

5.0 SITE LAYOUT CONSIDERATIONS

- 5.1 The proposed site layout is shown in Figure 2.
- 5.2 In terms of servicing, the size of the commercial element of the scheme is below the threshold where a service bay is required. Despite this it is proposed that service vehicles of up to 2 tonnes or similar will be able to reverse into the site to load and unload and then leave the site in forward gear.
- 5.3 Refuse collection will take place from the street, with bin stores located just 5m from the street. This is in line with local authority guidelines.
- 5.4 In line with the 'car-free' status of the development, secure on-site cycle parking facilities will be provided.
- 5.5 Appendix 6 of Camden's UDP sets out cycle parking requirements as:
- 1 space per 250sqm BI plus a similar allowance for visitors – a total of 12 spaces
 - 1 space per residential unit, plus 1 space per 10 units for visitors – a total of 25 spaces.
- 5.6 In terms of provision, a cycle store is to be provided within the affordable residential lobby at ground floor level. Additional cycle parking is to be made within the mews area. Space within each residential unit has also been provided for cycle storage.

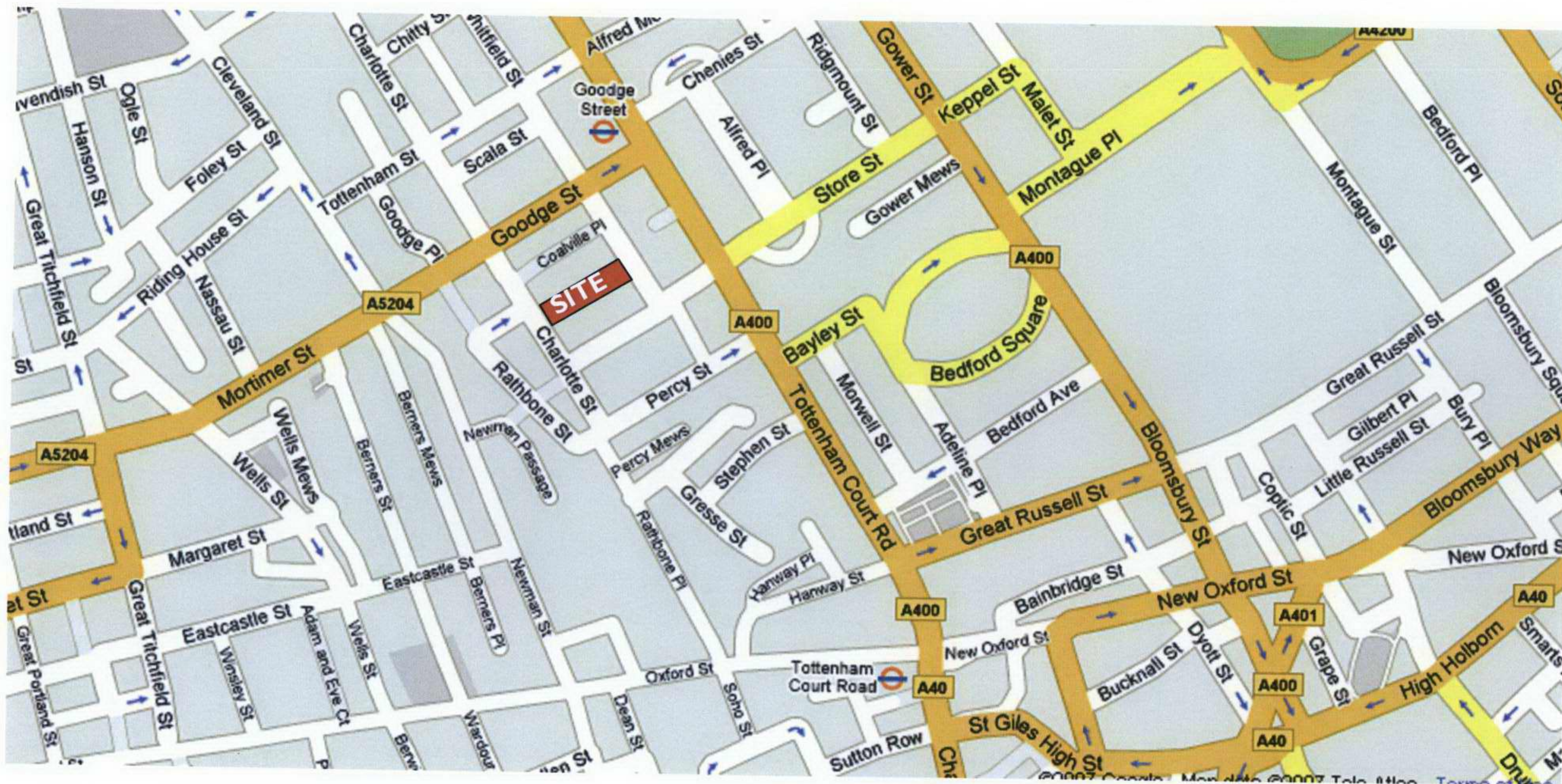
6.0 PROMOTION OF SUSTAINABLE TRANSPORT

- 6.1 Policy T1 of the Borough's Unitary Development Plan states that... *"The Council will require applicants to provide a Travel Plan to manage travel arising from any development that significantly increases travel demand or would otherwise have a significant impact on travel or the transport system."* The development has been shown not to lead to significant increases in travel demand. Additionally the scale of the proposed commercial and residential developments fall below the UDP thresholds where full transport assessments and travel plans are required.
- 6.2 Despite this and continuing the developer's commitment to make the proposed scheme sustainable, in addition to seeking a 'car-free' agreement, a range of measures are proposed and will be promoted within the scheme.
- 6.3 These measures will further promote the use of sustainable travel options and will be targeted at occupants of the office land use as well as residents of the new dwellings.
- 6.4 Design features will include the provision of secure cycle parking facilities with easy access from street level along with shower facilities for cycle users for the commercial element of the scheme. Servicing will be provided for shower facilities at lower ground floor level.
- 6.5 Within the development, namely the apartment blocks, local travel information will be displayed in public areas. This information could take the form of a map detailing local public transport links, stops and stations.
- 6.6 The information would also include details of local and national cycle routes in the area.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 The proposed development scheme would see the creation of new residential and commercial land uses at 7-15 Whitfield Street, London, W1.
- 7.2 The scheme is proposed to be 'car-free' in that no on site parking provision will be made. As such, the only vehicular trips to and from the site would be those related to deliveries and servicing. The proposed development will lead to a small increase in patronage of local public transport services.
- 7.3 On site service provision will be made to allow servicing to take place within site, rather than from street. Other serving requirements such as refuse collection arrangements will be carried out from on-street.
- 7.4 The site of the proposed development has been shown to have a very high level of public transport accessibility. As such the scheme is considered suitable for 'car-free' status.
- 7.5 The 'car-free' status will be supplemented by promotion of sustainable travel options on-site and to residents along with secure on site cycle parking facilities.

FIGURES



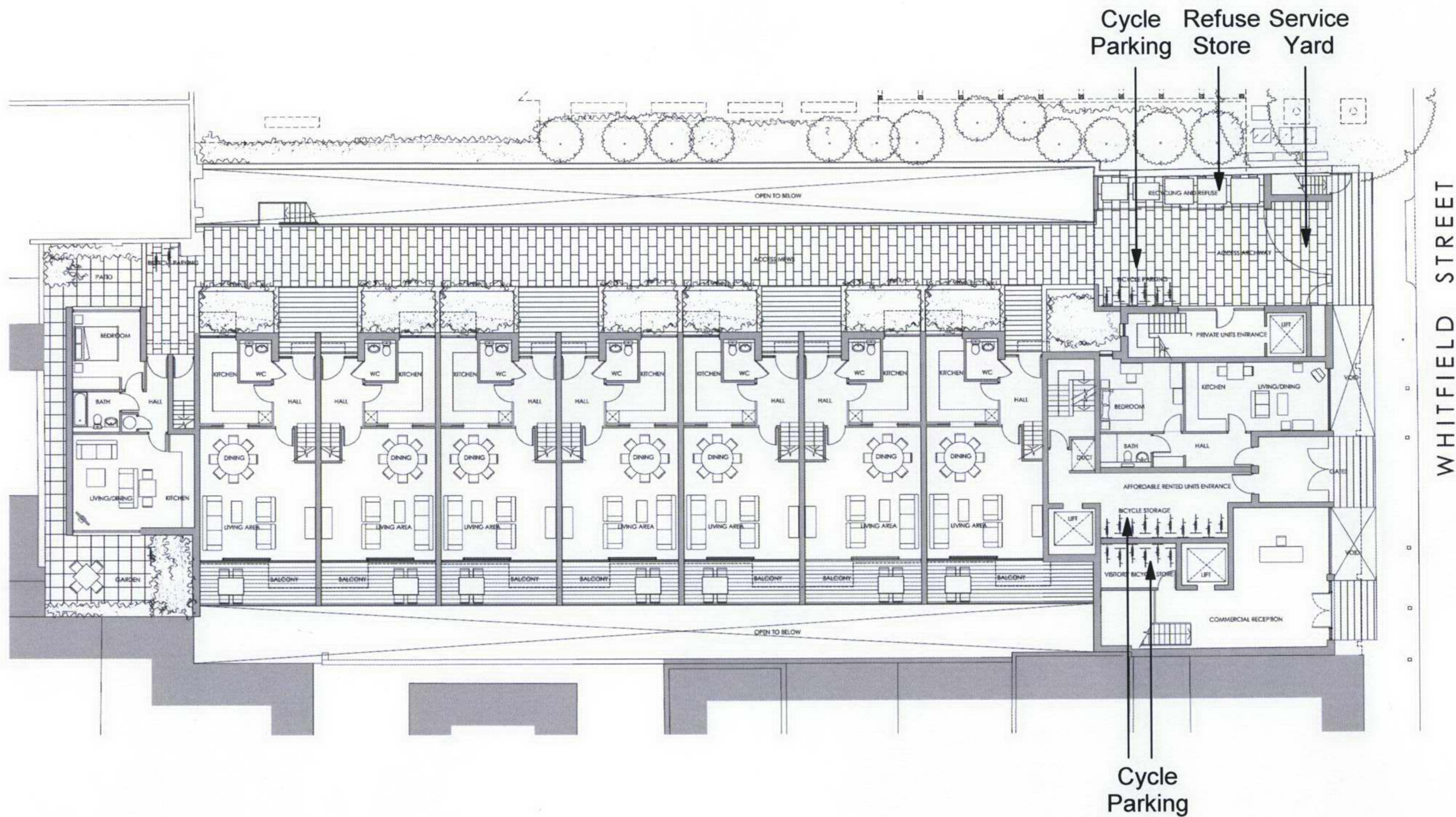
Date: 28/08/07
 Scale: NTS
 Source: Google maps
 Drawing No: P341/I



Figure I.Site Location



PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS



Date: 03/10/07
 Scale: NTS
 Source: ADZ Architects
 Drawing No: P341/2



Figure 2 .Proposed Site Layout

APPENDIX A

Accessibility & PTAL Assessment

P341 Whitfield Street

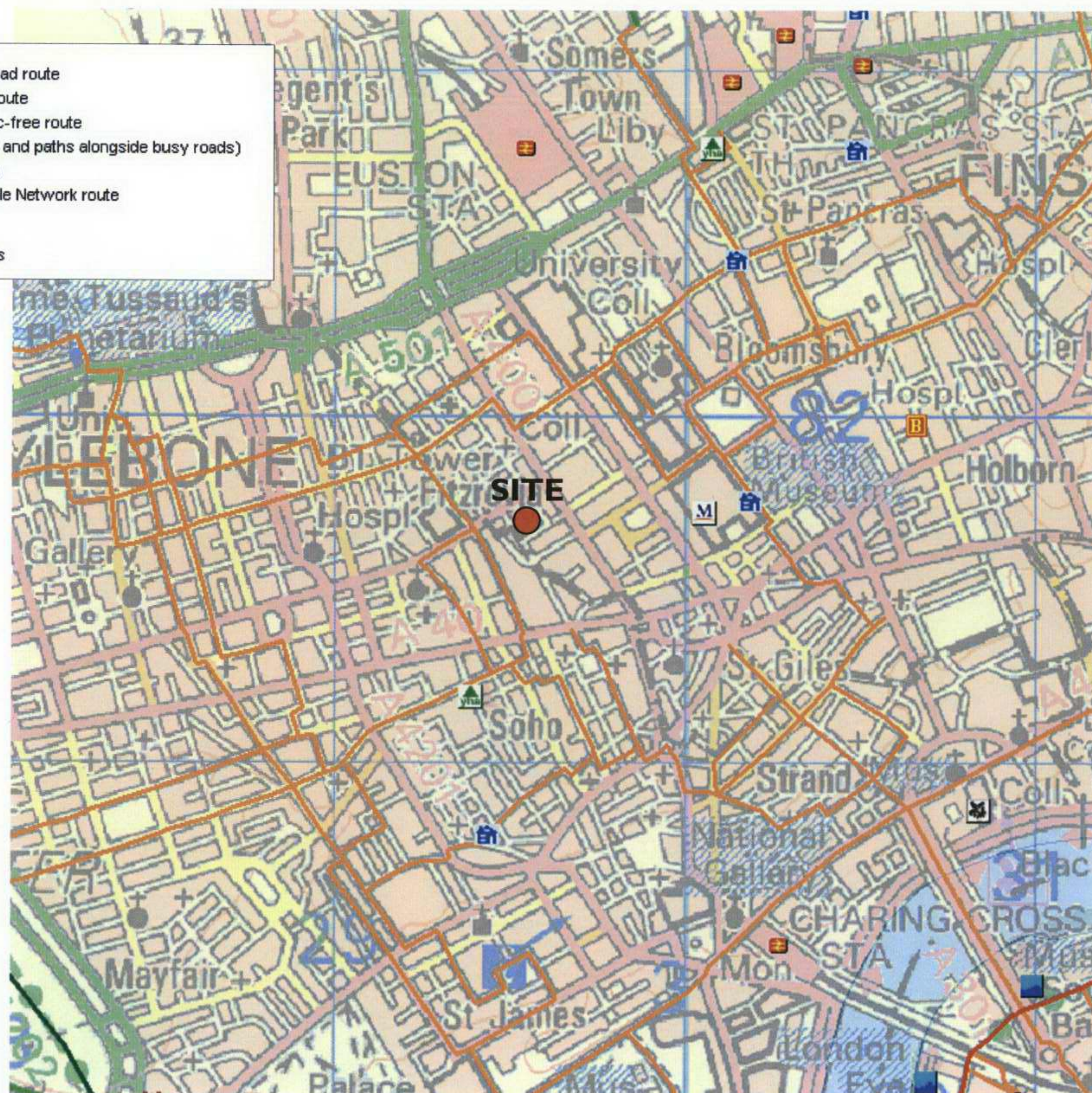
Appendix A

Public Transport Accessibility Level (PTAL) Assessment (in line with TfL Guidelines)

Mode	Station / Stop	Route	Direction / Destination	Distance (metres)	Frequency (vph)	Weight	Walk Time (mins)	Service Wait Time (SWT) (mins)	Access Time (mins)	Equivalent Doorstep Frequency (EDF)	Accessibility Index
Bus	Gower Street (Chenies St)	10	Hammersmith	381	7.5	0.5	4.76	6.0	10.8	2.8	1.4
	Tottenham Court Road (Store Street)	24	Hampstead	109	9.2	0.5	1.36	5.3	6.6	4.5	2.3
	Tottenham Court Road (Store Street)	29	Wood Green	109	7.5	0.5	1.36	6.0	7.4	4.1	2.0
	Gower Street (Chenies St)	73	Victoria	381	12.0	0.5	4.76	4.5	9.3	3.2	1.6
	Tottenham Court Road (Store Street)	14	Warrant Street	109	12.0	1.0	1.36	4.5	5.9	5.1	5.1
	Tottenham Court Road (Store Street)	134	North Finchley	109	6.7	0.5	1.36	6.5	7.9	3.8	1.9
	Tottenham Court Road (Store Street)	390	Archway	109	5.5	0.5	1.36	7.5	8.9	3.4	1.7
	Oxford Street (Stop YB)	25	Oxford Circus	535	7.5	0.5	6.69	6.0	12.7	2.4	1.2
	Oxford Street (Stop YB)	55	Oxford Circus	535	5.7	0.5	6.69	7.3	13.9	2.2	1.1
	Oxford Street (Stop YB)	176	Oxford Circus	535	5.5	0.5	6.69	7.5	14.2	2.1	1.1
	New Oxford Street (Stop Z)	8	Bow Church	569	7.1	0.5	7.11	6.3	13.4	2.2	1.1
	New Oxford Street (Stop Z)	98	Holborn	569	8.6	0.5	7.11	5.5	12.6	2.4	1.2
	Oxford Street (Stop V)	7	Russell Square	500	7.5	0.5	6.25	6.0	12.3	2.4	1.2
	New Oxford Street (Stop Z)	1	Canada Water	569	5.5	0.5	7.11	7.5	14.6	2.1	1.0
	New Oxford Street (Stop U)	19	Battersea	509	7.5	0.5	6.36	6.0	12.4	2.4	1.2
	New Oxford Street (Stop U)	38	Victoria	509	9.2	0.5	6.36	5.3	11.6	2.6	1.3
	New Oxford Street (Stop Z)	242	Homerton	569	6.7	0.5	7.11	6.5	13.6	2.2	1.1
LUL	Tottenham Court Road	Central	West Ruislip	439	13.3	0.5	5.49	4.3	9.7	3.1	1.5
	Euston Square	Circle	Clockwise	920	7.5	0.5	11.50	6.0	17.5	1.7	0.9
	Euston Square	Ham' & City	Barking	920	8.0	0.5	11.50	5.8	17.3	1.7	0.9
	Euston Square	Metropolitan	Aldgate	920	10.0	0.5	11.50	5.0	16.5	1.8	0.9
	Oxford Circus	Bakerloo	Elephant & Castle	920	20.0	0.5	11.50	3.5	15.0	2.0	1.0
	Warren Street	Victoria	Brixton	705	17.1	0.5	8.81	3.8	12.6	2.4	1.2
	Goodge Street	Northern	Kennington	196	13.3	1.0	2.45	4.3	6.7	4.5	4.5
Total PTAL											38.4
PTAL Rating											6a

Range of Index	Description	PTAL
0.01 – 2.50	Very poor	1a (low)
2.51 – 5.00	Very poor	1b
5.01 – 10.00	Poor	2
10.01 – 15.00	Moderate	3
15.01 – 20.00	Good	4
20.01 – 25.00	Very Good	5
25.01 – 40.00	Excellent	6a
40.01 +	Excellent	6b (high)

- key
- National Cycle Network on-road route
 - Other signed on-road cycle route
 - National Cycle Network traffic-free route
(including some forest tracks and paths alongside busy roads)
 - Other traffic-free cycle route
 - Proposed future National Cycle Network route
 - Access points
 - ⚠ Warning: click for more details



Date: 28/08/07
 Scale: NTS
 Source: Sustrans
 Drawing No: P341



Local Cycle Route Provision



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APPENDIX B
Trip Generation Assessment

TravL Office Trip Data
P341 Whitfield Street
Appendix Bi

Name	Civil Aviation Authority	Wellcome Foundation	Usbourne Publishing	Reed Employment
District	Holborn	Euston	Clerkenwell	London Bridge
Borough	Camden	Camden	Camden	Southwark
Postcode	WC2	NW1	EC1	SE1
Location	Central	Inner	Inner	Central
Site Area				
GFA (sqm)	24270	10219	930	390
Survey Day	Wednesday	Thursday	Wednesday	Thursday
Employees	1169	308	100	13
Parking Spaces	12	19	0	0
On Street Parking	controlled	controlled	controlled	controlled

CARS																			Existing	522
Hour Starting	TravL Survey Trips		Trip Rate per 100sqm		TravL Survey Trips		Trip Rate per 100sqm		TravL Survey Trips		Trip Rate per 100sqm		TravL Survey Trips		Trip Rate per 100sqm		Average Trip Rate /100sqm		Existing	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00					15	7	0.15	0.07	0	0	0.00	0.00	0	0	0.00	0.00	0.05	0.02	0	0
08:00	2	0	0.01	0.00	4	4	0.04	0.04	1	0	0.11	0.00	0	0	0.00	0.00	0.02	0.01	0	0
09:00	2	0	0.01	0.00																
10:00	8	3	0.03	0.01	3	7	0.03	0.07	1	0	0.11	0.00	0	0	0.00	0.00	0.03	0.03	0	0
11:00	6	3	0.02	0.01	5	0	0.05	0.00	0	1	0.00	0.11	0	0	0.00	0.00	0.03	0.01	0	0
12:00	3	5	0.01	0.02	2	4	0.02	0.04	0	0	0.00	0.00	0	0	0.00	0.00	0.01	0.01	0	0
13:00	0	3	0.00	0.01	3	0	0.03	0.00	0	0	0.00	0.00	0	0	0.00	0.00	0.01	0.01	0	0
14:00	5	0	0.02	0.00	0	2	0.00	0.02	0	0	0.00	0.00	0	0	0.00	0.00	0.00	0.00	0	0
15:00	0	0	0.00	0.00	1	0	0.01	0.00	0	0	0.00	0.00	0	0	0.00	0.00	0.01	0.02	0	0
16:00	0	8	0.00	0.03	2	0	0.02	0.00	0	0	0.00	0.00	0	0	0.00	0.00	0.00	0.04	0	0
17:00	0	2	0.00	0.01	0	11	0.00	0.11	0	1	0.00	0.11	0	0	0.00	0.00	0.00	0.01	0	0
18:00	0	4	0.00	0.02	0	0	0.00	0.00	0	0	0.00	0.00			0.00	0.00	0.00	0.01	0	0
19:00																				
20:00																				
21:00																				
22:00																				
23:00																				
Total	26	28	0.11	0.12	35	35	0.34	0.34	2	2	0.22	0.22	0	0	0.00	0.00	0.18	0.18	1	1

WALK & PUBLIC TRANSPORT																			Existing	522	Proposed	1289
Hour Starting	TravL Survey Trips		Trip Rate per 100sqm		TravL Survey Trips		Trip Rate per 100sqm		TravL Survey Trips		Trip Rate per 100sqm		TravL Survey Trips		Trip Rate per 100sqm		Average Trip Rate /100sqm		Existing		Proposed	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00					133	0	1.30	0.00	13	0	1.40	0.00	10	4	2.56	1.03	1.84	0.03	10	0	24	0
08:00	504	7	2.08	0.03	96	8	0.94	0.08	46	1	4.95	0.11	8	6	2.05	1.54	1.28	0.14	7	1	16	2
09:00	307	36	1.26	0.15	22	11	0.22	0.11	9	4	0.97	0.43	5	3	1.28	0.77	0.34	0.21	2	1	4	3
10:00	85	56	0.35	0.23	16	21	0.16	0.21	16	7	1.72	0.75	9	8	2.31	2.05	0.31	0.35	2	2	4	4
11:00	71	88	0.29	0.36	46	102	0.45	1.00	10	27	1.08	2.90	11	16	2.82	4.10	0.56	1.51	3	8	7	19
12:00	133	396	0.55	1.63	78	78	0.76	0.76	54	47	5.81	5.05	18	17	4.62	4.36	1.55	1.11	8	6	20	14
13:00	404	255	1.66	1.05	45	10	0.44	0.10	14	3	1.51	0.32	8	8	2.05	2.05	0.83	0.33	4	2	11	4
14:00	229	96	0.94	0.40	12	21	0.12	0.21	5	6	0.54	0.65	5	9	1.28	2.31	0.22	0.42	1	2	3	5
15:00	56	113	0.23	0.47	2	83	0.02	0.81	7	10	0.75	1.08	7	8	1.79	2.05	0.14	1.39	1	7	2	18
16:00	35	395	0.14	1.63	25	94	0.24	0.92	6	61	0.65	6.56	4	10	1.03	2.56	0.32	1.48	2	8	4	19
17:00	79	364	0.33	1.50	2	22	0.02	0.22	0	6	0.00	0.65			0.00	0.00	0.04	0.23	0	1	0	3
18:00	11	56	0.05	0.23																		
19:00																						
20:00																						
21:00																						
22:00																						
23:00																						
Total	1914	1862	7.89	7.67	477	450	4.67	4.40	180	172	19.35	18.49	85	89	21.79	22.82	7.42	7.19	39	38	96	93

Multimodal Split (%)	No	%	No	%	No	%	No	%	No	%	Average for sites chosen	
Bus	156	14%	29	11%	6	7%	21	30%	212	14%		
Tube	310	29%	78	29%	42	50%	13	19%	443	29%		
Rail	597	55%	144	53%	36	43%	17	25%	794	53%		
Walk	24	2%	21	8%	0	0%	18	26%	63	4%		
All	1087	100%	272	100%	84	100%	69	100%	1512	100%		

Hour Starting	EXISTING								PROPOSED							
	Bus		Tube		Rail		Walk		Bus		Tube		Rail		Walk	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00																
08:00	1	0	3	0	5	0	0	0	3	0	7	0	12	0	1	0
09:00	1	0	2	0	3	0	0	0	2	0	5	1	9	1	1	0
10:00	0	0	1	0	1	1	0	0	1	0	1	1	2	1	0	0
11:00	0	0	0	1	1	1	0	0	1	1	1	1	2	2	0	0
12:00	0	1	1	2	2	4	0	0	1	3	2	6	4	10	0	1
13:00	1	1	2	2	4	3	0	0	1	1	3	1	6	2	0	0
14:00	1	0	1	0	2	1	0	0	0	1	1	2	1	3	0	0
15:00	0	0	0	1	1	1	0	0	0	1	1	2	1	3	0	0
16:00	0	1	0	2	0	4	0	0	0	3	1	5	1	9	0	1
17:00	0	1	0	2	1	4	0	0	1	3	1	6	2	10	0	1
18:00	0	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0
19:00																
20:00																
21:00																
22:00																
23:00																
Total	5	5	11	11	20	20	2	2	13	13	28	27	50	49	4	4

DELIVERIES

	Existing 522		Proposed 1289	
	Arr'	Dep'	Arr'	Dep'
Pedal Cycle	0	0	0	0
Motorcycle	1	1	2	2
Car	1	1	2	2
Transit Type	1	1	2	2
2 Axle < 7.5 tonnes	0	0	0	0
2 Axle > 7.5 tonnes +	0	0	0	0
Total	3	3	7	7

Travl Depot / Storage Trip Data
P341 Whitfield Street
Appendix Bii

Name	Glaxo	River Island	JVC
District	Greenford	Hanger Lane	West Hendon
Borough	Ealing	Ealing	Brent
Postcode	UB6 8PW	W5 1DR	NW2 7BA
Location	Outer	Outer	Outer
Site Area			
GFA (sqm)	7900	11495	18787
Survey Day	Thursday	Thursday	Thursday
Employees	41	200	348
Parking Spaces	41	200	382
On Street Parking	Uncontrolled	Uncontrolled	Uncontrolled

CARS																	1044
Hour Starting	Travl Survey Trips		Trip Rate per 100sqm		Travl Survey Trips		Trip Rate per 100sqm		Travl Survey Trips		Trip Rate per 100sqm		Average Trip Rate /100sqm		Existing		
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	
07:00																	
08:00	10	0	0.13	0.00	42	4	0.37	0.03	63	0	0.34	0.00	0.30	0.01	3	0	
09:00	2	3	0.03	0.04	96	17	0.84	0.15	23	6	0.12	0.03	0.32	0.07	3	1	
10:00	4	4	0.05	0.05	25	15	0.22	0.13	15	7	0.08	0.04	0.12	0.07	1	1	
11:00	1	6	0.01	0.08	18	19	0.16	0.17	4	7	0.02	0.04	0.06	0.08	1	1	
12:00	12	9	0.15	0.11	10	19	0.09	0.17	1	29	0.01	0.15	0.06	0.15	1	2	
13:00	7	5	0.09	0.06	26	17	0.23	0.15	34	22	0.18	0.12	0.18	0.12	2	1	
14:00	3	0	0.04	0.00	21	17	0.18	0.15	15	6	0.08	0.03	0.10	0.06	1	1	
15:00	2	8	0.03	0.10	21	26	0.18	0.23	2	7	0.01	0.04	0.07	0.11	1	1	
16:00	1	15	0.01	0.19	12	15	0.10	0.13	6	24	0.03	0.13	0.05	0.14	1	1	
17:00	0	10	0.00	0.13	9	75	0.08	0.65	6	82	0.03	0.44	0.04	0.44	0	5	
18:00									1	12	0.01	0.06	0.00	0.03	0	0	
19:00																	
20:00																	
21:00																	
22:00																	
23:00																	
Total	42	60	0.53	0.76	280	224	2.44	1.95	170	202	0.90	1.08	1.29	1.27	13	13	

WALK & PUBLIC TRANSPORT																1044
Hour Starting	Travl Survey Trips		Trip Rate per 100sqm		Travl Survey Trips		Trip Rate per 100sqm		Travl Survey Trips		Trip Rate per 100sqm		Average Trip Rate /100sqm		Existing	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00																
08:00	7	0	0.09	0.00	22	1	0.19	0.01	29	1	0.15	0.01	0.15	0.01	2	0
09:00	8	0	0.10	0.00	51	8	0.44	0.07	2	0	0.01	0.00	0.16	0.02	2	0
10:00	3	0	0.04	0.00	12	7	0.10	0.06	1	0	0.01	0.00	0.04	0.02	0	0
11:00	3	0	0.04	0.00	9	10	0.08	0.09	0	0	0.00	0.00	0.03	0.03	0	0
12:00	1	6	0.01	0.08	4	11	0.03	0.10	2	1	0.01	0.01	0.02	0.05	0	0
13:00	8	5	0.10	0.06	13	9	0.11	0.08	8	14	0.04	0.07	0.08	0.07	1	1
14:00	2	3	0.03	0.04	9	9	0.08	0.08	2	0	0.01	0.00	0.03	0.03	0	0
15:00	0	2	0.00	0.03	9	14	0.08	0.12	2	0	0.01	0.00	0.03	0.04	0	0
16:00	0	8	0.00	0.10	6	9	0.05	0.08	3	3	0.02	0.02	0.02	0.05	0	1
17:00	0	8	0.00	0.10	3	48	0.03	0.42	0	27	0.00	0.14	0.01	0.22	0	2
18:00									0	5	0.00	0.03	0.00	0.01	0	0
19:00																
20:00																
21:00																
22:00																
23:00																
Total	32	32	0.41	0.41	138	126	1.20	1.10	49	51	0.26	0.27	0.57	0.55	6	6

Multimodal Split (%)	No	%	No	%	No	%	No	%	Average for sites chosen
Bus	2	9%	40	40%	28	65%	70	42%	
Tube	0	0%	47	47%	4	9%	51	31%	
Rail	2	9%	3	3%	2	5%	7	4%	
Walk	18	82%	10	10%	9	21%	37	22%	
All	22	100%	100	100%	43	100%	165	100%	

Hour Starting	EXISTING							
	Bus		Tube		Rail		Walk	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00								
08:00	1	0	0	0	0	0	0	0
09:00	1	0	1	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
17:00	0	1	0	1	0	0	0	1
18:00	0	0	0	0	0	0	0	0
19:00								
20:00								
21:00								
22:00								
23:00								
Total	3	2	2	2	0	0	1	1

DELIVERIES

	Existing 1044	
	Arr'	Dep'
Pedal Cycle	0	0
Motorcycle	0	0
Car	1	1
Transit Type	1	1
2 Axle < 7.5 tonnes	0	0
2 Axle > 7.5 tonnes +	2	2
Total	4	4

TravL Residential Trip Data
P341 Whitfield Street
Appendix Bii

Name	Leathermarket Court
District	Borough
Borough	Southwark
Postcode	SE1
Location	Central
Site Area	7820
PTAL	6
PTAI	49.2
PTAL Description	Very High
No. Units	107
No. Bedrooms	212
Car Ownership	71%
Parking Spaces	107
On Street Parking	Waiting Restrictions

CARS

Hour Starting	TravL Survey Trips		Trip Rate per Unit		Forecast Trips	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00	2	5	0.02	0.05	0	1
08:00	6	9	0.06	0.08	1	2
09:00	1	5	0.01	0.05	0	1
10:00	1	0	0.01	0.00	0	0
11:00	2	4	0.02	0.04	0	1
12:00	0	1	0.00	0.01	0	0
13:00	3	3	0.03	0.03	1	1
14:00	2	4	0.02	0.04	0	1
15:00	5	7	0.05	0.07	1	1
16:00	4	4	0.04	0.04	1	1
17:00	12	10	0.11	0.09	2	2
18:00	15	11	0.14	0.10	3	2
19:00	17	14	0.16	0.13	3	3
20:00	6	4	0.06	0.04	1	1
21:00	6	1	0.06	0.01	1	0
22:00	1	2	0.01	0.02	0	0
23:00	2	2	0.02	0.02	0	0
Total	85	86	0.79	0.80	17	18

WALK & PUBLIC TRANSPORT

Hour Starting	TravL Survey Trips		Trip Rate per Unit		Forecast Trips	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00	1	31	0.01	0.29	0	6
08:00	7	62	0.07	0.58	1	13
09:00	4	23	0.04	0.21	1	5
10:00	2	15	0.02	0.14	0	3
11:00	6	15	0.06	0.14	1	3
12:00	21	14	0.20	0.13	4	3
13:00	25	11	0.23	0.10	5	2
14:00	17	11	0.16	0.10	3	2
15:00	12	27	0.11	0.25	2	6
16:00	27	8	0.25	0.07	6	2
17:00	29	20	0.27	0.19	6	4
18:00	35	18	0.33	0.17	7	4
19:00	33	20	0.31	0.19	7	4
20:00	17	7	0.16	0.07	3	1
21:00	8	2	0.07	0.02	2	0
22:00	16	6	0.15	0.06	3	1
23:00	23	5	0.21	0.05	5	1
Total	283	295	2.64	2.76	58	61

Multimodal Split (%)	No	%
Bus	7	2%
Tube	51	18%
Rail	44	16%
Walk	181	64%
All	283	100%

Hour Starting	PROPOSED							
	Bus		Tube		Rail		Walk	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00	0	0	0	1	0	1	0	4
08:00	0	0	0	2	0	2	1	8
09:00	0	0	0	1	0	1	1	3
10:00	0	0	0	1	0	0	0	2
11:00	0	0	0	1	0	0	1	2
12:00	0	0	1	1	1	0	3	2
13:00	0	0	1	0	1	0	3	1
14:00	0	0	1	0	1	0	2	1
15:00	0	0	0	1	0	1	2	4
16:00	0	0	1	0	1	0	4	1
17:00	0	0	1	1	1	1	4	3
18:00	0	0	1	1	1	1	5	2
19:00	0	0	1	1	1	1	4	3
20:00	0	0	1	0	1	0	2	1
21:00	0	0	0	0	0	0	1	0
22:00	0	0	1	0	1	0	2	1
23:00	0	0	1	0	1	0	3	1
Total	1	2	10	11	9	9	37	39

DELIVERIES (NO DATA)

Trip Generation Summary
P341 Whitfield Street
Appendix Biv

CARS

Hour Starting	Total Existing	
	Arr'	Dep'
07:00	0	0
08:00	3	0
09:00	3	1
10:00	1	1
11:00	1	1
12:00	1	2
13:00	2	1
14:00	1	1
15:00	1	1
16:00	1	2
17:00	0	5
18:00	0	0
19:00	0	0
20:00	0	0
21:00	0	0
22:00	0	0
23:00	0	0
Total	14	14

WALK & PUBLIC TRANSPORT

Hour Starting	EXISTING								PROPOSED							
	Bus		Tube		Rail		Walk		Bus		Tube		Rail		Walk	
	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'	Arr'	Dep'
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4
08:00	2	0	3	0	5	0	1	0	3	0	7	2	13	2	2	8
09:00	2	0	2	0	4	0	1	0	2	0	5	1	9	2	1	3
10:00	0	0	1	0	1	1	0	0	1	0	1	1	2	2	0	2
11:00	0	0	1	1	1	1	0	0	1	1	1	2	2	3	1	2
12:00	0	1	1	2	2	4	0	0	1	3	3	6	4	11	3	3
13:00	1	1	3	2	4	3	1	0	3	2	7	5	11	8	4	2
14:00	1	0	1	1	2	1	0	0	2	1	4	2	6	3	3	2
15:00	0	0	0	1	1	1	0	0	0	1	1	2	2	10	4	2
16:00	0	1	0	2	0	4	0	0	0	3	2	6	3	11	4	3
17:00	0	2	1	3	1	4	0	1	1	3	2	6	1	2	5	2
18:00	0	0	0	0	0	1	0	0	0	1	1	1	1	1	4	3
19:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
21:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	1
22:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	1
23:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	3	1
Total	8	8	13	13	21	20	3	3	15	14	38	38	59	58	41	43

DELIVERIES

	Total Existing		Total Proposed	
	Arr'	Dep'	Arr'	Dep'
Pedal Cycle	0	0	0	0
Motorcycle	1	1	2	2
Car	2	2	2	2
Transit Type	2	2	2	2
2 Axle < 7.5 tonnes	0	0	0	0
2 Axle > 7.5 tonnes +	2	2	0	0
Total	7	7	7	7