

Bacton Low Rise Redevelopment  
Transport Assessment





KEY:

BAYS 1 - 10 = DISABLED BAYS

BAY 11 = CAR CLUB BAY

BAYS 12 = ECV BAY

BAY 13 - 17 = DISABLED BAYS

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Drawing Issue Status  
**FINAL**

**PARKING STRATEGY  
 BACTON LOW RISE REDEVELOPMENT**

Client  
**LONDON BOROUGH  
 OF CAMDEN**



Offices throughout the UK,  
 continental Europe, Africa and Asia  
**www.peterbrett.com**  
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 LONDON  
 Tel: 020 7981 9900 Fax: 020 7922 1185

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Bacton Low Rise Redevelopment  
Transport Assessment

## Appendix I – TA Scoping Report

Bacton Low Rise Redevelopment  
Transport Assessment



**Camden Borough Council**

**Bacton Estate, Camden**

**Transport Statement Scoping  
Document**

**Project Ref: 26572/001**

**Doc Ref: 1.1**

**August 2012**

Peter Brett Associates LLP

7 SOHO SQUARE

LONDON

W1D 3QB

T: 020 70257100

F:

E: london@peterbrett.com



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## Document Control Sheet

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	Name	Position	Signature	Date
<b>Prepared by:</b>	Tasha Charlesworth	Graduate		17/08/2012
<b>Reviewed by:</b>	Robert Parker	Director		18/08/2012
<b>Approved by:</b>	Robert Parker	Director		18/08/2012
<b>For and on behalf of Peter Brett Associates LLP</b>				

Revision	Date	Description	Prepared	Reviewed	Approved

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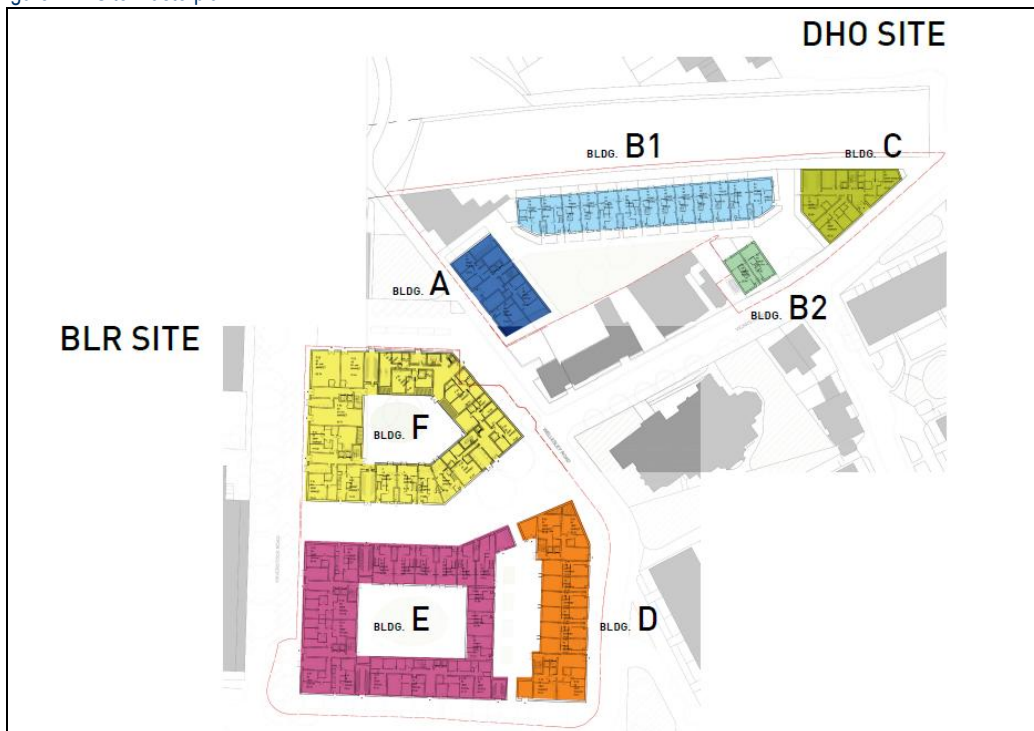
## 1 Introduction

- 1.1.1** Peter Brett Associates (PBA) has been commissioned by Camden Borough Council to produce a Transport Assessment in support of a planning application for redevelopment of the Bacton Low Rise (BLR) and District Housing Office (DHO) sites located to the southwest of Gospel Oak rail station. The area of the proposed development falls within the London Borough of Camden.
- 1.1.2** The site occupies an area of approximately 1.43ha. The overall floorspace of the existing buildings is approximately 23,700sqm; 20,000sqm is currently residential floorspace, the DHO buildings on Wellesley road and two-storey employment use on Vicar's Road make up the remainder.
- 1.1.3** This scoping report sets down the proposed method and scope of work to be undertaken in the preparation of a Transport Statement report that will form part of the supporting documentation for the planning application.
- 1.1.4** We trust that you will be able to assess this information and comment/agree on the appropriateness of our methodology so that we may progress with producing a detailed Transport Statement.

## 2 Development Proposals

### 2.1 Development Background

Figure 2-1: Site Masterplan



**Bacton Estate, Camden**  
 Transport Statement Scoping Document

- 2.1.1** The development site is bound to the north by rail lines, to the west by Haverstock Road and to the southeast by Wellesley Road and Vicar’s Road. Gospel Oak Rail Station is located to the northeast.
- 2.1.2** The west side of the existing site is currently occupied by Bacton Low Rise, whilst the eastern section is occupied by the District Housing Office. The existing apartment blocks are 4 storeys high, and accommodate a total of 98 residential units. The site also includes some limited landscaped areas and surface level parking. At the moment, Bacton Low Rise has a total of 10 parking spaces and 50 garages.
- 2.1.3** According to TfL, the site has a PTAL rating of 3, which gives a initial indication that the site has moderate access to sustainable modes of transport. As part of the Transport Statement, the current public transport conditions surrounding the site will be assessed in detail to give a more accurate account of the site’s public transport accessibility. The site is well located in relation to bus routes (Figure 2.2). 4 main routes can be reached within a 5 minute walk. Bus stops along Southampton Road (B517) serve bus routes 24 and 46, the nearest bus stop is less than 200m from the BLR site. Bus route C11 runs along Mansfield Road (B518); the nearest bus stop is approximately 250m from the DLO site. Details of the destinations of these bus routes are shown below in Table 2.1.

Figure 2-2: Location of Bus Stops

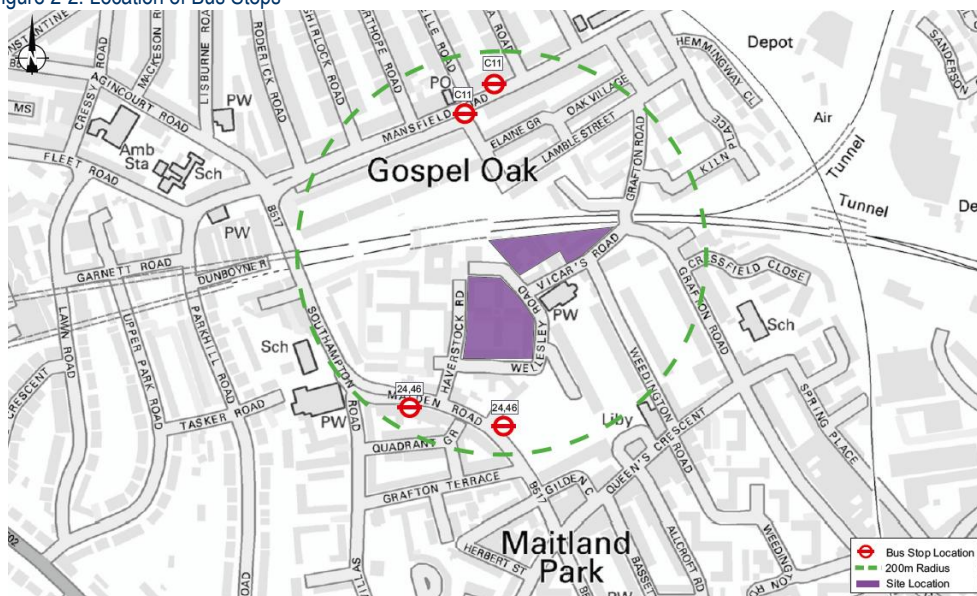


Table 2-1: Bus routes serving the site

Bus Stop	Bus Route	Serving Areas	Frequency on Weekdays (min)
Grafton Terrace	24	Grosvenor Road to Royal Free Hospital	5-10
	46	Lancaster Gate Station to Stonecutter Street/Farringdon Street	8-12
Estelle Road	C11	Archway Station to Brent Cross Shopping Centre	6-10

Source: Transport for London

**2.1.4** Apart from the bus routes serving the existing site, the area is also within a 10 minute walk from Gospel Oak Overground Station, which is located 550m to the north of the site. Gospel Oak has regular services to Richmond, Stratford, Barking and Clapham Junction. In addition Belsize Park, which is on the Northern Line with services to Edgware and Morden, is within a 15 minute walk.

**2.1.5** We will undertake a full pedestrian audit (PERS). As part of the assessment we will identify key pedestrian linkages, including to the rail station, to the local bus stops and to other key facilities, and will assess the quality of those routes and identify any deficiencies which might need to be addressed.

**2.1.6** The site has no formal cycle infrastructure; however, the surrounding residential streets offer a safe and quiet environment for the cyclists.

## 2.2 Development Quantum

**2.2.1** The Masterplan proposes the comprehensive regeneration of the site to provide new residential accommodation, which will be delivered in three phases. The site occupies an area of approximately 1.43ha. The development will be residential led with provision of space for employment use

**2.2.2** As seen in Figure 2.1, the proposed development is split into seven blocks and is expected to consist of predominantly 3, 4 & 5 storey buildings, with a minority of 6 to 7 storey blocks. It is expected that approximately 30 properties will be wheelchair adaptable, meeting the London Plan requirement of 10% of units. The phasing of the development is summarised in Table 2.2:

Table 2-2: Phasing of development

Phase	Existing	Proposed
Phase 1	DHO Site	Block A, B1, B2 and C
Phase 2	Bacton Low Rise South	Block D and E
Phase 3	Bacton Low Rise North	Block F

**2.2.3** The draft proposals for the residential-led mixed use development include 288 residential units, comprising a mix of family houses and maisonettes, and apartments, for private and affordable council accommodation. It is expected there will be 36% social units and 64% market units, meaning there will be 104 and 184 social and market units respectively. The proposed residential mix is shown in Table 2.3.

Table 2-3: Residential mix for the proposed development

Unit Type	Phase 1 (DHO Site)	Phase 2 (BLR South)	Phase 3 (BLR North)	Total Number of Units
1 bedroom	17	40	22	<b>79</b>
2 bedrooms	29	44	43	<b>116</b>
3 bedrooms	8	52	19	<b>79</b>
4 bedrooms	6	4	1	<b>11</b>
5 bedrooms	3	0	0	<b>3</b>

<b>Total</b>	<b>63</b>	<b>140</b>	<b>85</b>	<b>288</b>
--------------	-----------	------------	-----------	------------

**2.2.4** The employment unit provision for the site aims to supply units that are flexible for small businesses and under 100sqm, in line with Camden Core Strategy. It is expected units will be ground-floor level, with some street accessed units, and up to a size of 92sqm.

**2.2.5** The existing parking for the BLR site includes 50 garages and 10 parking spaces, giving a total of 60 spaces. Parking for the new site will include re-provision of 59 of the existing spaces, with 39 located on Weedington road and 20 spaces allocated by the Council. One space will be required on site to fully replace the existing provision. Additional spaces provided will be disabled spaces; the final number of spaces is yet to be confirmed, but it is expected the provision will be at a ratio of 1 space to each wheelchair unit. The number of parking spaces will be below the maximum standard of 0.5 spaces per residential unit.

**2.2.6** As far as the provision of cycle parking is concerned, according to the London Plan (July 2011) 1 cycle parking space per 1 or 2-bed units and 2 spaces for 3 or more bed roomed units should be provided. Table 2.4 shows a total of 437 cycle parking spaces will be provided in the form of communal storage, communal lockers and private lockers. This figure is well above that required by the London Plan.

Table 2-4: Proposed Cycle Parking Provision

Site	Number of Residential Units	Proposed spaces	Required
DHO Site	77	127	91
BLR South	129	198	196
BLR North	77	112	101

## **3 Scope of Work**

### **3.1 Transport Assessment Structure**

**3.1.1** Since the draft parking strategy envisages only a marginal increase in parking provision for the site relative to existing, with all additional spaces being allocated to wheelchair units, it is intended we will provide a Transport Statement rather than a full Transport Assessment. The Transport Statement will therefore provide no highway capacity modelling. A Framework Travel Plan will be provided.

**3.1.2** Consideration has also been given to the Transport for London (TfL) guidance `Transport Assessment Best Practice` published in April 2010 as well as DfT guidance.

**3.1.3** Based on both the DfT and TfL guidance, the production of our Transport Statement report will include the following sections:

- Introduction and Background;
- Baseline Conditions;
- Development Proposals;
- Policy Review;
- Committed Developments;
- Trip Generation Assessment;
- Transport Impact Assessment;
- Impacts during demolition and construction phases;
- Delivery / Servicing Strategy and Parking Management;
- Framework Travel Plan;
- Construction and Logistics Plan; and
- Summary.

### **3.2 Introduction and Background**

**3.2.1** This section would include contextual background including a description of the application site in terms of its location, existing land use and access to local facilities.

**3.2.2** This section will also identify the site challenges and opportunities.

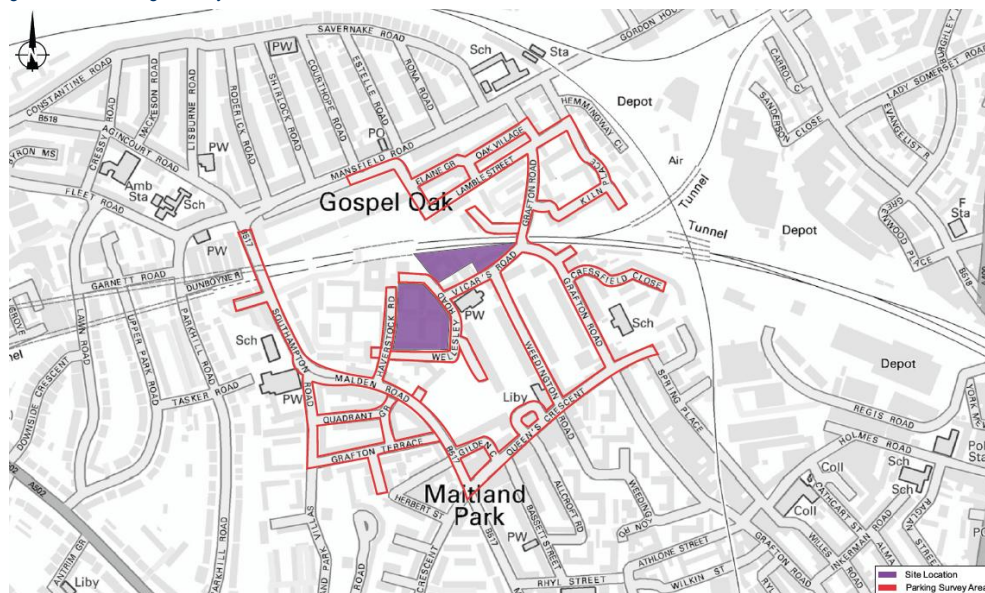
### **3.3 Baseline Conditions**

**3.3.1** This task will involve providing a description of the baseline transport conditions in the vicinity of the site. It will also identify key strategic issues that may impact on the development proposals.



- 3.3.2** Existing land uses and vehicle, cycle and motorcycle parking would be described along with on-street parking controls and usage.
- 3.3.3** Information will be provided regarding existing delivery and servicing arrangements and highlight any possible issues.
- 3.3.4** Attention will be given to pedestrian flows in the vicinity of the site and a detailed study will be undertaken to identify existing pedestrian and cycle networks and facilities. The details of the full pedestrian audit (PERS) will be given in this section.
- 3.3.5** An audit of current public transport provision (including all modes) will be required including routes, frequencies, interchanges and capacities. This will enable us to carry out a Public robust Transport Accessibility Level (PTAL) calculation for the site to determine the accessibility of the site to users of public transport modes.
- 3.3.6** Accident data for the previous three years in the study area will be obtained and analysed to identify any significant highway safety issues and provide an analysis of the recent accident history in the area.
- 3.3.7** Base trip generation will be estimated for the existing residential site use using the TRAVL database. The will provide a basis for estimating the net impacts of the proposed development upon he transport networks.
- 3.3.8** A baseline parking survey will be undertaken in order to assess current parking conditions. The survey will identify existing waiting and loading restrictions within a 200 metre walk distance of the site, including residents parking bays and their hours of operation. Occupancy surveys will be undertaken to provide an understanding of the current level of parking pressure on these streets. It is anticipated that the methodology will follow that outlined in the “Lambeth” method. However, the detailed scope will be agreed with LBC. It is anticipated that the parking surveys will be undertaken during September, once the schools have returned. Figure 3.1 identifies the sections of road that fall within 200 metre walk of the site and which would be included within the parking survey.

Figure 3-1: Parking Survey Area





### **3.4 Development Proposals**

**3.4.1** The Transport Statement will include a detailed description of the development proposals that have an influence on transport matters, for example; development quanta, facilities to support alternative modes (e.g. bicycle parking), car parking supply, public transport facilities and access options. Details of two proposed pedestrian links, one running east west and one running north south, will be included in this section.

**3.4.2** This section will also include the overall access strategy for the development including:

- Access to on plot parking
- Servicing strategy
- Walking and cycling access

**3.4.3** The impact of the proposals on safety, including pedestrians and cyclists will also be considered.

### **3.5 Policy Review**

**3.5.1** A review of local, regional and national policy related to the development site and the proposals will be required to identify potential constraints to development. The policy review will include:

- National Planning Policy Framework;
- The London Plan July 2011;
- The Mayor's Transport Strategy;
- London Borough of Camden Local Development Framework; including the Core Strategy and Development Policies.

**3.5.2** The completion of this task will provide guidance on development proposal requirements such as the number of car and cycle parking spaces required.

### **3.6 Committed Developments**

**3.6.1** We are not currently aware of any committed developments in the vicinity of the site. This section will take into consideration any committed developments the London Borough of Camden bring to our attention and discuss the potential impacts these developments might have on our proposed development.

### **3.7 Trip Generation Assessment**

**3.7.1** In this section, the existing trips generated by the site would be calculated by mode. These trips would then be distributed by direction over the highways, public transport and pedestrian networks.

**3.7.2** For this element of work, we will seek to use the TRAVL database to provide trip rate information. The process will involve the production of a spreadsheet model, which we would use to calculate existing and future trip generation by mode and direction.

**3.7.3** Only two survey sites similar to the proposed development were found in the TRAVL database. The used criteria to choose appropriate sites are as follows:

- PTAL 4 to 6;
- the chosen sites must have an element of affordable accommodation;
- a parking ratio below 1 spaces per unit; and
- are within Inner London.

**3.7.4** Table 3.1 provides a summary of the indentified TRAVL sites.

Table 3.1: TRAVL sites selected for TA Assessment

SITE	PTAL	BOROUGH	DWELLINGS	PARKING	RATIO
Discovery Dock	4	TOWER HAMLETS	192	180	0.94
St George Wharf (survey 452)	6	LAMBETH	291	226	0.78

**3.7.5** The average peak hour trip rates for these two sites were as follows:

- Daily (0700 to 1900) - 5.33 for all modes (0.37 car driver);
- AM Peak Hour - 0.66 for all modes (0.05 car driver);
- PM Peak Hour - 0.34 for all modes (0.03 car driver)

**3.7.6** It should be noted, however, that the low parking ratio for the proposed development (0.31) will be well below that of the selected survey sites. The proposed trip rates for the car driver trips should therefore be regarded as a worst case scenario. If these rates are applied to the full development of 288 units then the total peak trip generation is just 14 car trips in the AM peak and 9 in the PM peak hour. Taking into account the traffic generation of the existing development, the development proposals should result in no additional traffic generation. These impacts are not considered to be material and therefore it is not considered that there will be a need to undertake any junction capacity modelling.

**3.7.7** The Transport Statement will provide a more detailed consideration of mode share, based upon the TRAVL data but also taking into account information derived from the Census journey to work data.

**3.7.8** Future delivery and servicing trip distribution and timing would also be discussed in this section.

### **3.8 Transport Impact Assessment**

**3.8.1** As discussed above, the highway impact assessment will be limited to an assessment of trip generation, by mode of travel. Similarly, given the limited impacts of the development, the public transport assessment will be limited to a review of existing trip generation by mode and direction of travel for the existing and proposed development. We will identify the likely additional trips onto the bus and rail networks.

**3.8.2** A summary of the results of a parking survey will be detailed in this section. The parking survey will be carried out at the existing site and the surrounding area, up to 200m away, to determine current usage of existing spaces on the site and the capacity of the surrounding streets.

### **3.9 Impacts during demolition and construction phases**

**3.9.1** The Transport Statement will assess the impact of the development during both the demolition and construction phases, including estimations of the construction traffic.

### **3.10 Delivery / Servicing Strategy**

**3.10.1** This section will include information about collection points, delivery points, and how the vehicles can access and egress the site in forward gear. The section will also identify how the on site parking will be managed.

### **3.11 Framework Travel Plan**

**3.11.1** This section will provide an outline of sustainable travel measures tailored to the use of the site along with a plan of implementation of measures and monitoring the impact the Travel Plans have on the travel behaviour of the site occupants.

**3.11.2** The principles within the Travel Plan will set out the overall site delivery of alternative transport arrangement and establish the overall management framework for how these will be implemented and managed.

**3.11.3** The Travel Plan will be submitted with an ATTrBuTE assessment as required by the London Borough of Camden.

### **3.12 Construction and Logistics Plan**

**3.12.1** This section will include a Draft Construction/Logistics Plan to minimise the potential impacts of these operations.

### **3.13 Summary**

**3.13.1** This section will provide a summary and conclude the Transport Statement.

## **4 Sources of data**

- 4.1.1** The trip generation study will draw upon data from the Census as well as trip generation data for multi modal sites from the TRAVL database.
- 4.1.2** Parking surveys will be commissioned in order to assess baseline parking conditions
- 4.1.3** Three year accident data will be sought from the LBC for the surrounding road network in order to assess whether there are any specific safety concerns that will need to be addressed as part of the assessment.

## **5 Programme**

- 5.1.1** It is intended to submit the detailed planning application by October 2012.

## **6 Confirmation of Scope**

- 6.1.1** This note sets out the intended structure of the Transport Statement for regeneration of Bacton Low Rise and the District Housing Office sites.
- 6.1.2** The proposed structure of the Transport Statement follows the Transport for London guidance `Transport Assessment Best Practice`, April 2010.
- 6.1.3** We will be grateful if you could provide us with your comments and suggestions so that we can reach an agreement about the Transport Statement structure.

**Appendix J – TRIC Trip Rates & Trip Generation**

		Proposed Tenure and No of Units						
		1B	2B	3B	4B	5B	6B	Total No Units
Flats	Social	14	41	24	0	0	0	79
	Market	64	74	23	0	0	0	161
Houses	Social	0	4	20	5	5	1	35
	Market	0	2	8	5	0	0	15
		<b>78</b>	<b>121</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>290</b>

		Proposed Tenure and No of Bedrooms							Daily	Daily	RATE	RATE	TRIPS	TRIPS
		1	2	3	4	5	6	Total No Bedrooms	Rate	Trips	AM Peak	PM Peak	AM Peak	PM Peak
Flats	Social	14	82	72	0	0	0	168	2.383	400.344	0.155	0.162	26.04	27.216
	Market	64	148	69	0	0	0	281	2.569	721.889	0.336	0.302	94.416	84.862
Houses	Social	0	8	60	20	25	6	119	2.383	283.577	0.351	0.378	41.769	44.982
	Market	0	4	24	20	0	0	48	2.999	143.952	0.295	0.344	14.16	16.512
		<b>78</b>	<b>242</b>	<b>225</b>	<b>40</b>	<b>25</b>	<b>6</b>	<b>616</b>	<b>10.334</b>	<b>1549.762</b>	<b>1.137</b>	<b>1.186</b>	<b>176.385</b>	<b>173.572</b>

		Existing Tenure and No. Units							
		2	3	4	5	6	7	8	Total No Units
Flats	Social	33	49	5	0	0	0	0	87
	Market	5	7	0	0	0	0	0	12
Houses	Social	0	0	0	0	0	0	0	0
	Market	0	0	0	0	0	0	0	0
		<b>38</b>	<b>56</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>99</b>

		Existing Tenure and No. Bedrooms								Daily	Daily	RATE	RATE	TRIPS	TRIPS
		2	3	4	5	6	7	8	Total No Bedrooms	Rate	Trips	AM Peak	PM Peak	AM Peak	PM Peak
Flats	Social	66	147	20	0	0	0	0	233	2.383	555.239	0.155	0.162	36.115	37.746
	Market	10	21	0	0	0	0	0	31	2.569	79.639	0.336	0.302	10.416	9.362
Houses	Social	0	0	0	0	0	0	0	0	2.383	0	0.351	0.378	0	0
	Market	0	0	0	0	0	0	0	0	2.999	0	0.295	0.344	0	0
		<b>76</b>	<b>168</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>10.334</b>	<b>634.878</b>	<b>1.137</b>	<b>1.186</b>	<b>46.531</b>	<b>47.108</b>

		Proposed Disabled Tenure and No. Unit													
		1B	2B	3B	4B	5B	6B	7B	Total No Units						
Flats	Social	0	9	10	0	0	0	0	19						
	Market	0	0	10	0	0	0	0	10						
Houses	Social	0	0	0	0	0	0	0	0						
	Market	0	0	0	0	0	0	0	0						
		<b>0</b>	<b>9</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>						
		Proposed Disabled Tenure and No. Bedrooms								Daily	Daily	RATE	RATE	TRIPS	TRIPS
		1	2	3	4	5	6	7	Total No Bedrooms	Rate	Trips	AM Peak	PM Peak	AM Peak	PM Peak
Flats	Social	0	18	30	0	0	0	0	48	2.383	114.384	0.155	0.162	7.44	7.776
	Market	0	0	30	0	0	0	0	30	2.569	77.07	0.336	0.302	10.08	9.06
Houses	Social	0	0	0	0	0	0	0	0	2.383	0	0.351	0.378	0	0
	Market	0	0	0	0	0	0	0	0	2.999	0	0.295	0.344	0	0
		<b>0</b>	<b>18</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10.334</b>	<b>191.454</b>	<b>1.137</b>	<b>1.186</b>	<b>17.52</b>	<b>16.836</b>
		Net Tenure and No. Units													
		1	2	3	4	5	6	7	Total No Units						
Flats	Social	-19	-17	9	0	0	0	0	-27						
	Market	59	67	13	0	0	0	0	139						
Houses	Social	0	4	20	5	5	1	0	35						
	Market	0	2	8	5	0	0	0	15						
		<b>40</b>	<b>56</b>	<b>50</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>162</b>						
		Net Tenure and No. Bedrooms								Daily	Daily	RATE	RATE	TRIPS	TRIPS
		1	2	3	4	5	6	7	Total No Bedrooms	Rate	Trips	AM Peak	PM Peak	AM Peak	PM Peak
Flats	Social	-52	-83	22	0	0	0	0	-113	2.383	-269.279	0.155	0.162	-17.515	-18.306
	Market	54	127	39	0	0	0	0	220	2.569	565.18	0.336	0.302	73.92	66.44
Houses	Social	0	8	60	20	25	6	0	119	2.383	283.577	0.351	0.378	41.769	44.982
	Market	0	4	24	20	0	0	0	48	2.999	143.952	0.295	0.344	14.16	16.512
		<b>2</b>	<b>56</b>	<b>145</b>	<b>40</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>274</b>	<b>10.334</b>	<b>723.43</b>	<b>1.137</b>	<b>1.186</b>	<b>112.334</b>	<b>109.628</b>



Mode Split	LTDS	Underground Adj	Re-Distr	Underground	Disabled Bay
01 National Rail	3%		13%	1%	4%
02 Underground/DLR	10%	-10%			0%
03 Bus	18%		75%	8%	26%
04 Taxi & other public	3%		13%	1%	4%
05 Car driver	16%				16%
06 Car passenger	7%				7%
07 Motorcycle	1%				1%
08 Cycle	3%				3%
09 Walk	39%				39%
	100%	-10%	100%	10%	100%

Mode Split	Adjusted	Car Free Adj	Re-Distr	Car Free Adj	Car Free
01 National Rail	4%		13%	3%	7%
02 Underground/DLR	0%		0%	0%	0%
03 Bus	26%		75%	17%	43%
04 Taxi & other public	4%		13%	3%	7%
05 Car driver	16%	-16%			0%
06 Car passenger	7%	-7%			0%
07 Motorcycle	1%				1%
08 Cycle	3%				3%
09 Walk	39%				39%
	100%	-23%	100%	23%	100%

**Disabled Units**

Proposed trips	Mode split	AM Peak			PM Peak			Daily		
		Social	Market	Total	Social	Market	Total	Social	Market	Total
01 National Rail	4%	0	0	1	0	0	0.72	5	3	8
02 Underground/DLR	0%	0	0	0	0	0	0.00	0	0	0
03 Bus	26%	2	3	4	2	2	4.29	29	20	49
04 Taxi & other public	4%	0	0	1	0	0	0.72	5	3	8
05 Car driver	16%	1	2	3	1	1	2.69	18	12	31
06 Car passenger	7%	1	1	1	1	1	1.18	8	5	13
07 Motorcycle	1%	0	0	0	0	0	0.17	1	1	2
08 Cycle	3%	0	0	1	0	0	0.51	3	2	6
09 Walk	39%	3	4	7	3	4	6.57	45	30	75
	100%	7	10	18	8	9	16.84	114	77	191

**Car Free Units**

Proposed trips	Mode split	AM Peak			PM Peak			Daily		
		Social	Market	Total	Social	Market	Total	Social	Market	Total
01 National Rail	7%	2	6	8	2	6	8	1	51	52
02 Underground/DLR	0%	0	0	0	0	0	0	0	0	0
03 Bus	43%	10	38	48	11	35	47	6	303	309
04 Taxi & other public	7%	2	6	8	2	6	8	1	51	52
05 Car driver	0%	0	0	0	0	0	0	0	0	0
06 Car passenger	0%	0	0	0	0	0	0	0	0	0
07 Motorcycle	1%	0	1	1	0	1	1	0	7	7
08 Cycle	3%	1	3	3	1	2	3	0	21	22
09 Walk	39%	9	34	44	10	32	43	6	277	282
	100%	24	88	112	27	83	110	14	709	723

**Total Additional Trips**

Proposed trips	AM Peak			PM Peak			Daily		
	Social	Market	Total	Social	Market	Total	Social	Market	Total
01 National Rail	2	7	9	2	6	9	6	54	60
02 Underground/DLR	0	0	0	0	0	0	0	0	0
03 Bus	12	40	52	13	38	51	35	323	358
04 Taxi & other public	2	7	9	2	6	9	6	54	60
05 Car driver	1	2	3	1	1	3	18	12	31
06 Car passenger	1	1	1	1	1	1	8	5	13
07 Motorcycle	0	1	1	0	1	1	1	8	9
08 Cycle	1	3	4	1	3	4	4	24	27
09 Walk	12	38	51	13	36	49	50	307	357
	32	98	130	34	92	126	129	786	915

	GFA	Daily Trips		AM Peak		PM Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
<b>Existing</b>	922		64.61		3.59		4.00
<b>Proposed</b>	252	7.008	17.66	0.389	0.98	0.434	1.09
<b>Net Change</b>	-670		-46.95		-2.61		-2.91

**Method of Travel to Work - Daytime Population (UV37)**

	Gospel Oak		Underground Adj	Re-Distr	Underground	d mode split
	Ward	Mode Split				
All People	6399					
01 National Rail	335	13%		59%	13%	26%
02 Underground/DLR	540	22%	-22%			0%
03 Bus	207	8%		36%	8%	16%
04 Taxi & other public	26	1%		5%	1%	2%
05 Car driver	783	31%				31%
06 Car passenger	31	1%				1%
07 Motorcycle	47	2%				2%
08 Cycle	90	4%				4%
09 Walk	428	17%				17%
Works mainly at or from home	537					
Other	18					
Not currently working	3357					
		100%	-22%	100%	22%	100%

**Existing Trips**

All People		AM Peak	PM Peak	Daily
01 National Rail	26%	0.94	1.05	16.98
02 Underground/DLR	0%	0.00	0.00	0.00
03 Bus	16%	0.58	0.65	10.49
04 Taxi & other public	2%	0.07	0.08	1.32
05 Car driver	31%	1.13	1.26	20.34
06 Car passenger	1%	0.04	0.05	0.81
07 Motorcycle	2%	0.07	0.08	1.22
08 Cycle	4%	0.13	0.14	2.34
09 Walk	17%	0.62	0.69	11.12
	100%	3.59	4.00	64.61

**Proposed Trips**

All People		AM Peak	PM Peak	Daily
01 National Rail	26%	0.26	0.29	4.55
02 Underground/DLR	0%	0.00	0.00	0.00
03 Bus	16%	0.16	0.18	2.81
04 Taxi & other public	2%	0.02	0.02	0.35
05 Car driver	31%	0.31	0.34	5.45
06 Car passenger	1%	0.01	0.01	0.22
07 Motorcycle	2%	0.02	0.02	0.33
08 Cycle	4%	0.04	0.04	0.63
09 Walk	17%	0.17	0.19	2.98
	100%	0.98	1.09	17.31

**Net Change**

All People		AM Peak	PM Peak	Daily
01 National Rail		-0.68	-0.76	-12.43
02 Underground/DLR		0.00	0.00	0.00
03 Bus		-0.42	-0.47	-7.68
04 Taxi & other public		-0.05	-0.06	-0.96
05 Car driver		-0.82	-0.92	-14.89
06 Car passenger		-0.03	-0.04	-0.59
07 Motorcycle		-0.05	-0.05	-0.89
08 Cycle		-0.09	-0.11	-1.71
09 Walk		-0.45	-0.50	-8.14
		-2.61	-2.91	-47.30

GFA	2475	Daily Trips		AM Peak		PM Peak	
		Rate	Trips	Rate	Trips	Rate	Trips
		28.642	708.8895	3.15	77.9625	2.593	64.17675

**London Travel Demand Survey 07/08 to 09/10**  
Raw numbers

Local authority of home address	01 Camden			Re-Distr	Underground	Disabled Bay
T3 - Land use of trip destination (5-year combined variable)	02 Office	Mode Split	Underground Adj			
Distance-based main mode (aggregated)						
01 National Rail	11	4%		26%	6%	11%
02 Underground/DLR	63	25%	-25%			0%
03 Bus	25	10%		60%	15%	24%
04 Taxi & other public	6	2%		14%	4%	6%
05 Car driver	24	9%				9%
06 Car passenger	3	1%				1%
07 Motorcycle	1	0%				0%
08 Cycle	15	6%				6%
09 Walk	108	42%				42%
N=	256	100%	-25%	100%	25%	100%

	AM Peak	PM Peak	Daily Trips
01 National Rail	8	7	76
02 Underground/DLR	0	0	0
03 Bus	19	16	173
04 Taxi & other public	5	4	42
05 Car driver	7	6	66
06 Car passenger	1	1	8
07 Motorcycle	0	0	3
08 Cycle	5	4	42
09 Walk	33	27	299
Total	78	64	709

	AM Peak			PM Peak			Daily		
	Residential	Office	Net Change	Residential	Office	Net Change	Residential	Office	Net Change
01 National Rail	9	-8	0	9	-7	2	60	-76	-16
02 Underground/DLR	0	0	0	0	0	0	0	0	0
03 Bus	52	-19	33	51	-16	35	358	-173	185
04 Taxi & other public	9	-5	4	9	-4	5	60	-42	18
05 Car driver	3	-7	-5	3	-6	-3	31	-66	-36
06 Car passenger	1	-1	0	1	-1	0	13	-8	5
07 Motorcycle	1	0	1	1	0	1	9	-3	6
08 Cycle	4	-5	-1	4	-4	0	27	-42	-14
09 Walk	51	-33	18	49	-27	22	357	-299	58
<b>Total</b>	<b>130</b>	<b>-78</b>	<b>52</b>	<b>126</b>	<b>-64</b>	<b>62</b>	<b>915</b>	<b>-709</b>	<b>206</b>

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Total Bedrooms

RANK ORDER for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
Ranking Type: TOTALS Time Range: 07:00-19:00  
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Area	TOTBED	Day	Date	Arrivals	Departures	Totals
1	TV-03-C-02	FLATS, MIDDLESBROUGH	TEES VALLEY	105	Wednesday	29/06/2011	2.057	2.314	4.371
2 **	GC-03-C-01	BLOCK OF FLATS, GLASGOW	GLASGOW CITY	67	Sunday	29/06/2008	1.761	1.746	3.507
3	TV-03-C-01	APARTMENTS BLOCKS, M'BORO	TEES VALLEY	158	Monday	06/10/2008	1.544	1.778	3.322
4	TH-03-C-03	FLATS, BETHNAL GREEN	TOWER HAMLETS	123	Wednesday	12/11/2008	1.301	1.488	2.789
5	SC-03-C-02	FLATS, WOKING	SURREY	72	Wednesday	23/07/2008	1.139	1.569	2.708
6	BR-03-C-01	FLATS & TERRACED, BRISTOL	BRISTOL CITY	214	Monday	09/11/2009	1.173	1.22	2.393
7	SC-03-C-03	FLATS, WOKING	SURREY	104	Saturday	19/07/2008	1.077	1.135	2.212
8	RD-03-C-02	BLOCK OF FLATS, BARNES	RICHMOND	80	Monday	29/01/2007	0.9	1.225	2.125
9 **	IS-03-C-01	FLATS, ISLINGTON	ISLINGTON	62	Tuesday	04/11/2008	0.839	0.855	1.694
10	HG-03-C-01	BLOCK OF FLATS, HORNSEY	HARINGEY	50	Tuesday	27/10/2009	0.74	0.74	1.48

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Total Bedrooms

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED  
Calculation Factor: 1 TOTBED  
Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	9	103	0.022	9	103	0.151	9	103	0.173
08:00-09:00	9	103	0.074	9	103	0.262	9	103	0.336
09:00-10:00	9	103	0.066	9	103	0.132	9	103	0.198
10:00-11:00	9	103	0.069	9	103	0.102	9	103	0.171
11:00-12:00	9	103	0.066	9	103	0.076	9	103	0.142
12:00-13:00	9	103	0.103	9	103	0.118	9	103	0.221
13:00-14:00	9	103	0.091	9	103	0.091	9	103	0.182
14:00-15:00	9	103	0.076	9	103	0.082	9	103	0.158
15:00-16:00	9	103	0.142	9	103	0.068	9	103	0.21
16:00-17:00	9	103	0.122	9	103	0.084	9	103	0.206
17:00-18:00	9	103	0.214	9	103	0.088	9	103	0.302
18:00-19:00	9	103	0.169	9	103	0.101	9	103	0.27
19:00-20:00	0	0	0	0	0	0	0	0	0
20:00-21:00	0	0	0	0	0	0	0	0	0
21:00-22:00	0	0	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
<b>Daily Trip Rates:</b>			<b>1.214</b>			<b>1.355</b>			<b>2.569</b>



TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Total Bedrooms

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
Ranking Type: TOTALS Time Range: 07:00-19:00  
\*\*85th Percentile = no. 5

Rank	Site Ref	Description	Area	TOTBED	Day	Date	Arrivals	Departures	Totals
1	WM-03-A-01	TERRACED, COVENTRY	WEST MIDLANDS	168	Friday	03/02/2006	2.851	2.964	5.815
2	BT-03-A-01	SEMI DETACHED, BRENT	BRENT	180	Tuesday	20/11/2007	2.394	2.872	5.266
3	PK-03-A-01	DETAC. & BUNGALOWS, PERTH	PERTH & KINROSS	116	Wednesday	11/05/2011	2.448	2.517	4.965
4	BN-03-A-01	SEMI DETACHED, COCKFOSTERS	BARNET	30	Thursday	20/10/2005	2.367	2.467	4.834
5 **	WE-03-A-01	PRINCES MEWS, NOTTING HILL	WESTMINSTER	36	Thursday	15/10/2009	2.111	2.556	4.667
6	WO-03-A-01	DETACHED, BROMSGROVE	WORCESTERSHIRE	26	Thursday	23/06/2005	1.846	1.923	3.769
7	NY-03-A-06	BUNGALOWS/SEMI DET., BBDGE	NORTH YORKSHIRE	220	Friday	14/10/2011	1.85	1.823	3.673
8	HI-03-A-14	SEMI-DETACHED, INVERNESS	HIGHLAND	241	Friday	13/05/2011	1.813	1.801	3.614
9	AG-03-A-01	BUNGALOWS/DET., ARBROATH	ANGUS	24	Tuesday	22/05/2012	1.625	1.917	3.542
10	NY-03-A-01	MIXED HOUSES,NORTHALLERTON	NORTH YORKSHIRE	152	Tuesday	25/09/2007	1.757	1.77	3.527
11	CW-03-A-01	TERRACED, PENZANCE	CORNWALL	39	Thursday	30/06/2005	1.667	1.667	3.334
12	CH-03-A-03	SEMI-DETACHED, CREWE	CHESHIRE	230	Sunday	19/10/2008	1.522	1.7	3.222
13	CH-03-A-08	DETACHED, CHESTER	CHESHIRE	44	Tuesday	22/05/2012	1.455	1.591	3.046
14	CW-03-A-02	SEMI D./DETACHED, TRURO	CORNWALL	222	Tuesday	18/09/2007	1.441	1.55	2.991
15	SR-03-A-01	DETACHED, STIRLING	STIRLING	426	Monday	23/04/2007	1.308	1.603	2.911
16	ST-03-A-05	TERRACED/DETACHED, STOKE	STAFFORDSHIRE	33	Wednesday	26/11/2008	1.424	1.394	2.818
17	KI-03-A-02	DETACHED, KINGSTON	KINGSTON	85	Thursday	24/06/2010	1.2	1.506	2.706
18	SF-03-A-01	SEMI DETACHED, IPSWICH	SUFFOLK	234	Wednesday	23/05/2007	1.192	1.474	2.666
19	CA-03-A-03	SEMI-DET., PETERBOROUGH	CAMBRIDGESHIRE	95	Sunday	11/05/2008	1.495	1.032	2.527
20	CF-03-A-03	DETACHED, CARDIFF	CARDIFF	121	Monday	08/10/2007	1.231	1.281	2.512
21 **	CA-03-A-04	DETACHED, PETERBOROUGH	CAMBRIDGESHIRE	35	Tuesday	18/10/2011	1.114	1.143	2.257
22	MS-03-A-02	DETACHED, LIVERPOOL	MERSEYSIDE	122	Sunday	05/09/2010	1.041	1.18	2.221
23	KI-03-A-01	DETACHED, KINGSTON	KINGSTON	53	Thursday	24/06/2010	0.925	1.189	2.114
24	SK-03-A-01	SEMI D./TERRACED, CAN. WATER	SOUTHWARK	63	Thursday	23/10/2008	0.794	0.841	1.635
25	AD-03-A-01	SEMI-DETACHED, ABERDEEN	ABERDEEN CITY	188	Friday	18/05/2012	0.66	0.787	1.447

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Total Bedrooms

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
Calculation Factor: 1 TOTBED  
Count Type: TOTAL PEOPLE

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate
00:00-01:00	0	0	0	0	0	0	0	0	0
01:00-02:00	0	0	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	0	0	0	0	0
04:00-05:00	0	0	0	0	0	0	0	0	0
05:00-06:00	0	0	0	0	0	0	0	0	0
06:00-07:00	0	0	0	0	0	0	0	0	0
07:00-08:00	19	130	0.035	19	130	0.125	19	130	0.16
08:00-09:00	19	130	0.061	19	130	0.234	19	130	0.295
09:00-10:00	19	130	0.088	19	130	0.124	19	130	0.212
10:00-11:00	19	130	0.103	19	130	0.116	19	130	0.219
11:00-12:00	19	130	0.098	19	130	0.118	19	130	0.216
12:00-13:00	19	130	0.122	19	130	0.128	19	130	0.25
13:00-14:00	19	130	0.119	19	130	0.101	19	130	0.22
14:00-15:00	19	130	0.123	19	130	0.126	19	130	0.249
15:00-16:00	19	130	0.17	19	130	0.119	19	130	0.289
16:00-17:00	19	130	0.182	19	130	0.118	19	130	0.3
17:00-18:00	19	130	0.198	19	130	0.146	19	130	0.344
18:00-19:00	19	130	0.137	19	130	0.097	19	130	0.234
19:00-20:00	3	129	0.005	3	129	0.003	3	129	0.008
20:00-21:00	3	129	0.003	3	129	0	3	129	0.003
21:00-22:00	2	133	0	2	133	0	2	133	0
22:00-23:00	0	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0	0
<b>Daily Trip Rates:</b>			<b>1.444</b>			<b>1.555</b>			<b>2.999</b>

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Total Bedrooms

RANK ORDER for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

Ranking Type: TOTALS Time Range: 07:00-19:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Area	TOTBED	Day	Date	Arrivals	Departures	Totals
1	DB-03-D-01	FLATS IN HOUSES, RHYL	DENBIGHSHIRE	59	Tuesday	11/10/2011	4.932	5.203	10.135
2	TW-03-D-01	BLOCKS OF FLATS, NEWCASTLE	TYNE & WEAR	51	Tuesday	26/04/2005	2.176	2.431	4.607
3	CH-03-D-01	BLOCK OF FLATS, CHESTER	CHESHIRE	57	Thursday	24/05/2012	1.421	1.263	2.684
4	HG-03-D-01	BLOCKS OF FLATS, S. TOTTENHAM	HARINGEY	40	Thursday	25/01/2007	1.175	1.15	2.325
5	AN-03-D-03	FLATS & BUNGALOWS, C'FERGUS	ANTRIM	83	Wednesday	07/12/2011	1.133	1.072	2.205

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Total Bedrooms

TRIP RATE for Land Use 03 - RESIDENTIAL/D - FLATS FOR RENT

Calculation Factor: 1 TOTBED

Count Type: TOTAL PEOPLE

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS		
		Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	
00:00-01:00	0	0	0	0	0	0	0	0	0	
01:00-02:00	0	0	0	0	0	0	0	0	0	
02:00-03:00	0	0	0	0	0	0	0	0	0	
03:00-04:00	0	0	0	0	0	0	0	0	0	
04:00-05:00	0	0	0	0	0	0	0	0	0	
05:00-06:00	0	0	0	0	0	0	0	0	0	
06:00-07:00	0	0	0	0	0	0	0	0	0	
07:00-08:00	3	60	0.061	3	60	0.061	3	60	0.122	
08:00-09:00	3	60	0.072	3	60	0.083	3	60	0.155	
09:00-10:00	3	60	0.1	3	60	0.133	3	60	0.233	
10:00-11:00	3	60	0.117	3	60	0.133	3	60	0.25	
11:00-12:00	3	60	0.1	3	60	0.156	3	60	0.256	
12:00-13:00	3	60	0.15	3	60	0.122	3	60	0.272	
13:00-14:00	3	60	0.1	3	60	0.117	3	60	0.217	
14:00-15:00	3	60	0.206	3	60	0.122	3	60	0.328	
15:00-16:00	3	60	0.1	3	60	0.1	3	60	0.2	
16:00-17:00	3	60	0.061	3	60	0.022	3	60	0.083	
17:00-18:00	3	60	0.106	3	60	0.056	3	60	0.162	
18:00-19:00	3	60	0.061	3	60	0.044	3	60	0.105	
19:00-20:00	0	0	0	0	0	0	0	0	0	
20:00-21:00	0	0	0	0	0	0	0	0	0	
21:00-22:00	0	0	0	0	0	0	0	0	0	
22:00-23:00	0	0	0	0	0	0	0	0	0	
23:00-24:00	0	0	0	0	0	0	0	0	0	
<b>Daily Trip Rates:</b>			<b>1.234</b>			<b>1.149</b>			<b>2.383</b>	

TRICS 2012(b)v6.10.2

Trip Rate Parameter:

Total Bedrooms

RANK ORDER for Land Use 03 - RESIDENTIAL/B - HOUSES FOR RENT

Ranking Type: TOTALS Time Range: 07:00-19:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Area	TOTBED	Day	Date	Arrivals	Departures	Totals
1	WY-03-B-01	TERRACED, LEEDS	WEST YORKSHIRE	64	Tuesday	18/09/2007	4.656	4.859	9.515
2 **	SF-03-B-01	SEMI D./TERRACED, LOWESTOFT	SUFFOLK	123	Tuesday	20/09/2005	3	3.041	6.041
3	DS-03-B-01	TERRACED/SEMI/BUNG., DERBY	DERBYSHIRE	66	Monday	04/07/2011	2.242	2.212	4.454
4	DV-03-B-01	TERRACED, PLYMOUTH	DEVON	80	Wednesday	06/07/2005	1.725	1.738	3.463
5	MO-03-B-02	BUNGALOWS, ELGIN	MORAY	80	Wednesday	10/05/2006	1.288	1.65	2.938
6 **	MO-03-B-01	SEMI DETACHED, ELGIN	MORAY	44	Friday	12/05/2006	1.068	1.068	2.136
7	NY-03-B-01	TERRACED HOUSING, THIRSK	NORTH YORKSHIRE	620	Thursday	20/09/2007	0.91	0.974	1.884

TRICS 2012(b)v6.10.2

Trip Rate Parameter:

Total Bedrooms

TRIP RATE for Land Use 03 - RESIDENTIAL/B - HOUSES FOR RENT

Calculation Factor: 1 TOTBED

Count Type: TOTAL PEOPLE

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS		
		Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	No. Days	Ave. TOTBED	Trip Rate	
00:00-01:00	0	0	0	0	0	0	0	0	0	
01:00-02:00	0	0	0	0	0	0	0	0	0	
02:00-03:00	0	0	0	0	0	0	0	0	0	
03:00-04:00	0	0	0	0	0	0	0	0	0	
04:00-05:00	0	0	0	0	0	0	0	0	0	
05:00-06:00	0	0	0	0	0	0	0	0	0	
06:00-07:00	0	0	0	0	0	0	0	0	0	
07:00-08:00	4	68	0.059	4	68	0.111	4	68	0.17	
08:00-09:00	4	68	0.081	4	68	0.27	4	68	0.351	
09:00-10:00	4	68	0.126	4	68	0.159	4	68	0.285	
10:00-11:00	4	68	0.078	4	68	0.107	4	68	0.185	
11:00-12:00	4	68	0.096	4	68	0.122	4	68	0.218	
12:00-13:00	4	68	0.115	4	68	0.096	4	68	0.211	
13:00-14:00	4	68	0.126	4	68	0.159	4	68	0.285	
14:00-15:00	4	68	0.159	4	68	0.152	4	68	0.311	
15:00-16:00	4	68	0.219	4	68	0.185	4	68	0.404	
16:00-17:00	4	68	0.167	4	68	0.122	4	68	0.289	
17:00-18:00	4	68	0.252	4	68	0.126	4	68	0.378	
18:00-19:00	4	68	0.137	4	68	0.107	4	68	0.244	
19:00-20:00	0	0	0	0	0	0	0	0	0	
20:00-21:00	0	0	0	0	0	0	0	0	0	
21:00-22:00	0	0	0	0	0	0	0	0	0	
22:00-23:00	0	0	0	0	0	0	0	0	0	
23:00-24:00	0	0	0	0	0	0	0	0	0	
<b>Daily Trip Rates:</b>			<b>1.615</b>			<b>1.716</b>			<b>3.331</b>	

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT  
Ranking Type: TOTALS Time Range: 07:00-19:00  
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Area	GFA	Day	Date	Arrivals	Departures	Totals
1	BR-02-C-01	MECH. ENGINEERS, BRISTOL	BRISTOL CITY	1100	Monday	19/10/2009	5.909	6.273	12.182
2	CF-02-C-01	PLASTICS COMPANY, CARDIFF	CARDIFF	1068	Tuesday	24/10/2006	4.588	4.588	9.176
3	HF-02-C-01	IND. UNIT, W. GARDEN CITY	HERTFORDSHIRE	1800	Thursday	17/07/2008	4.278	4.333	8.611
4	CW-02-C-01	FOOD DISTRIBUTION, CAMBORNE	CORNWALL	10200	Friday	08/06/2007	3.637	3.902	7.539

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT  
Calculation Factor: 100 sqm  
Count Type: TOTAL PEOPLE

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS		
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-00:30	0	0	0	0	0	0	0	0	0	
00:30-01:00	0	0	0	0	0	0	0	0	0	
01:00-01:30	0	0	0	0	0	0	0	0	0	
01:30-02:00	0	0	0	0	0	0	0	0	0	
02:00-02:30	0	0	0	0	0	0	0	0	0	
02:30-03:00	0	0	0	0	0	0	0	0	0	
03:00-03:30	0	0	0	0	0	0	0	0	0	
03:30-04:00	0	0	0	0	0	0	0	0	0	
04:00-04:30	0	0	0	0	0	0	0	0	0	
04:30-05:00	0	0	0	0	0	0	0	0	0	
05:00-05:30	0	0	0	0	0	0	0	0	0	
05:30-06:00	0	0	0	0	0	0	0	0	0	
06:00-06:30	0	0	0	0	0	0	0	0	0	
06:30-07:00	0	0	0	0	0	0	0	0	0	
07:00-07:30	4	4492	0.078	4	4492	0.039	4	4492	0.117	
07:30-08:00	4	4492	0.356	4	4492	0.017	4	4492	0.373	
08:00-08:30	4	4492	0.139	4	4492	0.033	4	4492	0.172	
08:30-09:00	4	4492	0.167	4	4492	0.05	4	4492	0.217	
09:00-09:30	4	4492	0.156	4	4492	0.083	4	4492	0.239	
09:30-10:00	4	4492	0.111	4	4492	0.134	4	4492	0.245	
10:00-10:30	4	4492	0.061	4	4492	0.05	4	4492	0.111	
10:30-11:00	4	4492	0.067	4	4492	0.067	4	4492	0.134	
11:00-11:30	4	4492	0.078	4	4492	0.083	4	4492	0.161	
11:30-12:00	4	4492	0.067	4	4492	0.095	4	4492	0.162	
12:00-12:30	4	4492	0.1	4	4492	0.156	4	4492	0.256	
12:30-13:00	4	4492	0.2	4	4492	0.128	4	4492	0.328	
13:00-13:30	4	4492	0.456	4	4492	0.167	4	4492	0.623	
13:30-14:00	4	4492	0.746	4	4492	0.173	4	4492	0.919	
14:00-14:30	4	4492	0.089	4	4492	1.013	4	4492	1.102	
14:30-15:00	4	4492	0.078	4	4492	0.156	4	4492	0.234	
15:00-15:30	4	4492	0.05	4	4492	0.111	4	4492	0.161	
15:30-16:00	4	4492	0.15	4	4492	0.1	4	4492	0.25	
16:00-16:30	4	4492	0.078	4	4492	0.117	4	4492	0.195	
16:30-17:00	4	4492	0.05	4	4492	0.295	4	4492	0.345	
17:00-17:30	4	4492	0.045	4	4492	0.161	4	4492	0.206	
17:30-18:00	4	4492	0.017	4	4492	0.211	4	4492	0.228	
18:00-18:30	3	4356	0.008	3	4356	0.13	3	4356	0.138	
18:30-19:00	3	4356	0.046	3	4356	0.046	3	4356	0.092	
19:00-19:30	0	0	0	0	0	0	0	0	0	
19:30-20:00	0	0	0	0	0	0	0	0	0	
20:00-20:30	0	0	0	0	0	0	0	0	0	
20:30-21:00	0	0	0	0	0	0	0	0	0	
21:00-21:30	0	0	0	0	0	0	0	0	0	
21:30-22:00	0	0	0	0	0	0	0	0	0	
22:00-22:30	0	0	0	0	0	0	0	0	0	
22:30-23:00	0	0	0	0	0	0	0	0	0	
23:00-23:30	0	0	0	0	0	0	0	0	0	
23:30-24:00	0	0	0	0	0	0	0	0	0	
Daily Trip Rates:			3.393			3.615			7.008	

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Gross floor area

RANK ORDER for Land Use 02 - EMPLOYMENT/A - OFFICE  
Ranking Type: TOTALS Time Range: 07:00-19:00  
85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Area	GFA	Day	Date	Arrivals	Departures	Totals
1	LE-02-A-03	COUNCIL OFFICES, M. MOWBRAY	LEICESTERSHIRE	3251	Wednesday	04/05/2005	28.391	28.361	56.752
2	CW-02-A-01	COUNCIL OFFICES, CAMBORNE	CORNWALL	5400	Monday	04/07/2005	21.685	21.056	42.741
3 **	BT-02-A-02	OFFICE, WEMBLEY	BRENT	4750	Tuesday	22/06/2010	19.916	18.063	37.979
4	SF-02-A-01	COUNCIL OFFICES, BURY ST. ED.	SUFFOLK	8000	Monday	27/09/2010	14.8	14.875	29.675
5	WY-02-A-03	OFFICE, LEEDS	WEST YORKSHIRE	2696	Thursday	17/06/2010	14.28	14.206	28.486
6	TW-02-A-06	GOVT OFFICES, NEWCASTLE	TYNE & WEAR	70291	Wednesday	25/11/2009	13.225	13.258	26.483
7	TW-02-A-05	TELEVISION CO., GATESHEAD	TYNE & WEAR	1500	Tuesday	29/09/2009	12.267	11.6	23.867
8	WM-02-A-01	COUNCIL OFFICES, STOURBRIDGE	WEST MIDLANDS	2725	Wednesday	26/04/2006	10.679	10.862	21.541
9	SC-02-A-15	ACCOUNTANTS, GUILDFORD	SURREY	1896	Tuesday	05/10/2010	8.386	8.544	16.93
10	DH-02-A-01	RPMI OFFICES, DARLINGTON	DURHAM	3372	Friday	05/11/2010	7.918	8.215	16.133
11 **	IS-02-A-01	OFFICES, ISLINGTON	ISLINGTON	5500	Friday	24/10/2008	8.273	7.018	15.291
12	CA-02-A-02	SUGAR HQ, PETERBOROUGH	CAMBRIDGESHIRE	12500	Thursday	13/05/2004	3.824	3.84	7.664
13	SC-02-A-17	PHARMACEUTICALS, WEYBRIDGE	SURREY	10293	Tuesday	18/10/2011	3.206	3.274	6.48

TRICS 2012(b)v6.10.2  
Trip Rate Parameter:

Gross floor area

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE  
Calculation Factor: 100 sqm  
Count Type: TOTAL PEOPLE

Time Range	No. Days	ARRIVALS			DEPARTURES			TOTALS		
		Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	
00:00-00:30	0	0	0	0	0	0	0	0	0	
00:30-01:00	0	0	0	0	0	0	0	0	0	
01:00-01:30	0	0	0	0	0	0	0	0	0	
01:30-02:00	0	0	0	0	0	0	0	0	0	
02:00-02:30	0	0	0	0	0	0	0	0	0	
02:30-03:00	0	0	0	0	0	0	0	0	0	
03:00-03:30	0	0	0	0	0	0	0	0	0	
03:30-04:00	0	0	0	0	0	0	0	0	0	
04:00-04:30	0	0	0	0	0	0	0	0	0	
04:30-05:00	0	0	0	0	0	0	0	0	0	
05:00-05:30	0	0	0	0	0	0	0	0	0	
05:30-06:00	0	0	0	0	0	0	0	0	0	
06:00-06:30	0	0	0	0	0	0	0	0	0	
06:30-07:00	1	70291	1.369	1	70291	0.28	1	70291	1.649	
07:00-07:30	8	11998	1.142	8	11998	0.213	8	11998	1.355	
07:30-08:00	8	11998	1.36	8	11998	0.285	8	11998	1.645	
08:00-08:30	8	11998	1.279	8	11998	0.321	8	11998	1.6	
08:30-09:00	8	11998	1.295	8	11998	0.255	8	11998	1.55	
09:00-09:30	8	11998	1.114	8	11998	0.271	8	11998	1.385	
09:30-10:00	8	11998	0.728	8	11998	0.216	8	11998	0.944	
10:00-10:30	8	11998	0.464	8	11998	0.151	8	11998	0.615	
10:30-11:00	8	11998	0.334	8	11998	0.131	8	11998	0.465	
11:00-11:30	8	11998	0.333	8	11998	0.199	8	11998	0.532	
11:30-12:00	8	11998	0.285	8	11998	0.26	8	11998	0.545	
12:00-12:30	8	11998	0.348	8	11998	0.436	8	11998	0.784	
12:30-13:00	8	11998	0.455	8	11998	0.421	8	11998	0.876	
13:00-13:30	8	11998	0.439	8	11998	0.48	8	11998	0.919	
13:30-14:00	8	11998	0.464	8	11998	0.367	8	11998	0.831	
14:00-14:30	8	11998	0.362	8	11998	0.434	8	11998	0.796	
14:30-15:00	8	11998	0.337	8	11998	0.58	8	11998	0.917	
15:00-15:30	8	11998	0.35	8	11998	0.799	8	11998	1.149	
15:30-16:00	8	11998	0.368	8	11998	1	8	11998	1.368	
16:00-16:30	8	11998	0.376	8	11998	1.44	8	11998	1.816	
16:30-17:00	8	11998	0.265	8	11998	1.358	8	11998	1.623	
17:00-17:30	8	11998	0.223	8	11998	1.296	8	11998	1.519	
17:30-18:00	8	11998	0.167	8	11998	0.907	8	11998	1.074	
18:00-18:30	8	11998	0.139	8	11998	0.566	8	11998	0.705	
18:30-19:00	8	11998	0.107	8	11998	0.31	8	11998	0.417	
19:00-19:30	1	70291	0.11	1	70291	0.182	1	70291	0.292	
19:30-20:00	1	70291	0.088	1	70291	0.149	1	70291	0.237	
20:00-20:30	1	70291	0.09	1	70291	0.206	1	70291	0.296	
20:30-21:00	1	70291	0.097	1	70291	0.122	1	70291	0.219	
21:00-21:30	1	70291	0.085	1	70291	0.434	1	70291	0.519	
21:30-22:00	0	0	0	0	0	0	0	0	0	
22:00-22:30	0	0	0	0	0	0	0	0	0	
22:30-23:00	0	0	0	0	0	0	0	0	0	
23:00-23:30	0	0	0	0	0	0	0	0	0	
23:30-24:00	0	0	0	0	0	0	0	0	0	
Daily Trip Rates:			14.573			14.069			28.642	