00	4	141	0.002	4	141	0.002	4	141	0.004
11:00 - 12:00	4	141	0.004	4	141	0.002	4	141	0.006
12:00 - 13:00	4	141	0.002	4	141	0.000	4	141	0.002
13:00 - 14:00	4	141	0.002	4	141	0.002	4	141	0.004
14:00 - 15:00	4	141	0.004	4	141	0.000	4	141	0.004
15:00 - 16:00	4	141	0.005	4	141	0.000	4	141	0.005
16:00 - 17:00	4	141	0.005	4	141	0.004	4	141	0.009
17:00 - 18:00	4	141	0.005	4	141	0.002	4	141	0.007
18:00 - 19:00	4	141	0.011	4	141	0.004	4	141	0.015
19:00 - 20:00	4	141	0.012	4	141	0.004	4	141	0.016
20:00 - 21:00	4	141	0.000	4	141	0.000	4	141	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.000	4	141	0.012	4	141	0.012
08:00 - 09:00	4	141	0.002	4	141	0.011	4	141	0.013
09:00 - 10:00	4	141	0.002	4	141	0.000	4	141	0.002
10:00 - 11:00	4	141	0.002	4	141	0.000	4	141	0.002
11:00 - 12:00	4	141	0.002	4	141	0.005	4	141	0.007
12:00 - 13:00	4	141	0.002	4	141	0.000	4	141	0.002
13:00 - 14:00	4	141	0.002	4	141	0.002	4	141	0.004
14:00 - 15:00	4	141	0.000	4	141	0.000	4	141	0.000
15:00 - 16:00	4	141	0.000	4	141	0.000	4	141	0.000
16:00 - 17:00	4	141	0.004	4	141	0.005	4	141	0.009
17:00 - 18:00	4	141	0.002	4	141	0.000	4	141	0.002
18:00 - 19:00	4	141	0.009	4	141	0.002	4	141	0.011
19:00 - 20:00	4	141	0.004	4	141	0.000	4	141	0.004
20:00 - 21:00	4	141	0.004	4	141	0.000	4	141	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.037			0.072

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.002	4	141	0.037	4	141	0.039
08:00 - 09:00	4	141	0.007	4	141	0.083	4	141	0.090
09:00 - 10:00	4	141	0.014	4	141	0.041	4	141	0.055
10:00 - 11:00	4	141	0.012	4	141	0.028	4	141	0.040
11:00 - 12:00	4	141	0.007	4	141	0.012	4	141	0.019
12:00 - 13:00	4	141	0.012	4	141	0.012	4	141	0.024
13:00 - 14:00	4	141	0.021	4	141	0.012	4	141	0.033
14:00 - 15:00	4	141	0.021	4	141	0.011	4	141	0.032
15:00 - 16:00	4	141	0.046	4	141	0.028	4	141	0.074
16:00 - 17:00	4	141	0.032	4	141	0.020	4	141	0.052
17:00 - 18:00	4	141	0.043	4	141	0.016	4	141	0.059
18:00 - 19:00	4	141	0.060	4	141	0.032	4	141	0.092
19:00 - 20:00	4	141	0.034	4	141	0.011	4	141	0.045
20:00 - 21:00	4	141	0.018	4	141	0.009	4	141	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.329			0.352			0.681

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	141	0.005	4	141	0.005	4	141	0.010
08:00 - 09:00	4	141	0.016	4	141	0.012	4	141	0.028
09:00 - 10:00	4	141	0.021	4	141	0.014	4	141	0.035
10:00 - 11:00	4	141	0.023	4	141	0.018	4	141	0.041
11:00 - 12:00	4	141	0.012	4	141	0.020	4	141	0.032
12:00 - 13:00	4	141	0.018	4	141	0.014	4	141	0.032
13:00 - 14:00	4	141	0.009	4	141	0.012	4	141	0.021
14:00 - 15:00	4	141	0.009	4	141	0.011	4	141	0.020
15:00 - 16:00	4	141	0.007	4	141	0.009	4	141	0.016
16:00 - 17:00	4	141	0.021	4	141	0.025	4	141	0.046
17:00 - 18:00	4	141	0.005	4	141	0.005	4	141	0.010
18:00 - 19:00	4	141	0.007	4	141	0.007	4	141	0.014
19:00 - 20:00	4	141	0.016	4	141	0.016	4	141	0.032
20:00 - 21:00	4	141	0.007	4	141	0.007	4	141	0.014
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.176			0.175			0.351

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.*

Calculation Reference: AUDIT-706701-230710-0758

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	IS	ISLINGTON	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: 38 to 247 (units:)
Range Selected by User: 6 to 467 (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: 01/01/15 to 16/05/22

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

Selected survey days:

Monday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

100,001 or More	2 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

5 Very Good	1 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 BT-03-D-02 BLOCK OF FLATS BRENT
CANTERBURY ROAD
KILBURN

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 38
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

2 IS-03-D-04 BLOCKS OF FLATS ISLINGTON
LIVERPOOL ROAD
HIGHBURY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 247
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-03-D-04	Servicing data
CF-03-D-01	Servicing data
LN-03-D-02	Servicing data
NG-03-D-01	Servicing data
WS-03-D-01	Servicing data

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.00

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.028	2	143	0.056	2	143	0.084
08:00 - 09:00	2	143	0.039	2	143	0.063	2	143	0.102
09:00 - 10:00	2	143	0.032	2	143	0.032	2	143	0.064
10:00 - 11:00	2	143	0.018	2	143	0.021	2	143	0.039
11:00 - 12:00	2	143	0.035	2	143	0.046	2	143	0.081
12:00 - 13:00	2	143	0.032	2	143	0.053	2	143	0.085
13:00 - 14:00	2	143	0.014	2	143	0.021	2	143	0.035
14:00 - 15:00	2	143	0.025	2	143	0.028	2	143	0.053
15:00 - 16:00	2	143	0.046	2	143	0.042	2	143	0.088
16:00 - 17:00	2	143	0.060	2	143	0.053	2	143	0.113
17:00 - 18:00	2	143	0.074	2	143	0.042	2	143	0.116
18:00 - 19:00	2	143	0.074	2	143	0.039	2	143	0.113
19:00 - 20:00	2	143	0.077	2	143	0.060	2	143	0.137
20:00 - 21:00	2	143	0.039	2	143	0.021	2	143	0.060
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.593			0.577			1.170

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:	38 - 247 (units:)
Survey date date range:	01/01/15 - 16/05/22
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	5

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.007	2	143	0.007	2	143	0.014
08:00 - 09:00	2	143	0.004	2	143	0.004	2	143	0.008
09:00 - 10:00	2	143	0.007	2	143	0.007	2	143	0.014
10:00 - 11:00	2	143	0.004	2	143	0.004	2	143	0.008
11:00 - 12:00	2	143	0.000	2	143	0.000	2	143	0.000
12:00 - 13:00	2	143	0.011	2	143	0.011	2	143	0.022
13:00 - 14:00	2	143	0.000	2	143	0.000	2	143	0.000
14:00 - 15:00	2	143	0.000	2	143	0.000	2	143	0.000
15:00 - 16:00	2	143	0.007	2	143	0.007	2	143	0.014
16:00 - 17:00	2	143	0.007	2	143	0.007	2	143	0.014
17:00 - 18:00	2	143	0.011	2	143	0.011	2	143	0.022
18:00 - 19:00	2	143	0.000	2	143	0.000	2	143	0.000
19:00 - 20:00	2	143	0.004	2	143	0.004	2	143	0.008
20:00 - 21:00	2	143	0.004	2	143	0.004	2	143	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.004	2	143	0.004	2	143	0.008
08:00 - 09:00	2	143	0.000	2	143	0.000	2	143	0.000
09:00 - 10:00	2	143	0.000	2	143	0.000	2	143	0.000
10:00 - 11:00	2	143	0.000	2	143	0.000	2	143	0.000
11:00 - 12:00	2	143	0.004	2	143	0.004	2	143	0.008
12:00 - 13:00	2	143	0.000	2	143	0.000	2	143	0.000
13:00 - 14:00	2	143	0.000	2	143	0.000	2	143	0.000
14:00 - 15:00	2	143	0.000	2	143	0.000	2	143	0.000
15:00 - 16:00	2	143	0.000	2	143	0.000	2	143	0.000
16:00 - 17:00	2	143	0.000	2	143	0.000	2	143	0.000
17:00 - 18:00	2	143	0.000	2	143	0.000	2	143	0.000
18:00 - 19:00	2	143	0.000	2	143	0.000	2	143	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.000	2	143	0.000	2	143	0.000
08:00 - 09:00	2	143	0.000	2	143	0.000	2	143	0.000
09:00 - 10:00	2	143	0.000	2	143	0.000	2	143	0.000
10:00 - 11:00	2	143	0.000	2	143	0.000	2	143	0.000
11:00 - 12:00	2	143	0.000	2	143	0.000	2	143	0.000
12:00 - 13:00	2	143	0.000	2	143	0.000	2	143	0.000
13:00 - 14:00	2	143	0.004	2	143	0.004	2	143	0.008
14:00 - 15:00	2	143	0.000	2	143	0.000	2	143	0.000
15:00 - 16:00	2	143	0.004	2	143	0.004	2	143	0.008
16:00 - 17:00	2	143	0.000	2	143	0.000	2	143	0.000
17:00 - 18:00	2	143	0.000	2	143	0.000	2	143	0.000
18:00 - 19:00	2	143	0.000	2	143	0.000	2	143	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.004	2	143	0.004	2	143	0.008
08:00 - 09:00	2	143	0.004	2	143	0.000	2	143	0.004
09:00 - 10:00	2	143	0.000	2	143	0.007	2	143	0.007
10:00 - 11:00	2	143	0.004	2	143	0.000	2	143	0.004
11:00 - 12:00	2	143	0.000	2	143	0.011	2	143	0.011
12:00 - 13:00	2	143	0.000	2	143	0.004	2	143	0.004
13:00 - 14:00	2	143	0.000	2	143	0.004	2	143	0.004
14:00 - 15:00	2	143	0.021	2	143	0.018	2	143	0.039
15:00 - 16:00	2	143	0.007	2	143	0.007	2	143	0.014
16:00 - 17:00	2	143	0.004	2	143	0.004	2	143	0.008
17:00 - 18:00	2	143	0.004	2	143	0.000	2	143	0.004
18:00 - 19:00	2	143	0.011	2	143	0.004	2	143	0.015
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.004	2	143	0.011	2	143	0.015
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.074			0.137

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.028	2	143	0.049	2	143	0.077
08:00 - 09:00	2	143	0.039	2	143	0.084	2	143	0.123
09:00 - 10:00	2	143	0.028	2	143	0.039	2	143	0.067
10:00 - 11:00	2	143	0.018	2	143	0.018	2	143	0.036
11:00 - 12:00	2	143	0.032	2	143	0.049	2	143	0.081
12:00 - 13:00	2	143	0.032	2	143	0.053	2	143	0.085
13:00 - 14:00	2	143	0.014	2	143	0.021	2	143	0.035
14:00 - 15:00	2	143	0.032	2	143	0.035	2	143	0.067
15:00 - 16:00	2	143	0.046	2	143	0.046	2	143	0.092
16:00 - 17:00	2	143	0.074	2	143	0.074	2	143	0.148
17:00 - 18:00	2	143	0.088	2	143	0.042	2	143	0.130
18:00 - 19:00	2	143	0.084	2	143	0.049	2	143	0.133
19:00 - 20:00	2	143	0.112	2	143	0.056	2	143	0.168
20:00 - 21:00	2	143	0.042	2	143	0.032	2	143	0.074
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.669			0.647			1.316

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.018	2	143	0.077	2	143	0.095
08:00 - 09:00	2	143	0.070	2	143	0.319	2	143	0.389
09:00 - 10:00	2	143	0.133	2	143	0.193	2	143	0.326
10:00 - 11:00	2	143	0.067	2	143	0.081	2	143	0.148
11:00 - 12:00	2	143	0.105	2	143	0.179	2	143	0.284
12:00 - 13:00	2	143	0.154	2	143	0.140	2	143	0.294
13:00 - 14:00	2	143	0.102	2	143	0.067	2	143	0.169
14:00 - 15:00	2	143	0.126	2	143	0.154	2	143	0.280
15:00 - 16:00	2	143	0.439	2	143	0.246	2	143	0.685
16:00 - 17:00	2	143	0.263	2	143	0.112	2	143	0.375
17:00 - 18:00	2	143	0.130	2	143	0.105	2	143	0.235
18:00 - 19:00	2	143	0.130	2	143	0.130	2	143	0.260
19:00 - 20:00	2	143	0.168	2	143	0.175	2	143	0.343
20:00 - 21:00	2	143	0.084	2	143	0.039	2	143	0.123
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.989			2.017			4.006

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.007	2	143	0.056	2	143	0.063
08:00 - 09:00	2	143	0.000	2	143	0.116	2	143	0.116
09:00 - 10:00	2	143	0.004	2	143	0.035	2	143	0.039
10:00 - 11:00	2	143	0.007	2	143	0.032	2	143	0.039
11:00 - 12:00	2	143	0.011	2	143	0.028	2	143	0.039
12:00 - 13:00	2	143	0.039	2	143	0.014	2	143	0.053
13:00 - 14:00	2	143	0.028	2	143	0.035	2	143	0.063
14:00 - 15:00	2	143	0.014	2	143	0.039	2	143	0.053
15:00 - 16:00	2	143	0.053	2	143	0.011	2	143	0.064
16:00 - 17:00	2	143	0.070	2	143	0.007	2	143	0.077
17:00 - 18:00	2	143	0.056	2	143	0.018	2	143	0.074
18:00 - 19:00	2	143	0.070	2	143	0.000	2	143	0.070
19:00 - 20:00	2	143	0.032	2	143	0.007	2	143	0.039
20:00 - 21:00	2	143	0.056	2	143	0.000	2	143	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.398			0.845

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.004	2	143	0.032	2	143	0.036
08:00 - 09:00	2	143	0.004	2	143	0.053	2	143	0.057
09:00 - 10:00	2	143	0.000	2	143	0.056	2	143	0.056
10:00 - 11:00	2	143	0.007	2	143	0.028	2	143	0.035
11:00 - 12:00	2	143	0.007	2	143	0.011	2	143	0.018
12:00 - 13:00	2	143	0.004	2	143	0.032	2	143	0.036
13:00 - 14:00	2	143	0.018	2	143	0.018	2	143	0.036
14:00 - 15:00	2	143	0.025	2	143	0.039	2	143	0.064
15:00 - 16:00	2	143	0.028	2	143	0.011	2	143	0.039
16:00 - 17:00	2	143	0.046	2	143	0.014	2	143	0.060
17:00 - 18:00	2	143	0.046	2	143	0.014	2	143	0.060
18:00 - 19:00	2	143	0.063	2	143	0.011	2	143	0.074
19:00 - 20:00	2	143	0.063	2	143	0.025	2	143	0.088
20:00 - 21:00	2	143	0.025	2	143	0.007	2	143	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.340			0.351			0.691

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.000	2	143	0.000	2	143	0.000
08:00 - 09:00	2	143	0.000	2	143	0.000	2	143	0.000
09:00 - 10:00	2	143	0.000	2	143	0.000	2	143	0.000
10:00 - 11:00	2	143	0.000	2	143	0.000	2	143	0.000
11:00 - 12:00	2	143	0.000	2	143	0.000	2	143	0.000
12:00 - 13:00	2	143	0.000	2	143	0.000	2	143	0.000
13:00 - 14:00	2	143	0.000	2	143	0.007	2	143	0.007
14:00 - 15:00	2	143	0.000	2	143	0.000	2	143	0.000
15:00 - 16:00	2	143	0.007	2	143	0.000	2	143	0.007
16:00 - 17:00	2	143	0.000	2	143	0.000	2	143	0.000
17:00 - 18:00	2	143	0.000	2	143	0.000	2	143	0.000
18:00 - 19:00	2	143	0.000	2	143	0.000	2	143	0.000
19:00 - 20:00	2	143	0.000	2	143	0.000	2	143	0.000
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.011	2	143	0.088	2	143	0.099
08:00 - 09:00	2	143	0.004	2	143	0.168	2	143	0.172
09:00 - 10:00	2	143	0.004	2	143	0.091	2	143	0.095
10:00 - 11:00	2	143	0.014	2	143	0.060	2	143	0.074
11:00 - 12:00	2	143	0.018	2	143	0.039	2	143	0.057
12:00 - 13:00	2	143	0.042	2	143	0.046	2	143	0.088
13:00 - 14:00	2	143	0.046	2	143	0.060	2	143	0.106
14:00 - 15:00	2	143	0.039	2	143	0.077	2	143	0.116
15:00 - 16:00	2	143	0.088	2	143	0.021	2	143	0.109
16:00 - 17:00	2	143	0.116	2	143	0.021	2	143	0.137
17:00 - 18:00	2	143	0.102	2	143	0.032	2	143	0.134
18:00 - 19:00	2	143	0.133	2	143	0.011	2	143	0.144
19:00 - 20:00	2	143	0.095	2	143	0.032	2	143	0.127
20:00 - 21:00	2	143	0.081	2	143	0.007	2	143	0.088
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.793			0.753			1.546

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 6.00

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.060	2	143	0.218	2	143	0.278
08:00 - 09:00	2	143	0.116	2	143	0.572	2	143	0.688
09:00 - 10:00	2	143	0.165	2	143	0.330	2	143	0.495
10:00 - 11:00	2	143	0.102	2	143	0.158	2	143	0.260
11:00 - 12:00	2	143	0.154	2	143	0.277	2	143	0.431
12:00 - 13:00	2	143	0.228	2	143	0.242	2	143	0.470
13:00 - 14:00	2	143	0.161	2	143	0.151	2	143	0.312
14:00 - 15:00	2	143	0.218	2	143	0.284	2	143	0.502
15:00 - 16:00	2	143	0.579	2	143	0.319	2	143	0.898
16:00 - 17:00	2	143	0.456	2	143	0.211	2	143	0.667
17:00 - 18:00	2	143	0.323	2	143	0.179	2	143	0.502
18:00 - 19:00	2	143	0.358	2	143	0.193	2	143	0.551
19:00 - 20:00	2	143	0.375	2	143	0.263	2	143	0.638
20:00 - 21:00	2	143	0.211	2	143	0.088	2	143	0.299
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.506			3.485			6.991

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.014	2	143	0.035	2	143	0.049
08:00 - 09:00	2	143	0.032	2	143	0.056	2	143	0.088
09:00 - 10:00	2	143	0.014	2	143	0.011	2	143	0.025
10:00 - 11:00	2	143	0.007	2	143	0.011	2	143	0.018
11:00 - 12:00	2	143	0.018	2	143	0.025	2	143	0.043
12:00 - 13:00	2	143	0.007	2	143	0.032	2	143	0.039
13:00 - 14:00	2	143	0.011	2	143	0.014	2	143	0.025
14:00 - 15:00	2	143	0.021	2	143	0.025	2	143	0.046
15:00 - 16:00	2	143	0.025	2	143	0.025	2	143	0.050
16:00 - 17:00	2	143	0.039	2	143	0.032	2	143	0.071
17:00 - 18:00	2	143	0.053	2	143	0.025	2	143	0.078
18:00 - 19:00	2	143	0.063	2	143	0.032	2	143	0.095
19:00 - 20:00	2	143	0.060	2	143	0.042	2	143	0.102
20:00 - 21:00	2	143	0.028	2	143	0.014	2	143	0.042
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.392			0.379			0.771

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.004	2	143	0.011	2	143	0.015
08:00 - 09:00	2	143	0.004	2	143	0.004	2	143	0.008
09:00 - 10:00	2	143	0.007	2	143	0.011	2	143	0.018
10:00 - 11:00	2	143	0.007	2	143	0.007	2	143	0.014
11:00 - 12:00	2	143	0.011	2	143	0.011	2	143	0.022
12:00 - 13:00	2	143	0.014	2	143	0.011	2	143	0.025
13:00 - 14:00	2	143	0.000	2	143	0.004	2	143	0.004
14:00 - 15:00	2	143	0.004	2	143	0.004	2	143	0.008
15:00 - 16:00	2	143	0.007	2	143	0.000	2	143	0.007
16:00 - 17:00	2	143	0.007	2	143	0.011	2	143	0.018
17:00 - 18:00	2	143	0.007	2	143	0.004	2	143	0.011
18:00 - 19:00	2	143	0.007	2	143	0.004	2	143	0.011
19:00 - 20:00	2	143	0.007	2	143	0.007	2	143	0.014
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.089			0.175

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.000	2	143	0.000	2	143	0.000
08:00 - 09:00	2	143	0.000	2	143	0.000	2	143	0.000
09:00 - 10:00	2	143	0.004	2	143	0.004	2	143	0.008
10:00 - 11:00	2	143	0.000	2	143	0.000	2	143	0.000
11:00 - 12:00	2	143	0.004	2	143	0.007	2	143	0.011
12:00 - 13:00	2	143	0.000	2	143	0.000	2	143	0.000
13:00 - 14:00	2	143	0.000	2	143	0.000	2	143	0.000
14:00 - 15:00	2	143	0.000	2	143	0.000	2	143	0.000
15:00 - 16:00	2	143	0.004	2	143	0.007	2	143	0.011
16:00 - 17:00	2	143	0.007	2	143	0.004	2	143	0.011
17:00 - 18:00	2	143	0.004	2	143	0.004	2	143	0.008
18:00 - 19:00	2	143	0.004	2	143	0.004	2	143	0.008
19:00 - 20:00	2	143	0.007	2	143	0.007	2	143	0.014
20:00 - 21:00	2	143	0.007	2	143	0.004	2	143	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.041			0.041			0.082

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Underground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.000	2	143	0.021	2	143	0.021
08:00 - 09:00	2	143	0.004	2	143	0.032	2	143	0.036
09:00 - 10:00	2	143	0.000	2	143	0.042	2	143	0.042
10:00 - 11:00	2	143	0.007	2	143	0.021	2	143	0.028
11:00 - 12:00	2	143	0.004	2	143	0.007	2	143	0.011
12:00 - 13:00	2	143	0.004	2	143	0.028	2	143	0.032
13:00 - 14:00	2	143	0.007	2	143	0.004	2	143	0.011
14:00 - 15:00	2	143	0.018	2	143	0.018	2	143	0.036
15:00 - 16:00	2	143	0.014	2	143	0.004	2	143	0.018
16:00 - 17:00	2	143	0.021	2	143	0.007	2	143	0.028
17:00 - 18:00	2	143	0.028	2	143	0.014	2	143	0.042
18:00 - 19:00	2	143	0.049	2	143	0.011	2	143	0.060
19:00 - 20:00	2	143	0.032	2	143	0.018	2	143	0.050
20:00 - 21:00	2	143	0.021	2	143	0.000	2	143	0.021
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.209			0.227			0.436

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Overground Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.000	2	143	0.000	2	143	0.000
08:00 - 09:00	2	143	0.000	2	143	0.007	2	143	0.007
09:00 - 10:00	2	143	0.000	2	143	0.007	2	143	0.007
10:00 - 11:00	2	143	0.000	2	143	0.007	2	143	0.007
11:00 - 12:00	2	143	0.004	2	143	0.004	2	143	0.008
12:00 - 13:00	2	143	0.000	2	143	0.004	2	143	0.004
13:00 - 14:00	2	143	0.011	2	143	0.014	2	143	0.025
14:00 - 15:00	2	143	0.007	2	143	0.014	2	143	0.021
15:00 - 16:00	2	143	0.011	2	143	0.007	2	143	0.018
16:00 - 17:00	2	143	0.021	2	143	0.007	2	143	0.028
17:00 - 18:00	2	143	0.018	2	143	0.000	2	143	0.018
18:00 - 19:00	2	143	0.007	2	143	0.000	2	143	0.007
19:00 - 20:00	2	143	0.011	2	143	0.007	2	143	0.018
20:00 - 21:00	2	143	0.004	2	143	0.007	2	143	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.085			0.179

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL National Rail Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.004	2	143	0.011	2	143	0.015
08:00 - 09:00	2	143	0.000	2	143	0.014	2	143	0.014
09:00 - 10:00	2	143	0.000	2	143	0.007	2	143	0.007
10:00 - 11:00	2	143	0.000	2	143	0.000	2	143	0.000
11:00 - 12:00	2	143	0.000	2	143	0.000	2	143	0.000
12:00 - 13:00	2	143	0.000	2	143	0.000	2	143	0.000
13:00 - 14:00	2	143	0.000	2	143	0.000	2	143	0.000
14:00 - 15:00	2	143	0.000	2	143	0.007	2	143	0.007
15:00 - 16:00	2	143	0.004	2	143	0.000	2	143	0.004
16:00 - 17:00	2	143	0.004	2	143	0.000	2	143	0.004
17:00 - 18:00	2	143	0.000	2	143	0.000	2	143	0.000
18:00 - 19:00	2	143	0.007	2	143	0.000	2	143	0.007
19:00 - 20:00	2	143	0.021	2	143	0.000	2	143	0.021
20:00 - 21:00	2	143	0.000	2	143	0.000	2	143	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040			0.039			0.079

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Bus Passengers
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.007	2	143	0.056	2	143	0.063
08:00 - 09:00	2	143	0.000	2	143	0.116	2	143	0.116
09:00 - 10:00	2	143	0.004	2	143	0.035	2	143	0.039
10:00 - 11:00	2	143	0.007	2	143	0.032	2	143	0.039
11:00 - 12:00	2	143	0.011	2	143	0.028	2	143	0.039
12:00 - 13:00	2	143	0.039	2	143	0.014	2	143	0.053
13:00 - 14:00	2	143	0.028	2	143	0.035	2	143	0.063
14:00 - 15:00	2	143	0.014	2	143	0.039	2	143	0.053
15:00 - 16:00	2	143	0.053	2	143	0.011	2	143	0.064
16:00 - 17:00	2	143	0.070	2	143	0.007	2	143	0.077
17:00 - 18:00	2	143	0.056	2	143	0.018	2	143	0.074
18:00 - 19:00	2	143	0.070	2	143	0.000	2	143	0.070
19:00 - 20:00	2	143	0.032	2	143	0.007	2	143	0.039
20:00 - 21:00	2	143	0.056	2	143	0.000	2	143	0.056
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.447			0.398			0.845

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	143	0.011	2	143	0.011	2	143	0.022
08:00 - 09:00	2	143	0.014	2	143	0.007	2	143	0.021
09:00 - 10:00	2	143	0.007	2	143	0.014	2	143	0.021
10:00 - 11:00	2	143	0.007	2	143	0.007	2	143	0.014
11:00 - 12:00	2	143	0.021	2	143	0.018	2	143	0.039
12:00 - 13:00	2	143	0.014	2	143	0.014	2	143	0.028
13:00 - 14:00	2	143	0.000	2	143	0.004	2	143	0.004
14:00 - 15:00	2	143	0.007	2	143	0.007	2	143	0.014
15:00 - 16:00	2	143	0.007	2	143	0.000	2	143	0.007
16:00 - 17:00	2	143	0.011	2	143	0.018	2	143	0.029
17:00 - 18:00	2	143	0.007	2	143	0.007	2	143	0.014
18:00 - 19:00	2	143	0.004	2	143	0.004	2	143	0.008
19:00 - 20:00	2	143	0.007	2	143	0.007	2	143	0.014
20:00 - 21:00	2	143	0.004	2	143	0.004	2	143	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.122			0.243

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.*

Calculation Reference: AUDIT-706701-230710-0741

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : P - ASSISTED LIVING
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
03	SOUTH WEST		
	BC	BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days
11	SCOTLAND		
	AD	ABERDEEN CITY	1 days
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	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: 24 to 66 (units:)
Range Selected by User: 24 to 66 (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: 01/01/15 to 27/09/22

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	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4
Neighbourhood Centre (PPS6 Local 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:

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	9 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 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:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 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	3 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	7 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	7 days

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

LIST OF SITES relevant to selection parameters

1 AD-03-P-01 ASSISTED LIVING ABERDEEN CITY
ST MACHAR DRIVE
ABERDEEN
OLD ABERDEEN
Neighbourhood Centre (PPS6 Local Centre)
No Sub Category
Total No of Dwellings: 24
Survey date: WEDNESDAY *20/11/19* *Survey Type: MANUAL*

2 BC-03-P-01 ASSISTED LIVING BOURNEMOUTH CHRISTCHURCH & POOLE
SAINT STEPHEN'S ROAD
BOURNEMOUTH

Edge of Town Centre
No Sub Category
Total No of Dwellings: 66
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

3 NF-03-P-02 ASSISTED LIVING NORFOLK
LAKENFIELDS
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: FRIDAY *22/11/19* *Survey Type: MANUAL*

4 NY-03-P-01 ASSISTED LIVING NORTH YORKSHIRE
FENNELL GROVE
RIPON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 40
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

5 TW-03-P-01 ASSISTED LIVING TYNE & WEAR
KENTON ROAD
NEWCASTLE UPON TYNE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 42
Survey date: THURSDAY *07/10/21* *Survey Type: MANUAL*

6 TY-03-P-01 ASSISTED LIVING TYRONE
LIMEKILN LANE
COOKSTOWN

Edge of Town Centre
No Sub Category
Total No of Dwellings: 32
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

7 WS-03-P-01 ASSISTED LIVING WEST SUSSEX
DURRINGTON LANE
WORTHING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 54
Survey date: WEDNESDAY *18/05/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-P-01	Servicing data
CF-03-P-01	Servicing data

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.55

	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	7	43	0.054	7	43	0.040	7	43	0.094
08:00 - 09:00	7	43	0.091	7	43	0.050	7	43	0.141
09:00 - 10:00	7	43	0.174	7	43	0.144	7	43	0.318
10:00 - 11:00	7	43	0.164	7	43	0.158	7	43	0.322
11:00 - 12:00	7	43	0.144	7	43	0.154	7	43	0.298
12:00 - 13:00	7	43	0.141	7	43	0.148	7	43	0.289
13:00 - 14:00	7	43	0.154	7	43	0.151	7	43	0.305
14:00 - 15:00	7	43	0.101	7	43	0.144	7	43	0.245
15:00 - 16:00	7	43	0.114	7	43	0.091	7	43	0.205
16:00 - 17:00	7	43	0.104	7	43	0.117	7	43	0.221
17:00 - 18:00	7	43	0.064	7	43	0.094	7	43	0.158
18:00 - 19:00	7	43	0.067	7	43	0.060	7	43	0.127
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.372			1.351			2.723

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:	24 - 66 (units:)
Survey date date range:	01/01/15 - 27/09/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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/P - ASSISTED LIVING
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	7	43	0.000	7	43	0.000	7	43	0.000
08:00 - 09:00	7	43	0.003	7	43	0.000	7	43	0.003
09:00 - 10:00	7	43	0.010	7	43	0.013	7	43	0.023
10:00 - 11:00	7	43	0.017	7	43	0.017	7	43	0.034
11:00 - 12:00	7	43	0.013	7	43	0.013	7	43	0.026
12:00 - 13:00	7	43	0.003	7	43	0.003	7	43	0.006
13:00 - 14:00	7	43	0.013	7	43	0.013	7	43	0.026
14:00 - 15:00	7	43	0.007	7	43	0.007	7	43	0.014
15:00 - 16:00	7	43	0.007	7	43	0.007	7	43	0.014
16:00 - 17:00	7	43	0.010	7	43	0.010	7	43	0.020
17:00 - 18:00	7	43	0.007	7	43	0.007	7	43	0.014
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.090			0.180

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/P - ASSISTED LIVING
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	43	0.000	7	43	0.000	7	43	0.000
08:00 - 09:00	7	43	0.007	7	43	0.007	7	43	0.014
09:00 - 10:00	7	43	0.003	7	43	0.003	7	43	0.006
10:00 - 11:00	7	43	0.000	7	43	0.000	7	43	0.000
11:00 - 12:00	7	43	0.000	7	43	0.000	7	43	0.000
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.000	7	43	0.000
14:00 - 15:00	7	43	0.003	7	43	0.003	7	43	0.006
15:00 - 16:00	7	43	0.000	7	43	0.000	7	43	0.000
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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/P - ASSISTED LIVING
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	7	43	0.000	7	43	0.000	7	43	0.000
08:00 - 09:00	7	43	0.000	7	43	0.000	7	43	0.000
09:00 - 10:00	7	43	0.000	7	43	0.000	7	43	0.000
10:00 - 11:00	7	43	0.003	7	43	0.003	7	43	0.006
11:00 - 12:00	7	43	0.000	7	43	0.000	7	43	0.000
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.000	7	43	0.000
14:00 - 15:00	7	43	0.003	7	43	0.003	7	43	0.006
15:00 - 16:00	7	43	0.000	7	43	0.000	7	43	0.000
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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/P - ASSISTED LIVING
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	7	43	0.007	7	43	0.003	7	43	0.010
08:00 - 09:00	7	43	0.003	7	43	0.000	7	43	0.003
09:00 - 10:00	7	43	0.003	7	43	0.000	7	43	0.003
10:00 - 11:00	7	43	0.000	7	43	0.003	7	43	0.003
11:00 - 12:00	7	43	0.003	7	43	0.000	7	43	0.003
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.010	7	43	0.010
14:00 - 15:00	7	43	0.000	7	43	0.000	7	43	0.000
15:00 - 16:00	7	43	0.003	7	43	0.000	7	43	0.003
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.016			0.035

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/P - ASSISTED LIVING
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	7	43	0.054	7	43	0.044	7	43	0.098
08:00 - 09:00	7	43	0.097	7	43	0.060	7	43	0.157
09:00 - 10:00	7	43	0.198	7	43	0.158	7	43	0.356
10:00 - 11:00	7	43	0.174	7	43	0.191	7	43	0.365
11:00 - 12:00	7	43	0.161	7	43	0.178	7	43	0.339
12:00 - 13:00	7	43	0.195	7	43	0.181	7	43	0.376
13:00 - 14:00	7	43	0.178	7	43	0.178	7	43	0.356
14:00 - 15:00	7	43	0.138	7	43	0.185	7	43	0.323
15:00 - 16:00	7	43	0.141	7	43	0.101	7	43	0.242
16:00 - 17:00	7	43	0.114	7	43	0.131	7	43	0.245
17:00 - 18:00	7	43	0.060	7	43	0.101	7	43	0.161
18:00 - 19:00	7	43	0.077	7	43	0.067	7	43	0.144
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.587			1.575			3.162

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/P - ASSISTED LIVING
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	7	43	0.010	7	43	0.020	7	43	0.030
08:00 - 09:00	7	43	0.030	7	43	0.010	7	43	0.040
09:00 - 10:00	7	43	0.027	7	43	0.040	7	43	0.067
10:00 - 11:00	7	43	0.054	7	43	0.037	7	43	0.091
11:00 - 12:00	7	43	0.054	7	43	0.054	7	43	0.108
12:00 - 13:00	7	43	0.034	7	43	0.034	7	43	0.068
13:00 - 14:00	7	43	0.034	7	43	0.064	7	43	0.098
14:00 - 15:00	7	43	0.040	7	43	0.040	7	43	0.080
15:00 - 16:00	7	43	0.044	7	43	0.054	7	43	0.098
16:00 - 17:00	7	43	0.047	7	43	0.044	7	43	0.091
17:00 - 18:00	7	43	0.040	7	43	0.034	7	43	0.074
18:00 - 19:00	7	43	0.027	7	43	0.027	7	43	0.054
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.441			0.458			0.899

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/P - ASSISTED LIVING
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	7	43	0.003	7	43	0.000	7	43	0.003
08:00 - 09:00	7	43	0.003	7	43	0.000	7	43	0.003
09:00 - 10:00	7	43	0.017	7	43	0.007	7	43	0.024
10:00 - 11:00	7	43	0.000	7	43	0.000	7	43	0.000
11:00 - 12:00	7	43	0.003	7	43	0.003	7	43	0.006
12:00 - 13:00	7	43	0.003	7	43	0.003	7	43	0.006
13:00 - 14:00	7	43	0.010	7	43	0.000	7	43	0.010
14:00 - 15:00	7	43	0.003	7	43	0.017	7	43	0.020
15:00 - 16:00	7	43	0.010	7	43	0.010	7	43	0.020
16:00 - 17:00	7	43	0.003	7	43	0.000	7	43	0.003
17:00 - 18:00	7	43	0.000	7	43	0.003	7	43	0.003
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.055			0.043			0.098

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/P - ASSISTED LIVING
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	43	0.003	7	43	0.000	7	43	0.003
08:00 - 09:00	7	43	0.000	7	43	0.003	7	43	0.003
09:00 - 10:00	7	43	0.000	7	43	0.000	7	43	0.000
10:00 - 11:00	7	43	0.000	7	43	0.000	7	43	0.000
11:00 - 12:00	7	43	0.000	7	43	0.000	7	43	0.000
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.000	7	43	0.000
14:00 - 15:00	7	43	0.000	7	43	0.000	7	43	0.000
15:00 - 16:00	7	43	0.000	7	43	0.000	7	43	0.000
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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/P - ASSISTED LIVING
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	7	43	0.000	7	43	0.000	7	43	0.000
08:00 - 09:00	7	43	0.000	7	43	0.000	7	43	0.000
09:00 - 10:00	7	43	0.000	7	43	0.000	7	43	0.000
10:00 - 11:00	7	43	0.000	7	43	0.007	7	43	0.007
11:00 - 12:00	7	43	0.000	7	43	0.000	7	43	0.000
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.000	7	43	0.000
14:00 - 15:00	7	43	0.007	7	43	0.000	7	43	0.007
15:00 - 16:00	7	43	0.000	7	43	0.000	7	43	0.000
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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/P - ASSISTED LIVING
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	7	43	0.007	7	43	0.000	7	43	0.007
08:00 - 09:00	7	43	0.003	7	43	0.003	7	43	0.006
09:00 - 10:00	7	43	0.017	7	43	0.007	7	43	0.024
10:00 - 11:00	7	43	0.000	7	43	0.007	7	43	0.007
11:00 - 12:00	7	43	0.003	7	43	0.003	7	43	0.006
12:00 - 13:00	7	43	0.003	7	43	0.003	7	43	0.006
13:00 - 14:00	7	43	0.010	7	43	0.000	7	43	0.010
14:00 - 15:00	7	43	0.010	7	43	0.017	7	43	0.027
15:00 - 16:00	7	43	0.010	7	43	0.010	7	43	0.020
16:00 - 17:00	7	43	0.003	7	43	0.000	7	43	0.003
17:00 - 18:00	7	43	0.000	7	43	0.003	7	43	0.003
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.053			0.119

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/P - ASSISTED LIVING
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.55

	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	7	43	0.077	7	43	0.067	7	43	0.144
08:00 - 09:00	7	43	0.134	7	43	0.074	7	43	0.208
09:00 - 10:00	7	43	0.245	7	43	0.205	7	43	0.450
10:00 - 11:00	7	43	0.228	7	43	0.238	7	43	0.466
11:00 - 12:00	7	43	0.221	7	43	0.235	7	43	0.456
12:00 - 13:00	7	43	0.232	7	43	0.218	7	43	0.450
13:00 - 14:00	7	43	0.221	7	43	0.252	7	43	0.473
14:00 - 15:00	7	43	0.188	7	43	0.242	7	43	0.430
15:00 - 16:00	7	43	0.198	7	43	0.164	7	43	0.362
16:00 - 17:00	7	43	0.164	7	43	0.174	7	43	0.338
17:00 - 18:00	7	43	0.101	7	43	0.138	7	43	0.239
18:00 - 19:00	7	43	0.104	7	43	0.094	7	43	0.198
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.113			2.101			4.214

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/P - ASSISTED LIVING
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	7	43	0.047	7	43	0.034	7	43	0.081
08:00 - 09:00	7	43	0.067	7	43	0.040	7	43	0.107
09:00 - 10:00	7	43	0.128	7	43	0.094	7	43	0.222
10:00 - 11:00	7	43	0.121	7	43	0.124	7	43	0.245
11:00 - 12:00	7	43	0.107	7	43	0.114	7	43	0.221
12:00 - 13:00	7	43	0.117	7	43	0.124	7	43	0.241
13:00 - 14:00	7	43	0.104	7	43	0.117	7	43	0.221
14:00 - 15:00	7	43	0.077	7	43	0.097	7	43	0.174
15:00 - 16:00	7	43	0.101	7	43	0.074	7	43	0.175
16:00 - 17:00	7	43	0.081	7	43	0.091	7	43	0.172
17:00 - 18:00	7	43	0.047	7	43	0.081	7	43	0.128
18:00 - 19:00	7	43	0.067	7	43	0.057	7	43	0.124
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.064			1.047			2.111

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/P - ASSISTED LIVING
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	7	43	0.003	7	43	0.003	7	43	0.006
08:00 - 09:00	7	43	0.010	7	43	0.003	7	43	0.013
09:00 - 10:00	7	43	0.034	7	43	0.034	7	43	0.068
10:00 - 11:00	7	43	0.023	7	43	0.013	7	43	0.036
11:00 - 12:00	7	43	0.023	7	43	0.027	7	43	0.050
12:00 - 13:00	7	43	0.020	7	43	0.020	7	43	0.040
13:00 - 14:00	7	43	0.037	7	43	0.017	7	43	0.054
14:00 - 15:00	7	43	0.010	7	43	0.034	7	43	0.044
15:00 - 16:00	7	43	0.007	7	43	0.010	7	43	0.017
16:00 - 17:00	7	43	0.013	7	43	0.017	7	43	0.030
17:00 - 18:00	7	43	0.010	7	43	0.007	7	43	0.017
18:00 - 19:00	7	43	0.000	7	43	0.003	7	43	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.188			0.378

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/P - ASSISTED LIVING
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	43	0.003	7	43	0.003	7	43	0.006
08:00 - 09:00	7	43	0.003	7	43	0.000	7	43	0.003
09:00 - 10:00	7	43	0.000	7	43	0.000	7	43	0.000
10:00 - 11:00	7	43	0.000	7	43	0.000	7	43	0.000
11:00 - 12:00	7	43	0.000	7	43	0.000	7	43	0.000
12:00 - 13:00	7	43	0.000	7	43	0.000	7	43	0.000
13:00 - 14:00	7	43	0.000	7	43	0.003	7	43	0.003
14:00 - 15:00	7	43	0.000	7	43	0.000	7	43	0.000
15:00 - 16:00	7	43	0.000	7	43	0.000	7	43	0.000
16:00 - 17:00	7	43	0.000	7	43	0.000	7	43	0.000
17:00 - 18:00	7	43	0.000	7	43	0.000	7	43	0.000
18:00 - 19:00	7	43	0.000	7	43	0.000	7	43	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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/P - ASSISTED LIVING
MULTI-MODAL Servicing 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	7	43	0.000	7	43	0.000	7	43	0.000
08:00 - 09:00	7	43	0.017	7	43	0.010	7	43	0.027
09:00 - 10:00	7	43	0.040	7	43	0.040	7	43	0.080
10:00 - 11:00	7	43	0.013	7	43	0.007	7	43	0.020
11:00 - 12:00	7	43	0.023	7	43	0.027	7	43	0.050
12:00 - 13:00	7	43	0.023	7	43	0.023	7	43	0.046
13:00 - 14:00	7	43	0.034	7	43	0.017	7	43	0.051
14:00 - 15:00	7	43	0.013	7	43	0.034	7	43	0.047
15:00 - 16:00	7	43	0.007	7	43	0.007	7	43	0.014
16:00 - 17:00	7	43	0.013	7	43	0.017	7	43	0.030
17:00 - 18:00	7	43	0.010	7	43	0.007	7	43	0.017
18:00 - 19:00	7	43	0.000	7	43	0.003	7	43	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.193			0.192			0.385

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.*