



**HOMES FOR LAMBETH
WOOTTON STREET
LAMBETH**

TRANSPORT STATEMENT

DECEMBER 2020



the journey is the reward

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DECEMBER 2020

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**Homes for Lambeth
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Lambeth
Transport Statement**

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Appendices

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1 Introduction

- 1.1 Mayer Brown Limited has been appointed by Homes for Lambeth to prepare this Transport Statement in respect of the proposed residential and community use development at Wootton Street, Lambeth.
- 1.2 The proposals consist of a new development comprising 36 residential units and a 380.3sqm flexible community unit to replace the existing nursery facility on the site.
- 1.3 The site is bound by Greet Street and Wootton Street and is located within a Controlled Parking Zone (CPZ).
- 1.4 The site in relation to the regional and local highway network is illustrated in **Figures 1.1** and **1.2**.
- 1.5 This TS has been produced in accordance with the Department for Transport (DfT) Guidance on Transport Assessment (GTA) published March 2007. Although the GTA has been withdrawn, it is still a widely used point of reference in the absence of a replacement document.
- 1.6 GTA provided thresholds for the level of assessment required based on size and scale of land use. GTA says that a C3 land use with less than 50 dwellings requires no assessment. However, this TS has been produced to assist the Local Highway Authority in their assessment of the proposed development.
- 1.7 This TS seeks to demonstrate to London Borough of Lambeth, as Highway Authority, that highways and transportation matters have been appropriately considered and addressed.
- 1.8 The scope of the report is set out below:
 - Site Location and Existing Conditions;
 - Development Proposals;
 - Trip Generation and Parking Assessment; and
 - Summary and Conclusions.

2 Site Location and Existing Conditions

- 2.1 This section considers the application site location and its accessibility to local transport infrastructure.
- 2.2 A key element of planning at national and local level is to ensure that residential developments are accessible by public transport, walking and cycling and provide straight forward access to a range of amenities including food retail, health, employment and education facilities that are accessible without necessarily requiring the use of a car.

Existing Site Description

- 2.3 The application site is located on Wootton Street, Lambeth. The site is bound by Wootton Street to the north, Greet Street to the east and Windmill House to the west. To the south of the site is Ethelm Street, which is a private road that is gated at both ends.
- 2.4 The site is currently occupied by Coral Day Nursery, which has a play area and a small car park, accessed from Ethelm Street.
- 2.5 Greet Street provides access to The Cut (B300) to the south of the site, which meets Blackfriars Road (A201) at a priority junction to the east and at a signalised crossroads to the west of Waterloo Road (A301).

Local Pedestrian Infrastructure

- 2.6 The application site benefits from connection to the adjacent pedestrian infrastructure, with footways on both sides of the surrounding roads, regularly spaces street lighting, dropped kerbs and tactile paving, traffic calming measures, and pedestrian crossings in the vicinity of the site, which contribute to the safe permeability of pedestrians throughout the local area.
- 2.7 Pedestrian accessibility to the public transport network from the site is achievable via footways on both sides of the road of Wootton Street, Cornwall Road and Sandell Street to provide access to the bus stops on either side of Waterloo Road (A301) and Waterloo station.
- 2.8 Waterloo East station is located adjacent to the site immediately to the north of Wootton Street.

Local Services and Amenities

2.9 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without a mobility impairment to access local amenities and key services. Table 3.2 of the document refers to preferred maximum walking distances of 800m to town centres, 2km for commuting/school and 1.2km elsewhere. On this basis, **Table 2.1** shows the distance and walk times, based on a walk speed on 80m per minute to local services and amenities.

2.10 There are a number of shops and restaurants located on The Cut, to the south of the site via Greet Street. Due to the proximity of numerous local services and amenities to the application site, the table below summarises the nearest by amenity type to highlight the wide range that is accessible.

Amenity (nearest)	Distance	Walking Time (80m/minute)
Costa Coffee	110m	1 min
The Anchor & Hope (pub)	120m	2 mins
Young Vic Theatre	130m	2 mins
Cut and Clipper (barbers)	130m	2 mins
Tas Restaurant	140m	2 mins
Sainsbury's Local	150m	2 mins
The Cut (bar)	150m	2 mins
Army Surplus and Camping	160m	2 mins
Southwark College	160m	2 mins
Honest Burgers - Waterloo	160m	2 mins
PureGym	160m	2 mins
Byron Restaurant	170m	2 mins
Waterloo Dry Cleaners	170m	2 mins
Betfred	210m	3 mins
St Andrew's Church	210m	3 mins
Konditor & Cook (Bakery)	270m	3 mins
Emma Cons Gardens	300m	4 mins
Ufford Street Recreation Ground	300m	4 mins
St Patricks Montessori Nursery School	350m	4 mins
The London Bicycle Repair Shop	350m	4 mins
Blackfriars Post Office	350m	4 mins
Colombo Centre Courts	400m	5 mins
Waterloo Action Centre (Community Centre)	400m	5 mins
London Doctors Clinic Private GP & Pharmacy	400m	5 mins
Whites Dental	450m	6 mins
ATM	450m	6 mins
ODEON BFI IMAX	550m	7 mins
Oasis Academy Johanna (primary school)	600m	8 mins
The London Nautical School and Sixth Form	650m	8 mins
DLD College London	900m	11 mins

Table 2.1: Local Amenities

2.11 **Table 2.1** demonstrates that there is a wide range of amenities and services within reasonable walking distance of the application site.

2.12 London Waterloo rail station is also located 300m from the application site, offering access to further retail and employment opportunities within the station itself.

Local Cycle Infrastructure

2.13 As identified from the London Borough of Lambeth's Cycle Guide, the London Quietway 3 starts on Baylis Road (B300) at its junction with The Cut and Waterloo Road. Access to the Quietway is located 350m southwest of the application site (1 minute cycle based on 260m per minute).

2.14 National Cycle Route 4 runs along the southern side of the River Thames and can be accessed via Wootton Street and Cornwall Road.

2.15 The London Borough of Lambeth identifies 'Bikeability Levels', with Level 3+ requiring a greater degree of training or experience compared to Level 1. The majority of roads in the vicinity of the site are classified as Level 2, including Wotton Street and Greet Street or Level 2+ for Cornwall Road.

2.16 **Figure 2.1** is an extract of the local area of Lambeth Council's Cycle Guide.

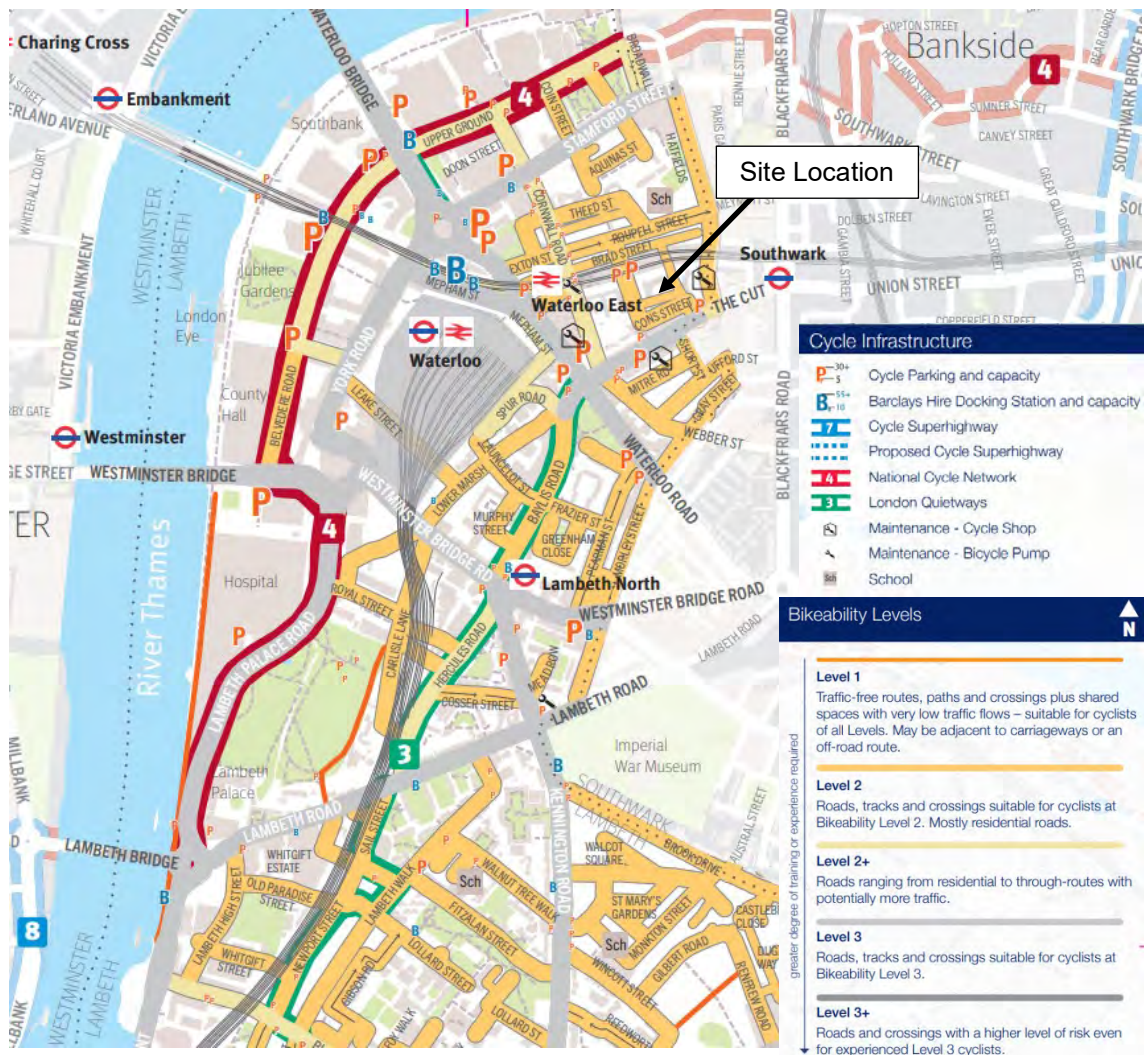


Figure 2.1: London Borough of Lambeth Cycle Map

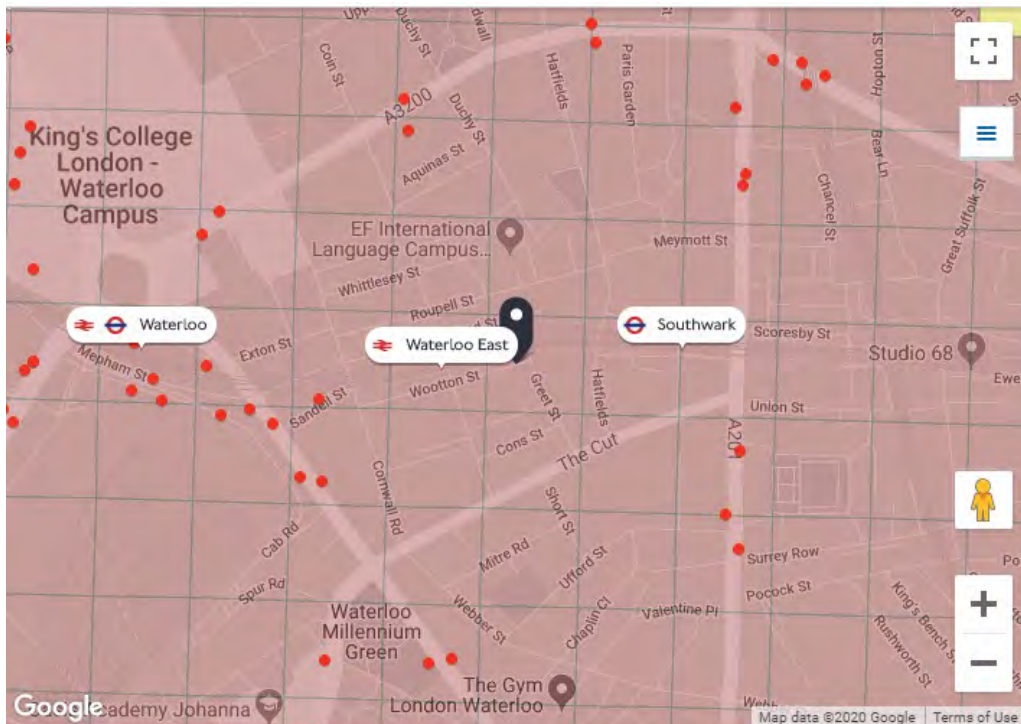
2.17 The nearest cycle hire docking station is located to the east of the site on Joan Street, a 350m walk from the application site adjacent to Southwark Underground Station. The Joan Street docking station has capacity for 32 bikes.

Local Public Transport Infrastructure

Public Transport Accessibility Level (PTAL)

2.18 Transport for London (TfL) publish borough wide PTAL mapping for reference by Local Planning Authorities and developers to aid strategic planning. This model utilises an accessibility range between 1a (low) and 6b (high), which is calculated from a formula based on the number of bus stops and railway stations (“points of interest”) located within pre-defined walking thresholds. For bus stops, this threshold lies 640m from the site (an eight minute walk, assuming a comfortable 80m/min walking pace), and 960m (12 minute walk) for rail stations.

2.19 The application site is subject to a PTAL rating of 6(b) – “Excellent” accessibility, as demonstrated in **Figure 2.2**. Consequently, future residents will have access to excellent levels of sustainable transport options. The full PTAL output is included in **Appendix A**.



PTAL output for Base Year 6b

Figure 2.2: PTAL Rating

Accessibility to Bus Network

2.20 **Tables 2.2** and **2.3** summarise the nearest bus stops and services to the site.

Stop Name	Distance from the Site	Walking Time (80m/minute)	Service(s)	Bus Stop Facilities
Waterloo Station, Waterloo Road (Stop E) (southbound)	280m	4 mins	1, 188, N1	Bin
Waterloo Station, Waterloo Road (Stop F) (northbound)	290m	4 mins	172, 341	Bin, seating, shelter
Waterloo Station, Waterloo Road (Stop C) (northbound)	300m	4 mins	26, 76	Bin, bus lane, seat, shelter
Waterloo Station, Waterloo Road (Stop D) (southbound)	350m	4 mins	59, 68, 168, 172, 176, N68, N171, X68	Bin, seat, shelter

Table 2.2: Bus Stops Accessible from the Site

Service	Route	Peak Frequency		
		Weekday	Saturday	Sunday
1	Tottenham Court Road New Oxford Street – Kingsway / Holborn Station – Temple Aldwych / Somerset House – Waterloo Station / Waterloo Road – Waterloo The Old Vic – Elephant & Castle / London Road – Bermondsey Alscot Road – Bermondsey Southwark Park Road / ST James' Road – Surrey Quays Station – Canada Water Bus Station	Every 9 mins	Every 10 mins	Every 12 mins
26	Waterloo Station / Waterloo Road – Temple The Royal Courts of Justice – City of London Bank Station / Queen Victoria Street – Liverpool Street Station – Shoreditch Church – Bethnal Green Cambridge Heath Station – S Hackney Mare Street Victoria Park Road – S Hackney King Edward's Road – Hackney Wick St Mary of Eton Church	Every 7 mins	Every 7 mins	Every 11 mins
59	Streatham Hill Telford Avenue – Brixton Station – Kennington St Mark's Church – Lambeth North Station – Waterloo Station / Tenison Way – Temple Aldwych / Kingsway – Holborn Station – Euston Bus Station	Every 6 mins	Every 6 mins	Every 11 mins
68	Euston Station – Kingsway / Holborn Station – Waterloo Station / Waterloo Road – Elephant & Castle Station – Camberwell Medlar Street – Denmark Hill / Camberwell Green – Herne Hill Station – W Norwood, Norwood Road / Robson Road – W Norwood, Ernest Avenue	Every 8 mins	Every 8 mins	Every 12 mins
76	Waterloo Baylis Road / Lower Marsh – Waterloo Station / Waterloo Road – Temple The Royal Courts of Justice – City of London Ludgate Hill / Old Bailey – St Paul's Station – Moorgate Station – Hoxton Baring Street – Kingsland High Street / Dalston JCT – Stoke Newington Police Station – Stamford Hill Broadway – Seven Sisters Station – Seven Sisters Tottenham Town Hall – Tottenham Hale Bus Station	Every 8 mins	Every 9 mins	Every 13 mins
168	Hampstead Royal Free Hospital – Belsize Park Station – Chalk Farm Station – Camden Town Station / Camden Street – Euston Station – Kingsway / Holborn Station – Waterloo Station / Waterloo Road – Elephant & Castle / London Road – Newington Bricklayers Arms New Kent Road – Walworth Dunton Road	Every 7 mins	Every 8 mins	Every 12 mins
172	Temple Aldwych / Somerset House – Waterloo Station / Waterloo Road – Elephant & Castle / New Kent Road – Walworth Dunton Road – New Cross Gate New Cross Bus Garage – Brockley Station – Honor Oak Park Brockley Rise Chandos	Every 11 mins	Every 11 mins	Every 16 mins
176	Tottenham Court Road Station – Trafalgar Square / Charing Cross Station – Waterloo Station / Waterloo Road- Elephant & Castle Station – Camberwell Medlar Street – Denmark Hill / Camberwell Green – E Dulwich Goose Green – Dulwich Village Dulwich Library – Forest Hill Station / London Road – Sydenham Station / Kirkdale – Penge & Sydenham Penge / Pawleyne Arms	Every 10 mins	Every 10 mins	Every 12 mins
188	Russel Square – Kingsway / Holborn Station – Waterloo Station / Waterloo Road – Elephant & Castle / New Kent Road – Bermondsey Druid Street – Canada Water Bus Station – Surrey Quays Station – Deptford High Street – Cutty Sark	Every 8 mins	Every 8 mins	Every 12 mins

	National Maritime Museum – Greenwich Tyler Street – North Greenwich Station			
341	Waterloo Station / Waterloo Road – Temple Aldwych – Farrigdon Station – Angel Station – Canonbury Ockendon Road – Canonbury Newington Green – Manor House Station Woodberry Grove – W Green Philip Lane – Seven Sisters Tottenham Bus Garage – Bruce Grove Station – Northumberland Park – Upper Edmonton Glover Drive / Tesco	Every 9 mins	Every 10 mins	Every 12 mins
N1	Thamesmead – Harrow Manorway / Abbey Wood Station – Plumstead Road – Charlton Station / Woolwich Road – Greenwich Vanbrugh Hill – Cutty Sark Greenwich Church Street – Surrey Quays Warndon Street – Bermondsey Southwark Park Road – Bermondsey Alscot Road – Elephant & Castle London Road – Waterloo Station / Tenison Way – Temple Lancaster Place – Holborn Station – Tottenham Court Road	2 per hour (00:20 – 04:50)	3 per hour (00:20 – 05:25)	3 per hour (00:20 – 05:25)
N68	Old Coulsdon / Tudor Road – Coulsdon Town Station – Purley / Downlands Precinct – S Croydon Swan 7 Sugar Loaf – East Croydon Station – Croydon Whitgift Centre – Talbot Road Thornton Heath – South Norwood Hill / All Saints Church – Norwood New Town Crown Point / Beulah Hill – Norwood Road / Robson Road – Herne Hill Station – Denmark Hill / Camberwell Green – Camberwell Medlar Street – Elephant & Castle Station – Waterloo Station / Tenison Way – Holborn Station – Tottenham Court Road	2 per hour (00:20 – 04:20)	2 per hour (00:20 – 04:20)	2 per hour (00:20 – 04:20)
N171	Tottenham Court Road – Kingsway / Holborn Station – Temple Aldwych / Somerset House – Waterloo Station / Waterloo Road – Elephant & Castle Station – Camberwell Church Street / Camberwell Green – Peckham Library – New Cross Bus Garage – Brockley Station – Honor Oak Park Brockley Rise – Catford Road / Lewisham Town Hall – Springbank Road Hither Green	2 per hour (00:08 – 04:43)	2 per hour (00:08 – 04:43)	2 per hour (00:08 – 04:43)
X68	W Croydon Bus Station – Talbot Road Thornton Heath – South Norwood Hill / All Saints Church – Norwood New Town Crown Point / Beulah Hill – Norwood Road / Robson Road – Waterloo Station / Tenison Way – Holborn Station – Russel Square	3 per hour (05:50 – 08:30)	-	-

Table 2.3: Bus Routes Accessible from the Site

- 2.21 As demonstrated in **Tables 2.2 and 2.3**, there are 10 regular bus and three night bus services available from Waterloo Road within 350m of the application site providing direct connections to destinations including Euston Station, Greenwich, Docklands, Bermondsey, Peckham, Brixton, Lewisham and West Croydon.
- 2.22 Alternative bus services are available on Blackfriars Road (A201), 400m to the east of the application site, offering regular services to areas in London, including St Pancras International Station, King’s Cross Station, Clerkenwell Green, as well as night services from Crystal Palace to King’s Cross Station and Trafalgar Square to Erith.

Accessibility to Rail Network

- 2.23 The nearest rail station to the application site is London Waterloo East station. The main access is via an elevated walkway across Waterloo Road, also connecting it to London Waterloo rail station. At street level there is an entrance on Sandell Street, located 250m from the site (two minute walk based on 80m/minute). This falls within the “desirable” category for walking distance threshold for “commuting/school”, as described by the Institution of Highways & Transportation Guidance.
- 2.24 Numerous frequent services are available from Waterloo East station including London Charing Cross, Sevenoaks and Dartford with peak weekday frequencies of 19, seven and six trains per hour respectively. Waterloo East station also offers services to London Bridge (peak journey time five minutes) as well as other destinations in Kent and Sussex.
- 2.25 Southwark underground station is located 290m (4 minute walk) to the east of the application site and lies on the Jubilee Line with a peak frequency of every 3 minutes to London Bridge Underground Station (1 minute journey time).
- 2.26 London Waterloo rail and underground stations are also located 300m (four minute walk) from the site, which lies within the same “desirable” category as both London Waterloo East and Southwark underground Stations for “commuting/school” and offers further access to areas in and outside of London.
- 2.27 The proximity of rail services available from the application site enable an excellent level of accessibility throughout Central London and the home counties.

Local Car Clubs

- 2.28 Lambeth Council supports car clubs as an alternative to private car ownership. Car clubs are an efficient way of allowing people access to a car when they need one and the nearest car club is located on Exton Street:
- 280m walk to the northwest of the site on Exton Street where there is a car club bays operated by Zipcar; and
 - 450m walk to the northwest of the site on Cornwall Road is a car club bays operated by Enterprise.
- 2.29 Within 1.2km of the site, there are 12 Zipcar car club bays available (green icons with blue icons being Flex car locations), as illustrated in **Figure 2.3**.

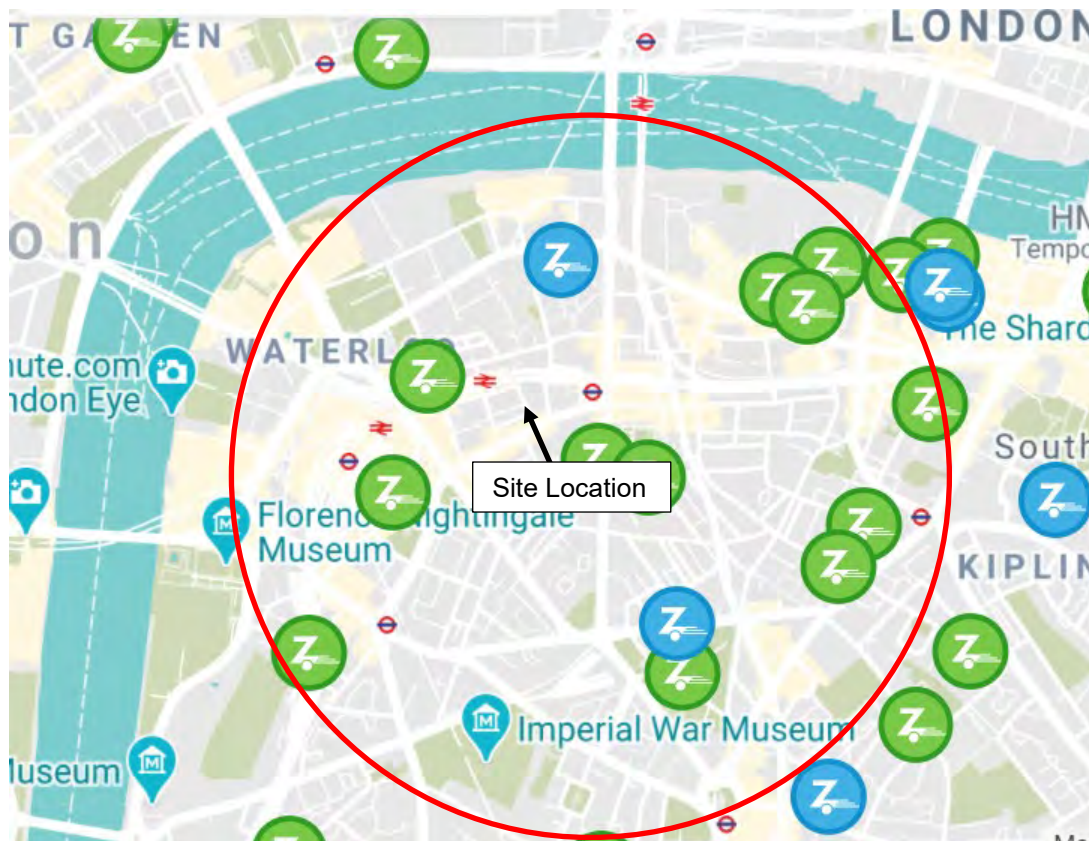


Figure 2.3: Zipcar Car Club Locations within 1.2km of the Site

Existing Parking Conditions

- 2.30 The site is located within a CPZ and subject to on-street parking restrictions. In the vicinity of the site, on-street parking on Wootton Street, Greet Street and Windmill Walk is restricted to permit holders only and pay and display parking from 8:30am to 8:30pm Monday to Sunday.
- 2.31 Ethelm Street is a private road to the south of the site and has capacity for 11 on-street parking spaces. The car park within the site is accessed off Ethelm Street and has eight parking spaces.
- 2.32 Parking beat surveys within 200m of the site were carried out overnight on Wednesday 11th December and Thursday 12th December 2019 to accord with the Lambeth Council Parking Survey Guidance. The parking beat survey results are included in **Appendix B**.

2.33 The survey results have been summarised in **Table 2.4** for parking demand recorded at the site car park and on Ethelm Street and **Table 2.5** showing parking demand within the CPZ to include on-street parking spaces that are permit holder bays and permits holder bays or pay and display bays. These tables show average parking stress across the two surveys.

Road Name	Capacity	Demand	Spare Capacity	Parking Stress (%)
Site Car Park	8	2	6	25%
Ethelm Street	11	4	7	36%

Table 2.4: Average Parking Stress – Site Car Park / Ethelm Street

Road Name	Capacity	Demand	Spare Capacity	Parking Stress (%)
Wootton Street	32	14	19	42%
Windmill Street	8	7	1	88%
Greet Street	12	6	7	46%
Cons Street	10	7	3	70%
The Cut	24	3	21	13%
Hatfields	5	4	1	80%
Short Street	18	9	10	47%
Mitre Road	18	9	10	47%
Total	127	57	70	45%

Table 2.5: Average Parking Stress – CPZ within 200m of Site

2.34 As shown in **Table 2.4**, only two spaces were recorded to be in use in the site car park and an average of four car parking spaces were occupied on Ethelm Street.

2.35 The surveys recorded on average, a spare capacity of 70 car parking spaces within the local CPZ.

Summary of Site Accessibility

- The site benefits from access to the pedestrian infrastructure footways on both sides of the surrounding roads, regularly spaced street lighting, dropped kerbs and tactile paving, traffic calming measures, and signalised pedestrian crossings in the vicinity of the site;
- The site benefits from access to a comprehensive network of on-road cycle routes. These cycle routes provide access to numerous rail and underground stations within

the vicinity. London Quietway 3 lies a one minute cycle from the application site encouraging access throughout Central London;

- The application site is subject to PTAL 6(a) – “excellent” accessibility;
- The site benefits from frequent bus and rail services. 10 regular bus services are available from bus stops located within four minutes walk, enabling access to destinations including Euston Station, Greenwich, Docklands, Bermondsey, Peckham, Brixton, Lewisham and West Croydon. Services from nearby Waterloo and Waterloo East stations enable an excellent level of rail accessibility throughout Central London and the home counties;
- Within 1.2km of the site, there are 12 Zipcar car club bays available; and
- Car parking surveys recorded an average demand for two parking spaces within the site car park and a parking stress of 45% within the local CPZ.

3 Development Proposals

3.1 This section provides a transport planning review of the development proposals.

Schedule of Accommodation

3.2 The proposals consist of a new development comprising a 380.3sqm flexible community unit on the ground floor with 36 residential units above. The use of the community unit has not been established at this stage.

3.3 Scheduled unit types are as follows:

- 16 x 1-bed (6 affordable; 10 private);
- 16 x 2-bed (8 affordable, 8 private); and
- 4 x 3-bed (3 affordable, 1 private).

3.4 The ground floor layout is shown in **Figure 3.1**.

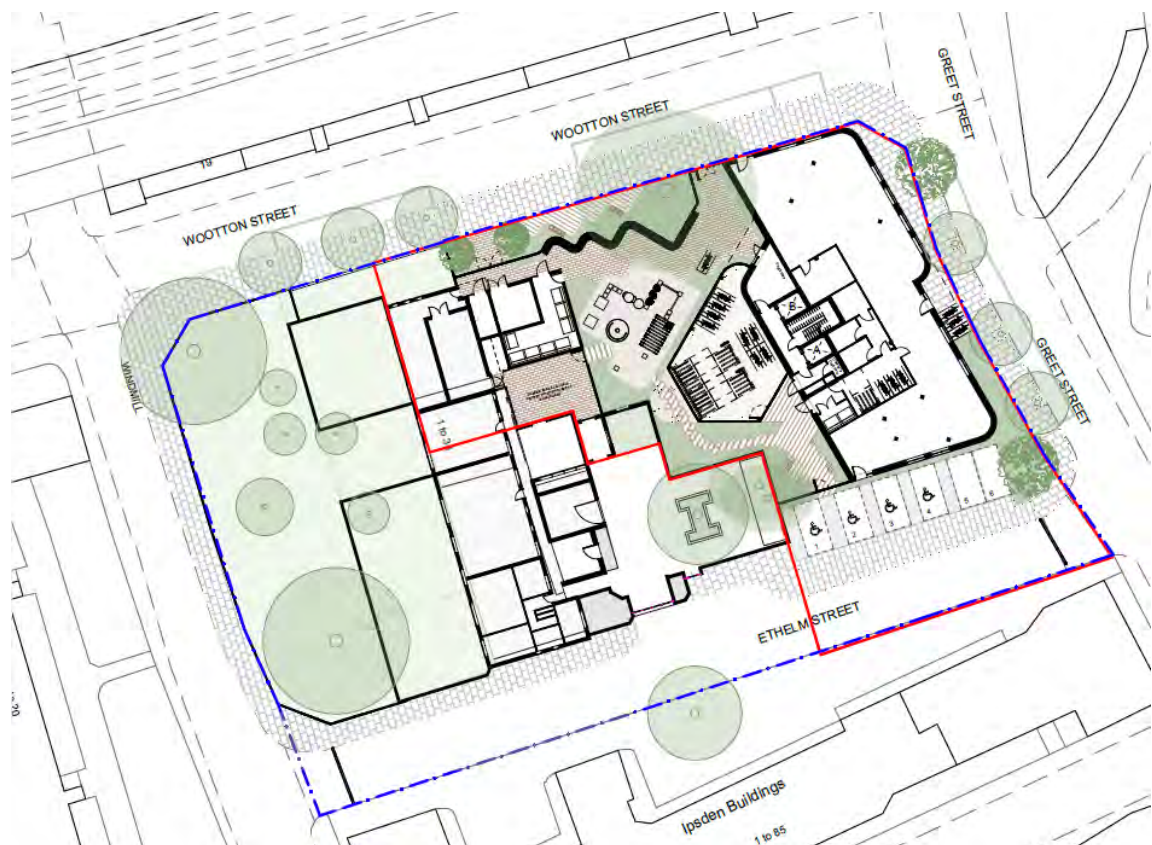


Figure 3.1: Proposed Ground Floor Layout

Site Access Arrangement

- 3.5 The site takes vehicular access from Ethelm Street from where the development proposes access to off-road disabled persons car parking spaces.
- 3.6 Pedestrian and cyclist access for residents will be via a secure courtyard gate on Wootton Street and Ethelm Street. Pedestrian and cyclist access to the community unit will be from Greet Street.

Car Parking Provision

- 3.7 The London Borough of Lambeth Local Plan Policy T7 (Parking) encourages developments to be car-free, particularly in areas where alternative modes of transport are available.
- 3.8 With the exception of disabled persons car parking, the development is proposed to be car free. Residents will be excluded from obtaining parking permits within the nearby CPZ, via a suitable legal agreement.
- 3.9 The Intend to Publish (ITP) London Plan states maximum residential car parking for Inner London areas of PTAL 6 as car-free. Therefore, as the proposed development is car-free, it is compliant with car parking standards for the ITP London Plan.
- 3.10 Policy T6.1(g) of the ITP London Plan states that residential development proposals delivering ten or more units must, as a minimum ensure that at least one designated disabled persons parking bay per dwelling for 3% of dwellings is available from the outset and demonstrate how the remaining bays to a total of one per dwelling for 10% of dwellings can be designated as disabled persons parking in the future.
- 3.11 For the community unit, at least one disabled person parking space should be made available to meet ITP London Plan standards.
- 3.12 Within the site, the development proposes three parking spaces for residents and one space for the community unit for disabled persons, with access from Ethelm Street. A further disabled persons parking space could be found off-site within the existing CPZ to meet the 10% provision set out in the ITP London Plan.

Cycle Parking Provision

- 3.13 The ITP London Plan requires 1.5 long stay cycle parking spaces per one-bedroom unit, and two cycle parking spaces for all larger units. Two short stay visitor spaces are required for developments of between five and 40 units.

3.14 To accord with these standards the development proposes 66 cycle parking spaces for residents and visitors. The ITP London Plan provides minimum cycle parking requirements for a range of community uses and therefore the cycle parking provision for the community unit will be established once the end user is known.

3.15 **Table 3.1** below summarises the standards and requirements of cycle parking according to the ITP London Plan for the residential development.

	ITP London Plan Standards	Number of Units	ITP London Plan Requirements	Proposed Development
1 bed	1.5	16	24	64
2+ bed	2	20	40	
Residential Visitors	5 to 40 units 2 spaces and 1 per 40 units thereafter	36	2	2
Total	-	-	66	66

Table 3.1: Summary of Cycle Parking Provision Standards and Requirements

3.16 LBL require secure and horizontal cycle parking to be provided. The development proposals include the provision of 66 cycle parking spaces for residents and visitors as follows:

- 48 spaces in two-tier cycle racks, 12 spaces on Sheffield stands and four cycle stands for larger bikes in a communal cycle store to the rear of the building; and
- 2 cycle parking spaces on a Sheffield stand in the communal landscaped area for visitors.

3.17 The provision of cycle parking for residents to meet standards seeks to encourage the use of sustainable transport at the development.

3.18 The development proposals include a notional provision of three Sheffield stands within the community unit for staff and three Sheffield stands near to the community unit entrance for visitors. The exact cycle parking provision for the community unit will be established once the end user is known.

Delivery and Servicing Arrangement

3.19 Deliveries and servicing will take place from Wotton Street for the residential development, which is typical for other dwellings in the area and from Greet Street and Ethelm Street for the community use.

Proposed Servicing Arrangements

- 3.20 For residents, the development proposals a communal bin store in the northwest corner of the site. The refuse vehicles will collect the bins from Wootton Street with a dropped kerb provided where there is a gap in on street parking.
- 3.21 Refuse collection for the community unit will be from Ethelm Street with bins moved out onto the footway on collection day.
- 3.22 **Figure 3.2** shows the swept path of a refuse vehicle accessing the site from Wootton Street and Ethelm Street.

Proposed Delivery Arrangements

- 3.23 Residential deliveries will be from Wootton Street via the secure courtyard gate and lobby doors operated by the individual residents. Deliveries to the community unit will be from Greet Street. The largest delivery vehicle likely to access the development is a 10m rigid Heavy Goods Vehicle (HGV) and **Figure 3.3** shows the swept path of the 10m rigid HGV accessing the site from Wootton Street.

Summary

- The proposal seeks the new car-free development of 36 mixed tenure apartments and a 380 sqm flexible community unit;
- The development will provide disabled persons parking to meet ITP London Plan requirements;
- To accord with minimum standards in the ITP London Plan, the development proposes 66 cycle parking spaces for residents and visitors. Cycle parking provision for community unit will be established once the end user is known; and
- Refuse collection will take place from Wootton Street for the residential development and from Ethelm Street for the community unit.

4 Trip Generation and Parking Assessment

4.1 This section of the report sets out the methodology of the trip generation assessment and assesses the net impact of the development scheme.

TRICS Trip Generation Methodology

4.2 When considering the highways and transportation impact of any development, it is important to assess the associated potential trip generation.

4.3 Trip generation during the weekday morning peak (08:00-09:00) and weekday evening peak (17:00-18:00) has been assessed, the times during which the baseline network demand on the surrounding highway and transportation infrastructure is at its highest.

4.4 It follows that, should the impact of development traffic on the local road network be considered acceptable during these periods, it would also be acceptable during other, less busy, periods of the week.

4.5 Trip generation associated with the proposed development has been calculated with reference to the TRICS (Trip Rate Information Computer System) database.

4.6 The full TRICS outputs and calculations are attached in **Appendix C** of this report.

Existing Trip Generation

4.7 Trip generation assessment has been carried out based on comparison with sites meeting the following criteria:

- Multi-modal surveys carried out from 1st January 2011 for nurseries;
- Located within England; and
- Situated in “suburban” and “edge of town” due to selection criteria.

4.8 **Table 4.1** sets out the TRICS-derived trip generation for the existing nursery during the weekday peak hours. This is based on the current use being in active occupation. Whilst the nursery is vacant, the assumptions reflect indicative movements for a use of this scale.

434sqm	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures
Vehicles	9	7	8	9
Cyclists	0	0	0	0
Pedestrians	7	3	2	4
Public Transport	2	0	0	1

Table 4.1: Trip Generation for the Existing Development

Proposed Development Trip Generation

4.9 Trip generation assessment has been carried out based on comparison with sites meeting the following criteria:

- Multi-modal surveys carried out from 1st January, 2011 for Mixed Private/Affordable Housing;
- Areas with PTAL rating 4-6; and
- Located within Greater London.

4.10 **Table 4.2** sets out the TRICS-derived trip generation for the proposed residential development during the weekday peak hours.

36 units	Weekday Morning Peak 08:00 – 09:00		Weekday Evening Peak 17:00 – 18:00	
	Arrivals	Departures	Arrivals	Departures
Vehicles	2	4	2	1
Cyclists	0	1	1	0
Pedestrians	2	6	4	2
Public Transport	1	14	7	2

Table 4.2: Anticipated Trip Generation for the Proposed Residential Development

4.11 The end user of the community unit proposed for the ground floor of the development is currently unknown. The community unit will replace the existing nursery but with a GFA reduced from 434sqm to 380sqm. To provide a robust assessment of the transport impacts of the development, it is assumed that the proposed community unit will generate the same level of trip generation as the existing nursery and therefore the trip generation of the proposed residential development represents the net increase in trip generation at the site.

- 4.12 On this basis, the TRICS-based assessment indicates that the redevelopment of the site is likely to generate up to an additional six vehicle, one cyclist, eight pedestrian and 15 public transport movements during weekday peak hours.
- 4.13 Based on these results, it is anticipated the proposed development will result in adding up to around one vehicle to the highway network every 10 minutes during the peak hours, which is not considered significant.

Delivery and Servicing Arrangement

- 4.14 The TRICS output in **Appendix C** includes OGV (Heavy Goods Vehicle) and LGV (Light Goods Vehicle) trip rates, which indicates that the proposed residential development is anticipated to attract three delivery vehicle trips each day in total in addition to occasional vehicle activity for refuse collection. This has been broken down by delivery vehicle type in **Table 4.3**. The proposed community unit is assumed to attract a similar level of delivery trips to the existing nursery use.

Access	Units	Delivery vehicle type	Daily arrivals / departures trip rate	Trips per day	Frequency
Wootton Street	36	LGV	0.071	2.56	2 to 3 trips per day
		OGV	0.009	0.32	<1 trip per day

Table 4.3: Delivery Vehicle Trip Attraction for Residential Units

Impact on Parking

- 4.15 The parking surveys recorded an average demand for two car parking spaces within the existing site car park. The parking surveys were carried out overnight and it is not known whether this demand is associated with the site or the wider estate. However, the parking surveys indicate that the existing on-street parking provision on Ethelm Street, which is a private road, could accommodate any reduction in parking on site.
- 4.16 To meet the ITP London Plan standards for 10% of residential units to be provided with a disabled person parking space, this TS demonstrates that this provision can be accommodated by provided three spaces within the site (plus one space for the community unit) and one space on Wootton Street to replace an existing residents parking space. The parking surveys recorded 70 unoccupied residents parking spaces, on average, within 200m of the site and so the loss of one of these spaces could be achieved without any adverse impact on existing resident parking amenity.

4.17 In a consultation response on another Homes for Lambeth site (Fenwick Place), TfL have indicated that a 3% provision is acceptable for a site with the high PTAL. This site has a high PTAL of 6b and therefore it is likely that one disabled persons parking space for residents, in addition to the proposed disabled persons parking space for the community unit, will be sufficient for the development. If Lambeth Council accept this approach, then the provision of two disabled persons parking spaces can be accommodated within the development site with no impact to on-street parking.

Summary

4.18 The trip generation is wholly consistent with the priorities outlined in the London Plan for sustainable modes of travel. The trip generation figures for the residential and community use are broadly in line with other developments in the locality. To summarise the trip generation and parking assessment:

- The redevelopment of the site is likely to generate up to an additional six vehicle, one cyclist, eight pedestrian and 15 public transport movements during weekday peak hours. This will result in adding up to around one vehicle to the highway network every 10 minutes during the peak hours, which is not considered significant;
- The proposed development is anticipated to attract an additional three delivery vehicle trips each day in addition to occasional vehicle activity for refuse collection;
- Parking surveys indicate that the existing on-street parking provision on Ethelm Street, which is a private road, could accommodate any reduction in parking on site; and
- Disabled persons parking can be provided to meet ITP London Plan standards.

5 Summary and Conclusions

5.1 Mayer Brown Limited has been appointed by Homes for Lambeth to prepare this Transport Statement in respect of the proposed residential and flexible community unit development at Wootton Street, Lambeth.

5.2 This Transport Statement demonstrates that:

- The site location provides convenient access to a range of local services and amenities with direct connections provided to pedestrian and cycling infrastructure;
- The site has excellent public transport provisions, benefitting from a PTAL 6b.
- The site has access to 10 regular bus and three night bus services available from Waterloo Road within 350m of the application site providing direct connections to destinations including Euston Station, Greenwich, Docklands, Bermondsey, Peckham, Brixton, Lewisham and West Croydon;
- London Waterloo East Rail Station is 250m from the application site, offering regular services to London Charing Cross, Sevenoaks and Dartford;
- The development can meet ITP London Plan disabled persons parking requirements;
- Secure and horizontal cycle parking will be provided to meet the ITP London Plan minimum requirements;
- Adequate servicing can be achieved; and
- It is anticipated the proposed development will add up to around one vehicle to the highway network every 10 minutes during the peak hours. This level of demand is unlikely to have a noticeable impact on the operation of the local transport network.

5.3 Based on the findings in this Transport Statement, the development proposals are unlikely to result in any adverse impacts on the operation of the local transport network and therefore, it is considered that there is no reason why the scheme should be resisted on transport grounds.



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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 1.1



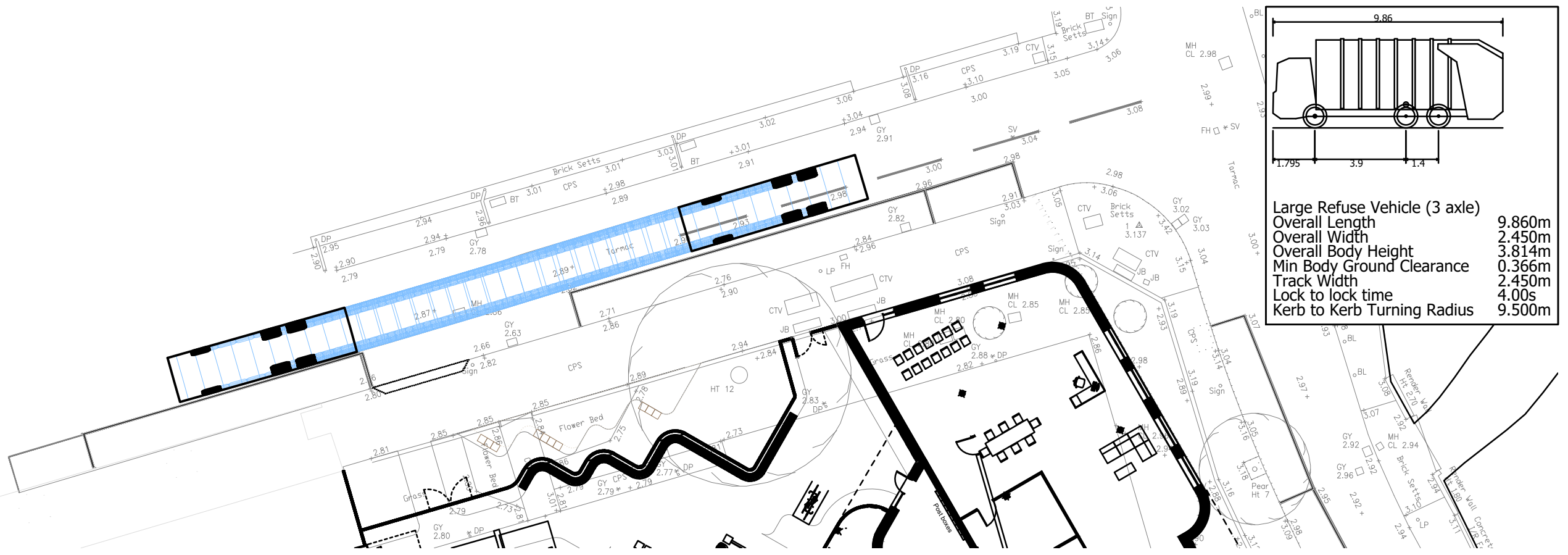
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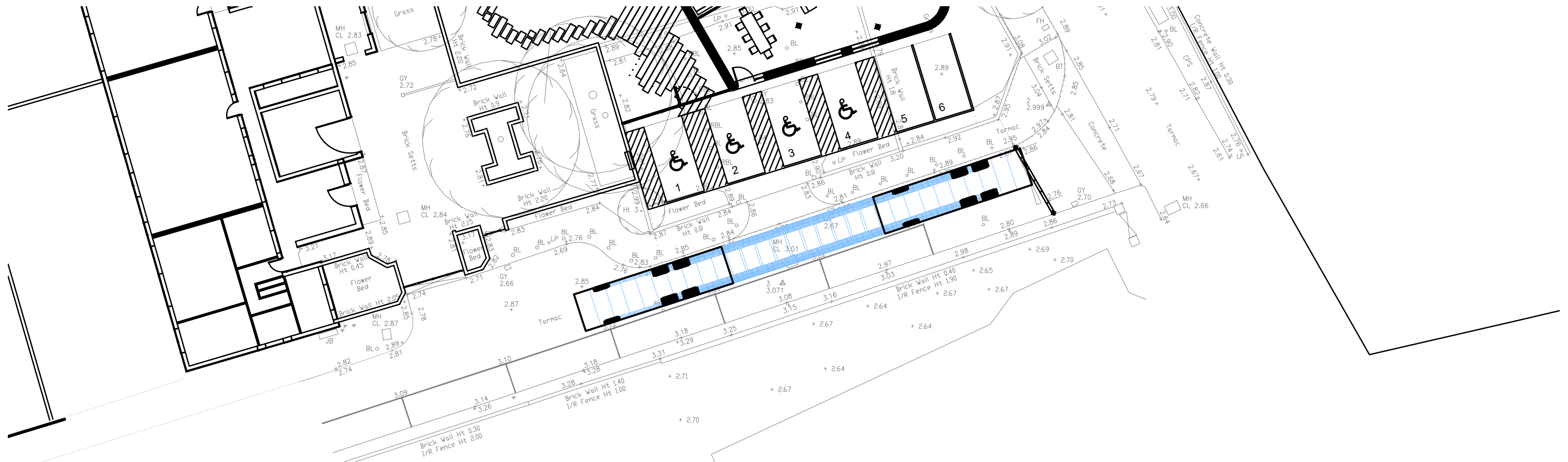
Site in Relation to the Local Highway Network

Scale 1:10 000

Figure 1.2



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



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client

HOMES FOR LAMBETH

project

WOOTTON STREET, LAMBETH

title

SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE SERVICING SITE

scale

1:250 @ A3

date

DECEMBER 2020

drawing number

drawn by

JME

cad file

FIGURES

checked by

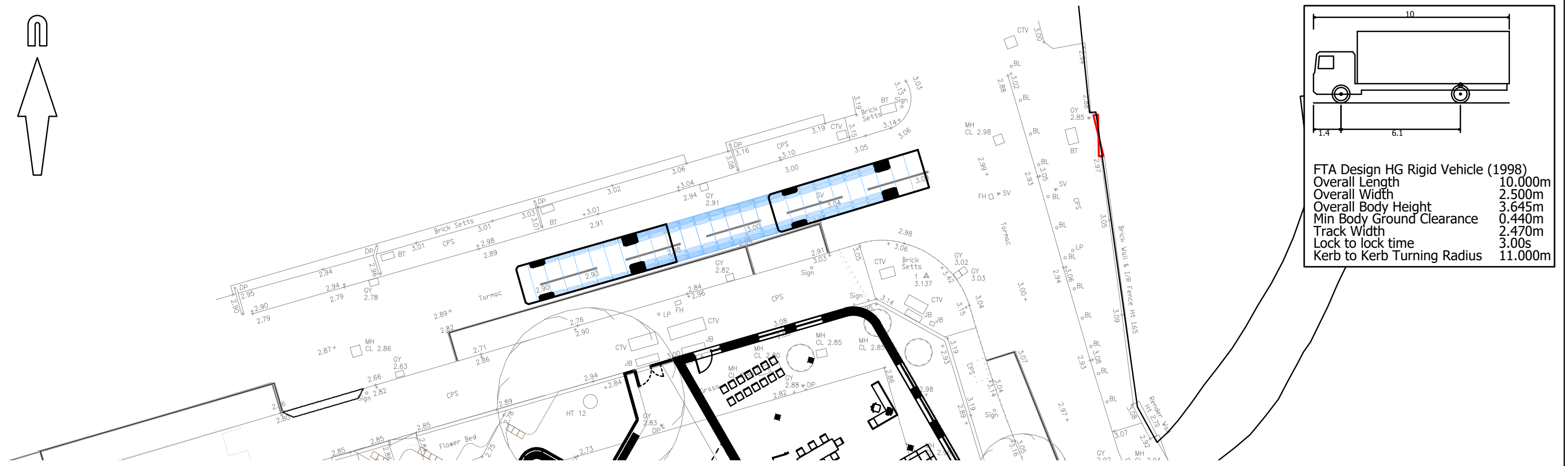
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suitability

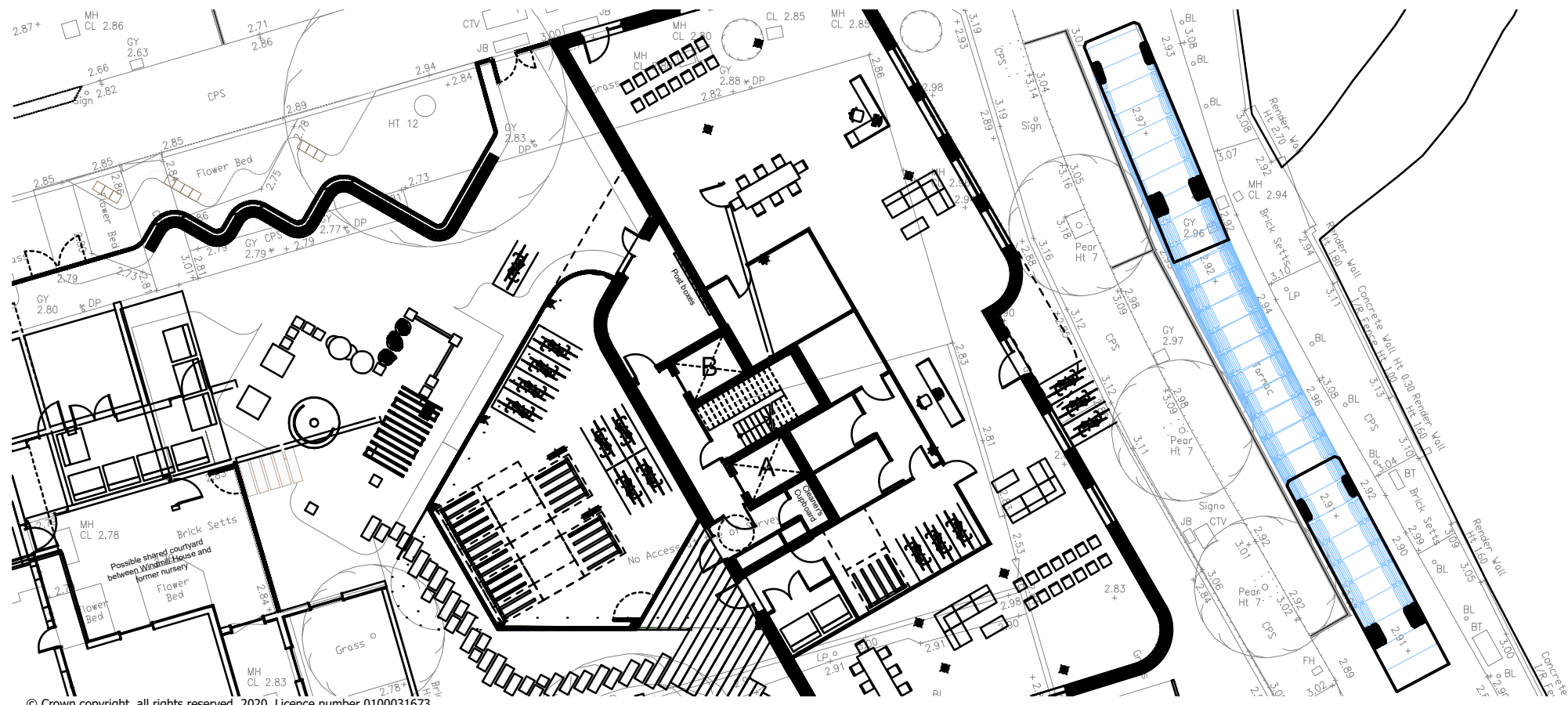
rev.

P2

FIGURE 3.2



FTA Design HG Rigid Vehicle (1998)
 Overall Length 10.000m
 Overall Width 2.500m
 Overall Body Height 3.645m
 Min Body Ground Clearance 0.440m
 Track Width 2.470m
 Lock to lock time 3.00s
 Kerb to Kerb Turning Radius 11.000m



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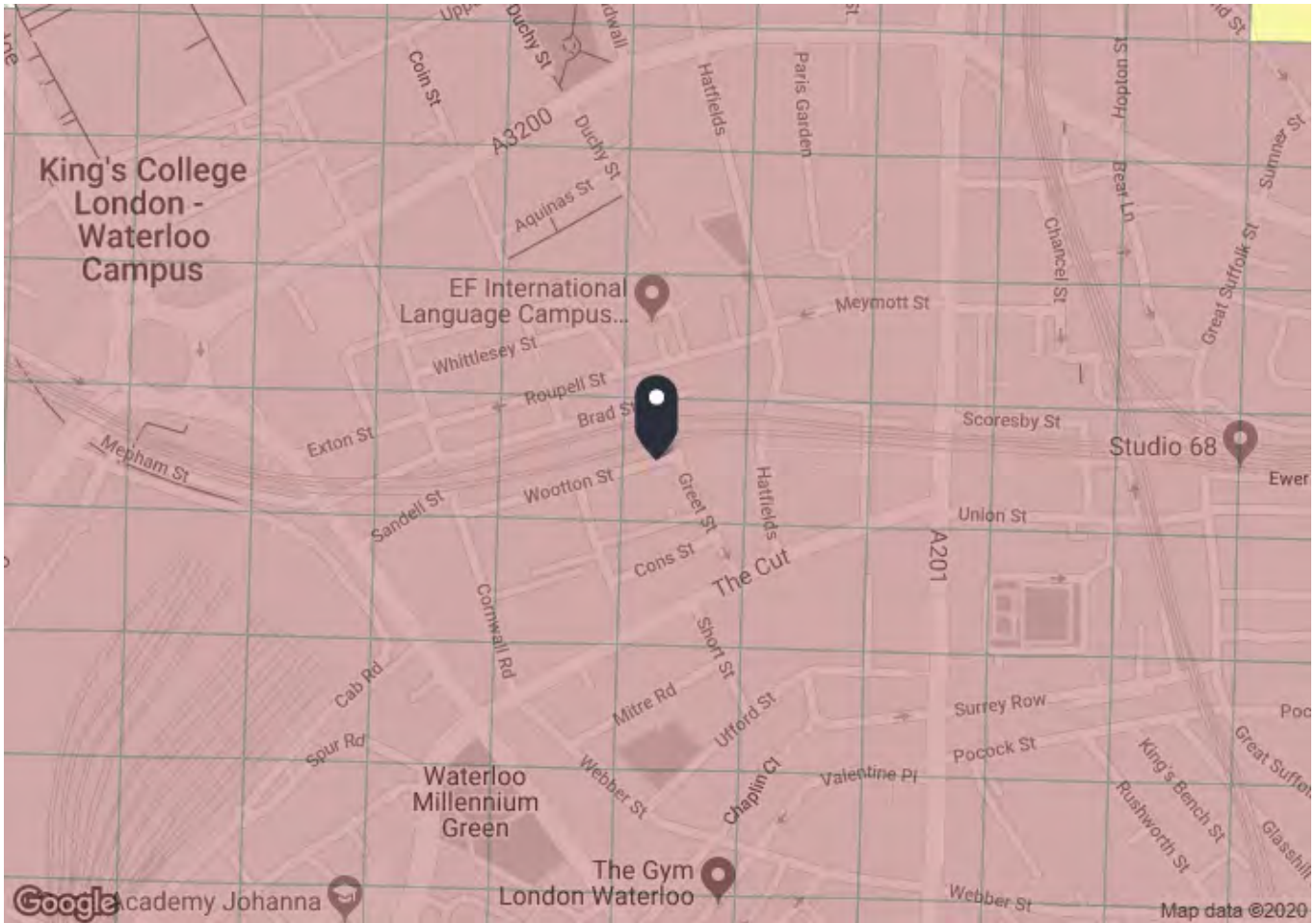
client
HOMES FOR LAMBETH
 project
WOOTTON STREET, LAMBETH

title
**SWEPT PATH ANALYSIS
 10M RIGID VEHICLE SERVICING SITE**

scale 1:250 @ A3	drawn by JME	checked by KC
date DECEMBER 2020	cad file FIGURES	suitability rev. P2
drawing number		

FIGURE 3.3

APPENDIX A: Full PTAL Report



PTAL output for Base Year 6b

29 Wootton St, South Bank, London SE1 8AZ, UK
Easting: 531426, Northing: 180042

Grid Cell: 78334

Report generated: 16/01/2020

Calculation Parameters

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

Map key - PTAL

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

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	STAMFORD S BLACKFRIARS R	RV1	616.35	6	7.7	7	14.7	2.04	0.5	1.02
Bus	BLACKFRIARS ROAD THE CUT	100	296.01	7.5	3.7	6	9.7	3.09	0.5	1.55
Bus	BLACKFRIARS ROAD THE CUT	45	296.01	7	3.7	6.29	9.99	3	0.5	1.5
Bus	BLACKFRIARS ROAD THE CUT	63	296.01	12	3.7	4.5	8.2	3.66	0.5	1.83
Bus	STAMFORD ST CORNWALL RD	381	510.25	5.75	6.38	7.22	13.6	2.21	0.5	1.1
Bus	WATERLOO STN WATERLOO RD	59	403.73	10	5.05	5	10.05	2.99	0.5	1.49
Bus	WATERLOO STN WATERLOO RD	243	403.73	11	5.05	4.73	9.77	3.07	0.5	1.53
Bus	WATERLOO STN WATERLOO RD	521	403.73	27	5.05	3.11	8.16	3.68	1	3.68
Bus	WATERLOO STN WATERLOO RD	26	403.73	7.5	5.05	6	11.05	2.72	0.5	1.36
Bus	WATERLOO STN WATERLOO RD	1	403.73	8	5.05	5.75	10.8	2.78	0.5	1.39
Bus	WATERLOO STN WATERLOO RD	176	403.73	8.5	5.05	5.53	10.58	2.84	0.5	1.42
Bus	WATERLOO STN WATERLOO RD	4	403.73	6	5.05	7	12.05	2.49	0.5	1.25
Bus	WATERLOO STN WATERLOO RD	139	403.73	7.5	5.05	6	11.05	2.72	0.5	1.36
Bus	WATERLOO STN WATERLOO RD	68	403.73	9	5.05	5.33	10.38	2.89	0.5	1.45
Bus	WATERLOO STN WATERLOO RD	341	403.73	6	5.05	7	12.05	2.49	0.5	1.25
Bus	WATERLOO STN WATERLOO RD	X68	403.73	4	5.05	9.5	14.55	2.06	0.5	1.03
Bus	WATERLOO STN WATERLOO RD	76	403.73	7.5	5.05	6	11.05	2.72	0.5	1.36
Bus	WATERLOO STN WATERLOO RD	172	403.73	6	5.05	7	12.05	2.49	0.5	1.25
Bus	WATERLOO STN WATERLOO RD	188	403.73	8	5.05	5.75	10.8	2.78	0.5	1.39
Bus	WATERLOO STN WATERLOO RD	171	403.73	7.75	5.05	5.87	10.92	2.75	0.5	1.37
Bus	WATERLOO STN WATERLOO RD	168	403.73	9	5.05	5.33	10.38	2.89	0.5	1.45
Bus	WATERLOO STN TAXI ROAD	507	628.13	18	7.85	3.67	11.52	2.6	0.5	1.3
Bus	WATERLOO STN TAXI ROAD	211	628.13	8	7.85	5.75	13.6	2.21	0.5	1.1
Bus	WATERLOO BELVEDERE ROAD	77	632.41	6	7.91	7	14.91	2.01	0.5	1.01
Rail	Waterloo	'WATRLMN-ALTON 1A13'	336.76	1.33	4.21	23.31	27.52	1.09	0.5	0.55
Rail	Waterloo	'ALTON-WATRLMN 1A14'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-ALTON 1A17'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'ALTON-WATRLMN 1A24'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'POOLE-WATRLMN 1B14'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'BOMO-WATRLMN 1B22'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-DORKING 1D09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'DORKING-WATRLMN 1D10'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'DORKING-WATRLMN 1D12'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'WATRLMN-EXETRS 1L13'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-SLSBRY 1L15'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'YOVLJN-WATRLMN 1L16'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-EXETRS 1L17'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'YOVLJN-WATRLMN 1L24'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'ALDRSHT-WATRLMN 1N90'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'PHBR-WATRLMN 1T24'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-WEYMTH 1W57'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WEYMTH-WATRLMN 1W94'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'FARNHAM-WATRLMN 2A94'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-POOLE 2B15'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-POOLE 2B19'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'SOTON-WATRLMN 2B24'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'RDNG4AB-WATRLMN 2C10'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WATRLMN-RDNG4AB 2C13'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'RDNG4AB-WATRLMN 2C14'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'RDNG4AB-WATRLMN 2C16'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-RDNG4AB 2C17'	336.76	1.33	4.21	23.31	27.52	1.09	0.5	0.55
Rail	Waterloo	'RDNG4AB-WATRLMN 2C18'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WATRLMN-RDNG4AB 2C85'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-RDNG4AB 2C87'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'RDNG4AB-WATRLMN 2C90'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-EPSM 2D09'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'GUILDFD-WATRLMN 2D10'	336.76	1.33	4.21	23.31	27.52	1.09	0.5	0.55
Rail	Waterloo	'WATRLMN-GUILDFD 2D11'	336.76	1.67	4.21	18.71	22.92	1.31	0.5	0.65

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Waterloo	'EFNGHIMJ-WATRLMN 2D16'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'EPSM-WATRLMN 2D92'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'WATRLMN-WOKING 2F09'	336.76	1.67	4.21	18.71	22.92	1.31	0.5	0.65
Rail	Waterloo	'WOKING-WATRLMN 2F10'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-GUILDFD 2F11'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WOKING-WATRLMN 2F12'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'GUILDFD-WATRLMN 2F18'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'GUILDFD-WATRLMN 2F20'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WOKING-WATRLMN 2F84'	336.76	1.67	4.21	18.71	22.92	1.31	0.5	0.65
Rail	Waterloo	'WBYFLET-WATRLMN 2F90'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-GUILDFD 2G09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'GUILDFD-WATRLMN 2G10'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'GUILDFD-WATRLMN 2G14'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'GUILDFD-WATRLMN 2G90'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WATRLMN-SHEPRTN 2H09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'SHEPRTN-WATRLMN 2H10'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'SHEPRTN-WATRLMN 2H92'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'WATRLMN-HCRT 2J09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'HCRT-WATRLMN 2J10'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'WDON-WATRLMN 2K03'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-WATRLMN 2K09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'WATRLMN-BSNGSTK 2L13'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'BSNGSTK-WATRLMN 2L14'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-BSNGSTK 2L15'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
Rail	Waterloo	'BSNGSTK-WATRLMN 2L16'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-CHSS 2M09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'CHSS-WATRLMN 2M10'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'WATRLMN-WATRLMN 2O09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'TEDNGTN-WATRLMN 2O90'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'TWCKNHM-WATRLMN 2O92'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WATRLMN-PHBR 2P13'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'PHBR-WATRLMN 2P14'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-PSEA2P15'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'HASLEMR-WATRLMN 2P16'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WATRLMN-HASLEMR 2P17'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-PSEA2P19'	336.76	0.67	4.21	45.53	49.74	0.6	0.5	0.3
Rail	Waterloo	'WATRLMN-HASLEMR 2P21'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'PHBR-WATRLMN 2P22'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'PHBR-WATRLMN 2P94'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'TWCKNHM-WATRLMN 2R03'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WATRLMN-WATRLMN 2R09'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'STAINES-WATRLMN 2S10'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WEYBDGB-WATRLMN 2S12'	336.76	1.67	4.21	18.71	22.92	1.31	0.5	0.65
Rail	Waterloo	'WATRLMN-WEYBDGB 2S13'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'WATRLMN-HOUNSLW 2S91'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
Rail	Waterloo	'WSORAER-WATRLMN 2U10'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'WATRLMN-WSORAER 2U13'	336.76	2	4.21	15.75	19.96	1.5	0.5	0.75
Rail	Waterloo	'HOUNSLW-WATRLMN 2V05'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
LUL	Waterloo	'QueensPk-EI&Castle'	336.76	11.01	4.21	3.47	7.68	3.9	0.5	1.95
LUL	Waterloo	'EI&Castle-Harrow&W'	336.76	5.67	4.21	6.04	10.25	2.93	0.5	1.46
LUL	Waterloo	'StbridgePk-EI&Castle'	336.76	5	4.21	6.75	10.96	2.74	0.5	1.37
LUL	Waterloo	'Waterloo-QueensPk'	336.76	1	4.21	30.75	34.96	0.86	0.5	0.43
LUL	Waterloo	'Waterloo-Harrow&W'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
LUL	Waterloo	'Morden-Edgware'	336.76	4.67	4.21	7.17	11.38	2.64	0.5	1.32
LUL	Waterloo	'HighBarnet-Morden'	336.76	0.33	4.21	91.66	95.87	0.31	0.5	0.16
LUL	Waterloo	'Kennington-Edgware'	336.76	14.67	4.21	2.79	7	4.28	0.5	2.14
LUL	Waterloo	'HighBarnet-Kenningt'	336.76	5.33	4.21	6.38	10.59	2.83	0.5	1.42
LUL	Waterloo	'MillHill-Morden'	336.76	1.67	4.21	18.71	22.92	1.31	0.5	0.65

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Waterloo	'MillHillE-Kenningt'	336.76	1.67	4.21	18.71	22.92	1.31	0.5	0.65
LUL	Waterloo	'Bank-Waterloo'	336.76	21.35	4.21	2.16	6.36	4.71	0.5	2.36
Rail	Waterloo East	'BRNHRST-CHRX 1C90'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'GRVSEND-CHRX 1D50'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'GLNGHMK-CHRX 1D52'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'GLNGHMK-CHRX 1D54'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-HASTING 1H10'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'CHRX-HASTING 1H24'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'HASTING-CHRX 1H52'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'OREE-CHRX 1H68'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'HASTING-CHRX 1H90'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'OREE-CHRX 1H92'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'HAYS-CHRX 1K90'	221.81	1.33	2.77	23.31	26.08	1.15	0.5	0.58
Rail	Waterloo East	'ASHFKY-CHRX 1W90'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'DOVERP-CHRX 1W92'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'RAMSGTE-CHRX 1W94'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'GLNGHMK-CHRX 2A08'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'GRVSEND-CHRX 2A22'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'SLADEGN-CHRX 2B14'	221.81	2	2.77	15.75	18.52	1.62	0.5	0.81
Rail	Waterloo East	'GRVSEND-CHRX 2C06'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'DARTFD-CHRX 2C08'	221.81	2.33	2.77	13.63	16.4	1.83	1	1.83
Rail	Waterloo East	'DARTFD-CHRX 2D10'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'GRVSEND-CHRX 2D12'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'GLNGHMK-CHRX 2D14'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'SIDCUP-CHRX 2D16'	221.81	1	2.77	30.75	33.52	0.89	0.5	0.45
Rail	Waterloo East	'GLNGHMK-CHRX 2D22'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'SVNOAKS-CHRX 2F06'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'ORPNGTN-CHRX 2F10'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'SVNOAKS-CHRX 2F20'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'ORPNGTN-CHRX 2F88'	221.81	1.33	2.77	23.31	26.08	1.15	0.5	0.58
Rail	Waterloo East	'ORPNGTN-CHRX 2F94'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'ORPNGTN-CHRX 2F98'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-TUNWELL 2H08'	221.81	1.67	2.77	18.71	21.49	1.4	0.5	0.7
Rail	Waterloo East	'CHRX-TUNWELL 2H10'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'TUNWELL-CHRX 2H56'	221.81	1	2.77	30.75	33.52	0.89	0.5	0.45
Rail	Waterloo East	'TUNWELL-CHRX 2H60'	221.81	1.67	2.77	18.71	21.49	1.4	0.5	0.7
Rail	Waterloo East	'HAYS-CHRX 2K08'	221.81	1	2.77	30.75	33.52	0.89	0.5	0.45
Rail	Waterloo East	'CHRX-GLNGHMK 2L10'	221.81	1.67	2.77	18.71	21.49	1.4	0.5	0.7
Rail	Waterloo East	'CHRX-GLNGHMK 2L12'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-CRFD 2M10'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-DARTFD 2M14'	221.81	1.33	2.77	23.31	26.08	1.15	0.5	0.58
Rail	Waterloo East	'CHRX-SLADEGN 2M16'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-GRVSEND 2N12'	221.81	1.67	2.77	18.71	21.49	1.4	0.5	0.7
Rail	Waterloo East	'CHRX-GRVSEND 2N14'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-DOVERP 2R10'	221.81	1	2.77	30.75	33.52	0.89	0.5	0.45
Rail	Waterloo East	'CHRX-RAMSGTE 2R12'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'CHRX-RAMSGTE 2R18'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-ASHFKY 2R20'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-TONBDG 2R90'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-SVNOAKS 2S10'	221.81	1.67	2.77	18.71	21.49	1.4	0.5	0.7
Rail	Waterloo East	'CHRX-SVNOAKS 2S12'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CHRX-ORPNGTN 2S92'	221.81	0.67	2.77	45.53	48.3	0.62	0.5	0.31
Rail	Waterloo East	'CHRX-HAYS 2V10'	221.81	2	2.77	15.75	18.52	1.62	0.5	0.81
Rail	Waterloo East	'RAMSGTE-CHRX 2W10'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'RAMSGTE-CHRX 2W12'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'RAMSGTE-CHRX 2W20'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'CNTBW-CHRX 2W22'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16
Rail	Waterloo East	'STROOD-CHRX 2D56'	221.81	0.33	2.77	91.66	94.43	0.32	0.5	0.16

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Southwark	'WembleyPark-Stratfo'	309.28	3.67	3.87	8.92	12.79	2.35	0.5	1.17
LUL	Southwark	'WillesdenGreen-Stra'	309.28	4.33	3.87	7.68	11.54	2.6	0.5	1.3
LUL	Southwark	'Stanmore-Stratford'	309.28	17.65	3.87	2.45	6.32	4.75	1	4.75
Total Grid Cell AI:										102.57

APPENDIX B: Parking Survey Results

Advanced Transport Research

Wootton Street

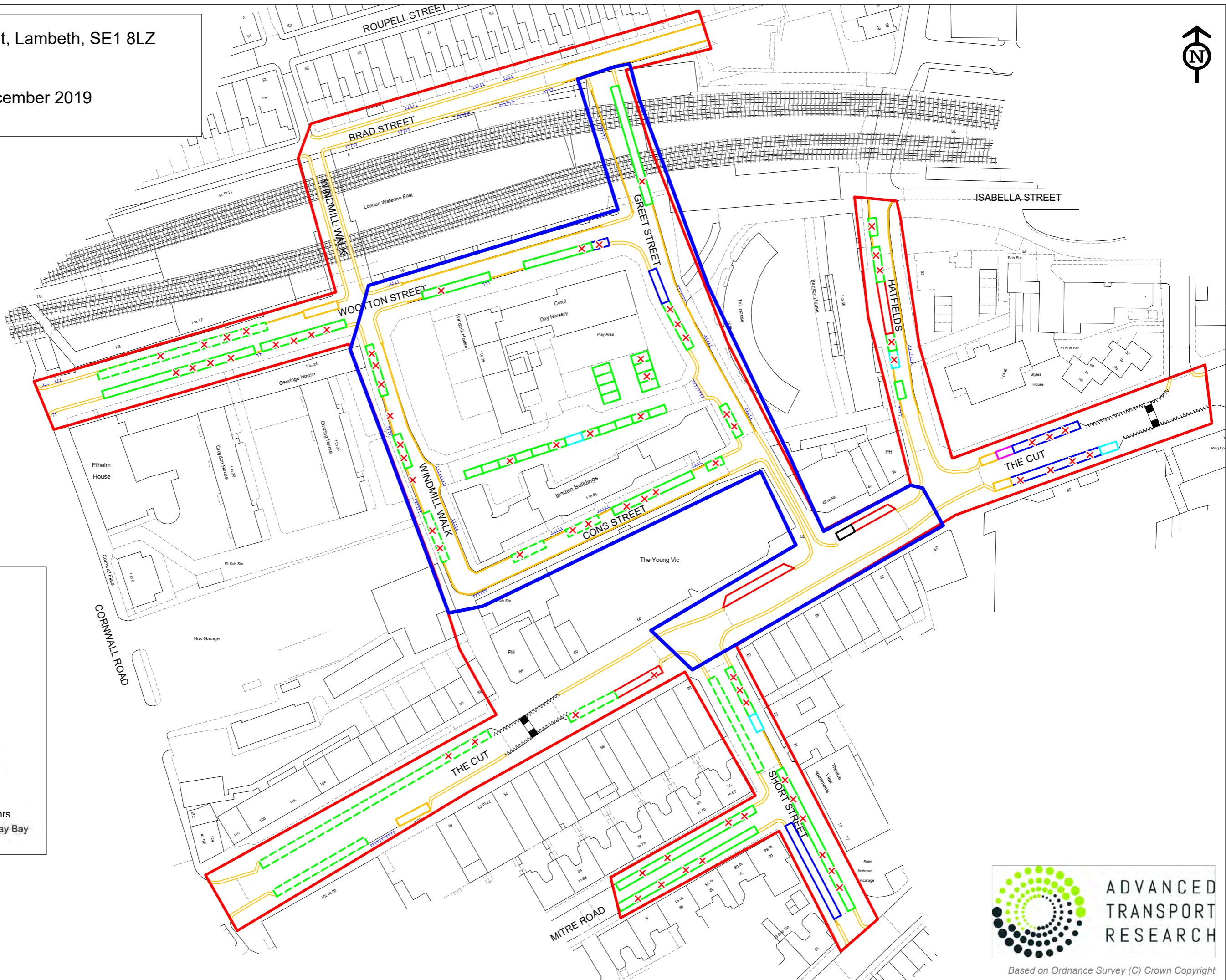
Parking Demand (200m area)














				Permit Holder Bay				Pay & Display Bay				Permit OR Pay & Display Bay				Disabled Permit Bay					
0100 Wednesday 11th December 2019	Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	
	Wootton Street	338	40	20	110	22	10	45%	5	1	1	100%	50	10	4	40%					
	Windmill Walk	127	20	8	25	5	5	100%					15	3	2	67%					
	Brad Street	115	5	14																	
	Greet Street	110	20	8	60	12	6	50%	10	2	0	0%									
	Windmill House Road	60	0	0	55	11	4	36%										5	1	0	0%
	Windmill House Car Park					8	2	25%													
	Cons Street	82	10	12	30	6	4	67%					20	4	3	75%					
	The Cut	590	45	124					45	9	7	78%	120	24	3	13%	5	1	0	0%	
	Hatfields	84	5	4	25	5	4	80%										5	1	1	100%
	Short Street	177	30	0	60	12	9	75%	30	6	0	0%	30	6	0	0%	5	1	0	0%	
Mitre Road	100	10	0	90	18	8	44%														
Total per Beat by restriction						99	52	53%		18	8	44%		47	12	26%		4	1	25%	
Total per Beat						182	76	42%													

Job Number & Name: **24211 Wootton Street, Lambeth**
 Client: **Mayer Brown**
 Date: **11th & 12th December 2019**

Electric Vehicle Bay				Loading Bay				Time Restricted Bay				Single Yellow Line				Double Yellow Line			
Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
												80	16	0	0%	33	6	0	0%
												21	4	2	50%	38	7	0	0%
												41	8	0	0%	55	11	0	0%
												8	1	0	0%	4	0	0	0%
												6	1	0	0%	4	0	0	0%
5	1	0	0%	45	9	1	11%	5	1	0	0%					196	39	0	0%
				15	3	0	0%					8	1	0	0%	22	4	0	0%
												15	3	0	0%	7	1	0	0%
	1	0	0%		12	1	8%		1	0	0%		34	2	6%		68	0	0%

24211 Wootton Street, Lambeth, SE1 8LZ
 Parking Beat
 0100
 Wednesday 11th December 2019



-  Double Yellow Line
-  Single Yellow Line
-  Pedestrian Crossing
-  White Zigzag
-  Dropped Kerb
-  Pay & Display Bay
-  Loading Bay
-  Motorcycle Bay
-  Electric Vehicles Only
-  Disabled Permit Bay
-  Permit Holder Bay
-  Time Restricted Bay
30 mins, no return in 2hrs
-  Permit OR Pay & Display Bay



ADVANCED
 TRANSPORT
 RESEARCH

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Advanced Transport Research

Wootton Street

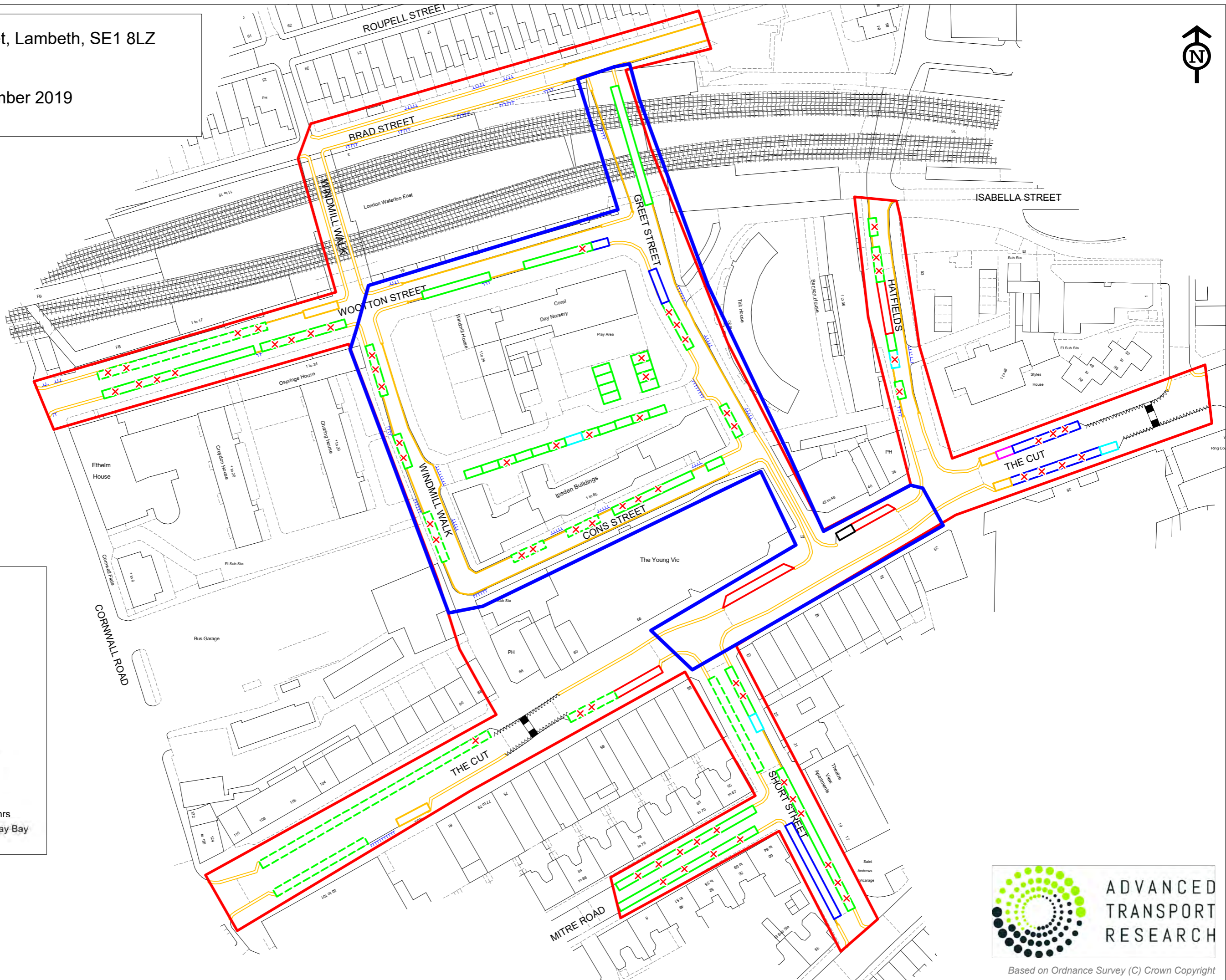
Parking Demand (200m area)













						Permit Holder Bay				Pay & Display Bay				Permit OR Pay & Display Bay				Disabled Permit Bay			
		Street	Total Length of Available Kerb Space	Length of Junctions	Length of Bus stops/other	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
0100 Thursday 12th December 2019	Wootton Street	338	40	20	110	22	9	41%	5	1	0	0%	50	10	4	40%					
	Windmill Walk	127	20	8	25	5	5	100%					15	3	2	67%					
	Brad Street	115	5	14																	
	Greet Street	110	20	8	60	12	5	42%	10	2	0	0%									
	Windmill House Road	60	0	0	55	11	4	36%									5	1	0	0%	
	Windmill House Car Park					8	2	25%													
	Cons Street	82	10	12	30	6	3	50%					20	4	4	100%					
	The Cut	590	45	124					45	9	7	78%	120	24	3	13%	5	1	0	0%	
	Hatfields	84	5	4	25	5	4	80%									5	1	1	100%	
	Short Street	177	30	0	60	12	8	67%	30	6	0	0%	30	6	0	0%	5	1	0	0%	
	Mitre Road	100	10	0	90	18	9	50%													
Total per Beat by restriction						99	49	49%		18	7	39%		47	13	28%		4	1	25%	
Total per Beat						182	70	38%													

Job Number & Name: **24211 Wootton Street, Lambeth**
 Client: **Mayer Brown**
 Date: **11th & 12th December 2019**

Electric Vehicle Bay				Loading Bay				Time Restricted Bay				Single Yellow Line				Double Yellow Line			
Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress
												80	16	0	0%	33	6	0	0%
												21	4	0	0%	38	7	0	0%
												41	8	0	0%	55	11	0	0%
												8	1	0	0%	4	0	0	0%
												6	1	0	0%	4	0	0	0%
5	1	0	0%	45	9	0	0%	5	1	0	0%					196	39	0	0%
				15	3	0	0%					8	1	0	0%	22	4	0	0%
												15	3	0	0%	7	1	0	0%
	1	0	0%		12	0	0%		1	0	0%		34	0	0%		68	0	0%

24211 Wootton Street, Lambeth, SE1 8LZ
 Parking Beat
 0100
 Thursday 12th December 2019



-  Double Yellow Line
-  Single Yellow Line
-  Pedestrian Crossing
-  White Zigzag
-  Dropped Kerb
-  Pay & Display Bay
-  Loading Bay
-  Motorcycle Bay
-  Electric Vehicles Only
-  Disabled Permit Bay
-  Permit Holder Bay
-  Time Restricted Bay
30 mins, no return in 2hrs
-  Permit OR Pay & Display Bay



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APPENDIX C: TRICS Outputs and Trip Generation

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : D - NURSERY
 MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 400 to 750 (units: sqm)
 Range Selected by User: 176 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 21/05/19

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	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	6 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

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

Selected Location Sub Categories:

Residential Zone	5
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.

Secondary Filtering selection:

Use Class:

D1 6 days

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

Population within 1 mile:

15,001 to 20,000 3 days

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 2 days

125,001 to 250,000 2 days

250,001 to 500,000 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

0.6 to 1.0 2 days

1.1 to 1.5 2 days

2.1 to 2.5 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 6 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 6 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 400 sqm <i>Survey date: TUESDAY 18/10/16</i>			
	<i>Survey Type: MANUAL</i>			
2	CH-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		C H E S H I R E
	Edge of Town Centre No Sub Category Total Gross floor area: 500 sqm <i>Survey date: MONDAY 24/11/14</i>			
	<i>Survey Type: MANUAL</i>			
3	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK	NURSERY		L I N C O L N S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 600 sqm <i>Survey date: TUESDAY 31/10/17</i>			
	<i>Survey Type: MANUAL</i>			
4	SF-04-D-03 CAMP ROAD LOWESTOFT	NURSERY		S U F F O L K
	Edge of Town Centre Residential Zone Total Gross floor area: 750 sqm <i>Survey date: WEDNESDAY 10/12/14</i>			
	<i>Survey Type: MANUAL</i>			
5	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES	NURSERY		T Y N E & W E A R
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 500 sqm <i>Survey date: WEDNESDAY 28/11/12</i>			
	<i>Survey Type: MANUAL</i>			
6	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		T Y N E & W E A R
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 725 sqm <i>Survey date: TUESDAY 21/05/19</i>			
	<i>Survey Type: MANUAL</i>			

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	0.950	6	579	0.432	6	579	1.382
08:00 - 09:00	6	579	2.158	6	579	1.727	6	579	3.885
09:00 - 10:00	6	579	0.748	6	579	0.604	6	579	1.352
10:00 - 11:00	6	579	0.144	6	579	0.173	6	579	0.317
11:00 - 12:00	6	579	0.403	6	579	0.432	6	579	0.835
12:00 - 13:00	6	579	0.604	6	579	0.892	6	579	1.496
13:00 - 14:00	6	579	0.604	6	579	0.662	6	579	1.266
14:00 - 15:00	6	579	0.230	6	579	0.288	6	579	0.518
15:00 - 16:00	6	579	0.835	6	579	0.691	6	579	1.526
16:00 - 17:00	6	579	0.978	6	579	1.007	6	579	1.985
17:00 - 18:00	6	579	1.871	6	579	2.072	6	579	3.943
18:00 - 19:00	6	579	0.144	6	579	0.662	6	579	0.806
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.669			9.642			19.311

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.

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Parameter summary

Trip rate parameter range selected:	400 - 750 (units: sqm)
Survey date range:	01/01/11 - 21/05/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	0.086	6	579	0.086	6	579	0.172
08:00 - 09:00	6	579	0.000	6	579	0.000	6	579	0.000
09:00 - 10:00	6	579	0.000	6	579	0.000	6	579	0.000
10:00 - 11:00	6	579	0.029	6	579	0.029	6	579	0.058
11:00 - 12:00	6	579	0.000	6	579	0.000	6	579	0.000
12:00 - 13:00	6	579	0.029	6	579	0.029	6	579	0.058
13:00 - 14:00	6	579	0.000	6	579	0.000	6	579	0.000
14:00 - 15:00	6	579	0.000	6	579	0.000	6	579	0.000
15:00 - 16:00	6	579	0.000	6	579	0.000	6	579	0.000
16:00 - 17:00	6	579	0.000	6	579	0.000	6	579	0.000
17:00 - 18:00	6	579	0.000	6	579	0.000	6	579	0.000
18:00 - 19:00	6	579	0.000	6	579	0.000	6	579	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.144			0.144			0.288

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 04 - EDUCATION/D - NURSERY
 MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	0.000	6	579	0.000	6	579	0.000
08:00 - 09:00	6	579	0.000	6	579	0.000	6	579	0.000
09:00 - 10:00	6	579	0.029	6	579	0.029	6	579	0.058
10:00 - 11:00	6	579	0.000	6	579	0.000	6	579	0.000
11:00 - 12:00	6	579	0.000	6	579	0.000	6	579	0.000
12:00 - 13:00	6	579	0.000	6	579	0.000	6	579	0.000
13:00 - 14:00	6	579	0.000	6	579	0.000	6	579	0.000
14:00 - 15:00	6	579	0.000	6	579	0.000	6	579	0.000
15:00 - 16:00	6	579	0.000	6	579	0.000	6	579	0.000
16:00 - 17:00	6	579	0.000	6	579	0.000	6	579	0.000
17:00 - 18:00	6	579	0.000	6	579	0.000	6	579	0.000
18:00 - 19:00	6	579	0.000	6	579	0.000	6	579	0.000
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.029			0.058

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 04 - EDUCATION/D - NURSERY

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	0.058	6	579	0.000	6	579	0.058
08:00 - 09:00	6	579	0.115	6	579	0.029	6	579	0.144
09:00 - 10:00	6	579	0.000	6	579	0.000	6	579	0.000
10:00 - 11:00	6	579	0.000	6	579	0.000	6	579	0.000
11:00 - 12:00	6	579	0.000	6	579	0.000	6	579	0.000
12:00 - 13:00	6	579	0.086	6	579	0.029	6	579	0.115
13:00 - 14:00	6	579	0.029	6	579	0.058	6	579	0.087
14:00 - 15:00	6	579	0.000	6	579	0.000	6	579	0.000
15:00 - 16:00	6	579	0.000	6	579	0.058	6	579	0.058
16:00 - 17:00	6	579	0.000	6	579	0.000	6	579	0.000
17:00 - 18:00	6	579	0.000	6	579	0.029	6	579	0.029
18:00 - 19:00	6	579	0.000	6	579	0.058	6	579	0.058
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.288			0.261			0.549

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	0.662	6	579	0.029	6	579	0.691
08:00 - 09:00	6	579	1.640	6	579	0.604	6	579	2.244
09:00 - 10:00	6	579	0.374	6	579	0.086	6	579	0.460
10:00 - 11:00	6	579	0.259	6	579	0.201	6	579	0.460
11:00 - 12:00	6	579	0.633	6	579	0.806	6	579	1.439
12:00 - 13:00	6	579	1.525	6	579	1.381	6	579	2.906
13:00 - 14:00	6	579	0.432	6	579	0.748	6	579	1.180
14:00 - 15:00	6	579	0.173	6	579	0.230	6	579	0.403
15:00 - 16:00	6	579	0.604	6	579	0.403	6	579	1.007
16:00 - 17:00	6	579	0.691	6	579	1.468	6	579	2.159
17:00 - 18:00	6	579	0.432	6	579	0.950	6	579	1.382
18:00 - 19:00	6	579	0.000	6	579	0.547	6	579	0.547
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.425			7.453			14.878

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	0.345	6	579	0.000	6	579	0.345
08:00 - 09:00	6	579	0.374	6	579	0.000	6	579	0.374
09:00 - 10:00	6	579	0.144	6	579	0.029	6	579	0.173
10:00 - 11:00	6	579	0.029	6	579	0.000	6	579	0.029
11:00 - 12:00	6	579	0.000	6	579	0.201	6	579	0.201
12:00 - 13:00	6	579	0.345	6	579	0.432	6	579	0.777
13:00 - 14:00	6	579	0.000	6	579	0.086	6	579	0.086
14:00 - 15:00	6	579	0.000	6	579	0.000	6	579	0.000
15:00 - 16:00	6	579	0.029	6	579	0.115	6	579	0.144
16:00 - 17:00	6	579	0.000	6	579	0.086	6	579	0.086
17:00 - 18:00	6	579	0.058	6	579	0.144	6	579	0.202
18:00 - 19:00	6	579	0.000	6	579	0.288	6	579	0.288
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.324			1.381			2.705

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 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1	400	0.000	1	400	0.000	1	400	0.000
07:00 - 08:00	6	579	2.302	6	579	0.489	6	579	2.791
08:00 - 09:00	6	579	5.813	6	579	2.331	6	579	8.144
09:00 - 10:00	6	579	1.496	6	579	0.806	6	579	2.302
10:00 - 11:00	6	579	0.489	6	579	0.374	6	579	0.863
11:00 - 12:00	6	579	1.151	6	579	1.640	6	579	2.791
12:00 - 13:00	6	579	2.676	6	579	2.791	6	579	5.467
13:00 - 14:00	6	579	1.209	6	579	1.612	6	579	2.821
14:00 - 15:00	6	579	0.518	6	579	0.633	6	579	1.151
15:00 - 16:00	6	579	1.669	6	579	1.468	6	579	3.137
16:00 - 17:00	6	579	1.813	6	579	3.079	6	579	4.892
17:00 - 18:00	6	579	2.590	6	579	4.489	6	579	7.079
18:00 - 19:00	6	579	0.115	6	579	2.043	6	579	2.158
19:00 - 20:00	1	400	0.000	1	400	0.000	1	400	0.000
20:00 - 21:00	1	400	0.000	1	400	0.000	1	400	0.000
21:00 - 22:00	1	400	0.000	1	400	0.000	1	400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			21.841			21.755			43.596

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-807401-200407-0454

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : M - MIXED PRIVATE/AFFORDABLE HOUSING
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BT BRENT	3 days
	GR GREENWICH	1 days
	SK SOUTHWARK	1 days

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

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 74 to 284 (units:)
Range Selected by User: 40 to 500 (units:)

Parking Spaces 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: 01/01/11 to 24/04/19

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
Thursday	2 days

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

Selected survey types:

Manual count	6 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 undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3
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	2
Residential Zone	1
Built-Up Zone	1
High Street	2

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

Secondary Filtering selection:

Use Class:

C3 6 days

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

Population within 1 mile:

15,001 to 20,000 1 days
 25,001 to 50,000 2 days
 50,001 to 100,000 3 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 5 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 5 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 5 days
 No 1 days

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

PTAL Rating:

4 Good 2 days
 5 Very Good 1 days
 6a Excellent 3 days

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

LIST OF SITES relevant to selection parameters

1	BE-03-M-04 JUBILEE WAY SIDCUP	BLOCKS OF FLATS		BEXLEY
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Number of dwellings: 98 <i>Survey date: WEDNESDAY 19/09/18</i>			
2	BT-03-M-01 EMPIRE WAY WEMBLEY	BLOCK OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 284 <i>Survey date: WEDNESDAY 03/06/15</i>			
3	BT-03-M-02 EMPIRE WAY WEMBLEY	BLOCK OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total Number of dwellings: 232 <i>Survey date: MONDAY 18/05/15</i>			
4	BT-03-M-03 HIGH ROAD NEASDEN	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 74 <i>Survey date: THURSDAY 19/05/16</i>			
5	GR-03-M-01 GREENWICH HIGH ROAD GREENWICH	BLOCKS OF FLATS		GREENWICH
	Town Centre High Street Total Number of dwellings: 226 <i>Survey date: TUESDAY 25/11/14</i>			
6	SK-03-M-02 WOOD'S ROAD PECKHAM	BLOCKS OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total Number of dwellings: 122 <i>Survey date: THURSDAY 22/11/18</i>			

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

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	173	0.017	6	173	0.034	6	173	0.051
08:00 - 09:00	6	173	0.044	6	173	0.100	6	173	0.144
09:00 - 10:00	6	173	0.045	6	173	0.035	6	173	0.080
10:00 - 11:00	6	173	0.019	6	173	0.031	6	173	0.050
11:00 - 12:00	6	173	0.019	6	173	0.033	6	173	0.052
12:00 - 13:00	6	173	0.027	6	173	0.031	6	173	0.058
13:00 - 14:00	6	173	0.033	6	173	0.024	6	173	0.057
14:00 - 15:00	6	173	0.019	6	173	0.032	6	173	0.051
15:00 - 16:00	6	173	0.037	6	173	0.030	6	173	0.067
16:00 - 17:00	6	173	0.039	6	173	0.027	6	173	0.066
17:00 - 18:00	6	173	0.055	6	173	0.027	6	173	0.082
18:00 - 19:00	6	173	0.043	6	173	0.036	6	173	0.079
19:00 - 20:00	6	173	0.053	6	173	0.045	6	173	0.098
20:00 - 21:00	6	173	0.042	6	173	0.023	6	173	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.492			0.508			1.000

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

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

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Parameter summary

Trip rate parameter range selected: 74 - 284 (units:)
 Survey date range: 01/01/11 - 24/04/19
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. 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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	173	0.001	6	173	0.000	6	173	0.001
08:00 - 09:00	6	173	0.001	6	173	0.002	6	173	0.003
09:00 - 10:00	6	173	0.000	6	173	0.000	6	173	0.000
10:00 - 11:00	6	173	0.004	6	173	0.004	6	173	0.008
11:00 - 12:00	6	173	0.000	6	173	0.000	6	173	0.000
12:00 - 13:00	6	173	0.001	6	173	0.001	6	173	0.002
13:00 - 14:00	6	173	0.000	6	173	0.000	6	173	0.000
14:00 - 15:00	6	173	0.000	6	173	0.000	6	173	0.000
15:00 - 16:00	6	173	0.000	6	173	0.000	6	173	0.000
16:00 - 17:00	6	173	0.000	6	173	0.000	6	173	0.000
17:00 - 18:00	6	173	0.001	6	173	0.000	6	173	0.001
18:00 - 19:00	6	173	0.001	6	173	0.001	6	173	0.002
19:00 - 20:00	6	173	0.000	6	173	0.001	6	173	0.001
20:00 - 21:00	6	173	0.000	6	173	0.000	6	173	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	173	0.000	6	173	0.009	6	173	0.009
08:00 - 09:00	6	173	0.001	6	173	0.021	6	173	0.022
09:00 - 10:00	6	173	0.003	6	173	0.008	6	173	0.011
10:00 - 11:00	6	173	0.001	6	173	0.003	6	173	0.004
11:00 - 12:00	6	173	0.001	6	173	0.004	6	173	0.005
12:00 - 13:00	6	173	0.000	6	173	0.003	6	173	0.003
13:00 - 14:00	6	173	0.000	6	173	0.005	6	173	0.005
14:00 - 15:00	6	173	0.001	6	173	0.001	6	173	0.002
15:00 - 16:00	6	173	0.010	6	173	0.002	6	173	0.012
16:00 - 17:00	6	173	0.009	6	173	0.000	6	173	0.009
17:00 - 18:00	6	173	0.018	6	173	0.004	6	173	0.022
18:00 - 19:00	6	173	0.014	6	173	0.001	6	173	0.015
19:00 - 20:00	6	173	0.007	6	173	0.002	6	173	0.009
20:00 - 21:00	6	173	0.004	6	173	0.001	6	173	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.064			0.133

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	173	0.042	6	173	0.072	6	173	0.114
08:00 - 09:00	6	173	0.064	6	173	0.165	6	173	0.229
09:00 - 10:00	6	173	0.079	6	173	0.067	6	173	0.146
10:00 - 11:00	6	173	0.051	6	173	0.043	6	173	0.094
11:00 - 12:00	6	173	0.074	6	173	0.065	6	173	0.139
12:00 - 13:00	6	173	0.069	6	173	0.071	6	173	0.140
13:00 - 14:00	6	173	0.078	6	173	0.063	6	173	0.141
14:00 - 15:00	6	173	0.072	6	173	0.103	6	173	0.175
15:00 - 16:00	6	173	0.150	6	173	0.096	6	173	0.246
16:00 - 17:00	6	173	0.142	6	173	0.090	6	173	0.232
17:00 - 18:00	6	173	0.124	6	173	0.064	6	173	0.188
18:00 - 19:00	6	173	0.130	6	173	0.086	6	173	0.216
19:00 - 20:00	6	173	0.097	6	173	0.092	6	173	0.189
20:00 - 21:00	6	173	0.100	6	173	0.066	6	173	0.166
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.272			1.143			2.415

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	173	0.011	6	173	0.246	6	173	0.257
08:00 - 09:00	6	173	0.033	6	173	0.386	6	173	0.419
09:00 - 10:00	6	173	0.036	6	173	0.101	6	173	0.137
10:00 - 11:00	6	173	0.030	6	173	0.064	6	173	0.094
11:00 - 12:00	6	173	0.045	6	173	0.068	6	173	0.113
12:00 - 13:00	6	173	0.045	6	173	0.057	6	173	0.102
13:00 - 14:00	6	173	0.030	6	173	0.050	6	173	0.080
14:00 - 15:00	6	173	0.040	6	173	0.047	6	173	0.087
15:00 - 16:00	6	173	0.078	6	173	0.054	6	173	0.132
16:00 - 17:00	6	173	0.109	6	173	0.043	6	173	0.152
17:00 - 18:00	6	173	0.199	6	173	0.058	6	173	0.257
18:00 - 19:00	6	173	0.236	6	173	0.058	6	173	0.294
19:00 - 20:00	6	173	0.170	6	173	0.041	6	173	0.211
20:00 - 21:00	6	173	0.097	6	173	0.027	6	173	0.124
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.159			1.300			2.459

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/M - MIXED PRIVATE/AFFORDABLE HOUSING
 MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	173	0.005	6	173	0.003	6	173	0.008
08:00 - 09:00	6	173	0.008	6	173	0.010	6	173	0.018
09:00 - 10:00	6	173	0.007	6	173	0.005	6	173	0.012
10:00 - 11:00	6	173	0.005	6	173	0.006	6	173	0.011
11:00 - 12:00	6	173	0.008	6	173	0.010	6	173	0.018
12:00 - 13:00	6	173	0.010	6	173	0.010	6	173	0.020
13:00 - 14:00	6	173	0.007	6	173	0.007	6	173	0.014
14:00 - 15:00	6	173	0.005	6	173	0.004	6	173	0.009
15:00 - 16:00	6	173	0.002	6	173	0.005	6	173	0.007
16:00 - 17:00	6	173	0.006	6	173	0.006	6	173	0.012
17:00 - 18:00	6	173	0.003	6	173	0.002	6	173	0.005
18:00 - 19:00	6	173	0.001	6	173	0.002	6	173	0.003
19:00 - 20:00	6	173	0.002	6	173	0.001	6	173	0.003
20:00 - 21:00	6	173	0.001	6	173	0.000	6	173	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.070			0.071			0.141

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 04 - EDUCATION/D - NURSERY			
Site Name:	Wootton Street		
Calculation Factor:	100	sqm	
GFA / # of dwellings	434	sqm	

Development Scenario:	Existing	Nursery
Trip Rate for:	VEHICLES	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00	1	400	0.000	1	400	0.000	1	400	0.000	0	0
07:00-08:00	6	579	0.95	6	579	0.432	6	579	1.382	4	2
08:00-09:00	6	579	2.158	6	579	1.727	6	579	3.885	9	7
09:00-10:00	6	579	0.748	6	579	0.604	6	579	1.352	3	3
10:00-11:00	6	579	0.144	6	579	0.173	6	579	0.317	1	1
11:00-12:00	6	579	0.403	6	579	0.432	6	579	0.835	2	2
12:00-13:00	6	579	0.604	6	579	0.892	6	579	1.496	3	4
13:00-14:00	6	579	0.604	6	579	0.662	6	579	1.266	3	3
14:00-15:00	6	579	0.23	6	579	0.288	6	579	0.518	1	1
15:00-16:00	6	579	0.835	6	579	0.691	6	579	1.526	4	3
16:00-17:00	6	579	0.978	6	579	1.007	6	579	1.985	4	4
17:00-18:00	6	579	1.871	6	579	2.072	6	579	3.943	8	9
18:00-19:00	6	579	0.144	6	579	0.662	6	579	0.806	1	3
19:00-20:00	1	400	0	1	400	0	1	400	0	0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			9.669			9.642			19.311	42	42

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY			
Site Name:	Wootton Street		
Calculation Factor:	100	sqm	
GFA / # of dwellings	434	sqm	

Development Scenario:	Existing	Nursery
Trip Rate for:	CYCLISTS	

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00	1	400	0.000	1	400	0.000	1	400	0.000	0	0
07:00-08:00	6	579	0.058	6	579	0	6	579	0.058	0	0
08:00-09:00	6	579	0.115	6	579	0.029	6	579	0.144	0	0
09:00-10:00	6	579	0	6	579	0	6	579	0	0	0
10:00-11:00	6	579	0	6	579	0	6	579	0	0	0
11:00-12:00	6	579	0	6	579	0	6	579	0	0	0
12:00-13:00	6	579	0.086	6	579	0.029	6	579	0.115	0	0
13:00-14:00	6	579	0.029	6	579	0.058	6	579	0.087	0	0
14:00-15:00	6	579	0	6	579	0	6	579	0	0	0
15:00-16:00	6	579	0	6	579	0.058	6	579	0.058	0	0
16:00-17:00	6	579	0	6	579	0	6	579	0	0	0
17:00-18:00	6	579	0	6	579	0.029	6	579	0.029	0	0
18:00-19:00	6	579	0	6	579	0.058	6	579	0.058	0	0
19:00-20:00	1	400	0	1	400	0	1	400	0	0	0
20:00-21:00	1	400	0	1	400	0	1	400	0	0	0
21:00-22:00	1	400	0.000	1	400	0.000	1	400	0.000	0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.288			0.261			0.549	1	1

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY			
Site Name:	Wootton Street		
Calculation Factor:	100	sqm	
GFA / # of dwellings	434	sqm	

Development Scenario:	Existing Nursery
Trip Rate for:	PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00	1	400	0.000	1	400	0.000	1	400	0.000	0	0
07:00-08:00	6	579	0.662	6	579	0.029	6	579	0.691	3	0
08:00-09:00	6	579	1.64	6	579	0.604	6	579	2.244	7	3
09:00-10:00	6	579	0.374	6	579	0.086	6	579	0.46	2	0
10:00-11:00	6	579	0.259	6	579	0.201	6	579	0.46	1	1
11:00-12:00	6	579	0.633	6	579	0.806	6	579	1.439	3	3
12:00-13:00	6	579	1.525	6	579	1.381	6	579	2.906	7	6
13:00-14:00	6	579	0.432	6	579	0.748	6	579	1.18	2	3
14:00-15:00	6	579	0.173	6	579	0.23	6	579	0.403	1	1
15:00-16:00	6	579	0.604	6	579	0.403	6	579	1.007	3	2
16:00-17:00	6	579	0.691	6	579	1.468	6	579	2.159	3	6
17:00-18:00	6	579	0.432	6	579	0.95	6	579	1.382	2	4
18:00-19:00	6	579	0	6	579	0.547	6	579	0.547	0	2
19:00-20:00	1	400	0	1	400	0	1	400	0	0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			7.425			7.453			14.878	32	32

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY			
Site Name:	Wootton Street		
Calculation Factor:	100	sqm	
GFA / # of dwellings	434	sqm	

Development Scenario:	Existing Nursery
Trip Rate for:	PUBLIC TRANSPORT USERS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00	1	400	0.000	1	400	0.000	1	400	0.000	0	0
07:00-08:00	6	579	0.345	6	579	0	6	579	0.345	1	0
08:00-09:00	6	579	0.374	6	579	0	6	579	0.374	2	0
09:00-10:00	6	579	0.144	6	579	0.029	6	579	0.173	1	0
10:00-11:00	6	579	0.029	6	579	0	6	579	0.029	0	0
11:00-12:00	6	579	0	6	579	0.201	6	579	0.201	0	1
12:00-13:00	6	579	0.345	6	579	0.432	6	579	0.777	1	2
13:00-14:00	6	579	0	6	579	0.086	6	579	0.086	0	0
14:00-15:00	6	579	0	6	579	0	6	579	0	0	0
15:00-16:00	6	579	0.029	6	579	0.115	6	579	0.144	0	0
16:00-17:00	6	579	0	6	579	0.086	6	579	0.086	0	0
17:00-18:00	6	579	0.058	6	579	0.144	6	579	0.202	0	1
18:00-19:00	6	579	0	6	579	0.288	6	579	0.288	0	1
19:00-20:00	1	400	0	1	400	0	1	400	0	0	0
20:00-21:00										0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			1.324			1.381			2.705	6	6

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING			
Site Name:	Wootton Street		
Calculation Factor:	1	units	
GFA / # of dwellings	36	units	

Development Scenario:	Proposed Residential
Trip Rate for:	VEHICLES

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	6	173	0.017	6	173	0.034	6	173	0.051	1	1
08:00-09:00	6	173	0.044	6	173	0.1	6	173	0.144	2	4
09:00-10:00	6	173	0.045	6	173	0.035	6	173	0.08	2	1
10:00-11:00	6	173	0.019	6	173	0.031	6	173	0.05	1	1
11:00-12:00	6	173	0.019	6	173	0.033	6	173	0.052	1	1
12:00-13:00	6	173	0.027	6	173	0.031	6	173	0.058	1	1
13:00-14:00	6	173	0.033	6	173	0.024	6	173	0.057	1	1
14:00-15:00	6	173	0.019	6	173	0.032	6	173	0.051	1	1
15:00-16:00	6	173	0.037	6	173	0.03	6	173	0.067	1	1
16:00-17:00	6	173	0.039	6	173	0.027	6	173	0.066	1	1
17:00-18:00	6	173	0.055	6	173	0.027	6	173	0.082	2	1
18:00-19:00	6	173	0.043	6	173	0.036	6	173	0.079	2	1
19:00-20:00	6	173	0.053	6	173	0.045	6	173	0.098	2	2
20:00-21:00	6	173	0.042	6	173	0.023	6	173	0.065	2	1
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.492			0.508			1.000	18	18

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING			
Site Name:	Wootton Street		
Calculation Factor:	1	units	
GFA / # of dwellings	36	units	

Development Scenario:	Proposed Residential
Trip Rate for:	CYCLISTS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	6	173	0	6	173	0.009	6	173	0.009	0	0
08:00-09:00	6	173	0.001	6	173	0.021	6	173	0.022	0	1
09:00-10:00	6	173	0.003	6	173	0.008	6	173	0.011	0	0
10:00-11:00	6	173	0.001	6	173	0.003	6	173	0.004	0	0
11:00-12:00	6	173	0.001	6	173	0.004	6	173	0.005	0	0
12:00-13:00	6	173	0	6	173	0.003	6	173	0.003	0	0
13:00-14:00	6	173	0	6	173	0.005	6	173	0.005	0	0
14:00-15:00	6	173	0.001	6	173	0.001	6	173	0.002	0	0
15:00-16:00	6	173	0.01	6	173	0.002	6	173	0.012	0	0
16:00-17:00	6	173	0.009	6	173	0	6	173	0.009	0	0
17:00-18:00	6	173	0.018	6	173	0.004	6	173	0.022	1	0
18:00-19:00	6	173	0.014	6	173	0.001	6	173	0.015	1	0
19:00-20:00	6	173	0.007	6	173	0.002	6	173	0.009	0	0
20:00-21:00	6	173	0.004	6	173	0.001	6	173	0.005	0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.069			0.064			0.133	2	2

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING			
Site Name:	Wootton Street		
Calculation Factor:	1	units	
GFA / # of dwellings	36	units	

Development Scenario:	Proposed Residential
Trip Rate for:	PEDESTRIANS

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	6	173	0.042	6	173	0.072	6	173	0.114	2	3
08:00-09:00	6	173	0.064	6	173	0.165	6	173	0.229	2	6
09:00-10:00	6	173	0.079	6	173	0.067	6	173	0.146	3	2
10:00-11:00	6	173	0.051	6	173	0.043	6	173	0.094	2	2
11:00-12:00	6	173	0.074	6	173	0.065	6	173	0.139	3	2
12:00-13:00	6	173	0.069	6	173	0.071	6	173	0.14	2	3
13:00-14:00	6	173	0.078	6	173	0.063	6	173	0.141	3	2
14:00-15:00	6	173	0.072	6	173	0.103	6	173	0.175	3	4
15:00-16:00	6	173	0.15	6	173	0.096	6	173	0.246	5	3
16:00-17:00	6	173	0.142	6	173	0.09	6	173	0.232	5	3
17:00-18:00	6	173	0.124	6	173	0.064	6	173	0.188	4	2
18:00-19:00	6	173	0.13	6	173	0.086	6	173	0.216	5	3
19:00-20:00	6	173	0.097	6	173	0.092	6	173	0.189	3	3
20:00-21:00	6	173	0.1	6	173	0.066	6	173	0.166	4	2
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			1.272			1.143			2.415	46	41

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING			
Site Name:	Wootton Street		
Calculation Factor:	1	units	
GFA / # of dwellings	36	units	

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

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	No. Days	Ave. GFA / units	Trip Rate	Arr.	Dep.
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	6	173	0.011	6	173	0.246	6	173	0.257	0	9
08:00-09:00	6	173	0.033	6	173	0.386	6	173	0.419	1	14
09:00-10:00	6	173	0.036	6	173	0.101	6	173	0.137	1	4
10:00-11:00	6	173	0.03	6	173	0.064	6	173	0.094	1	2
11:00-12:00	6	173	0.045	6	173	0.068	6	173	0.113	2	2
12:00-13:00	6	173	0.045	6	173	0.057	6	173	0.102	2	2
13:00-14:00	6	173	0.03	6	173	0.05	6	173	0.08	1	2
14:00-15:00	6	173	0.04	6	173	0.047	6	173	0.087	1	2
15:00-16:00	6	173	0.078	6	173	0.054	6	173	0.132	3	2
16:00-17:00	6	173	0.109	6	173	0.043	6	173	0.152	4	2
17:00-18:00	6	173	0.199	6	173	0.058	6	173	0.257	7	2
18:00-19:00	6	173	0.236	6	173	0.058	6	173	0.294	8	2
19:00-20:00	6	173	0.17	6	173	0.041	6	173	0.211	6	1
20:00-21:00	6	173	0.097	6	173	0.027	6	173	0.124	3	1
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			1.159			1.300			2.459	42	47

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING			
Site Name:	Wootton Street		
Calculation Factor:	1	units	
GFA / # of dwellings	36	units	

Development Scenario:	Proposed Residential
Trip Rate for:	OGVs

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	6	173	0.001	6	173	0.000	6	173	0.001	0	0
08:00-09:00	6	173	0.001	6	173	0.002	6	173	0.003	0	0
09:00-10:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
10:00-11:00	6	173	0.004	6	173	0.004	6	173	0.008	0	0
11:00-12:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
12:00-13:00	6	173	0.001	6	173	0.001	6	173	0.002	0	0
13:00-14:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
14:00-15:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
15:00-16:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
16:00-17:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
17:00-18:00	6	173	0.001	6	173	0.000	6	173	0.001	0	0
18:00-19:00	6	173	0.001	6	173	0.001	6	173	0.002	0	0
19:00-20:00	6	173	0.000	6	173	0.001	6	173	0.001	0	0
20:00-21:00	6	173	0.000	6	173	0.000	6	173	0.000	0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.009			0.009			0.018	0	0

TRIP RATE for Land Use 03 - RESIDENTIAL/M - MIXED PRIVATE/AFFORDABLE HOUSING			
Site Name:	Wootton Street		
Calculation Factor:	1	units	
GFA / # of dwellings	36	units	

Development Scenario:	Proposed Residential
Trip Rate for:	LGVs

Time Range	ARRIVALS			DEPARTURES			TOTALS			TRIPS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	Arr.	Dep.
	Days	GFA / units	Rate	Days	GFA / units	Rate	Days	GFA / units	Rate		
00:00-01:00										0	0
01:00-02:00										0	0
02:00-03:00										0	0
03:00-04:00										0	0
04:00-05:00										0	0
05:00-06:00										0	0
06:00-07:00										0	0
07:00-08:00	6	173	0.005	6	173	0.003	6	173	0.008	0	0
08:00-09:00	6	173	0.008	6	173	0.01	6	173	0.018	0	0
09:00-10:00	6	173	0.007	6	173	0.005	6	173	0.012	0	0
10:00-11:00	6	173	0.005	6	173	0.006	6	173	0.011	0	0
11:00-12:00	6	173	0.008	6	173	0.01	6	173	0.018	0	0
12:00-13:00	6	173	0.01	6	173	0.01	6	173	0.02	0	0
13:00-14:00	6	173	0.007	6	173	0.007	6	173	0.014	0	0
14:00-15:00	6	173	0.005	6	173	0.004	6	173	0.009	0	0
15:00-16:00	6	173	0.002	6	173	0.005	6	173	0.007	0	0
16:00-17:00	6	173	0.006	6	173	0.006	6	173	0.012	0	0
17:00-18:00	6	173	0.003	6	173	0.002	6	173	0.005	0	0
18:00-19:00	6	173	0.001	6	173	0.002	6	173	0.003	0	0
19:00-20:00	6	173	0.002	6	173	0.001	6	173	0.003	0	0
20:00-21:00	6	173	0.001	6	173	0	6	173	0.001	0	0
21:00-22:00										0	0
22:00-23:00										0	0
23:00-24:00										0	0
Daily Trip Rates:			0.070			0.071			0.141	3	3