A Planning Application by

THE ARCH COMPANY

In respect of

Units 29-41, Castle Mews, LONDON BOROUGH OF CAMDEN

Transport Statement

January 2025

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Transport Planning Associates
1 Giltspur Street
London
EC1A 9DD

020 7119 1155
london@tpa.uk.com
www.tpa.uk.com

[a] Proposed plan updated

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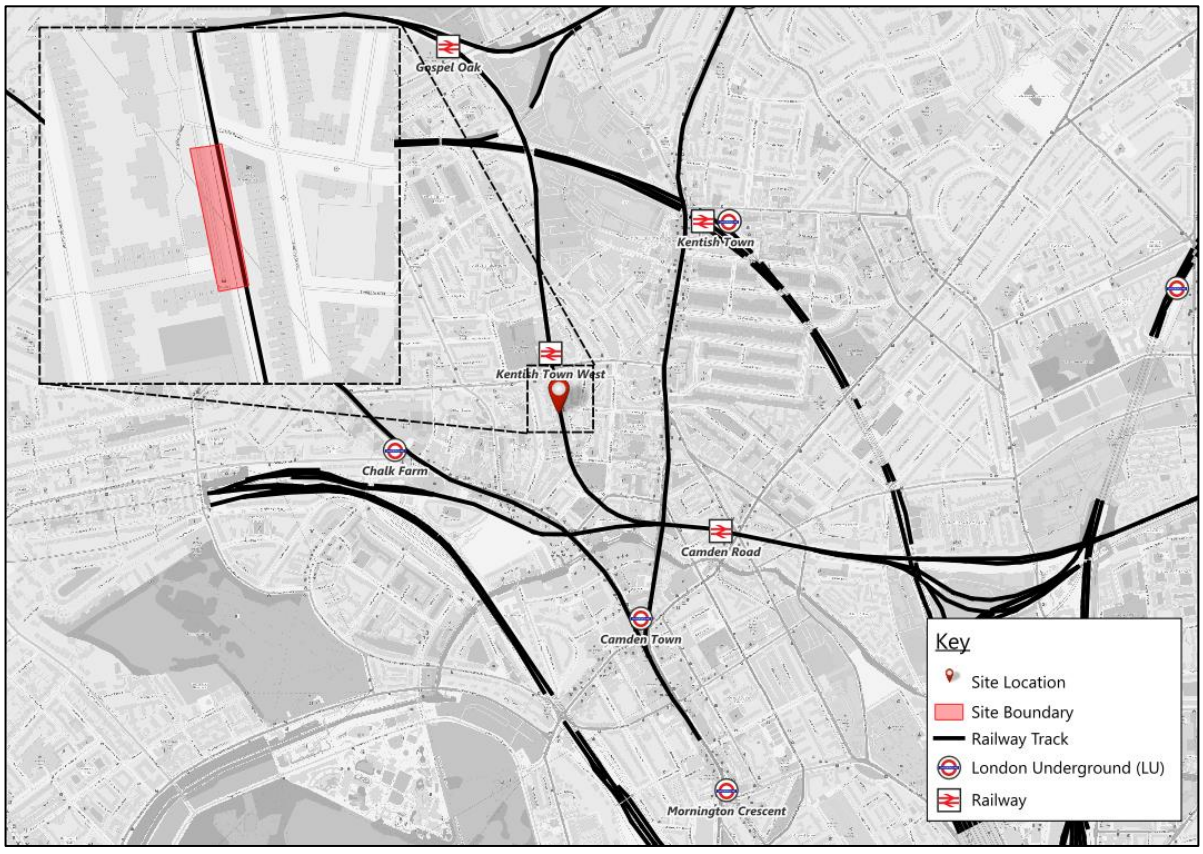
1 Introduction

1.1 Transport Planning Associates (**TPA**/ **we**) has been appointed by The Arch Company to provide transport planning consultancy services in relation to a proposed change of use application for 13 arches (number 29-41) at Castle Mews, Camden, NW1 8SY.

1.2 The site is situated in the London Borough of Camden and sits beneath the existing railway line (the North London Line) which serves Kentish Town West station to the north. It's location in the context of local transport infrastructure is illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

1.3 The site has a comprises 13 units and an existing warehouse to the front of arches 29-36 which will see a minor floor increase to a total Gross Internal Area (**GIA**) of 1,161m^2. We understand that the arches have predominantly Sui Generis use at present and are occupied by a Builders Merchants.

1.4 The development proposals comprise:

"Partial demolition of existing warehouse, erection of new warehouse and external alterations to existing railway arches and associated works related to the continued use as builders merchant (sui generis), and / or class B8 and / or E(g)(iii) uses".

The application seeks to retain the existing Sui Generis use in addition to the new uses set out below:

- **Use Class B8 (Storage or distribution):**
  - This class includes open air storage.
- **Use Class E (Commercial, Business and Service):**
  - E(g)(iii) Uses which can be carried out in a residential area without detriment to its amenity: Industrial processes.[1]

1.5 The proposed development will retain the existing vehicular access to the site and the operational car parking. Long-stay cycle parking will be provided on-site, with short-stay cycle parking provided within the yard in accordance with the policy requirements, with locations to be confirmed by tenant fit outs.

Report Scope and Structure

1.6 This Transport Statement has been prepared to consider the highway and transport aspects of the proposals as part of a suite of documents supporting the above planning application. It will be structured thus:

- **Chapter 2** – Baseline Transport Conditions;
- **Chapter 3** – National, Regional and Local Transport Policy;
- **Chapter 4** – Development Proposals;
- **Chapter 5** – Framework Delivery and Servicing Plan;
- **Chapter 6** – Potential Traffic Impact and
- **Chapter 6** – Summary and Conclusions.

[1] https://www.planningportal.co.uk/permission/common-projects/change-of-use/use-classes

2 Baseline Transport Conditions

The existing site

2.1 As previously set out, the site comprises 13 arches beneath the existing North London Railway Line which serves Kentish Town West station. It is accessed from Castle Mews, which is a no through road off Castle Road. The area surrounding the site is mixed in character, with commercial, industrial, office and residential uses in the local vicinity.

Pedestrian and Cycle Accessibility

2.2 Pedestrian footways are provided throughout the surrounding area, typically on both sides of the carriageway. In the immediate vicinity of the site the footway is circa 2.5-3m wide and is lit. Crossing facilities in the local area are typically uncontrolled with dropped kerbs and tactile paving.

2.3 A continuous pedestrian footway is provided between the site and Kentish Town West station and the existing bus stops on Prince of Wales Road.

2.4 With regard to catchment, the (then) Institution of Highways & Transportation publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered appropriate for local services and amenities.

Table 2.1 IHT Suggested Walking Distance Thresholds

	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of Providing for Journeys on Foot (IHT)

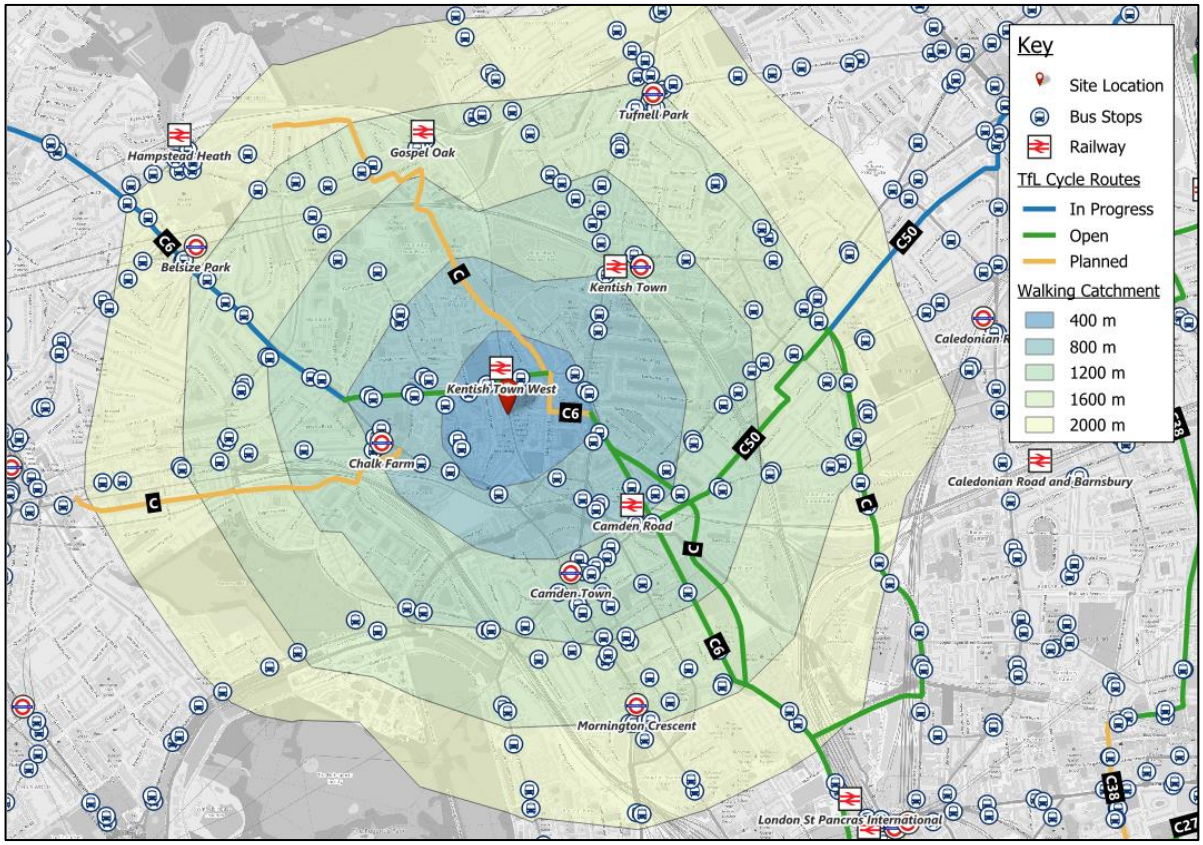
2.5 CIHT's Planning for Walking (2015) guidance quotes the Department for Transport's (**DfT**) document "*Building Sustainable Transport into New Developments*" (2008), which states:

> *"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 m). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to*

walk or cycle further where their surroundings are more attractive, safe, and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"[2]

2.6 **Figure 2.1** illustrates the walking catchment of the site in 400m increments.

Figure 2.1 Walking Catchments



Source: © OpenStreetMap contributors

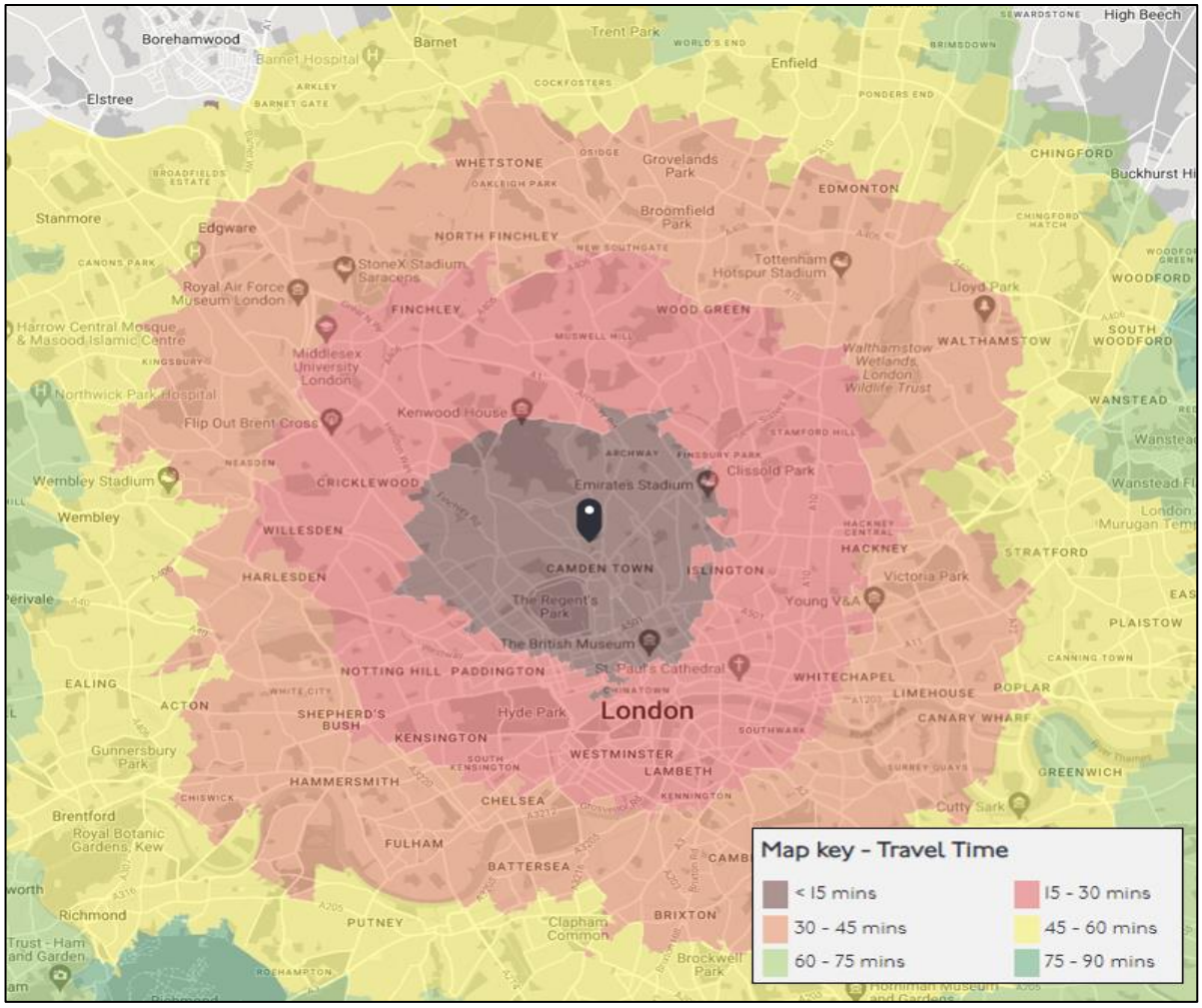
Cycle

2.7 The local cycle network within the vicinity of the site is shown within **Figure 2.1**. As shown, Cycleway 6 (**C6**), which is located circa 140m north of the site access on Prince of Wales Road and extends southward to King's Cross and northward to Gospel Oak. The local area benefits from cycle gates restricting vehicle movement whilst retaining the cycle and pedestrian permeability. One example is provided between Hadley Street and Castle Road circa 40m from the site.

[2] *Planning for Walking (CIHT, 2015, para 6.4)*

2.8 The bicycle is considered to be an effective mode of transport for short trips up to five to eight km (20 – 35 minutes respectively)[3]. Utilising TfL's online WebCat tool the cycle catchment of the site has been determined and is presented in **Figure 2.2**. As shown, locations such as Camden Town, Paddington, Shepherds Bush and Westminster.

Figure 2.2 Cycling Isochrones



Source: https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat
Note: from Site, base year, AM peak

2.9 With regard to cycle parking, two Sheffield stands (four cycle parking spaces) are provided at the junction of Castle Road and Castlehaven Road circa 160m east of the site. Additionally, a Santander docking station is provided circa 550m south the site on Castlehaven Road, with a total of 28 docks[4].

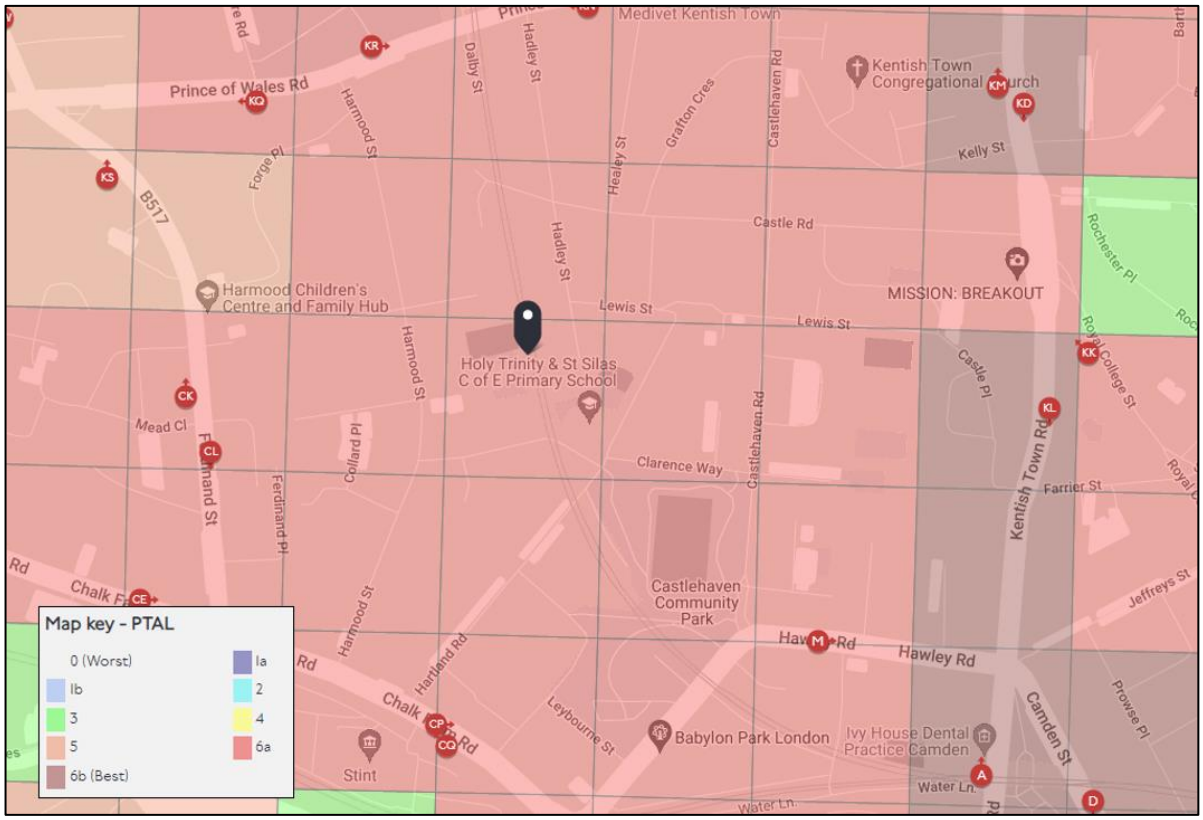
[3] *Changing Journeys to Work, An Employers Guide to Green Commuter Plans, Transport (2000)*
[4] https://santandercycles.tfl.gov.uk/map?intcmp=48337

Public Transport

2.10 The Public Transport Accessibility Level (**PTAL**) rating of a site within London denotes the degree to which public transport services serve that site, via a score between 0 (no access to public transport services within TfL thresholds) and 6b (excellent accessibility). The PTAL is a function of the distance and frequency of bus services available within 640m and underground/railway services available within 960m.

2.11 As shown in **Figure 2.3** the site has PTAL score of 6a. This indicates the second-best level of accessibility to the site via public transport services.

Figure 2.3 PTAL Analysis



Source: https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat

Bus Services

2.12 Due to the site's proximity to Kentish Town West it has access to a wide variety of bus services as shown in TfL's Spidermap[5] provided in **Appendix A**.

[5] https://content.tfl.gov.uk/bus-route-maps/camden-town-a4-300923.pdf

2.13 Focusing on the closest stops only (Kentish Town West Station stops, stop KN and stop KR) which are located circa 140m to the north on Prince of Wales Road, the site has access to services 36 and 393. A summary of the existing bus services and their peak hour frequencies are presented in below.

Table 2.2 Local Bus Services

Service	Bus Route	Peak Hour Frequency		
		Weekdays	Saturday	Sunday
393	**Kentish Town West** – Upper Clapton Road	Every 10-13 minutes	Every 10-13 minutes	Every 15-20 minutes
	Kentish Town West – Chalk Farm Road	Every 10-13 minutes	Every 10-13 minutes	Every 15-20 minutes
46	**Kentish Town West** – Paddington Station	Every 10-12 minutes	Every 9-11 minutes	Every 15 minutes
	Kentish Town West – St Bartholomew's Hospital	Every 8-12 minutes	Every 10-11 minutes	Every 14-16 minutes

Source: https://tfl.gov.uk/travel-information/timetables/

Rail Services

2.14 The closest rail link to the site is at Kentish Town West, which provides access to what will become the Mildmay London Overground Line. A summary of the services available is provided in Table 2.3 below.

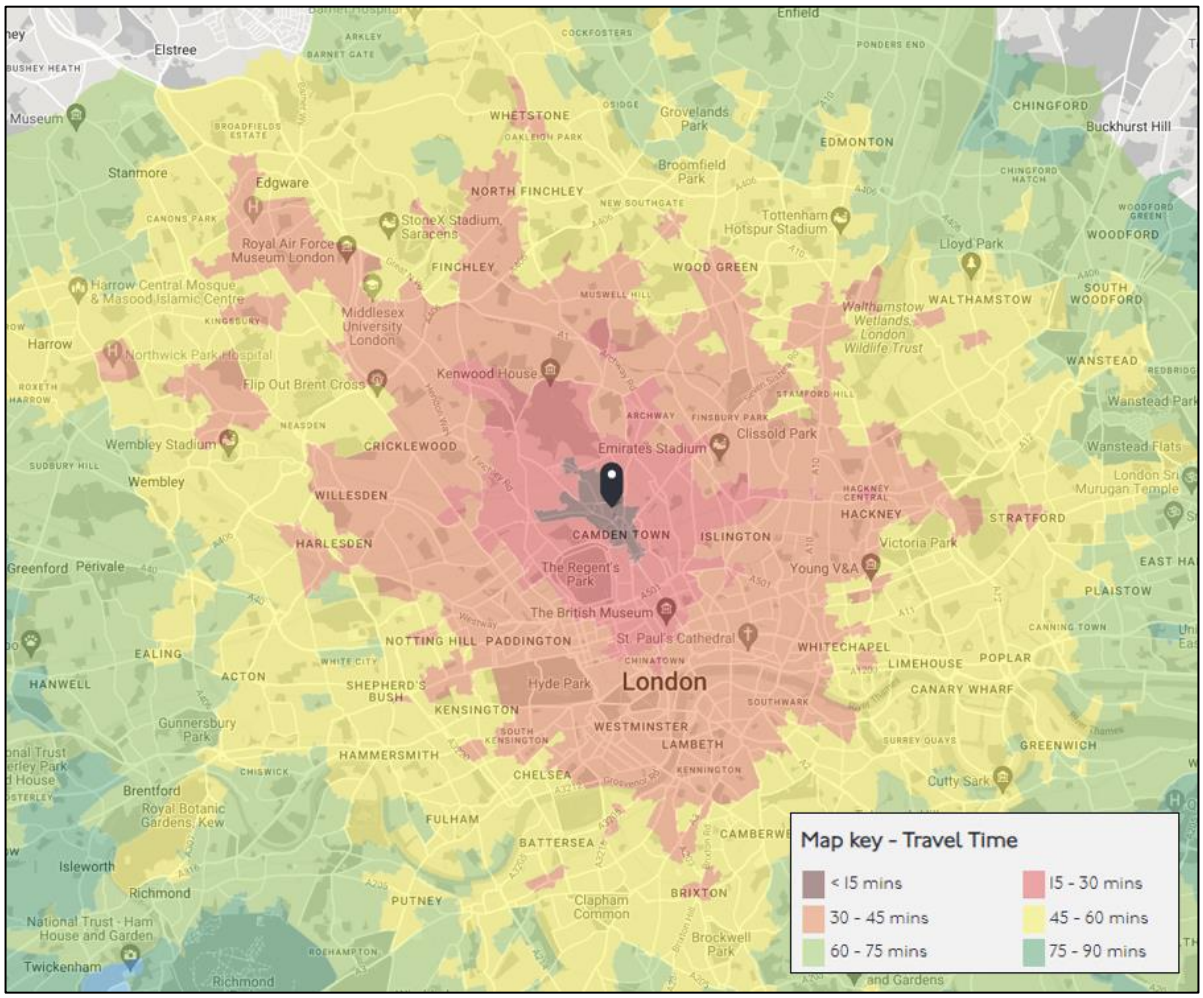
Table 2.3 Rail Service Summary

Service	Bus Route	Peak Hour Frequency		
		Weekdays	Saturday	Sunday
Mildmay London Overground Line	Stratford – Hackney Central – **Kentish Town West –** Camden Road - Hampsted Heath – Willesden Junction - Richmond	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes
Mildmay London Overground Line	Richmond – Willesden Junction – Hampsted Heath – Camden Road - **Kentish Town West -**Hackney Central - Stratford	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes
Mildmay London Overground Line	Stratford – Highbury & Islington – Camden Road – **Kentish Town West –** Kensal Rise – Kensington Olympia – Clapham Junction	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes
Mildmay London Overground Line	Clapham Junction – Kensington Olympia – **Kentish Town West** – Camden Road – Highbury & Islington - Stratford	Every 5 minutes	Every 5-10 minutes	Every 6-10 minutes

Source: https://tfl.gov.uk/overground/route/london-overground

2.15 In light of the services available, and reflecting its very good public transport accessibility, a wide area of Central London can be reached in less than 30-45 minutes, with a part of Central London including Westminster, Paddington and Bloomsbury being reachable within 30 to 45 minutes, as shown in **Figure 2.4**.

Figure 2.4 Public Transport Isochrones



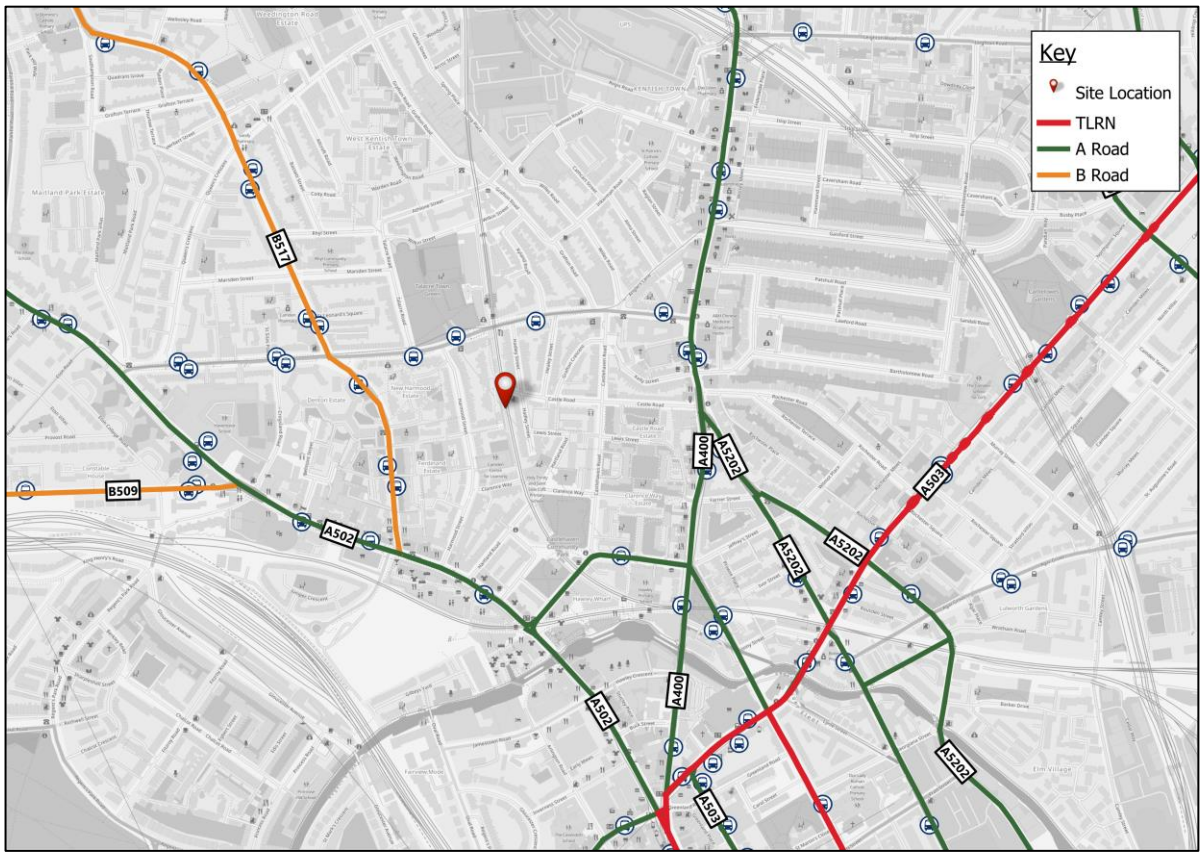
Source: https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat
Note: from Site, base year, AM peak

Local Highway Network

2.16 As previously stated, Castle Mews is a cul-de-sac with a private access leading to the site. It is connected to Castle Road to the east. Castle Road is a single carriageway road subject to a 20mph speed limit. Castle Road joins Prince of Wales Road to the north and A502 Chalk Farm Road to the south via Castlehaven Road to the east.

2.17 The closest Transport for London Road Network (**TLRN**) link to the site is located approximately 600m southeast of the site on Camden Street. The TLRN in proximity to the site is outlined in **Figure 2.5** below.

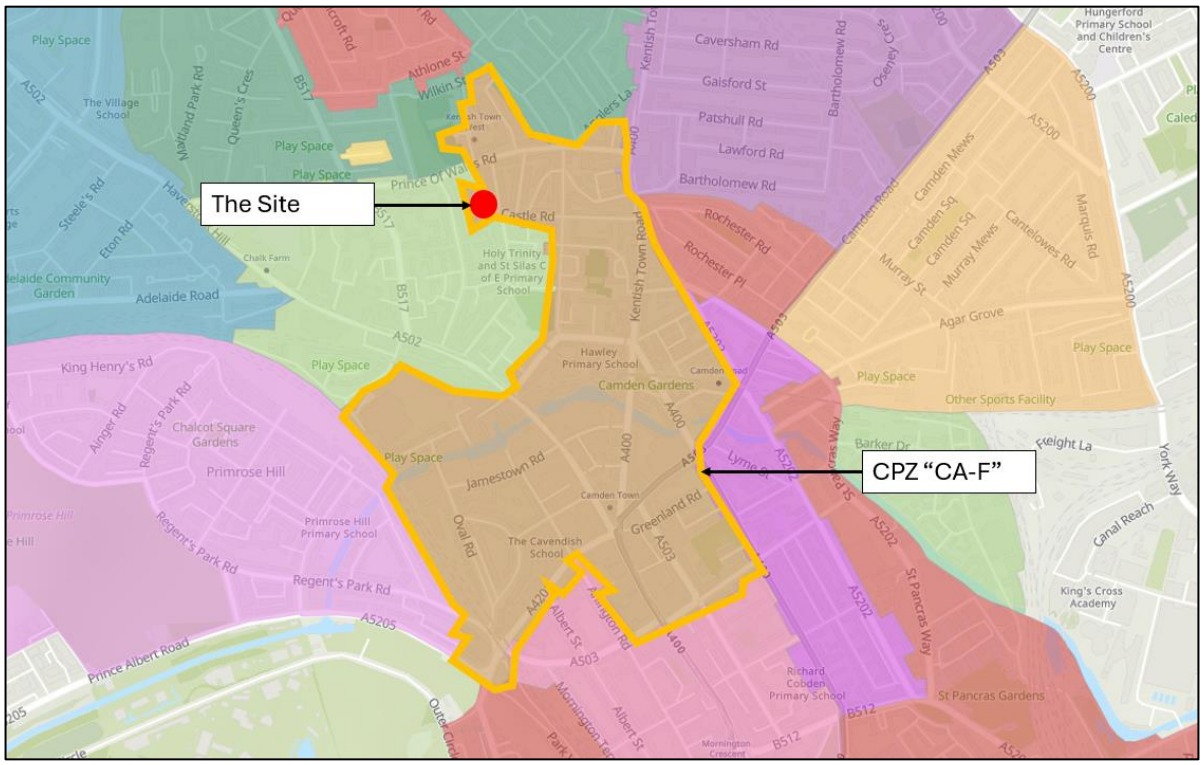
Figure 2.5 Transport for London Road Network



Source: OpenStreetMap Contributors

2.18 The site is located within Controlled Parking Zone (CPZ) "CA-F", that restricts parking to permit holders only or pay and display. It operates from 08:30 – 18:30 Monday to Friday, and 09:30 – 17:30 Saturday to Sunday. **Figure 2.6** below shows the site in relation to the CPZ.

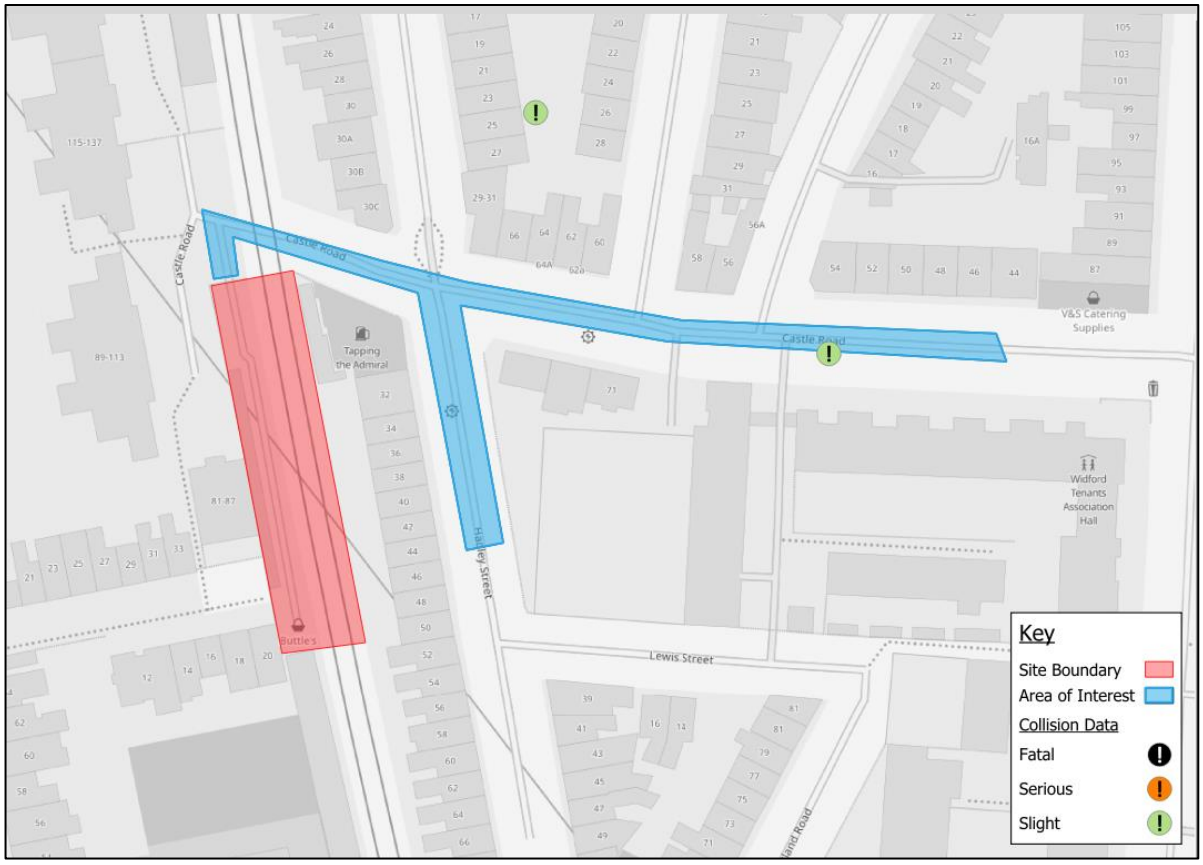
Figure 2.6 Existing Controlled Parking Zones



Source: https://lbcamden.maps.arcgis.com/apps/View/index.html?appid=310e8d556aa940cc908e7acb33323e05

2.19 Personal Injury Collision (**PIC**) data has been obtained from TfL for the most recent five-year period to 2023 for the area surrounding the Site. TfL compiles data collected by the police, when a road traffic collision results in injury. The PICs that occurred in the vicinity of the site are illustrated in **Figure 2.7**.

Figure 2.7 PIC Data



Source: OpenStreetMap Contributors. TfL

2.20 The search revealed a total of one PIC within the study area over the five-year period, which was classified as slight. In the context of this record, it is considered that there are no road safety concerns in the vicinity of the site related to the operation to the site itself or any that the proposals would exacerbate.

3 National, Regional and Local Transport Policy

3.1 This chapter will outline the transport planning policy and guidance background for the scheme. The policy and guidance documents that have been reviewed include:

- The National Planning Policy Framework (2023);
- The London Plan (2021); and
- Camden Local Plan.

National Planning Policy Framework

3.2 The National Planning Policy Framework (**NPPF**) sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.3 The NPPF defines a sustainable transport mode as follows:

> *"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."* [6]

3.4 Regarding sustainability, it states that:

> *"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."* [7]

3.5 Regarding transport assessments/statements and travel plans, it states that:

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."* [8]

3.6 According to the NPPF, applications for development should, inter alia:

[6] Annex 2, Page 76 of the National Planning Policy Framework (2023)
[7] Paragraph 7 of the National Planning Policy Framework (2023)
[8] Paragraph 117 of the National Planning Policy Framework (2023)

"[…]

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

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

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

[…]"[9]

3.7 Considering development proposals:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." [10]

3.8 As set out in **Chapter2**, the site is benefits from high levels of accessibility from active and sustainable modes of transport. In addition, the proposals will be car free with the exception of disabled and operational spaces and traffic as set out later within this Transport Statement. In this context it is not anticipated that the development proposals will result in a severe impact on highway safety or the operation of the highway network.

The London Plan

3.9 The London Plan was adopted in March 2021 and sets out the Mayor's vision for growth and development in London until 2031. It aims to rebalance:

"The transport system towards walking, cycling and public transport, including ensuring high quality interchanges, will require sustained investment including improving street environments to make walking and cycling safer and more attractive, and providing more, better-quality public transport services to ensure that alternatives to the car are accessible, affordable and appealing"[11]

[9] Paragraph 116 of the National Planning Policy Framework (2023)
[10] Paragraph 115 of the National Planning Policy Framework (2023)
[11] Paragraph 10.1.4 of the London Plan (2021)

3.10 Enabling the use of sustainable modes of transport supports the Mayor's vision for London. The London Plan states that London should be:

> *"Improving processes, opening up new markets and allowing more flexible working. Convenient transport connections and street, rail and waterway networks that allow the efficient movement of goods and people are also vital, alongside the schools, healthcare facilities and other amenities that employees need to be healthy and productive"*[12].

Cycle Parking Provision

3.11 Camden Council follows the London Plan's guidance on cycle parking as per paragraph 8.6 of the Transport Camden Planning Guidance[13]. Table 3.1 below summarises the required London Plan minimum cycle parking standards for the uses which the current application seeks to gain permission.

Table 3.1 London Plan Cycle Parking Standards

Use Class		Long-Stay	Short-Stay
E(G)(iii)	light industry and research and development*	1 space per 250m^2 (GEA)	1 space per 1000 m^2 (GEA)
B2-B8	General Industrial, storage or distribution	1 space per 500 m^2 (GEA)	1 space per 1000 m^2 (GEA)

Source: GLA London Plan Table 10.2

Note: Based on B1 light industry and research and development as a proxy

3.12 In accordance with the minimum standards above, 5 long-stay cycle parking spaces would be provided for the site alongside 2 short-stay cycle parking spaces.

Disabled Parking

3.13 In terms of disabled parking provision, Policy T6.5 – Non-residential disabled persons parking of the London Plan notes the following:

> *"Disabled persons parking should be provided in accordance with the levels set out in Table 10.6, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay".*

[12] Paragraph 1.5.4 of the London Plan (2021)
[13] Camden Planning Guidance – Transport (January 2021)

3.14 We note that in Camden[14], Blue Badge holders can display their badge and park in:

- Any disabled bay (observe time limits on signs in short-stay disabled bays);
- Pay-by-Phone bays – free of charge and no time limit;
- Shared use (permit holders or Pay-by-Phone) – free of charge and with no time limit; or
- Waiting restrictions (Single and double yellow lines) - free of charge with a maximum of three hours limit).

Camden Local Plan

3.15 The Camden Local Plan (CLP) adopted in 2017 provides the spatial policies, development management policies and site allocations to guide and manage development in the borough.

3.16 Paragraphs 10.5 – 10.6 of the CLP set out the borough's stance on sustainable communities relating to transport provision:

> *"10.5. One of the key aims of the Camden Plan is to enable communities across Camden to become more sustainable so that they can do more to help themselves and each other. Creating safe attractive, neighbourhoods which promote walking and reduce the dominance of motor vehicles in particular have been found to be associated with increased social interactions and a sense of community. It can also help to create a sense of place and give an area identity.*
>
> *10.6 Access to jobs, training, education, support services, shopping, friends and relatives, leisure and participation in community life is dependent on people's ability to move around. Promoting the use of sustainable transport which is more Camden Local Plan | Transport 299 affordable and more easily accessible therefore provides an alternative to car use and ensures that people unable to use or afford cars are not excluded or isolated"*

3.17 Policy T1 of the CLP reinforces the paragraphs above by setting out the borough's strategy to encourage active travel modes:

> *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough"* [15]

3.18 The development will be car-free with the exception of operational car parking required due to the site's industrial land use and one disabled parking space. Two electric vehicle charging stations will be

[14] https://www.camden.gov.uk/documents/20142/3754167/Blue+Badge+parking+guide+1119.pdf/15e72c52-51f4-1baf-7bc4-879984d0dc11
[15] Policy T1 of the Camden Loc al Plan

provided as part of the on-site parking. As per the guidance set out by Policy T2. summarised below, the absence of non-operational vehicle trips will limit the number of private vehicle trips to the site and therefore comply with the overarching transport strategy set out by the borough.

> *"The Council will limit the availability of parking and require all new developments in the borough to be car-free"*[16]

[16] Policy T2 of the Camden Loc al Plan

4 Development Proposals

4.1 As previously set out, the proposals comprise:

> *"Partial demolition of existing warehouse, erection of new warehouse and external alterations to existing railway arches and associated works related to the continued use as builders merchant (sui generis), and / or class B8 and / or E(g)(iii) uses*

4.2 The proposed development will be car free with the exception of operational car parking including two electric vehicle charging stations and one disabled parking space, with the existing access retained. Five long-stay cycle parking will be provided within the units, with 2 short-stay cycle parking provided within the yard, in accordance with the policy requirements, with locations to be confirmed by tenant fit outs.

4.3 The proposed arrangement drawings are provided in **Appendix B**

Access

4.4 Access to the site by all modes of transport will be retained as existing from Castle Mews. Servicing will be undertaken from within the existing yard in line with the existing approach taken for the arches.

4.5 Refuse collection will be undertaken in line with the approach taken for the existing archways within the yard, with collection undertaken from Castle Mews with refuse stores being brought out by on-site staff.

Parking

4.6 The proposals will comply with the relevant standards for cycle parking, providing five long-stay cycle parking spaces and two short-stay spaces within the yard for visitors.

4.7 The proposals have no on-site vehicular parking, with provision limited to one disabled parking space and operational vehicle parking including two electric vehicle charging spaces.

5 Framework and Delivery Servicing Plan

5.1 This Chapter provides a Framework Delivery and Servicing Plan (**DSP**) which will form the basis of a future DSP prepared for the site once the occupier is known.

5.2 When preparing the future DSP, reference will be made to TfL's *Delivery and Servicing Plan Guidance* (December 2020) notes that:

> *"Any site that receives deliveries or has servicing activity (including waste collection and recycling, and facilities management) can benefit from a DSP. This applies to large and small facilities and those occupied by a single business or by multiple organisations, and to personal as well as business deliveries. Much of the content of the DSP can also be shared between multiple sites"*[17].

5.3 In addition to the DSP, we understand that The Arch Company Operate their own Management Plan for Castle Mews, which occupiers of the arches are required to adhere to.

Aims

5.4 The future DSP will aim to:

- mitigate against the anticipated transport impacts of the development; and
- create a greener and safer environment for future occupiers and local community, as well as for the staff of delivery and refuse collection organisations.

Objectives

5.5 To achieve this the future DSP will have objectives similar to those set out above::

- outline the way in which goods, services and waste can be delivered or removed from the site in a method that is safe, efficient, and environmentally friendly;
- promote use of low or zero emission vehicles for delivery and servicing whenever possible;
- raise awareness of the servicing and refuse collection process for the development;
- manage the timing of deliveries of and servicing to reduce the impact in peak periods;
- ensure appropriate routing strategies are in place for travel;

[17] http://planning.data.tfl.gov.uk/delivery-and-servicing-plan-guidance.pdf

- minimise the opportunity for conflict between servicing, refuse collection and occupiers, staff, and visitors; and
- minimise the impact of the servicing and refuse collection for the site on the local community and maintain good relations with neighbours.

Measures

5.6 The measures set out below will be included within the future DSP prepared once the operator is known for the site.

Delivery Management

5.7 Delivery vehicles will be required to follow the local signposted restrictions, concerning stopping loading and parking. Delivery vehicle engines, radios and chiller / freezer units will be always switched off during the unloading / loading to ensure that vehicle noise is kept to a minimum. We understand that this is stipulated within the Management Plan that The Arch Company operates.

5.8 Future operators will be required to use reputable companies/ couriers when deliveries are made to the site. They will also be required to ensure that they are considerate and courteous if getting deliveries of large furnishings / appliances – even though such deliveries are not expected due to the nature of the scheme and of their stay.

5.9 Where possible, future occupiers will liaise with each other to consolidate deliveries, thus reducing the number of servicing trips to and from the site.

Safer Vehicles

5.10 There are several requirements already in place in London to make vans and lorries safer. The Direct Vision Standard will require HGVs to have a permit showing that they meet certain safety standards to operate in London.

5.11 The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme that recognises operators who have adopted cleaner, safer, and more efficient practices. Procurement can be used to encourage operators to adopt the latest safety and environmental standards.

Servicing Trip Generation

5.12 To estimate the number of servicing trips associated with the proposals, trip rates have been obtained from the Trip Rate Information Computer System (**TRICS**) database using the following parameters:

- E(g)(iii) : Land Use Class 02 – Employment C – Industrial Unit;
- B8 – Land Use Class 02 – Employment – E – Warehousing (Self Storage);
- Sites located in selected regions of England, including Greater London, South West, South East, East Anglia, East Midlands, West Midlands, North and North West;
- Sites located in Town Centre, edge of town and suburban areas; and
- Surveys undertaken on weekdays only.

5.13 In absence of a substantial number of surveys including servicing trips for the specified land use classes, the sum of OGVs and LGVs trips to these sites was used as a proxy to estimate their respective trip rates. The full TRICS output report is presented in **Appendix C**

Table 5.1 Servicing Traffic Generation

Use	Peak period	Trip rate / 100 m²		Traffic Generation (1,161 m²)		
		Arr.	Dep.	Arr.	Dep.	Total
E(g)(iii) Light Industrial	AM peak (08:00 – 09:00)	0.155	0.082	2	1	3
	PM peak (16:00 – 17:00)	0.009	0.018	0	0	0
	Daily (07:00-20:00)	1.209	1.187	14	14	28
B8 Warehouse	AM peak (07:00 – 08:00)	0.047	0.026	1	0	1
	PM peak (12:00 – 13:00)	0.026	0.042	0	0	1
	Daily (06:00-24:00)	0.642	0.652	7	8	15
Average	*AM peak*	*0.101*	*0.054*	*1*	*1*	*2*
	PM peak	*0.0175*	*0.03*	*0*	*0*	*1*
	Daily	*0.9255*	*0.9195*	*11*	*11*	*21*

Source TRICS, rounded figures.
Any arithmetic errors due to rounding

5.14 In the unlikely, "worst-case" scenario that the site was solely used for light industrial uses, the site could potentially attract a total of 14 deliveries across the day, resulting in 28 two-way movements.

5.15 In the more likely development scenario where the site is host to a range of uses, it is estimated to generate an average of 11 deliveries across the day, resulting in 21 two-way movements.

5.16 It must be noted that, in general a large part, if not all the vehicular movements associated with van deliveries would not be new to the network, as deliveries slots would likely be shared across several deliveries and linked trips. This further supports our conclusion that the impact on traffic generation would be negligible.

5.17 Therefore, servicing trips associated with the proposed operation of the site will be small in number when distributed across the day. They will avoid peak hours and be consolidated whenever possible. Out-of-peak delivery hours can reduce local congestion and promote cleaner and more efficient deliveries help to achieve carbon reduction targets.

Monitoring and refreshing the DSP

5.18 This section of the Framework DSP will set out the method of monitoring and reviewing the DSP.

5.19 The targets for monitoring are set out below:

- no penalty charge notices as a result of delivery vehicles parked on Castle Mews:
- no damage to neighbouring properties or street furniture resulting from deliveries and servicing; and
- no complaints from local residents or businesses resulting from the delivery, servicing and refuse collection arrangements for the site.

5.20 On a new site, the responsibility for the DSP lies with the developer but must be passed on to the tenant on occupation. The requirements of the DSP may be included in leases and contracts with occupiers.

5.21 Monitoring is in the context of DSPs being live documents, which are updated over time to reflect changes. Monitoring and review of the plan will be the responsibility of the landowner or of the agent on their behalf. This will be undertaken when / if significant changes to DSP are required, such as if a new company manages the site or if waste collection and recycling, and facilities management change over time.

5.22 It is expected that a Full DSP will be secured as a condition of consent, whereby the occupiers will be known at the time of preparing the report.

6 Potential Traffic Impact

6.1 **Chapter 2** shows that the site is served by good walking infrastructure as well as TfL cycle routes and is easily accessible by public transport services (PTAL 6a). Therefore, the site lies in a suitable location for a car free development scheme, with most trip rates likely to be made on foot while reaching or leaving the local Kentish Town West station, which offers London Overground services.

6.2 As shown in Table 5.1 the proposed development is predicted to result in up to 14 deliveries per day. As such, we consider that the impact would be negligible and absorbed within daily fluctuations of traffic.

6.3 The absence of on-site parking for staff will limit the vehicular movements associated with the proposals to operational trips only. In this context the scheme is considered entirely appropriate and would encourage the use of sustainable modes of transport.

6.4 In consideration of the highly accessible nature of its location (by all modes and the pass-by nature of a large proportion of the trips, the trip generation associated with the proposed change of use would be sufficiently accommodated within the existing transport network. Hence it would not result in any material impact on any modes of transport.

7 Summary and Conclusions

7.1 Transport Planning Associates has been appointed by The Arch Company to provide transport planning consultancy services in relation to a proposed change of use application at 13 arches (numbers 29-42), Castle Mews, Camden, NW1 8SY.

7.2 The site is close to Kentish Town West station and therefore benefits from a high level of accessibility by active and sustainable modes of transport. Focusing on sustainable travel, the site is located in a PTAL 6b with access to a variety of rail and bus services.

7.3 The development proposals comprise:

> *"Partial demolition of existing warehouse, erection of new warehouse and external alterations to existing railway arches and associated works related to the continued use as builders merchant (sui generis), and / or class B8 and / or E(g)(iii) uses"*

7.4 As a result of the proposals the existing floor area of the site will see a minor increase to 1,1,61m^2.

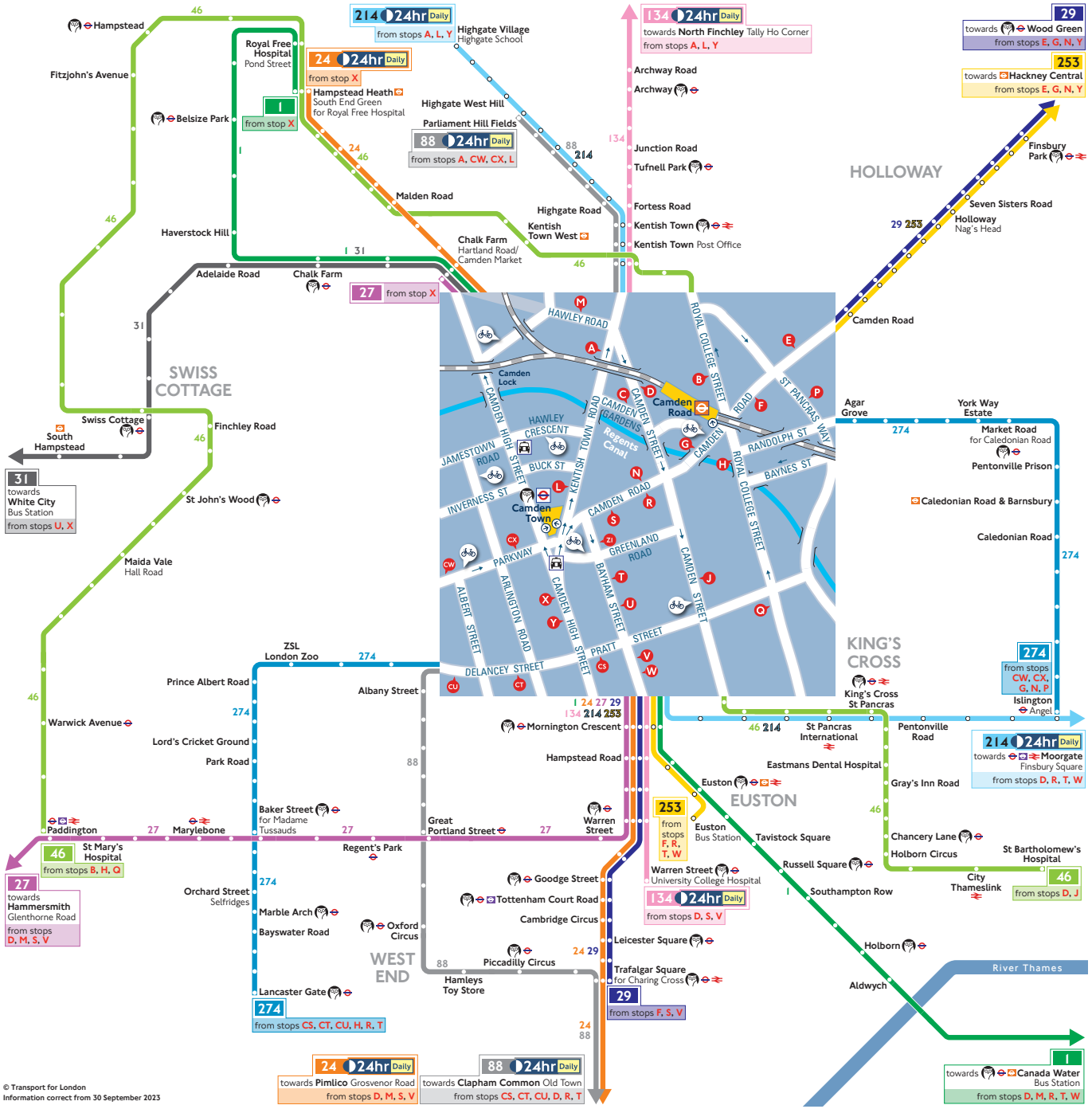
7.5 The proposed development will be car free, with the existing access retained. Five long stay cycle parking spaces will be provided on-site, with two short-stay cycle parking provided within the yard in accordance with the policy requirements. Additionally, servicing and refuse collection will be retained as existing as part of the proposed change of use.

Conclusions

7.6 The proposed development complies with the relevant transport planning policies and is not expected to result in a significant quantum of movements. In this context, the proposals are not expected to result in a severe impact on the safety or operation of the local highway network and therefore should be acceptable.

APPENDIX A

Buses from Camden Town



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with Elizabeth line
	Connections with National Rail
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

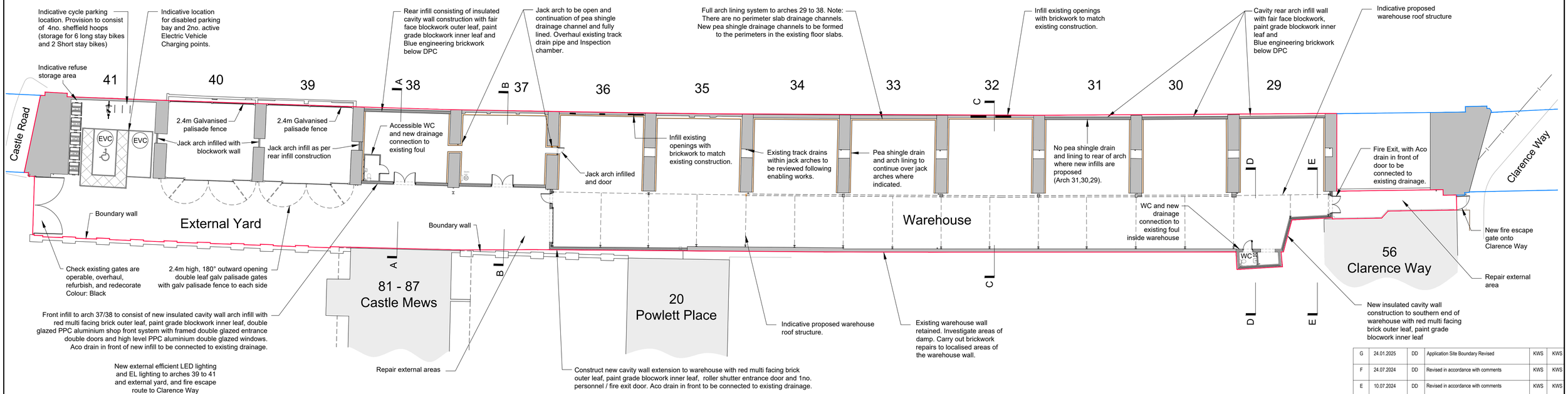
Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in

If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 2385.08.23 (P)

APPENDIX B



01 Proposed Plan

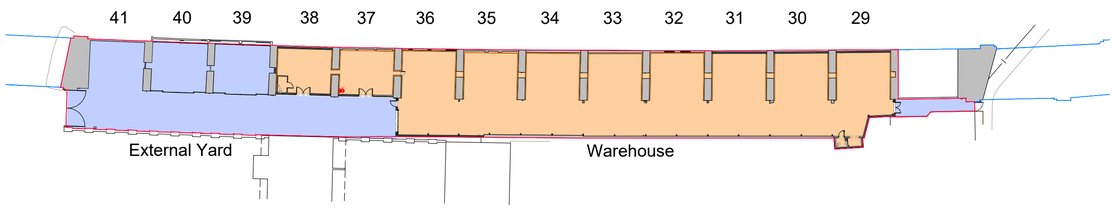
Scale 1 : 200

Arches 29 to 41 Castle Mews

PROPOSED FLOOR AREAS (RIBA 3)

		GEA		GIA		GIA + GEA TOTALS		NIA	
UNIT	LOCATION	m²	ft²	m²	ft²	m²	ft²	m²	ft²
1	External Yard + Arches 41,40,39	609.50	6,560.60			609.50	6,560.60		
2	ARCHES 38 to 29 + Warehouse			1,161.10	12,497.96	1,161.10	12,497.96	1,141.60	12,288.07
	TOTAL ALL UNITS	**609.50**	**6,560.60**	**1,161.10**	**12,497.96**	**1,770.60**	**19,058.56**	**1,141.60**	**12,288.07**
	OVERALL TOTALS	**609.50**	**6,560.60**	**1,161.10**	**12,497.96**	**1,770.60**	**19,058.56**	**1,141.60**	**12,288.07**

02 Area schedule



03 Key Plan

Scale 1 : 500

Drawing Frame A1

Notes:

1. Copyright: The contents of this drawing may not be reproduced in whole or in part without the written consent of Robinson Kenning & Gallagher.
2. All dimensions to be checked on site by Contractor.
3. Where discrepancy occurs between specification and drawings then Robinson Kenning & Gallagher must be notified immediately.

REV	DATE	BY		CHK	A'THD
G	24.01.2025	DD	Application Site Boundary Revised	KWS	KWS
F	24.07.2024	DD	Revised in accordance with comments	KWS	KWS
E	10.07.2024	DD	Revised in accordance with comments	KWS	KWS
D	02.07.24	DD	Revised following Client comments	-	-
C	02.07.24	DD	Planning Issue	-	-
B	17.06.24	DD	Typo amended to arch lining required to arches 29 to 38.	-	-
A	17.06.24	DD	Notes added for information only	-	-

DRAWING STATUS: PLANNING

Robinson Kenning & Gallagher
Architects & Surveyors
Airport House, Purley Way, Croydon, Surrey, CR0 0XZ
T: 020 8684 8125 E: info@rkgpartnership.co.uk W: www.rkgpartnership.co.uk

CLIENT: THE ARCH CO

PROJECT: Arches 29-41 Castle Mews
Castle Road, London NW1 8SY

TITLE: Proposed Plan

SCALE @ A1:	CHECKED:	APPROVED:
1:200	KWS	KWS
CAD FILE: 4758 PROPOSED RIBA 3 REVISED SITE BOUNDARY 450 25 DWG	DESIGN DRAWN: DPD	DATE: 19/04/2024
PROJECT No: 4758	DRAWING No: 23-4758-PD-010	REV: G

APPENDIX C

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	02/E	EMPLOYMENT/WAREHOUSING (SELF STORAGE)
Selected Trip Rate Calculation Parameter Range	1336-14000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	1336-5500 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 15/10/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	1
	Thursday	2
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	3
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	6 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	2
	15,001 to 20,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	75,001 to 100,000	1
	125,001 to 250,000	2
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	3
	1.6 to 2.0	1
PTAL Rating	No PTAL Present	6
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-219602-240611-0612

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	SD	SWINDON	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CU	CUMBERLAND	1 days
	TW	TYNE & WEAR	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:	1336 to 5500 (units: sqm)
Range Selected by User:	1336 to 14000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 15/10/21

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:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

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

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:

Industrial Zone	4
Development Zone	1
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

B8	6 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

Site(1):	CU-02-E-01	Gross floor area:	3100 sqm
Development Name:	BOX CLEVER SELF STORAGE		
Location:	CARLISLE	Parking spaces:	9
Postcode:	CA3 0EU	No of Employees:	2
Main Location Type:	Edge of Town	Survey Date:	15/10/21
Sub-Location Type:	Industrial Zone	Survey Day:	Friday
PTAL:	n/a		

Site(2):	NG-02-E-02	Gross floor area:	2860 sqm
Development Name:	BIG YELLOW SELF STORAGE		
Location:	NOTTINGHAM	Parking spaces:	10
Postcode:	NG7 2NR	No of Employees:	4
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	17/11/16
Sub-Location Type:	Development Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(3):	NY-02-E-01	Gross floor area:	1350 sqm
Development Name:	SELF STORAGE		
Location:	SELBY	Parking spaces:	10
Postcode:	YO8 8LZ	No of Employees:	3
Main Location Type:	Edge of Town	Survey Date:	21/09/21
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

Site(4):	SD-02-E-01	Gross floor area:	4925 sqm
Development Name:	BIG YELLOW SELF STORAGE		
Location:	SWINDON	Parking spaces:	25
Postcode:	SN3 3JN	No of Employees:	3
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/09/16
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a		

Site(5):	SF-02-E-01	Gross floor area:	1530 sqm
Development Name:	SELF STORAGE		
Location:	IPSWICH	Parking spaces:	105
Postcode:	IP1 5NX	No of Employees:	
Main Location Type:	Edge of Town	Survey Date:	24/06/21
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(6):	TW-02-E-01	Gross floor area:	5500 sqm
Development Name:	1ST STORAGE		
Location:	GATESHEAD	Parking spaces:	20
Postcode:	NE10 0AZ	No of Employees:	4
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	13/06/16
Sub-Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a		

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3184	0.058	6	3184	0.031	6	3184	0.089
08:00 - 09:00	6	3184	0.110	6	3184	0.079	6	3184	0.189
09:00 - 10:00	6	3184	0.188	6	3184	0.152	6	3184	0.340
10:00 - 11:00	6	3184	0.173	6	3184	0.178	6	3184	0.351
11:00 - 12:00	6	3184	0.131	6	3184	0.110	6	3184	0.241
12:00 - 13:00	6	3184	0.215	6	3184	0.220	6	3184	0.435
13:00 - 14:00	6	3184	0.141	6	3184	0.120	6	3184	0.261
14:00 - 15:00	6	3184	0.162	6	3184	0.178	6	3184	0.340
15:00 - 16:00	6	3184	0.147	6	3184	0.162	6	3184	0.309
16:00 - 17:00	6	3184	0.115	6	3184	0.120	6	3184	0.235
17:00 - 18:00	6	3184	0.058	6	3184	0.136	6	3184	0.194
18:00 - 19:00	6	3184	0.026	6	3184	0.031	6	3184	0.057
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.524			1.517			3.041

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

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

Parameter summary

Trip rate parameter range selected:	1336 - 5500 (units: sqm)
Survey date date range:	01/01/16 - 15/10/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3184	0.000	6	3184	0.000	6	3184	0.000
08:00 - 09:00	6	3184	0.005	6	3184	0.005	6	3184	0.010
09:00 - 10:00	6	3184	0.016	6	3184	0.016	6	3184	0.032
10:00 - 11:00	6	3184	0.005	6	3184	0.010	6	3184	0.015
11:00 - 12:00	6	3184	0.000	6	3184	0.000	6	3184	0.000
12:00 - 13:00	6	3184	0.005	6	3184	0.005	6	3184	0.010
13:00 - 14:00	6	3184	0.005	6	3184	0.005	6	3184	0.010
14:00 - 15:00	6	3184	0.000	6	3184	0.000	6	3184	0.000
15:00 - 16:00	6	3184	0.010	6	3184	0.010	6	3184	0.020
16:00 - 17:00	6	3184	0.005	6	3184	0.005	6	3184	0.010
17:00 - 18:00	6	3184	0.000	6	3184	0.000	6	3184	0.000
18:00 - 19:00	6	3184	0.005	6	3184	0.000	6	3184	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.056			0.112

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/E - WAREHOUSING (SELF STORAGE)
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	3184	0.026	6	3184	0.031	6	3184	0.057
08:00 - 09:00	6	3184	0.042	6	3184	0.021	6	3184	0.063
09:00 - 10:00	6	3184	0.052	6	3184	0.058	6	3184	0.110
10:00 - 11:00	6	3184	0.058	6	3184	0.068	6	3184	0.126
11:00 - 12:00	6	3184	0.047	6	3184	0.047	6	3184	0.094
12:00 - 13:00	6	3184	0.084	6	3184	0.084	6	3184	0.168
13:00 - 14:00	6	3184	0.037	6	3184	0.031	6	3184	0.068
14:00 - 15:00	6	3184	0.089	6	3184	0.073	6	3184	0.162
15:00 - 16:00	6	3184	0.089	6	3184	0.094	6	3184	0.183
16:00 - 17:00	6	3184	0.031	6	3184	0.047	6	3184	0.078
17:00 - 18:00	6	3184	0.026	6	3184	0.042	6	3184	0.068
18:00 - 19:00	6	3184	0.005	6	3184	0.000	6	3184	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.586			0.596			1.182

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

Filtering Summary

Land Use	02/C	EMPLOYMENT/INDUSTRIAL UNIT
Selected Trip Rate Calculation Parameter Range	150-67459 sqm GFA	
Actual Trip Rate Calculation Parameter Range	150-4324 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 03/05/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	2
	Wednesday	1
	Thursday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	6
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	7 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	1
	20,001 to 25,000	1
	25,001 to 50,000	4
Population <5 Mile ranges selected	50,001 to 75,000	1
	125,001 to 250,000	3
	250,001 to 500,000	1
	500,001 or More	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	6
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-219602-240607-0634

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	DV	DEVON	1 days
	SM	SOMERSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
08	NORTH WEST		
	LC	LANCASHIRE	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:	150 to 4324 (units: sqm)
Range Selected by User:	150 to 67459 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 03/05/23

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

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:

Industrial Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	6 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

Site(1):	DV-02-C-02	Site area:	0.95 hect
Development Name:	ENERGY RECOVERY FACILITY	Gross floor area:	3513 sqm
Location:	EXETER	Parking spaces:	42
Postcode:	EX2 8QE	No of Employees:	17
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/07/17
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(2):	LC-02-C-03	Site area:	0.07 hect
Development Name:	TIMBER SUPPLIES	Gross floor area:	150 sqm
Location:	LEYLAND	Parking spaces:	4
Postcode:	PR25 2YE	No of Employees:	2
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/11/18
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

Site(3):	NF-02-C-04	Site area:	0.09 hect
Development Name:	EXHIBITION DESIGN & MANUF.	Gross floor area:	690 sqm
Location:	NORWICH	Parking spaces:	7
Postcode:	NR3 3ST	No of Employees:	9
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/11/19
Sub-Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		

Site(4):	SM-02-C-01	Site area:	0.40 hect
Development Name:	WET BLASTING EQUIPMENT	Gross floor area:	2300 sqm
Location:	BRIDGWATER	Parking spaces:	40
Postcode:	TA6 4DL	No of Employees:	43
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	14/09/22
Sub-Location Type:	No Sub Category	Survey Day:	Wednesday
PTAL:	n/a		

Site(5):	WM-02-C-04	Site area:	0.63 hect
Development Name:	FOUNDRY	Gross floor area:	4324 sqm
Location:	STOURBRIDGE	Parking spaces:	40
Postcode:	DY9 8PR	No of Employees:	30
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	21/11/17
Sub-Location Type:	Industrial Zone	Survey Day:	Tuesday
PTAL:	n/a		

Site(6):	WM-02-C-05	Site area:	0.03 hect
Development Name:	INDIAN CATERING	Gross floor area:	256 sqm
Location:	BIRMINGHAM	Parking spaces:	5
Postcode:	B18 5AU	No of Employees:	4
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	22/11/21
Sub-Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a		

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NN-02-C-01	covid
TV-02-C-02	covid

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.182	5	2195	0.055	5	2195	0.237
08:00 - 09:00	5	2195	0.556	5	2195	0.091	5	2195	0.647
09:00 - 10:00	6	1872	0.240	6	1872	0.178	6	1872	0.418
10:00 - 11:00	6	1872	0.160	6	1872	0.098	6	1872	0.258
11:00 - 12:00	6	1872	0.223	6	1872	0.223	6	1872	0.446
12:00 - 13:00	6	1872	0.312	6	1872	0.347	6	1872	0.659
13:00 - 14:00	6	1872	0.240	6	1872	0.231	6	1872	0.471
14:00 - 15:00	6	1872	0.125	6	1872	0.142	6	1872	0.267
15:00 - 16:00	6	1872	0.142	6	1872	0.196	6	1872	0.338
16:00 - 17:00	6	1872	0.062	6	1872	0.374	6	1872	0.436
17:00 - 18:00	6	1872	0.018	6	1872	0.285	6	1872	0.303
18:00 - 19:00	6	1872	0.000	6	1872	0.045	6	1872	0.045
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.260			2.265			4.525

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

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

Parameter summary

Trip rate parameter range selected:	150 - 4324 (units: sqm)
Survey date date range:	01/01/16 - 03/05/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.000	5	2195	0.000	5	2195	0.000
08:00 - 09:00	5	2195	0.000	5	2195	0.000	5	2195	0.000
09:00 - 10:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
10:00 - 11:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
11:00 - 12:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
12:00 - 13:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
13:00 - 14:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
14:00 - 15:00	6	1872	0.018	6	1872	0.018	6	1872	0.036
15:00 - 16:00	6	1872	0.009	6	1872	0.009	6	1872	0.018
16:00 - 17:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
17:00 - 18:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
18:00 - 19:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.027			0.027			0.054

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.055	5	2195	0.055	5	2195	0.110
08:00 - 09:00	5	2195	0.082	5	2195	0.064	5	2195	0.146
09:00 - 10:00	6	1872	0.107	6	1872	0.116	6	1872	0.223
10:00 - 11:00	6	1872	0.036	6	1872	0.027	6	1872	0.063
11:00 - 12:00	6	1872	0.089	6	1872	0.080	6	1872	0.169
12:00 - 13:00	6	1872	0.151	6	1872	0.169	6	1872	0.320
13:00 - 14:00	6	1872	0.098	6	1872	0.080	6	1872	0.178
14:00 - 15:00	6	1872	0.045	6	1872	0.045	6	1872	0.090
15:00 - 16:00	6	1872	0.036	6	1872	0.053	6	1872	0.089
16:00 - 17:00	6	1872	0.018	6	1872	0.036	6	1872	0.054
17:00 - 18:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
18:00 - 19:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.717			0.725			1.442

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.000	5	2195	0.000	5	2195	0.000
08:00 - 09:00	5	2195	0.009	5	2195	0.000	5	2195	0.009
09:00 - 10:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
10:00 - 11:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
11:00 - 12:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
12:00 - 13:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
13:00 - 14:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
14:00 - 15:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
15:00 - 16:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
16:00 - 17:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
17:00 - 18:00	6	1872	0.000	6	1872	0.009	6	1872	0.009
18:00 - 19:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.118	5	2195	0.000	5	2195	0.118
08:00 - 09:00	5	2195	0.392	5	2195	0.009	5	2195	0.401
09:00 - 10:00	6	1872	0.089	6	1872	0.036	6	1872	0.125
10:00 - 11:00	6	1872	0.045	6	1872	0.018	6	1872	0.063
11:00 - 12:00	6	1872	0.062	6	1872	0.053	6	1872	0.115
12:00 - 13:00	6	1872	0.080	6	1872	0.151	6	1872	0.231
13:00 - 14:00	6	1872	0.134	6	1872	0.089	6	1872	0.223
14:00 - 15:00	6	1872	0.027	6	1872	0.027	6	1872	0.054
15:00 - 16:00	6	1872	0.027	6	1872	0.080	6	1872	0.107
16:00 - 17:00	6	1872	0.036	6	1872	0.276	6	1872	0.312
17:00 - 18:00	6	1872	0.009	6	1872	0.258	6	1872	0.267
18:00 - 19:00	6	1872	0.000	6	1872	0.045	6	1872	0.045
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.019			1.042			2.061

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.*

Transport Planning Associates Ltd 1 Giltspur Street London EC1A 9DD Licence No: 219602

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.009	5	2195	0.000	5	2195	0.009
08:00 - 09:00	5	2195	0.073	5	2195	0.018	5	2195	0.091
09:00 - 10:00	6	1872	0.045	6	1872	0.027	6	1872	0.072
10:00 - 11:00	6	1872	0.080	6	1872	0.053	6	1872	0.133
11:00 - 12:00	6	1872	0.071	6	1872	0.089	6	1872	0.160
12:00 - 13:00	6	1872	0.080	6	1872	0.027	6	1872	0.107
13:00 - 14:00	6	1872	0.009	6	1872	0.062	6	1872	0.071
14:00 - 15:00	6	1872	0.036	6	1872	0.053	6	1872	0.089
15:00 - 16:00	6	1872	0.071	6	1872	0.053	6	1872	0.124
16:00 - 17:00	6	1872	0.009	6	1872	0.062	6	1872	0.071
17:00 - 18:00	6	1872	0.009	6	1872	0.018	6	1872	0.027
18:00 - 19:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.492			0.462			0.954

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	5	2195	0.000	5	2195	0.000	5	2195	0.000
08:00 - 09:00	5	2195	0.009	5	2195	0.000	5	2195	0.009
09:00 - 10:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
10:00 - 11:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
11:00 - 12:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
12:00 - 13:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
13:00 - 14:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
14:00 - 15:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
15:00 - 16:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
16:00 - 17:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
17:00 - 18:00	6	1872	0.000	6	1872	0.009	6	1872	0.009
18:00 - 19:00	6	1872	0.000	6	1872	0.000	6	1872	0.000
19:00 - 20:00	1	256	0.000	1	256	0.000	1	256	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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