

TRIBE AVONMOUTH HOUSE LTD

PROPOSED MIXED USE DEVELOPMENT:

**AVONMOUTH HOUSE, 6 AVONMOUTH STREET,
LONDON BOROUGH OF SOUTHWARK**

HEALTHY STREETS TRANSPORT ASSESSMENT

REPORT REF.

2102760-08

October 2021

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	1 st Draft	BS	KM	DRAFT	24.09.2021
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1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Tribe Avonmouth House Ltd to advise on transport aspects of the proposed redevelopment of Avonmouth House, 6 Avonmouth Street in the London Borough of Southwark (LBS).
- 1.2 This Healthy Streets Transport Assessment (TA) has been prepared, in line with Transport for London's (TfL) "Healthy Streets for London" assessment criteria, to accompany a planning application submission to LBS as both planning and highway authority.
- 1.3 A Transport Scoping Note (TSN) was submitted to LBS and TfL, with further pre-application discussions undertaken with LBS, Greater London Authority (GLA) and TfL. Feedback from those discussion is incorporated in this report, with both LBS and TfL finding the principal of development acceptable in highway and transport terms.

Proposed Development Summary

- 1.4 The description of development is as follows:

"Demolition of existing building and structures and erection of a part 2, part 7, part 14, part 16 storey plus basement mixed-use development comprising 1733sqm (GIA) of space for Class E employment use and/or community health hub and/or Class F1(a) education use and 233 purpose-built student residential rooms with associated amenity space and public realm works, car and cycle parking, and ancillary infrastructure."
- 1.5 The student accommodation proposed is associated with the University of London, as the nominated university.
- 1.6 The proposals will provide an improved public realm creating a more active / vibrant neighbourhood and a pleasant place to live, work and dwell.
- 1.7 An extract of the indicative proposals are shown in **Plate 1.1** below.

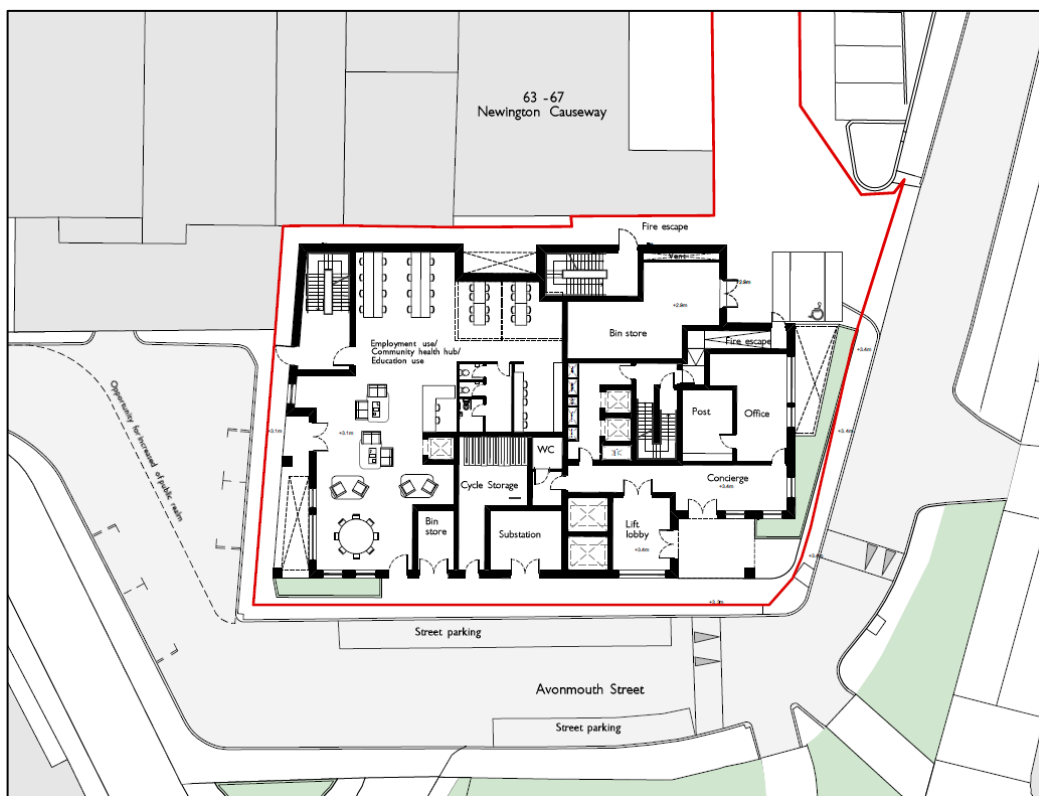


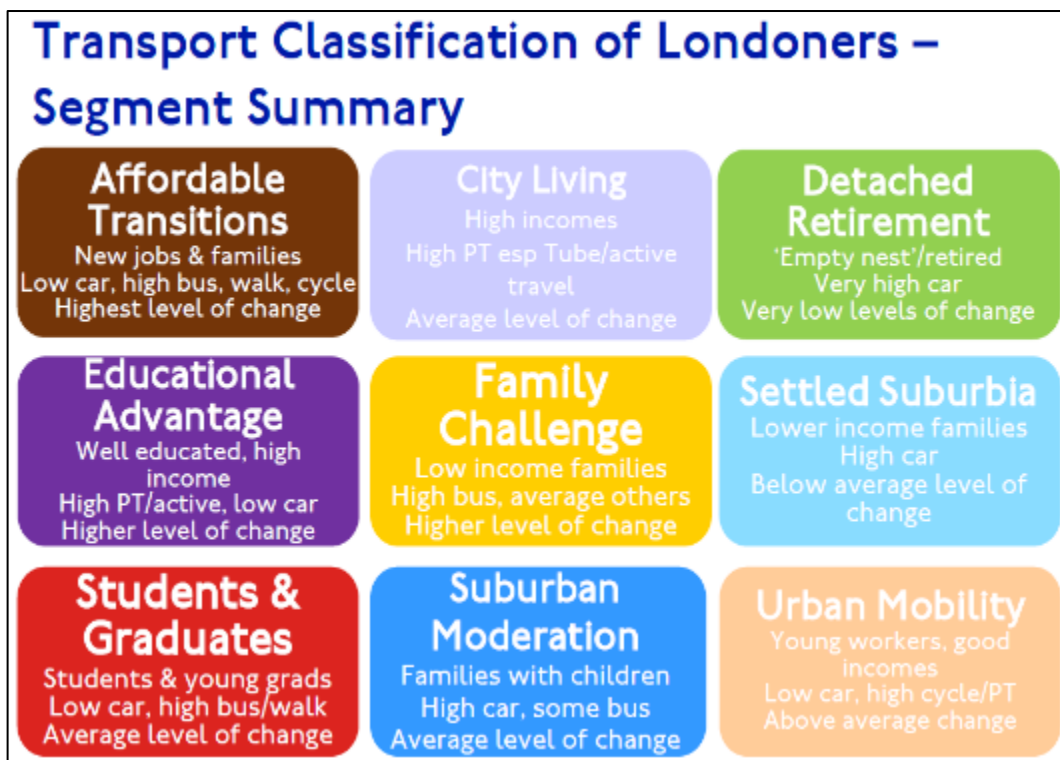
Plate 1.1: Development Proposals – Ground Floor (Extract)

Key Characteristics, Principles, and Design

- 1.8 The site is car-free which is deemed suitable considering the extremely high PTAL and the immediate proximity to bus services on Newington Causeway.
- 1.9 The provision of one disabled bay on-site is considered suitable as there is a provision of dedicated disabled persons accommodation closer to the nominated university campus, which is more likely to be used by disabled students.
- 1.10 The proposed design seeks to prioritise pedestrian / cycle movement over vehicles by being a car free development, setting back the building to allow for a wider footway to be provided on the site frontage.
- 1.11 Separate cycle stores for each use class are proposed in accordance with the London Plan (March 2021) minimum cycle parking standards and guidance set out within London Cycle Design Guidance, Chapter 8. Accordingly, 176 long stay spaces are proposed for the student residential element, 24 long stay spaces for the commercial element and 10 short stay spaces.

2.0 TRANSPORT PLANNING FOR PEOPLE

- 2.1 This section sets out the type of users of the proposed development site, and people's current attitudes to working and living in the LBS.
- 2.2 TfL's report – The Transport Classification of Londoners (TCoL) is a multi-modal customer segmentation tool developed by TfL that has been designed to categorise Londoners on the basis of the travel choices they make, and the motivations for making those decisions. The desire to understand these behaviours and motivations is borne out of a need to plan effectively for London both now and in the future.
- 2.3 The defined TCoL segments are described as follows.



- 2.4 The TCoL segment results specific to the LBS are summarised below:

Table 2.1: LBS – TCoL segments results

Description	Percentage (%)		
	LB Southwark	London Average	Difference
Affordable transitions	1%	6%	-5%
City living	7%	7%	0%
Detached retirement	6%	21%	-15%
Educational advantage	12%	6%	+6%
Family challenge	1%	7%	-6%
Settled suburbia	0%	9%	-9%
Students & graduates	23%	13%	+10%
Suburban moderation	7%	19%	-12%
Urban mobility	42%	11%	+31%

- 2.5 **Table 2.1** indicates that compared to London as an average, the LBS is skewed +31% towards the 'Urban Mobility' segment – i.e. young workers with good income. This gives rise to low car use with high cycling and public transport travel. The propensity to change behaviour is above the average level.
- 2.6 The above corresponds with the higher than average 'Students & Graduates' result for LBS which also suggests there is a higher than average proportion of public transport use in the area and a lower proportion of car use.

3.0 SITE AND SURROUNDINGS

Site Location

- 3.1 The application site is bound by Avonmouth Street to the north, south and east and existing mixed land uses fronting Newington Causeway to the west.
- 3.2 The area is a mix of commercial and residential with a large amount of office space in close proximity. There are also extensive retail, food and leisure opportunities within easy walking distance. The site location is shown in **Plate 3.1** below.

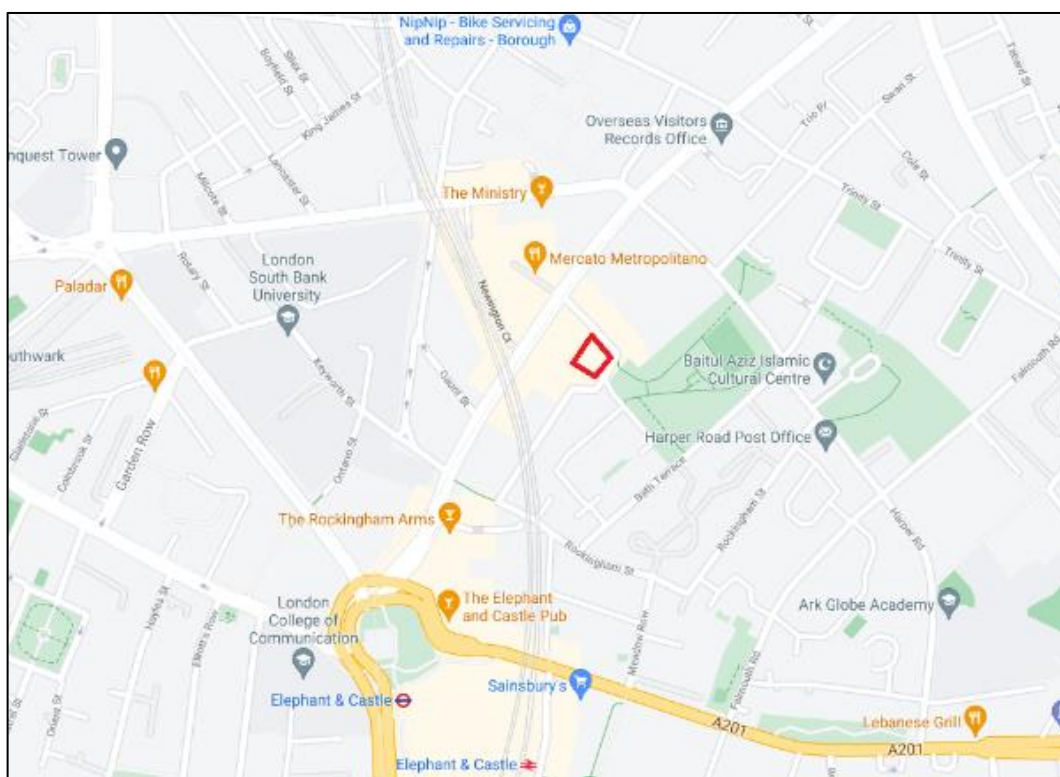


Plate 3.1: Site Location (Source: Google Maps)

Existing Site Use

- 3.3 The site currently comprises a conference centre with meeting rooms and other commercial uses.

Existing Access Arrangement

- 3.4 Access to the site is currently provided from Avonmouth Street to the northeast of the site. Vehicular access to 63-67 Newington Causeway is also via this access, with delivery and servicing movements for both sites site being undertaken within this courtyard/parking area by smaller vehicles. 63-67 Newington Causeway has a private right of way over the northeastern corner of the site which will be maintained post-development. **Plate 3.2** below shows the vehicular access.



Plate 3.2: Existing Access (Source: Google Maps)

Local Highway Network

- 3.5 Avonmouth Street is a quiet side road providing access to the site and a number of commercial and residential properties. It benefits from extensive parking restrictions though some on street permit / pay and display parking is provided to the east of the site and to the west as the road wraps around the site, Pedestrian footways and street lighting are provided on both sides of the carriageway and it is

subject to a 20mph speed limit. Traffic calming in the form of a raised table with surface treatment is located adjacent the eastern corner of the site where Avonmouth Wraps around the site, with the alignment of Avonmouth Street creating speed control bends.

- 3.6 Avonmouth Street connects with Newington Causeway at a priority T-junction to the north of the site and becomes known as Tiverton Street to the southwest after wrapping around the site, which in turns connects with Rockingham Street further south. The extent of public highway in the vicinity of the site is shown in **Plate 3.3**.

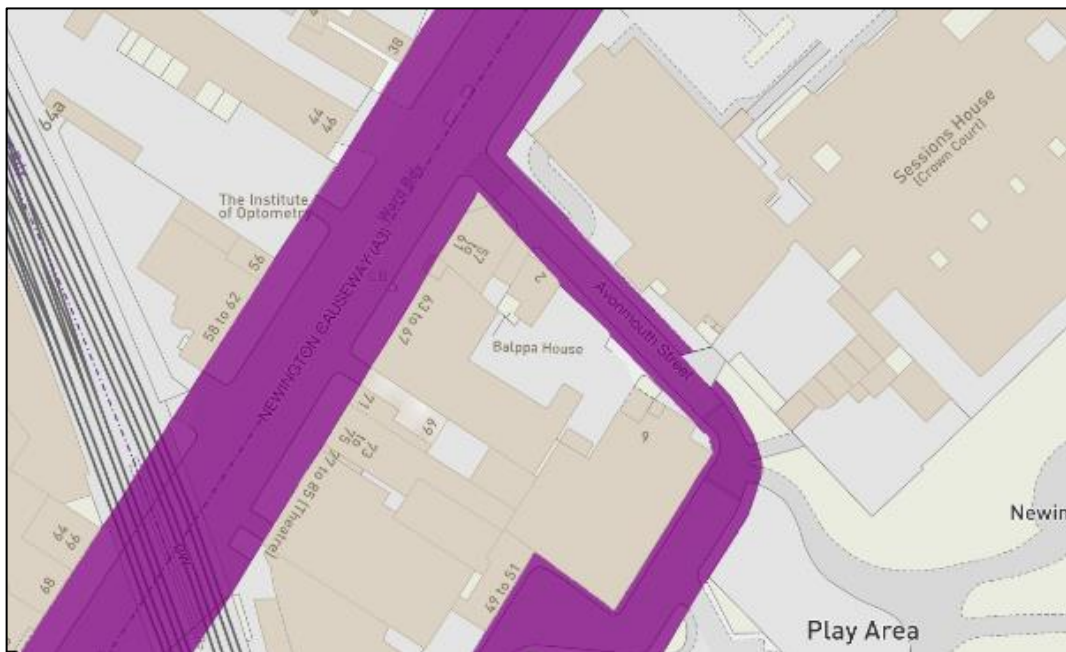


Plate 3.3: Extent of Public highway (Source: Southwark Mapping)

Local Highway Restrictions

- 3.7 The site is located within the Newington Controlled Parking Zone (CPZ) which operates between 08:30 and 18:30, and it is understood that many of the parking bays in the vicinity of the site subject to this CPZ restriction are, or have been, used by occupiers of the site as commercial bays.

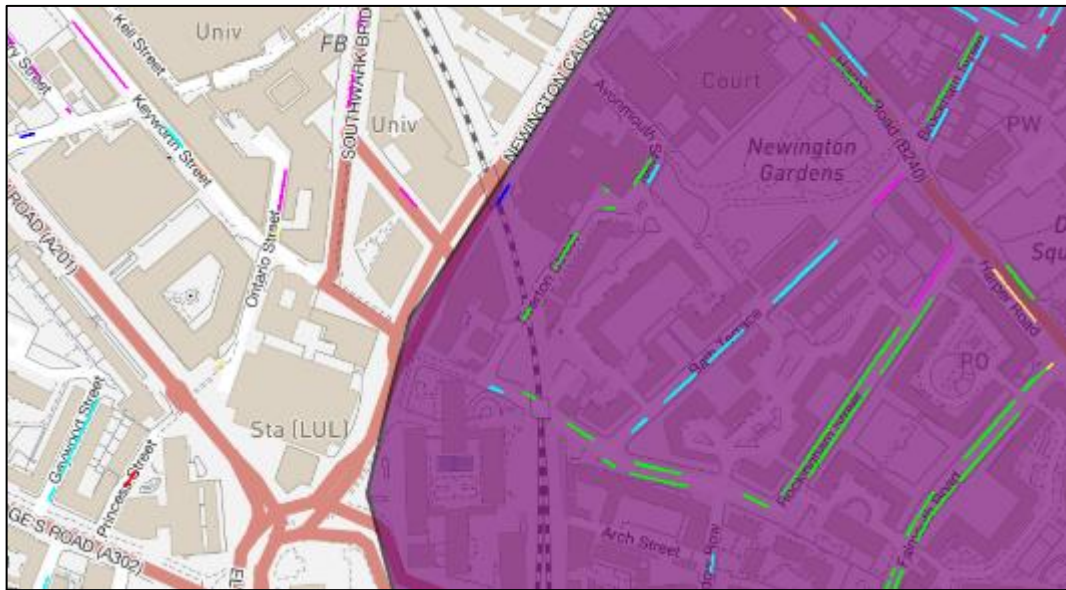


Plate 3.4: CPZ Mapping (Southwark Mapping)

Personal Injury Analysis

- 3.8 A review of the Personal Injury Accidents (PIA) on the local highway network was undertaken for a five-year period 2016 – 2020 (which is the most recent data available), when the most recent data was available through an interrogation of Crashmap.co.uk for accidents within the local area as shown in **Plate 3.5** below. The area includes Avonmouth Street / Tiverton Street and Newington Causeway.

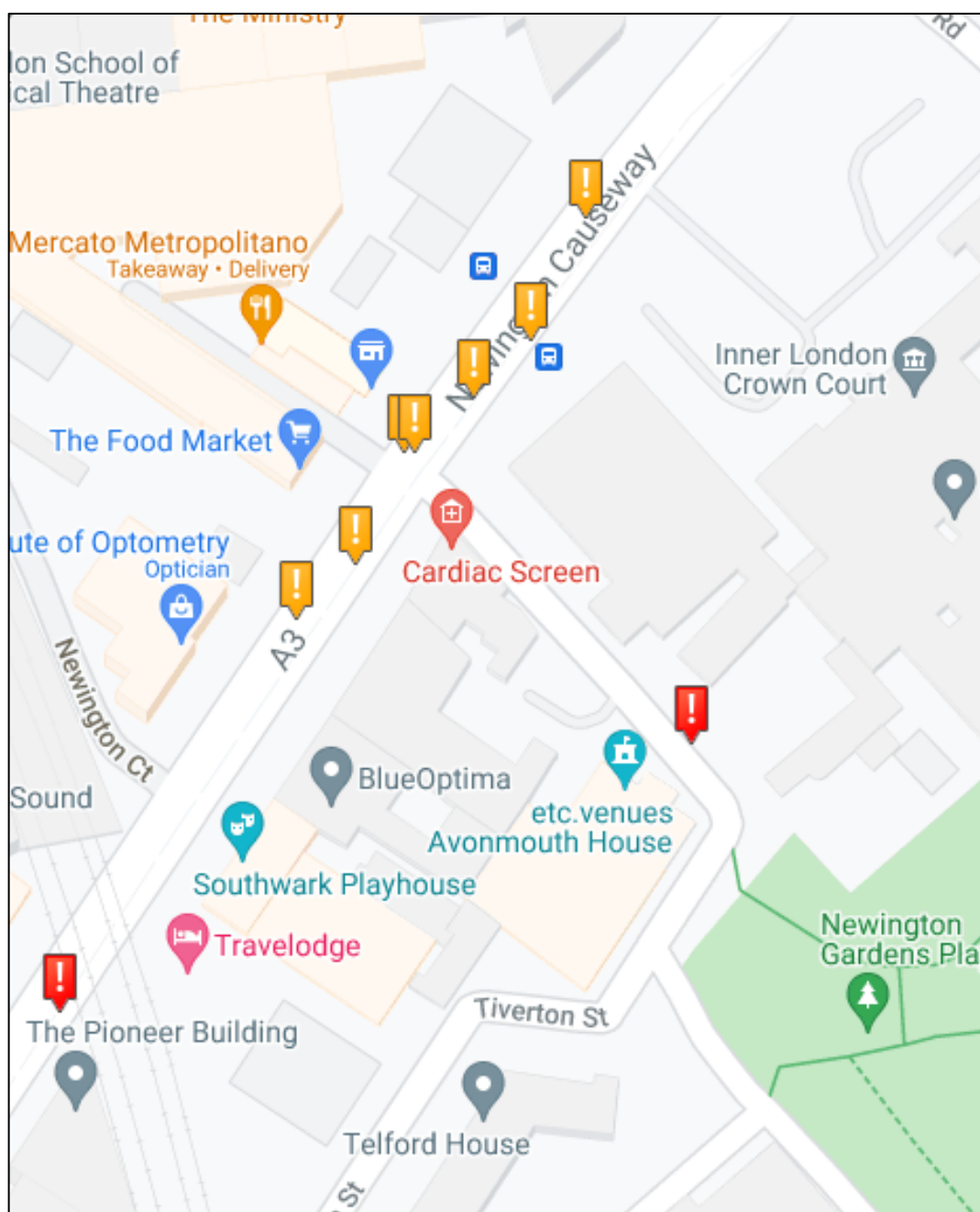


Plate 3.5: Accident Analysis (CrashMap.co.uk)

3.9 A summary is provided in **Table 3.1**.

Table 3.1: Accident Analysis

Year / Severity	2016	2017	2018	2019	2020
Slight	1	1	4	1	0
Serious	0	2	0	0	0
Fatal	0	0	0	0	0
Total	1	3	4	1	0

- 3.10 As can be seen, no fatal incidents have been reported within the study area for the 5-year period considered. Two of the accidents in the area were classed as serious including one on Avonmouth Street. Generally, the level of accidents is considered low.

Existing Servicing Arrangement

- 3.11 Deliveries for the existing use and adjacent sites occurs lawfully on street on Avonmouth Street, on the single yellow lines, which are not subject to any loading restrictions.

Pedestrian / Cycle Infrastructure

Pedestrian Facilities

- 3.12 Footways are provided on both sides of the roads in the immediate vicinity, all of which are lit. Footways along Newington Causeway are particularly wide to allow for considerable pedestrian movement whilst pedestrian footways along the eastern boundary of the site are to be improved as a result of the proposals.
- 3.13 In terms of pedestrian facilities, a zebra crossing across Newington Causeway is located immediately adjacent the Avonmouth Street junction. Signalised crossings are provided at the Newington Causeway / Borough Road / Harper Road junction to the north.

Cycle Infrastructure

- 3.14 There are good opportunities to cycle to/from the site as highlighted by the extract from opencyclemap.org in **Plate 3.6**.

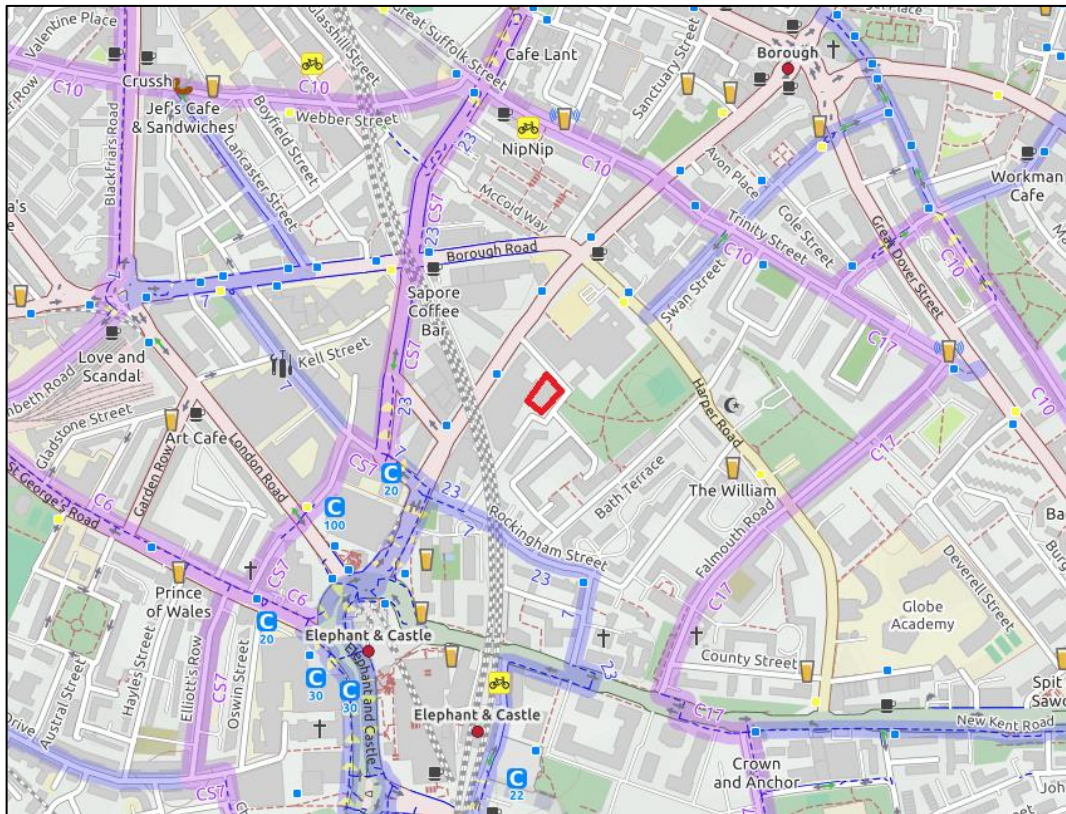


Plate 3.6: Cycle Routes (OpenCycleMap.co.uk)

- 3.15 In addition to the routes shown above, the A3 Newington Causeway also benefits from bus lanes on both sides of the carriageway that can be used by cyclists. Cycle superhighway 7, which connects Clapham with the City of London, passes the site approximately 400 metres to the west and provides convenient connections to other TfL cycling infrastructure including Cycle Superhighway 3.
- 3.16 The TfL Web-based Connectivity Assessment Toolkit (WebCAT), system incorporates a Time Mapping (TIM) function to demonstrate the accessibility of a site to the wider area by outlining travel contours for travel by sustainable modes including by cycle or public transport.
- 3.17 The TIM output for cycle journeys has been considered, showing 15-minute journey contours for journeys to the site during the AM peak and this confirms that the site is within a short cycle of a significant area, as shown in **Plate 3.7**.



KEY: < 15 mins | 15 - 30 mins | 30 - 45 mins

Plate 3.7: TIM Data – Cycling Contours

Local Car Club

- 3.18 Within the local area there are three permanent car club bays under operation by Enterprise Car Club and Zip Car. Details of the location of these vehicles is summarised within the **Table 3.2** below:

Table 3.2: Car Club Location / Operator

Operator	Road Name	Distance	Walking Time
Zip Car	Great Suffolk Street	400m	4 minutes
Zip Car	Harper Road	450m	5 minutes
Zip Car	Keyworth Street	500m	6 minutes

- 3.19 ZipCar estimate that on average every ZipCar vehicle removes 20 privately owned cars off the roads because members often sell and do not replace their own car after they join (Car Plus Annual Survey for TfL 2009-2010).

- 3.20 The current proximity to local transport links is very good which is encouraging for the car club's chances of success, as synergy with public transport links is a key contributor to good car club performance.
- 3.21 The lack of parking provision on site should ultimately ensure use of the existing car club spaces / vehicles.

Public Transport Infrastructure

PTAL

- 3.22 The PTAL rating of the site has been derived using TfL's WebCAT data. The PTAL is based on the weekday morning peak period service frequency of all bus services accessible from stops within a 640m walk distance as well as underground & rail services accessible from stations within a 960m walk distance.
- 3.23 The PTAL is measured on a scale of 1a to 6b where 1a is the worst and 6b is the best. The site has a PTAL of 6b, which is classified as 'excellent'.

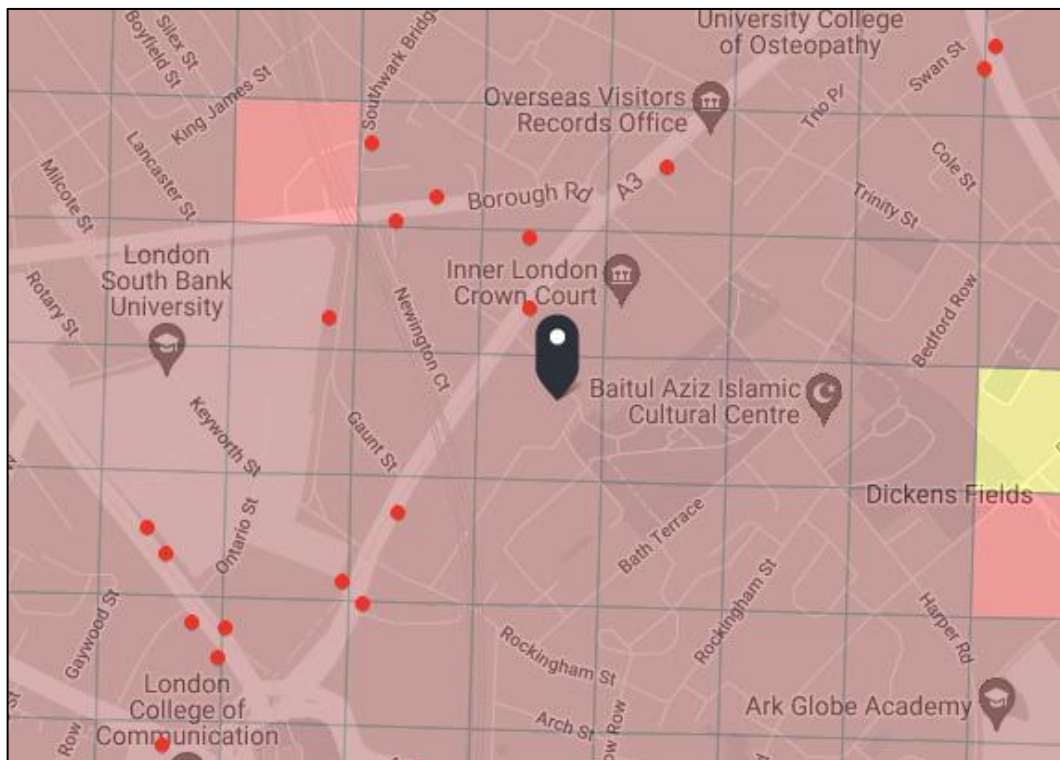


Plate 3.8: WebCAT PTAL Analysis Mapping

Bus

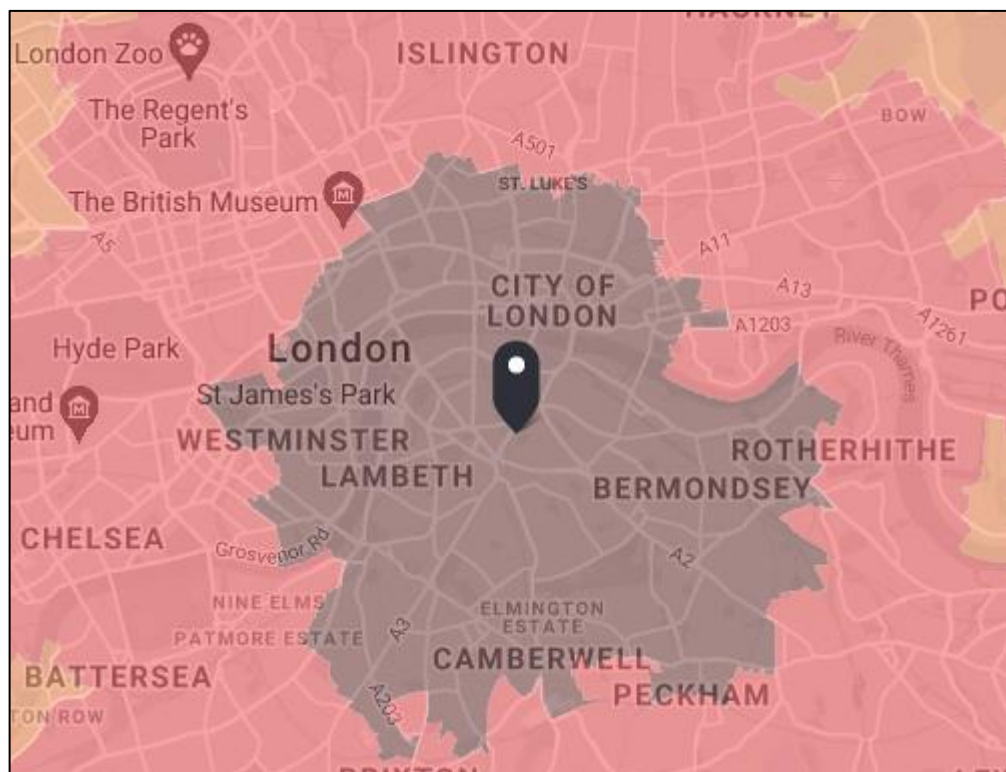
- 3.24 High frequency bus services are available from the bus stops located immediately adjacent the Avonmouth Street / Newington Causeway Junction. These stops are known as the Inner London Crown Court stops and are served by the 35, 133, 343 and C10 services as well as the N133 and N343 night bus services.

Table 3.3: Summary of Bus Frequencies and Distance from Site

Route No.	Route Description	Peak Frequency (Buses per Hour)
35	Clapham Junction Station / Falcon Road – Shoreditch	8-11
133	Stretham Station – Liverpool Street Station	7-12
343	Aldgate Station – New Cross / Jerningham Road	6-9
C10	Canada Water Bus Station – Victoria Station / Grosvenor Gardens	8-9
N133	Morden Station – Liverpool Street Station	3 (Night bus)
N343	Trafalgar Square / Charing Cross Stn – New Cross / Jerningham Road	2 (Night bus)

Rail

- 3.25 Elephant & Castle Underground Station is located approximately 400 metres walk to the southwest of the site. It is located on the Bank branch of the northern line with a typical off peak frequency of 20 trains per hour in each direction. It is also the terminus of the Bakerloo line with approximately 14 trains arriving and departing per hour.
- 3.26 Elephant & Castle National Rail Station is located approximately 650 metres to the southwest of the site. It provides services to London Blackfriars, Kentish Town, St Albans City, Sevenoaks and Sutton amongst others.
- 3.27 The TIM output for public transport journeys has also been considered showing 15-minute journey contours for journeys to the site during the AM peak using bus, underground & rail services available locally (**Plate 3.9**).



■ < 15 mins ■ 15 - 30 mins ■ 30 - 45 mins ■ 45 - 60 mins ■ 60 - 75 mins

Plate 3.9: TIM Output – Public Transport Contours

Summary

- 3.28 The site is well located for quick and convenient access by various modes of transport including on-foot, by cycle and public transport.
- 3.29 The local highway network provides footways and crossing facilities to allow permeation through the local area and connects the site to local facilities by sustainable modes of travel. There are a range of facilities in the local area, including local shops, restaurants, health services and leisure and retail opportunities all located within 5-10 mins walk.

4.0 ACTIVE TRAVEL ZONE ASSESSMENT

4.1 The ATZ is the area around a site within 20 minutes' cycling. It includes Key active travel destinations (known as Key Destinations) which create Key Journeys and Key Routes TfL recommend should be analysed in Healthy Streets TAs.

- **'Key Destinations'** = bus stops, stations, strategic cycling network, town centres, parks, schools/colleges, hospitals/GPs
- **'Key Journeys'** e.g. development site to train and bus services.
- **'Key Routes'** where those journeys take place

4.2 The ATZ and all destinations in it have been mapped within **Plate 4.1**. The key destinations have been identified and agreed with the GLA/TfL.

4.3 The ATZ destinations are as below. It is noted that the routes to some of these destinations overlap, and therefore they have been consolidated in to 5 key routes for the sake of the assessment, as shown below:

Route 1

- Inner London Crown Court stops
- Borough Medical Centre

Route 2

- Newington Gardens
- Dickens Square Park
- Falmouth Road Group Practice

Route 3

- Cycle Superhighway 7
- London South Bank University.

Route 4

- Elephant & Castle Rail Station

Route 5

- Elephant & Castle Underground Station

- 4.4 It is also noted that some destinations have multiple routes based on the side of the site the journey is originating from.

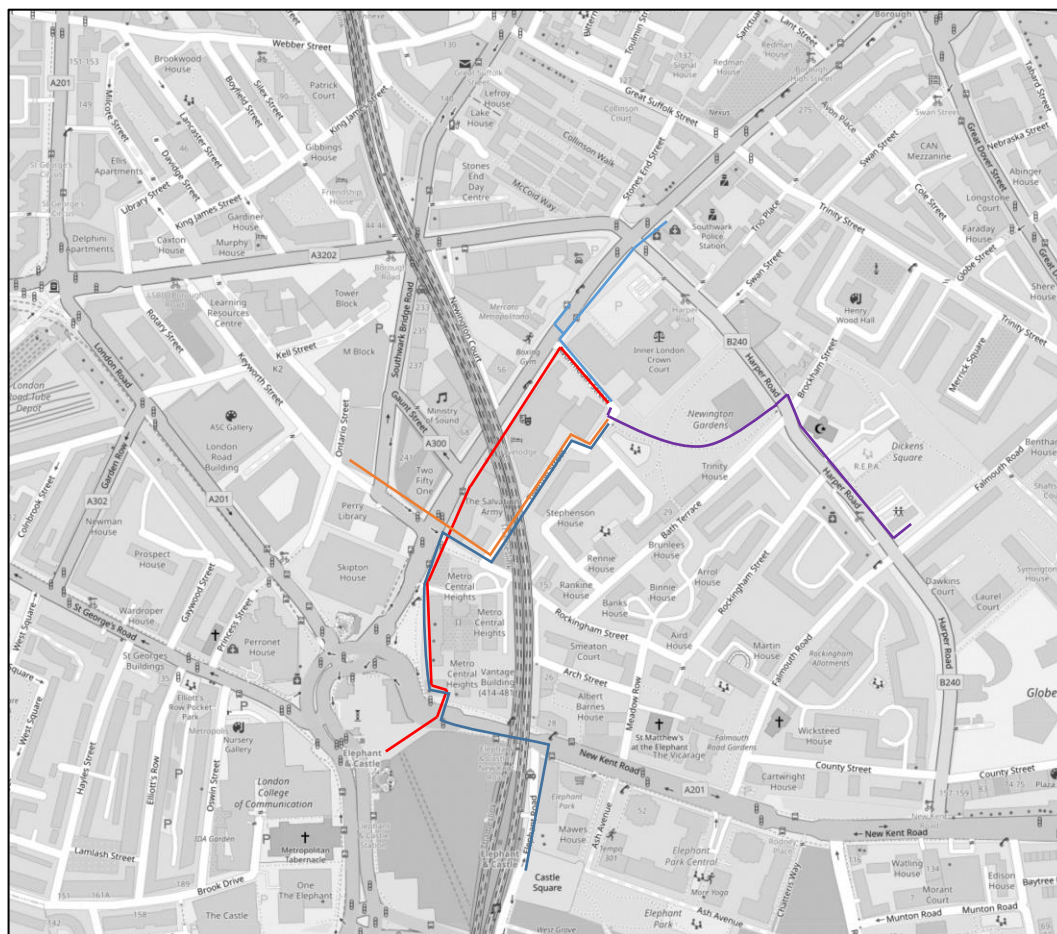


Plate 4.1: ATZ Routes Map

ATZ Results

- 4.5 A site visit has been undertaken, with a photo taken every 100-150m on each route taking into account the eight Healthy Streets indicators that support the two main indicators 'Pedestrians from all walks of life' and 'People choose to walk, cycle and use public transport', as summarised below:

Key Route No.1 –

Inner London Crown Court stops & Borough Medical Centre



Healthy Streets Indicators Review (Key Route No.1)

'Easy to cross' – Yes, because a raised table is provided at the junction of Avonmouth Street.
'People feel safe' – Yes, because the route is lit and overlooked with active frontage.
'Things to see and do' – yes, there is an active frontage.
'Places to stop and rest' – No, but the route is short and suitable places to rest are available at the end of the route.
'People feel relaxed' – YES because surfaces are smooth / level, there are well maintained trees planted along the footway and the area is easy to navigate.
'Not too noisy' – YES because the roads are lightly trafficked and smooth therefore helping reduce vehicle noise.
'Clean air' – YES because there are trees on the route, which is also lightly trafficked.
'Shade and shelter' – YES because there are trees on route bus stops at the end of the route providing shelter.
'People choose to walk, cycle and use public transport' – YES because there are good opportunities for walking and cycling this route and the destinations are public transport hubs.
'Pedestrians from all walks of life' – YES because the route is accessible, by all modes/users.

Key Journey No.2 –

Newington Gardens & Dickens Square Park & Falmouth Road Group
Practice

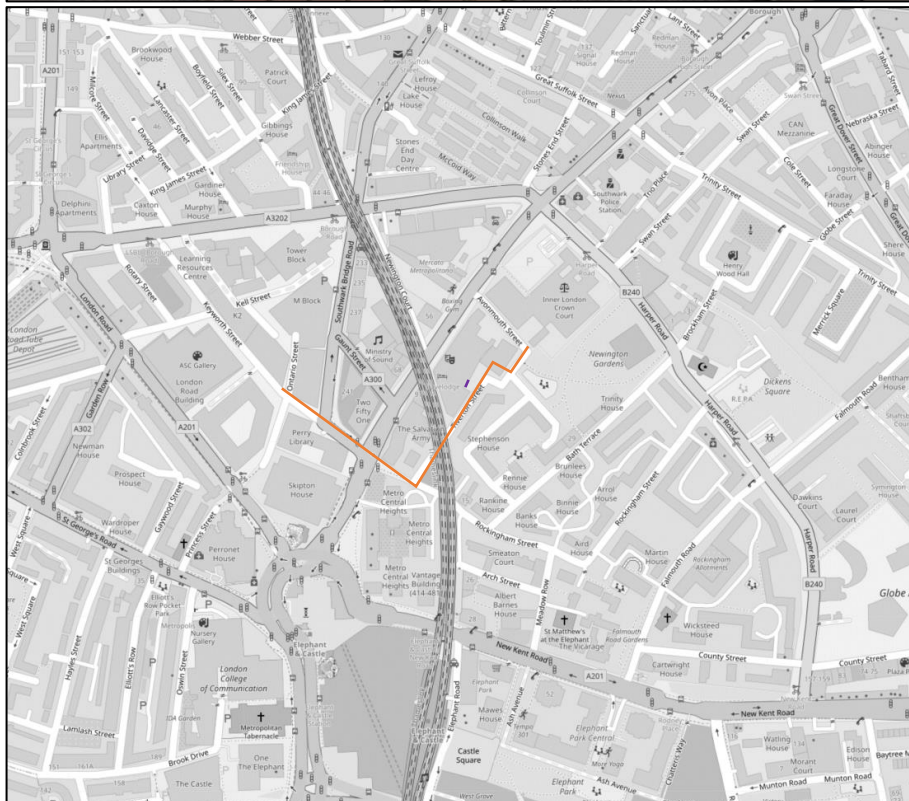


Healthy Streets Indicators Review (Key Journey No.2)

'Easy to cross' – No, although there are pedestrian crossing points not all desire lines have suitable facilities. New crossings comprising tactile paving/dropped kerb could be provided on Harper Road to facilitate movements on this route.
'People feel safe' – YES because the route is lit, overlooked and has an active frontage.
'Things to see and do' – YES because the route passes several local shops and has an active frontage.
'Places to stop and rest' – yes, resting places are available in the parks nearby.
'People feel relaxed' – YES because the route is clean and well maintained and surfaces are smooth / level. The area is easy to navigate.
'Not too noisy' – YES because the roads are smooth therefore helping reduce vehicle noise.
'Clean air' – YES because there are trees on the route.
'Shade and shelter' – YES because there shaded areas in the parks the route passes through.
'People choose to walk, cycle and use public transport' – YES because there are good opportunities for walking and cycling this route.
'Pedestrians from all walks of life' – No, because there are some pinch points caused by street trees.

Key Journey No.3 -

Cycle Superhighway 7 & London South Bank University

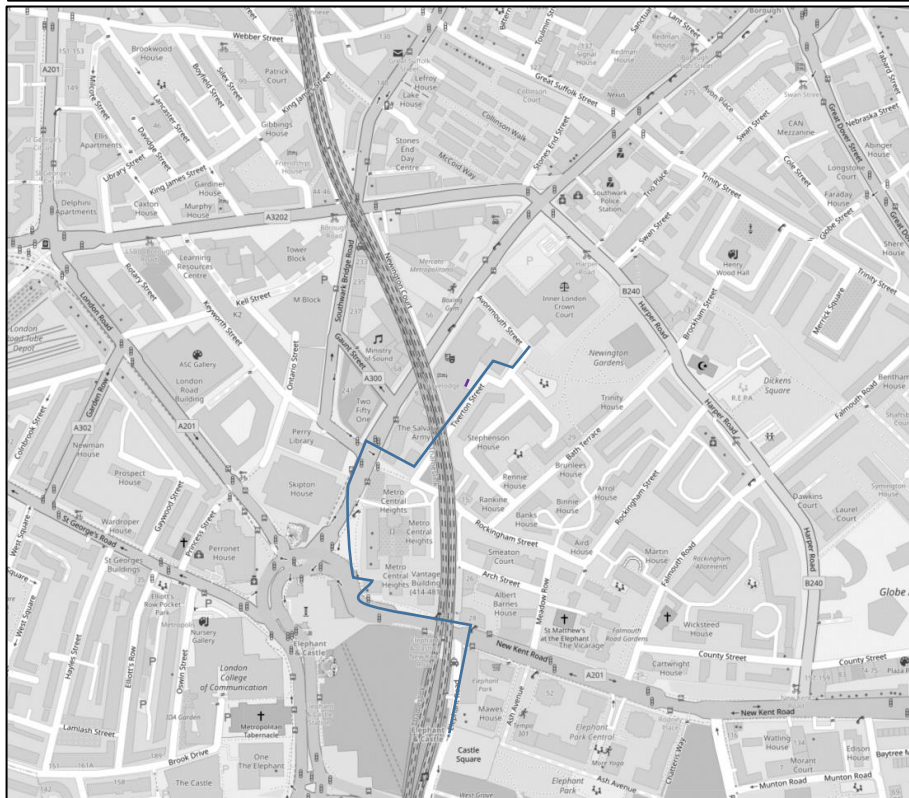


Healthy Streets Indicators Review (Key Journey No.3)

'Easy to cross' – No, although there are good, raised table crossing facilities at the key junctions minor crossovers provide uneven crossing facilities on one side of route.
'People feel safe' – No, limited lighting is provided under the railway arch.
'Things to see and do' – YES because the route has an active frontage..
'Places to stop and rest' – No, although places area available at the destination.
'People feel relaxed' – no, as indiscriminate parking creates pinch points along the route limiting access for some users.
'Not too noisy' – YES because the roads are smooth and lightly trafficked, therefore helping reduce vehicle noise.
'Clean air' – YES because there are trees on the route, and it is generally lightly trafficked.
'Shade and shelter' – YES because there are facilities along the route to allow people to wait, as well as street trees providing shelter.
'People choose to walk, cycle and use public transport' – YES because there are good opportunities for walking and cycling this short route. There is also a bus service along part of the route.
'Pedestrians from all walks of life' – No, indiscriminate parking causes pinch points restricting access along part of this route.

Key Journey No.4 – Elephant & Castle Rail Station

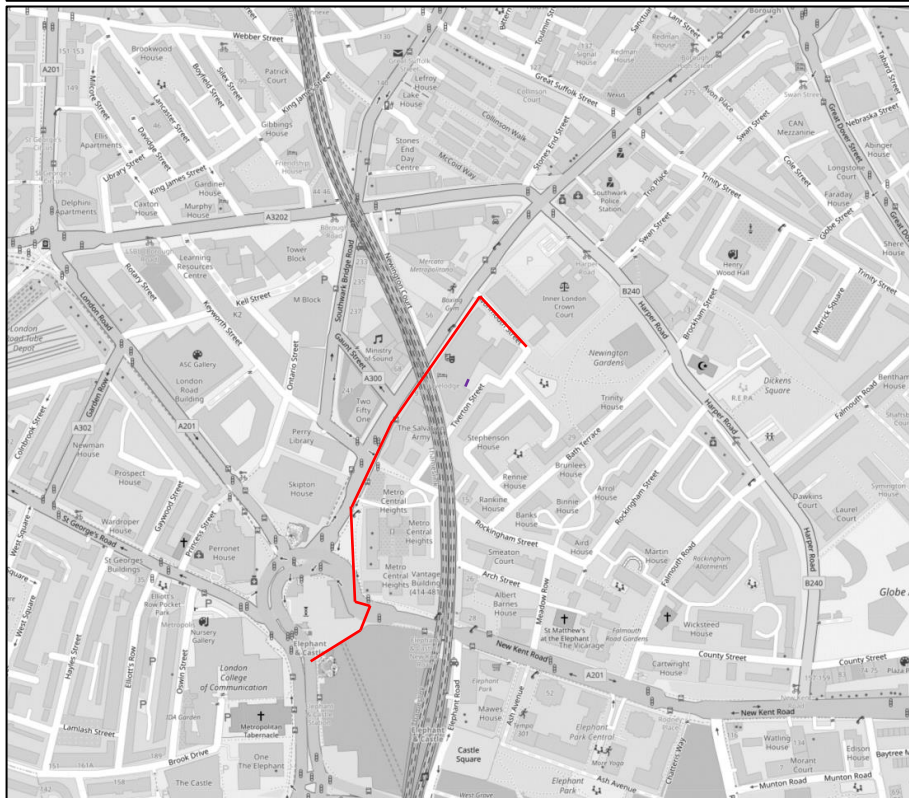
Limited pedestrian crossing facilities on the New Kent Road, and potential for conflict between pedestrians and cyclists



Healthy Streets Indicators Review (Key Journey No.4)

'Easy to cross' – YES good crossing facilities are provided thought route, however the New Kent Road does not have any direct crossing provision at the junction of Elephant Road on a desire line to the site.
'People feel safe' – YES with wide pavements and active frontage along the route.
'Things to see and do' – YES because the route passes several public buildings and the destination is a recreation ground.
'Places to stop and rest' – YES benches/bus stops are available along the route.
'People feel relaxed' – YES because the route is clean and well maintained and surfaces are smooth / level. The area is easy to navigate.
'Not too noisy' – No, as part of the route is heavily trafficked.
'Clean air' – No, because the route is heavily trafficked.
'Shade and shelter' – YES because there are bus shelters as well as a benches to rest at.
'People choose to walk, cycle and use public transport' – YES because there are good opportunities for walking and cycling this short route, although some junction arrangement could result in conflict between pedestrians/cyclists.
'Pedestrians from all walks of life' – yes, good crossing facilities and wide footways are provided on this route.

Key Journey No.5 – Elephant & Castle Underground Station
Limited pedestrian crossing facilities on Tiverton Street, and
potential for conflict between pedestrians and cyclists.



Healthy Streets Indicators Review (Key Journey No.5)

'Easy to cross' – No, although there are good, raised table crossing facilities at the key junctions minor crossovers provide uneven crossing facilities on one side of route.
'People feel safe' – No, limited lighting is provided under the railway arch.
'Things to see and do' – YES because the route has an active frontage.
'Places to stop and rest' – No, although places are available at the destination.
'People feel relaxed' – no, as indiscriminate parking creates pinch points along the route limiting access for some users.
'Not too noisy' – YES because the roads are smooth and lightly trafficked, therefore helping reduce vehicle noise.
'Clean air' – YES because there are trees on the route, and it is generally lightly trafficked.
'Shade and shelter' – YES because there are facilities along the route to allow people to wait, as well as street trees providing shelter.
'People choose to walk, cycle and use public transport' – YES because there are good opportunities for walking and cycling this short route. There is also a bus service along part of the route.
'Pedestrians from all walks of life' – No, indiscriminate parking causes pinch points restricting access along part of this route.

5.0 DEVELOPMENT PROPOSALS

Introduction

- 5.1 The development proposals seek to provide 233 bedrooms of student accommodation, and 1,733sqm (GFA) of flexible commercial and/or community health hub and/or education space (use classes E / F1(a)).
- 5.2 The highway design has been subject to pre-application discussions, and has been agreed in principle with both the GLA, TfL and LBS.
- 5.3 The site layout is shown below, and at **Appendix A**.



Plate 5.1 – Ground Floor Layout

Landscaping / Public Realm

- 5.4 Two landscaping options are proposed as shown on the landscaping plans prepared by Turkington Martin and in the extracts below.

Option A



Plate 5.2 – Option A Landscaping

- 5.5 Road layout is maintained as per the current situation with an increase in the width of the footway along the eastern edge of the site. This proposal will result in no loss of on-street car parking spaces.

Option B



Plate 5.3 – Option B Landscaping

- 5.6 A potential new pocket park is proposed adjacent to the southwestern edge of the site on land currently comprising highway land. The provision of the pocket park will vastly improve the public realm and pedestrian connectivity with widened footways and a more pleasant pedestrian environment being provided adjacent Tiverton Street. Access will be maintained for all other adjacent units though may result in the loss of approximately 4 on street car parking bays. Given that future occupiers of the commercial / education / health hub space will be restricted from applying for on street permits (with no existing restriction) there would be no net-loss, as the existing occupiers currently/have previously been making use of these on-street spaces.

Access

- 5.7 The existing access off Avonmouth Street will be retained but improved with the provision of a Copenhagen style crossing along the frontage, with a narrowing of the access as requested by LBS Highway Officers during pre-application discussions. The Copenhagen crossing will improve the pedestrian environment along Avonmouth Street compared to the existing situation. The access will continue to provide access over the right of way to the rear of 63-67 Newington Causeway. It will also provide access to the on site disabled car parking space. An excerpt from the landscape plan is provided in Plate 5.2 above.

Servicing

- 5.8 Deliveries and servicing by larger vehicles is proposed to be undertaken on street, whilst deliveries by smaller vehicles (such as those used by couriers etc.) can be undertaken within the site as shown on **ACE Drawing 2102760-006A**. Given the quiet nature of Avonmouth Street this approach is considered appropriate, and in line with the existing situation, with this approach agreed with LBS Highway Officers during pre-application discussions.
- 5.9 **ACE Drawing 2102760-006A** shows a refuse vehicle waiting on street adjacent the eastern corner of the site, with vehicles passing. It also demonstrates that smaller vehicles can turn on site and unload, as per the existing situation.

Car Parking

- 5.10 In accordance with the standards contained within the London Plan (March 2021), the site is proposed to be car free. Given the nature of the land use and the extremely high PTAL this is considered appropriate. One disabled car parking space is provided on site which will be utilised when allocated to a student / staff member with a blue badge as described above, on street disabled parking is provided in the vicinity of

the site in either the existing on-street bays, or sections of carriageway with single yellow line road markings.

Cycle Parking

- 5.11 Cycle parking will be provided in accordance with the standards contained within the London Plan. Secured, covered cycle stores are proposed at Basement and ground floor level and are served by two suitably sized lifts.
- 5.12 Cycle parking within the site has been designed in accordance with Chapter 8 of TfL's London Cycle Design Standards (LCDS). The design includes suitably sized doorways (2m+), corridors, lifts etc and adopts 5% of spaces for larger bicycles (provided in Sheffield type stands) and a further 10% or 20% of standard Sheffield Stands for commercial or residential respectively in accordance with latest feedback provided by TfL officers. The remainder of cycles will be accommodated in tiered stands, with a minimum aisle width of 2.5m beyond the lowered frame, to allow cycles to be loaded, with an overall aisle width of 3.5m provided where there are racks either side of the aisle. The circulation space for site occupiers to move their cycle around within the building incorporates wide corridors and door openings to assist movement, whilst the number of doors utilised along cycle wheeling routes has been minimised in order to further aid movement of cycles within the building. Where multiple doors are necessary, these could be provided with push buttons or sensors to automatically open allowing more convenient access.
- 5.13 Accordingly, 176 long stay spaces are proposed for the student residential element, 24 long stay spaces for the commercial element and 10 short stay spaces.

6.0 LONDON-WIDE NETWORK

Methodology

- 6.1 This section examines the likely change in person trip movements between the existing land use and proposed development, and the overall impact on the surrounding highway and public transport networks.
- 6.2 Weekday network peak hour periods of 08:00-09:00 and 17:00-18:00 typically represent the periods when new development could impact on the operation of the local road network. By considering the typical network peak hour for the existing and proposed uses this ensures a robust assessment has been undertaken when considering the net change in trip generation.

Existing Commercial Operation

- 6.3 Multi modal trip generation for the permitted use on the site has been assessed using data from the TRICS 7.8.3 database. The selection criteria are set out below:
- Category '02 – EMPLOYMENT' and Subcategory 'A – OFFICE'
 - Sites in Greater London;
 - High PTAL (Minimum 4); and
 - Town Centre or Edge of Town Centre.
- 6.4 The total person trip rates and trip attraction for the existing commercial area on the site is set out in **Table 6.1** below. Full TRICS outputs are provided at **Appendix B**.

Table 6.1: Total Person Trips (1307sq.m Floor Area)

Existing Commercial Space	Total Person Trip Rates (Per 100sq.m)			Trip Attraction (For 1307sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.322	0.152	0.474	4	2	6
PM Peak	0.077	0.265	0.342	1	3	4
Daily	3.603	3.586	7.189	47	47	94

Student Accommodation

6.5 Multi modal trip generation for the student accommodation has been assessed using data from the TRICS 7.8.3 database. The selection criteria are set out below:

- Category '03 - RESIDENTIAL' and Subcategory 'G - STUDENT ACCOMODATION';
- Sites in Greater London.
- Student accommodation in Greater London;
- High PTAL (6a/6b); and
- Town Centre or Edge of Town Centre.

6.6 The total person trip rates and trip attraction is set out in **Table 6.2** below. Full TRICS outputs are provided at **Appendix B**.

Table 6.2: Total Person Trips (233 student dwellings)

Student Accommodation	Total Person Trip Rates (Per Unit)			Trip Generation (223 Rooms)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.01	0.088	0.098	2	21	23
PM Peak	0.075	0.042	0.117	17	10	27
Daily	0.644	0.724	1.368	150	169	319

Commercial / Education / Health Hub Space

6.7 Multi modal trip generation for the non-residential uses on the site has also been assessed using the TRICS database. The selection criteria are set out below:

- Category '02 – EMPLOYMENT' and Subcategory 'A – OFFICE'; or
- Category '04 – EDUCATION' & Subcategory 'F – COMMUNITY EDUCATION'; or
- Category '05 – HEALTH' & Subcategory 'G – GP SURGERIES';
- Sites in Greater London;
- High PTAL (Minimum 4);
- Town Centre or Edge of Town Centre;
- Surveys from 2000 onwards.

6.8 Additional criteria beyond that used for the student accommodation were selected to expand the dataset for the respective uses, where appropriate.

6.9 The total person trip attraction for the various potential uses for the ground floor space are summarised in **Table 6.3** below. Full TRICS outputs are again provided at **Appendix B**.

Table 6.3: Total Person Trips (1733sq.m Floor Area)

Commercial Space	Total Person Trip Rates (Per 100sq.m)			Trip Attraction (For 1733sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.322	0.152	0.474	6	3	8
PM Peak	0.077	0.265	0.342	1	5	6
Daily	3.603	3.586	7.189	62	62	125
Education Space	Total Person Trip Rates (Per 100sq.m)			Trip Attraction (For 1733sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.5	0	0.5	9	0	9
PM Peak	0.833	1	1.833	14	17	32
Daily	39.666	39.501	79.167	687	685	1372
Health Hub	Total Person Trip Rates (Per 100sq.m)			Trip Attraction (For 1733sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.258	0.074	0.332	4	1	6
PM Peak	0.221	0.258	0.479	4	4	8
Daily	2.105	1.92	4.025	36	33	70

Modal Split

- 6.10 Modal split data has been agreed with LB Southwark Highway officers during pre-application discussions, based on the aspirations for non-vehicular modes of travel as the site is located in an area with a very high PTAL, and excellent access to pedestrian and cycle facilities.
- 6.11 For clarity, the modal split agreed was: 46% Public Transport, 3% Cycle and 51% Walking.
- 6.12 For simplicity, all uses on the site, included the permitted use and proposed uses, have been assumed to follow a broadly similar modal split, as the highly accessible location of the site will primarily result in the use of non-car/active modes. In the future situation all users of the site would be ineligible for permits to park in the CPZ encompassing the site.
- 6.13 The total trip attraction of the existing uses on the site by each mode of travel is shown in **Table 6.4** below.

Table 6.4: Total Person Trips by Mode (Permitted Use)

Existing Commercial	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	2	1	3	0	0	0	2	1	3
PM Peak	0	2	2	0	0	0	1	2	2
Daily	22	22	43	1	1	3	24	24	48

- 6.14 Similarly, the total potential trip attraction of the proposed development, taking into account the various uses proposed for the ground floor space, by each mode of travel are shown in **Table 6.5** below.

Table 6.5: Total Person Trips by Mode (Proposed Development)

Student + Commercial	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	4	11	14	0	1	1	4	12	16
PM Peak	9	7	15	1	0	1	10	7	17
Daily	98	106	204	6	7	13	108	118	226
Student + Education	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	5	9	14	0	1	1	6	10	16
PM Peak	15	12	27	1	1	2	16	14	30
Daily	385	392	778	25	26	51	427	435	862
Student + Health Hub	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	3	10	13	0	1	1	3	11	15
PM Peak	10	7	16	1	0	1	11	7	18
Daily	86	93	179	6	6	12	95	103	198

Note: any discrepancies in totals are a result of rounding.

- 6.15 **Table 6.5** demonstrates that the total predicted trip generation associated with the proposed development, regardless of the use of the ground floor floorspace is minimal across both peak hours, across all main modes.
- 6.16 Furthermore, future occupiers will be ineligible to apply for on street parking permits (secured via a S106) whereas the existing operator is understood to have utilised the on-street bays as commercial parking.

Net Change

- 6.17 The net change in trips as a result of the proposals, as proposed minus permitted taking into account the various uses proposed, is shown in **Table 6.6** below.

Table 6.6: Net Change in Trips by Mode

Net (Commercial)	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	2	10	11	0	1	1	2	11	13
PM Peak	8	5	13	1	0	1	9	6	15
Daily	76	85	161	5	6	10	84	94	178
Net (Education)	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	3	9	12	0	1	1	3	9	13
PM Peak	14	11	25	1	1	2	16	12	28
Daily	364	371	735	24	24	48	403	411	814
Net (Health Hub)	Public Transport			Cycle			Walk		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	1	9	10	0	1	1	1	10	11
PM Peak	9	5	14	1	0	1	10	6	16
Daily	64	71	135	4	5	9	71	79	150

Delivery and Servicing Trips

- 6.18 The TRICS database was used to derive suitable service vehicle trip rates based on comparable London sites using the "Servicing Vehicle" trip rate mode, with the TRICS definition of this category below:

"This new count was introduced into the general TRICS database for new surveys in 2017. It contains time period splits of cars, LGV's and OGV's that arrive at and depart from sites performing a servicing function (for example delivery vehicles, plumbers, electricians, fast food deliveries, waste disposal and recycling, etc). Note that all Servicing Vehicles are also included in the general cars, LGV's, and OGV's counts. In 2018, a new motorcycles sub-category for Servicing Vehicles was added, with motorcycles included in Servicing Vehicles counts from 2019 onwards. Note that definition is based on the vehicle undertaking an actual servicing function during a survey, and not the vehicle type, so vehicles that might be used for servicing that are not undertaking an actual servicing function during an inbound or outbound trip will not be recorded as Servicing Vehicles. If such vehicles cannot be identified at a good level of confidence, then a Servicing Vehicles count will not be included."

- 6.19 The output reports are included at **Appendix B**. The trip rates and anticipated servicing trips are included in **Table 6.7** below.

Table 6.7: Proposed Servicing Trips (233 student rooms)

Student Residential (Servicing)	Total Person Trip Rates (Per Unit)			Trip Attraction (For 233 Rooms)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.001	0.001	0.002	0	0	0
PM Peak	0.001	0.001	0.002	0	0	0
Daily	0.018	0.017	0.035	4	4	8

- 6.20 As can be seen above the student residential aspect could be associated with up to 8 servicing vehicle trips on an average weekday, with no deliveries expected in either of the traditional AM and PM peak hours.
- 6.21 Regarding the ground floor space, only the commercial use is expected to attract regular deliveries, however specific data for servicing vehicles was not available for any of the three proposed uses. As such, OGV trip attraction to the site has been assumed to be entirely related to servicing and delivery vehicles and the ground floor space has been assessed in the likely 'worst-case' scenario, in terms of servicing vehicle movements, of full occupation of the ground floor space by a single commercial use. The below assessment should therefore be considered robust.
- 6.22 **Table 6.8** below sets out the 'worst-case' OGV trip attraction of the full occupation of the ground floor for commercial uses, using the same TRICS data as referenced in paragraph 6.7.

Table 6.8: Proposed Servicing Trips (Commercial space)

Commercial Space (OGVs)	Total Person Trip Rates (Per 100sq.m)			Trip Attraction (For 1733sq.m)		
	Arr	Dep	Tot	Arr	Dep	Tot
AM Peak	0.005	0.005	0.01	0	0	0
PM Peak	0	0	0	0	0	0
Daily	0.02	0.02	0.04	0	0	1

- 6.23 As can be seen above, the ground floor space could be associated with a maximum of 1 OGV on an average weekday, with no trips expected in either AM or PM peak periods.
- 6.24 Overall, the trip generation predicted as a result of the proposed development is extremely low and is not expected to have a significant effect on any transport mode.

7.0 SUMMARY AND CONCLUSIONS

7.1 Ardent Consulting Engineers (ACE) has been appointed by Tribe Avonmouth House Ltd to advise on transport and infrastructure aspects of the proposed redevelopment of Avonmouth House, 6 Avonmouth Street in the London Borough of Southwark (LBS).

7.2 The description of development is as follows:

"Demolition of existing building and structures and erection of a part 2, part 7, part 14, part 16 storey plus basement mixed-use development comprising 1733sqm (GIA) of space for Class E employment use and/or community health hub and/or Class F1(a) education use and 233 purpose-built student residential rooms with associated amenity space and public realm works, car and cycle parking, and ancillary infrastructure."

7.3 The proposals will provide an improved public realm creating a more active / vibrant neighbourhood and a pleasant place to live, work and dwell.

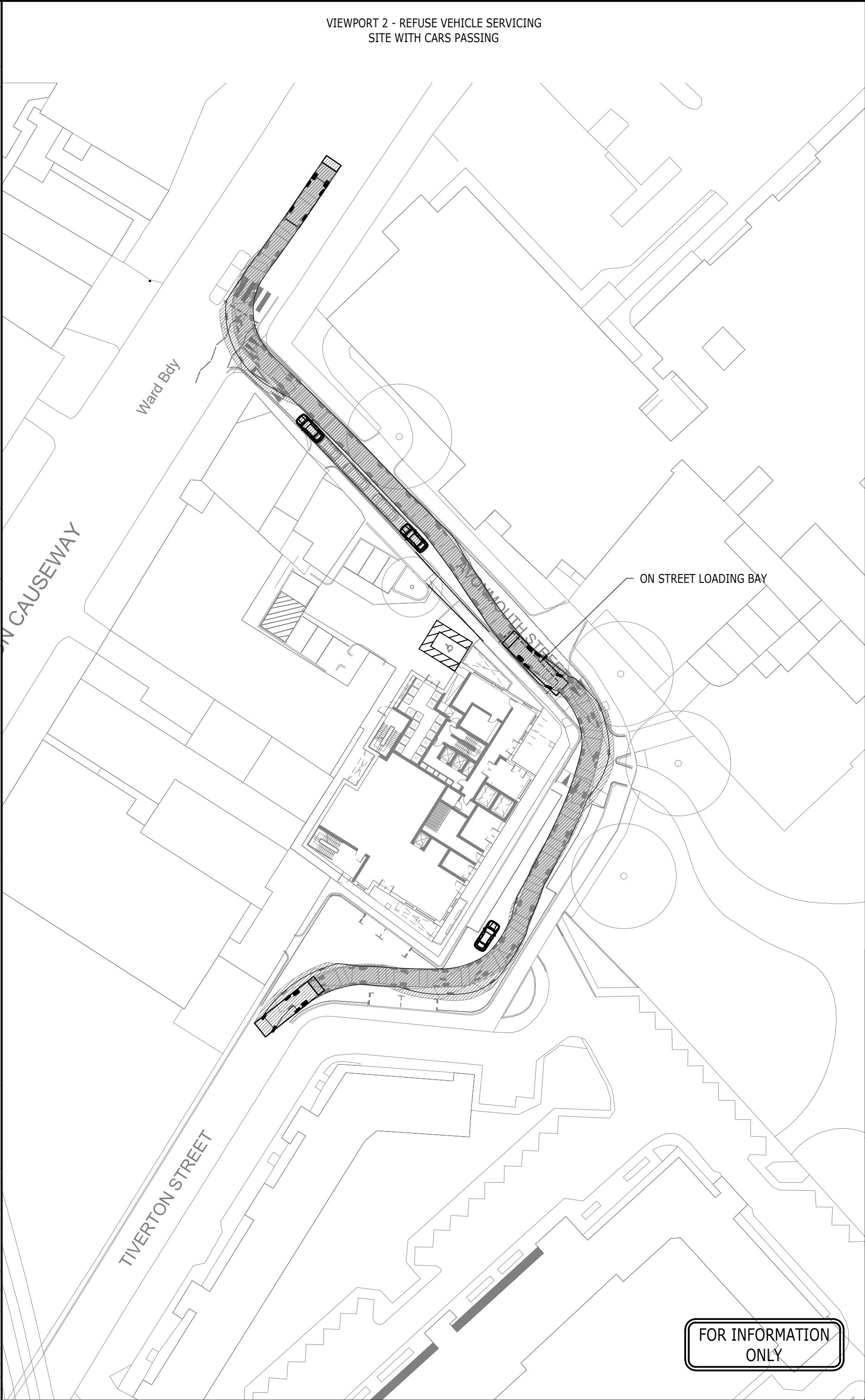
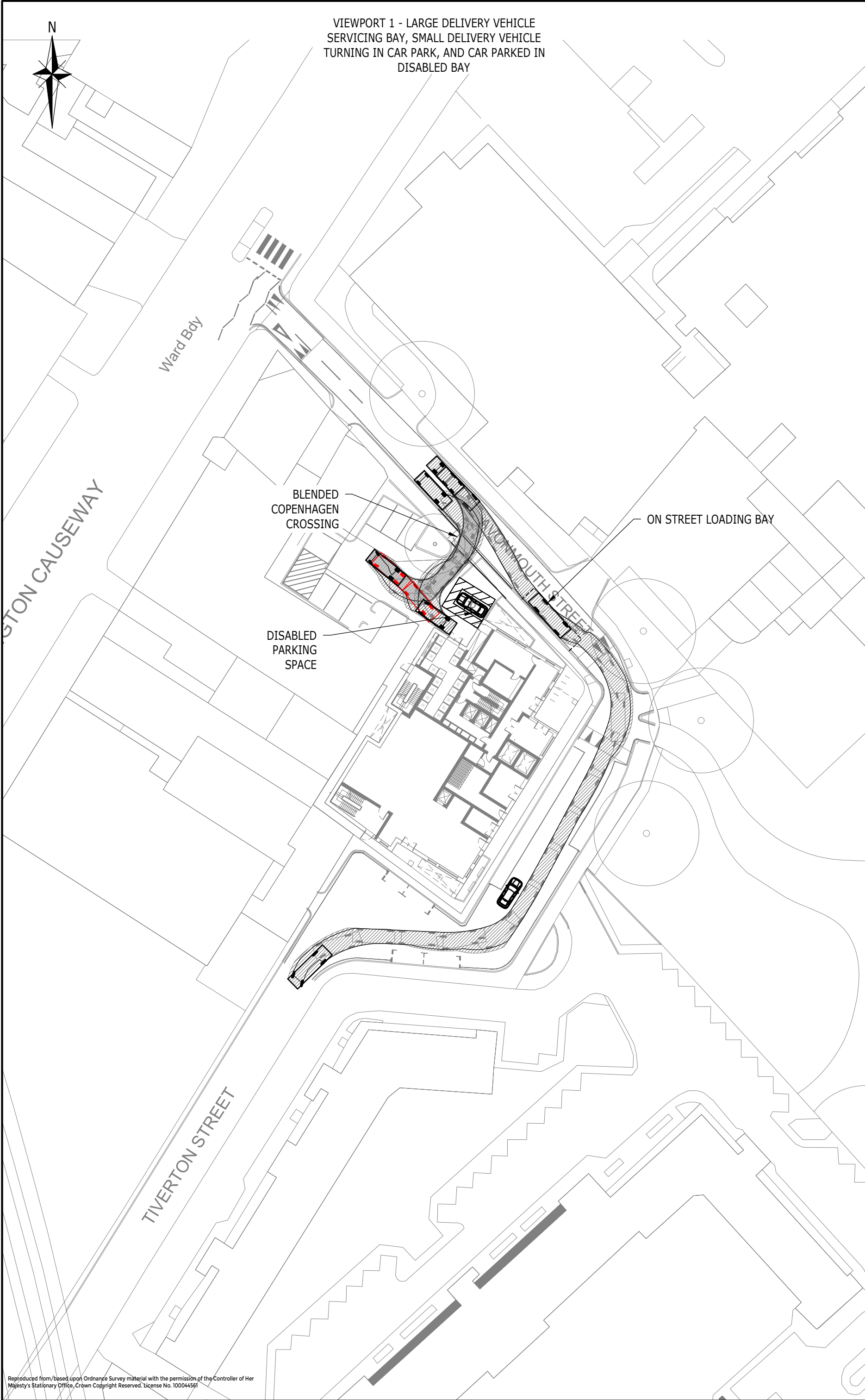
7.4 The site is car-free which is deemed suitable considering the immediate proximity to bus services on Newington Causeway and the extremely high PTAL. Elephant & Castle underground and national rail stations and Borough underground station are within easy walking distance and Cycle Superhighway 7 is located approximately 400 metres to the west.

7.5 The provision of one disabled bay on-site is considered suitable as there is a provision of dedicated disabled persons accommodation closer to the nominated university campus, which is more likely to be used by disabled students.

7.6 The proposed design seeks to prioritise pedestrian / cycle movement over vehicles by being a car free development, setting back the building to allow for a wider footway to be provided on the site frontage.

- 7.7 Separate cycle stores for each use class are proposed in accordance with the London Plan (March 2021) minimum cycle parking standards resulting in 176 long stay spaces for the student residential element, 24 long stay spaces for the commercial element and 10 short stay spaces.

Drawing



- NOTES
1. BASED ON TOPOGRAPHICAL SURVEY BY LRM SURVEY SERVICES ON 04-05-21.
 2. LAYOUT PROVIDED BY STITCH ON 07-09-21.

VEHICLE SPECIFICATION

Phoenix 2 Duo Recycler(P2-12W w/Elite6x2MS chassis)

Overall Length 10.755m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.450m

Mercedes Sprinter Traveliner Van 315CDI L High Roof

Overall Length 6.945m
Overall Width 1.993m
Overall Body Height 2.715m
Min Body Ground Clearance 0.400m
Track Width 1.993m
Lock to lock time 5.00s
Wall to Wall Turning Radius 7.800m

Skoda Octavia

Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m

4.6t Light Van

Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

A	UPDATED LAYOUT	KI	KI	KM	21/10/21
Rev	Description	Drn	Chk	App	Date

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worksafe consultant
www.smesid.com

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INSTRUMENTED
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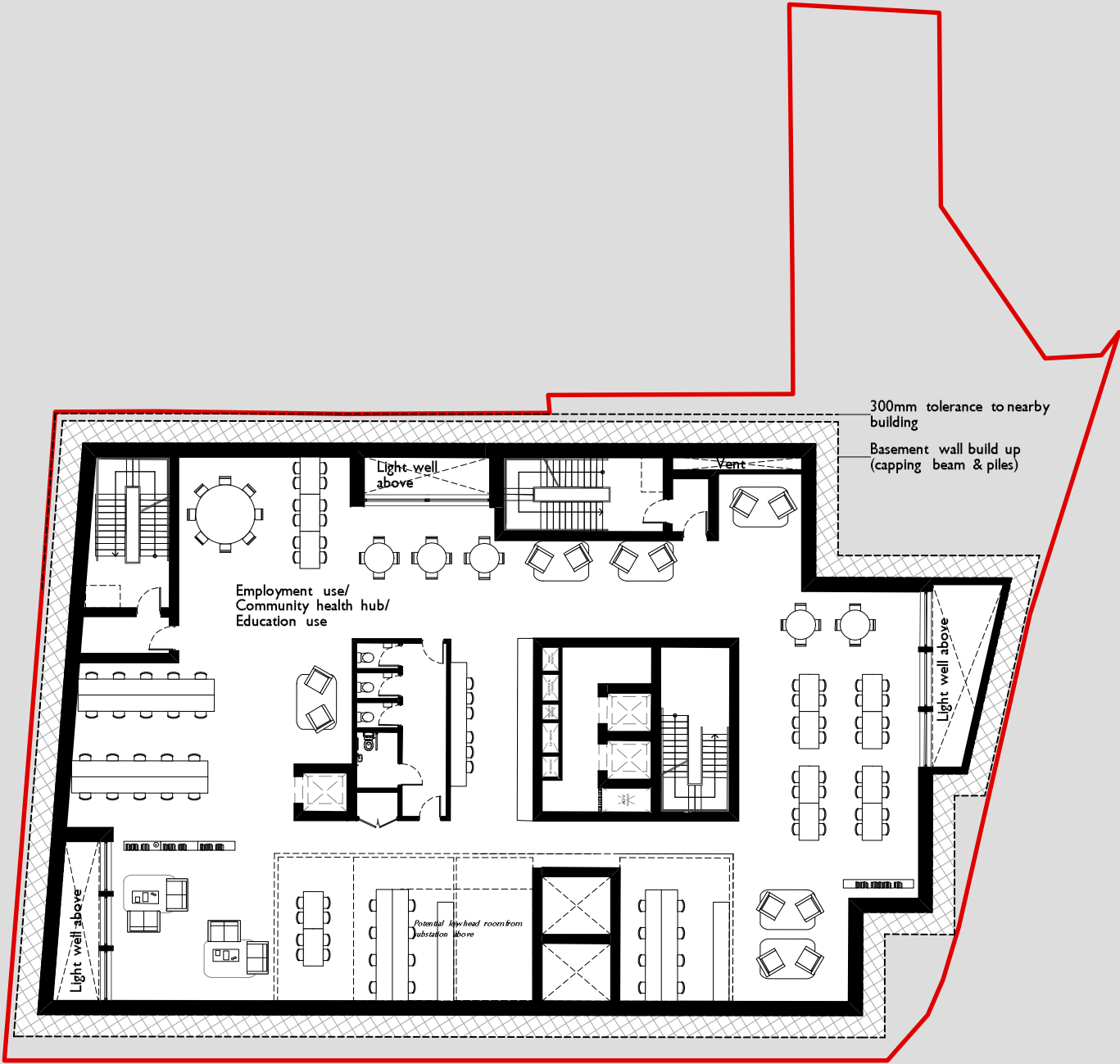
Client
TRIBE AVONMOUTH HOUSE LTD

Project Title:
AVONMOUTH HOUSE, AVONMOUTH STREET

Drawing Title: DELIVERY AND REFUSE PLAN		
A2 Scale 1:500	Date 15.09.2021	Designed by MRH
Drawn by MRH	Checked by BS	Approved by KM
Drawing Number 2102760-006		Rev A

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Appendix A



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A	Design updates	24/06/2021
B	Design updates after structure feedback	13/08/2021
C	Design updates after pre app.	19/08/2021
D	Design coordination updates	06/09/2021
E	Annotation updates	16/09/2021
F	Annotation updates	19/10/2021

KEY PLAN

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PROJECT

Avonmouth House

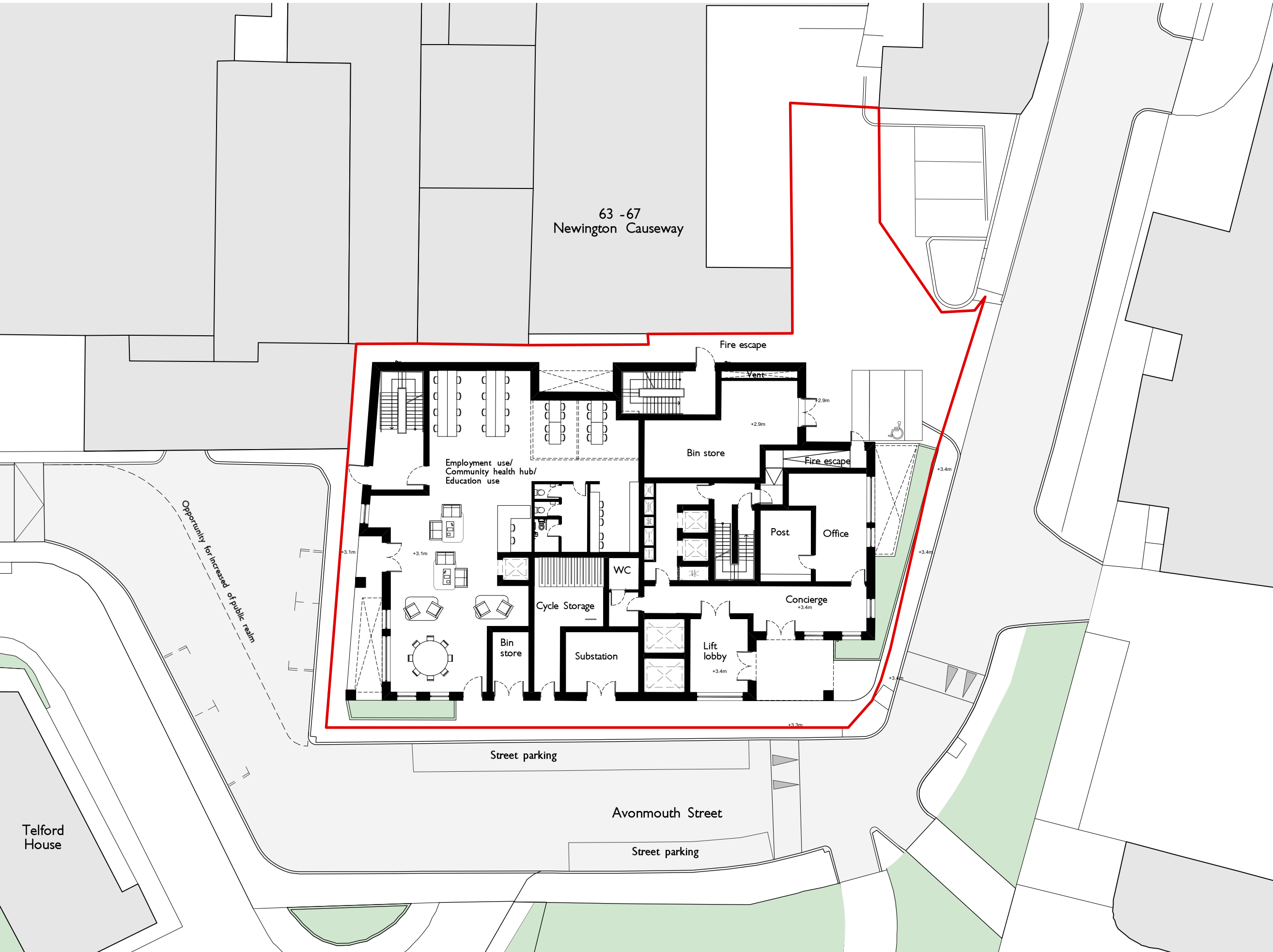
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21235 Tribe Student Housing

DRAWING TITLE STATUS
Basement Plan Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 04.06.21

DRAWING NUMBER REVISION
21235-STCH-XX-B1-DR-A-0100 F





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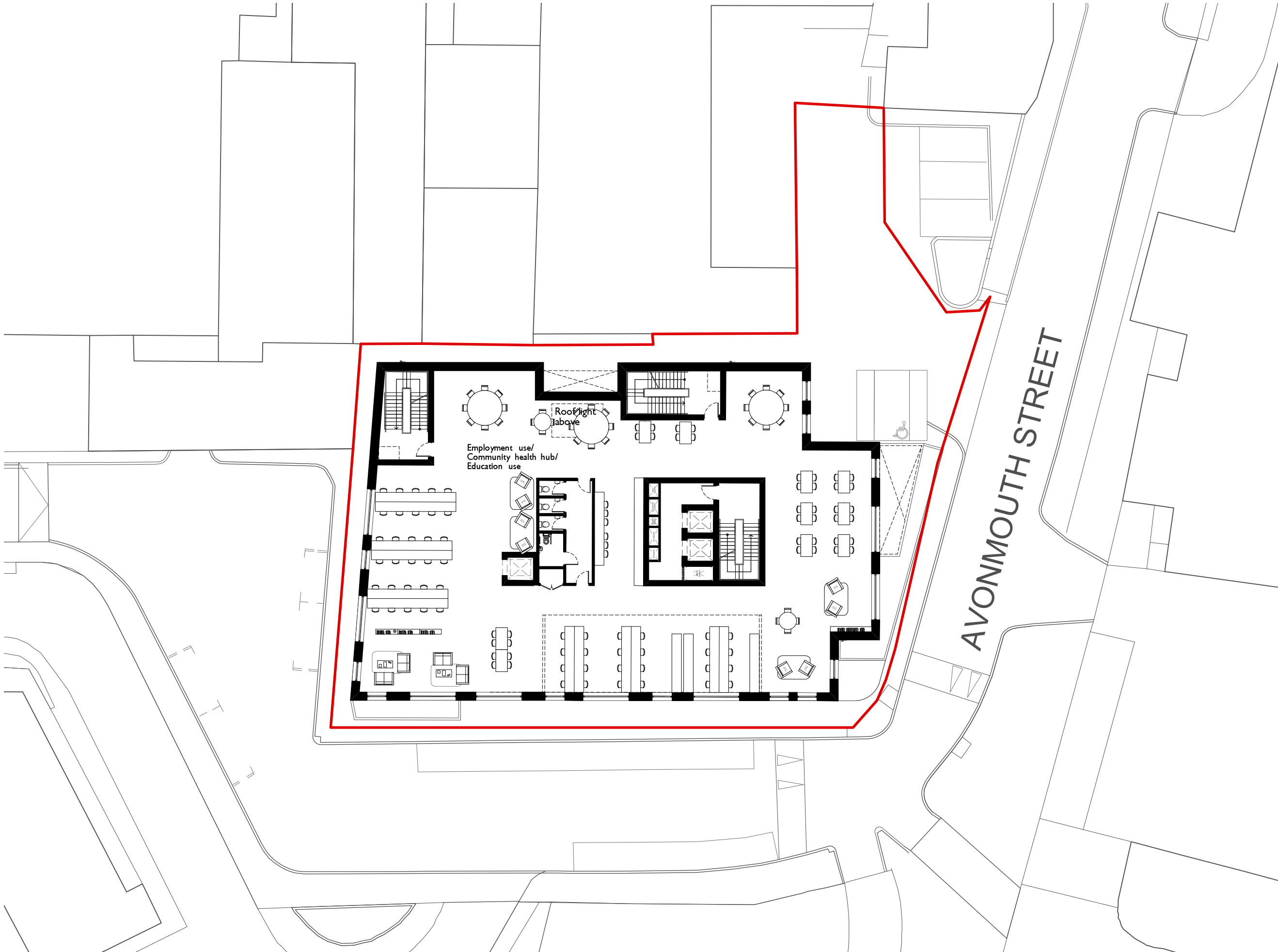
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21235 Tribe Student Housing

DRAWING TITLE STATUS
Ground Floor Draft

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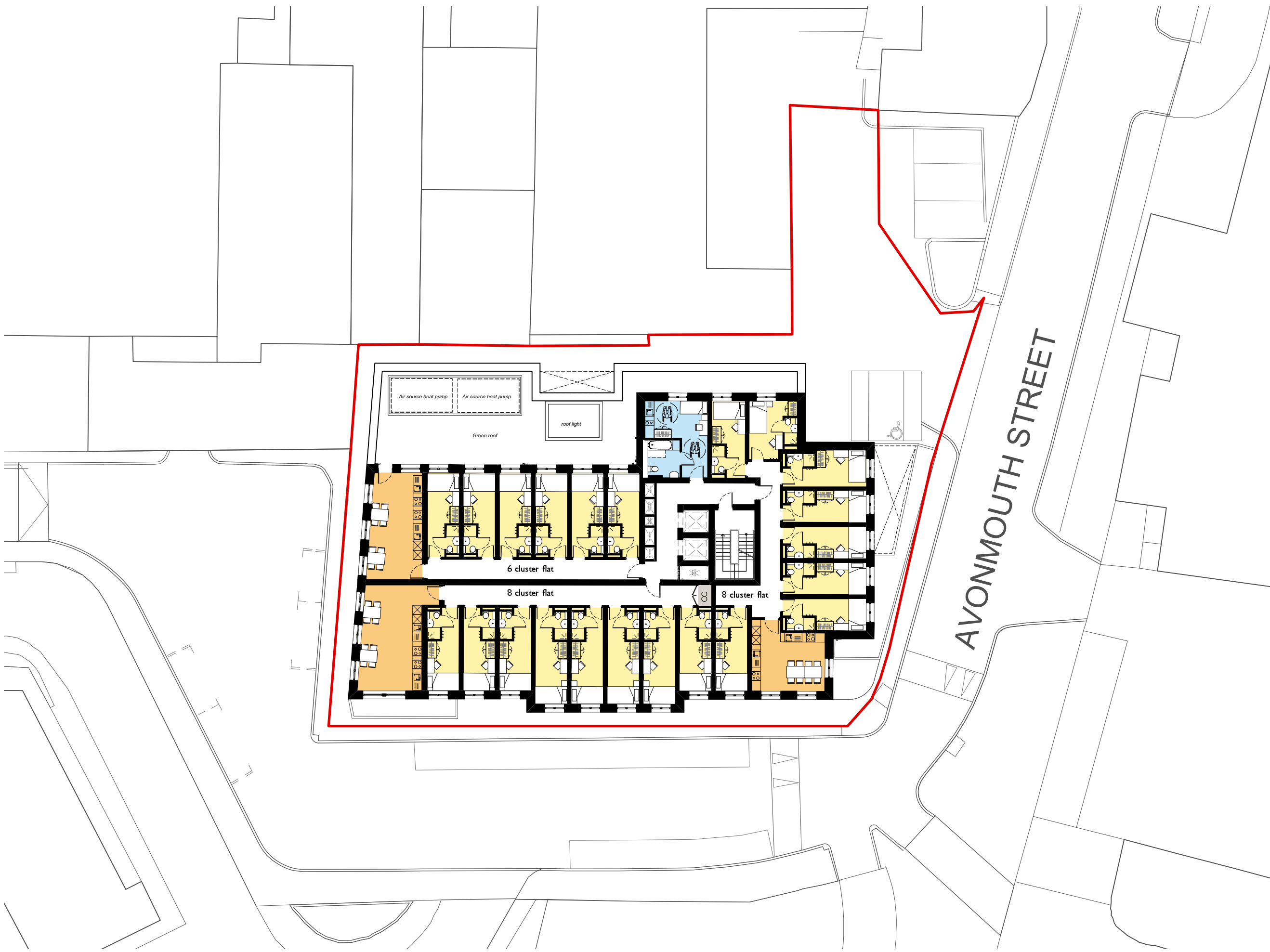
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21235 Tribe Student Housing

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Level 01 Draft

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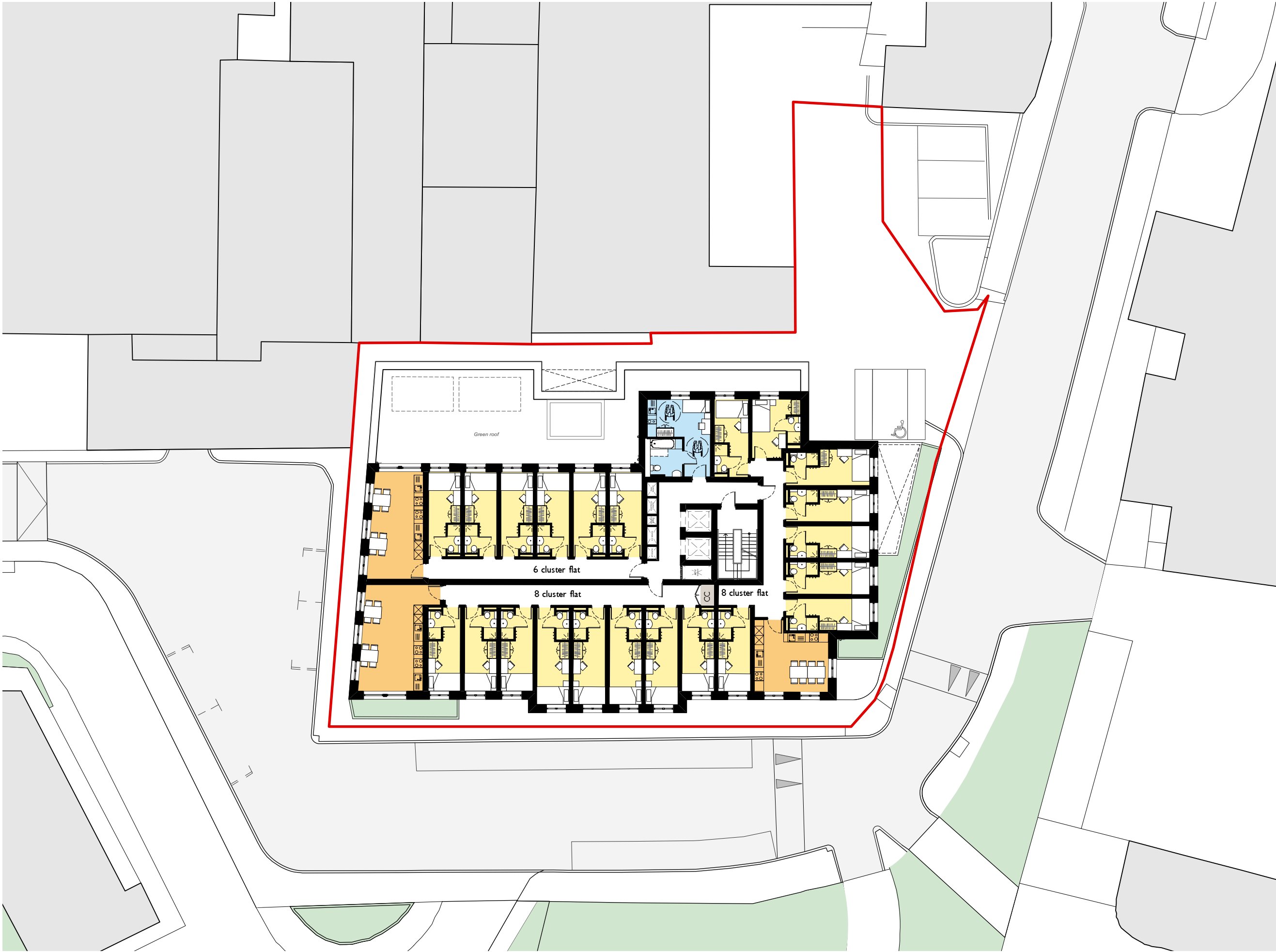
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21235 Tribe Student Housing

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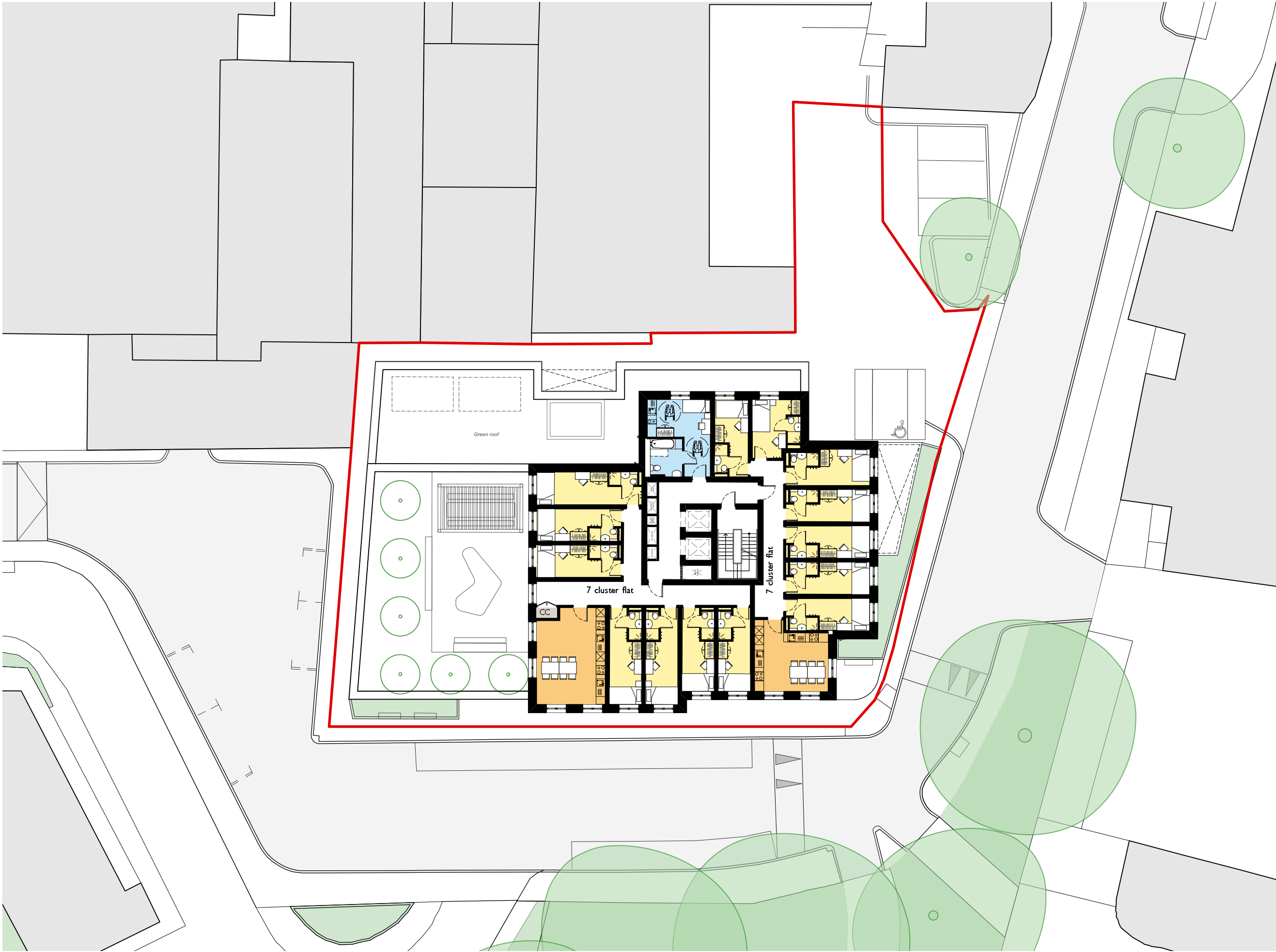
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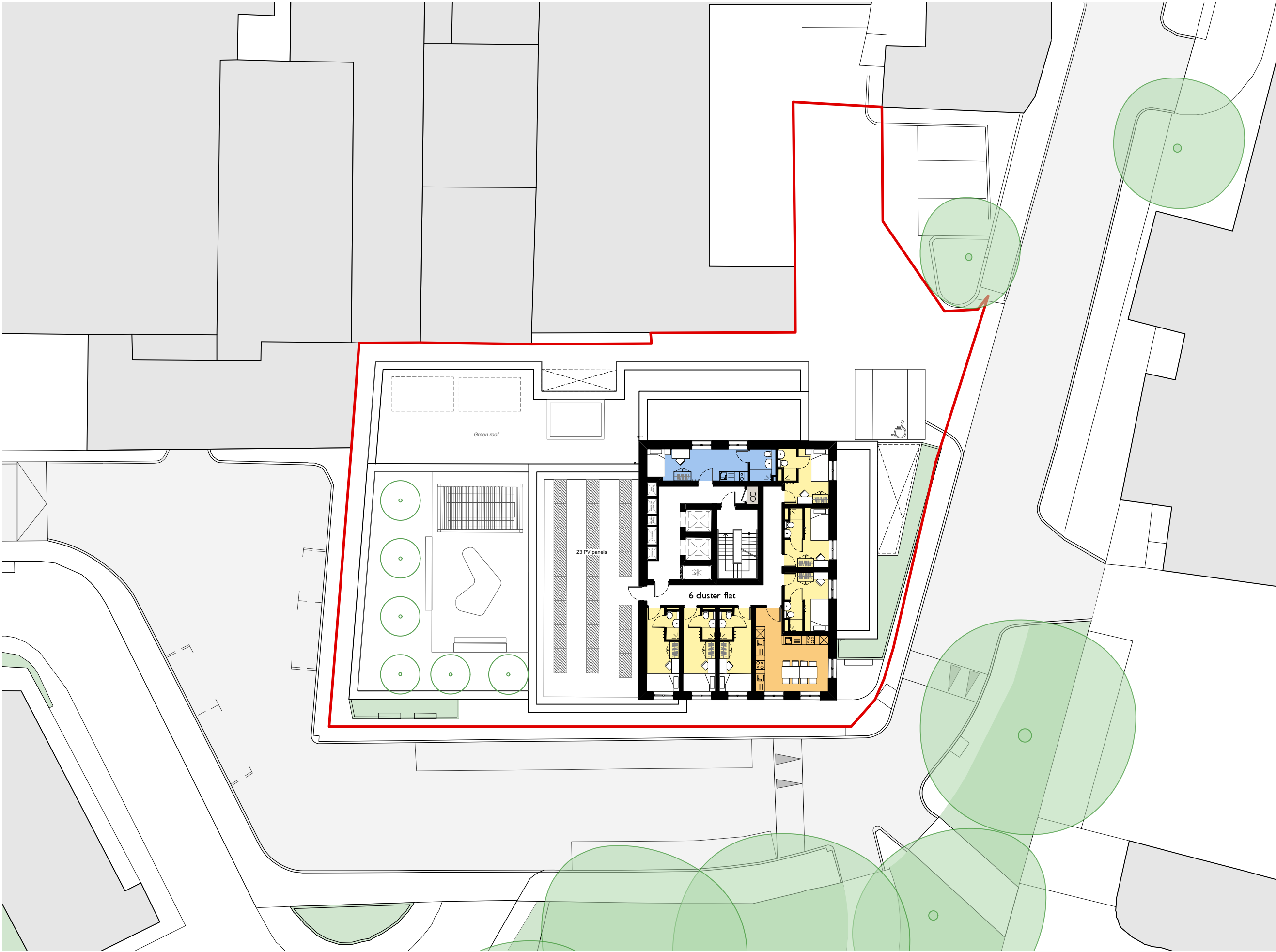
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21235 Tribe Student Housing

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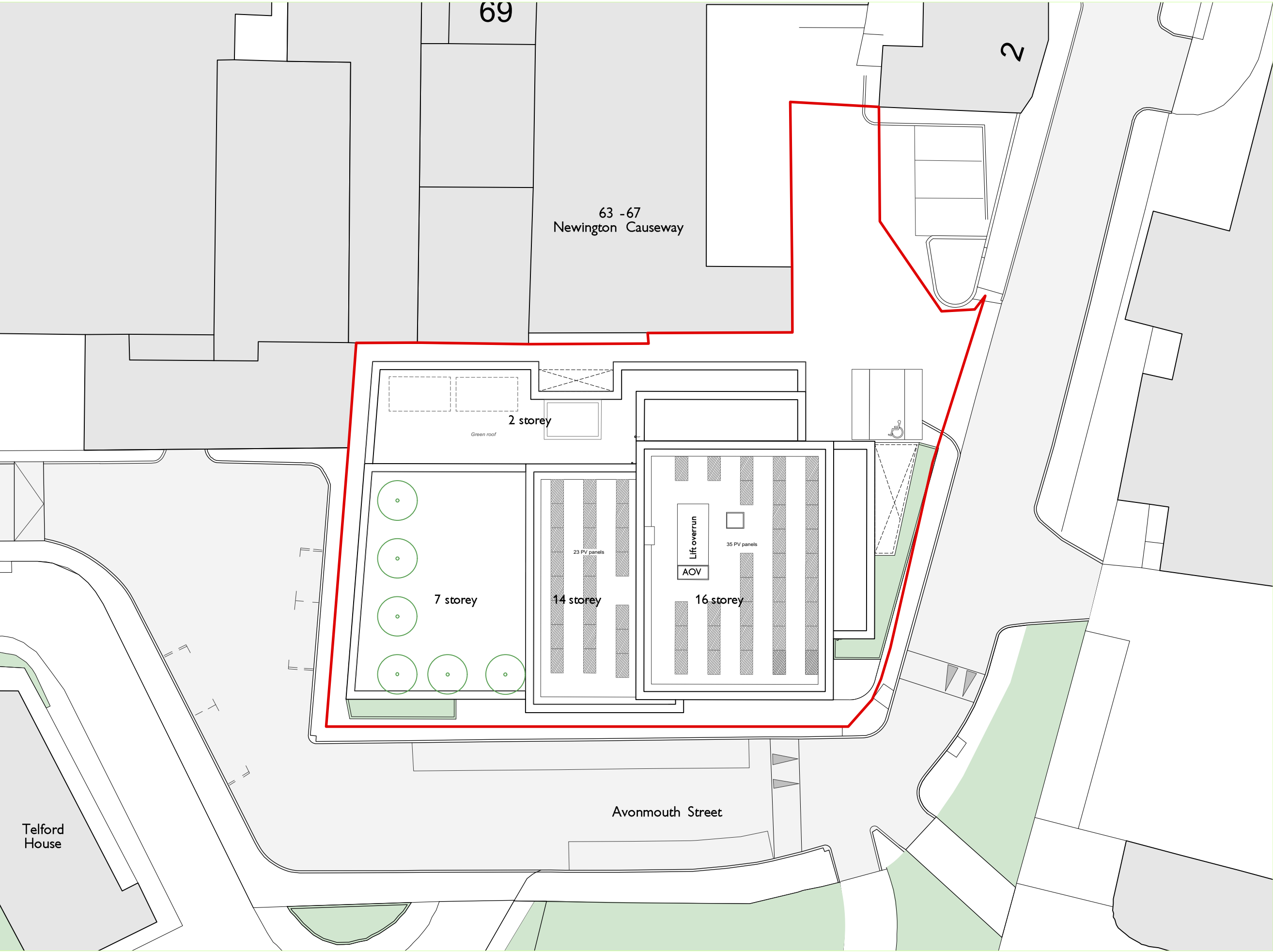
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PROJECT CODE CLIENT
21235 Tribe Student Housing

DRAWING TITLE STATUS
Level 14-15 Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 04.06.21

DRAWING NUMBER REVISION
21235-STCH-ZZ-XX-DR-A-0107 F



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DRAWING NOTES

ISSUE	REASON FOR ISSUE	DATE
A	Design updates	24/06/2021
B	Design updates after structure feedback	13/08/2021
C	Design updates after pre app.	19/08/2021
D	Design coordination updates	06/09/2021
E	Annotation updates	16/09/2021
F	Annotation updates	19/10/2021

KEY PLAN

stitch.

Suite 6, Fusion House, 28 Rochester Place
London NW1 9DF
www.stitcharchitects.co.uk
+44 (0)20 3617 8725

PROJECT

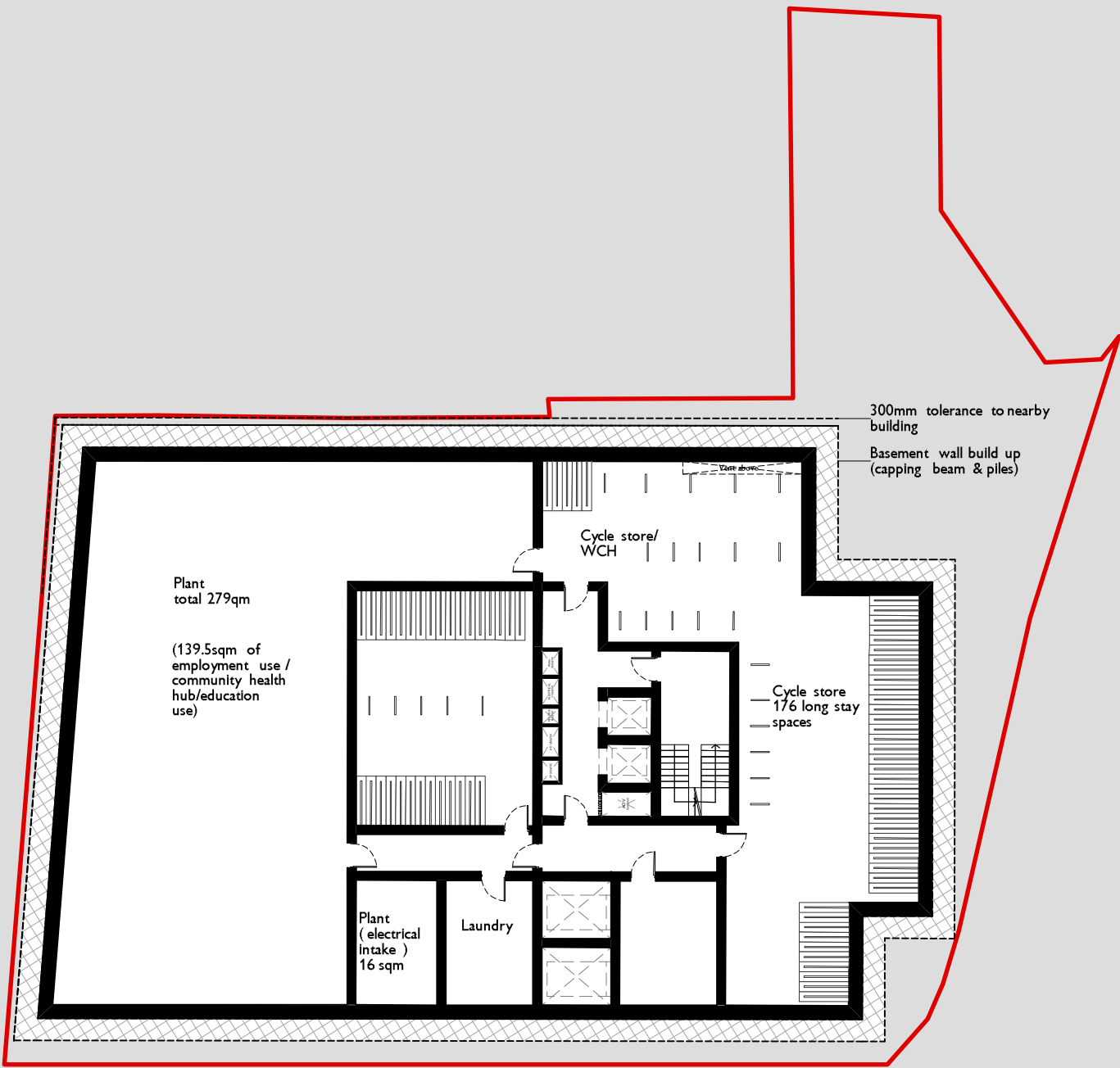
Avonmouth House

PROJECT CODE 21235 CLIENT Tribe Student Housing

DRAWING TITLE STATUS
Roof Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 04.06.21

DRAWING NUMBER REVISION
21235-STCH-XX-RF-DR-A-0108 F



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DRAWING NOTES

CC Cleaner's Cupboard
CP Condenser Pipework
KE Kitchen Extract

ISSUE	REASON FOR ISSUE	DATE
A	Design updates after pre app.	19/08/2021
B	Design coordination updates	06/09/2021
C	Annotation updates	16/09/2021
D	Annotation updates	19/10/2021

KEY PLAN

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+44 (0)20 3617 8725

PROJECT

Avonmouth House

PROJECT CODE CLIENT
21235 Tribe Student Housing

DRAWING TITLE STATUS
Basement 2 Plan Draft

SCALE SHEET DATE OF FIRST ISSUE
1:250 A3 13.08.21

DRAWING NUMBER REVISION
21235-STCH-XX-B2-DR-A-0109 D

Appendix B

Calculation Reference: AUDIT-437201-211021-1021

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
CI	CITY OF LONDON	2 days
CN	CAMDEN	1 days
HD	HILLINGDON	1 days
HM	HAMMERSMITH AND FULHAM	1 days
LB	LAMBETH	2 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1951 to 26639 (units: sqm)
 Range Selected by User: 408 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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	2 days
Tuesday	2 days
Wednesday	1 days
Friday	2 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	5
Edge of Town Centre	2

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

Selected Location Sub Categories:

Commercial Zone	3
Built-Up Zone	3
High Street	1

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

Secondary Filtering selection:

Use Class:

Not Known 7 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®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	4 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:

500,001 or More 7 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	3 days
0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	2 days
No	5 days

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

PTAL Rating:

4 Good	2 days
6a Excellent	1 days
6b (High) Excellent	4 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-02 OFFICES GRACECHURCH STREET CITY OF LONDON MONUMENT Town Centre Commercial Zone Total Gross floor area: 9803 sqm Survey date: FRIDAY 29/11/13	CITY OF LONDON	Survey Type: MANUAL
2	CI-02-A-03 OFFICES MONUMENT STREET CITY OF LONDON MONUMENT Town Centre Commercial Zone Total Gross floor area: 1951 sqm Survey date: FRIDAY 29/11/13	CITY OF LONDON	Survey Type: MANUAL
3	CN-02-A-03 PLANNING & ENGINEERING FITZROY STREET FITZROVIA Town Centre Built-Up Zone Total Gross floor area: 26639 sqm Survey date: WEDNESDAY 06/12/17	CAMDEN	Survey Type: MANUAL
4	HD-02-A-09 DATA CENTRE MILLINGTON ROAD HAYES Edge of Town Centre Commercial Zone Total Gross floor area: 12100 sqm Survey date: TUESDAY 26/06/18	HILLINGDON	Survey Type: MANUAL
5	HM-02-A-01 REGUS OFFICES QUEEN CAROLINE STREET HAMMERSMITH Town Centre Built-Up Zone Total Gross floor area: 2036 sqm Survey date: MONDAY 13/11/17	HAMMERSMITH AND FULHAM	Survey Type: MANUAL
6	LB-02-A-01 START UP OFFICES & STUDIOS DURHAM STREET VAUXHALL Edge of Town Centre Built-Up Zone Total Gross floor area: 10200 sqm Survey date: MONDAY 19/11/18	LAMBETH	Survey Type: MANUAL
7	LB-02-A-02 MUSIC COMPANY STREATHAM HIGH ROAD STREATHAM Town Centre High Street Total Gross floor area: 3054 sqm Survey date: TUESDAY 05/11/19	LAMBETH	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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL 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									
07:00 - 08:00	7	8951	0.219	7	8951	0.021	7	8951	0.240
08:00 - 09:00	7	8951	0.434	7	8951	0.037	7	8951	0.471
09:00 - 10:00	7	8951	0.160	7	8951	0.038	7	8951	0.198
10:00 - 11:00	7	8951	0.085	7	8951	0.061	7	8951	0.146
11:00 - 12:00	7	8951	0.067	7	8951	0.067	7	8951	0.134
12:00 - 13:00	7	8951	0.064	7	8951	0.089	7	8951	0.153
13:00 - 14:00	7	8951	0.037	7	8951	0.038	7	8951	0.075
14:00 - 15:00	7	8951	0.034	7	8951	0.064	7	8951	0.098
15:00 - 16:00	7	8951	0.029	7	8951	0.096	7	8951	0.125
16:00 - 17:00	7	8951	0.034	7	8951	0.227	7	8951	0.261
17:00 - 18:00	7	8951	0.026	7	8951	0.356	7	8951	0.382
18:00 - 19:00	7	8951	0.010	7	8951	0.156	7	8951	0.166
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.199			1.250			2.449

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:	1951 - 26639 (units: sqm)
Survey date date range:	01/01/13 - 05/11/19
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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									
07:00 - 08:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
08:00 - 09:00	7	8951	0.005	7	8951	0.005	7	8951	0.010
09:00 - 10:00	7	8951	0.006	7	8951	0.003	7	8951	0.009
10:00 - 11:00	7	8951	0.005	7	8951	0.005	7	8951	0.010
11:00 - 12:00	7	8951	0.002	7	8951	0.005	7	8951	0.007
12:00 - 13:00	7	8951	0.002	7	8951	0.002	7	8951	0.004
13:00 - 14:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
14:00 - 15:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
15:00 - 16:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
16:00 - 17:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
17:00 - 18:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
18:00 - 19:00	7	8951	0.000	7	8951	0.000	7	8951	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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									
07:00 - 08:00	7	8951	0.049	7	8951	0.003	7	8951	0.052
08:00 - 09:00	7	8951	0.212	7	8951	0.000	7	8951	0.212
09:00 - 10:00	7	8951	0.117	7	8951	0.010	7	8951	0.127
10:00 - 11:00	7	8951	0.035	7	8951	0.016	7	8951	0.051
11:00 - 12:00	7	8951	0.021	7	8951	0.014	7	8951	0.035
12:00 - 13:00	7	8951	0.016	7	8951	0.027	7	8951	0.043
13:00 - 14:00	7	8951	0.013	7	8951	0.019	7	8951	0.032
14:00 - 15:00	7	8951	0.006	7	8951	0.006	7	8951	0.012
15:00 - 16:00	7	8951	0.013	7	8951	0.024	7	8951	0.037
16:00 - 17:00	7	8951	0.005	7	8951	0.034	7	8951	0.039
17:00 - 18:00	7	8951	0.002	7	8951	0.166	7	8951	0.168
18:00 - 19:00	7	8951	0.000	7	8951	0.161	7	8951	0.161
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.489			0.480			0.969

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
07:00 - 08:00	7	8951	0.126	7	8951	0.057	7	8951	0.183
08:00 - 09:00	7	8951	0.322	7	8951	0.152	7	8951	0.474
09:00 - 10:00	7	8951	0.383	7	8951	0.184	7	8951	0.567
10:00 - 11:00	7	8951	0.295	7	8951	0.335	7	8951	0.630
11:00 - 12:00	7	8951	0.239	7	8951	0.239	7	8951	0.478
12:00 - 13:00	7	8951	0.598	7	8951	0.736	7	8951	1.334
13:00 - 14:00	7	8951	0.830	7	8951	0.766	7	8951	1.596
14:00 - 15:00	7	8951	0.466	7	8951	0.303	7	8951	0.769
15:00 - 16:00	7	8951	0.150	7	8951	0.185	7	8951	0.335
16:00 - 17:00	7	8951	0.091	7	8951	0.203	7	8951	0.294
17:00 - 18:00	7	8951	0.077	7	8951	0.265	7	8951	0.342
18:00 - 19:00	7	8951	0.026	7	8951	0.161	7	8951	0.187
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.603			3.586			7.189

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL 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									
07:00 - 08:00	7	8951	0.409	7	8951	0.013	7	8951	0.422
08:00 - 09:00	7	8951	1.915	7	8951	0.041	7	8951	1.956
09:00 - 10:00	7	8951	1.554	7	8951	0.089	7	8951	1.643
10:00 - 11:00	7	8951	0.432	7	8951	0.123	7	8951	0.555
11:00 - 12:00	7	8951	0.244	7	8951	0.220	7	8951	0.464
12:00 - 13:00	7	8951	0.244	7	8951	0.372	7	8951	0.616
13:00 - 14:00	7	8951	0.267	7	8951	0.314	7	8951	0.581
14:00 - 15:00	7	8951	0.148	7	8951	0.230	7	8951	0.378
15:00 - 16:00	7	8951	0.118	7	8951	0.405	7	8951	0.523
16:00 - 17:00	7	8951	0.137	7	8951	0.725	7	8951	0.862
17:00 - 18:00	7	8951	0.094	7	8951	1.821	7	8951	1.915
18:00 - 19:00	7	8951	0.029	7	8951	1.002	7	8951	1.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.591			5.355			10.946

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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									
07:00 - 08:00	7	8951	0.817	7	8951	0.093	7	8951	0.910
08:00 - 09:00	7	8951	2.903	7	8951	0.223	7	8951	3.126
09:00 - 10:00	7	8951	2.220	7	8951	0.322	7	8951	2.542
10:00 - 11:00	7	8951	0.855	7	8951	0.533	7	8951	1.388
11:00 - 12:00	7	8951	0.579	7	8951	0.549	7	8951	1.128
12:00 - 13:00	7	8951	0.934	7	8951	1.240	7	8951	2.174
13:00 - 14:00	7	8951	1.155	7	8951	1.144	7	8951	2.299
14:00 - 15:00	7	8951	0.661	7	8951	0.610	7	8951	1.271
15:00 - 16:00	7	8951	0.316	7	8951	0.720	7	8951	1.036
16:00 - 17:00	7	8951	0.271	7	8951	1.197	7	8951	1.468
17:00 - 18:00	7	8951	0.190	7	8951	2.633	7	8951	2.823
18:00 - 19:00	7	8951	0.065	7	8951	1.492	7	8951	1.557
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.966			10.756			21.722

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-437201-211020-1048

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : F - COMMUNITY EDUCATION
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
 HM HAMMERSMITH AND FULHAM 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 600 to 600 (units: sqm)
 Range Selected by User: 600 to 2300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 21/10/03

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

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

Selected survey types:

Manual count 1 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 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:

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:

F1(a) 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000 1 days

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

Population within 5 miles:

500,001 or More 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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 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:

No PTAL Present 1 days

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

LIST OF SITES relevant to selection parameters

1	HM-04-F-01 DAWES ROAD FULHAM	COM. EDUCATION CTR	HAMMERSMITH AND FULHAM
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Edge of Town Centre

No Sub Category

Total Gross floor area: 600 sqm

Survey date: TUESDAY

21/10/03

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 04 - EDUCATION/F - COMMUNITY EDUCATION

MULTI-MODAL TOTAL 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									
07:00 - 08:00									
08:00 - 09:00	1	600	0.167	1	600	0.000	1	600	0.167
09:00 - 10:00	1	600	0.833	1	600	0.167	1	600	1.000
10:00 - 11:00	1	600	0.500	1	600	0.167	1	600	0.667
11:00 - 12:00	1	600	0.000	1	600	0.000	1	600	0.000
12:00 - 13:00	1	600	0.500	1	600	0.333	1	600	0.833
13:00 - 14:00	1	600	0.333	1	600	0.667	1	600	1.000
14:00 - 15:00	1	600	0.333	1	600	0.833	1	600	1.166
15:00 - 16:00	1	600	0.167	1	600	0.500	1	600	0.667
16:00 - 17:00	1	600	0.000	1	600	0.000	1	600	0.000
17:00 - 18:00	1	600	0.000	1	600	0.167	1	600	0.167
18:00 - 19:00	1	600	1.333	1	600	0.167	1	600	1.500
19:00 - 20:00	1	600	0.500	1	600	0.000	1	600	0.500
20:00 - 21:00	1	600	0.167	1	600	0.500	1	600	0.667
21:00 - 22:00	1	600	0.167	1	600	1.500	1	600	1.667
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.000			5.001			10.001

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: 600 - 600 (units: sqm)
Survey date range: 01/01/00 - 21/10/03
Number of weekdays (Monday-Friday): 1
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.

TRIP RATE for Land Use 04 - EDUCATION/F - COMMUNITY EDUCATION

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									
07:00 - 08:00									
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	1	600	0.000	1	600	0.000	1	600	0.000
11:00 - 12:00	1	600	0.000	1	600	0.000	1	600	0.000
12:00 - 13:00	1	600	0.000	1	600	0.000	1	600	0.000
13:00 - 14:00	1	600	0.000	1	600	0.000	1	600	0.000
14:00 - 15:00	1	600	0.167	1	600	0.167	1	600	0.334
15:00 - 16:00	1	600	0.000	1	600	0.000	1	600	0.000
16:00 - 17:00	1	600	0.000	1	600	0.000	1	600	0.000
17:00 - 18:00	1	600	0.000	1	600	0.000	1	600	0.000
18:00 - 19:00	1	600	0.000	1	600	0.000	1	600	0.000
19:00 - 20:00	1	600	0.000	1	600	0.000	1	600	0.000
20:00 - 21:00	1	600	0.000	1	600	0.000	1	600	0.000
21:00 - 22:00	1	600	0.000	1	600	0.000	1	600	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.167			0.167			0.334

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/F - COMMUNITY EDUCATION

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									
07:00 - 08:00									
08:00 - 09:00	1	600	0.167	1	600	0.000	1	600	0.167
09:00 - 10:00	1	600	0.833	1	600	0.000	1	600	0.833
10:00 - 11:00	1	600	0.500	1	600	0.000	1	600	0.500
11:00 - 12:00	1	600	0.000	1	600	0.000	1	600	0.000
12:00 - 13:00	1	600	0.000	1	600	0.833	1	600	0.833
13:00 - 14:00	1	600	0.167	1	600	0.000	1	600	0.167
14:00 - 15:00	1	600	0.167	1	600	0.500	1	600	0.667
15:00 - 16:00	1	600	0.000	1	600	0.167	1	600	0.167
16:00 - 17:00	1	600	0.167	1	600	0.167	1	600	0.334
17:00 - 18:00	1	600	0.000	1	600	0.167	1	600	0.167
18:00 - 19:00	1	600	0.333	1	600	0.000	1	600	0.333
19:00 - 20:00	1	600	0.167	1	600	0.167	1	600	0.334
20:00 - 21:00	1	600	0.000	1	600	0.167	1	600	0.167
21:00 - 22:00	1	600	0.000	1	600	0.333	1	600	0.333
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.501			2.501			5.002

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/F - COMMUNITY EDUCATION

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									
07:00 - 08:00									
08:00 - 09:00	1	600	0.167	1	600	0.000	1	600	0.167
09:00 - 10:00	1	600	3.333	1	600	0.333	1	600	3.666
10:00 - 11:00	1	600	2.667	1	600	0.500	1	600	3.167
11:00 - 12:00	1	600	0.000	1	600	0.000	1	600	0.000
12:00 - 13:00	1	600	4.333	1	600	5.833	1	600	10.166
13:00 - 14:00	1	600	2.500	1	600	0.167	1	600	2.667
14:00 - 15:00	1	600	0.833	1	600	2.667	1	600	3.500
15:00 - 16:00	1	600	0.500	1	600	4.833	1	600	5.333
16:00 - 17:00	1	600	0.167	1	600	0.167	1	600	0.334
17:00 - 18:00	1	600	0.333	1	600	0.333	1	600	0.666
18:00 - 19:00	1	600	2.833	1	600	0.667	1	600	3.500
19:00 - 20:00	1	600	0.667	1	600	0.000	1	600	0.667
20:00 - 21:00	1	600	1.333	1	600	1.667	1	600	3.000
21:00 - 22:00	1	600	0.000	1	600	2.333	1	600	2.333
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			19.666			19.500			39.166

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/F - COMMUNITY EDUCATION

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									
07:00 - 08:00									
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	2.333	1	600	0.000	1	600	2.333
10:00 - 11:00	1	600	1.167	1	600	0.000	1	600	1.167
11:00 - 12:00	1	600	0.000	1	600	0.000	1	600	0.000
12:00 - 13:00	1	600	1.167	1	600	3.500	1	600	4.667
13:00 - 14:00	1	600	1.000	1	600	0.167	1	600	1.167
14:00 - 15:00	1	600	0.000	1	600	0.000	1	600	0.000
15:00 - 16:00	1	600	0.167	1	600	1.667	1	600	1.834
16:00 - 17:00	1	600	0.333	1	600	0.333	1	600	0.666
17:00 - 18:00	1	600	0.500	1	600	0.333	1	600	0.833
18:00 - 19:00	1	600	4.833	1	600	0.333	1	600	5.166
19:00 - 20:00	1	600	1.000	1	600	0.000	1	600	1.000
20:00 - 21:00	1	600	0.000	1	600	0.833	1	600	0.833
21:00 - 22:00	1	600	0.167	1	600	5.500	1	600	5.667
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.667			12.666			25.333

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/F - COMMUNITY EDUCATION

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									
07:00 - 08:00									
08:00 - 09:00	1	600	0.500	1	600	0.000	1	600	0.500
09:00 - 10:00	1	600	7.333	1	600	0.333	1	600	7.666
10:00 - 11:00	1	600	4.833	1	600	0.667	1	600	5.500
11:00 - 12:00	1	600	0.000	1	600	0.000	1	600	0.000
12:00 - 13:00	1	600	6.000	1	600	10.333	1	600	16.333
13:00 - 14:00	1	600	4.000	1	600	1.000	1	600	5.000
14:00 - 15:00	1	600	1.333	1	600	4.000	1	600	5.333
15:00 - 16:00	1	600	0.667	1	600	7.167	1	600	7.834
16:00 - 17:00	1	600	0.667	1	600	0.667	1	600	1.334
17:00 - 18:00	1	600	0.833	1	600	1.000	1	600	1.833
18:00 - 19:00	1	600	9.667	1	600	1.000	1	600	10.667
19:00 - 20:00	1	600	2.333	1	600	0.167	1	600	2.500
20:00 - 21:00	1	600	1.333	1	600	3.167	1	600	4.500
21:00 - 22:00	1	600	0.167	1	600	10.000	1	600	10.167
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			39.666			39.501			79.167

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

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

Calculation Reference: AUDIT-437201-211020-1051

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : G - GP SURGERIES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
WH WANDSWORTH 1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2709 to 2709 (units: sqm)
Range Selected by User: 1244 to 2709 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 05/11/19

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:

Tuesday 1 days

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

Selected survey types:

Manual count 1 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

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:

Retail Zone 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:

E(e) 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

50,001 to 100,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

1 days

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

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

1 days

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

LIST OF SITES relevant to selection parameters

1	WH-05-G-01 GARRATT LANE WANDSWORTH	MEDICAL CENTRE	WANDSWORTH
	Town Centre Retail Zone		
	Total Gross floor area:	2709 sqm	
	Survey date: TUESDAY	12/11/13	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 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL TOTAL 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									
07:00 - 08:00	1	2709	0.111	1	2709	0.074	1	2709	0.185
08:00 - 09:00	1	2709	0.258	1	2709	0.074	1	2709	0.332
09:00 - 10:00	1	2709	0.148	1	2709	0.037	1	2709	0.185
10:00 - 11:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
11:00 - 12:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
12:00 - 13:00	1	2709	0.221	1	2709	0.258	1	2709	0.479
13:00 - 14:00	1	2709	0.148	1	2709	0.258	1	2709	0.406
14:00 - 15:00	1	2709	0.185	1	2709	0.148	1	2709	0.333
15:00 - 16:00	1	2709	0.185	1	2709	0.258	1	2709	0.443
16:00 - 17:00	1	2709	0.332	1	2709	0.185	1	2709	0.517
17:00 - 18:00	1	2709	0.221	1	2709	0.258	1	2709	0.479
18:00 - 19:00	1	2709	0.111	1	2709	0.148	1	2709	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.105			1.920			4.025

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: 2709 - 2709 (units: sqm)
Survey date range: 01/01/13 - 05/11/19
Number of weekdays (Monday-Friday): 1
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.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

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									
07:00 - 08:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
08:00 - 09:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
09:00 - 10:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
10:00 - 11:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
13:00 - 14:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
14:00 - 15:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
15:00 - 16:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
16:00 - 17:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
17:00 - 18:00	1	2709	0.111	1	2709	0.074	1	2709	0.185
18:00 - 19:00	1	2709	0.000	1	2709	0.037	1	2709	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.333			0.333			0.666

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 05 - HEALTH/G - GP SURGERIES

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									
07:00 - 08:00	1	2709	0.148	1	2709	0.000	1	2709	0.148
08:00 - 09:00	1	2709	0.849	1	2709	0.185	1	2709	1.034
09:00 - 10:00	1	2709	1.034	1	2709	0.849	1	2709	1.883
10:00 - 11:00	1	2709	1.071	1	2709	0.480	1	2709	1.551
11:00 - 12:00	1	2709	0.738	1	2709	0.812	1	2709	1.550
12:00 - 13:00	1	2709	0.332	1	2709	0.701	1	2709	1.033
13:00 - 14:00	1	2709	1.107	1	2709	0.849	1	2709	1.956
14:00 - 15:00	1	2709	0.812	1	2709	0.997	1	2709	1.809
15:00 - 16:00	1	2709	0.664	1	2709	0.628	1	2709	1.292
16:00 - 17:00	1	2709	0.701	1	2709	1.403	1	2709	2.104
17:00 - 18:00	1	2709	0.332	1	2709	0.591	1	2709	0.923
18:00 - 19:00	1	2709	0.221	1	2709	0.185	1	2709	0.406
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.009			7.680			15.689

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 05 - HEALTH/G - GP SURGERIES
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									
07:00 - 08:00	1	2709	0.111	1	2709	0.037	1	2709	0.148
08:00 - 09:00	1	2709	0.111	1	2709	0.000	1	2709	0.111
09:00 - 10:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
10:00 - 11:00	1	2709	0.037	1	2709	0.000	1	2709	0.037
11:00 - 12:00	1	2709	0.000	1	2709	0.000	1	2709	0.000
12:00 - 13:00	1	2709	0.443	1	2709	0.221	1	2709	0.664
13:00 - 14:00	1	2709	0.148	1	2709	0.074	1	2709	0.222
14:00 - 15:00	1	2709	0.037	1	2709	0.037	1	2709	0.074
15:00 - 16:00	1	2709	0.037	1	2709	0.148	1	2709	0.185
16:00 - 17:00	1	2709	0.406	1	2709	0.369	1	2709	0.775
17:00 - 18:00	1	2709	0.037	1	2709	0.406	1	2709	0.443
18:00 - 19:00	1	2709	0.074	1	2709	0.074	1	2709	0.148
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.478			1.403			2.881

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 05 - HEALTH/G - GP SURGERIES

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									
07:00 - 08:00	1	2709	0.406	1	2709	0.111	1	2709	0.517
08:00 - 09:00	1	2709	1.218	1	2709	0.295	1	2709	1.513
09:00 - 10:00	1	2709	1.366	1	2709	0.923	1	2709	2.289
10:00 - 11:00	1	2709	1.366	1	2709	0.701	1	2709	2.067
11:00 - 12:00	1	2709	0.923	1	2709	1.181	1	2709	2.104
12:00 - 13:00	1	2709	1.071	1	2709	1.255	1	2709	2.326
13:00 - 14:00	1	2709	1.440	1	2709	1.181	1	2709	2.621
14:00 - 15:00	1	2709	1.144	1	2709	1.181	1	2709	2.325
15:00 - 16:00	1	2709	0.960	1	2709	1.144	1	2709	2.104
16:00 - 17:00	1	2709	1.550	1	2709	2.067	1	2709	3.617
17:00 - 18:00	1	2709	0.701	1	2709	1.366	1	2709	2.067
18:00 - 19:00	1	2709	0.406	1	2709	0.443	1	2709	0.849
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.551			11.848			24.399

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-437201-211020-1024

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
CN	CAMDEN	1 days
KI	KINGSTON	1 days
LB	LAMBETH	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:	Number of residents
Actual Range:	200 to 1100 (units:)
Range Selected by User:	100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/06/21

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 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	2

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

Selected Location Sub Categories:

Built-Up Zone	3
---------------	---

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	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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	3 days
----	--------

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

PTAL Rating:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS		CAMDEN
	SAINT PANCRAS WAY			
	KING'S CROSS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	571		
	Survey date: TUESDAY	14/11/17		Survey Type: MANUAL
2	KI-03-G-01	STUDENT FLATS		KINGSTON
	PENRHYN ROAD			
	KINGSTON UPON THAMES			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:	200		
	Survey date: WEDNESDAY	12/06/19		Survey Type: MANUAL
3	LB-03-G-02	STUDENT FLATS		LAMBETH
	WESTMINSTER BRIDGE RD			
	LAMBETH			
	Town Centre			
	Built-Up Zone			
	Total Number of residents:	1100		
	Survey date: TUESDAY	27/11/18		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/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.001	3	624	0.001	3	624	0.002
08:00 - 09:00	3	624	0.001	3	624	0.002	3	624	0.003
09:00 - 10:00	3	624	0.001	3	624	0.001	3	624	0.002
10:00 - 11:00	3	624	0.003	3	624	0.003	3	624	0.006
11:00 - 12:00	3	624	0.004	3	624	0.005	3	624	0.009
12:00 - 13:00	3	624	0.003	3	624	0.003	3	624	0.006
13:00 - 14:00	3	624	0.005	3	624	0.004	3	624	0.009
14:00 - 15:00	3	624	0.004	3	624	0.005	3	624	0.009
15:00 - 16:00	3	624	0.005	3	624	0.005	3	624	0.010
16:00 - 17:00	3	624	0.003	3	624	0.003	3	624	0.006
17:00 - 18:00	3	624	0.002	3	624	0.002	3	624	0.004
18:00 - 19:00	3	624	0.003	3	624	0.003	3	624	0.006
19:00 - 20:00	3	624	0.003	3	624	0.003	3	624	0.006
20:00 - 21:00	3	624	0.005	3	624	0.005	3	624	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.045			0.088

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: 200 - 1100 (units:)
 Survey date range: 01/01/13 - 25/06/21
 Number of weekdays (Monday-Friday): 3
 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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.001	3	624	0.001	3	624	0.002
08:00 - 09:00	3	624	0.000	3	624	0.000	3	624	0.000
09:00 - 10:00	3	624	0.000	3	624	0.000	3	624	0.000
10:00 - 11:00	3	624	0.000	3	624	0.000	3	624	0.000
11:00 - 12:00	3	624	0.000	3	624	0.000	3	624	0.000
12:00 - 13:00	3	624	0.000	3	624	0.000	3	624	0.000
13:00 - 14:00	3	624	0.000	3	624	0.000	3	624	0.000
14:00 - 15:00	3	624	0.000	3	624	0.000	3	624	0.000
15:00 - 16:00	3	624	0.000	3	624	0.000	3	624	0.000
16:00 - 17:00	3	624	0.000	3	624	0.000	3	624	0.000
17:00 - 18:00	3	624	0.000	3	624	0.000	3	624	0.000
18:00 - 19:00	3	624	0.000	3	624	0.000	3	624	0.000
19:00 - 20:00	3	624	0.000	3	624	0.000	3	624	0.000
20:00 - 21:00	3	624	0.000	3	624	0.000	3	624	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.000	3	624	0.000	3	624	0.000
08:00 - 09:00	3	624	0.001	3	624	0.002	3	624	0.003
09:00 - 10:00	3	624	0.000	3	624	0.002	3	624	0.002
10:00 - 11:00	3	624	0.000	3	624	0.001	3	624	0.001
11:00 - 12:00	3	624	0.002	3	624	0.003	3	624	0.005
12:00 - 13:00	3	624	0.001	3	624	0.001	3	624	0.002
13:00 - 14:00	3	624	0.002	3	624	0.001	3	624	0.003
14:00 - 15:00	3	624	0.002	3	624	0.001	3	624	0.003
15:00 - 16:00	3	624	0.002	3	624	0.001	3	624	0.003
16:00 - 17:00	3	624	0.002	3	624	0.000	3	624	0.002
17:00 - 18:00	3	624	0.002	3	624	0.001	3	624	0.003
18:00 - 19:00	3	624	0.004	3	624	0.003	3	624	0.007
19:00 - 20:00	3	624	0.001	3	624	0.001	3	624	0.002
20:00 - 21:00	3	624	0.001	3	624	0.001	3	624	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.005	3	624	0.011	3	624	0.016
08:00 - 09:00	3	624	0.004	3	624	0.045	3	624	0.049
09:00 - 10:00	3	624	0.005	3	624	0.034	3	624	0.039
10:00 - 11:00	3	624	0.009	3	624	0.038	3	624	0.047
11:00 - 12:00	3	624	0.013	3	624	0.029	3	624	0.042
12:00 - 13:00	3	624	0.022	3	624	0.032	3	624	0.054
13:00 - 14:00	3	624	0.025	3	624	0.038	3	624	0.063
14:00 - 15:00	3	624	0.018	3	624	0.029	3	624	0.047
15:00 - 16:00	3	624	0.036	3	624	0.021	3	624	0.057
16:00 - 17:00	3	624	0.034	3	624	0.020	3	624	0.054
17:00 - 18:00	3	624	0.037	3	624	0.025	3	624	0.062
18:00 - 19:00	3	624	0.037	3	624	0.018	3	624	0.055
19:00 - 20:00	3	624	0.025	3	624	0.012	3	624	0.037
20:00 - 21:00	3	624	0.030	3	624	0.010	3	624	0.040
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.300			0.362			0.662

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/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.006	3	624	0.014	3	624	0.020
08:00 - 09:00	3	624	0.004	3	624	0.040	3	624	0.044
09:00 - 10:00	3	624	0.010	3	624	0.040	3	624	0.050
10:00 - 11:00	3	624	0.016	3	624	0.043	3	624	0.059
11:00 - 12:00	3	624	0.019	3	624	0.026	3	624	0.045
12:00 - 13:00	3	624	0.016	3	624	0.027	3	624	0.043
13:00 - 14:00	3	624	0.022	3	624	0.024	3	624	0.046
14:00 - 15:00	3	624	0.017	3	624	0.025	3	624	0.042
15:00 - 16:00	3	624	0.021	3	624	0.017	3	624	0.038
16:00 - 17:00	3	624	0.028	3	624	0.013	3	624	0.041
17:00 - 18:00	3	624	0.034	3	624	0.015	3	624	0.049
18:00 - 19:00	3	624	0.032	3	624	0.014	3	624	0.046
19:00 - 20:00	3	624	0.024	3	624	0.007	3	624	0.031
20:00 - 21:00	3	624	0.038	3	624	0.007	3	624	0.045
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.312			0.599

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.012	3	624	0.026	3	624	0.038
08:00 - 09:00	3	624	0.010	3	624	0.088	3	624	0.098
09:00 - 10:00	3	624	0.015	3	624	0.076	3	624	0.091
10:00 - 11:00	3	624	0.027	3	624	0.084	3	624	0.111
11:00 - 12:00	3	624	0.038	3	624	0.064	3	624	0.102
12:00 - 13:00	3	624	0.041	3	624	0.060	3	624	0.101
13:00 - 14:00	3	624	0.053	3	624	0.067	3	624	0.120
14:00 - 15:00	3	624	0.041	3	624	0.061	3	624	0.102
15:00 - 16:00	3	624	0.065	3	624	0.043	3	624	0.108
16:00 - 17:00	3	624	0.066	3	624	0.036	3	624	0.102
17:00 - 18:00	3	624	0.075	3	624	0.042	3	624	0.117
18:00 - 19:00	3	624	0.075	3	624	0.036	3	624	0.111
19:00 - 20:00	3	624	0.052	3	624	0.021	3	624	0.073
20:00 - 21:00	3	624	0.074	3	624	0.020	3	624	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.644			0.724			1.368

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

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Calculation Reference: AUDIT-437201-211019-1017

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL Servicing Vehicles

Selected regions and areas:

01	GREATER LONDON	
CN	CAMDEN	1 days
KI	KINGSTON	1 days
LB	LAMBETH	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:	Number of residents
Actual Range:	200 to 1100 (units:)
Range Selected by User:	100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 25/06/21

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

Selected survey days:

Tuesday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	3 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	2

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

Selected Location Sub Categories:

Built-Up Zone	3
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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	3 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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	3 days
----	--------

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

PTAL Rating:

6a Excellent	2 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS	CAMDEN
	SAINT PANCRAS WAY		
	KING'S CROSS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	571	
	Survey date: <i>TUESDAY</i>	<i>14/11/17</i>	<i>Survey Type: MANUAL</i>
2	KI-03-G-01	STUDENT FLATS	KINGSTON
	PENRHYN ROAD		
	KINGSTON UPON THAMES		
	Edge of Town Centre		
	Built-Up Zone		
	Total Number of residents:	200	
	Survey date: <i>WEDNESDAY</i>	<i>12/06/19</i>	<i>Survey Type: MANUAL</i>
3	LB-03-G-02	STUDENT FLATS	LAMBETH
	WESTMINSTER BRIDGE RD		
	LAMBETH		
	Town Centre		
	Built-Up Zone		
	Total Number of residents:	1100	
	Survey date: <i>TUESDAY</i>	<i>27/11/18</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 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	624	0.001	3	624	0.001	3	624	0.002
08:00 - 09:00	3	624	0.001	3	624	0.001	3	624	0.002
09:00 - 10:00	3	624	0.000	3	624	0.000	3	624	0.000
10:00 - 11:00	3	624	0.002	3	624	0.001	3	624	0.003
11:00 - 12:00	3	624	0.002	3	624	0.002	3	624	0.004
12:00 - 13:00	3	624	0.001	3	624	0.001	3	624	0.002
13:00 - 14:00	3	624	0.002	3	624	0.001	3	624	0.003
14:00 - 15:00	3	624	0.002	3	624	0.003	3	624	0.005
15:00 - 16:00	3	624	0.002	3	624	0.002	3	624	0.004
16:00 - 17:00	3	624	0.002	3	624	0.002	3	624	0.004
17:00 - 18:00	3	624	0.001	3	624	0.001	3	624	0.002
18:00 - 19:00	3	624	0.000	3	624	0.000	3	624	0.000
19:00 - 20:00	3	624	0.001	3	624	0.001	3	624	0.002
20:00 - 21:00	3	624	0.001	3	624	0.001	3	624	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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

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