1 DUMPTON PLACE, PRIMROSE HILL

Proposed Residential Development

Transport Planning Statement

Prepared on behalf of
Izabelle Investments Ltd

KFM/CBSL/11/1358
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1 INTRODUCTION

1.1.1 RGP is commissioned by Isabella Investments Limited to provide transportation and highways advice in respect to a proposed residential development on land adjacent to Dumpton Place, Primrose Hill, London Borough of Camden (LBC).

1.1.2 As illustrated on **Plan 01** Dumpton Place is a short cul-de-sac, which currently serves two commercial units and a public house. Dumpton Place currently benefits from 7 permit holder/ pay and display bays, as well as a bank of motorcycle bays, with space for approximately 9 motorcycles, which would be retained post development.

1.1.3 The development site was previously occupied by a Volvo service centre which was primarily used for after-sales care / maintenance, although this operation has recently relocated and the site is now unoccupied.

1.1.4 The site has been refused planning permission several times, with two schemes being refused in October 2000, as summarised below:

(i) Proposal for a 3 storey office development and 11 residential dwellings was refused due to loss of employment space which would be suitable for flexible use, as well as bulk, height, character of the proposals;

(ii) Proposal of a 3-storey business building (B1) was refused for detriment of character and appearance, and height and bulk of the proposals.

1.1.5 As such, it should be noted that although applications have been refused in the past, the reasons for refusal have never been because of highways or transportation reasons.

1.1.6 The development site has extant planning permission under application number 2008/1322/P for:

(i) Class B1 (Office) – Ground and two upper floors (958m^2)

(ii) Class C3 (Residential) – Six residential units comprising:

- 1 x 1 bedroom flat;
- 1 x 2 bedroom flat;

- 4 x 3 bedroom dwelling houses.

1.1.7 It is therefore apparent the principle of a mixed use scheme of B1 office and residential is acceptable in this location. The current proposals are for a broadly similar scheme comprising:

(i) Class B1 (Office) – 839 m^2;

(ii) Class C3 (Residential) – 6 x 4 bedroom dwelling houses.

1.1.8 As illustrated on the site plan at **Appendix A** the revised scheme also provides secure underground parking comprising 6 car bays.

1.1.9 As background to this report pre-application discussions have been undertaken with Highway Officers at LBC, as per the correspondence attached at **Appendix B**. During pre-application discussions the proposed servicing arrangements were agreed whilst the principle of onsite parking was also discussed. It was agreed that it would be appropriate for the site to provide a level of on-site parking provision in line with LBC's parking standards, as discussed further within Section 4.

1.2 Report Structure

1.2.1 Since a similar scheme has already been granted planning permission on the site and the site opposite is also of a comparable scale and mix, the principal focus of this Transport Statement is to determine the post-development operation of the site with regard to the trip generation characteristics, the proposed access arrangements and the accessibility credentials.

1.2.2 The remainder of this report comprises of the following:

(i) Section 2: Site Description and Accessibility Credentials

(ii) Section 3: Existing and Proposed Trip Generation;

(iii) Section 4: Proposed Access Design and Operation;

(iv) Section 5: Summary and Conclusions.

2 SITE DESCRIPTION

2.1 Site Location and Surroundings

2.1.1 **Plan 01** appended hereto illustrates the site location in relation to the local highway network, public transport facilities and services local to the site. The site is located within Camden approximately 300m to the north east of Primrose Hill, and abuts the main railway lines travelling north from Euston.

2.1.2 The site itself gains access off Dumpton Place which is a small cul-de-sac currently serving two commercial properties and a pub, as illustrated by the photographs below. Dumpton Place is located at a crossroads between Gloucester Avenue and Fitzroy Street. Fitzroy Street is a local residential road, providing access to Regents Park Road to the south. Gloucester Avenue is a local distributor road providing access to Prince Albert Road (A5205) to the south and towards Adelaide Road (B509) to the north.

Photo A – Looking north into Dumpton Place

Photo B – Looking south on Gloucester Avenue

Photo C – Looking north on Gloucester Avenue

Photo D – Looking south onto Fitzroy Street

2.1.3 The site benefits from being conveniently located, being situation between Primrose Hill and Chalk Farm Road, approximately 440m from Chalk Farm Tube Station with access to numerous retail, leisure and employment opportunities within close proximity to the site.

2.1.4 Dumpton Place and the surrounding streets are subject to varied parking restrictions and are within Camden's Controlled Parking Zone (CPZ) 'CA – J'. The parking bays within Dumpton Place also serve as visitor pay and display parking with a maximum 2 hour duration. Parking Zone 'CA – J' restricts parking to permit holders Monday to Friday between 08:30 and 18:00. Local to the site there is no parking available which is not subject to parking restrictions.

2.2 Accessibility Credentials

Walking and Cycling

2.2.1 Planning Policy Guidance 13 (PPG 13) – Transport, offers Central Government policy on the potential for residents to walk to their place of work or to fulfil their retail, recreational and educational needs. PPG 13 states that:

…"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres"…

2.2.2 The site is located approximately 440m walk from Chalk Farm Tube Station. Chalk Farm Road shops are approximately 600m walk travelling north from the site, whilst Camden High Street is approximately 900m walk along the canal path located to the south east of the development site both of which provide a variety of retail, leisure and employment opportunities.

2.2.3 The site is considered to have good public transport access with two tube stations Chalk Farm and Camden Town located within walking distance. Bus services are also provided to the north of the site at Chalk Farm Station, and to the south on Regents Park Road.

2.2.4 Planning Policy Guidance 13 (PPG 13) – Transport, also offers Central Government policy on the potential for residents to cycle to their place of work or to fulfil their retail, recreational and educational needs. PPG 13 states that:

…"Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"…

2.2.5 The site is adjacent to a signed cycle route between Swiss Cottage and Oval Road / Parkway junction. Within close proximity of the site there are also a large range of cycle routes, as identified in the current Transport for London Local Cycling Guides and the Camden Cycle Network, allowing the site to benefit from a high level of cycle accessibility. Cycle routes local to the site are illustrated on the accessibility plan, **Plan 01**.

2.2.6 Sheltered and secure cycle parking is proposed on site for both the residential and office use. In addition, cycle parking is prevalent in the local area, with extensive cycle parking available in the local area including along Chalk Farm Road, and Camden High Street and the Morrison's superstore, therefore enabling residents to cycle from the site and securely leave their bikes at their destination.

2.2.7 A number of schools are located within a short walk / cycle distance from the site. These local establishments are also illustrated on **Plan 01**. Good footway provision and street lighting is provided on all routes to these facilities to provide a safe and convenient journey.

2.2.8 Employment opportunities surrounding the site are extensive, with a number business and retail opportunities in the local area and good transport links to local employment centres and those within central London.

2.2.9 It is therefore considered that prospective residents and employees of the site can realistically walk and cycle to local destinations including food retail, healthcare, education and employment and the local public transport connections without a reliance on the private car.

Bus Services

2.2.10 Travel to and from destinations further afield by sustainable modes of transport is also considered to be an attractive and realistic option for residents and employees of the proposed site. A number of bus stops are within walking distance of the site providing direct links locally and into Central London.

2.2.11 With regards to specific bus routes in close proximity to the site, **Plan 01** illustrates the bus stops in the immediate vicinity of the site and the routes taken by these services. Within a reasonable walking distance of the site a number of other bus routes are accessible with convenient services to a range of destinations, as summarised within Table 2.1.

Bus Stop	Number	Route
Chalk Farm, Morrisons (760m – 10 minute walk)	31	White City - Kilburn - Camden Town
	168	Hampstead Heath - Euston - Old Kent Road
	393	Clapton - Holloway - Chalk Farm
	N5	Edgware - Hampstead - Trafalgar Square
	N28	Wandsworth - Notting Hill Gate - Camden Town
	N31	Clapham Junction - Notting Hill Gate - Camden Town
Chalk Farm Station stop (470m – 6 minute walk)	31	White City - Kilburn - Camden Town
	168	Hampstead Heath - Euston - Old Kent Road
	393	Clapton - Holloway - Chalk Farm
	N5	Edgware - Hampstead - Trafalgar Square
	N28	Wandsworth - Notting Hill Gate - Camden Town
	N31	Clapham Junction - Notting Hill Gate - Camden Town
Regents Park Road (530m – 7 minute walk)	274	Angel Islington - Camden Town - Lancaster Gate

Table 2.1 - Bus Services and Frequencies

2.2.12 As illustrated in Table 2.1 within close proximity to the site there are many bus services available. These primary routes offer a regular service between various local centres and provide links to wider destinations. The above table illustrates that bus services within the local area are excellent, serving a large range of destinations and facilities / amenities that are likely to appeal to future residents and employees for day-to-day trips such as the daily commute, food retail, healthcare, education and employment, therefore minimising the reliance on the private car.

Rail Services

2.2.13 The site is within walking distance of both Chalk Farm and Camden Town Underground Stations which both serve the Northern Line, with Camden Town serving both branches and Chalk Farm serving the Edgware Branch of the Northern Line only. Chalk Farm station is approximately 470m (6 minutes walking time) from the site and offers regular services typically every 2 -5 minutes, whilst Camden Town Station is approximately 1km (12.5 minute walk) and offers regular services approximately every 2 minutes. **Plan 01** illustrates the location of these stations in relation to the application site

2.2.14 It is considered that the rail facilities available would form the basis for a large number of journeys for residents and employees of the development site, particularly with regards to commuting trips. These services provide frequent and convenient access to all necessary amenities, including central London, and would therefore minimise the use of the private car.

PTAL Level

2.2.15 To assess the current level of public transport accessibility available at the development site, RGP have carried out a site specific PTAL assessment. This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services.

2.2.16 A site specific PTAL assessment has been undertaken, as opposed to making use of the TfL Planning Information Database, since this did not take into account the foot bridge to the north of Gloucester Avenue providing a pedestrian / cycle link to Regents Park Road / Bridge Approach.

2.2.17 This PTAL assessment has been carried out to provide an accurate and up-to-date evaluation of the current facilities available. The distances were measured between the site and defined points of interest (bus stops, underground stations etc.). This has all been undertaken in accordance with the guidance methodology contained within "Measuring Public Transport Accessibility Levels (PTALs)", a Transport for London report published in April 2010. The results of the PTAL assessment are attached to this report at **Appendix C**.

2.2.18 The PTAL assessment shows that the site currently has a PTAI (Public Transport Accessibility Index) of 12.07 which corresponds to a PTAL rating level 3 (Moderate accessibility).

3 EXISTING AND PROPOSED TRIP GENERATION

3.1.1 The table below illustrates the previously consented development proposals (under application number 2008/1322/P), the current development proposals and the net difference between these.

	Unit Mix (GFA/No Units)					Total Residential
	Office (B1)	1 bed flat	2 bed flat	3 bed house	4 bed house	
Previous Proposals	883 m^2	1	1	4	-	6
Current Proposals	839 m^2	-	-	2	4	6
Difference	-44 m^2	-1	-1	-2	+4	0

Table 3.1 – Previous and Current Scheme Proposals

3.1.2 As illustrated in the table above the office element of the proposals is comparable, whilst there is no variation in the overall residential provision, however the unit mix has altered slightly.

3.1.3 An analysis has therefore been undertaken into the level of vehicle trips that would be generated by the proposed development site in relation to the traffic generation characteristics of the current permitted use. This analysis has been undertaken against the background that the revised residential proposals would also provide an element of on-site parking.

3.1.4 Vehicle trip generation for the existing and proposed development has been derived through interrogation of both the TRICS and TRAVL databases. These databases are the industry standard tools for determining trip rates for a variety of land uses.

3.2 Existing Traffic Generation

3.2.1 Both the TRICS and TRAVL databases were interrogated to determine the traffic generation characteristics of the development site. The current site was previously occupied by Volvo as an after sales / maintenance facility, which anecdotal evidence suggests that this use generated significant volumes of on street parking within Dumpton Place. In order to understand in detail how the site may have operated, TRICS data has been used under the category 'Vehicle Services – Vehicle Repair Garage (Slow Fit)' for comparable sites in terms of location aspects, public transport provision and size.

3.2.2 The Gross Floor Area (GFA) of the existing site is 958 m^2, and has been used as a basis to determine traffic generation. Full TRICS data for the current use is contained within **Appendix D**, and is summarised in Tables 3.2 and 3.3 below.

Trip Rates (vehicle/100m2) – Vehicle Repair Garage 958 m^2			
	ARRIVALS	**DEPARTURES**	**TOTAL**
AM Peak Hour (08:00-09:00)	0.768	0.202	0.970
PM Peak Hour (17:00-18:00)	0.525	1.010	1.535
Daily Traffic	6.342	5.656	11.998

Table 3.2 –Trip Rate Summary

Traffic Generation – Vehicle Repair Garage			
	ARRIVALS	**DEPARTURES**	**TOTAL**
AM Peak Hour (08:00-09:00)	7	2	9
PM Peak Hour (17:00-18:00)	5	10	15
Daily Traffic	61	55	115

Table 3.3 – Traffic Generation Summary

3.2.3 As illustrated in tables 3.2 and 3.3, the previous use would have generated in the region of 9 two-way movements in the AM peak period, 15 two-way movements in the PM peak period, with a total of 115 two-way vehicle movements over the course of a typical day. This relatively high number of vehicular movements is likely to have attributed to the large number of vehicles being required to park on street within Dumpton Place under the previous use.

3.3 Proposed Traffic Generation

3.3.1 The TRAVL database has been interrogated to determine the traffic generation characteristics of the proposed use at the development site since this offered the most comparable sites.

3.3.2 Full TRAVL data for the proposed use is contained within **Appendix E**, this analysis has been split into each element of the proposed development, comprising:

(i) 839 m^2 - B1 Office;

(ii) 6 x Residential Houses.

Traffic Generation – B1 Office

3.3.3 The TRAVL database was interrogated for were comparable site's in terms of PTAL rating, scale of development and location. The full outputs for the site used are contained within **Appendix E**, and are summarised in Table 3.4 below.

Time	All Modes	Motorcycle	Bus	Car Driver	Car Passenger	Cycle	Taxi	Rail	Underground	Walk + Public Transport	Walk Only
AM Peak Hour (08:00-09:00)	16	0	0	0	0	3	0	0	0	13	0
PM Peak Hour (17:00-18:00)	58	0	0	1	1	5	0	0	0	51	0
Total Daily	315	0	0	2	2	25	0	0	0	285	0

Table 3.4 – Proposed B1 Office Two-way Trips (Multimodal Split)

3.3.4 As illustrated in Table 3.4, for the B1 Office element of the development there would be in the region of 315 two-way movements across all modes over the course of a typical day. The majority of these movements would be a combination of walk / public transport comprising 91%, cycle comprising 8% with the private car only comprising 2 movements over the course of a typical day.

Traffic Generation – Residential (6 Houses)

3.3.5 The TRAVL database was interrogated for comparable in terms of PTAL rating, scale of development and location. The full outputs for the site used are contained within **Appendix E**, and is summarised in Table 3.5 below.

Time	All Modes	Motorcycle	Bus	Car Driver	Car Passenger	Cycle	Taxi	Rail	Underground	Walk + Public Transport	Walk Only
AM Peak Hour (08:00-09:00)	6	0	0	2	1	0	0	0	0	3	1
PM Peak Hour (17:00-18:00)	4	0	0	1	0	0	0	0	0	2	1
Total Daily	55	0	0	20	6	0	0	0	0	24	5

Table 3.5 – Proposed Residential (6 Houses)

3.3.6 As illustrated in Table 3.5, for the proposed residential use is likely to generate in the region of 55 two-way movements across all modes over the course of a typical day. This would comprise 29 walk / public transport trips; 20 trips by the private car and 6 as a car passenger.

3.4 Traffic Generation – Whole Site (Combined Residential and Office)

3.4.1 Table 3.6 below illustrates the combined traffic generation for the entire proposed site, comprising 6 houses and 839 sqm B1 Office.

Time	All Modes	Motorcycle	Bus	Car Driver	Car Passenger	Cycle	Taxi	Rail	Underground	Walk + Public Transport	Walk Only
AM Peak Hour (08:00-09:00)	9	0	0	3	2	0	0	0	0	3	1
PM Peak Hour (17:00-18:00)	9	0	0	2	1	0	0	0	0	3	1
Total Daily	57	0	0	20	7	0	0	0	0	25	5

Table 3.6 – Combined Traffic Generation: Proposed Development

3.4.2 It is evident that the proposed development would generate in the region of 57 two-way movements (all modes) over the course of a typical day, with 9 movements during the AM and PM peak periods.

3.4.3 It is apparent that the proposed residential development would generate minimal levels of traffic. Although the site would provide on-site parking for the 6 proposed houses, it is not considered that this would increase traffic generation since the parking would provide a good facility to garage a car which in reality would only be used on an ad hoc basis. The proposed arrangement would also negate the need for residents to park on street or require the use of perking permits.

3.5 Net Traffic Impact

3.5.1 Table 3.7 below summarises the net difference between the former Volvo operation and the likely traffic generated from the proposed residential/office use on site.

Net Impact (Vehicular Traffic)	
	Two-way Movements
AM Peak Hour (08:00-09:00)	-6
PM Peak Hour (17:00-18:00)	-13
Daily Traffic	-95

Table 3.7 – Summary of Net Change in Traffic Movements

3.5.2 It is evident that the proposed use would result in a reduction in vehicular movements through all time periods. During the AM peak hour the proposals would experience a reduction in 6 two-way vehicular movements; 13 vehicular movements during the PM peak period and a total reduction of 95 vehicles over the course of a typical day.

3.5.3 Since the proposals would provide on-site parking, there would be a net reduction to the parking stress on Dumpton Place and the surrounding streets. All vehicles associated with the proposed development would be afforded off street parking bays as well as a significant reduction in parking demand. It is considered that visitor parking could be accommodated within the pay and display bays in Dumpton Place.

3.5.4 In light of the reduction in vehicular movements under the development proposals, it is considered that there would be an overall betterment in terms of safety and capacity on the local highway network. In addition, due to the nature of the previous use on site it is likely that many of these movements would have comprised LGV / HGV for deliveries of parts and new vehicle collection and deliveries under the former Volvo use. As such, the change in the size and nature of vehicles gaining access to the site would also represent an improvement from the current site's land use.

4 PARKING PROVISION AND ACCESS ARRANGEMENTS

4.1 Parking Provision

4.1.1 Six car parking spaces are proposed within the basement of the development with each space allocated to a dwelling. No parking is provided for the office element of the development.

4.1.2 When providing parking for any new development it is important to consider local policy and parking standards that should be applied. The relevant parking standards to be applied in this instance are set out in Appendix 2 of Camden Development Policies 2010 – 2025: Local Development Framework. Within these parking standards the level of parking provision for a residential development is determined by the location of the site within one of two areas (i) 'Low Parking Provision area'; and (ii) 'Rest of Borough'. This guidance defines Low parking provision area as: '*Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.'* Therefore, any area falling outside of this category could reasonably be defined as 'rest of borough'.

4.1.3 For a site within a 'low provision area' the maximum parking standard applied is 0.5 spaces per dwelling, whilst the 'rest of borough' is permitted a maximum of 1 space per dwelling. Section 5.45 of Camden's UDP states that the lower maximum parking provision (0.5 spaces per dwelling) would be applied where public transport is good and traffic impact is high, whilst a maximum of 1 space per dwelling can be provided for the rest of the borough.

4.1.4 As the site does not fall within a named 'low provision area', although it is within a Controlled Parking Zone (CPZ), the site is not considered to be "easily accessible by public transport". By definition, and with reference to TfL's guidance on PTAL calculations, the site's PTAL of 3 is defined as being a 'moderate' level of accessibility and therefore not easily accessible by public transport.

4.1.5 Since the site does not fall within a 'low provision area' it should be considered as a site within 'rest of borough' (i.e. maximum standards of 1 space per unit). This approach is supported by Policy DP18 of the Camden Development Policies as referred to within paragraph 18.6. Furthermore, considering the existing parking stress in the local area, the provision for off street parking for each dwelling (even if the cars are used infrequently) is considered to be of benefit in minimising the overall parking stress in the local area.

4.1.6 The level of parking provision for the proposed development has been discussed with Officer's at LBC, as outlined within the correspondence appended at **Appendix B**. From the discussions it was agreed that a level of parking would be appropriate to be provided on site, in line with LBC's parking standards, although there was contention over the definition of a 'good' level of accessibility. However, as detailed above, since the site falls within the 'rest of borough' category it is appropriate to provide a parking provision of 1 space per unit, in line with Camden's parking policy.

4.1.7 As such, the proposals provide 1 space per unit for the 6 houses, whilst no parking would be provided for the office element.

4.1.8 This parking provision is also in line with guidance set out within the London Plan (2011) which states that the maximum residential car parking provision for 3 and 4 bed developments is 1.5 – 1 space and 2 – 1.5 spaces per unit. This guidance states '*the forthcoming SPG on Housing will include a table setting out a matrix of residential parking standards that reflect PTAL levels.'*

4.1.9 The Draft SPG Housing, which supplements policies within the London Plan, was released in December 2011 and is currently subject to public consultation. Within this policy there are two proposed methods providing guidance on the appropriate level of parking provision in relation to unit size and PTAL level, with these methodologies set out in Annex 2.4 of the Draft SPG Housing, with this extract is appended at **Appendix F**.

4.1.10 Using the methodology in Option 1 it would be appropriate to provide a maximum of 1.5 – 2 space per unit, based on the sites PTAL rating of 3 and the combination of 3 and 4 bed units. Using Option 2 there would also be a parking provision of less than 1.5 spaces per unit, based on the sites PTAL rating unit density and number of habitable rooms.

4.1.11 Therefore, using both of these methodologies the proposed provision of 1 space per unit is appropriate and less than the thresholds provided in the draft guidance of the London Plan, as well as being in line with Camden's own parking guidance.

4.1.12 In addition, as part of the proposals, secure and covered cycle parking is provided for both the residential and office elements of the proposed development within the basement parking area. The level of cycle parking will be in line with the cycle parking standards set out in Appendix 2 of Camden Development Policies 2010 – 2025: Local Development Framework. In line with local standards there would be secured and sheltered cycle parking on site, with 10 cycle spaces for the residential element and 7 cycle spaces for the office element.

4.2 Servicing Arrangements

4.2.1 As discussed with LBC in the pre-application discussions, on street servicing for the development is appropriate given the size of the development and the lightly trafficked nature of Dumpton Place.

4.2.2 The largest vehicle which would require access to the site would be a refuse vehicle or 7.5t box van. As illustrated on drawing number **2011/1358/004** both these vehicles are able to turn within Dumpton place and service the development.

4.3 Access Provision and Car Lift Operation

4.3.1 Vehicular access to the site is provided through a car lift, serving the basement of the development. This access is situated towards the southern end of the site at its frontage with Dumpton Place, as illustrated on the site plan at **Appendix A**.

4.3.2 Access provision will be managed through a traffic light system on the car lift allowing drivers arriving at the lift to know if it is available for use. An internal sensor system will also be in place to assist drivers with the positioning of the vehicle within the cabin, further details of this sensor system, the traffic light system and technical details of the type of car lift which will be installed can be found in an example specification at **Appendix G**.

4.3.3 It is considered that due to the lightly trafficked nature of Dumpton Place, the sites low traffic generation, provision of the traffic light system, and the space available on Dumpton Place for vehicles to wait, vehicles will be able to safely and conveniently access and egress the car lift. If a vehicle were using the lift whilst another car arrived at the site, sufficient space is available on Dumpton Place for a vehicle to wait until the lift is available without affecting other road users without affecting other road users.

4.3.4 The internal layout of the basement parking area has also been investigated. Drawing numbers **2011/1358/001** and **2011/1358/002** illustrate a vehicle egressing the parking bay and accessing and egressing each of the spaces available, with a car able to access and egress each space safely and conveniently.

5 SUMMARY AND CONCLUSIONS

5.1.1 RGP has investigated the transport planning considerations relating to the revised application for the redevelopment of the site at 1 Dumpton Place, Camden to provide a total of 6 residential dwellings and 839 sqm of B1 Office space.

5.1.2 The conclusions of this report are as follows:

(i) The site is accessible to a wide range of local facilities, shops, schools and employment opportunities, which would reduce the need to travel long distances for many journeys, and hence walking and cycling would be attractive modes of transport for prospective residents and employees;

(ii) Public transport is moderate locally, with underground stations and bus stops within a realistic walk from the site;

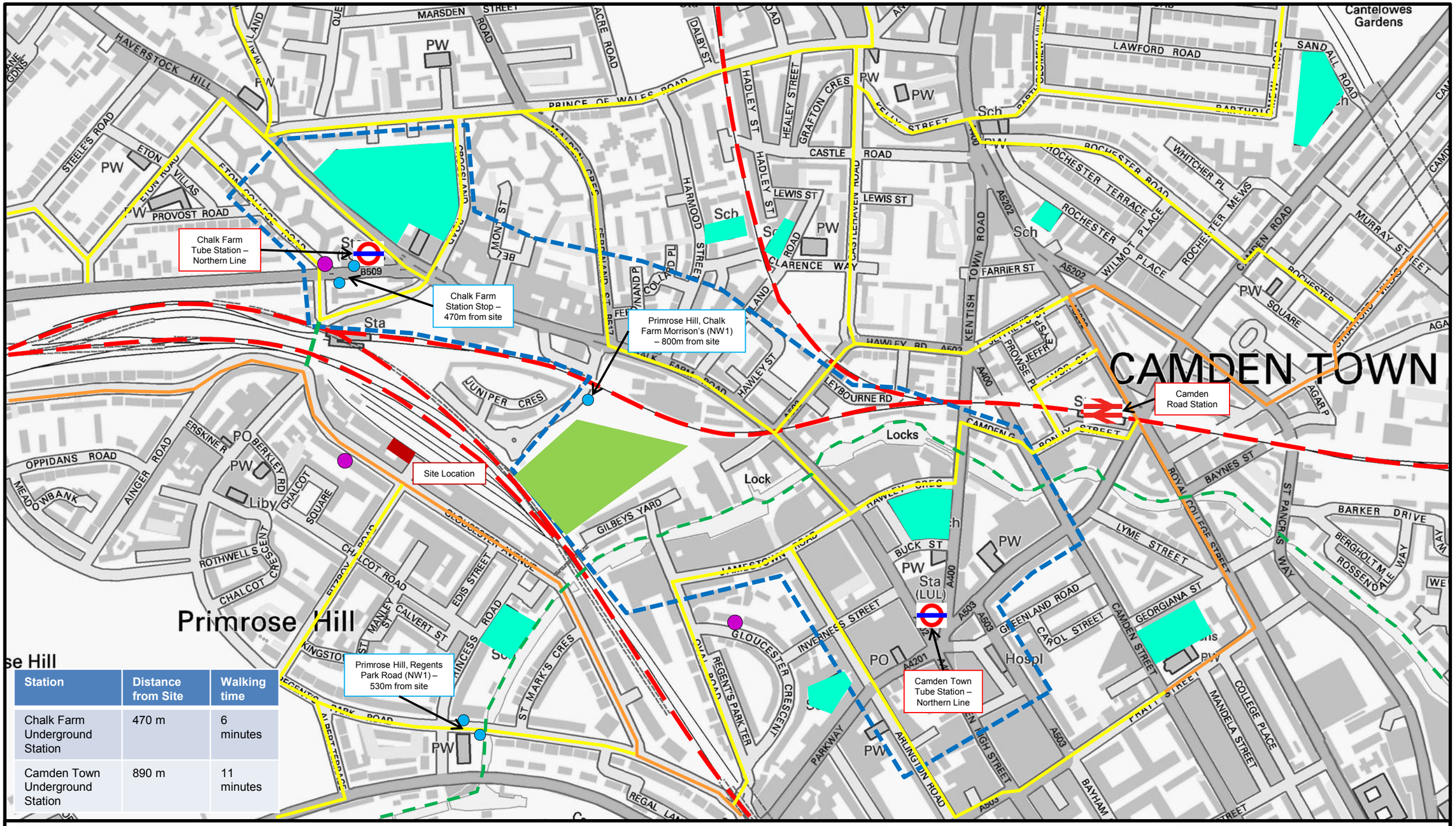
(iii) The development proposed would result in a reduction in traffic on the local network and would result in a significant reduction in HGV movements in the local, urban area, and would therefore not adversely affect the safe operation of the local highway network;

(iv) The proposals provide suitable car and cycle parking to cater for all anticipated vehicles on site, in line with LBC's parking standards and emerging policy in the London Plan;

(v) The car lift provides suitable access to the basement parking, with elements such as traffic lights incorporated to enable safe ingress and egress by residents;

5.1.3 In light of this report, London Borough of Camden is respectfully asked to confirm that the proposals are acceptable from a highway and transportation point of view.

PLANS



Station	Distance from Site	Walking time
Chalk Farm Underground Station	470 m	6 minutes
Camden Town Underground Station	890 m	11 minutes

LEGEND

- Site Location
- Railway
- National Rail Station
- Underground Station
- Bus Stop
- Car Club Bays
- Town Centre
- Educational Facilities
- Morrison's Supermarket
- Pedestrian Links
- Quiet Cycle Routes
- Routes signed for cyclists

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Client: Isabella Investment Limited

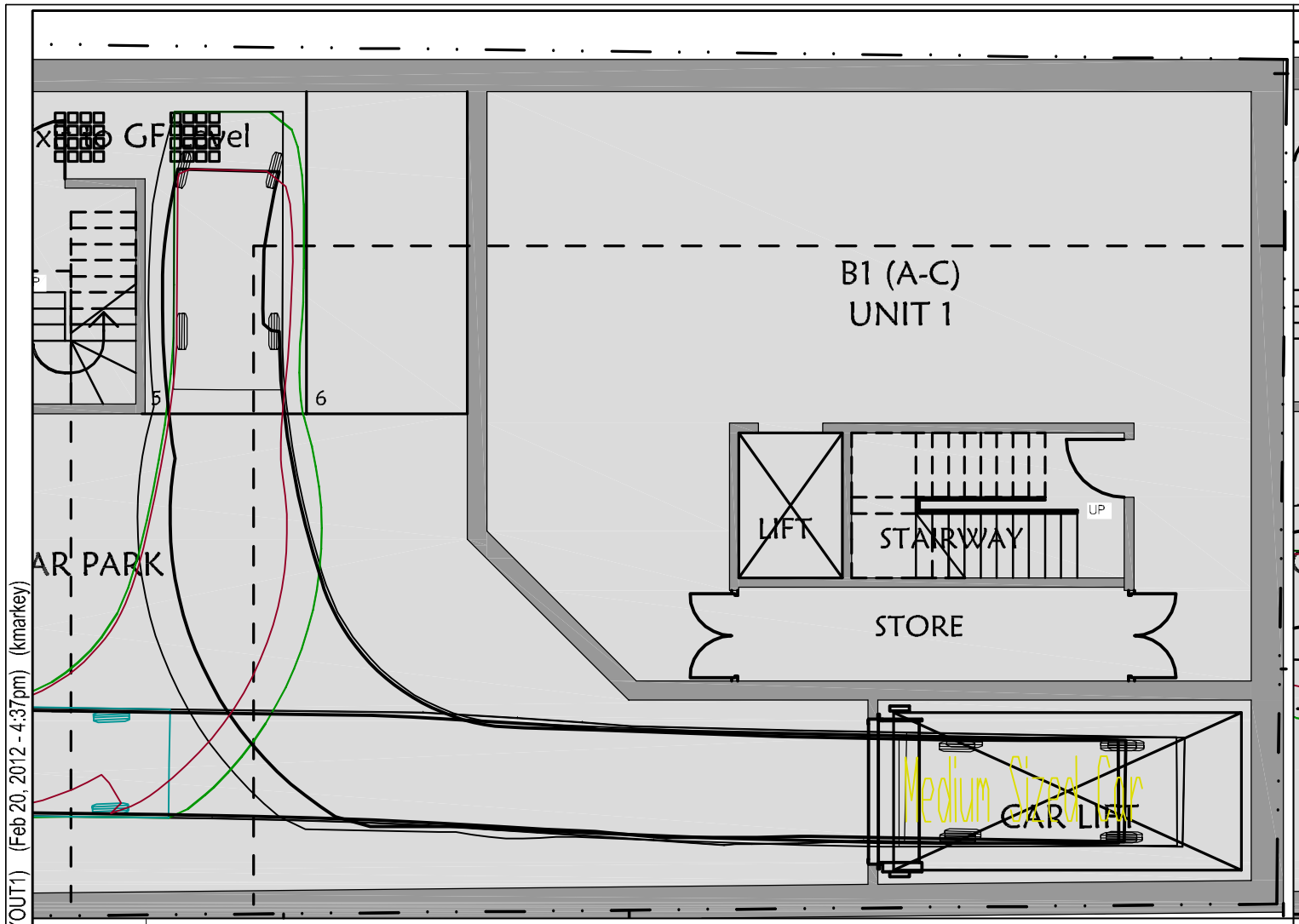
Project: 1 Dumpton Place, Primrose Hill

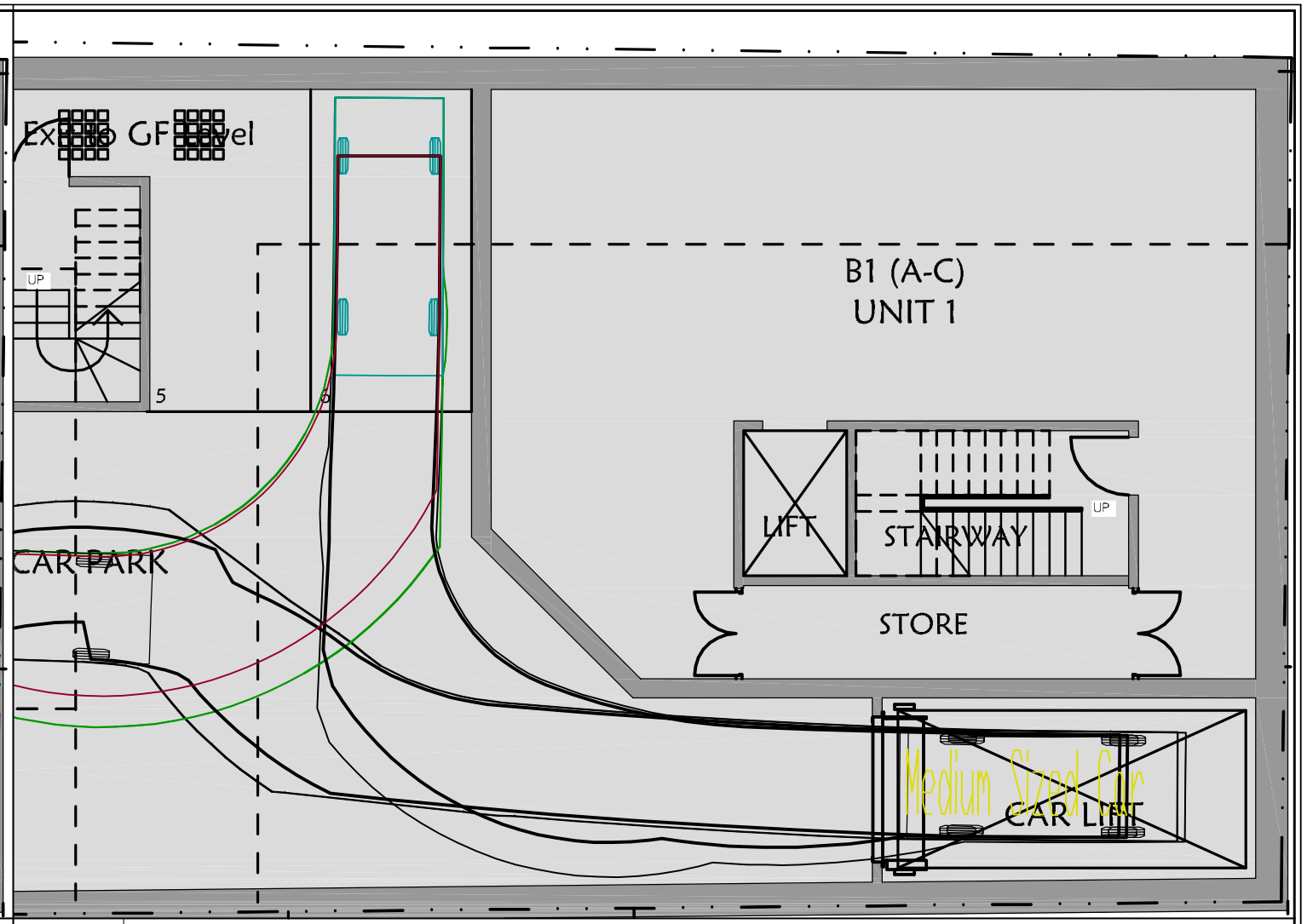
Title: Site Location Plan

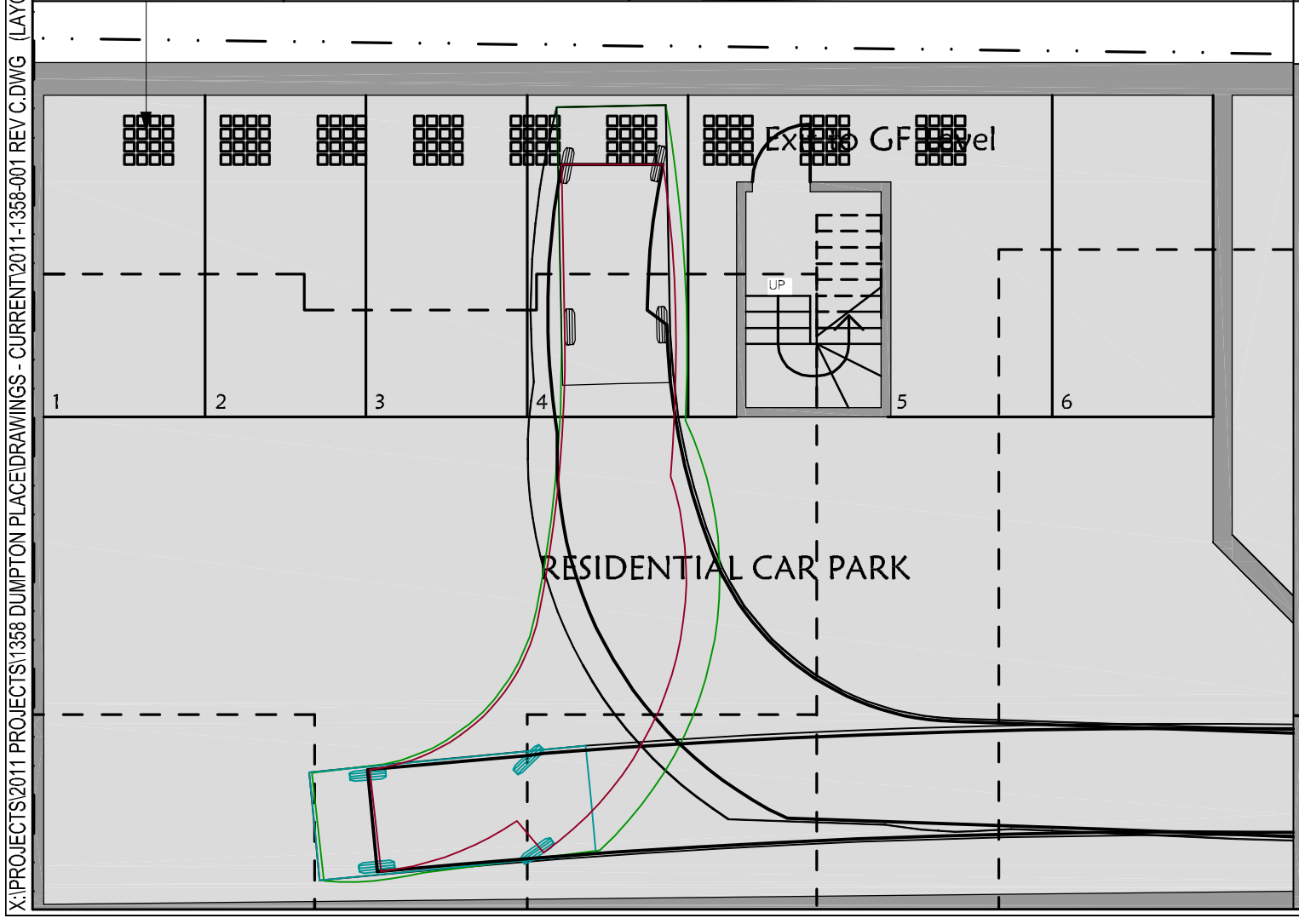
Plan No:	Job No:	Date:	Scale:
Plan 01	2011/1358	February 2011	NTS

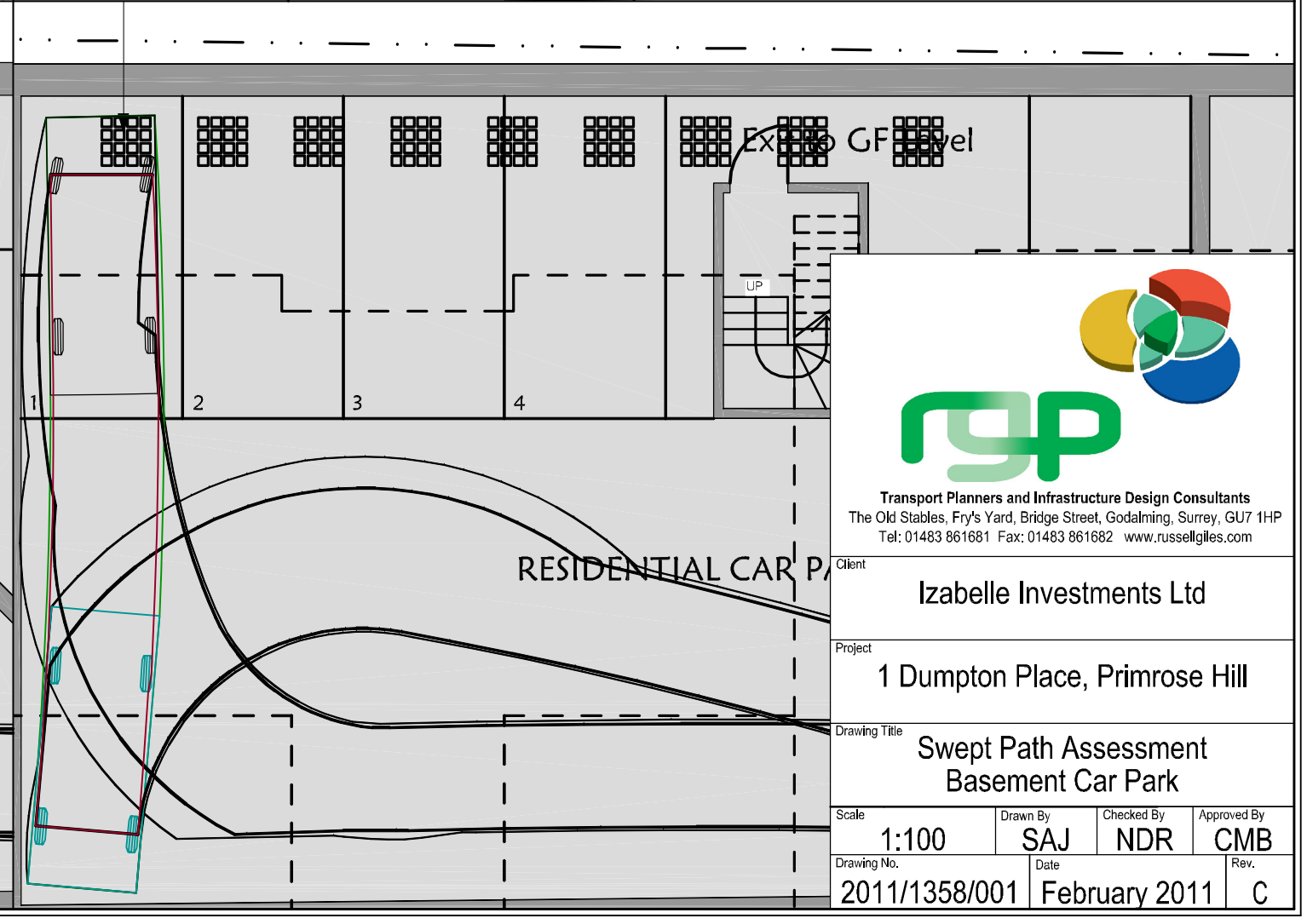
Drawn By:	Checked By:	Approved By:	Rev:
GSE	KFM	PJC	-

DRAWINGS









Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russellgiles.com

Client: Izabelle Investments Ltd

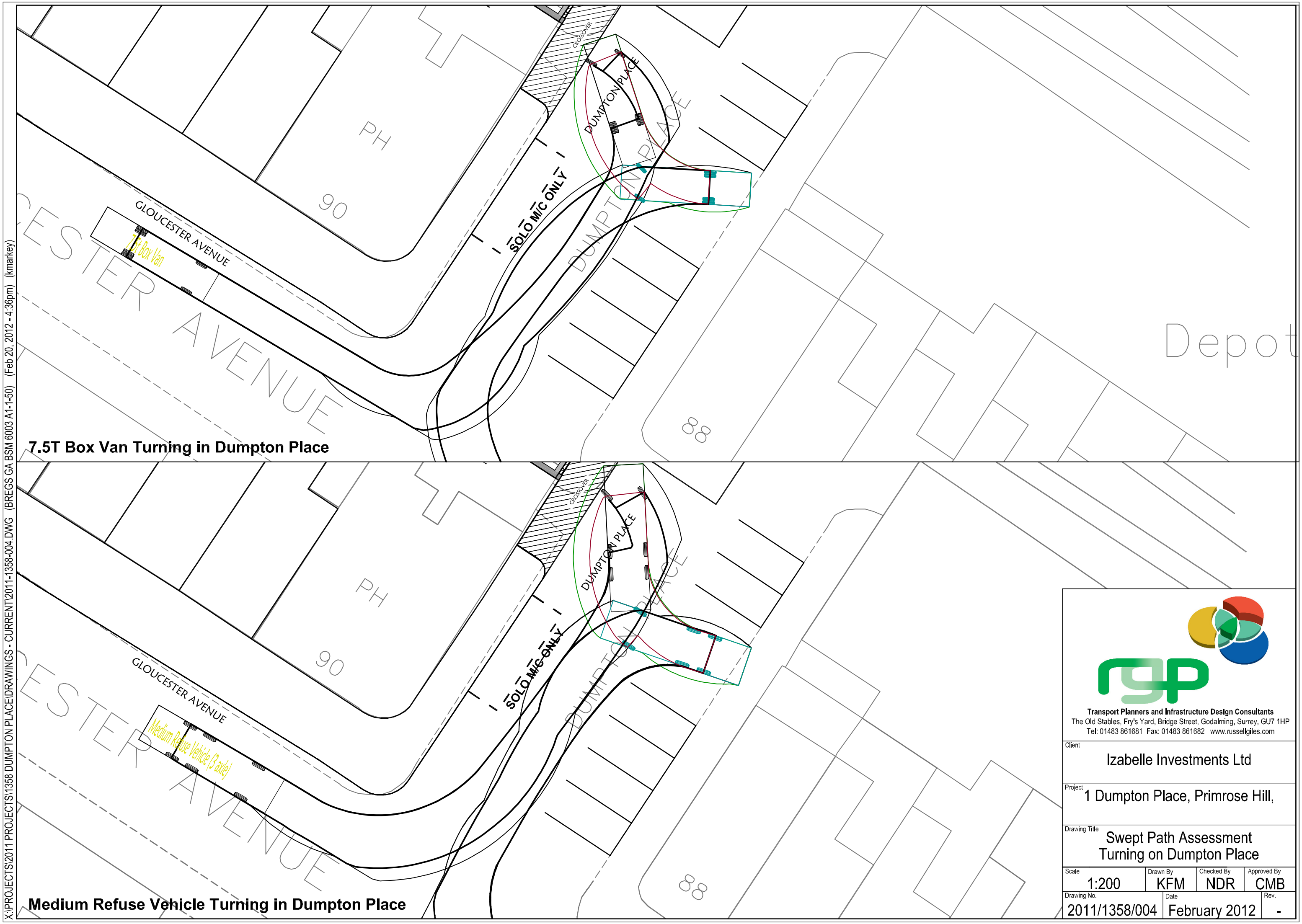
Project: 1 Dumpton Place, Primrose Hill

Drawing Title: Swept Path Assessment Basement Car Park

Scale	Drawn By	Checked By	Approved By
1:100	SAJ	NDR	CMB

Drawing No.	Date	Rev.
2011/1358/001	February 2011	C

X:\PROJECTS\2011 PROJECTS\1358 DUMPTON PLACE\DRAWINGS - CURRENT\2011-1358-001 REV C.DWG (LAYOUT1) (Feb 20, 2012 - 4:37pm) (kmarkey)



7.5T Box Van Turning in Dumpton Place

Medium Refuse Vehicle Turning in Dumpton Place

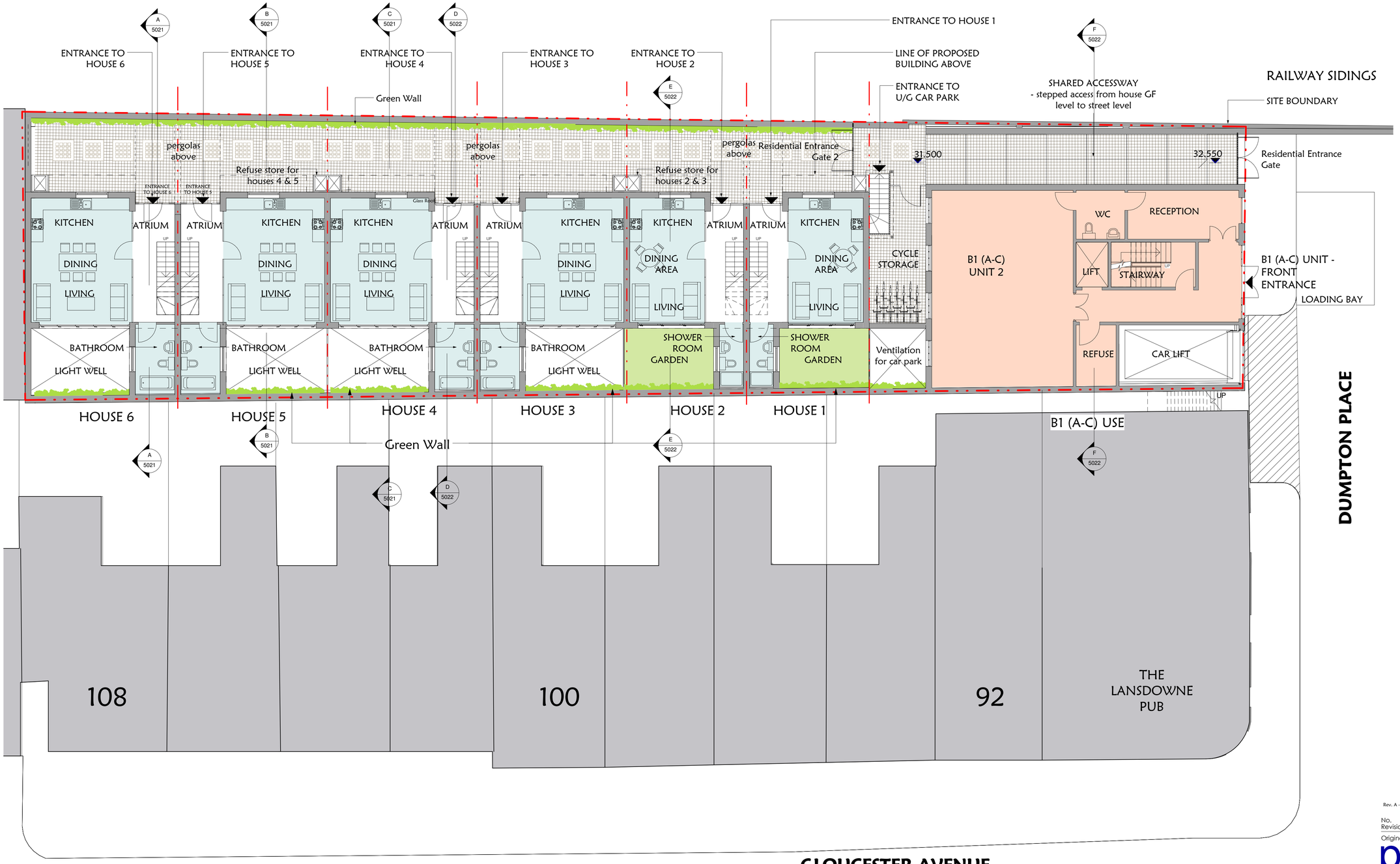
Transport Planners and Infrastructure Design Consultants
The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
Tel: 01483 861681 Fax: 01483 861682 www.russellgiles.com

Client	Izabelle Investments Ltd
Project	1 Dumpton Place, Primrose Hill,
Drawing Title	Swept Path Assessment Turning on Dumpton Place

Scale	Drawn By	Checked By	Approved By
1:200	KFM	NDR	CMB

Drawing No.	Date	Rev.
2011/1358/004	February 2012	-

APPENDIX A



PROPOSED GROUND FLOOR PLAN

1 : 100

N

0 1m 2m 3m 4m 5m

GENERAL NOTES

1. Do not scale this drawing for Construction purposes.
2. All dimensions in this dwg. are metric.
3. This drawing & all other drawings & schedules,specifications, details etc. relating to this project are copyright of **PMA.**
4. This drawing shall be read in strict conjunction with all other relevant architects' structural engineer's & services engineer's drawings, calculations, details & specifications.
5. The contractor shall check all dimensions & setting out information on this or other related drawings prior to placing work in hand. Any errors or discrepancies between documents shall be reported to the architect & seek clarification.
6. All proprietory products shall be used & fixed in strict accordance with manufacturers' printed recommendations, notes, specifications etc.
7. Only drawings stamped "ISSUED FOR CONSTRUCTION"shall be used on site.

Rev. A - 10/01/2012 - B1 Use (A-C) Layout revised, Cycle parking provision revised - MK

No. Revision	Date	Description	Chk.

Originator/Author

pma chartered architects

PO Box 1034 Wembley, Middlesex HA0 9GY.
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e: pma@pm-architects.com
w: www.pm-architects.com

Client

IZABELLE INVESTMENTS LTD.

Job Title

1 DUMPTON PLACE, PRIMROSE HILL NW1 8JB

Job Number: 01DP

Drawing Title

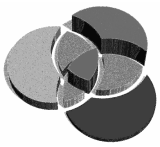
PROPOSED GROUND FLOOR PLAN

Scale		Drawn By
1 : 100@A1 & 1:200@A3		MK
Date of Issue	Date Drawn	Checked By
10/01/2012	10/01/2012 16:42:50	NP

Drawing Originator	Project Reference		Drawing Number	REV.
PM	A	01DP	5003	A

TOWN PLANNING

Drawing Status



APPENDIX B

Kevin Markey

From: Kevin Markey
Sent: 02 February 2012 16:27
To: 'Cardno, Steve'; Malcolm, Adrian
Cc: Valerie Scott; Nainesh; baljit@pm-architects.com; Steven Lipman; Neil Rowe
Subject: RE: Dupton Place, Camden

Hi Steve,

Thank you for your response.

I don't mean to labour this point but it is crucial that we agree on what is a "low parking provision area" and a "rest of borough area". You mention that the application site is within the PTAL banding 1 to 3 (where it is appropriate to provide a level of parking) whilst for sites with PTAL's of 4 to 6 you seek limited or car free developments. In other words therefore, as you suggest, a low "parking provision area" are sites that have PTAL's of 4 to 6, whilst a "rest of borough area" are sites that have PTAL's of 1 to 3.

I agree that the PTAL it is a relatively crude measurement and does not take into account cycling etc. but in this instance, the PTAL does take into account bus services from Regents Park Road and Underground services from Chalk Farm Station. No other major / more attractive transport nodes are excluded from this assessment because the most convenient nodes are within the thresholds stated in the PTAL methodology. As such, it is considered that the PTAL score is a good indication in this instance as the methodology for quantifying the accessibility of the site by public transport.

A site is either within a "low provision area" or within the "rest of Borough" with a maximum parking standard per dwelling of 0.5 and 1 per dwelling respectively. My interpretation of your standards must therefore be that a 'Low parking provision' area would be applied for a PTAL between 4 and 6, and the 'Rest of borough' category would apply for a PTAL of between 1 and 3.

Therefore in line with the additional information supplied, and applying Camden's parking standards a parking provision of 1 space per dwelling would be in line with local policy.

With this level of parking provision being sought the development would be designated as 'car capped' and would could be secured through a Section 106 Agreement (i.e. no residents would be entitled to resident parking permits).

I look forwards to your response.

Kind regards,

Kevin Markey

RGP - Transport Planning and Infrastructure Design Consultants

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From: Cardno, Steve [mailto:Steve.Cardno@camden.gov.uk]
Sent: 02 February 2012 13:28
To: Kevin Markey; Malcolm, Adrian
Cc: Valerie Scott; Nainesh; baljit@pm-architects.com; Steven Lipman; Neil Rowe
Subject: RE: Dupton Place, Camden
Importance: High

Hi Kevin
Allow me to highlight the final part of the definition for low parking areas (see below):

- Low parking provision areas: Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, ***and other areas within Controlled Parking Zones that are easily accessible by public transport***.

Our position is that the site is located in a CPZ and is also easily accessible by public transport (e.g. nearest bus stops and Chalk Farm Underground Station are approx 5 minutes walk).

We seem to be in disagreement in terms of interpretation. Bear in mind that we seek car free development for PTAL ratings between 4 and 6. We also encourage car free development elsewhere (refer to paragraph 18.4 of our Development policies document). However, we do consider parking provision for PTAL ratings between 1 and 3. My interpretation is that 1 car parking space per dwelling may be appropriate in areas with a PTAL of 1, whereas 0.5 car parking spaces per dwelling may be appropriate in areas with a PTAL of 3. Areas with a PTAL rating of 2 sit somewhere in between and so are open to debate.

Whilst PTAL is a useful tool for comparing the relative accessibility of different sites, it is a particularly blunt tool in that it does not take into account cycling or the actual distances that people walk when travelling to from bus stops and stations. For example, it would be ludicrous to suggest that someone would not use a bus stop if it were more than 8 minutes walk or a station if it were more than 12 minutes walk from their home. The PTAL methodology can thus under-estimate the true accessibility of a site.

Whilst we prefer to see this development designated as entirely car free, we are prepared to accept, in this particular case, a maximum parking provision of 0.5 spaces per unit.

We would expect the units with a parking space to be designated as car capped, whilst those without would be designated as car free. This would be stipulated in the Section 106 Agreement and would prevent the occupants from obtaining parking permits from the Council.

I hope this helps to clarify.
Regards
Steve

Steve Cardno
Principal Transport Planner

Telephone: 020 7974 8800

From: Kevin Markey [mailto:k.markey@russellgiles.com]
Sent: 26 January 2012 09:24
To: Cardno, Steve; Malcolm, Adrian
Cc: Valerie Scott; Nainesh; baljit@pm-architects.com; Steven Lipman; Neil Rowe
Subject: RE: Dupton Place, Camden

Hi Steve,

Thanks for your response regarding the above site and I note that you accept the PTAL of the site being a 3 (i.e. moderate accessibility), subject to confirmation by TfL.

I would be grateful however for further clarification with regards to Camden's parking policy, since I note from the Council's LDF Development Policy Document that the site is not specifically defined as being within an area of '*low parking provision*'. The definition states:

> *Low parking provision areas: Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.*

Looking at this definition I do not believe that our site falls within this category. The site is not specifically located within a town centre as referred to within the definition. Do you have a plan showing the area boundaries which could help clarify this point?

Although the site is located within a Controlled Parking Zone, I do not consider the site to be '*easily accessible by public transport'*. By definition, and with reference to TFL's guidance on PTAL calculations, a PTAL of 3 is defined as being a '*moderate'* level of accessibility.

Therefore, I do not believe that the site falls within a low provision area, but should be considered as a site within 'rest of borough' (i.e. a maximum standard of 1 space per unit). This approach is supported by Policy DP18 of the Camden Development Policies as referred to within paragraph 18.6.

Furthermore, considering the existing parking stress in the local area which you refer to, the provision for off street parking for each dwelling (even if the cars are used infrequently) would surely be beneficial in minimising the overall parking stress in the local area.

My view therefore is that a provision of 1 space per unit would be more appropriate, whilst still being in accordance with Camden's Parking Policy.

I look forwards to your response.

Kind regards,

Kevin Markey

RGP - Transport Planning and Infrastructure Design Consultants

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From: Cardno, Steve [mailto:Steve.Cardno@camden.gov.uk]
Sent: 25 January 2012 12:04
To: Kevin Markey
Cc: Valerie Scott; Nainesh; baljit@pm-architects.com; Steven Lipman; Neil Rowe; Malcolm, Adrian
Subject: RE: Dupton Place, Camden
Importance: High

Hi Kevin
I can confirm that we are in agreement as regards the proposed servicing arrangements subject to tracking analysis and restrictions on vehicle types. Off-road servicing facilities are required for sites above 2,500 sq m but I accept that this proposal is significantly smaller than this threshold.

The parking issue is proving more difficult. As you know the TfL planning database gives an inaccurate PTAL rating of 1a for the site. We had thought that the PTAL for the site was 5. You have manually calculated a PTAL rating of 3. I have done my own manual calculation and this also gave a rating of 3. My colleague John Duffy contacted TfL yesterday to request a definitive rating, although I expect this to also be 3. If TfL provide a different PTAL rating then I will be happy to share this with you.

Assuming the PTAL rating is indeed 3, our development policies would permit some degree of parking. Given the location of the site, I would still encourage a car free development. However, we would be willing to accept parking at a rate of 0.5 spaces per dwelling and 1 space per 1,500 sq m for the B1 use. Our justification for such parking provision is that the site is located in a low parking provision area (see definition of low parking provision areas on Page 157 off our LDF Camden Development Policies document). Please note that we believe the site to be easily accessible by public transport; while parking stress in the local area is an issue of concern.

I hope this clarifies our position.
Regards
Steve

Steve Cardno
Principal Transport Planner

Telephone: 020 7974 8800

From: Kevin Markey [mailto:k.markey@russellgiles.com]
Sent: 21 December 2011 18:02
To: Cardno, Steve
Cc: Valerie Scott; Nainesh; baljit@pm-architects.com; Steven Lipman; Neil Rowe
Subject: Dupton Place, Camden

Dear Steve

Following the recent pre-application meeting for the above site on 14th December 2011, since I wasn't in attendance at the meeting I would like to set out my thoughts regarding the parking and delivery points discussed.

I understand that it was considered that on street servicing would be appropriate. I agree with this point, since Dumpton Place is a cul-de-sac and any loading would not affect the free flow of traffic (which currently occurs at the pub) and provides ample room for a delivery vehicle to undertake a three point turn. Further tracking analysis will be undertaken that demonstrates this point. Not to mention the previous operation of the application site and the resultant benefits / reduction in on street parking our site would bring. I note that Camden's UDP states that provision for service vehicles is only required for B1 developments above 2,500sqm, and hence the proposed B1 element would not warrant dedicated provision in this regard (250sqm)

With regards to the provision of parking on the site I note that the Council would prefer either a car free development or a maximum of 0.5 spaces per dwelling. I note from Camden's UDP that a maximum of 0.5 spaces per dwellings is applicable only for 'low provision areas' whilst the 'rest of borough' is permitted a maximum of 1 space per dwelling. Section 5.45 of Camden's UDP states that the lower maximum parking provision (0.5 spaces per dwelling) would be applied where public transport is good and traffic impact is high, whilst a maximum of 1 space per dwelling can be provided for the rest of the borough.

As background in determining the appropriate level of on-site parking, I understand the PTAL level of the site is used. TFL's database (please see attached) provides a PTAL of 1a (very poor transport accessibility). However, as stated within our Transport Statement, this PTAL level does not appear take into account the Regents Park Road foot bridge towards Chalk Farm Tube Station. When the PTAL is calculated manually, taking into account this footbridge (please see attached) this provides a PTAL level of 3 (moderate transport accessibility). I trust you agree with this manual site specific calculation, however, I would be grateful if you could confirm. On the basis of the site having a PTAL 3, I am of the view that the appropriate maximum standard for application is 1 space per dwelling. The proposal which is the subject of this pre-application proposes a total of 6 car parking spaces, which on average equates to 1 spaces per unit. I am therefore of the opinion that parking is provision in accordance with local policy. To mitigate any potential for increased on-street parking, I believe it would be appropriate to refuse the right for further residential of the development to be allowed LBC parking permits. This would ensure that there is no detrimental impact on the availability of on street parking should on-site parking be permitted.

With regards to the traffic generation of the site, as set out within the Transport Statement the site would result in a reduction in traffic on the local highway network and would result in a significant reduction in HGV movements, when compared to the previous use. As such it is considered that the site would result in a betterment in highway safety and capacity terms.

In summary, considering the site has a 'moderate' level of access to transport, and traffic impact would be negligible, I believe the site does not fit the Council's criteria for 'low provision' for parking set out in the UDP. As such the site could reasonably provide the maximum of 1 space per unit for the residential element of the scheme, and 1 space per 1,000sqm for the B1 element.

I trust the above is clear, and I look forwards to your response. Please do not hesitate to contact me if you have any queries or comments.

Kind regards

Kevin Markey

RGP - Transport Planning and Infrastructure Design Consultants

The Old Stables, Fry's Yard, Bridge Street, Godalming, Surrey, GU7 1HP
T: +44 (0)1483 861 681 | F: +44 (0)1483 861 682
E: k.markey@russellgiles.com | W: www.russellgiles.com

APPENDIX C

PTAL Assessment: 1 Dumpton Place, Primrose Hill **27/07/2011**

Bus Route No.	Distance to Nearest Stop (m)	Frequency (buses/hr)	Av Wait Time (mins)	Reliability Factor	Walk time (mins)	Access Time (mins)	Equivalent Doorstep Frequency	Accessibility Index
31	470	10	3.0	2	5.88	10.88	2.76	2.76
168	470	6	5.0	2	5.88	12.88	2.33	1.17
274	530	7	4.3	2	6.63	12.91	2.32	1.16
393	470	5	6.0	2	5.88	13.88	2.16	1.08
						Accessibility Index for Buses		**6.17**

Train Station	Route	Distance (m)	Frequency (trains/hr)	Av Wait Time (mins)	Reliability Factor	Walk time (mins)	Access Time (mins)	Equivalent Doorstep Frequency	Accessibility Index
Chalk Farm Station	Northbound towards Edgware	470	30	1	0.75	5.875	7.63	3.93	3.93
Chalk Farm Station	Southbound towards Morden	470	30	1	0.75	5.875	7.63	3.93	1.97
							Accessibility Index for Trains		**5.90**

Total Accessibility Index for Site:	**12.07**

PTAL Level		**Range of Index**
1	Low	0.00-5.00
2	Medium/Low	5.01-10.00
3	Medium	10.01-15.00
4	Medium/High	15.01-20.00
5	High	20.01-25.00
6	Very High	25.01 +

Accessibility Level for the site at 1 Dumpton Place, Primrose Hill is: **3 - Medium**

APPENDIX D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 15 - VEHICLE SERVICES
Category : A - VEHICLE REPAIR GARAGE (SLOW FIT)
VEHICLES

Selected regions and areas:
01 GREATER LONDON
KN KENSINGTON AND CHELSEA 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Range: 2475 to 2475 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 04/12/09

Selected survey days:
Friday 1 days

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:
Industrial Zone 1

Filtering Stage 3 selection:

Use Class:
B2 1 days

Population within 1 mile:
50,001 to 100,000 1 days

Population within 5 miles:
500,001 or More 1 days

Car ownership within 5 miles:
0.6 to 1.0 1 days

Travel Plan:
No 1 days

LIST OF SITES relevant to selection parameters

1 KN-15-A-01 MERCEDES BENZ, CHELSEA KENSINGTON AND CHELSEA
JEWS ROW

CHELSEA
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 2475 sqm
Survey date: FRIDAY 07/05/04 Survey Type: MANUAL

TRIP RATE for Land Use 15 - VEHICLE SERVICES/A - VEHICLE REPAIR GARAGE (SLOW FIT)
VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 958 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
01:00 - 02:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
02:00 - 03:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
03:00 - 04:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
04:00 - 05:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
05:00 - 06:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
06:00 - 07:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
07:00 - 08:00	1	2475	0.768	7.354	1	2475	0.040	0.387	1	2475	0.808	7.741
08:00 - 09:00	1	2475	0.768	7.354	1	2475	0.202	1.935	1	2475	0.970	9.289
09:00 - 10:00	1	2475	0.646	6.193	1	2475	0.444	4.258	1	2475	1.090	10.451
10:00 - 11:00	1	2475	0.283	2.709	1	2475	0.283	2.709	1	2475	0.566	5.418
11:00 - 12:00	1	2475	0.242	2.322	1	2475	0.162	1.548	1	2475	0.404	3.870
12:00 - 13:00	1	2475	0.242	2.322	1	2475	0.202	1.935	1	2475	0.444	4.257
13:00 - 14:00	1	2475	0.444	4.258	1	2475	0.525	5.032	1	2475	0.969	9.290
14:00 - 15:00	1	2475	0.768	7.354	1	2475	0.768	7.354	1	2475	1.536	14.708
15:00 - 16:00	1	2475	0.646	6.193	1	2475	0.525	5.032	1	2475	1.171	11.225
16:00 - 17:00	1	2475	0.848	8.128	1	2475	1.010	9.677	1	2475	1.858	17.805
17:00 - 18:00	1	2475	0.525	5.032	1	2475	1.010	9.677	1	2475	1.535	14.709
18:00 - 19:00	1	2475	0.162	1.548	1	2475	0.485	4.645	1	2475	0.647	6.193
19:00 - 20:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
20:00 - 21:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
21:00 - 22:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
22:00 - 23:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
23:00 - 24:00	0	0	0.000	0.000	0	0	0.000	0.000	0	0	0.000	0.000
Total Rates:			6.342	60.767			5.656	54.189			11.998	114.956

Parameter summary

Trip rate parameter range selected:	2475 - 2475 (units: sqm)
Survey date date range:	01/01/03 - 04/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	10

APPENDIX E

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Albion Wharf (Affordable)	6 Hester Road,	SW11 4AL	19/04/2005
Coverley Close	off Hanbury Street	E1 5HY	11/03/1998
Heathfield Park	Chadwell Heath Hospital Site	RM6	22/04/1998
Rougemont Avenue Residential	off Epsom Road	SM4	20/08/1997
Winchester Mews	Winchester Mews Camden London	NW3 3NA	18/09/2008

Number of sites considered 5

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.05620	0.13760	0.19380	0.2	0.4	0.6
07:30-08:00	5	0.06783	0.18992	0.25775	0.2	0.6	0.8
08:00-08:30	5	0.14729	0.38372	0.53101	0.4	1.2	1.6
08:30-09:00	5	0.16473	0.37403	0.53876	0.5	1.1	1.6
09:00-09:30	5	0.22868	0.38178	0.61047	0.7	1.1	1.8
09:30-10:00	5	0.17442	0.21512	0.38953	0.5	0.6	1.2
10:00-10:30	5	0.15310	0.20543	0.35853	0.5	0.6	1.1
10:30-11:00	5	0.11628	0.17248	0.28876	0.3	0.5	0.9
11:00-11:30	5	0.12209	0.19380	0.31589	0.4	0.6	0.9
11:30-12:00	5	0.15698	0.14729	0.30426	0.5	0.4	0.9
12:00-12:30	5	0.16860	0.17054	0.33915	0.5	0.5	1.0
12:30-13:00	5	0.11047	0.06589	0.17636	0.3	0.2	0.5
13:00-13:30	5	0.18023	0.13953	0.31977	0.5	0.4	1.0
13:30-14:00	5	0.14147	0.16860	0.31008	0.4	0.5	0.9
14:00-14:30	5	0.15310	0.19767	0.35078	0.5	0.6	1.1
14:30-15:00	5	0.17829	0.15504	0.33333	0.5	0.5	1.0
15:00-15:30	5	0.20155	0.20930	0.41085	0.6	0.6	1.2
15:30-16:00	5	0.39922	0.17442	0.57364	1.2	0.5	1.7
16:00-16:30	5	0.23837	0.16667	0.40504	0.7	0.5	1.2
16:30-17:00	5	0.20155	0.14922	0.35078	0.6	0.4	1.1
17:00-17:30	5	0.36434	0.18992	0.55426	1.1	0.6	1.7
17:30-18:00	5	0.31589	0.18217	0.49806	0.9	0.5	1.5
18:00-18:30	5	0.32171	0.14729	0.46899	1.0	0.4	1.4
18:30-19:00	5	0.29264	0.22868	0.52132	0.9	0.7	1.6
19:00-19:30	5	0.29845	0.20736	0.50581	0.9	0.6	1.5
19:30-20:00	5	0.22868	0.20155	0.43023	0.7	0.6	1.3
20:00-20:30	5	0.20155	0.15310	0.35465	0.6	0.5	1.1
20:30-21:00	5	0.15891	0.13760	0.29651	0.5	0.4	0.9
21:00-21:30	5	0.12597	0.07558	0.20155	0.4	0.2	0.6
21:30-22:00	5	0.08140	0.05426	0.13566	0.2	0.2	0.4
22:00-22:30	3	0.10468	0.06236	0.16704	0.3	0.2	0.5
22:30-23:00	3	0.07795	0.05568	0.13363	0.2	0.2	0.4
23:00-23:30	3	0.05568	0.03118	0.08686	0.2	0.1	0.3
23:30-24:00	3	0.03341	0.03786	0.07127	0.1	0.1	0.2

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total

Peak Period For **All Modes**

In	**15:30-16:00**	**0.40**
Out	**09:00-09:30**	**0.38**
Total	**09:00-09:30**	**0.61**

Mode: Bus

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:30-08:00	5	0.00000	0.00581	0.00581	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00775	0.00775	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00775	0.00775	0.0	0.0	0.0
09:00-09:30	5	0.00388	0.00581	0.00969	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00388	0.00388	0.0	0.0	0.0
15:30-16:00	5	0.00969	0.00000	0.00969	0.0	0.0	0.0
16:30-17:00	5	0.00581	0.00000	0.00581	0.0	0.0	0.0

Peak Period For Bus

In	**15:30-16:00**	**0.01**
Out	**09:00-09:30**	**0.01**
Total	**09:00-09:30**	**0.01**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.01744	0.07171	0.08915	0.1	0.2	0.3
07:30-08:00	5	0.02713	0.10659	0.13372	0.1	0.3	0.4
08:00-08:30	5	0.07171	0.23450	0.30620	0.2	0.7	0.9
08:30-09:00	5	0.08140	0.20930	0.29070	0.2	0.6	0.9
09:00-09:30	5	0.12403	0.18798	0.31202	0.4	0.6	0.9
09:30-10:00	5	0.12209	0.17054	0.29264	0.4	0.5	0.9
10:00-10:30	5	0.08333	0.13566	0.21899	0.3	0.4	0.7
10:30-11:00	5	0.06783	0.11240	0.18023	0.2	0.3	0.5
11:00-11:30	5	0.08140	0.14341	0.22481	0.2	0.4	0.7
11:30-12:00	5	0.12403	0.10078	0.22481	0.4	0.3	0.7
12:00-12:30	5	0.13372	0.11822	0.25194	0.4	0.4	0.8
12:30-13:00	5	0.05814	0.03488	0.09302	0.2	0.1	0.3
13:00-13:30	5	0.13760	0.09302	0.23062	0.4	0.3	0.7
13:30-14:00	5	0.08140	0.11822	0.19961	0.2	0.4	0.6
14:00-14:30	5	0.10659	0.15310	0.25969	0.3	0.5	0.8
14:30-15:00	5	0.11822	0.08915	0.20736	0.4	0.3	0.6
15:00-15:30	5	0.15504	0.10659	0.26163	0.5	0.3	0.8
15:30-16:00	5	0.14341	0.09884	0.24225	0.4	0.3	0.7
16:00-16:30	5	0.15891	0.10659	0.26550	0.5	0.3	0.8
16:30-17:00	5	0.14729	0.10078	0.24806	0.4	0.3	0.7
17:00-17:30	5	0.23256	0.12984	0.36240	0.7	0.4	1.1
17:30-18:00	5	0.20543	0.11822	0.32364	0.6	0.4	1.0
18:00-18:30	5	0.21512	0.10271	0.31783	0.6	0.3	1.0
18:30-19:00	5	0.21512	0.14147	0.35659	0.6	0.4	1.1
19:00-19:30	5	0.19186	0.13372	0.32558	0.6	0.4	1.0
19:30-20:00	5	0.13953	0.11822	0.25775	0.4	0.4	0.8
20:00-20:30	5	0.12016	0.09690	0.21705	0.4	0.3	0.7
20:30-21:00	5	0.13178	0.09109	0.22287	0.4	0.3	0.7
21:00-21:30	5	0.08915	0.05814	0.14729	0.3	0.2	0.4
21:30-22:00	5	0.05426	0.04457	0.09884	0.2	0.1	0.3
22:00-22:30	3	0.07127	0.04900	0.12027	0.2	0.1	0.4
22:30-23:00	3	0.06682	0.04900	0.11581	0.2	0.1	0.3
23:00-23:30	3	0.04232	0.03118	0.07350	0.1	0.1	0.2
23:30-24:00	3	0.02895	0.03563	0.06459	0.1	0.1	0.2

Peak Period For **Car Driver + Passengers**

In	**17:00-17:30**	**0.23**
Out	**08:00-08:30**	**0.23**
Total	**17:00-17:30**	**0.36**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00969	0.05426	0.06395	0.0	0.2	0.2
07:30-08:00	5	0.02132	0.07946	0.10078	0.1	0.2	0.3
08:00-08:30	5	0.04845	0.14535	0.19380	0.1	0.4	0.6
08:30-09:00	5	0.05426	0.14147	0.19574	0.2	0.4	0.6
09:00-09:30	5	0.08721	0.11628	0.20349	0.3	0.3	0.6
09:30-10:00	5	0.06589	0.09690	0.16279	0.2	0.3	0.5
10:00-10:30	5	0.04845	0.06977	0.11822	0.1	0.2	0.4
10:30-11:00	5	0.03682	0.06589	0.10271	0.1	0.2	0.3
11:00-11:30	5	0.05233	0.06202	0.11434	0.2	0.2	0.3
11:30-12:00	5	0.07558	0.06202	0.13760	0.2	0.2	0.4
12:00-12:30	5	0.07946	0.06202	0.14147	0.2	0.2	0.4
12:30-13:00	5	0.03876	0.02326	0.06202	0.1	0.1	0.2
13:00-13:30	5	0.06008	0.03876	0.09884	0.2	0.1	0.3
13:30-14:00	5	0.05620	0.06783	0.12403	0.2	0.2	0.4
14:00-14:30	5	0.05620	0.07364	0.12984	0.2	0.2	0.4
14:30-15:00	5	0.06202	0.04651	0.10853	0.2	0.1	0.3
15:00-15:30	5	0.07946	0.06783	0.14729	0.2	0.2	0.4
15:30-16:00	5	0.09496	0.05233	0.14729	0.3	0.2	0.4
16:00-16:30	5	0.07946	0.06008	0.13953	0.2	0.2	0.4
16:30-17:00	5	0.08915	0.05814	0.14729	0.3	0.2	0.4
17:00-17:30	5	0.12984	0.06977	0.19961	0.4	0.2	0.6
17:30-18:00	5	0.12597	0.07171	0.19767	0.4	0.2	0.6
18:00-18:30	5	0.12016	0.06202	0.18217	0.4	0.2	0.5
18:30-19:00	5	0.14535	0.09109	0.23643	0.4	0.3	0.7
19:00-19:30	5	0.10853	0.06008	0.16860	0.3	0.2	0.5
19:30-20:00	5	0.07946	0.05814	0.13760	0.2	0.2	0.4
20:00-20:30	5	0.06395	0.05233	0.11628	0.2	0.2	0.3
20:30-21:00	5	0.06395	0.05039	0.11434	0.2	0.2	0.3
21:00-21:30	5	0.04651	0.03682	0.08333	0.1	0.1	0.3
21:30-22:00	5	0.02907	0.02132	0.05039	0.1	0.1	0.2
22:00-22:30	3	0.03341	0.02450	0.05791	0.1	0.1	0.2
22:30-23:00	3	0.03118	0.02227	0.05345	0.1	0.1	0.2
23:00-23:30	3	0.01782	0.01114	0.02895	0.1	0.0	0.1
23:30-24:00	3	0.01114	0.01336	0.02450	0.0	0.0	0.1

Peak Period For **Car Driver**

In	**18:30-19:00**	**0.15**
Out	**08:00-08:30**	**0.15**
Total	**18:30-19:00**	**0.24**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00775	0.01744	0.02519	0.0	0.1	0.1
07:30-08:00	5	0.00581	0.02713	0.03295	0.0	0.1	0.1
08:00-08:30	5	0.02326	0.08915	0.11240	0.1	0.3	0.3
08:30-09:00	5	0.02713	0.06783	0.09496	0.1	0.2	0.3
09:00-09:30	5	0.03682	0.07171	0.10853	0.1	0.2	0.3
09:30-10:00	5	0.05620	0.07364	0.12984	0.2	0.2	0.4
10:00-10:30	5	0.03488	0.06589	0.10078	0.1	0.2	0.3
10:30-11:00	5	0.03101	0.04651	0.07752	0.1	0.1	0.2
11:00-11:30	5	0.02907	0.08140	0.11047	0.1	0.2	0.3
11:30-12:00	5	0.04845	0.03876	0.08721	0.1	0.1	0.3
12:00-12:30	5	0.05426	0.05620	0.11047	0.2	0.2	0.3
12:30-13:00	5	0.01938	0.01163	0.03101	0.1	0.0	0.1
13:00-13:30	5	0.07752	0.05426	0.13178	0.2	0.2	0.4
13:30-14:00	5	0.02519	0.05039	0.07558	0.1	0.2	0.2
14:00-14:30	5	0.05039	0.07946	0.12984	0.2	0.2	0.4
14:30-15:00	5	0.05620	0.04264	0.09884	0.2	0.1	0.3
15:00-15:30	5	0.07558	0.03876	0.11434	0.2	0.1	0.3
15:30-16:00	5	0.04845	0.04651	0.09496	0.1	0.1	0.3
16:00-16:30	5	0.07946	0.04651	0.12597	0.2	0.1	0.4
16:30-17:00	5	0.05814	0.04264	0.10078	0.2	0.1	0.3
17:00-17:30	5	0.10271	0.06008	0.16279	0.3	0.2	0.5
17:30-18:00	5	0.07946	0.04651	0.12597	0.2	0.1	0.4
18:00-18:30	5	0.09496	0.04070	0.13566	0.3	0.1	0.4
18:30-19:00	5	0.06977	0.05039	0.12016	0.2	0.2	0.4
19:00-19:30	5	0.08333	0.07364	0.15698	0.3	0.2	0.5
19:30-20:00	5	0.06008	0.06008	0.12016	0.2	0.2	0.4
20:00-20:30	5	0.05620	0.04457	0.10078	0.2	0.1	0.3
20:30-21:00	5	0.06783	0.04070	0.10853	0.2	0.1	0.3
21:00-21:30	5	0.04264	0.02132	0.06395	0.1	0.1	0.2
21:30-22:00	5	0.02519	0.02326	0.04845	0.1	0.1	0.1
22:00-22:30	3	0.03786	0.02450	0.06236	0.1	0.1	0.2
22:30-23:00	3	0.03563	0.02673	0.06236	0.1	0.1	0.2
23:00-23:30	3	0.02450	0.02004	0.04454	0.1	0.1	0.1
23:30-24:00	3	0.01782	0.02227	0.04009	0.1	0.1	0.1

Peak Period For **Car Passenger**

In	**17:00-17:30**	**0.10**
Out	**08:00-08:30**	**0.09**
Total	**17:00-17:30**	**0.16**

Mode: **Coach**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Coach**

In	**17:00-17:30**	**0.00**
Out	**08:00-08:30**	**0.00**
Total	**17:00-17:30**	**0.00**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	5	0.00000	0.00581	0.00581	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	5	0.00194	0.00000	0.00194	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00194	0.00000	0.00194	0.0	0.0	0.0
16:00-16:30	5	0.00194	0.00000	0.00194	0.0	0.0	0.0
16:30-17:00	5	0.00388	0.00194	0.00581	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	5	0.00388	0.00194	0.00581	0.0	0.0	0.0
20:00-20:30	5	0.00388	0.00000	0.00388	0.0	0.0	0.0
20:30-21:00	5	0.00000	0.00388	0.00388	0.0	0.0	0.0
21:00-21:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	5	0.00388	0.00000	0.00388	0.0	0.0	0.0
22:00-22:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Motor Cycle**

In	**21:30-22:00**	**0.00**
Out	**07:30-08:00**	**0.01**
Total	**07:30-08:00**	**0.01**

Mode: **Other**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Other**

In	**21:30-22:00**	**0.00**
Out	**07:30-08:00**	**0.00**
Total	**07:30-08:00**	**0.00**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00775	0.01163	0.01938	0.0	0.0	0.1
07:30-08:00	5	0.00000	0.00581	0.00581	0.0	0.0	0.0
08:00-08:30	5	0.00194	0.00969	0.01163	0.0	0.0	0.0
08:30-09:00	5	0.00775	0.00581	0.01357	0.0	0.0	0.0
09:00-09:30	5	0.00969	0.00388	0.01357	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00194	0.00194	0.00388	0.0	0.0	0.0
10:30-11:00	5	0.00194	0.00388	0.00581	0.0	0.0	0.0
11:00-11:30	5	0.00194	0.00194	0.00388	0.0	0.0	0.0
11:30-12:00	5	0.00194	0.00581	0.00775	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
13:00-13:30	5	0.00388	0.00000	0.00388	0.0	0.0	0.0
13:30-14:00	5	0.00194	0.00775	0.00969	0.0	0.0	0.0
14:00-14:30	5	0.00388	0.00581	0.00969	0.0	0.0	0.0
14:30-15:00	5	0.00775	0.00969	0.01744	0.0	0.0	0.1
15:00-15:30	5	0.00194	0.00388	0.00581	0.0	0.0	0.0
15:30-16:00	5	0.00969	0.01163	0.02132	0.0	0.0	0.1
16:00-16:30	5	0.00388	0.00581	0.00969	0.0	0.0	0.0
16:30-17:00	5	0.00194	0.00775	0.00969	0.0	0.0	0.0
17:00-17:30	5	0.00581	0.00775	0.01357	0.0	0.0	0.0
17:30-18:00	5	0.00388	0.00194	0.00581	0.0	0.0	0.0
18:00-18:30	5	0.00969	0.00388	0.01357	0.0	0.0	0.0
18:30-19:00	5	0.00194	0.01163	0.01357	0.0	0.0	0.0
19:00-19:30	5	0.01744	0.00581	0.02326	0.1	0.0	0.1
19:30-20:00	5	0.01550	0.01357	0.02907	0.0	0.0	0.1
20:00-20:30	5	0.00194	0.00388	0.00581	0.0	0.0	0.0
20:30-21:00	5	0.00388	0.00775	0.01163	0.0	0.0	0.0
21:00-21:30	5	0.00194	0.00194	0.00388	0.0	0.0	0.0
21:30-22:00	5	0.00581	0.00581	0.01163	0.0	0.0	0.0
22:00-22:30	3	0.00223	0.00000	0.00223	0.0	0.0	0.0
22:30-23:00	3	0.00223	0.00000	0.00223	0.0	0.0	0.0
23:00-23:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Pedal Cycle**

In	**19:00-19:30**	**0.02**
Out	**19:30-20:00**	**0.01**
Total	**19:30-20:00**	**0.03**

Mode: **Taxi**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00194	0.00000	0.00194	0.0	0.0	0.0
07:30-08:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	5	0.00194	0.00000	0.00194	0.0	0.0	0.0
09:00-09:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
18:00-18:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
19:00-19:30	5	0.00194	0.00000	0.00194	0.0	0.0	0.0
19:30-20:00	5	0.00000	0.00388	0.00388	0.0	0.0	0.0
20:00-20:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
21:00-21:30	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	5	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	3	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	3	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Taxi**

In	**19:00-19:30**	**0.00**
Out	**20:30-21:00**	**0.00**
Total	**19:30-20:00, 20:30-21:00**	**0.00**

Mode: **Underground**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
08:00-08:30	5	0.00000	0.00775	0.00775	0.0	0.0	0.0

Peak Period For **Underground**

In	**19:00-19:30**	**0.00**
Out	**20:30-21:00**	**0.01**
Total	**19:30-20:00, 20:30-21:00**	**0.01**

Mode: Walk & PT

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.02907	0.05039	0.07946	0.1	0.2	0.2
07:30-08:00	5	0.04070	0.05814	0.09884	0.1	0.2	0.3
08:00-08:30	5	0.06977	0.09884	0.16860	0.2	0.3	0.5
08:30-09:00	5	0.06977	0.12791	0.19767	0.2	0.4	0.6
09:00-09:30	5	0.07558	0.18023	0.25581	0.2	0.5	0.8
09:30-10:00	5	0.04845	0.04457	0.09302	0.1	0.1	0.3
10:00-10:30	5	0.06783	0.06008	0.12791	0.2	0.2	0.4
10:30-11:00	5	0.04651	0.05426	0.10078	0.1	0.2	0.3
11:00-11:30	5	0.02907	0.04070	0.06977	0.1	0.1	0.2
11:30-12:00	5	0.02907	0.03295	0.06202	0.1	0.1	0.2
12:00-12:30	5	0.03488	0.05039	0.08527	0.1	0.2	0.3
12:30-13:00	5	0.03682	0.02519	0.06202	0.1	0.1	0.2
13:00-13:30	5	0.03295	0.03876	0.07171	0.1	0.1	0.2
13:30-14:00	5	0.05039	0.03295	0.08333	0.2	0.1	0.3
14:00-14:30	5	0.03876	0.03295	0.07171	0.1	0.1	0.2
14:30-15:00	5	0.05233	0.04845	0.10078	0.2	0.1	0.3
15:00-15:30	5	0.03488	0.09109	0.12597	0.1	0.3	0.4
15:30-16:00	5	0.18411	0.05814	0.24225	0.6	0.2	0.7
16:00-16:30	5	0.06589	0.04457	0.11047	0.2	0.1	0.3
16:30-17:00	5	0.02907	0.02713	0.05620	0.1	0.1	0.2
17:00-17:30	5	0.09884	0.03876	0.13760	0.3	0.1	0.4
17:30-18:00	5	0.08140	0.03295	0.11434	0.2	0.1	0.3
18:00-18:30	5	0.07364	0.03295	0.10659	0.2	0.1	0.3
18:30-19:00	5	0.06977	0.05233	0.12209	0.2	0.2	0.4
19:00-19:30	5	0.06977	0.05233	0.12209	0.2	0.2	0.4
19:30-20:00	5	0.06202	0.05814	0.12016	0.2	0.2	0.4
20:00-20:30	5	0.07171	0.04264	0.11434	0.2	0.1	0.3
20:30-21:00	5	0.01550	0.03295	0.04845	0.0	0.1	0.1
21:00-21:30	5	0.03488	0.01550	0.05039	0.1	0.0	0.2
21:30-22:00	5	0.01744	0.00388	0.02132	0.1	0.0	0.1
22:00-22:30	3	0.03118	0.01336	0.04454	0.1	0.0	0.1
22:30-23:00	3	0.00891	0.00668	0.01559	0.0	0.0	0.0
23:00-23:30	3	0.01336	0.00000	0.01336	0.0	0.0	0.0
23:30-24:00	3	0.00445	0.00223	0.00668	0.0	0.0	0.0

Peak Period For Walk & PT

In	**15:30-16:00**	**0.18**
Out	**09:00-09:30**	**0.18**
Total	**09:00-09:30**	**0.26**

Mode: **Walk only**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	5	0.00000	0.00388	0.00388	0.0	0.0	0.0
07:30-08:00	5	0.00000	0.00775	0.00775	0.0	0.0	0.0
08:00-08:30	5	0.00388	0.02326	0.02713	0.0	0.1	0.1
08:30-09:00	5	0.00388	0.02326	0.02713	0.0	0.1	0.1
09:00-09:30	5	0.01357	0.00388	0.01744	0.0	0.0	0.1
09:30-10:00	5	0.00388	0.00000	0.00388	0.0	0.0	0.0
10:00-10:30	5	0.00000	0.00775	0.00775	0.0	0.0	0.0
11:00-11:30	5	0.00969	0.00775	0.01744	0.0	0.0	0.1
11:30-12:00	5	0.00194	0.00775	0.00969	0.0	0.0	0.0
12:00-12:30	5	0.00000	0.00194	0.00194	0.0	0.0	0.0
12:30-13:00	5	0.01550	0.00388	0.01938	0.0	0.0	0.1
13:00-13:30	5	0.00581	0.00775	0.01357	0.0	0.0	0.0
13:30-14:00	5	0.00775	0.00775	0.01550	0.0	0.0	0.0
14:00-14:30	5	0.00388	0.00581	0.00969	0.0	0.0	0.0
14:30-15:00	5	0.00000	0.00388	0.00388	0.0	0.0	0.0
15:00-15:30	5	0.00969	0.00775	0.01744	0.0	0.0	0.1
15:30-16:00	5	0.05039	0.00581	0.05620	0.2	0.0	0.2
16:00-16:30	5	0.00775	0.00969	0.01744	0.0	0.0	0.1
16:30-17:00	5	0.01357	0.01163	0.02519	0.0	0.0	0.1
17:00-17:30	5	0.02713	0.01163	0.03876	0.1	0.0	0.1
17:30-18:00	5	0.02519	0.02713	0.05233	0.1	0.1	0.2
18:00-18:30	5	0.02326	0.00775	0.03101	0.1	0.0	0.1
18:30-19:00	5	0.00581	0.02132	0.02713	0.0	0.1	0.1
19:00-19:30	5	0.01744	0.01550	0.03295	0.1	0.0	0.1
19:30-20:00	5	0.00775	0.00581	0.01357	0.0	0.0	0.0
20:00-20:30	5	0.00388	0.00969	0.01357	0.0	0.0	0.0
20:30-21:00	5	0.00775	0.00000	0.00775	0.0	0.0	0.0

Peak Period For **Walk only**

In	**15:30-16:00**	**0.05**
Out	**17:30-18:00**	**0.03**
Total	**15:30-16:00**	**0.06**

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Coopers Close	Off Cephas Road	E1 4BB	11/03/1998
Kew Riverside Park (Aff and Pri)	Bessant Road	TW9 4AD	01/12/2009
Osier Crescent	Osier Crescent	N10	04/07/2001
Parliament View Apts (Private)	Albert Embankment	SE1 7XH	23/11/2004
Pavilion Way (Private)	Pavilion Way	HA8 9YA	19/10/2004
Rootes Estate	off Barlby Road	W10	16/07/1997
Stanley Close	Stanley Close Greenwich, London	SE9 2DR	24/04/2008
Tysoe Ave-Private, Affordable	Tysoe Avenue	EN3 6FE	13/07/2005
Yeats Close	off Great Central Way	NW10	15/03/2000

Number of sites considered 9

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.06685	0.12474	0.19159	0.4	0.7	1.1
07:30-08:00	9	0.09442	0.23570	0.33012	0.6	1.4	2.0
08:00-08:30	9	0.10958	0.35562	0.46520	0.7	2.1	2.8
08:30-09:00	9	0.15024	0.39490	0.54514	0.9	2.4	3.3
09:00-09:30	9	0.13990	0.19986	0.33977	0.8	1.2	2.0
09:30-10:00	9	0.09786	0.12336	0.22123	0.6	0.7	1.3
10:00-10:30	9	0.09511	0.15575	0.25086	0.6	0.9	1.5
10:30-11:00	9	0.07650	0.12888	0.20538	0.5	0.8	1.2
11:00-11:30	9	0.08615	0.09373	0.17988	0.5	0.6	1.1
11:30-12:00	9	0.09373	0.12681	0.22054	0.6	0.8	1.3
12:00-12:30	9	0.10820	0.10889	0.21709	0.6	0.7	1.3
12:30-13:00	9	0.11785	0.12888	0.24673	0.7	0.8	1.5
13:00-13:30	9	0.09028	0.10751	0.19779	0.5	0.6	1.2
13:30-14:00	9	0.09511	0.12957	0.22467	0.6	0.8	1.3
14:00-14:30	9	0.09649	0.10131	0.19779	0.6	0.6	1.2
14:30-15:00	9	0.11234	0.11027	0.22261	0.7	0.7	1.3
15:00-15:30	9	0.14955	0.20262	0.35217	0.9	1.2	2.1
15:30-16:00	9	0.29979	0.13025	0.43005	1.8	0.8	2.6
16:00-16:30	9	0.20813	0.13853	0.34666	1.2	0.8	2.1
16:30-17:00	9	0.18470	0.11992	0.30462	1.1	0.7	1.8
17:00-17:30	9	0.20675	0.12681	0.33356	1.2	0.8	2.0
17:30-18:00	9	0.21847	0.14128	0.35975	1.3	0.8	2.2
18:00-18:30	9	0.23777	0.15162	0.38939	1.4	0.9	2.3
18:30-19:00	9	0.23225	0.11440	0.34666	1.4	0.7	2.1
19:00-19:30	9	0.19228	0.14128	0.33356	1.2	0.8	2.0
19:30-20:00	9	0.18057	0.11578	0.29635	1.1	0.7	1.8
20:00-20:30	9	0.18332	0.12267	0.30600	1.1	0.7	1.8
20:30-21:00	9	0.14197	0.10958	0.25155	0.9	0.7	1.5
21:00-21:30	9	0.11647	0.07512	0.19159	0.7	0.5	1.1
21:30-22:00	9	0.11992	0.08546	0.20538	0.7	0.5	1.2
22:00-22:30	4	0.13929	0.10357	0.24286	0.8	0.6	1.5
22:30-23:00	4	0.13393	0.10000	0.23393	0.8	0.6	1.4

Mode: **All Modes**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
23:00-23:30	4	0.10536	0.05357	0.15893	0.6	0.3	1.0
23:30-24:00	4	0.08036	0.03214	0.11250	0.5	0.2	0.7

Peak Period For **All Modes**

In	**15:30-16:00**	**0.30**
Out	**08:30-09:00**	**0.39**
Total	**08:30-09:00**	**0.55**

Mode: **Bus**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
10:30-11:00	9	0.00000	0.00069	0.00069	0.0	0.0	0.0

Peak Period For **Bus**

In	**15:30-16:00**	**0.00**
Out	**10:30-11:00**	**0.00**
Total	**10:30-11:00**	**0.00**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.03653	0.05651	0.09304	0.2	0.3	0.6
07:30-08:00	9	0.05169	0.08822	0.13990	0.3	0.5	0.8
08:00-08:30	9	0.05789	0.11165	0.16954	0.3	0.7	1.0
08:30-09:00	9	0.06409	0.14542	0.20951	0.4	0.9	1.3
09:00-09:30	9	0.07236	0.07650	0.14886	0.4	0.5	0.9
09:30-10:00	9	0.04893	0.04893	0.09786	0.3	0.3	0.6
10:00-10:30	9	0.06065	0.05445	0.11509	0.4	0.3	0.7
10:30-11:00	9	0.03859	0.06823	0.10682	0.2	0.4	0.6
11:00-11:30	9	0.04204	0.04480	0.08684	0.3	0.3	0.5
11:30-12:00	9	0.05720	0.06754	0.12474	0.3	0.4	0.7
12:00-12:30	9	0.04480	0.05100	0.09580	0.3	0.3	0.6
12:30-13:00	9	0.06134	0.06134	0.12267	0.4	0.4	0.7
13:00-13:30	9	0.03790	0.05100	0.08890	0.2	0.3	0.5
13:30-14:00	9	0.05238	0.06685	0.11923	0.3	0.4	0.7
14:00-14:30	9	0.04480	0.04755	0.09235	0.3	0.3	0.6
14:30-15:00	9	0.04549	0.04618	0.09166	0.3	0.3	0.5
15:00-15:30	9	0.07581	0.11096	0.18677	0.5	0.7	1.1
15:30-16:00	9	0.09028	0.06272	0.15300	0.5	0.4	0.9
16:00-16:30	9	0.06547	0.05927	0.12474	0.4	0.4	0.7
16:30-17:00	9	0.08408	0.05100	0.13508	0.5	0.3	0.8
17:00-17:30	9	0.07719	0.05238	0.12957	0.5	0.3	0.8
17:30-18:00	9	0.08753	0.07994	0.16747	0.5	0.5	1.0
18:00-18:30	9	0.09442	0.06203	0.15644	0.6	0.4	0.9
18:30-19:00	9	0.09924	0.05307	0.15231	0.6	0.3	0.9
19:00-19:30	9	0.09924	0.06961	0.16885	0.6	0.4	1.0
19:30-20:00	9	0.08546	0.06409	0.14955	0.5	0.4	0.9
20:00-20:30	9	0.10338	0.06616	0.16954	0.6	0.4	1.0
20:30-21:00	9	0.06616	0.05858	0.12474	0.4	0.4	0.7
21:00-21:30	9	0.07099	0.04204	0.11303	0.4	0.3	0.7
21:30-22:00	9	0.05582	0.04686	0.10269	0.3	0.3	0.6
22:00-22:30	4	0.07321	0.03571	0.10893	0.4	0.2	0.7
22:30-23:00	4	0.05714	0.03036	0.08750	0.3	0.2	0.5
23:00-23:30	4	0.04464	0.02143	0.06607	0.3	0.1	0.4
23:30-24:00	4	0.03571	0.00893	0.04464	0.2	0.1	0.3

Peak Period For **Car Driver + Passengers**

In	**20:00-20:30**	**0.10**
Out	**08:30-09:00**	**0.15**
Total	**08:30-09:00**	**0.21**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.02963	0.04962	0.07926	0.2	0.3	0.5
07:30-08:00	9	0.03997	0.07030	0.11027	0.2	0.4	0.7
08:00-08:30	9	0.04686	0.08615	0.13301	0.3	0.5	0.8
08:30-09:00	9	0.05100	0.10613	0.15713	0.3	0.6	0.9
09:00-09:30	9	0.05927	0.06272	0.12198	0.4	0.4	0.7
09:30-10:00	9	0.04135	0.03997	0.08132	0.2	0.2	0.5
10:00-10:30	9	0.05376	0.04480	0.09855	0.3	0.3	0.6
10:30-11:00	9	0.03170	0.05031	0.08201	0.2	0.3	0.5
11:00-11:30	9	0.03722	0.03722	0.07443	0.2	0.2	0.4
11:30-12:00	9	0.04686	0.05169	0.09855	0.3	0.3	0.6
12:00-12:30	9	0.04066	0.04204	0.08270	0.2	0.3	0.5
12:30-13:00	9	0.04893	0.04618	0.09511	0.3	0.3	0.6
13:00-13:30	9	0.03377	0.04411	0.07788	0.2	0.3	0.5
13:30-14:00	9	0.04273	0.05238	0.09511	0.3	0.3	0.6
14:00-14:30	9	0.03377	0.03859	0.07236	0.2	0.2	0.4
14:30-15:00	9	0.03446	0.03446	0.06892	0.2	0.2	0.4
15:00-15:30	9	0.04342	0.07788	0.12130	0.3	0.5	0.7
15:30-16:00	9	0.05100	0.04342	0.09442	0.3	0.3	0.6
16:00-16:30	9	0.05238	0.04893	0.10131	0.3	0.3	0.6
16:30-17:00	9	0.05996	0.03584	0.09580	0.4	0.2	0.6
17:00-17:30	9	0.05651	0.04480	0.10131	0.3	0.3	0.6
17:30-18:00	9	0.06892	0.06065	0.12957	0.4	0.4	0.8
18:00-18:30	9	0.07167	0.04755	0.11923	0.4	0.3	0.7
18:30-19:00	9	0.07443	0.03997	0.11440	0.4	0.2	0.7
19:00-19:30	9	0.07650	0.05445	0.13094	0.5	0.3	0.8
19:30-20:00	9	0.06203	0.04549	0.10751	0.4	0.3	0.6
20:00-20:30	9	0.07650	0.05031	0.12681	0.5	0.3	0.8
20:30-21:00	9	0.05031	0.03790	0.08822	0.3	0.2	0.5
21:00-21:30	9	0.05238	0.03239	0.08477	0.3	0.2	0.5
21:30-22:00	9	0.04480	0.03170	0.07650	0.3	0.2	0.5
22:00-22:30	4	0.05000	0.02679	0.07679	0.3	0.2	0.5
22:30-23:00	4	0.03750	0.01964	0.05714	0.2	0.1	0.3
23:00-23:30	4	0.03214	0.01429	0.04643	0.2	0.1	0.3
23:30-24:00	4	0.02857	0.00714	0.03571	0.2	0.0	0.2

Peak Period For **Car Driver**

In	**19:00-19:30**	**0.08**
Out	**08:30-09:00**	**0.11**
Total	**08:30-09:00**	**0.16**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00689	0.00689	0.01378	0.0	0.0	0.1
07:30-08:00	9	0.01172	0.01792	0.02963	0.1	0.1	0.2
08:00-08:30	9	0.01103	0.02550	0.03653	0.1	0.2	0.2
08:30-09:00	9	0.01309	0.03928	0.05238	0.1	0.2	0.3
09:00-09:30	9	0.01309	0.01378	0.02688	0.1	0.1	0.2
09:30-10:00	9	0.00758	0.00896	0.01654	0.0	0.1	0.1
10:00-10:30	9	0.00689	0.00965	0.01654	0.0	0.1	0.1
10:30-11:00	9	0.00689	0.01792	0.02481	0.0	0.1	0.1
11:00-11:30	9	0.00482	0.00758	0.01241	0.0	0.0	0.1
11:30-12:00	9	0.01034	0.01585	0.02619	0.1	0.1	0.2
12:00-12:30	9	0.00414	0.00896	0.01309	0.0	0.1	0.1
12:30-13:00	9	0.01241	0.01516	0.02757	0.1	0.1	0.2
13:00-13:30	9	0.00414	0.00689	0.01103	0.0	0.0	0.1
13:30-14:00	9	0.00965	0.01447	0.02412	0.1	0.1	0.1
14:00-14:30	9	0.01103	0.00896	0.01999	0.1	0.1	0.1
14:30-15:00	9	0.01103	0.01172	0.02274	0.1	0.1	0.1
15:00-15:30	9	0.03239	0.03308	0.06547	0.2	0.2	0.4
15:30-16:00	9	0.03928	0.01930	0.05858	0.2	0.1	0.4
16:00-16:30	9	0.01309	0.01034	0.02343	0.1	0.1	0.1
16:30-17:00	9	0.02412	0.01516	0.03928	0.1	0.1	0.2
17:00-17:30	9	0.02068	0.00758	0.02826	0.1	0.0	0.2
17:30-18:00	9	0.01861	0.01930	0.03790	0.1	0.1	0.2
18:00-18:30	9	0.02274	0.01447	0.03722	0.1	0.1	0.2
18:30-19:00	9	0.02481	0.01309	0.03790	0.1	0.1	0.2
19:00-19:30	9	0.02274	0.01516	0.03790	0.1	0.1	0.2
19:30-20:00	9	0.02343	0.01861	0.04204	0.1	0.1	0.3
20:00-20:30	9	0.02688	0.01585	0.04273	0.2	0.1	0.3
20:30-21:00	9	0.01585	0.02068	0.03653	0.1	0.1	0.2
21:00-21:30	9	0.01861	0.00965	0.02826	0.1	0.1	0.2
21:30-22:00	9	0.01103	0.01516	0.02619	0.1	0.1	0.2
22:00-22:30	4	0.02321	0.00893	0.03214	0.1	0.1	0.2
22:30-23:00	4	0.01964	0.01071	0.03036	0.1	0.1	0.2
23:00-23:30	4	0.01250	0.00714	0.01964	0.1	0.0	0.1
23:30-24:00	4	0.00714	0.00179	0.00893	0.0	0.0	0.1

Peak Period For **Car Passenger**

In	**15:30-16:00**	**0.04**
Out	**08:30-09:00**	**0.04**
Total	**15:00-15:30**	**0.07**

Mode: **Coach**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	9	0.00000	0.00138	0.00138	0.0	0.0	0.0
22:00-22:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Coach**

In	**15:30-16:00**	**0.00**
Out	**21:30-22:00**	**0.00**
Total	**21:30-22:00**	**0.00**

Mode: **HGV**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
10:00-10:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **HGV**

In	**15:30-16:00**	**0.00**
Out	**21:30-22:00**	**0.00**
Total	**21:30-22:00**	**0.00**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00138	0.00276	0.00414	0.0	0.0	0.0
07:30-08:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	9	0.00069	0.00000	0.00069	0.0	0.0	0.0
08:30-09:00	9	0.00000	0.00069	0.00069	0.0	0.0	0.0
09:00-09:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
10:00-10:30	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
10:30-11:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	9	0.00276	0.00276	0.00551	0.0	0.0	0.0
12:00-12:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	9	0.00000	0.00069	0.00069	0.0	0.0	0.0
13:00-13:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	9	0.00207	0.00138	0.00345	0.0	0.0	0.0
14:00-14:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	9	0.00138	0.00069	0.00207	0.0	0.0	0.0
15:00-15:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	9	0.00000	0.00069	0.00069	0.0	0.0	0.0
16:00-16:30	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
16:30-17:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
17:00-17:30	9	0.00069	0.00207	0.00276	0.0	0.0	0.0
17:30-18:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
18:00-18:30	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
18:30-19:00	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
19:00-19:30	9	0.00276	0.00000	0.00276	0.0	0.0	0.0
19:30-20:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
20:30-21:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
21:30-22:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	4	0.00179	0.00179	0.00357	0.0	0.0	0.0
22:30-23:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	4	0.00179	0.00179	0.00357	0.0	0.0	0.0
23:30-24:00	4	0.00536	0.00000	0.00536	0.0	0.0	0.0

Peak Period For **Motor Cycle**

In	**23:30-24:00**	**0.01**
Out	**23:00-23:30**	**0.00**
Total	**11:30-12:00**	**0.01**

Mode: Other

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
10:00-10:30	9	0.00069	0.00207	0.00276	0.0	0.0	0.0
10:30-11:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
11:30-12:00	9	0.00138	0.00138	0.00276	0.0	0.0	0.0
12:00-12:30	9	0.00069	0.00000	0.00069	0.0	0.0	0.0
12:30-13:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	9	0.00138	0.00069	0.00207	0.0	0.0	0.0
14:30-15:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
15:00-15:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	9	0.00138	0.00138	0.00276	0.0	0.0	0.0
16:00-16:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
17:00-17:30	9	0.00138	0.00000	0.00138	0.0	0.0	0.0
17:30-18:00	9	0.00069	0.00000	0.00069	0.0	0.0	0.0
18:00-18:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:00-19:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
19:30-20:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:00-20:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
20:30-21:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:00-21:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
21:30-22:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:00-22:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
22:30-23:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Other

In	**17:30-18:00**	**0.00**
Out	**16:30-17:00**	**0.00**
Total	**17:00-17:30, 17:30-18:00**	**0.00**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00138	0.00276	0.00414	0.0	0.0	0.0
07:30-08:00	9	0.00069	0.01172	0.01241	0.0	0.1	0.1
08:00-08:30	9	0.00069	0.00758	0.00827	0.0	0.0	0.0
08:30-09:00	9	0.00138	0.00689	0.00827	0.0	0.0	0.0
09:00-09:30	9	0.00000	0.00414	0.00414	0.0	0.0	0.0
09:30-10:00	9	0.00138	0.00207	0.00345	0.0	0.0	0.0
10:00-10:30	9	0.00069	0.00276	0.00345	0.0	0.0	0.0
10:30-11:00	9	0.00138	0.00276	0.00414	0.0	0.0	0.0
11:00-11:30	9	0.00138	0.00138	0.00276	0.0	0.0	0.0
11:30-12:00	9	0.00138	0.00276	0.00414	0.0	0.0	0.0
12:00-12:30	9	0.00138	0.00138	0.00276	0.0	0.0	0.0
12:30-13:00	9	0.00207	0.00207	0.00414	0.0	0.0	0.0
13:00-13:30	9	0.00000	0.00138	0.00138	0.0	0.0	0.0
13:30-14:00	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
14:00-14:30	9	0.00345	0.00207	0.00551	0.0	0.0	0.0
14:30-15:00	9	0.00276	0.00207	0.00482	0.0	0.0	0.0
15:00-15:30	9	0.00000	0.00207	0.00207	0.0	0.0	0.0
15:30-16:00	9	0.00414	0.00276	0.00689	0.0	0.0	0.0
16:00-16:30	9	0.00276	0.00276	0.00551	0.0	0.0	0.0
16:30-17:00	9	0.00345	0.00138	0.00482	0.0	0.0	0.0
17:00-17:30	9	0.00069	0.00207	0.00276	0.0	0.0	0.0
17:30-18:00	9	0.00896	0.00276	0.01172	0.1	0.0	0.1
18:00-18:30	9	0.00620	0.00414	0.01034	0.0	0.0	0.1
18:30-19:00	9	0.00414	0.00276	0.00689	0.0	0.0	0.0
19:00-19:30	9	0.00345	0.00276	0.00620	0.0	0.0	0.0
19:30-20:00	9	0.00138	0.00069	0.00207	0.0	0.0	0.0
20:00-20:30	9	0.00620	0.00276	0.00896	0.0	0.0	0.1
20:30-21:00	9	0.00414	0.00207	0.00620	0.0	0.0	0.0
21:00-21:30	9	0.00345	0.00069	0.00414	0.0	0.0	0.0
21:30-22:00	9	0.00276	0.00207	0.00482	0.0	0.0	0.0
22:00-22:30	4	0.00179	0.00536	0.00714	0.0	0.0	0.0
22:30-23:00	4	0.00179	0.00536	0.00714	0.0	0.0	0.0
23:00-23:30	4	0.00357	0.00179	0.00536	0.0	0.0	0.0
23:30-24:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Pedal Cycle**

In	**17:30-18:00**	**0.01**
Out	**07:30-08:00**	**0.01**
Total	**07:30-08:00, 17:30-18:00, 18:00-18:30**	**0.01**

Mode: Taxi

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00138	0.00000	0.00138	0.0	0.0	0.0
07:30-08:00	9	0.00069	0.00345	0.00414	0.0	0.0	0.0
08:00-08:30	9	0.00000	0.00207	0.00207	0.0	0.0	0.0
08:30-09:00	9	0.00138	0.00069	0.00207	0.0	0.0	0.0
09:00-09:30	9	0.00069	0.00207	0.00276	0.0	0.0	0.0
09:30-10:00	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
10:00-10:30	9	0.00000	0.00069	0.00069	0.0	0.0	0.0
10:30-11:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
11:00-11:30	9	0.00000	0.00069	0.00069	0.0	0.0	0.0
11:30-12:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	9	0.00000	0.00069	0.00069	0.0	0.0	0.0
13:00-13:30	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
13:30-14:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
14:30-15:00	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	9	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	9	0.00138	0.00069	0.00207	0.0	0.0	0.0
16:00-16:30	9	0.00207	0.00069	0.00276	0.0	0.0	0.0
16:30-17:00	9	0.00138	0.00000	0.00138	0.0	0.0	0.0
17:00-17:30	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
17:30-18:00	9	0.00069	0.00000	0.00069	0.0	0.0	0.0
18:00-18:30	9	0.00138	0.00207	0.00345	0.0	0.0	0.0
18:30-19:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
19:00-19:30	9	0.00069	0.00207	0.00276	0.0	0.0	0.0
19:30-20:00	9	0.00069	0.00138	0.00207	0.0	0.0	0.0
20:00-20:30	9	0.00138	0.00000	0.00138	0.0	0.0	0.0
20:30-21:00	9	0.00069	0.00069	0.00138	0.0	0.0	0.0
21:00-21:30	9	0.00207	0.00069	0.00276	0.0	0.0	0.0
21:30-22:00	9	0.00207	0.00000	0.00207	0.0	0.0	0.0
22:00-22:30	4	0.00179	0.00179	0.00357	0.0	0.0	0.0
22:30-23:00	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:00-23:30	4	0.00000	0.00000	0.00000	0.0	0.0	0.0
23:30-24:00	4	0.00179	0.00179	0.00357	0.0	0.0	0.0

Peak Period For Taxi

In	**23:30-24:00**	**0.00**
Out	**23:30-24:00**	**0.00**
Total	**23:30-24:00**	**0.00**

Mode: Walk & PT

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.02481	0.04411	0.06892	0.1	0.3	0.4
07:30-08:00	9	0.03722	0.10613	0.14335	0.2	0.6	0.9
08:00-08:30	9	0.04480	0.19504	0.23983	0.3	1.2	1.4
08:30-09:00	9	0.07788	0.20606	0.28394	0.5	1.2	1.7
09:00-09:30	9	0.06065	0.09924	0.15989	0.4	0.6	1.0
09:30-10:00	9	0.03584	0.06134	0.09717	0.2	0.4	0.6
10:00-10:30	9	0.02895	0.07030	0.09924	0.2	0.4	0.6
10:30-11:00	9	0.03032	0.04618	0.07650	0.2	0.3	0.5
11:00-11:30	9	0.03446	0.03928	0.07374	0.2	0.2	0.4
11:30-12:00	9	0.02412	0.04618	0.07030	0.1	0.3	0.4
12:00-12:30	9	0.03928	0.04549	0.08477	0.2	0.3	0.5
12:30-13:00	9	0.04342	0.05169	0.09511	0.3	0.3	0.6
13:00-13:30	9	0.04135	0.03928	0.08063	0.2	0.2	0.5
13:30-14:00	9	0.03239	0.04962	0.08201	0.2	0.3	0.5
14:00-14:30	9	0.03446	0.03997	0.07443	0.2	0.2	0.4
14:30-15:00	9	0.05169	0.04686	0.09855	0.3	0.3	0.6
15:00-15:30	9	0.05996	0.07305	0.13301	0.4	0.4	0.8
15:30-16:00	9	0.16540	0.04618	0.21158	1.0	0.3	1.3
16:00-16:30	9	0.11165	0.05582	0.16747	0.7	0.3	1.0
16:30-17:00	9	0.06547	0.05307	0.11854	0.4	0.3	0.7
17:00-17:30	9	0.09924	0.05100	0.15024	0.6	0.3	0.9
17:30-18:00	9	0.08959	0.04135	0.13094	0.5	0.2	0.8
18:00-18:30	9	0.11647	0.06961	0.18608	0.7	0.4	1.1
18:30-19:00	9	0.09580	0.04480	0.14059	0.6	0.3	0.8
19:00-19:30	9	0.06823	0.05513	0.12336	0.4	0.3	0.7
19:30-20:00	9	0.07030	0.03515	0.10544	0.4	0.2	0.6
20:00-20:30	9	0.05927	0.04480	0.10407	0.4	0.3	0.6
20:30-21:00	9	0.06134	0.03997	0.10131	0.4	0.2	0.6
21:00-21:30	9	0.03308	0.02619	0.05927	0.2	0.2	0.4
21:30-22:00	9	0.04962	0.02826	0.07788	0.3	0.2	0.5
22:00-22:30	4	0.06071	0.05893	0.11964	0.4	0.4	0.7
22:30-23:00	4	0.07500	0.06429	0.13929	0.4	0.4	0.8
23:00-23:30	4	0.05536	0.02857	0.08393	0.3	0.2	0.5
23:30-24:00	4	0.03750	0.02143	0.05893	0.2	0.1	0.4

Peak Period For Walk & PT

In	**15:30-16:00**	**0.17**
Out	**08:30-09:00**	**0.21**
Total	**08:30-09:00**	**0.28**

Mode: **Walk only**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	9	0.00138	0.01861	0.01999	0.0	0.1	0.1
07:30-08:00	9	0.00414	0.02619	0.03032	0.0	0.2	0.2
08:00-08:30	9	0.00551	0.03928	0.04480	0.0	0.2	0.3
08:30-09:00	9	0.00551	0.03515	0.04066	0.0	0.2	0.2
09:00-09:30	9	0.00620	0.01792	0.02412	0.0	0.1	0.1
09:30-10:00	9	0.00965	0.00827	0.01792	0.1	0.0	0.1
10:00-10:30	9	0.00345	0.02412	0.02757	0.0	0.1	0.2
10:30-11:00	9	0.00551	0.01034	0.01585	0.0	0.1	0.1
11:00-11:30	9	0.00758	0.00689	0.01447	0.0	0.0	0.1
11:30-12:00	9	0.00689	0.00620	0.01309	0.0	0.0	0.1
12:00-12:30	9	0.02205	0.01103	0.03308	0.1	0.1	0.2
12:30-13:00	9	0.01103	0.01241	0.02343	0.1	0.1	0.1
13:00-13:30	9	0.01034	0.01447	0.02481	0.1	0.1	0.1
13:30-14:00	9	0.00758	0.01034	0.01792	0.0	0.1	0.1
14:00-14:30	9	0.01172	0.01034	0.02205	0.1	0.1	0.1
14:30-15:00	9	0.01034	0.01378	0.02412	0.1	0.1	0.1
15:00-15:30	9	0.01378	0.01654	0.03032	0.1	0.1	0.2
15:30-16:00	9	0.03722	0.01585	0.05307	0.2	0.1	0.3
16:00-16:30	9	0.02550	0.01861	0.04411	0.2	0.1	0.3
16:30-17:00	9	0.02895	0.01309	0.04204	0.2	0.1	0.3
17:00-17:30	9	0.02688	0.01861	0.04549	0.2	0.1	0.3
17:30-18:00	9	0.03032	0.01654	0.04686	0.2	0.1	0.3
18:00-18:30	9	0.01861	0.01309	0.03170	0.1	0.1	0.2
18:30-19:00	9	0.03170	0.01172	0.04342	0.2	0.1	0.3
19:00-19:30	9	0.01792	0.01172	0.02963	0.1	0.1	0.2
19:30-20:00	9	0.02274	0.01447	0.03722	0.1	0.1	0.2
20:00-20:30	9	0.01241	0.00827	0.02068	0.1	0.0	0.1
20:30-21:00	9	0.00965	0.00827	0.01792	0.1	0.0	0.1
21:00-21:30	9	0.00620	0.00482	0.01103	0.0	0.0	0.1
21:30-22:00	9	0.00965	0.00689	0.01654	0.1	0.0	0.1

Peak Period For **Walk only**

In	**15:30-16:00**	**0.04**
Out	**08:00-08:30**	**0.04**
Total	**15:30-16:00**	**0.05**

TRAVL - Average Trip Rate by Mode and Time

Report ID 9

List of Surveys:

Name	Address	Postcode	Survey Date
Bed Zed	Helios Road	SM6 7BZ	09/03/2005
Usborne Publishing	83-85 Saffron Hill	EC1N 8RT	15/05/1996

Number of sites considered 2

Counts By Mode:

Mode: All Modes

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.22124	0.00000	0.22124	56.2	0.0	56.2
08:00-08:30	2	0.28944	0.00000	0.28944	73.5	0.0	73.5
08:30-09:00	2	1.59190	0.00000	1.59190	404.3	0.0	404.3
09:00-09:30	2	2.17077	0.07236	2.24313	551.4	18.4	569.8
09:30-10:00	2	2.60492	0.21708	2.82200	661.6	55.1	716.8
10:00-10:30	2	0.65123	0.14472	0.79595	165.4	36.8	202.2
10:30-11:00	2	0.50651	0.50651	1.01302	128.7	128.7	257.3
11:00-11:30	2	1.08538	0.57887	1.66425	275.7	147.0	422.7
11:30-12:00	2	0.50651	0.50651	1.01302	128.7	128.7	257.3
12:00-12:30	2	0.72359	0.57887	1.30246	183.8	147.0	330.8
12:30-13:00	2	0.43415	2.02605	2.46020	110.3	514.6	624.9
13:00-13:30	2	1.59190	2.89436	4.48625	404.3	735.2	1,139.5
13:30-14:00	2	2.67728	1.51954	4.19682	680.0	386.0	1,066.0
14:00-14:30	2	1.73661	0.36179	2.09841	441.1	91.9	533.0
14:30-15:00	2	0.57887	0.36179	0.94067	147.0	91.9	238.9
15:00-15:30	2	0.36179	0.28944	0.65123	91.9	73.5	165.4
15:30-16:00	2	0.14472	0.21708	0.36179	36.8	55.1	91.9
16:00-16:30	2	0.21708	0.28944	0.50651	55.1	73.5	128.7
16:30-17:00	2	0.28944	0.57887	0.86831	73.5	147.0	220.5
17:00-17:30	2	0.21708	1.51954	1.73661	55.1	386.0	441.1
17:30-18:00	2	0.36179	4.84805	5.20984	91.9	1,231.4	1,323.3
18:00-18:30	2	0.00000	0.65123	0.65123	0.0	165.4	165.4
18:30-19:00	1	0.00000	0.44248	0.44248	0.0	112.4	112.4

Peak Period For All Modes

In	**13:30-14:00**	**2.68**
Out	**17:30-18:00**	**4.85**
Total	**17:30-18:00**	**5.21**

Mode: **Car Driver + Passengers**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.21708	0.00000	0.21708	55.1	0.0	55.1
10:00-10:30	2	0.07236	0.00000	0.07236	18.4	0.0	18.4
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.07236	0.07236	0.0	18.4	18.4
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.21708	0.21708	0.0	55.1	55.1
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Driver + Passengers**

In	**09:30-10:00**	**0.22**
Out	**17:30-18:00**	**0.22**
Total	**09:30-10:00**	**0.22**

Mode: **Car Driver**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.07236	0.00000	0.07236	18.4	0.0	18.4
10:00-10:30	2	0.07236	0.00000	0.07236	18.4	0.0	18.4
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.07236	0.07236	0.0	18.4	18.4
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.07236	0.07236	0.0	18.4	18.4
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Driver**

In	**10:00-10:30**	**0.07**
Out	**17:30-18:00**	**0.07**
Total	**17:30-18:00**	**0.07**

Mode: **Car Passenger**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.14472	0.00000	0.14472	36.8	0.0	36.8
10:00-10:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.14472	0.14472	0.0	36.8	36.8
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Car Passenger**

In	**09:30-10:00**	**0.14**
Out	**17:30-18:00**	**0.14**
Total	**17:30-18:00**	**0.14**

Mode: **Coach**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Coach**

In	**09:30-10:00**	**0.00**
Out	**17:30-18:00**	**0.00**
Total	**17:30-18:00**	**0.00**

Mode: **Motor Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Motor Cycle**

In	**09:30-10:00**	**0.00**
Out	**17:30-18:00**	**0.00**
Total	**17:30-18:00**	**0.00**

Mode: Other

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Other

In	**09:30-10:00**	**0.00**
Out	**17:30-18:00**	**0.00**
Total	**17:30-18:00**	**0.00**

Mode: **Pedal Cycle**

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.07236	0.00000	0.07236	18.4	0.0	18.4
08:30-09:00	2	0.28944	0.00000	0.28944	73.5	0.0	73.5
09:00-09:30	2	0.36179	0.00000	0.36179	91.9	0.0	91.9
09:30-10:00	2	0.14472	0.00000	0.14472	36.8	0.0	36.8
10:00-10:30	2	0.21708	0.00000	0.21708	55.1	0.0	55.1
10:30-11:00	2	0.07236	0.14472	0.21708	18.4	36.8	55.1
11:00-11:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.07236	0.00000	0.07236	18.4	0.0	18.4
12:30-13:00	2	0.14472	0.14472	0.28944	36.8	36.8	73.5
13:00-13:30	2	0.00000	0.07236	0.07236	0.0	18.4	18.4
13:30-14:00	2	0.00000	0.07236	0.07236	0.0	18.4	18.4
14:00-14:30	2	0.14472	0.14472	0.28944	36.8	36.8	73.5
14:30-15:00	2	0.07236	0.00000	0.07236	18.4	0.0	18.4
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.21708	0.21708	0.0	55.1	55.1
17:30-18:00	2	0.00000	0.43415	0.43415	0.0	110.3	110.3
18:00-18:30	2	0.00000	0.14472	0.14472	0.0	36.8	36.8
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For **Pedal Cycle**

In	**09:00-09:30**	**0.36**
Out	**17:30-18:00**	**0.43**
Total	**17:30-18:00**	**0.43**

Mode: Taxi

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:00-08:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
08:30-09:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:00-09:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
09:30-10:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:00-10:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
10:30-11:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:00-11:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
11:30-12:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:00-12:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
12:30-13:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:00-13:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
13:30-14:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:00-14:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
14:30-15:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:00-15:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
15:30-16:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:00-16:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
16:30-17:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:00-17:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
17:30-18:00	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:00-18:30	2	0.00000	0.00000	0.00000	0.0	0.0	0.0
18:30-19:00	1	0.00000	0.00000	0.00000	0.0	0.0	0.0

Peak Period For Taxi

In	**09:00-09:30**	**0.00**
Out	**17:30-18:00**	**0.00**
Total	**17:30-18:00**	**0.00**

Mode: Walk & PT

Time Band	No of Sites	Trip Rate In	Trip Rate Out	Total Trip Rate	Predicted Trips In	Predicted Trips Out	Predicted Trips Total
07:00-07:30	1	0.00000	0.00000	0.00000	0.0	0.0	0.0
07:30-08:00	1	0.22124	0.00000	0.22124	56.2	0.0	56.2
08:00-08:30	2	0.21708	0.00000	0.21708	55.1	0.0	55.1
08:30-09:00	2	1.30246	0.00000	1.30246	330.8	0.0	330.8
09:00-09:30	2	1.80897	0.07236	1.88133	459.5	18.4	477.9
09:30-10:00	2	2.24313	0.21708	2.46020	569.8	55.1	624.9
10:00-10:30	2	0.36179	0.14472	0.50651	91.9	36.8	128.7
10:30-11:00	2	0.43415	0.36179	0.79595	110.3	91.9	202.2
11:00-11:30	2	1.08538	0.50651	1.59190	275.7	128.7	404.3
11:30-12:00	2	0.50651	0.50651	1.01302	128.7	128.7	257.3
12:00-12:30	2	0.65123	0.57887	1.23010	165.4	147.0	312.4
12:30-13:00	2	0.28944	1.88133	2.17077	73.5	477.9	551.4
13:00-13:30	2	1.59190	2.82200	4.41389	404.3	716.8	1,121.1
13:30-14:00	2	2.67728	1.44718	4.12446	680.0	367.6	1,047.6
14:00-14:30	2	1.59190	0.21708	1.80897	404.3	55.1	459.5
14:30-15:00	2	0.50651	0.36179	0.86831	128.7	91.9	220.5
15:00-15:30	2	0.36179	0.28944	0.65123	91.9	73.5	165.4
15:30-16:00	2	0.14472	0.21708	0.36179	36.8	55.1	91.9
16:00-16:30	2	0.21708	0.28944	0.50651	55.1	73.5	128.7
16:30-17:00	2	0.28944	0.57887	0.86831	73.5	147.0	220.5
17:00-17:30	2	0.21708	1.30246	1.51954	55.1	330.8	386.0
17:30-18:00	2	0.36179	4.19682	4.55861	91.9	1,066.0	1,157.9
18:00-18:30	2	0.00000	0.50651	0.50651	0.0	128.7	128.7
18:30-19:00	1	0.00000	0.44248	0.44248	0.0	112.4	112.4

Peak Period For Walk & PT

In	**13:30-14:00**	**2.68**
Out	**17:30-18:00**	**4.20**
Total	**17:30-18:00**	**4.56**

APPENDIX F

ANNEX 2.4 Car parking provision guidance

A2.4.1 Section 1.3 of Part 1 of this SPG addressing implementation of LP Policy 3.4 (optimising housing potential) and Annexes 2.1 and 2.4 detailing the housing standards outlined in LP Policy 3.5 (quality and design of housing developments) all draw on the Plan's parking policy 6.13 and in particular the 'parking for residential development' Table 6.2.

A2.4.2 This table specifies only maximum parking provision for dwellings of different sizes. It does not relate this to public transport accessibility levels (PTALs) in the same way the Sustainable Residential Quality matrix (Table 3.2) relates development density to PTAL. This is an important consideration in implementing one of the central themes of the Plan and the NPPF[80] - securing a good relationship between development and transport.

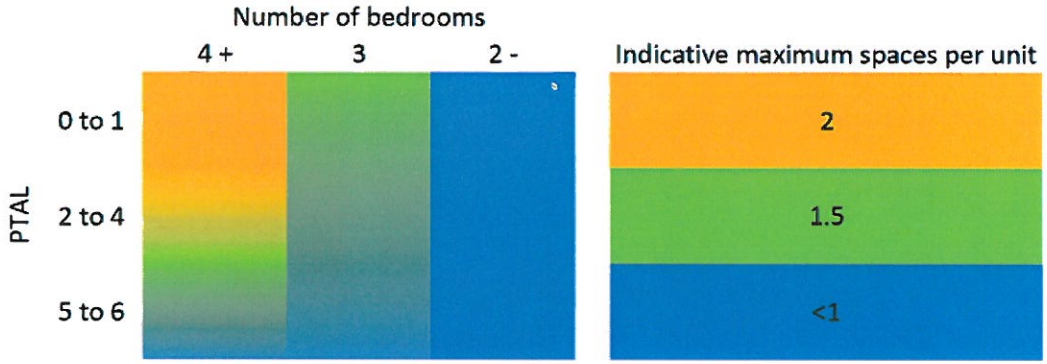
A2.4.3 A footnote to Table 6.13 acknowledges the need for guidance on this relationship, noting that this Housing SPG "will include a table setting out a matrix of residential parking standards that reflect PTAL levels".

A2.4.4 Options 1 and 2 below are among those being tested by the Outer London Commission to develop such an indicative matrix. TfL has also suggested that the Plan's Table 6.2 might, in itself, provide a further option offering greater flexibility, based on local consideration of issues relating to the operation of the highway network, environmental impacts and access to services and opportunities. Alternatively, the SPG could include variants on Options 1 or 2, and, to provide guidance on its application in circumstances where public transport is particularly poor (PTALs 0 - 2), suggest that to address these, the relevant standards should be applied flexibly in the context of other considerations which might make a development acceptable in planning terms.

A2.4.5 Consultation on this SPG provides a further opportunity to test the most appropriate way to implement at local level this aspect of LP Policy 6.13 and other related policies. Views on this would be welcome through the consultation process. If necessary, the Mayor will Alter the London Plan to secure a more effective balance between local and strategic concerns in addressing parking related issues.

[80] NPPF op cit, paragraphs 82 – 84, 88-89, 93

Option 1



Option 2

Setting	Public Transport Accessibility Level (PTAL)					
	0 to 1		2 to 3		4 to 6	
Suburban	**150–200 hr/ha**	**Parking provision***	**150–250 hr/ha**	**Parking provision***	**200–350 hr/ha**	**Parking provision***
3.8–4.6 hr/unit	35–55 u/ha	less than 2 spaces per unit	35–65 u/ha	Less than 1.5 spaces per unit	45–90 u/ha	less than one space per unit**
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	**150–250 hr/ha**		**200–450 hr/ha**		**200–700 hr/ha**	
3.8 –4.6 hr/unit	35–65 u/ha	Less than 1.5 spaces per unit	45–120 u/ha	Less than 1.5 spaces per unit	45–185 u/ha	less than one space per unit**
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha	less than one space per unit**	70–260 u/ha	
Central	**150–300 hr/ha**		**300–650 hr/ha**		**650–1100 hr/ha**	
3.8–4.6 hr/unit	35–80 u/ha	Less than 1.5 spaces per unit	65–170 u/ha	less than one space per unit**	140–290 u/ha	less than one space per unit**
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr	less than one space per unit**	100–240 u/ha		215–405 u/ha	

less than 2 spaces per unit

Less than 1.5 spaces per unit

less than one space per unit**

APPENDIX G

Data Sheet Carlift
(in accordance with EN 81-2)

Carlifts provide an access from street level to parking areas without the need for ramps. Both the vehicle and driver are transported quickly and conveniently to parking levels either above or below the entrance level. In conjunction with the range of mechanical parking systems, the carlifts offer a complete space-saving solution.

BAUMANN
Aufzüge · Förderanlagen

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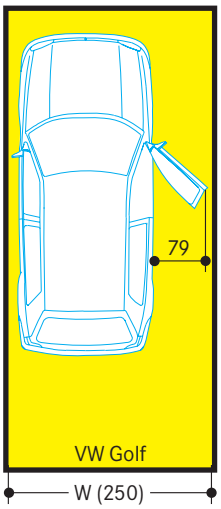
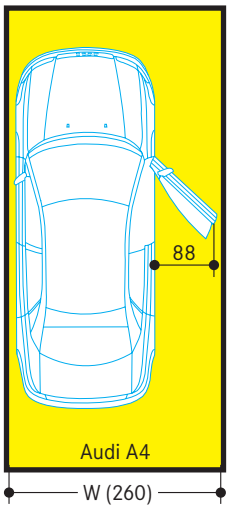
Internet: www.baumann-aufzuege.de

Carlifts · Dimensions

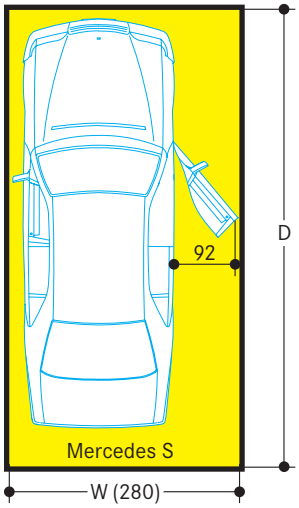
Compact cabin



Standard cabin



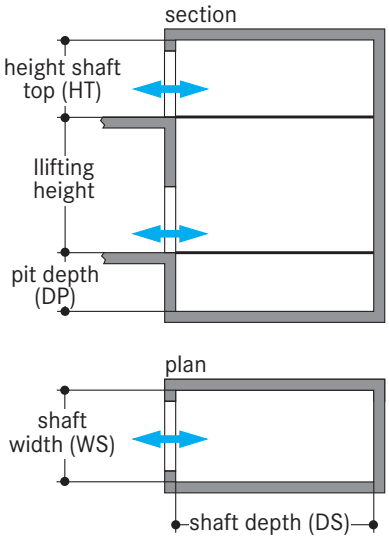
Comfort cabin



We offer three cabin sizes to suit various vehicle dimensions.
A wide cabin is more convenient for entering and exiting and also should it be necessary to open the vehicle door when in the lift, for example in an emergency.

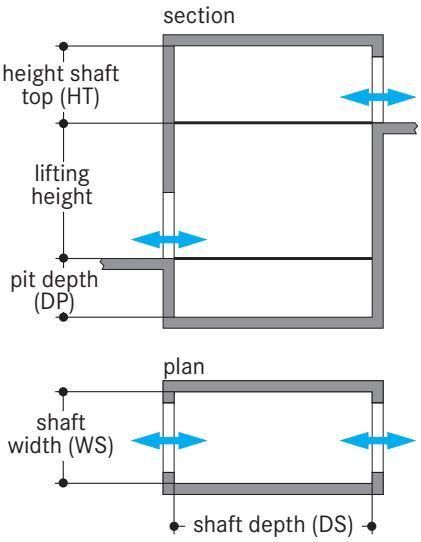
Lift car with one door

Door opening width 240 cm Door opening height 200 cm						Internal shaft dimensions					
						depth (DS)		width (WS)		height	
Lifting	Cabin dimensions			Load	No. of	door panels		door panels		top	pit
height	D	W	H	capacity (kg)	persons	4	6	4	6	(HT)	(DP)
3.000	550	250	210	3.800	50	595	605	375	340	340	140
6.000	550	250	210	3.800	50	595	605	375	340	340	150
9.000	550	250	210	3.800	50	600	610	375	370	350	150
14.000	550	250	210	3.800	50	600	610	375	370	350	150
3.000	560	260	210	4.000	53	605	615	375	340	340	140
6.000	560	260	210	4.000	53	605	615	375	340	340	150
9.000	560	260	210	4.000	53	610	620	380	380	350	150
14.000	560	260	210	4.000	53	610	620	380	380	350	150
3.000	580	280	210	4.400	58	625	635	375	340	340	140
6.000	580	280	210	4.400	58	625	635	375	360	340	150
9.000	580	280	210	4.400	58	630	640	400	400	350	150
14.000	580	280	210	4.400	58	630	640	400	400	350	150

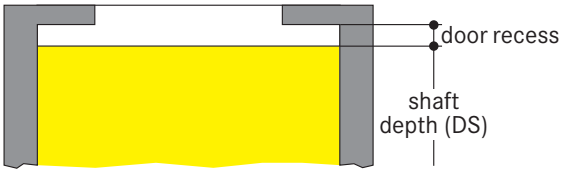


Lift car with two doors (through loader)

Door opening width 240 cm Door opening height 200 cm						Internal shaft dimensions					
						depth (DS)		width (WS)		height	
Lifting	Cabin dimensions			Load	No. of	door panels		door panels		top	pit
height	D	W	H	capacity (kg)	persons	4	6	4	6	(HT)	(DP)
3.000	550	250	210	3.800	50	617	635	375	340	340	140
6.000	550	250	210	3.800	50	617	635	375	340	340	150
9.000	550	250	210	3.800	50	617	635	375	370	350	150
14.000	550	250	210	3.800	50	617	635	375	370	350	150
3.000	560	260	210	4.000	53	627	645	375	340	340	140
6.000	560	260	210	4.000	53	627	645	375	340	340	150
9.000	560	260	210	4.000	53	627	645	380	380	350	150
14.000	560	260	210	4.000	53	627	645	380	380	350	150
3.000	580	280	210	4.400	58	647	665	375	340	340	140
6.000	580	280	210	4.400	58	647	665	375	360	340	150
9.000	580	280	210	4.400	58	647	665	400	400	350	150
14.000	580	280	210	4.400	58	647	665	400	400	350	150

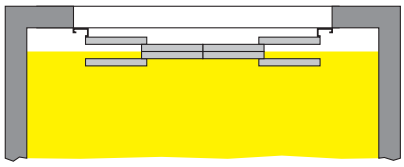


Door recess

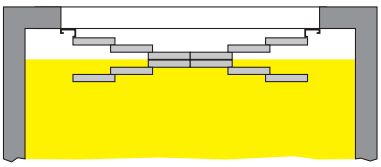


If it is possible, to locate the doors within the thickness of the shaft walls, the overall internal shaft dimension (DS) can be reduced by up to 26 cm (4-panel doors) and 30 cm (6-panel doors).

Landing doors with four door panels



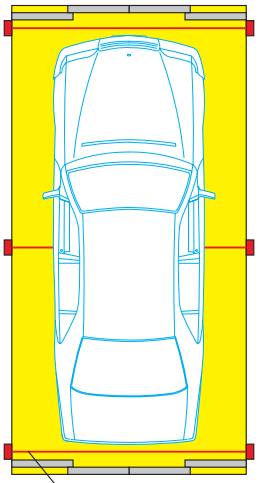
Landing doors with six door panels



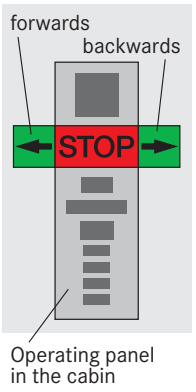
For doors with four panels the shaft will be slightly wider but not so long.

Six panel doors will require the shaft to be a little narrower and longer.

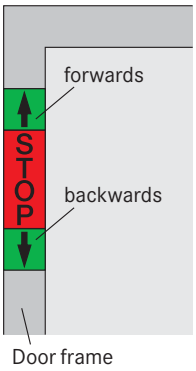
Vehicle positioning in the cabin



Variant 1

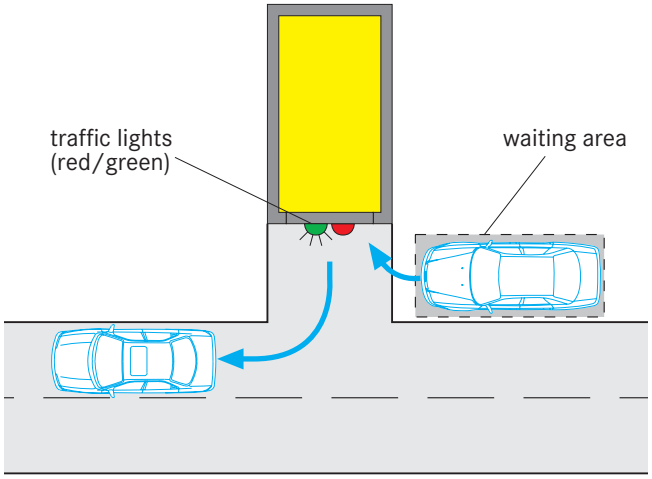


Variant 2



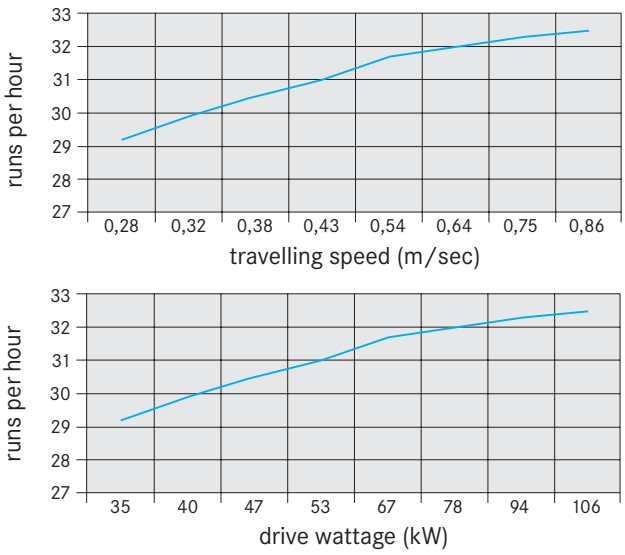
The vehicle positioning system reassures the driver that his vehicle is correctly positioned to avoid contact with the closing doors.
If one of the green buttons lights up when entering, the vehicle should be driven backwards or forwards as indicated by the arrow.
When correctly positioned the green light goes out and the red STOP button lights up. The driver can now activate the lift and the doors close. Once the destination has been reached a green light indicates the direction of exit. The display panel can either be mounted in the main operating panel or in the door frame depending upon clearance between overall cabin width and door opening width.

Traffic Light Control



Traffic lights are part of standard equipment. Waiting areas and entries/exits to roads are an individual requirement and subject to relevant approval from Local Authorities.

Appropriate Number of Runs



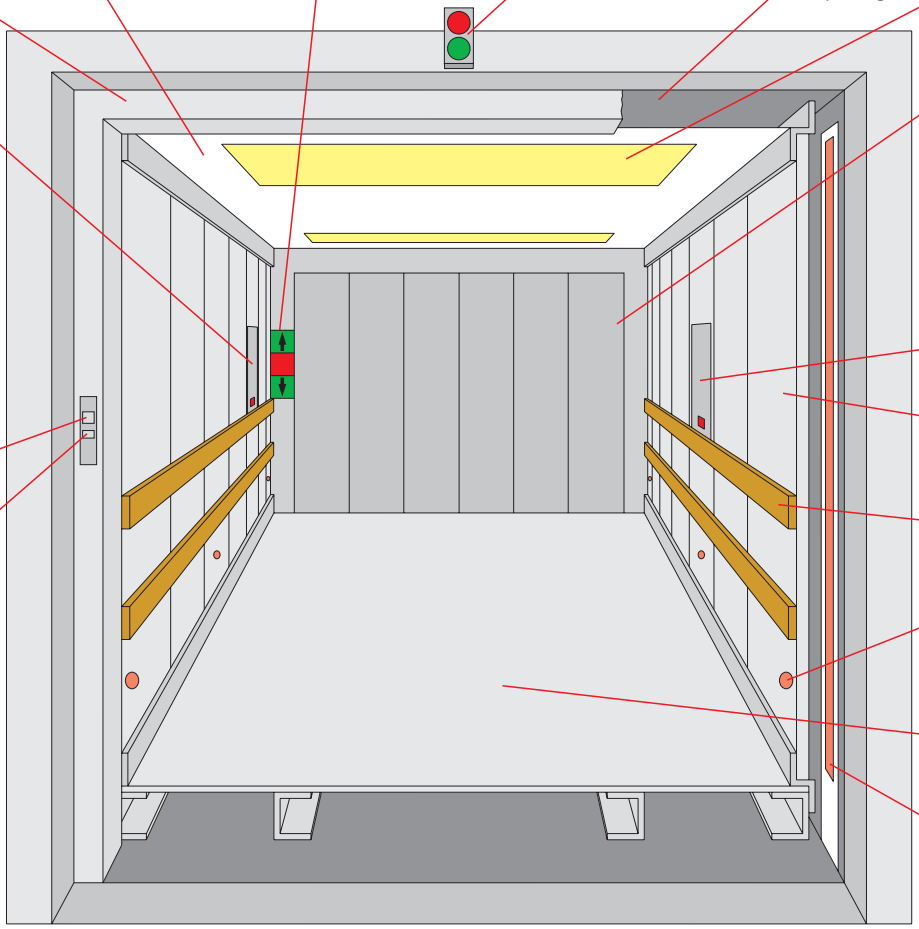
An increase in the number of runs leads to an exceptionally high increase in drive wattage, and thus of the costs for the unit. Increasing travelling speed does not lead to a much higher number of runs, as other factors are involved. This can be seen from the diagram on the left showing a carlift with a lifting height of three metres which makes two stops. In general, 30 cars can be conveyed to the parking places per hour.

Conveying Capacity

Lifting height	Cabin dimensions D	W	H	load capacity (kg)	Drive unit travel speed (m/sec) up	down	rated wattage (kW)	electricity (A) rated	start	number of run cycles per hour
6.000	550	250	200	3.800	0,31		33	70	105	30
14.000	550	250	200	3.800	0,31		40	84	126	30
6.000	560	260	210	4.000	0,31		33	70	105	30
14.000	560	260	210	4.000	0,31		40	84	126	30
6.000	580	280	210	4.400	0,31		40	84	126	30
14.000	580	280	210	4.400	0,31		40	84	126	30

The basic program along with the standard guide values are depicted here. If required, we can supply intermediate dimensions or other technically feasible drive unit combinations, for example with higher capacities.

Carlifts · Lift Cars



Shaft Equipment

For a lift height of up to 3 meters the lift car is directly raised and lowered by two offset hydraulic rams. This system is equipped with a pipe rupture valve safety system. Lift heights in excess of 3 metres utilise an indirect hydraulic system incorporating a rope sheave arrangement, with speed governors and safety stop devices. Guide rails, fitted to the shaft walls, ensure smooth travel. The four or six panel doors open automatically with the lift car doors.

All fastenings from cylinders, guide rails and landing doors are adjustable screwed on halfen channels which has to be casted in concrete according to our drawings. Also scaffold sockets on the walls and eye beams on the ceiling from the shaft.

Lift car

The sturdily constructed lift car consists of an outer fabricated frame supporting the cabin which is insulated against noise and vibration.

The four or six panel doors open and close automatically. Other lift car equipment is shown above.

Machine Room

A separate machine room contains the hydraulic pump unit and electric control panel (in the control cabinet). The radiated heat must be removed by ventilation and aeration units to be fitted by the customer. We recommend that the machine room is located adjacent to the shaft on the level of the lowest floor and not on a facing side. Minimum clearance dimensions:

Height 200 cm, width 180 cm, Length 240 cm, door opening 90 cm.

Other configurations and dimensions on request.

Hydraulic Power Pack

Is a low noise sub-oil model with a 380/400 V submersibl oil motor in star delta startin configuration, a low pulsatio screw pump and a pulsation silencer. If the motor coil temperature reaches 100° C or the oil temperature rises to 70° C, the system is stopped. The temperature in the machine room should be between 15° and 35° C. The unit must be air-ventilated. Oil heaters and oil coolers can be installed if necessary. The electro-hydraulic control guarantees smooth travelling in the lift in all situations. Pressure switches emits signals to shutdown the system if the permissible maximum load is reached or the pressure falls below the minimum limit.

Electronic Lift Control

Electronic microprocessor down collective control.
In addition to the standard lift equipment, the following functions are integrated:
- fault memory
- diagnosis interface
- motor PTC thermistor protection
- inspection drive
- correction drive
- signal device
- remote control (optional)
- oil cooler control (optional)
- cabin ventilator (optional)

Door control

AC/DC pulse control with adjustable door opening times.

A service technican for lifts is on call for emergencies

A skilled service technican is on call 24 hours a day for maintenance and in the event of emergency call out.

Notes

We reserve the right to make design changes. We reserve the right to change construction details on the basis of technological progress and in the light of environment regulations.