
Transport Statement

Sceaux Gardens, Camberwell

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1 Introduction

Sweco UK Ltd have been instructed to provide a Transport Statement (TS) associated with a planning application for the residential re-development of Sceaux Gardens Florian and Racine blocks and the nearby garage site for 79 apartments within the London Borough of Southwark (LBS). Refer to the Location Plan and Existing Site Layouts attached at **Appendix A** and **B** respectively.

1.1 The Scope of the TS

Pre-application meetings have been held with LBS to scope the issues of the proposals sufficient for the planning application. The TS was previously prepared in 2018 and the format of that report has been retained with the minor changes to the existing highway conditions, accommodation schedule and general updates.

Following this introduction the report will be structured in the following manner:-

- Section 2, Existing Conditions: Describes the existing site and adjacent areas, local highway network and public transport
- Section 3, Proposed Development, Access & Parking: Considers details of the proposals along with the description of the site access arrangements and proposed parking provision.
- Section 4, Trip Attraction: Considers the potential implications of parking on the local highway network and impact of the development trips.
- Section 5, Conclusions: Provides a summary of the report and draws together its conclusions.

2 Existing Conditions

2.1 Existing Site

Refer to **Appendix B** for the existing site layout and Google area image below showing the Site bounded to the north by Dalwood Street and to the south by the University of the Arts London in a mainly residential surrounding area.



Figure 2.1 – Site Location

The Sceaux Gardens Site above consists of two blocks of houses; Florian (18 units) and Racine (15 units) to the north and south respectively with a block of flats to the east (Marie Curie) surrounding the central garden area. The garden area is bordered by wide pedestrian walkways with footpaths passing through the landscaped area. The Marie Curie block does not form part of the application but the block of garages on the eastern side of the Sceaux Gardens Estate access road further to the east is included. The garages part of the Site consists of 13 lock-up garages most of which are currently empty with some being used for storage and car parking. The garage forecourt area is also used by delivery vehicles for the estate. This estate access road also provides vehicle access to the Colbert and Voltaire blocks of flats further to the south where the access road terminates with a central parking bays area that allows larger vehicles to turn around in forward gear. Resident parking bays are also located along the access road.

2.2 Site Access

The Site has three vehicular accesses with accompanying pedestrian access; the Sceaux Gardens Estate access road from the B217 Southampton Way to the east, Sedgemoor Place to the west and Dalwood Street to the north. These access roads are all cul-de-sacs and are unadopted highways. Refer to Figs 2.2-2.5 below.



Figure 2.2 & 2.3: Main estate access to the east of the site off Southampton Avenue towards Marie Curie block and south alongside Colbert to Voltaire blocks



Figures 2.4 & 2.5: Access roads from Dalwood St to the north of the site and Sedgemoor Place towards Racine Block looking east

2.3 Local Highway Network

Dalwood Street connects to the B217 Southampton Way to the east, and Havil Street to the west. Both of these roads provide access to the main A202 Peckham Road to the south, and subsequently to the wider highway network. Havil Street forms a junction with the B217 Southampton Way further to the north of the Site. Dalwood Street, Southampton Way and Havil Street are subject to speed limits of 20mph. Dalwood Street and Havil Street also have traffic calming features in the form of speed humps and on-street parking bays. The parking bays contribute to road narrowing to help reduce vehicle speeds. Southampton Way has traffic calming in the form of speed bumps.

2.4 Parking

The Site and surrounding adopted highways are within the North Peckham (R) Controlled Parking Zone (CPZ) which was introduced in 2019 and operates Monday-Friday between the hours of 08:30-18:30. The Sceaux Gardens estate access roads contains restricted parking bays for resident permit holders only.

2.5 Walking & Cycling

Refer to accessibility plan at Appendix A. All streets in this area are provided with footways, dropped kerb crossings and street lighting whilst the general nature of the area is one of a network of streets within a mainly residential area. As a result, the permeability of the area for cyclists and pedestrians is good, reflecting the use of the area by all modes of transport and not just the private car. Numerous local amenities for retail, education, leisure and health are located nearby mainly along the A202 Peckham Road corridor to the south which are all within an 800m walk distance of the Site.

According to the TfL Local Cycling Guide 7, Havil Street and Dalwood Street have been designated as a quiet road that connects other route sections, recommended by other cyclists. Refer to an extract of the cycle route map in Figure 2.6 below.



Figure 2.6 – Cycle Routes around Site

Note: Yellow routes = 'Quieter roads recommended by cyclists', Dark Blue routes = 'Cycle Superhighways', Light Blue routes = 'Routes signed or marked for use by cyclists on a mixture of quiet or busier roads', Green routes = 'Off-road routes – maybe shared with pedestrians, Red dots = Cycle hire docking station'

2.6 Public Transport

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. A point is given an accessibility index (AI) which is then converted into an equivalent PTAL score between 1 (low accessibility) and 6 (highest accessibility). The Site falls within PTAL zone values of 2 and 3 which relate to a 'poor' to 'moderate' level of accessibility to public transport although the Peckham Road corridor a short distance to the south has a PTAL of 4; a 'good' level of service. The PTAL report is given in **Appendix C**.

2.6.1 Bus Services

The closest bus stop is Southampton Way Estate, along Southampton Way. The bus stop serves routes 136, 343 and the N343 night service. This bus stop is an approximate 300m walk from the site. A bus stop on Peckham Road is an approximate 500m walk and serves routes 345, 12, 36, 436 and 171. The bus services in the area and their frequencies are summarised below in Table 2.1.

TABLE 2.1: LOCAL BUS SERVICES

Route Number	Stop	Route	Frequency
343	Southampton Way Estate	City Hall – New Cross	0700-2300 approx. 6-10 buses per hr, otherwise 2-3 buses per hr
136	Southampton Way Estate	Grove Park Bus Station – Elephant & Castle	0600-2100 approx. 6-10 buses per hr, otherwise 4 buses per hr
345	Peckham Road/Southampton Way	Peckham Bus Station – Natural History Museum	0600-0000 approx. 6-10 buses per hr, otherwise approx. 4 buses per hr
12	Peckham Road/Southampton Way	Oxford Circus Station – Dulwich Library	0700-0100 approx. 8-15 buses per hr, otherwise approx. 2-4 buses per hr
36	Peckham Road/Southampton Way	Claremont Road – New Cross Bus Garage	0800-2000 approx. 7-20 buses per hr, 2000-0200 approx. 4-5 buses per hr, 0600-0900 approx. 4 buses per hr, otherwise 2 buses per hr
436	Peckham Road/Southampton Way	Molesworth Street – Battersea Park Station	0600-1900 approx. 7-10 buses per hr, otherwise 3-5 buses per hr
171	Peckham Road/Southampton Way	Newquay Road – Holborn Station	0600-2000 approx. 6-10 buses per hr, 0500-0600 and 2000-0000 approx. 7-20 buses per hr

2.6.2 Rail Services

The closest rail stations are Denmark Hill and Peckham Rye, which lie the same distance from the site – approximately 1400m. Denmark Hill serves Thameslink and Southeastern services and Peckham Rye serves Thameslink, Southeastern and Southern services. Denmark Hill and Peckham Rye both lie on the TL4 Thameslink route and the Southeastern route from London Victoria to Sole Street.

Denmark Hill and Peckham Rye also serve the London Overground service. The stations lie on the route between Dalston Junction and Clapham Junction stations. Queens Road Peckham is the next closest station and is served by the Overground

and Southern services. Queens Road and Peckham Rye both lie on the SN3 Southern route from London Bridge to Beckenham Junction and Streatham. Train route maps for the Southeastern, Thameslink, Southern and Overground services are provided in Appendix C.

2.7 Car Club

Zipcar operate numerous car club vehicles in the area with the nearest being located on Sedgmoor Place about 130m from the Site to the north west. Refer to Figure 2.7 below, an extract from the Zipcar website. More information can be found on the website '<https://www.zipcar.com/en-gb/car-hire-london/southwark>'.



Figure 2.7 Extract from Zipcar website showing current hire vehicles locations to Site.

2.8 Summary

From the above it is apparent that the application Site is accessible by modes of transport other than the private car. There are bus stops located close to the Site, providing frequent and reliable services to the surrounding areas including rail stations. The public transport provision, along with the secure and covered cycle parking within the Site will encourage residents and visitors to use an alternative to the private car.

3 Proposed Development, Access & Parking

3.1 Proposed Development

The proposals are for 79 affordable housing units arranged within 3 blocks; 34 units at Florian, 24 at Racine and 21 at the former garages area up to 6 storeys in height. The scheme will provide 21 No 1-bed flats, 38 No 2-bed flats, 13 No 3-bed flats and 7 No 4-bed flats. It is expected that the dwellings will all be social rented. 8 of the units will be wheelchair accessible (2 No 2-beds and 6 No 3-beds) which are all contained within the former garage proposed block. Refer to **Appendix D** for the proposed site layout, accommodation schedule and ground floor plans.

3.2 Access

The main pedestrian accesses for the proposed Florian and Racine blocks will be as existing from the walkways between Sedgmoor Place/Dalwood Street and the Sceaux Gardens Estate access road. These walkways along with the central garden area are being improved to increase permeability through the gardens and create a more positive environment for pedestrians. All of the new units have been designed to have level access – either directly from the street or via stair cores with lift access.

The existing estate access roads within the Site area are being converted to shared surface areas with new turning head extensions created at each end of the Florian block. The new turning head at the eastern end of Florian will require the removal of 3 trees to connect to the main estate access road. The access road from Dalwood Street at the western end of Florian outside of the application Site is being modified as part of the Florian Shops proposal to the west. A dedicated service lay-by bay is also included on the main estate access road from Southampton Way to the western side of the garages block that sits centrally to all 3 proposed blocks which will not obstruct traffic needing to travel up and down the main estate road.

Details of Servicing, Refuse, Delivery and Emergency access will be included in a separate document; the Servicing and Refuse Management Plan.

3.3 Parking

The proposed scheme is being promoted as a 'car free' development with only 8 disabled parking bays being provided for accessible units in the proposed block replacing the existing garages, which will displace some bays on the opposite side of the estate access road due to the wider width requirements of disabled bays. The displaced bays will be relocated to the back of the new Racine block and will still be accessible from the Sceaux Gardens main estate access road. These parking spaces would be separated from the private gardens of the Racine ground floor units to the north with defensible fencing and hedging. Refer to **Appendix E** for swept paths of this new parking area south of Racine block and other service vehicle swept paths around the Site. With the removal of some parking spaces along the estate road for the disabled parking and the removal of parking along the east side of the estate access road to aid in the congestion issues, there is no net gain or loss in the overall parking numbers as they are re-provided elsewhere.

Provision for secure cycle storage / parking will be made in accordance with the London Plan with 1 space for studio or 1 person 1-bed units, 1.5 spaces per 2 person 1-bed units and 2 spaces for 2+ bed units for long stay and 1 space per 40 units for

short stay. This equates to a minimum number of 115.5 long stay cycle parking spaces and 2 short-stay cycle spaces. The ground floor units will have individual bike stores within the curtilage of their private gardens. The remainder of the bike stores will be located in centralised cycle stores in each block at ground level. This has the benefit of direct, level access from the communal area and is in close and level proximity to the residential core. This arrangement will allow bikes to be dropped off at the bike store, avoiding the need for bikes to be transported in the lifts or taken along access decks, which can add to the wear and tear of communal areas. Visitor cycle spaces in the form of 3 Sheffield Stands (6 cycle parking spaces) are to be located by the entrance to each block. A total of 172 cycle parking spaces will be provided; 6 for visitors and 166 in the communal bike stores.

4 Trip Generation

In order to determine the impact of the development the TRICS trip rate database for development control purposes was reviewed. The TRICS database is a recognised source of trip generation data for assessing development proposals in the UK. The proposed development has 79 residential apartments as detailed in Section 3 with a net increase of 46 units from the 33 existing flats on the Site. Sites from the TRICS database have been obtained from the category 'Flats Privately Owned' in the range of 9-160 units for robustness as private flats produce more trips than the affordable/local authority category.

The database contains 4 sites of relevance in London which are located within areas of a similar PTAL. The TRICS data is attached at **Appendix F** and is summarised in Table 4.1 below together with the resultant number of trips potentially attracted by the additional proposed residential units for the weekday peak hours and daily periods.

TABLE 4.1 – PEAK HOUR TRIP GENERATION: NET INCREASE OF 46 APARTMENTS

Transport Mode	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday (07:00 – 21:00)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	1	1	2	2	2	4	15	15	30
Cyclists	0	1	1	1	0	1	2	2	4
Pedestrians	1	6	7	4	4	8	34	39	73
Public Transport Users	1	10	11	9	3	12	0	1	1
Total People	2	18	20	15	8	23	96	100	196

N.B - Tables may contain rounding errors. Most Vehicles will have passengers

From the tables above the proposed development is predicted to generate minimal additional trips during the weekday peak hours and over a weekday. The development will generate only 4 vehicle movements (2-way) during the PM peak hour and 30 vehicle movements (2-way) over a weekday period. The vast majority of people would travel to and from the Site by modes of transport other than the private car and the overall impact would be insignificant.

5 Conclusion

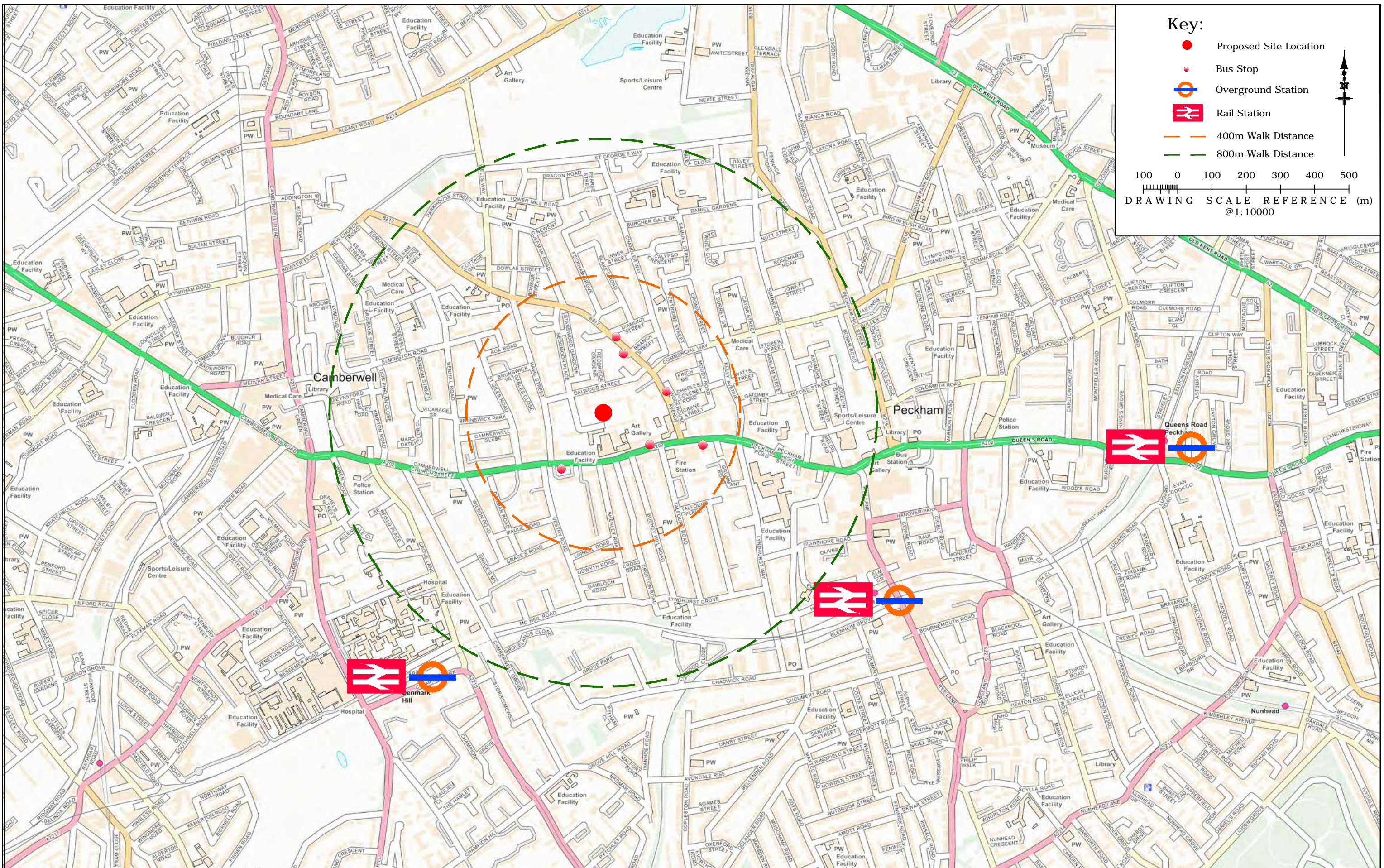
Sweco UK Ltd have been instructed to provide a Transport Statement (TS) associated with a planning application for the re-development of existing apartments and garage blocks for 79 apartments at Sceaux Gardens within the London Borough of Southwark (LBS). The contents and approach of the TS have been scoped during previous pre-planning consultations.

The application Site is accessible by modes of transport other than the private car. There are bus stops located close to the Site, providing frequent and reliable services to the surrounding areas including rail stations. The public transport provision, the lack of parking and restrictions in the area along with the secure and covered cycle parking at the Site will encourage residents and visitors to use an alternative to the private car. Secure cycle storage / parking will be provided in accordance with the London Plan.

The TS has undertaken an assessment of the likely increase in trip generation associated with the proposed development and the increase in sustainable trips by cyclists, pedestrians and public transport users. The overall number of trips for this small development are minimal during the peak hours and can be easily accommodated by the local transport infrastructure.

Having undertaken a comprehensive analysis of the development site, the proposed development will have an immaterial impact and accords with national and local policies and sustainable values, hence there is no basis for highway and transportation objections to the proposal.

Appendix A – Site Location & Accessibility Plan



SCEAUX GARDENS, CAMBERWELL
LOCATION AND ACCESSIBILITY PLAN

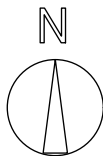
Appendix B – Existing Site Layout



Existing Site Plan
Scale: 1:500

NOTES

© Weston Williamson + Partners
Do not scale from drawing.
Read with all other Architects and project consultant information.
The Contractor is responsible for checking all coordinates, site dimensions and levels before commencement of work on site and prior to ordering of components.
Any discrepancies in dimensions, levels or information must be brought to the attention of the Project Manager immediately for resolution.
The Contractor must execute the works in full accordance with the requirements of the CDM Regulations 2015 and project Health and Safety Plan. All material and workmanship to be in accordance with BS8300 and all relevant British Standards, Building Regulation Approved Documents, Party Wall Awards and Planning Consent.
All dimensions shown are overall frame sizes and do not reflect structural openings

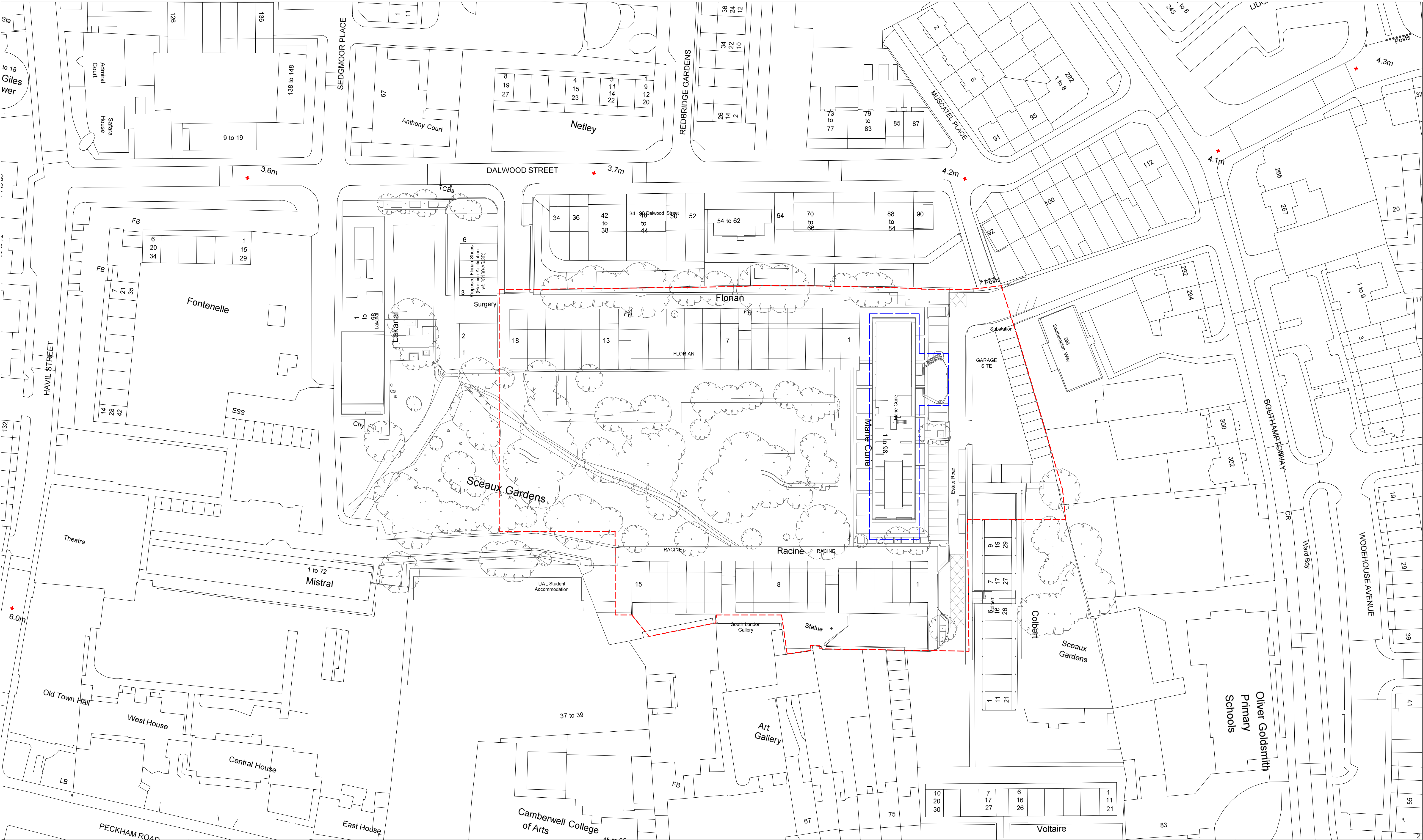


REV	DATE	DESCRIPTION
STATUS PLANNING PRE-APP		

WestonWilliamson+Partners

12 Valentine Place
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SE1 8QH
Tel +44(0) 20 7401 8877
e-mail team@westonwilliamson.com

PROJECT Sceaux Gardens London Borough of Southwark			
DWG TITLE Existing Site Plan As Existing			
SCALE 1:500 @ A3	DATE 03/2017	DRAWN LS	CHECKED PB
JOB NO 717	DWG NO 1000		REV



NOTES

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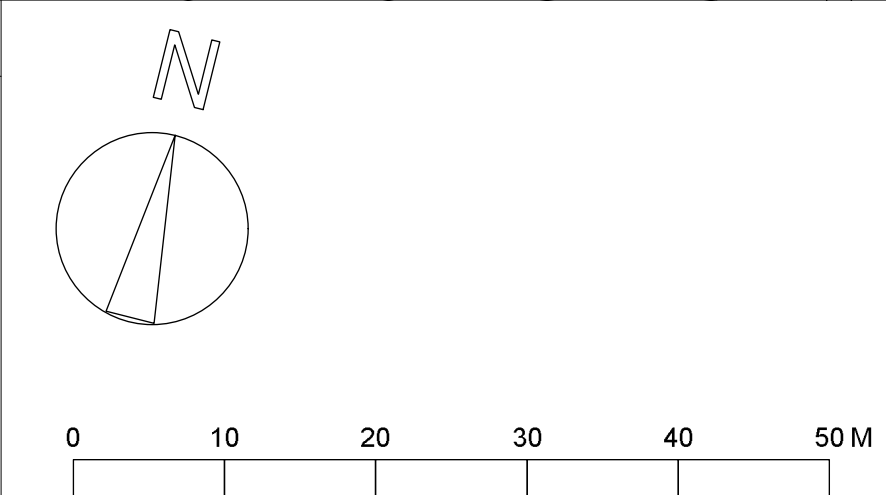
Do not scale from drawing.

Read with all other Architects and project consultant information.

The Contractor is responsible for checking all coordinates, site dimensions and levels before commencement of work on site and prior to ordering of components.

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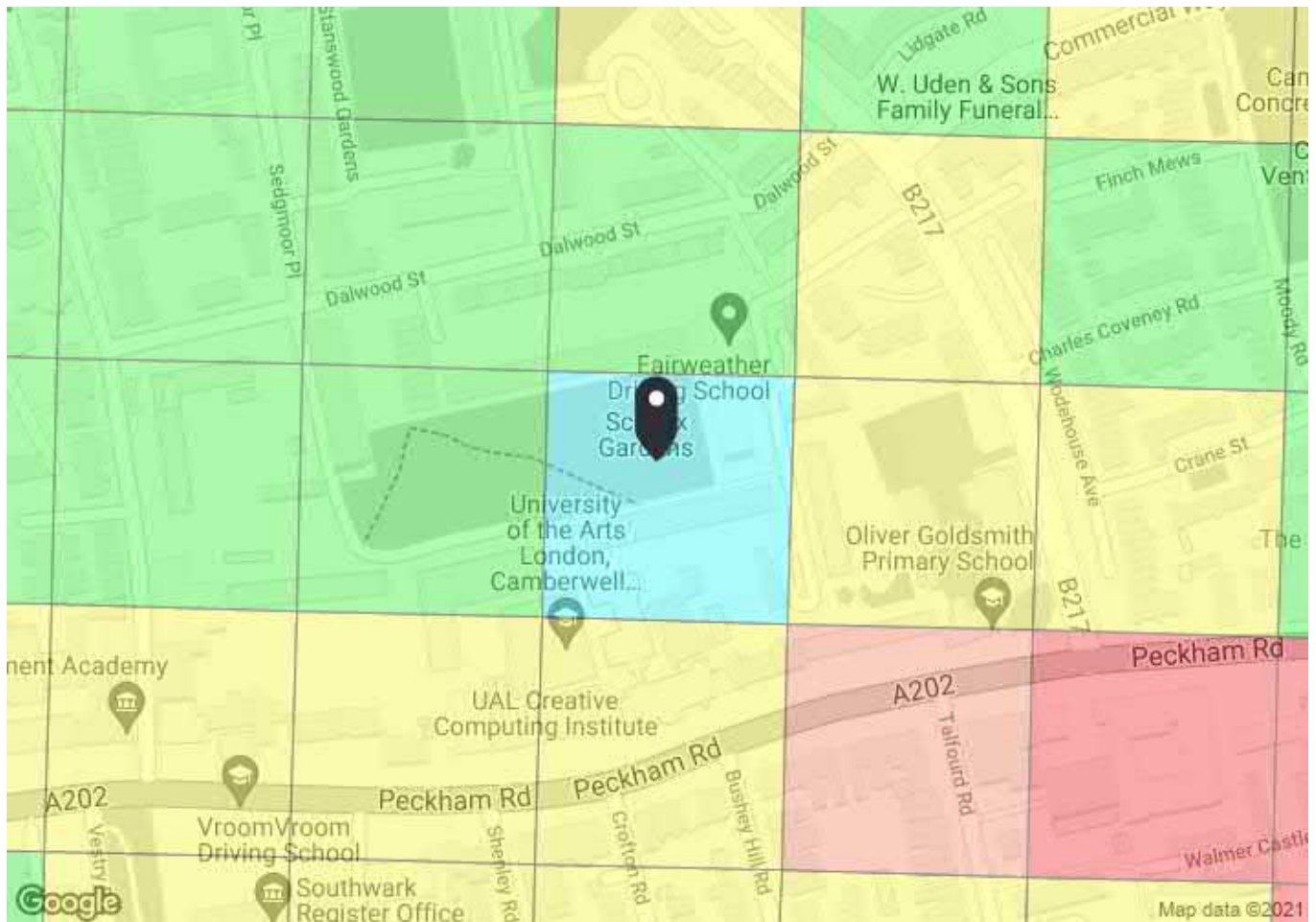
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REV	DATE	DESCRIPTION
STATUS		
PLANNING		

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PROJECT			
Sceaux Gardens London Borough of Southwark			
DWG TITLE			
Site Block Plan Existing			
SCALE	DATE	DRAWN	CHECKED
1:500 @ A1	04/2018	CJ	LS
JOB NO		DWG NO	REV
717		1000	A

Appendix C – PTAL & Sustainable Transport



PTAL output for 2021 (Forecast)

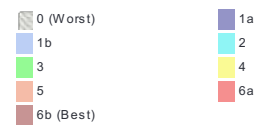
2

Marie Curie House, Sceaux Gardens, London SE5 7DG, UK
Easting: 533442, Northing: 176859

Grid Cell: 62661

Report generated: 13/05/2021

Map key - PTAL



Map layers

PTAL (cell size: 100m)

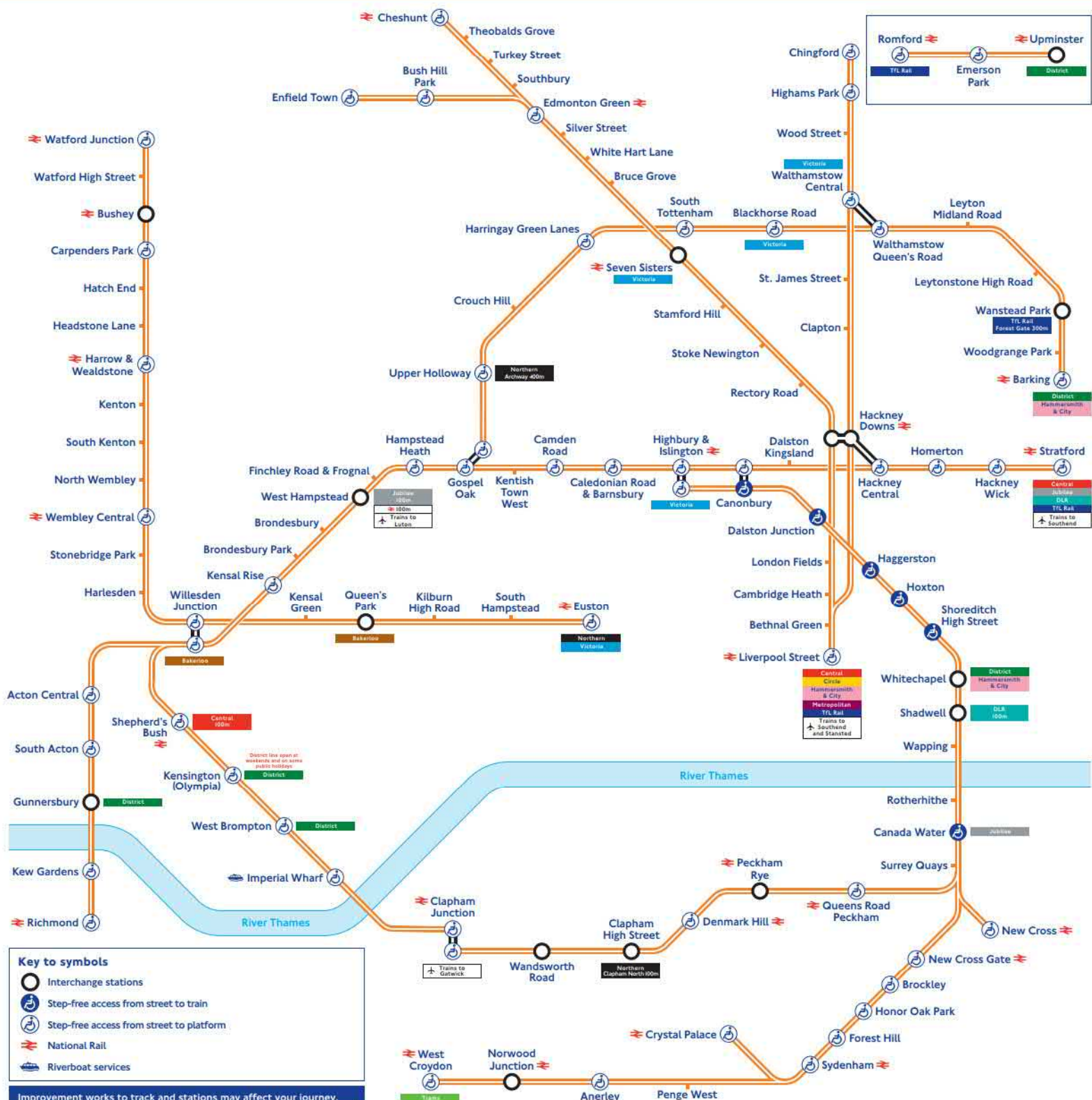
Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	SOUTHAMPTON WY COLEMAN R	343	512.17	10.35	6.4	4.9	11.3	2.65	1	2.65
Bus	SOUTHAMPTON WY COLEMAN R	136	512.17	6.21	6.4	6.83	13.23	2.27	0.5	1.13
Bus	SOUTHWARK TOWN HALL E/B	345	571.93	8.28	7.15	5.62	12.77	2.35	0.5	1.17
Bus	SOUTHWARK TOWN HALL E/B	12	571.93	12.42	7.15	4.42	11.56	2.59	0.5	1.3
Bus	SOUTHWARK TOWN HALL E/B	36	571.93	10.35	7.15	4.9	12.05	2.49	0.5	1.25
Bus	SOUTHWARK TOWN HALL E/B	436	571.93	10.35	7.15	4.9	12.05	2.49	0.5	1.25
Bus	SOUTHWARK TOWN HALL E/B	171	571.93	7.76	7.15	5.86	13.01	2.31	0.5	1.15
Total Grid Cell AI:										9.9

London Overground



Correct at time of going to print, May 2018

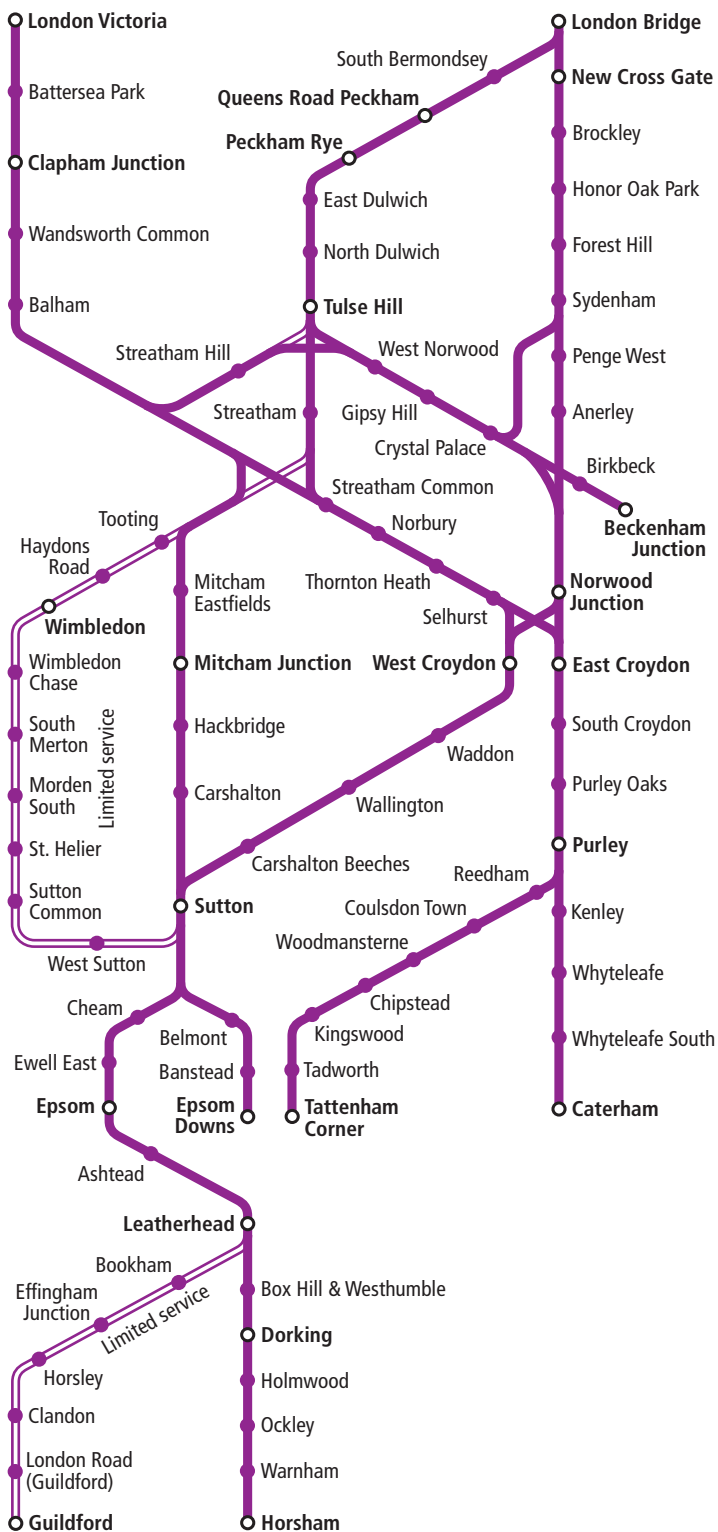
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MAYOR OF LONDON



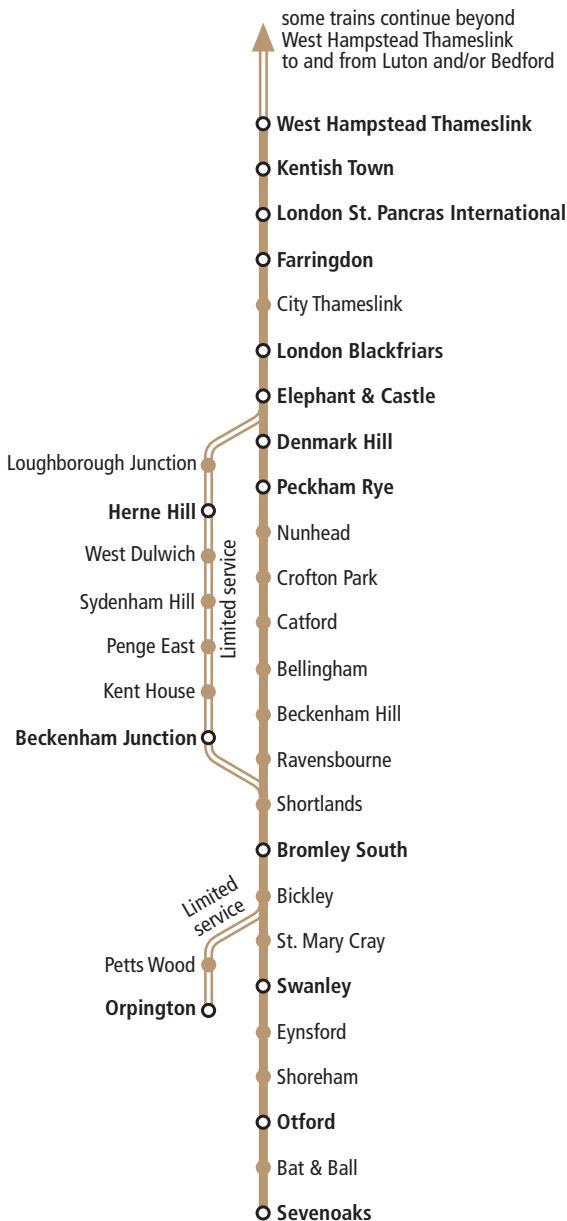
SN3 – Metro

This is a general guide to the route operated,
please check before travelling.

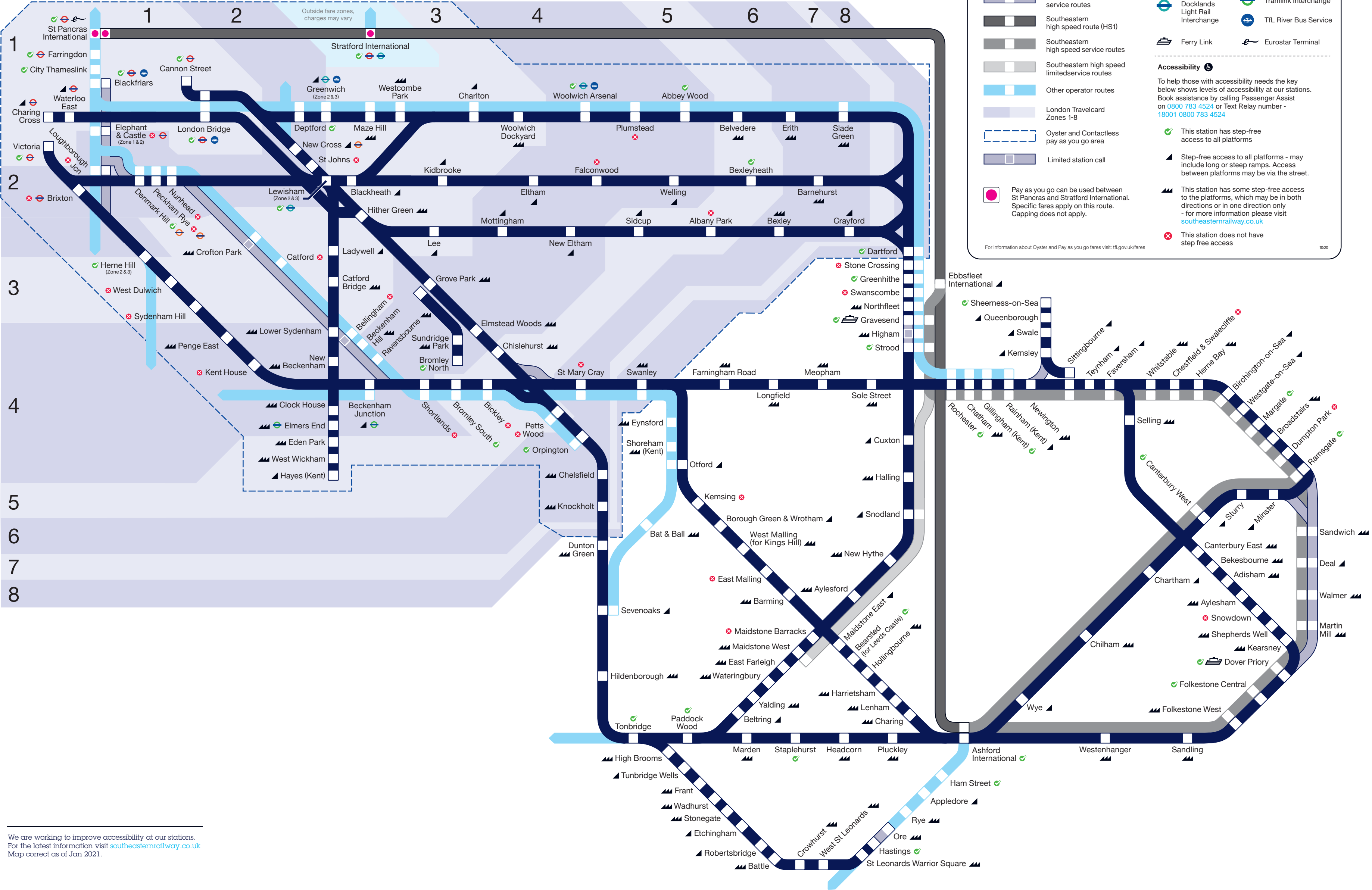


TL4 – Kent

This is a general guide to the route operated,
please check before travelling.



Southeastern network map



We are working to improve accessibility at our stations. For the latest information visit southeasternrailway.co.uk
Map correct as of Jan 2021.

Appendix D – Accommodation Schedule, Proposed Site Layout & Floor Plans

WW+P 717: Sceaux Gardens, Southwark: Density Calculation: FULL SCHEME - 05.05.21

National Space Standard Requirements					PROJECT SPECIFIC DESIGN CRITERIA						PROJECT CALCULATION							
Nr of Bedrooms	Max. occupancy (people)	Nr of storeys within unit	Minimum GIA (m2)	Minimum storage area (m2)	Habitable rooms per unit	Cycle spaces required per unit	Parking spaces required per unit	REFUSE ARISING PER WEEK (litres)	RECYCLING STORAGE REQUIRED (LITRES)	RESIDUAL WASTE STORAGE REQUIRED (LITRES)	TOTAL UNITS OF THIS TYPE	PERCENTAGE OF TOTAL	MAXIMUM POTENTIAL OCCUPANCY (people)	TOTAL HABITABLE ROOMS	TOTAL CYCLE SPACES	TOTAL PARKING SPACES	TOTAL RECYCLING STORAGE REQUIREMENTS (LITRES)	TOTAL RESIDUAL WASTE STORAGE REQUIREMENT (LITRES)
1	2	1	50	1.5	2	1.5		100	50	75	21	26.6%	42	42	31.5	0	1050	1575
		2	58	1.5														
2	3	1	61	2	3	2		170	85	128	6	7.6%	18	18	12	0	510	768
		2	79	2														
2	4	1	70	2	3	1		170	85	128	30	38.0%	120	90	30	0	2550	3840
		2	79	2														
2(W)	4	1	85		3	1	1	170	85	128	2	2.5%	8	6	2	2	170	256
		2	100															
3	5	1	86	2.5	4	2		240	120	180	7	8.9%	35	28	14	0	840	1260
		2	93	2.5														
		3	99	2.5														
3(W)	5	1	110		4	2	1	240	120	180	6	7.6%	30	24	12	6	720	1080
		2	120															
3	6	1	95	2.5	4	2		240	120	180	0	0.0%	0	0	0	0	0	0
		2	102	2.5														
		3	108	2.5														
3(W)	6	1	115		4	2	1	240	120	180	0	0.0%	0	0	0	0	0	0
		2	125															
4	6	1	99	2.5	5	2		310	155	233	7	8.9%	42	35	14	0	1085	1631
		2	107	2.5														
		3	113	2.5														
4(W)	5	1	116	5	5	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
4(W)	6	1	125		5	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
OVERALL PROJECT TOTALS:											79	100.0%	295	243	115.5	8	6925	10410

Total percentage of 3B+ (5p+) Units (min. 25% required):25.3%

Total percentage of 2B+ (3p+) Units (min. 60% required):65.8%

Total percentage accessible units:10.1%

Total number of Wheelchair adapted units:8.0

Wheelchair accommodation as %age habitable rooms:12.3%

SITE AREA (Hectares):1.28

Density (Hab Rooms per Hectare):189.844

Total Recycling Storage Capacity Required (litres):6925

Preferred Container Capacity (litres):1100

Number of containers required:7

Total Waste Storage Capacity Required (litres):10410

Preferred Container Capacity (litres):1100

Number of containers required:10

Key:

Derived from LB Southwark Design Guides or Project-Specific Brief

To be confirmed

Input required

Automatically generated output

Additional Areas

Playspace in garden

751

Car parking area

448

m2

1199

ha

0

WW+P 717: Sceaux Gardens, Southwark: Density Calculation: PROPOSED FLORIAN BLOCK - 05.05.21

National Space Standard Requirements					PROJECT SPECIFIC DESIGN CRITERIA						PROJECT CALCULATION							
Nr of Bedrooms	Max. occupancy (people)	Nr of storeys within unit	Minimum GIA (m2)	Minimum storage area (m2)	Habitable rooms per unit	Cycle spaces required per unit	Parking spaces required per unit	REFUSE ARISING PER WEEK (litres)	RECYCLING STORAGE REQUIRED (LITRES)	RESIDUAL WASTE STORAGE REQUIRED (LITRES)	TOTAL UNITS OF THIS TYPE	PERCENTAGE OF TOTAL	MAXIMUM POTENTIAL OCCUPANCY (people)	TOTAL HABITABLE ROOMS	TOTAL CYCLE SPACES	TOTAL PARKING SPACES	TOTAL RECYCLING STORAGE REQUIREMENTS (LITRES)	TOTAL RESIDUAL WASTE STORAGE REQUIREMENT (LITRES)
1	2	1	50	1.5	2	1.5		100	50	75	16	47.1%	32	32	24	0	800	1200
		2	58	1.5														
2	4	1	70	2	4	2		170	85	128	18	52.9%	72	72	36	0	1530	2304
		2	79	2														
2(W)	4	1	85		4	2	1	170	85	128	0	0.0%	0	0	0	0	0	0
		2	100															
3	5	1	86	2.5	4	2		240	120	180		0.0%	0	0	0	0	0	0
		2	93	2.5														
		3	99	2.5														
3(W)	5	1	110		5	2	1	240	120	180	0	0.0%	0	0	0	0	0	0
		2	120															
3	6	1	95	2.5	4	2		240	120	180	0	0.0%	0	0	0	0	0	0
		2	102	2.5														
		3	108	2.5														
3(W)	6	1	115		5	2	1	240	120	180	0	0.0%	0	0	0	0	0	0
		2	125															
4	6	1	99	2.5	5	2		310	155	233	0	0.0%	0	0	0	0	0	0
		2	107	2.5														
		3	113	2.5														
4(W)	5	1	116	5	6	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
4(W)	6	1	125		6	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
OVERALL PROJECT TOTALS:											34	100.0%	104	104	60	0	2330	3504

Total percentage of 3B+ (5p+) Units (min. 25% required):0.0%

Total percentage of 2B+ (3p+) Units (min. 60% required):52.9%

Total percentage accessible units:0.0%

Total number of Wheelchair adapted units:0.0

Wheelchair accommodation as %age habitable rooms:0.0%

1

SITE AREA (Hectares):0.25

Density (Hab Rooms per Hectare):416

Total Recycling Storage Capacity Required (litres):2330

Preferred Container Capacity (litres):1100

Number of containers required:3

Total Waste Storage Capacity Required (litres):3504

Preferred Container Capacity (litres):1100

Number of containers required:4

WW+P 717: Sceaux Gardens, Southwark: Density Calculation: PROPOSED RACINE BLOCK - 05.05.21

National Space Standard Requirements					PROJECT SPECIFIC DESIGN CRITERIA						PROJECT CALCULATION							
Nr of Bedrooms	Max. occupancy (people)	Nr of storeys within unit	Minimum GIA (m2)	Minimum storage area (m2)	Habitable rooms per unit	Cycle spaces required per unit	Parking spaces required per unit	REFUSE ARISING PER WEEK (litres)	RECYCLING STORAGE REQUIRED (LITRES)	RESIDUAL WASTE STORAGE REQUIRED (LITRES)	TOTAL UNITS OF THIS TYPE	PERCENTAGE OF TOTAL	MAXIMUM POTENTIAL OCCUPANCY (people)	TOTAL HABITABLE ROOMS	TOTAL CYCLE SPACES	TOTAL PARKING SPACES	TOTAL RECYCLING STORAGE REQUIREMENTS (LITRES)	TOTAL RESIDUAL WASTE STORAGE REQUIREMENT (LITRES)
1	2	1	50	1.5	2	1.5		100	50	75	4	16.7%	8	8	6	0	200	300
		2	58	1.5														
2	3	1	61	2	3	2		170	85	128	6	25.0%	18	18	12	0	510	768
		2	79	2														
2	4	1	70	2	3	2		170	85	128	0	0.0%	0	0	0	0	0	0
		2	79	2														
2(W)	4	1	85		3	2	1	170	85	128	0	0.0%	0	0	0	0	0	0
		2	100															
3	5	1	86	2.5	4	2		240	120	180	7	29.2%	35	28	14	0	840	1260
		2	93	2.5														
		3	99	2.5														
3(W)	5	1	110		4	2	1	240	120	180	0	0.0%	0	0	0	0	0	0
		2	120															
3	6	1	95	2.5	4	2		240	120	180	0	0.0%	0	0	0	0	0	0
		2	102	2.5														
		3	108	2.5														
3(W)	6	1	115		4	2	1	240	120	180	0	0.0%	0	0	0	0	0	0
		2	125															
4	6	1	99	2.5	5	2		310	155	233	7	29.2%	42	35	14	0	1085	1631
		2	107	2.5														
		3	113	2.5														
4(W)	5	1	116	5	5	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
4(W)	6	1	125		5	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
OVERALL PROJECT TOTALS:											24	100.0%	103	89	46	0	2635	3959

Total percentage of 3B+ (5p+) Units (min. 25% required):58.3%

Total percentage of 2B+ (3p+) Units (min. 60% required):58.3%

Total percentage accessible units:0.0%

Total number of Wheelchair adapted units:0.0

Wheelchair accommodation as %age habitable rooms:0.0%

1SITE AREA (Hectares):0.19

Density (Hab Rooms per Hectare):468.421

Total Recycling Storage Capacity Required (litres):2635

Preferred Container Capacity (litres):1100

Number of containers required:3

Total Waste Storage Capacity Required (litres):3959

Preferred Container Capacity (litres):1100

Number of containers required:4

WW+P 717: Sceaux Gardens, Southwark: Density Calculation: PROPOSED GARAGE BLOCK - 05.05.21

National Space Standard Requirements					PROJECT SPECIFIC DESIGN CRITERIA						PROJECT CALCULATION							
Nr of Bedrooms	Max. occupancy (people)	Nr of storeys within unit	Minimum GIA (m2)	Minimum storage area (m2)	Habitable rooms per unit	Cycle spaces required per unit	Parking spaces required per unit	REFUSE ARISING PER WEEK (litres)	RECYCLING STORAGE REQUIRED (LITRES)	RESIDUAL WASTE STORAGE REQUIRED (LITRES)	TOTAL UNITS OF THIS TYPE	PERCENTAGE OF TOTAL	MAXIMUM POTENTIAL OCCUPANCY (people)	TOTAL HABITABLE ROOMS	TOTAL CYCLE SPACES	TOTAL PARKING SPACES	TOTAL RECYCLING STORAGE REQUIREMENTS (LITRES)	TOTAL RESIDUAL WASTE STORAGE REQUIREMENT (LITRES)
1	2	1	50	1.5	2	1.5		100	50	75	1	4.8%	2	2	1.5	0	50	75
		2	58	1.5														
2	4	1	70	2	3	2		170	85	128	12	57.1%	48	36	24	0	1020	1536
		2	79	2														
2(W)	4	1	85		3	2	1	170	85	128	2	9.5%	8	6	4	2	170	256
		2	100															
3	5	1	86	2.5	4	2		240	120	180	0	0.0%	0	0	0	0	0	0
		2	93	2.5														
		3	99	2.5														
3(W)	5	1	110		4	2	1	240	120	180	6	28.6%	30	24	12	6	720	1080
		2	120															
3	6	1	95	2.5	4	2		240	120	180	0	0.0%	0	0	0	0	0	0
		2	102	2.5														
		3	108	2.5														
3(W)	6	1	115		4	2	1	240	120	180	0	0.0%	0	0	0	0	0	0
		2	125															
4	6	1	99	2.5	5	2		310	155	233	0	0.0%	0	0	0	0	0	0
		2	107	2.5														
		3	113	2.5														
4(W)	5	1	116	5	5	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
4(W)	6	1	125		5	2	1	310	155	233	0	0.0%	0	0	0	0	0	0
OVERALL PROJECT TOTALS:											21	100.0%	88	68	41.5	8	1960	2947

Total percentage of 3B+ (5p+) Units (min. 25% required):28.6%

Total percentage of 2B+ (3p+) Units (min. 60% required):95.2%

Total percentage accessible units:38.1%

Total number of Wheelchair adapted units:8.0

Wheelchair accommodation as %age habitable rooms:44.1%

1

SITE AREA (Hectares):0.11

Density (Hab Rooms per Hectare):618.182

Total Recycling Storage Capacity Required (litres):1960

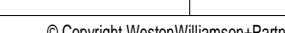
Preferred Container Capacity (litres):1100

Number of containers required:2

Total Waste Storage Capacity Required (litres):2947

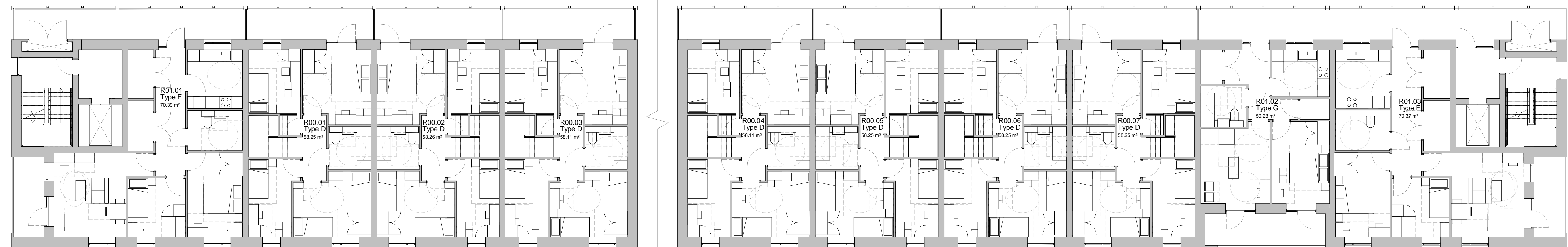
Preferred Container Capacity (litres):1100

Number of containers required:3

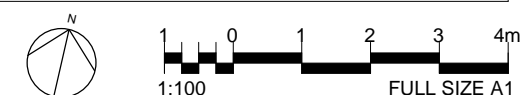




1 **Ground Floor Plan**
1 : 100



2 **First Floor Plan**
1 : 100

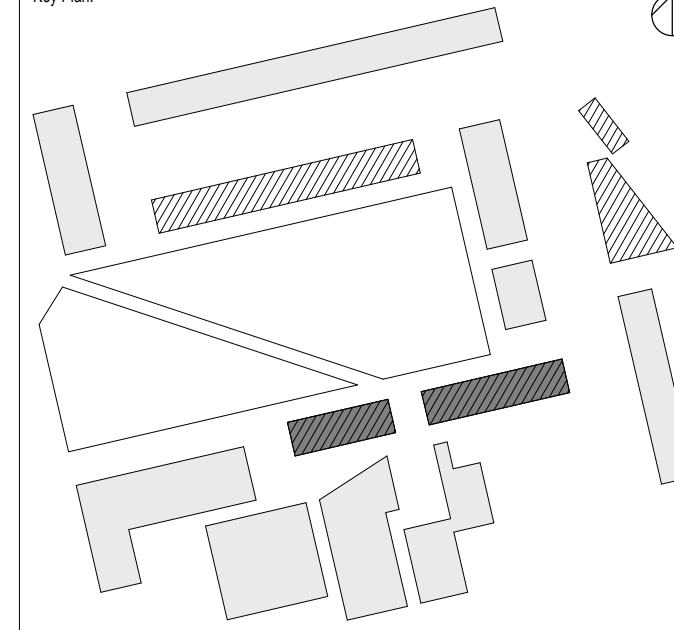


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1. Do not scale drawings. Written dimension given.
2. All dimensions are in millimetres unless noted otherwise.
3. All dimensions shall be verified on site before proceeding with the work. WWP shall be notified in writing of any discrepancies.
4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings.
5. Check all levels against survey drawings to surrounding works area.
6. All levels have been provided by the Surveyor.

Notes:

Key Plan:



Architect:
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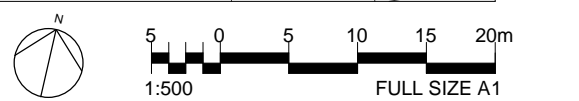
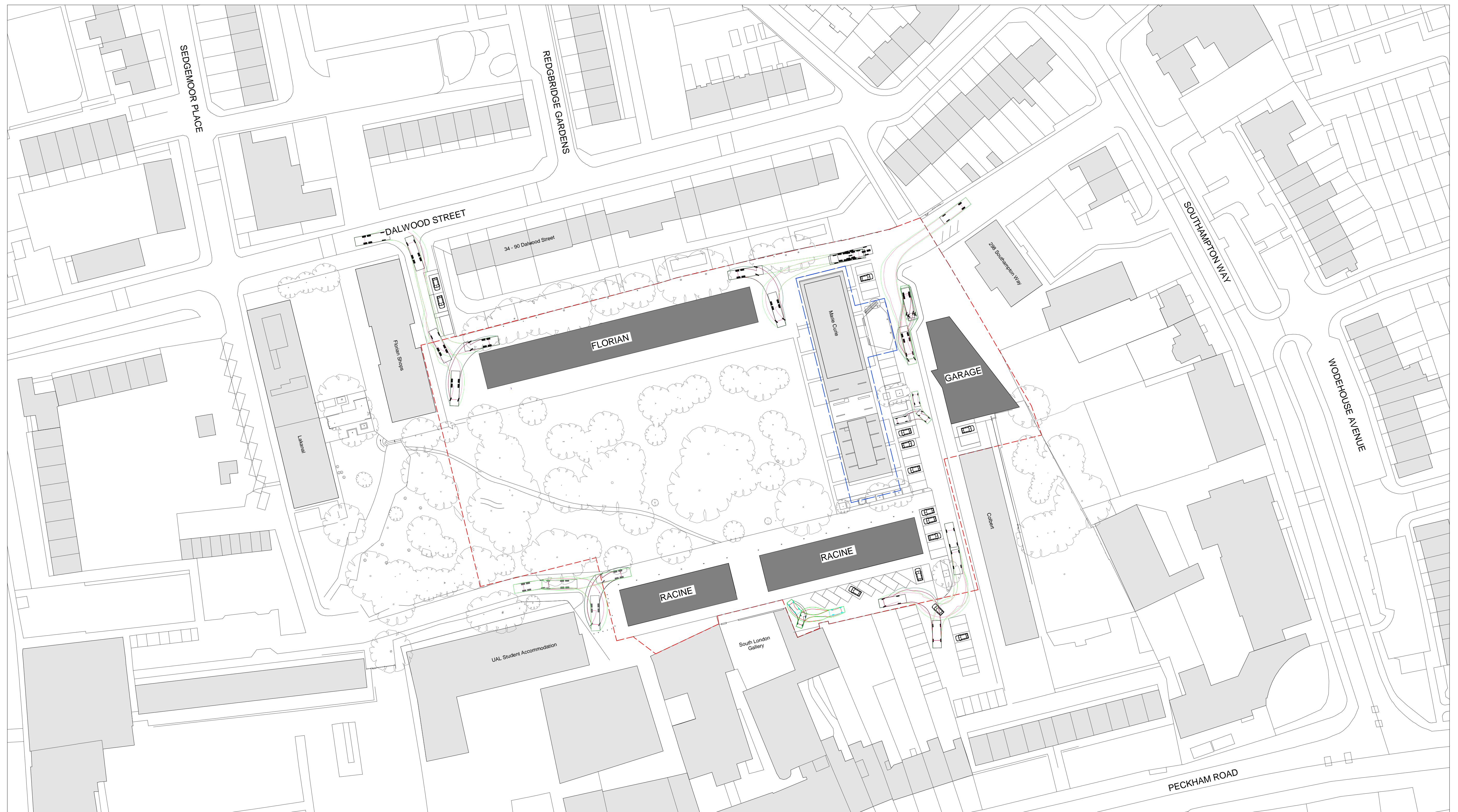
Rev	Date	Description

Project:	Sceaux Gardens CAMBERWELL		
Title:	Racine - Ground & First Floor Plan		
Date:	02/22/21	Project Status:	PLANNING
Scale:	1 : 100 @ A1	Drawn:	EB
		Checked:	AS
		Approved:	ED
Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:		Revision:	
A717-WWP-ZZ-ZZ-DR-A-10200			



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Appendix E – Vehicle Swept Paths

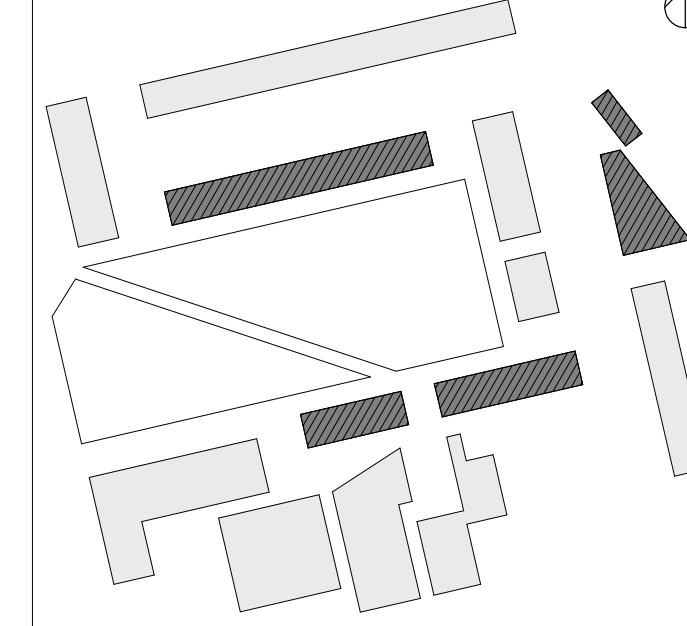


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Notes:

1. Do not scale drawings. Written dimension govern.
2. All dimensions are in millimetres unless noted otherwise.
3. All dimensions shall be verified on site before proceeding with the work. WWP shall be notified in writing of any discrepancies.
4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings.
5. Check all levels against survey drawings to surrounding works area.
6. All levels have been provided by the Surveyor

	Key Plan:
--	-----------



Architect:	
------------	--

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[illegible]

Project:	
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Sceaux Gardens
CAMBERWELL

Title:

Site Block Plan

Date: 03/25/21

Scale:
1 : 500 @ A1

Project Status:

PLANNING

Drawing:
AS

Checked: AS	Approved: ED
----------------	-----------------

Project No. - Originator - Volume/System - Level/Location - Type - Role - Sheet No.:	
A717-WWP-ZZ-00-DR-A-00100	

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Appendix F – TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
IS	ISLINGTON	1 days
SK	SOUTHWARK	1 days
TH	TOWER HAMLETS	1 days
WF	WALTHAM FOREST	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 29 to 157 (units:)
 Range Selected by User: 9 to 160 (units:)

Parking Spaces Range: Selected: 0 to 550 Actual: 2 to 550

Parking Spaces per Dwelling Range: Selected: 0 to 0.5 Actual: 0.07 to 2.30

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: 01/01/13 to 06/03/20

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

Selected survey days:

Tuesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 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	1
Residential Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

50,001 to 100,000 2 days

100,001 or More 2 days

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

Population within 5 miles:

125,001 to 250,000 1 days

500,001 or More 3 days

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

Car ownership within 5 miles:

0.5 or Less 2 days

0.6 to 1.0 2 days

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

Travel Plan:

Yes 2 days

No 2 days

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

PTAL Rating:

1b Very poor 1 days

5 Very Good 1 days

6a Excellent 1 days

6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1	IS-03-C-04 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	157	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL
2	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS	SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	29	
	Survey date: THURSDAY	23/04/15	Survey Type: MANUAL
3	TH-03-C-04 LEVEN ROAD POPLAR ABERFELDY VILLAGE Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total No of Dwellings:	BLOCK OF FLATS	TOWER HAMLETS
	Survey date: FRIDAY	21/06/19	Survey Type: MANUAL
4	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 46 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	86	0.006	0.269	4	86	0.018	0.807	4	86	0.024	1.076
08:00 - 09:00	4	86	0.015	0.673	4	86	0.032	1.480	4	86	0.047	2.153
09:00 - 10:00	4	86	0.020	0.942	4	86	0.026	1.211	4	86	0.046	2.153
10:00 - 11:00	4	86	0.018	0.807	4	86	0.023	1.076	4	86	0.041	1.883
11:00 - 12:00	4	86	0.029	1.345	4	86	0.026	1.211	4	86	0.055	2.556
12:00 - 13:00	4	86	0.015	0.673	4	86	0.018	0.807	4	86	0.033	1.480
13:00 - 14:00	4	86	0.026	1.211	4	86	0.029	1.345	4	86	0.055	2.556
14:00 - 15:00	4	86	0.018	0.807	4	86	0.023	1.076	4	86	0.041	1.883
15:00 - 16:00	4	86	0.020	0.942	4	86	0.018	0.807	4	86	0.038	1.749
16:00 - 17:00	4	86	0.041	1.883	4	86	0.035	1.614	4	86	0.076	3.497
17:00 - 18:00	4	86	0.020	0.942	4	86	0.018	0.807	4	86	0.038	1.749
18:00 - 19:00	4	86	0.032	1.480	4	86	0.023	1.076	4	86	0.055	2.556
19:00 - 20:00	4	86	0.041	1.883	4	86	0.018	0.807	4	86	0.059	2.690
20:00 - 21:00	4	86	0.020	0.942	4	86	0.015	0.673	4	86	0.035	1.615
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.321	14.799			0.322	14.797			0.643	29.596

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.*

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Parameter summary

Trip rate parameter range selected: 29 - 157 (units:)
 Survey date range: 01/01/13 - 06/03/20
 Number of weekdays (Monday-Friday): 4
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Grontmij Powderhall Road Edinburgh

Licence No: 129303

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 46 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	86	0.006	0.269	4	86	0.018	0.807	4	86	0.024	1.076
08:00 - 09:00	4	86	0.000	0.000	4	86	0.012	0.538	4	86	0.012	0.538
09:00 - 10:00	4	86	0.000	0.000	4	86	0.000	0.000	4	86	0.000	0.000
10:00 - 11:00	4	86	0.000	0.000	4	86	0.003	0.135	4	86	0.003	0.135
11:00 - 12:00	4	86	0.000	0.000	4	86	0.000	0.000	4	86	0.000	0.000
12:00 - 13:00	4	86	0.003	0.135	4	86	0.012	0.538	4	86	0.015	0.673
13:00 - 14:00	4	86	0.003	0.135	4	86	0.000	0.000	4	86	0.003	0.135
14:00 - 15:00	4	86	0.000	0.000	4	86	0.000	0.000	4	86	0.000	0.000
15:00 - 16:00	4	86	0.000	0.000	4	86	0.000	0.000	4	86	0.000	0.000
16:00 - 17:00	4	86	0.000	0.000	4	86	0.000	0.000	4	86	0.000	0.000
17:00 - 18:00	4	86	0.009	0.404	4	86	0.000	0.000	4	86	0.009	0.404
18:00 - 19:00	4	86	0.006	0.269	4	86	0.000	0.000	4	86	0.006	0.269
19:00 - 20:00	4	86	0.003	0.135	4	86	0.006	0.269	4	86	0.009	0.404
20:00 - 21:00	4	86	0.009	0.404	4	86	0.000	0.000	4	86	0.009	0.404
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.039	1.751			0.051	2.287			0.090	4.038

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.

Grontmij Powderhall Road Edinburgh

Licence No: 129303

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 46 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	86	0.012	0.538	4	86	0.056	2.556	4	86	0.068	3.094
08:00 - 09:00	4	86	0.015	0.673	4	86	0.126	5.784	4	86	0.141	6.457
09:00 - 10:00	4	86	0.020	0.942	4	86	0.085	3.901	4	86	0.105	4.843
10:00 - 11:00	4	86	0.038	1.749	4	86	0.038	1.749	4	86	0.076	3.498
11:00 - 12:00	4	86	0.056	2.556	4	86	0.056	2.556	4	86	0.112	5.112
12:00 - 13:00	4	86	0.041	1.883	4	86	0.032	1.480	4	86	0.073	3.363
13:00 - 14:00	4	86	0.032	1.480	4	86	0.047	2.152	4	86	0.079	3.632
14:00 - 15:00	4	86	0.032	1.480	4	86	0.032	1.480	4	86	0.064	2.960
15:00 - 16:00	4	86	0.094	4.304	4	86	0.044	2.018	4	86	0.138	6.322
16:00 - 17:00	4	86	0.096	4.439	4	86	0.082	3.766	4	86	0.178	8.205
17:00 - 18:00	4	86	0.079	3.632	4	86	0.067	3.094	4	86	0.146	6.726
18:00 - 19:00	4	86	0.088	4.035	4	86	0.076	3.497	4	86	0.164	7.532
19:00 - 20:00	4	86	0.070	3.228	4	86	0.053	2.421	4	86	0.123	5.649
20:00 - 21:00	4	86	0.067	3.094	4	86	0.050	2.287	4	86	0.117	5.381
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.740	34.033			0.844	38.741			1.584	72.774

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.

Grontmij Powderhall Road Edinburgh

Licence No: 129303

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 46 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	86	0.020	0.942	4	86	0.099	4.573	4	86	0.119	5.515
08:00 - 09:00	4	86	0.020	0.942	4	86	0.213	9.819	4	86	0.233	10.761
09:00 - 10:00	4	86	0.032	1.480	4	86	0.108	4.977	4	86	0.140	6.457
10:00 - 11:00	4	86	0.061	2.825	4	86	0.073	3.363	4	86	0.134	6.188
11:00 - 12:00	4	86	0.038	1.749	4	86	0.056	2.556	4	86	0.094	4.305
12:00 - 13:00	4	86	0.020	0.942	4	86	0.018	0.807	4	86	0.038	1.749
13:00 - 14:00	4	86	0.026	1.211	4	86	0.041	1.883	4	86	0.067	3.094
14:00 - 15:00	4	86	0.035	1.614	4	86	0.035	1.614	4	86	0.070	3.228
15:00 - 16:00	4	86	0.105	4.842	4	86	0.047	2.152	4	86	0.152	6.994
16:00 - 17:00	4	86	0.079	3.632	4	86	0.053	2.421	4	86	0.132	6.053
17:00 - 18:00	4	86	0.135	6.187	4	86	0.058	2.690	4	86	0.193	8.877
18:00 - 19:00	4	86	0.184	8.474	4	86	0.073	3.363	4	86	0.257	11.837
19:00 - 20:00	4	86	0.149	6.860	4	86	0.032	1.480	4	86	0.181	8.340
20:00 - 21:00	4	86	0.041	1.883	4	86	0.015	0.673	4	86	0.056	2.556
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.945	43.583			0.921	42.371			1.866	85.954

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.

Grontmij Powderhall Road Edinburgh

Licence No: 129303

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 46 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	86	0.038	1.749	4	86	0.193	8.877	4	86	0.231	10.626
08:00 - 09:00	4	86	0.047	2.152	4	86	0.398	18.292	4	86	0.445	20.444
09:00 - 10:00	4	86	0.079	3.632	4	86	0.225	10.357	4	86	0.304	13.989
10:00 - 11:00	4	86	0.108	4.977	4	86	0.149	6.860	4	86	0.257	11.837
11:00 - 12:00	4	86	0.123	5.649	4	86	0.146	6.725	4	86	0.269	12.374
12:00 - 13:00	4	86	0.085	3.901	4	86	0.079	3.632	4	86	0.164	7.533
13:00 - 14:00	4	86	0.088	4.035	4	86	0.114	5.246	4	86	0.202	9.281
14:00 - 15:00	4	86	0.082	3.766	4	86	0.091	4.170	4	86	0.173	7.936
15:00 - 16:00	4	86	0.222	10.222	4	86	0.111	5.111	4	86	0.333	15.333
16:00 - 17:00	4	86	0.237	10.895	4	86	0.167	7.667	4	86	0.404	18.562
17:00 - 18:00	4	86	0.249	11.433	4	86	0.143	6.591	4	86	0.392	18.024
18:00 - 19:00	4	86	0.316	14.526	4	86	0.178	8.205	4	86	0.494	22.731
19:00 - 20:00	4	86	0.272	12.509	4	86	0.108	4.977	4	86	0.380	17.486
20:00 - 21:00	4	86	0.140	6.456	4	86	0.076	3.497	4	86	0.216	9.953
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.086	95.902			2.178	100.207			4.264	196.109

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.