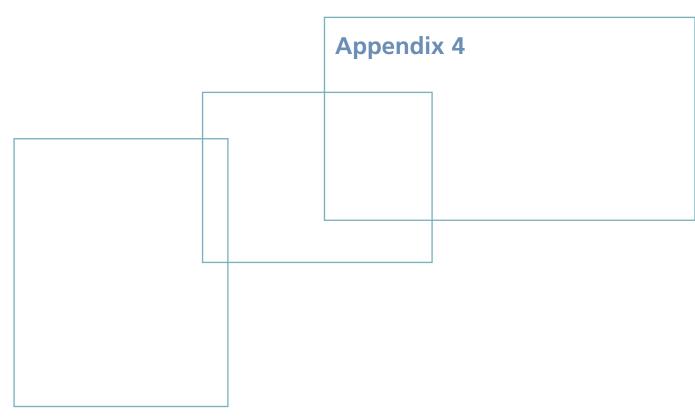
Argent St George, London and Continental Railways and Exel

King's Cross Central

Transport Assessment

April 2004





Annex 1

Technical Note – Shopper Interview Survey

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Subject King Cross Central – Retail Questionnaire Survey

1. SUMMARY OF RETAIL QUESTIONNAIRE SURVEY ANALYSIS

A study of the retail centre travel patterns has been carried out at two sites close to the Kings Cross Area to establish an indication of the existing situation. It is proposed to use the results to support information used in the determination of the predicted trip distribution and modal split for the retail development at Kings Cross Central (KXC).

The survey was carried out at Camden Lock and Covent Garden and consisted of survey staff asking retail visitors a number of questions identifying the following:

- Origin of journey
- Mode of transport for access to shopping centre
- Method of car parking (if appropriate)
- Journey Purpose.

A copy of the survey questionnaire is attached for information. The survey at Camden Lock was carried out on Tuesday 5th August 2003 and the Covent Garden survey was on the Thursday 7th August 2003.

The total number of people surveyed over the day at Camden Lock was 205, and Covent Garden was 267.

The results of the survey have been analysed and the findings relating to the modal split and the trip distribution are as follows:

1.1 Modal Split

The retail questionnaire surveys were analysed to determine the modal split proportion for all visitors to the shopping destinations. The observed proportions are provided in Table 1:

Access Mode		LOCATION			
	Camden Lock (205 responses)	Covent Garden (267 responses)	Total		
Car	7%	3%	5%		
Car Passenger	0%	1%	1%		
Taxi	1%	3%	2%		
Network Rail	4%	0%	2%		
Underground	66%	64%	65%		
Bus	7%	16%	12%		
Cycle	7%	2%	4%		
M/C	2%	2%	2%		
Foot	6%	9%	8%		
Grand Total	100%	100%	100%		

 Table 1 – Percentage breakdown of Access mode – all journeys

The results give a reasonable indication of the likely modal split for a typical retail development close to Central London with limited car parking provision. The analysis has been extended to give the details of the journey purpose and a breakdown of the access mode relating to journey purpose as shown in the following tables;

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Access Mode	LOCATION									
	Camden Lock (205 responses)	Covent Garden (267 responses)	Total							
Work/Business	15%	19%	17%							
Shopping	39%	21%	29%							
Leisure	41%	40%	41%							
Tourism/Day Out	5%	19%	13%							
Grand Total	100%	100%	100%							

Table 2 - Percentage breakdown of journey purpose

The data has been broken down further to reflect work trips and other trips separately --- the following information set out in Table 3 has been extracted relating to the observed access mode/work trips and is not significantly different from the initial assumptions provided for Kings Cross Central. It is expected that minor changes can be made prior to the final analysis.

Access Mode		LOCATION									
	Camden Lock (30 responses)	Covent Garden (51 responses)	Total								
Car	17%	10%	13%	0%							
Car Passenger	0%	2%	1%	0%							
Taxi	0%	4%	2%	1%							
Network Rail	0%	0%	0%	17%							
Underground	57%	43%	50%	40%							
Bus	10%	10%	10%	30%							
Cycle	3%	8%	6%	4%							
M/C	3%	10%	6%	1%							
Foot	10%	13%	12%	. 7%							
Grand Total	100%	100%	100%	100%							

Table 3 -- Percentage breakdown of Access mode -- work/business trips

The 5 recorded worked-based car drivers at Camden Lock parked either in a public car park (2) or in metered bays on-street (3). This was observed to have been the same at Covent Garden. The low number of responses for work-based trips potentially distorts the modal splits. The proportion of car-borne trips (13%) will be lower at KXC due to restrictions for site-based workers. Trade visitors will be expected to visit outside the typical peak periods and therefore reduce the car-borne proportions during the peak periods.

The same exercise was carried out for retail visitors to establish an indication of the likely modal split for shoppers as shown below in Table 4 overleaf.

20 June 2003

Page 3 of 5

Access Mode		LOCATION		Initial KXC Split				
	Camden Lock (175 responses)	Covent Garden (216 responses)	Total	-				
Car	6%	1%	3%	2%				
Car Passenger	0%	1%	1%	0%				
Taxi	1%	2%	2%	1%				
Network Rail	5%	0%	3%	20%				
Underground	67%	70%	69%	29%				
Bus	7%	18%	13%	20%				
Cycle	7%	0%	3%	1%				
M/C	2%	0%	1%	2%				
Foot	5%	8%	5%	25%				
Grand Total	100%	100%	100%	100%				

Table 4 - Percentage breakdown of Access mode - Retail Visitors-

There are some significant differences, particularly the number of pedestrian based shoppers and the network rail/Underground users. It is recommended that these figures be reviewed prior to the final assessment. The observed proportion of retail-based car-borne trips is considered to be suitably close to the predicted modal split for the purpose of this study.

1.2 Trip Distribution – retail surveys

The trip distribution for both work related visitors and shoppers the Camden Lock & Covent Garden centres have been determined from the questionnaire surveys. The proportions are summarised in Table 5 below;

Origin		LOCATION	
	Camden Lock (205 responses)	Covent Garden (267 responses)	Total
North	16%	12%	14%
External S-E	3%	2%	3%
South East	7%u	10%	9%
Central Inner East	6%	7%	7%
Outer West	10%	6%	7%
Central Inner West	26%	33%	30%
North West	20%	8%	13%
External NW/SW	10%	19%	15%
External NE	2%	3%	2%
Grand Total	100%	100%	100%

Table 5 – Percentage breakd	own of journey origi	n – All modes/all journeys

This exercise was broken down into work trips and 'other' trips for hoth sites to determine an indication of the locations where workers/shoppers are drawn from. A breakdown into specific modes was not considered appropriate since the car trip proportions are small and will give an inaccurate result of a typical situation. The findings are provided below in Table 6.

Page 4 of 5

Origin	LOCATION											
		en Lock esponses)		t Garden esponses)	T	otal						
}	Work Trips	Shopping & Leisure			Work Trips	Shopping & Leisure						
North	17%	16%	17%	11%	17%	13%						
External S-E	0%	6%	2%	2%	1%	4%						
South East	17%	5%	14%	10%	15%	7%						
Central Inner East	6%	6%	8%	7%	7%	7%						
Outer West	7%	10%	4%	6%	6%	8%						
Central Inner West	23%	25%	35%	33%	29%	29%						
North West	30%	18%	14%	6%	22%	12%						
External NW/SW	0%	12%	6%	22%	3%	17%						
External NE	0%	2%	0%	3%	0%	3%						
Grand Total	100%	100%	100%	100%	100%	100%						

The retail questionnaire survey information has been interrogated further to provide an indication of the existing trip distribution of car-borne visitors to the centres. The proportions are based on only 22 surveys and can only give a broad indication of the existing trends. The results are outlined in Table 7 below:

Origin		LOCATION	
	Camden Lock (205 responses)	Covent Garden (267 responses)	Total
North	21%	12%	18%
External S-E	0%	0%	0%
South East	15%	12%	14%
Central Inner East	0%	0%	0%
Outer West	21%	13%	18%
Central Inner West	0%	25%	9%
North West	21%	13%	18%
External NW/SW	15%	25%	18%
External NE	7%	0%	5%
Grand Total	100%	100%	100%

Table 7 - Percentage of Car Trips - all journeys - Camden Lock and Covent Garden

The initial trip distribution figures used for the KXC assessment were based on a simple gravity model of the populations in the neighbouring Boroughs. This was assumed since it is expected the vast majority of the trips will originate from the local areas. The assumed distributions for the retail for Kings Cross Central are summarised overleaf and compared to the figures derived from the shopper survey.

	Survey Total	Adjustment to survey assignment to local r	Initial Distribution in KXC Assessment	
North	14%	North + 33% Ex	21%	26%
External NE	2%	NW/SW+Ext NE		0%
External S-E	3%	Central Inner East+	19%	0%
South East	9%	South East+SE	·	0%
Central Inner East	7%			22%
Outer West	7%	Outer West + 33% Ex NW/SW	12%	23%
Central Inner West	30%	Central Inner West	30%	13%
North West	13%	North West + 33%	18%	16%
External NW/SW	15%	Ex NW/SW		0%
Grand Total	100%		100%	100%

Table 8 - Summary of KXC Retail Trip distribution

The comparison of the observed retail distribution and the initial distribution determined for Kings Cross Central shows that generally the results are similar. There are areas, such as Central Inner West where the proportions of car trips are lower for the KXC assessment than the surveyed trips due to the proximity of the area to the sites and the improved accessibility by public transport.

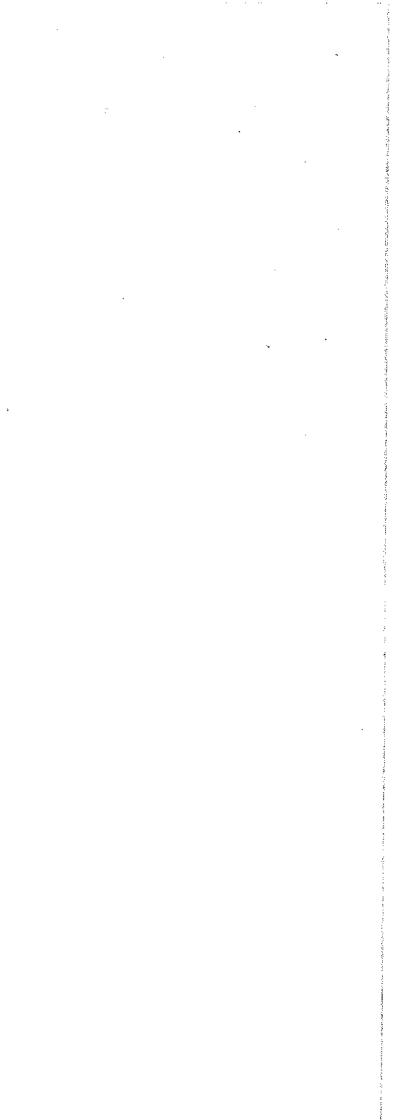
It is the assumed distribution for the retail development traffic is broadly in line with the observations at the local retail centres at Camden Lock and Covent Garden. It is not considered necessary to significantly change the assumptions at this stage and it is expected a further review will be required once the Retail Impact Study has been finalised.

Annex 2

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Modal Split Spreadsheet and Trips for Main Site ∼. ,

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EXTERNAL TRIPS		Weekday	4110																									
Land Use	Journey Purpose	Priv Ven			Bus	Taxi	M/C	Cycle	Walk	Total		Distant.	D-11					PM Peak H		1							Saturday	Pea
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Residential	Journey to work	9%	20%	30%	20%	1%	4%	4%	12%	100%		8%	20%	30%				2%	1%	100%	2%	49%	36%	7%	0%	3%	2%	
	Work Business	9%	20%	30%	20%	1%	4%	4%	12%	100%		9%	20%	30%	20%	1%	4%	4%	12%	100%	9%	20%	30%	20%	1%	4%	4%	
	Education	25%	25%	5%	20%	1%	0%	4%	20%	100%		25%	25%	5%	20% 20%	1%	4%	4% 4%	12%	100%	9%	20%	30%	20%	1%	4%	4%	1
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	Shopping	10%	20%	25%	15%	1%	2%	5%	22%	100%		10%	20%	25%	15%	1%	2%	4% 5%	20%	100%	25%	25%	5%	20%	1%	0%	4%	1
	Other Personal Business	12%	30%	20%	15%	2%	4%	2%	15%	100%		12%	30%	20%	15%	2%	4%	2%	15%	100%	10%	20%	25%	15%	1%	2%	5%	1
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	Visitor customer	10%	15%	20%	15%	1%	2%	2%	35%	100%		10%	15%	20%	15%	1%	2%	2%	35%	100%	10%	15%	20%	15%	1%	2%	2%	
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Modal Split, External Trips

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M/C Trips

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AM Peak Trips		PM Pe	ak Trips	Sat Pe	ak Trips
in	Qui	In	Out	In	Out
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AM Peak Trips		PM Po.	ak Trips	Sat Peak Trips			
In	Out	Ig	Out	In	Ou		
161	12	3	41	12	12		
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1	1	0	0	4	4		
1	9	0	0	3	3		
100	100	193	193	906	823		
263	113	196	234	926	843		

AM Peak Trips		PM Pea	ak Tripş	Sat Peak Trip:			
In	Out	In	Out	la.	Out		
13	2	12	26	3	3		
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-1	-1	-1	0	0	0		
34	15	.62	70	117	121		
46	16	72	97	120	123		

Total External Trips [check]

M Peak		PM Peak		Sat Peak			
In	Out	in in	Õ	In	Out		
8,974	234	1,033	7,358	121	121		
205	205	205	205	6	6		
12	12	12	12	11	11		
50	50	50	. 52	2	2		
9,241	470	1,300	7,627	140	140		

AM Peak		PM Peak		Sat Peak	
In	Out	Ín	Out	In	Out
13	560	387	0	3	3
1	- 40	31	1	1	1
7	323	141	7	0	0
2	109	48	2	0	0
7	7	34	34	75	75
7		7	7	56	56
11	54	54	109	139	139
48	1,101	702	159	275	275

AM Posk Trips In Out 0 -2 0 D 0 D 0 0 0 -2 0 0 0 -2 0 0 0 -2 PM Peak Trip Sal Peak 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

AM Poak		PM Peak		Sat Peak	
In	Out	In	Out	to.	Out
537	39	30	447	41	41
••	2	2	2	2	. 2
5	5	4	4	12	12
3	0	0	2	10	10
525	431	1,927	1,927	3,912	4,326
1,070	476	1,963	2,382	3,978	4,392

AM Peak		PM Peak		Sat Peak	
In	Out	Jn., .	Out	In	Out
43	6	39	66	10	. 9
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Ô	0	0	0	0	0
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227	100	410	468	777	804
267	104	446	556	787	813

Total External Trips # PAM Prack Trips PAM Prack Trips Ban Prack Trips ii Orac Pair Orac Orac iii Orac Pair Orac Orac Orac iii Orac Pair Orac Pair Orac O	G All Frank Trippi Pail Peak Tripp	LUL Trips AM Peak Trips 57 062 3.327 169 1 221 6 1 221 6 11 900 180 91 21 4.750 571
Private Vehicle Person Trips p All Part Tree Per Eval Tree Bail Part Tree Per Eval Tree Date Date Per Eval Tree Date Date <thdate< th=""> Date <thdate< t<="" td=""><td>Total Provint Vehicle Tribs Par Pass Trips Par Pass Trips Par Pass Trips Con All Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 1 Total Con Par Pass Trips Par Pass Trips 1 - 1 Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 1 Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 2 Par Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 3 Par Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 3 Par Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Total Par Pass Trips Par Pass Trips</td><td>M/C Trips AM Peak Trips 11 Out 177 14 1 26 0 0 18 11 5 2 298 82</td></thdate<></thdate<>	Total Provint Vehicle Tribs Par Pass Trips Par Pass Trips Par Pass Trips Con All Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 1 Total Con Par Pass Trips Par Pass Trips 1 - 1 Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 1 Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 2 Par Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 3 Par Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 3 Par Pass Trips Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Par Pass Trips Par Pass Trips Par Pass Trips 1 - 4 Total Total Total Par Pass Trips Par Pass Trips	M/C Trips AM Peak Trips 11 Out 177 14 1 26 0 0 18 11 5 2 298 82

Dur Type Part Type <th< th=""><th>Cycling Trips 2 or Paint Tigs PM Pean Trips Ref Peak Trips 1 or Paint Tigs PM Pean Trips Ref Peak Trips 1 or Paint Paint Trips Paint Trips 1 or Paint Paint Paint Paint Trips 1 or Paint Pa</th></th<>	Cycling Trips 2 or Paint Tigs PM Pean Trips Ref Peak Trips 1 or Paint Tigs PM Pean Trips Ref Peak Trips 1 or Paint Paint Trips Paint Trips 1 or Paint Paint Paint Paint Trips 1 or Paint Pa
Tail Trips Pail France Phil Paint Trips Bit Paint Trips Bit Paint Trips The Dermonds 1 0 5 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 6 0 0 5 0 0 6 0	Wolking Trips Pail Near Trips Cell Pract Trips All Pract Virgs Pail Near Trips Cell Pract Trips 0 Out Out Trips 62 8 12 76 1 7 141 76 1 1 7 144 Neiro Trips 0 0 7 144 Neiro Trips 0 0 0 7 144 Neiro Trips 0

KXCtrips51r.xls

		AM Peak Ho							PM Peak								Sat Peak F	lour		
Land Use	Journey Purpose All purpose	Priv Veh F	Rail/LUL	Bus	Taxi	Cycle	Walk	Total	Priv Veh	Rail/LUL	Bus	Tax	Cycle	Walk	Total]	Priv Veh	Rail/LUL	Bus	Ťa
Residentia	Journey to work	<u> </u>		20%		20%	60%	100%			20%		20%	60%	100%	1			20%	
(esidentia)	Work Business	I I		20%		20%	60%	100%		1	20%		20%	60%	100%	1			20%	
	Education	10%		20%		20%	60%	100%			20%		20%	60%	100%		•		20%	1
				10%	ł	20%	60%	100%	10%		10%		20%	60%	100%		10%	1	10%	1
	Escort Education	10%		10%		20%	60%	100%	10%	1	10%		20%	60%	100%		10%		10%	1
	Shopping	15%		30%	1%	4%	50%	100%	15%		30%	1%	4%	50%	100%		15%		30%	·
	Other Personal Business	5%		35%	1%6	4%	56%	100%	5%	1	35%	1%	4%	55%	100%		5%		35%	·
Hotel	Leisure	5%	<u> </u>	35%		10%	50%	100%	5%		35%		10%	50%	100%		5%		35%	1
HOLEI	Work (non-customer)			20%		20%	60%	100%			20%		20%	60%	100%	1			20%	<u> </u>
	Residents	5%		15%	5%		75%	100%	5%		15%	5%	1	75%	100%	1	5%		15%	
Datall	Conference Visitors	5%		15%	5%		75%	100%	5%		15%	5%		75%	100%	Į	5%		15%	
Retail	Work (non-customer)			20%		20%	60%	100%			20%		20%	60%	100%	1			20%	
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	Journey to work Business Travel Emp. Personal Business Visitors (business) Visitors (customers) Leieure Journey to work Business Travel	In 14 0 11 1 123 149 AM Peak [*] In 17 0	Out 0 11 123 136 Trips Out 0 0	in 0 11 487 499 PM Peak In 0	Qut 10 0 11 1 487 509 Trips Qut 3 0	In 0 29 0 219 248 Sat Pea In 0	Out 0 29 0 210 239 k Trips Out 0 0		In Out 0 0 0 0 0 0 0 0 0 0 0 0 18 18 18 18 AM Peak Trips In 0 0 0 0	In 0 0 73 73 73 PM Pea In 0 0	Out 0 0 73 73 73 k Trips Out 0 0	In 0 0 33 33 Sat Pea In 0 0	Out 0 0 0 31 31 k Trips Out 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 ak Trips Out 0	In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out 0 0 0 0 0 0 k Trips Out	In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ak Tr
	Journey to work Business Travel Emp. Personal Business Visitors (business) Visitors (customers) Leieure Journey to work Business Travel Emp. Personal Business	In 14 0 11 123 149 AM Peak ¹ In 17 0 1	Out O 0 0 1 1 123 136 Trips Out 0 0 0 0 0 0	in 0 11 1 487 499 PM Peak in 0 0 0	Qut 10 0 11 1 487 509 Trips Qut 3 0 0 0	In 0 29 0 219 219 248 Sat Pea In 0 0 0	Out 0 29 210 239 k Trips Out 0 0 0		In Out 0 0 0 0 0 0 0 0 0 18 18 18 18 18 In Out 0 0 0 0 0 0 0 0 0 0 0 0	In 0 0 73 73 73 PM Pea In 0 0 0	Out 0 0 73 73 k Trips 0 0 0 0 0 0	In 0 0 33 33 Sat Pea In 0 0 0	Out 0 0 31 31 31 k Trips Out 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 ak Trips Out	In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out 0 0 0 0 0 0 k Trips Out 0	In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ak Ti
	Journey to work Business Travel Emp. Personal Business Visitors (business) Visitors (customers) Leieure Journey to work Business Travel	In 14 0 11 1 123 149 AM Peak [*] In 17 0	Out 0 11 123 136 Trips Out 0 0	in 0 11 487 499 PM Peak In 0	Qut 10 0 11 1 487 509 Trips Qut 3 0	In 0 29 0 219 248 Sat Pea In 0	Out 0 29 0 210 239 k Trips Out 0 0		In Out 0 0 0 0 0 0 0 0 0 0 0 0 18 18 18 18 AM Peak Trips In 0 0 0 0	In 0 0 73 73 73 PM Pea In 0 0	Out 0 0 73 73 73 k Trips Out 0 0	In 0 0 33 33 Sat Pea In 0 0	Out 0 0 0 31 31 k Trips Out 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 ak Trips Out 0	In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Out 0 0 0 0 0 k Trips Out 0 0 0	In 0 0 0 0 0 0 0 0 0 0 5 0 0 0 0	ak Ti

Cycling Trips

AM Peak Trips In Out 24 1

AM Peak Trips In Out 1 28

AM Peak Trips

AM Peak Trips

AM Peak Trips In Out 3 0

0

14

Walking Trips

n O

65 22

6

F

PM Peak

28 10

PM Peak Trips

PM Peak

0

0

0

Trips Out 2 0

19 24

0

0

PM Peak Trips In Out 0 1

0

Trips Out 16

6

Sat Peak

0

Sat Peak

Sat Peak Trips In Out 0 0

Out

Taxi Trips

	AM Pe	AM Peak Trips		PM Peak Trips		Sat Peak Trips	
Commercial	1n	Out	In	Out	in	Out	
Journey to work	0	0	0	0	0	0	
Business Travel	0	0	0	0	0	0	
Emp. Personal Business	0	0	0	0	0	0	
Visitors (business)	0	0	0	0	0	0	
	0	0	0	٥	0	0	

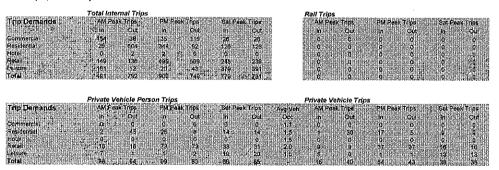
	AM Pe	ak Trips	PM Pee	ak Trips	Sat Pe	ak Trips
Residential	ln .	Out	n	Out	In	Out
Journey to work	0	0	0	0	0	0
Work Business	0	0	0	0	0	0
Education	0	0	0	0	0	0
Escort Education	0	0	0	Ō	0	0
Shopping	0	0	0	0	1	1
Other Personal Business	0	0	0	0	0	0
Leisure	0	0	0	0	0	0

	AM Pe	AM Peak Trips		PM Peak Trips		Set Peak Trips	
Hote]	Jn	Out	In	Out	١n	Out	
Journey to work	0	0	0	0	0	0	
Business Travel	0	0	0	0	0	a	
Emp. Personal Business	0	0	0	0	0	0	
Resident Travel	0	0	. 0	D	0	0	
Conference Travel	0	0	0	0	0	0	
	0	<u>^</u>	0		~		

	AM Pe	AM Peak Trips		PM Peak Trips		Sat Peak Trips	
Retail	In	Out	In	Out	in	DuO	
Journey to work	0	0	0	0	0	0	
Business Traval	0	0	0	0	0	ò	
Emp. Personal Business	0	0	0	0	0	0	
Visitors (business)	0	0	D	0	0	0	
Visitors (customers)		1	24	24	11	10	
	1	1	24	24	4.4	10	

Leisure, In Out In Out In Journey to work 0 0 0 0 0 0 Business Travel 0 0 0 0 0 0 0 Business Travel 0 0 0 0 0 0 0 Visitors (business) 0 0 0 0 0 0 0				PM Pe	PM Peak Trips		Sat Peak Trips	
Journey to work 0	Leisure	١n	Out	In	Out	In	Out	
Emp. Personal Business 0 0 0 0 0		0	0	0	0	0	0	
	usiness Travel	0	0	0	0	0	0	
Visitors (business) 0 0 0 0 0	mp. Personal Business	0	0	0	0	0	0	
	isitors (business)	0	0	0	0	0	0	
Visitors (customers) 0 0 0 0 0	isitors (customers)	0	0	0	0	0	0	

Modal Split, Internal Trips



AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	Sat Peak Trips	
In	Out	In	Out	In	Out	
71	2	0	49	0	0	
2	2	2	2	0	0	
17	17	17	17	15	15	
. 1	1	1	0	0	. 0	
93	23	21	69	16	16	

In	Out	In	Out	In	Out
2	84		0	0	0
0	3	2	0	0	0
4	194	85	. 4	0	0
1	65	29	1	0	0
3	3	17	17	38	38
2	2	2	2	13	13
2	9	9	18	12	12

AM Pea	ak Trips	PM Pe	ak Trips	Sat Peak Trips		
in	Out	1n	Out	In	Out	
0	1	3	0	0	0	
0	0	0	0	0	0	
0	0	0	0	0	0	
0	0	Ø	0	0	0	
0	0	0	0	0	0	
0	1	1	0	0	0	

AM Pe	ak Trips	PM Pe	PM Peak Trips		Sat Peak Trips		
In	Out	In	Out	In	Out		
10	0	0	2	0	Q		
0	0	0	0	0	0		
0	0	0	0	0	0		
2	O	0	0	0	0		
70	6	10	20	190	195		
83	Ê	10	22	100	105		

Cycle	Walk	Total				
20%	60%	100%	1			
20%	60%	100%	1			
20%	60%	100%	1			
20%	60%	100%				
20%	60%	100%				
4%	50%	100%				
4%	55%	100%				
10%	50%	100%				
20%	60%	100%				
	75%	100%				
	75%	100%				
20%	60%	100%				
4%	48%	100%				
20%	60%	100%				
10%	50%	100%				
	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
	l. In	Out	ln	Out	In	Out
	24		0	16	0	0
	1	1	1	1	0	0
	6	6	6	6	5	5
	0	0	0	0	0	0
	31	8	7	23	5	5
	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pea	ak Trips
	ln	Out	in .	Out	In	Out
	1	28	19	0	0	0
	0	1	1	0	0	0
	1	32	14	1	0	0
	0	11	5	0	. 0	0
	. 2	2	10	10	23	23
	1	1	. 1	1	8	8
	1	6	8	13	9	9
	6	82	56	25	40	40

Cycls 20% 20% 20% 20% 20% 4% 4% 4% 10% 20%

0	82	50	25	40	40
AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	In	Out	In	Out
0	.0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0		0	0	0
0	0	0	0	0	0
0	0	0	0		^A

AM Pe	ak Trips	PM Pe	ak Trips	Sat Peak Trips		
In	Out	In	Out	In	Out	
3	0	0	2	0	0	
0	0	0	0	0	0	
2	2	2	2	6	. 6	
Q	0	0	0	0	0	
37	37	136	136	61	59	
42	39	139	141	67	64	

AM Pe	AM Peak Trips		ak Trips	Sat Pe	Sat Peak Trips		
la la	Out	łn	Out	In	hù		
3	0	0	1	0	0		
0	0	0	0	0	D		
0	0	0	0	0	0		
. 1	0	0	0	0	0		
49	4	7	14	133	137		
53	4	7	15	133	137		

Total External Trips [check]

AM Pea	AM Peak Trips		ak Trips	Sat Peak Trips		
In	Out	In	Out	In	Out	
119	3	0	82	1	. 1	
4	4	4	4	0	0	
29	29	39	29	28	26	
2	2	2	0	0	0	
154	28	35	146	00	56	

AM Pe	ak Trips	PM Per	ak Trips	Sal Pe	ak Trips
In	Out	In	Out	in .	Out
3	140	97	0	1	1
0	4	3	0	0	0
7	323	141	7	0	0
2	109	48	2	D	0
7	7	34	34	75	75
3	. 3	3	3	24	24
4	18	18	36	25	25
26	604	344	82	126	100

		PM Pa	ak Trips	Sat Pe	ak Trips Out
In	Out	In	Out	ln l	Out
0	2	2	0	D	0
0	0	0	0	0	0
0	0	0	0	0	0
0	σ	0	0	0	0
0	. 0	0	0	0	0
0	2	2	0	0	0

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	in	Out	In	Out
14	0	0	10	0	0
0	0	0	0	0	0
11	11	11	11	29	29
1	1		1	0	0
123	123	487	487	219	210
149	136	499	509	248	239

AM Pe	AM Peak Trips		ak Trips	rips Sat Peak Trips		
In	Out	In	Out	in	Out	
17	0	Ó	3	0	0	
0	0	0	0	0	0	
1	0	0	0	0	0	
3	1		0	0	0	
141	11	19	40	379	391	
161	12	20	43	379	391	



	o	0	0	0	0	
	Walking					
]	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	a
)	In	Out	In	Out	In	Т
ł	71	2	0	49	0	T
	2	2	2	2	0	Т
	47		477	4.55		-

	Walking	Trips			
ps	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe
ps Dut	ln.	Out	In	Out	In
0	71	2	0	49	0
0	2	2	2	2	0
6	17	17	17	17	15

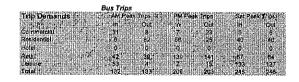
Sat Pe	ak Trips) (AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Tr
١n	Out) (In	Out	in	Out	In	
0	0	} [71	2	0	49	0	1
	0		2	2	2	2	0	
5	6		17	17	17	17	15	_
0	0		1	1	1	0	0	
5	5		93	23	21	69	16	
Sat Pe	ak Trips	1	AM Pe	iak Trips	PM Pe	ak Tríps	Sat Pe	ak Tr
ln	Out	[In	Out	ln.	Out	In	

<u> </u>	<u> </u>			1 14		14	- Q
0	0	j	1	1	1	0	0
5	5		93	23	21	69	16
Sat Pe	ak Trips		AM Pe	ak Trips	PM Pe	ak Tríps	Sat
ln	Out		In	Out	ln.	Out	In
0	1 0		2	84	58	0	0
0	0]	0	3	2	0	0
0	0	1	4	194	85	. 4	0
0	0	1	1	65	29	1	0
•	~	1			478	1.0	

1		2	2	2	2	13	1
2		2	9	9	18	12	1
7		14	360	201	42	64	6
Trips	;	AM Pe	ak Trips	PM Pe	ak Trips	Sat Per	sk Trip
Out		In	Out	1π	Out	In	0
0		0	1	3	0	0	0
0		0	0	0	0	0	(
0		0	0	0	0	0	(
0		0	0	Q	0	0	

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pea	ak Trips
in	Out	in	Out	In	Out
8	0	0	6	0	0
0	0	0	0	0	0
7	7	7	7	17	17
1	1	1	1	0	0
61	51	234	234	105	101
77	69	241	247	122	118

	03	24	247	122	110
AM Pe	ak Trips	PM Pe	ak Trips	Sat Pea	ak Trips
In	Out	In	Out	In	Out
10	0	0	2	0	Q
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
70	6	10	20	190	
0.2	é	475	22	100	405









KXCtripsS1r,xls

Modal Split External TRIPS	Arup Estimates				MENT up	to 718275	sqm AS	SUMED	(Scenario	2) - Febr	uary 20(94												
		Weekday.	AM Peak H														Weekday	PM Peak H	lour					
Land Use	Journey Purposo	Priv Veh	Rail	<u>uu</u>	Bus	Taxi	M/C	Cycle	Walk	Tolal		Priv Veh	Rall	LUL	Bus	Taxí	M/C	Cycle	Walk	Total	Priv Voh	Rall	LUL	BL
Commercial	All purpose	2%	49%	36%	7%	0%	3%	2%	1%	100%		2%	49%	36%	7%	0%	3%	2%	1%	100%	2%	49%	36%	75
Residential	Journey to work	9%	20%	30%	20%	1%	4%	4%	12%	100%		8%	20%	30%	20%	1%	4%	4%	12%	100%	9%	20%	30%	20
	Work Business	9%	20%	30%	20%	1%	4%	4%	12%	100%		9%	20%	30%	20%	1%	4%	4%	12%	100%	9%	20%	30%	20
	Education	25%	25%	5%	20%	1%	0%	4%	20%	100%		25%	25%	5%	20%	1%	0%	4%	20%	100%	25%	25%	5%	20
	Escar Education	25%	25%	5%	20%	1%	0%	4%	20%	100%		25%	25%	5%	20%	1%6	0%	4%	20%	100%	25%	25%	5%	20
	Shopping Other Personal Business	10% 12%	20%	25%	15%	1%	2%	5%	22%	100%		10%	20%	25%	15%	1%	2%	5%	22%	100%	10%	20%	25%	15
	Leisure	20%	20%	20%	15%	2%	4%	2%	15%	100%		12%	30%	20%	15%	2%	4%	2%	15%	100%	12%	30%	20%	15
Hotel	Work (non-customer)	5%	20%	25%	18%	2%	1%	4%	5%	100%		20%	20%	30%	18%	2%	1%	4%	5%	100%	20%	20%	30%	18
110111	Residents	15%	30%		35%	1%	0%	4%	5%	100%		5%	25%	25%	35%	1%	0%	4%	5%	100%	5%	25%	25%	35
i	Conference Visitors	15%	35%	20%	15%	20%	0% 0%	0%	0%	100%		15%	30%	20%	15%	20%	0%	0%	D%	100%	15%	30%	20%	15
Retail	Work (non-customer)	0%	17%	40%	30%	1%	1%	0%	0%	100%		15%	35%	20%	10%	20%	0%	0%	0%	100%	15%	35%	20%	10
	Visitor customer	5%	20%	27%	19%	1%	2%	4% 1%	7% 25%	100%		0%	17%	40%	30%	1%	1%	4%	7%	100%	0%	17%	40%	30
Leisure	Work (non-customer)	0%	17%	40%	30%	1%	1%	4%		100%		5%	20%	27 %	19%	1%	2%	1%	25%	100%	5%	20%	27%	19
	Visitor customer	10%	15%	20%	15%	1%	2%	4%	7% 35%	100%		0%	17%	40%	30%	1%	1%	4%	7%	100%	0%	17%	40%	30
			10.4		1910	170	270	276	_33%	100%		10%	15%	20%	15%	1%	2%	2%	35%	100%	10%	15%	20%	15
		Total Ext								'ehiche Trhp	s					Rall Trips						Undergra	und Trips	
			úk Trips		ak Trips		k Trips		AM Pe	ak Trips	PM Pc	ak Trips	Sat Per	ak Trips		AM Po	k Trips	PM Pa	ek Trips	Sat Peak Trips	-	AM Pea	Trice	P)
, i i i i i i i i i i i i i i i i i i i	Commercial	ln i	Out	In	Out	In	Out		In	Out	to	Out	În	Out		In	Out	10	Out	in Out		Jn ln	Out	- In
	Journey to work	7,311	166	850	6,004	.99	99		146	3	17	120	2	2		3,583	81	416	2,942	49 49		2,632	60	30
j.	Business Travel	168	168	168	168	5	5		3	3	3	3	0	0		82	62	82	82	2 2		61	61	6
	Emp. Personal Business	10	10	10	10	9	9		O	0	0	0	0	D		5	5	5	5	4 4		4	4	- 4
	Visitors (business)	7,531	41	41	42	2	2		1	1	1	1	0	0		20	20	20		1 1	-	15	15	15
		1,001	385	1,059	6,225	115	115		151	8	21	124	2	2		3,590	189	524	3,050	56 56		2.711	139	38
) I	-	AM Pe	k Trips	PM Pa	ak Trips	Sat Pea	k Trips		AM Pa	at, Trips	PH Pe	ak Tripa	Sat Per	K Teles		AM Pe	le Thing	DH G-	ak Trips	Sal Peak Trips				
	Residential	In	Out	In	Out	ln l	Out		In	Out	tn tn	Out	In	Out		10	Out					AM Pea		P
	Journey to work	19	793	548	0	4	4		2	71	49	0	0	0		in 	159	110	Out	in Out	- 1	In	Out	In
	Work Business	1	57	44	1	1	1		- <u>n</u>	5	4	ŏ	ō	0		0	11	9	0		- 1	6.	239	16
	Education	10	457	200	10	1	1		2	114	50	2	- ŏ	-0		2	114	50		0 0			17	1
1	Escort Education	3	154	. 67	3	0	0		1	38	17	1 1	0	ŏ		1	36	17		0 0	-	0	23	10
	Shopping	9	.9	47	47	107	107		1	1	5	5		11		- 2	2		9			2	. 8	3
ļ	Other Personal Business	10	10	10	10	60	80		1	1	1	1	10	10		3		3	3	21 2) 24 24	- 1	- 2	2	12
	Leisure	15	77	77	154	197	197		3	15	15	31		39		3	15	15	31	39 39		5	23	- 2
		68	1,557	994	226	389	389		10	247	145	40	60	60		15	343	213	47	86 85		16	313	23
I		AM Per	k Trips	PM Pe	ak Trips	Sat Pea	k Teins		AM Dec	ak Trips	DU D.	ak Trips	Sat Per	I. Tolan		010					-			
1	Hotel	la l	Out	In	Oul	Jn	Out		in	Out	in Parts		in in			AM Pea			ak Trips	Sat Peak Trips		AM Pea		Pl
1	Journey to work	63	1	2	68	38			10	001		<u> <u>o</u>u</u>	2	Oui		[n	Out	In	Out	In Out	_	in i	Out	lo
	Business Travel	0	0	0	0	0			0	0	0	3. D		2		16	0	1	17	9 9		16	0	1
	Emp. Personal Business	0	0	0	D.	2 -	2		- 0	0			0 D	0			0	0	. 0	0 0		Ó	D	0
	Rosident Travel	27	82	54	34	170	170		4	12		ŀ-₽	26			Q	0	0	0	1 1	_ !	0	D	0
	Conference Travol	170	4	4	128	85	85		26	1	1	19	13	- <u>26</u> 13		60		16	10	51 51	- 1	5	.16	11
		260	87	61	229	295	295		33	13	-	28	40	40		83	28	18	45	30 30 91 91	I	34	1	1
· ·											•							10	14	91 91		55	18	12
ł		AM Pea			ak Trips	Sat Pea				ak Trips		ak Trips	Sat Per	ik Trips 🔵		AM Per	k Trips	PM Par	ak Trips	Sat Peak Trips	ו רי	AM Pos	k Trips	PA
-	Relait Journey to work	431	Out	In	Out	In	Out		în	Out	In .	Out	In	Out		in	Out	ln i	Out	In Out		ín	Out	In
	Business Travel	431	32	32	469	34	34		D	0	0	0	0	0		73	5	5	80	6 6		172	13	13
	Emp. Personal Business	4		2		. 2	2		0	0	. 0	0	0	0		0	Ó	0	0	0 0		0 1	1	1
	Visitors (business)	4		4	4	10	10		0	0	0	. 0	0	0		1	1	1	1	2 2		2	2	2
	Visitors (customers)	434	434	0	2	8	В		0	0	0	0		0		0	D	p	0	1 1		1	0	0
L	VISHOIS (CUSIOMERS)	871	471	2,275	2,275	3,932	3,562		22	22	. 114	114	197	178		67	87	455	455	766 712		117	117	61
		011	471	2,313	2,752	3,986	3,616		22	22	114	114	197	178		161	93	461	538	796 722		292	132	62
ſ		AM Pas		PM Pe	ak Trips	Sat Pea	k Trips		AM Per	k Trips	PM Pe	ak Trips	Sat Pea	k Trips		AM Pea	k Trips	PM Pos	k Tries	Sat Peak Trips	_ ,	AM Pea	Tring 1	PM
l l	Leisure	ln	Out	In	Out	ln -	Out		In	Qut.	In	Out	in 1	Out		In	Out	<u> </u>	Out	In Out			Out Out	
	Journey to work	62	12	67	165	18	17		0	0	0	0	0				2	11	25		- 1	25		in
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	Visitors (customers)	261	111	596	609	1,085	1,124		26	- 11	60	61	108	112		38	17				- 1	-1	-1	-1
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												.,				-	10		120	168 171		77	26	14

FULL DEVELOPMENT upto 718275 sqm ASSUMED (Scenario 2) - February 2004

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Modal Split External TRIPS

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Emp. Personal Business	0	0	0	0	ò	0
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Visitors (customers)	3	. 1	6	6	11	11
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Modal Split, External Trips

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Trip Demands

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Trip Demands

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96	40	214	225	395	395

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 AM Peak Trips
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AM Pe	ak Trips	PM Po	ak Trips	Sat Pe	ak Trips
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17	0	0	13	9	9
43	13	9	42	46	48

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39	17	90	91	163	169	
56	20	109	141	168	174	

Total External Trips [check]

AM Peak		PM Peak		Sat Peak		
In	Out	In	Out	ln-	Out	
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168	168	168	168	5	5	
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M Peak		PM Poak		Sat Peak	
In	Out	in in	Out	In	Out
62	12	. 67	155	18	17
0	0	0	0	0	. 0
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-2	-2	-2	1	0	D
261	111	598	609	1,085	1,124
322	122	663	775	1,102	1,141

LUL Trips AM Peek 4: n 2.711 18 55 292 1.77 1.79 5 32 per Cori, 5 5 5 5 7 7 7 7 7 7 7 7 Gai Peak Tripe b) Out 61 61 103 103 61 61 L063 963 12 224 232 PM) 16 385 325 12 629 (45 111ps Cul 2,241 e1 40 605 166 N Trips Colle 139 319 18 132 28 28 10 524 215 15 451 101 h 61 103 61 1,053 724 ln 56 88 91 795 166 Ang Ven, Privata Vahleh Trips Occ Aki Pakk Villi, Pol Posk Yrins ter Posk Yrips In, Ock Int Oct un Out 37 7 11 13 2 2 M/C Trips AM Peak Trips In Out 226 12 007 007 167 3 0 50 4 10 Fe 10 20 20 28 22 in 92 E 0 48 13 10

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Mi Out T, T, Date PI Out Converting 1 5,711 21 12 42 6 5 Resolutional 1 17 56 64 8 5 How 1 17 56 64 8 5 How 1 10 15 14 8 6 7 How 1 1 35 13 14 8 6 7 8 8 8 8 8 8 8 9 8 16 8 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 9 </th <th>Jn O.8 pr. O.4 151 0 21 124 2 15 10 42 124 2 15 10 42 124 2 15 10 42 1 2 15 10 42 1 2 16 24 1 2 2 16 24 1 2 2 16 11 11 11 2 16 17 100 107 0</th>	Jn O.8 pr. O.4 151 0 21 124 2 15 10 42 124 2 15 10 42 124 2 15 10 42 1 2 15 10 42 1 2 16 24 1 2 2 16 24 1 2 2 16 11 11 11 2 16 17 100 107 0
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KXCIrips52r.xls

Modal Split Arup Estimates INTERNAL TRIPS

FULL DEVELOPMENT upto 718275 sqm ASSUMED (Scenario 2) - February 2004

		AM Peak F	lour					
Land Use	Journey Purpose	Priv Veh	Rail/LUL	Bus	Тахі	Cycle	Walk	Total
Commercial	All purpose			20%		20%	60%	100%
Residential	Journey to work			20%		20%	60%	100%
	Work Business			20%		20%	60%	100%
	Education	10%		10%		20%	60%	100%
	Escort Education	10%		10%		20%	60%	100%
	Shopping	15%		30%	196	4%	50%	100%
	Other Personal Business	5%		35%	1%	4%	55%	100%
	Leisure	5%		35%		10%	50%	100%
Hotel	Work (non-customer)			20%		20%	60%	100%
	Residents	5%		15%	5%		75%	100%
	Conference Visitors	5%		15%	5%		75%	100%
Retail	Wark (non-customer)			20%		20%	60%	100%
	Visitor customer	15%		30%	1%	4%	50%	100%
Leisure	Work (non-customer)			20%		20%	60%	100%
	Visitor customer	5%		35%		10%	50%	100%

Priv Veh	Rail/LUL	Bus	Taxi	Cycle	Walk	Tota
		20%		20%	60%	100%
		20%		20%	60%	100%
	i I	20%		20%	60%	100%
10%		10%		20%	60%	100%
10%		10%		20%	60%	100%
15%		30%	1%	4%	50%	100%
5%		35%	1%	4%	55%	100%
5%		35%		10%	50%	100%
		20%		20%	60%	100%
5%		15%	5%		75%	100%
5%		15%	5%		75%	100%
		20%		20%	60%	100%
15%		28%	5%	4%	48%	100%
		20%		20%	60%	100%
5%		35%		10%	50%	100%

Sat Peak Trips

Sal Paak Hour Taxi Cycle Wall 60% 60% 60% 50% 55% 55% 60% 20% 20% 20% 4% 4% 20% 10% 30% 35% 35% 20% 15% 15% 20% 28% 20% 35% 10% 10% 15% 5% 1%6 1%6 5% 10% 5% 5% 5% 5% 75% 75% 60% 20% 15% 5% 5%

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Total Internal Trips

	AM Peak Trips		. PM Pe	PM Peak Trips		Sat Peak Trips	
Commercial	In	Qut	In	Out	In	Out	
Journey to work	169	4	0	116	1	1	
Business Travel	3	З	3	3	0	0	
Emp. Personal Business	24	24	24	24	21	21	
Visitors (business)	2	2	2	0	0	0	
	197	33	29	144	22	22	
	AM Pe	ak Trips	PM Pe	ak Trips T	Sat Pe	ak Trips	

Residential	ln ln	Out	In	Out	In	Out
Journey to work	5	198	137	0	. 1	1
Work Business	0	6	5	0	0	0
Education	10	457	200	10	1	1
Escort Education	3	154	67	3	0	0
Shopping	9	9	47	47	107	107
Other Personal Business	4	4	4	4	34	34
Leisure	5	26	26	51	35	35
	36	855	487	116	178	178

	AM Peak Trips		PM Pe	PM Peak Trips		ak Trips
Hotel	In	Out	In	Out	In	Out
Journey to work	0	3	. 2	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	0	0	5	5
Resident Travel	0	0	0	0	0	0
Conference Travel	0	0	0	0	0	0
	C	4	3	0	5	5

	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
Retail	ln ln	Out	In	Out	In	Out
Journay to work	20	0	0	14	0	0
Business Trave	0	0	0	0	0	0
Emp. Personal Business	9	9	9	9	24	24
Visitors (business)	1	1	1	1	0	0
Visitors (customers)	106	105	425	425	226	218
	136	118	435	448	249	242

	AM Pe	ak Irips	PM Peak Trips		Sat Pe	ak Trips
Leisure	In	Out	In	Out	I. In	Out
Journey to work	24	0	0	4	0	0
Business Travel	0	0	0	a	0	0
Emp. Personal Business	1	D	D	0	0	0
Visitors (business)	3	1.	1	0	0	0
Visitors (customers)	160	11	22	41	507	524
	187	12	22	45	507	524

PM Peak Trips AM Peak Trips In O

Private Vehicle Trips

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AM Peak Trips PM Peak Trips Sat Peak Trips in O in O

100% 100% 100% 100% 4% 20% 10% 48% 100% 50% Bus Trips

Total 100% 100%

PM Peak Trips Sat Peak Trips In Qut In Out 0 23 0 0 AM Peak Trips ln 34 Out in O 5 AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out In Out

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2	.9	9	18	12	12
8	115	80	35	57	57

AM Pea	ak Trips	PM Pea	ak Trips	Sat Pe	ak Trips 👔
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AM Pe	ak Trips	PM Per	PM Peak Trips		ak Trios
la	Out	łn -	Out	In	Out
4	0	0	3	0	0
0	0	a	0	0	0
2	2	2	2	5	5
0	0	D	0	0	0
32	32	119	119	63	61
38	34	121	124	68	66

AM Pe	ak Trips	PM Peak Trips		Sat Pe	ak Trips
In	Out	In	Out	1n	Out
. 5	0	O	1	D	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
56	4	8	14	177	183
61	4	8	15	177	183

Taxi Trips

	AM Pe	AM Peak Trips		PM Peak Trips		ak Trips
Commercial	In	Out	ln.	JuO	ิไก	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	0	0	0	0
Visitors (business)	0	0	0	0	0	0
	0	0	0	0	0	0

	AM Pe	ak Trips	PM Pea	ak Trips	Sat Pe	ak Trips
Residential	In	Out	In	Out	i in	Out
Journey to work	0	0	0	0	0	0
Work Business	0	D	0	0	0	0
Education	D	0	0	0	0	0
Escort Education	0	0	0	0	0	0
Shopping	0	0	0	0	1.	1
Other Personal Business	ο.	0	0	0	0	0
Leisure	0	0	0	0	ō	0

	AM Peak Trips		PM Peak Trips		Sat Peak Trips	
Hatel	<u> </u>	Out	In	Dut	In I	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Susiness	0	0	0	0	0	0
Resident Travel	0	D	0	0	0	0
Conference Travel	0	0	0	0	0	0
				-		

	AM Pe	AM Peak Trips		PM Peak Trips		Sat Peak Trips	
Retail	In	Out	ln .	Out	In	Out	
Journey to work	0	0	0	0	0	0	
Business Travel	0	0	0	0	0	0	
Emp. Personal Business	0	0	0	. 0	0	0	
Visitors (business)	0	0	0	0	0	0	
Visitors (customers)	1	1	21	21	11	11	
	1	1	21	21	11	11	

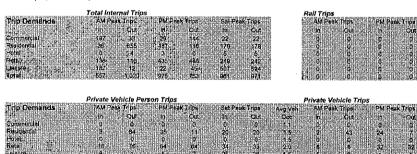
	AM Peak Trips		PM Peak Trips		Sat Peak Trips	
Leisure	In	Out	in in	Out	In	Out
Journay to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	0.	0	0	0
Visitors (business)	0	0	0	D	0	0
Visitors (customers)	0	0	0	0	0	0
	0	0	0	0	0	0

Modal Split, Internal Trips

Trip Demands

增許

Conumercial Residential



9Vt 0xt 1.5 1.5 2.6

Set P

10 % 0 M

AM Peak Trips PM Peak Trips Sat Peak Trips In Out 0 0 in 34 23

Cycling Trips

AM Peak Trips In Out PM Peak Trips In Out Sat Peak Trips ln 27 1n _0 40 4

AM Peak Trips PM Peak Trips Set Peak T Qu. 0 0 0

PM Peak Trips In Out 0 3 AM Peak Trips Sat Peak Trip in O Ó

AM Pe	ak Trips	PMP	ak Trips	Sat Peak Trips	
in	Out	In	Out	ln	Out
S	0	0	1	0	0
0	0	0	0	0	0
0	0	0	Ó	0	0
1	0	0	σ	0	0
16	1	2	. 4	51	52
21	1	2	\$	51	52

AM Peak Trips In Out 101 2 PM Peak Trips In Out 0 70 Sat Peak Trips <u>____</u> 14 14

AM Pe	ak Trips	PM Pe	ak Trips	6at Pe	ak Trips
In	Out	in in	Out	ln.	Out
	119	82	0	1	1
0	4	3	0	0	0
6	274	120	6	0	0
2	92	40	2	0	0
5	5	24	24		53
2	2	2	2	19	19
3	13	13	26	17	17
20	509	284	59	91	91

k Trips Out

0 0 14 105 204 204 210 218 108 53 ÉD 71

AM Pe	ak Trips	PM Pea	ak Trips i	Sat Peak Trips	
in	NO	n	Out I	. In	Out
14	0	0	2	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	U	0	0	0
80	5		20	253	262
98	6	11	23	253	262

Total External Trips [check]

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
. In	0ut 0	In	Out	ln –	Out
169	4	0	116	1	1
3	3	3	3	0	0
24	24	24	24	21	21
2	2	2	0	0	0
197	33	29	144	22	22

AM Pea	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	in .	Out	1n	Out
\$	198	137	a	1	1
0	6	5	0	0	0
10	457	200	10	1	1
3	154	67	3	0	0
9	9	47	47	107	107
4	4	4	4	34	34
5	26	26	51	35	35
36	855	497	116	479	170

		PM Pe	ak Trips I	Sat Peak Trips	
ln	Out	In	Out	in	Out
0	3	2	0	0	0
0	0	0	0	Q	0
0	0	0	0	5	5
Ď	0	0	0	0	0
0	0	0	0	0	0
0	4	3	0	5	5

AM Pea	ak Trips	PM Pe	ak Trips	Sat Peak Trips	
In	Out	, in	Out	١n	Out
20	0	O	14	0	0
0	0	0	0	0	0
9	9	÷.	. 9	24	24
1	1	1	1	0	0
106	106	425	425	226	218
136	116	435	448	249	242

AM Pea	ak Trips	PM Pe	ak Trips	Sat Peak Trips				
in	Out	İn	Out	in	Out			
24	0	0	4	0	0			
0	0	0	0	0	0			
1	0	0	0	0	0			
3	1	1	0	0	0			
160	11	22	41	507	524			
187	12	22	45	507	524			

<u>1</u>	1	1	0	0	
118	20	17	86	13	_
AM Pe	ak Trips	PM Pe	ak Trips	6at P€	al
l In	Out	in in	Out	ln.	Г
	119	82	0	1	Г
0	4	3	0	0	Г
6	274	120	6	0	Г
2	92	40	2	0	Г
5	5	24	24	53	Г
2	2	2	2	19	Т
	10				-

Walking Trips

	Z.	2	6	2		
3	3	13	13	26	17	T
10	20	509	284	59	91	-
Trips .	AM Pe	ak Trips	PM Par	ak Trips	Sat Pe	ak
Out	In	Out	ln .	Out	ln (Г
0		2	1	0	0	Г
0	0	0	0	0	0	Τ.
1	0	0	0	0	3	Τ
0	0	0	0	0	0	T

e	aktrips	PM Pea	ak Irips	(SatPe:	Sat Peak Trips						
	DuO	n	Out	l, In	Out						
	0	0	2	0	0						
	0	0	0	0	0						
	. 0	0	0	0	0						
	0	Ø	0	0	0	1					
	5		20	253	262	ł					
	6	11	23	253	262						

In 0 18

3	13	13	26	17
20	509	284	59	91
AM Pe	ak Trips	PM Per	ak Trips	Sa
In	Out	ln İ	Out	in
0	2	1	0	0
0	0	0	0	0
0	0	0	0	3
0	0	0	0	0
D	0	0.	0	0
0	2	2	0	3

	0	2	2	0	3	
s	AM Pe	ak ⊺rips	PM Pe	ak Trips	Sat Pe	ak Tri
ut	la	Out	In	Out	ln	¢
	12	0	0	6	0	
	0	0	0	0	0	
	5	5	5	5	14	•
	1	1	1	1	0	
	53	53	204	204	108	1

		ik ilipa	0411-69	A 11 P3
DuO	n	Out	l. In	Out
0	0	2	0	0
0	0	0	0	0
 . 0	0	0	0	0
 0	σ	0	0	0
5		20	253 253	262
6	11	23	253	262 262

Out	in in	Qut	In In
1	169	4	0
0	3	3	3
13		24	24
0	2	2	2
13	197	33	29
Trips Out	AM Pe	ak Trips	PM F
Out	In	Out	In
1	5	198	137
0	0	6	5
	10	100	



Private

AM Poak T	nps PM	Неви Ттре	Sat Peak Trips
the first state	Out	Out.	la Out
111118		80	
		59	
HUITHERE			TAXALL IN STRUCTURE DATES AND ADDRESS OF
. 9 . s	2 . 2		
10070.000	59 .aun 210	218	122 119
9 6	8 11	23	253
306	596	367	453 488
	An increase some a set to the	106663.2250.000.0000.0000.0000.000	NEWS CONTRACTOR MADE STORE WATCH CO-STORE C

1024032

0000

Walking Trips





KXCtripsS2r.xls

Modal Split External Trips	Arup Estimates	FULL	. DEVELOP	MENT up	to 71827(5 sqm AS	SUMED (S	icenario (3) - Februar	y 2004																						
		Weekday AM Pea	ak Hour			, ,										Weekday	PM Peak H	lour		_							Saturday	Peak Hou	rr -			
Land Use Commercial	Journey Purpose All purpose	Priv Veh Rai 2% 49%		Bus	Tax	M/C	Cycle 2%	Walk	Total 100%	Pri	v Vah 2%		.01	Bus	Tax	M/C	Cycle	Walk	Total		Priv Voh	Rall	LUL	Bus	Taxl	M/C	Cycle	Walk	Total]		
Rusidential	Journey to work	9% 20%	6 30%	20%	1%	4%	4%	12%	100%		270		8% Ю%	7% 20%	0%	3% 4%	2%	1%	100%	- F	2%	49%	36%	7%	0% 1%	3%	2%	1%	100%	4		
	Work Business	9% 20%	6 30%	20%	1%	4%	4%	12%	100%			20%	0%	20%	1%	4%	4%	12%	100%		9%	20%	30%	20%	1%	4%	4%	12%	100%			
	Education	25% 25%		20%	1%	0%	4%	20%	100%		5%	25%	5%	20%	1%	0%	4%	20%	100%		25%	25%	5%	20%	1%	0%	4%	20%	100%			
	Escort Education	25% 25%		20%	1%	0%	4%	20%	100%				5%	20%	1%	0%	4%	20%	100%		25%	25%	5%	20%	1%	0%	4%	20%	100%			
	Shopping Other Personal Business	10% 205	6 25%	15%	11	2%	5% 2%	22% 15%	100%				5%	15% 15%	1%	2%	5%	22%	100%		10%	20%	25 %	15%	196	2%	5% 2%	22%	100%	1		
	Loisure	20% 205		18%	270	1%	4%	5%	100%		0%	30% 2 20% 3	0%	15%	2%	4%	2%	15%	100%		12% 20%	30% 20%	20% 30%	15%	296 296	4%	2%	15%	100%			
Hotal	Work (non-customer)	5% 25%	6 25%	35%	1%	0%	4%	5%	100%				5%	35%	1%	0%	4%	5%	100%	- F	5%	25%	25%	35%	1%	0%	4%	5%	100%	1		
	Residents	15% 30%		15%	20%	D%	D%	0%	100%	1	5%	30%	0%	15%	20%	0%	0%	0%	100%		15%	30%	20%	15%	20%	0%	0%	0%	100%			
Retail	Conference Visitors Work (non-dustomer)	15% 35%		10%	20%	0%	0%	0%	100%		5%		0%	10%	2D%	0%	0%	0%	100%		15%	35%	20%	10%	20%	0%	0%	D%	100%			
rietan	Visitor customer	D% 175 5% 205	6 40% 6 27%	30%	1%	1%	4% 1%	7% 25%	100%		1% 1%		0% 7%	30% 19%	1%	1%	4% 1%	7% 25%	100%		0% 5%	17% 20%	40%	30% 19%	**	1%	4%	7%	100%			
Leisura	Work (non-customer)	0% 179		30%	1%	1%	4%		100%		7%		0%	30%	1%	1%	4%		100%	- F	0%		40%	19% 30%			1%	25%	100%	-		
	Visitor customer	10% 15%	6 40% 6 20%	15%	1%	2%	2%	7% _35%	100%		0%	15%	0%	15%	1%	2%	4% 2%	7% 35%	100%		10%	17%	20%	15%	1%	1%	4% 2%	7% 35%	100%			
		Total External T	Tripe					Private Ve	hicle Trips						Rəll Trip:	,						Undergro	und Trips						Bus Trip	\$		
		AM Peak Trips		eak Trips	Sal Pe	ak Trips	Γ	AM Pea	k Trips	PM Pesk Tr	ps	Sat Peak Tr	ips	ſ	AM Pe	ak Trips	PM Po	ak Trips	Sat Pea	k Trips	ſ	AM Pea	k Trips	PM Per	ax Trips	Sat Pe	ak Trios		AM P	ak Trips	PM Peak Tri	
	Commercial	In Out	t in	Out	100	Out		In	Out	in C	Dut	la i	Dut	1	ln	Out	ln .	Out	ln l	Out	t	In	Oul	in,	Out	in	Out		In	Out	in O	ut
	Journey to work Business Travel	7.424 165 170 170	8 858 0 170	5,091		100	-	148	3	17 1	22	.2	2	ļ	3,638	63	421	2,884	49	49	. [2,873	61	309	2,193	36	36		520	12	60 42	6
	Emp. Personal Business	170 170	10	170	5	0							0	ŀ		63	83		2	2	Ļ	61	61	61	61	2	2		12	12	12 1	
	Visitors (business)	41 41	10 4t	43	2	2	H	1			0 1		0	ł	5 20	5 20	5 20	<u> </u>		1	ŀ	<u>4</u> 15	4	4	4		3		. 1		3 3	
		7,645 390			115	118		153	8	22 1	26	2	2		3,746	191	529	3.094	57	57		2,752	140	369	2,273	42	42		535	27	76 44	
		AM Peak Trips	1 0440	Peak Trips	Salitz	ak Trins	. r	AM Beat	k Trips	Did Deak Tr		Cat Deat: T		,	44.5	ak Teles	GU 2-	ale Talan	1 04 P 1		-											
	Residential	In Out		Out		Out	F	In I	Out	la C	24		ipe Dul		AM Pe	ak Trips Out	PM Po In	ak Trips Out	Sat Pea In		ŀ	AM Pea			k Trips		ak Trips			ek Trips	PM Peak Tric	
	Journey to work	15 516	6 426	0	3	3	F	1	55	38	D		0	ł	3	123	65	0	1	1	ŀ	1n 4	_Out 185	1n 128	Out	<u>In</u> 1	Out 1		10	Out 123	1n O 85 0	
	Work Business	1 44	34	1	1	1		0		3	0	0	D	ł	. 0	9	7	Ŏ	0	ò	h		13	10	0	o	0		0	9	7 0	
	Education	7	5 158	7	0	0	F	2		39	2		D	ļ	2	69	. 39	2	0	0	t	0		8	0	0	D		1	71	31 1	
	Escert Education Shopping	7 7	3 52	37	63	63	-			13 4	1 4		0 8		1	30	13	1	17		ļ	a	6	3	0	0	0		0	24		
	Other Personal Business	8 8	5	8	62	62	F			1			7	ł	1	1	- 7	2	17	17		2	2	9	9	21 12	21 12		++	<u> -</u> <u>}</u>	6 E	
	Leisura	12 50	60	120	153	153 303	l t	2		<u> </u>	24		31	ł	2	12	12	24	31	31	ł	4	18	18	36	46	46		2		11 2	2
		53 1,21	1 777	175	303	303		â	192	10 :	31	47	47	-	12	267	168	38	57	57		12	243	177	48	60	60		10	240	151 3	
		AM Peak Trips	PMP	eak Trips	Sat Pa	ak Trips	L L	AM Peal	Trios	PM Posk Tri	nr l	Sat Peak Ta	nt		AMP	ak Trips	DU Ca	ale Talma	Sal Pea	6 Trine		114.0	. Tele e	011 0								
	Hotel	In Out		Out	In	Out	F	In					Jut		in	Out	In	Out	In	Out	ł	AM Pes	Out	In In	ok Trips Out	Sat Pe	ak Trips Out		AM Pé	ak Trips Out	PM Peak Trip	
	Journey ta wark	110 5	6	118	38	38	L L	6	0		6	2	2		28	1	2	30	9	9	ŀ	28	1	2	30	- m - 6	9		39	2	2 4	
	Business Travel	0 0		0	0	Q	L L	0	D		0	0	0	1	o	Q	0	0	0	6	t	u	D	0	0	Ó			0	ô.	0 0	
	Emp. Personal Business Resident Travel	0 0 48 143	0 3 95	0	170	2	F	<u></u>			0			-	0	0	0	0	1	1	F	0	0	0	0	1			0	21	0 0)
	Conference Travel	48 143 306 8		- <u>6D</u> 230	85	170 85	-		1		9.	28 13	28 13	ł	14	43	29	. 18 80	51 30	<u>51</u> 30	- H	10	20	- 19	12 46	34	34		7	21		
		464 156		408	295	295		59	23	16	49		40	L	149	47	33	128	91	91	Ļ	86	32	22	640	61	17		31	24	1 2	3
		AM Peak Trips	1 pu s	eak Trips	Sat De	ek Trips	. r	A11 D	- Tiles	DI Denis T	-	Cat Deal T					BUC															
	Retall	In Qu		Out	l In	ak inps Out	F	AM Heat	Cut Out	In C	P3		lps Dut	-	AM Pa	ex Trips Qui	PM Pe		Sat Pea		- 1	AM Pea			k Trips		ak Trips			ak Trips	PM Peak Trip	
	Journey to work	426 31		462	33	33	-				0		8	ŀ	- m - 72	5	5	Out 79	6	6	ŀ	in 170	Out 12	<u>In</u> 13	Out 185	In 13	Out 13		128	Out 9	2 3	2
	Business Travel	D 1	2	2	2	2		0	0	0	0	0	0	Ľ	0	Ū.	. 0	0	0	0	ľ	D D		1	1	1	1	1	0	0		2
	Emp. Personal Business Visitore (business)	4 4		4	10	10		0	0	0	0	0	•		1	1	1	1	2	2	1	2	2	2	2	4	4		1	1	0 0)
	Visitors (customers)	438 435		2.260	3,956	3,586	-	22			14		0 79		0 87	0 87	0 457	0 457	791	1		1	0	0 617	617	3	3		1	0	0 0	
		868 472			4,009	3,639	L	22			14		79	L.	161	93	463	537	<u>1 791 1</u> 800	725	L	118 291	118 (617 832	617 805	1,068	968		212	1 <u>83</u>	160 16	
		AM Peak Trips		eak Trips		ak Trips			Trips	PM Peak Tri		Sel Peak Tr	ips	E	АМ Ра	ak Trips	PM Pa	ak Trips	Sat Pos		C	AM Pea	k Trips	PM Pea	ak Trips	Sat Pe	ak Trips	I		ak Trips	PM Peak Trip	
	Leisure Journey to work	126 22	94	Out 247	22	Out 19	-	In	Out	In C		In		ļ.	<u>In</u>	but	la l	Out	In		1	<u>ln</u>	Out	In		In			In	Out	In O	at i
	Business Travel	0 0	0	247	0	. 0	F	<u>_</u>	0		0		0 0	ł	21	4	16	42	4	3	ŀ	50	9	38	99	9	8			7		4
	Emp. Personal Business	0 D	0	0	0	ŏ	F	õ	0	0	ŏ	ŏ	0	ł	0	0		0	0		ŀ	0	<u></u>	0	0	0	0		0	0	0 0	
	Visitors (business)	-2 -2	-2	1	0	0		0	0	0	0	0	0	1	0	0	Ó	ő	D	D	t	- 1		-1	õ	0	0		-1			
	Visitors (customers)	727 197 651 217	666	942	1,228	1,264	Ę	73		57	94	123	26 26	1	109	30	100	141	164	190	t	145	39	133	188	245		ļ.	109	30	100 1	1
		651 217	756	1,191	1,251	1,263		73	20	67 !	94	123	26		130	33	116	184	165	193		195	47	170	288	265	260		145	36	128 21	6
		Taxi Trips					'	W/C Trips						_	Cycling 1							Walking Y	rips						Totai Ex	lemal Yrips	(check)	
		AM Peak Trips	PMP	eak Trips						PM Peak Tri		Sal Peak Tr				ak Trips	PM Pe	ak Trips	Sat Pea		E	AM Peak		PM Pask		Sat Peak			AM Peak		PM Peak	S
	Commercial Journey to work	In Out		<u>- 001</u>	11	Out 0	-			in C		<u>In</u>	24	ł		Out	In	Out	<u></u>	Out	F	In	Out	In	Out	ln	Out		. In	Out	in O	11 91
	Business Travel	0 0	0	0	a	0	H	223	5		83 5	-		ŀ	148	3	17	122	- 2	2	ŀ	74	2		. 61	1	1		7,424	169	858 6,0 170 17	91
i	Emp. Personal Business	0 0		0	0	0	Ľ	ŏ	0	0	0	0	0	ŀ	0	0	0	D	o.	ő	. h	0	. Ó	ō	ô	ŏ	0		10	170	10 1/	0
	Visitors (business)			0	0	0		1	1	1	1	0	0		1	1	1	1	<u>o</u>	ò	Ľ	Û	ai	Q.	, Ö	- O	l õ j		41	41	41 4	<u>a</u>
		0 0	0	0	a	0		229	12	32 1	69	3	3		153	8	22	126	2	2	-	76	4	11	63	1	1		7,645	390	1,080 6,3	
1		AM Peak Trips	PMP	eak Trips	Sat Pe	ak Trips	Г	AM Peak	Trips	PM Peak To	ps	Sat Peak Tr	ipa	Г	AM Pe	ak Trips	PM Pa	ak Trips	Sat Pea	k Trips	Г	AM Peak		PM Pask		Sat Peak		1	AM Bach		DH Past	
	Residential	In Out		Out	In	Out	h	In	Out	In C	2ut	In (po Dut	ŀ	In		In In	Out	ln ln	Out	ł	In 1	Out	PM Pasx	Out	Sat Peak	Out		AM Peak In	Out	PM Peak	1
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AM Peak		PM Peak		Sat Peak	
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170	170	170	170	5	5
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41	41	41	43	2	2
7,645	390	1,060	6,314	116	116

AM Peak		PM Peak		Sat Peak	
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15	616	426	0	3	3
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7	356	156	7	0	°.
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12	60	60	120	153	153
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AM Peak		PM Peak		Sat Peak	
In	Out	In .	Out	l, in '	Out
	31	24	356	33	33
0	1	1	1	2	2
4		3	3	10	10
2	0	Q	2	8	8
436	358	1,600	1,600	3,244	3,586
668	394	1,828	1,962	3,297	3,639

AM Poak		PM Poak		Sat Peak	
in	Out	10	Out	In	Oul
126	22		247	22	19
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727	197	666	942	1,228	1,264
851	217	758	1,191	1 251	1 283

100 47 179 268 205 263 1,546 566 7 1,390 3,601 (527 1,433
MAC Trips

LUL Trips
LUL Trips

Modal Split Arup Estimates

INTERNAL TRIPS

FULL DEVELOPMENT upto 718275 sqm ASSUMED (Scenario 3) - February 2004

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PM Peak Trips Sat Peak Trips In Out In Out 0 11 0 0

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PM Peak Trips

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		AM Peak I	lour					
Land Use	Journey Purpose	Priv Veh	Rail/LUL	Bus	Taxi	Cycle	Walk	Total
Commercial	All purpose			20%		20%	60%	100%
Residential	Journey to work			20%		20%	60%	100%
	Work Business			20%		20%	60%	100%
	Education	10%		10%		20%	60%	100%
	Escort Education	10%		10%		20%	60%	100%
	Shopping	15%		30%	1%	4%	50%	100%
	Other Personal Business	5%		35%	1%	4%	55%	100%
	Leisure	5%		35%		10%	50%	100%
Hotel	Work (non-customer)			20%		20%	60%	100%
	Residents	5%		15%	5%		75%	100%
	Conference Visitors	5%		15%	5%		75%	100%
Retail	Work (non-customer)			20%		20%	60%	100%
	Visitor customer	15%		30%	1%	4%	50%	100%
Leisure	Work (non-customer)			20%		20%	60%	100%
	Visitor customer	5%		35%		10%	50%	100%

Total Internal Trips

AM Peak Trips

AM Peak Trips In Out 4 154

AM Peak Trips

AM Peak Trips

<u>in</u>

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Commercial Journey to work Business Travel Emp. Personal Business Visitors (business)

Residential Journey to work Work Business Education Escort Education

Shopping Other Personal Business

Hotel

Retail

Journey to work Business Travel Emp. Personal Business Visitors (business) Visitors (customers)

Leisure Journey to work Business Travel Emp. Personal Business Visitors (business)

Visitors (customers)

Journey to work Business Travel Emp. Personal Business Resident Travel Conference Travel

Private Vehicle Trips AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

AM Peak Trips

AM Peak Trips In Out

AM Peak Trips In Out

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PM Peak Hour Priv Veh Rail/LUL

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PM Peak Trips

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PM Peak Trips Sat Peak Trips In Out In Out 0 0 0 0

PM Peak Trips Sat Peak Trips In Out in Out

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			Sat Peak I	Hour					
Walk	Total		Priv Veh	Rail/LUL	Bus	Tax	Cycle	Walk	Г
60%	100%				20%		20%	60%	-
60%	100%				20%		20%	60%	
60%	100%				20%		20%	60%	
60%	100%		10%	1 1	10%		20%	60%	
60%	100%		10%		10%		20%	60%	
50%	100%		15%		30%	1%	4%	50%	
55%	100%		5%		35%	196	4%	55%	
50%	100%	ł	5%		35%		10%	50%	
60%	100%				20%		20%	60%	
75%	100%		5%		15%	5%		75%	
75%	100%		5%	1	15%	5%		75%	
60%	100%				20%		20%	60%	-
48%	100%		15%		28%	5%	4%	48%	
60%	100%				20%		20%	60%	
50%	100%		5%		35%		10%	50%	
	Rali Trips							Bus Trips	5
	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pea	ak Trips		AM Pe	ak
	In	Out	In	Out	la I	Out		In	
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AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	in	Out	la I	Out
1	31	21	0	0	0
0	1	1	0	0	0
1	36	16	1	a	0
0	12	5	0	0	0
2	2	11	11	25	25
1	1	1	1	9	9
1	7	7	14	9	9

7	90	62	27	44	44
AM Peak Trips		PM Peak Trips		Sat Peak Trips	
In	Out	In .	Out	tn	Out
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AM Pé	ak Trips	PM Pe	ak Trips 🛛	Sat Pe	ak Trips
la	Out	la	Out	ln.	Out
	0	0	2	0	0
0	0	0	0	0	0
2	2	2	2	5	5
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31	31	116	116	56	54
36	33	118	120	61	59

AM Pe	akinps	- FM Fei	ак пръ	Satre	ak (nps
In	Out	In	Out	In	Out
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1	0	0	0	0	0
124	13	18	59	198	203
128	13	18	60	198	203

Taxi Trips

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	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
Commercial	ln i	Out	in .	hO.) In	Out
Journey to work	0	0	0	0	0	0
Business Trave	0	0	0	0	0	0
Emp. Personal Business	0	0	0	0	0	0
Visitors (business)	0	0	0	0	0	0
	0	0	0	0	0	0

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	AMPe	ak irips	PM Pe	ak trips	Sat Pe	ak Trips
Residential	In	Out	In	Out	In	Out
Journey to work	. 0	0	0	D	0	0
Work Business	0	0	0	0	0	0
Education	0	0	0	0	0	0
Escort Education	0	0	0	0	0	0
Shopping	0	0	0	0	1	1
Other Personal Business	0	0	0	0	D	0
Leisure	0	0	0	0	0	0
	0	0	0	0	1	1

	AM Pe	AM Peak Trips		PM Peak Trips		Set Peak Trips	
Hotel	In	Out	i In	Out	l İn	Du O	
Journey to work	0	0	0	0	0	0	
Business Travel	0	0	0	0	0	0	
Emp. Personal Business	٥	0	0	0	0	C	
Resident Travel	0	0	0	0	0	0	
Conference Travel	0	0	0	0	0	0	
	0	0	0	0	0	0	

	AM Pe	AM Peak Trips		PM Peak Trips		ak Trips
Retall	In	Out	la la	Out	In	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	D	0	0	0	0	0
Visitors (business)	D	Ö	0	0	0	0
Visitors (customers)	1 .	. 1	21	21	10	10
	1	1	21	21	10	10

[AM Pe	AM Peak Trips		PM Peak Trips		ak Trips
Leisure	in	Out	In	Out	i in) U (
Journey to work	0	ò	D	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	0	0	0	0
Visitors (business)	0	0	0	0	0	0
Visitors (customers)	0	0	Ó.	0	0	0
	0	0	0	0	0	0

Cycling Trips

PM Peak Trips In Out 0 18 Sat Peak Trips In Out 0 0 0 0 AM Peak Trips

 16
 16
 92

 15
 16
 62
 62
 50

 AM Posk Trips
 PM Peak Trips
 Sat Peak Trips
 Sat Peak Trips

 in
 Out
 In
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 In
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AM Peak Trips PM Peak Trips I In Out In Out 1 31 21 0 1 71 1 0 0 0 0

AM Pe	ak Trips	PM Per	ak Trips	Sat Pe	ak Trips
In	Out	in	Out	ln i	Out
0	1	0	0	0	0
0	0	0	0	0	0
0	0	0	0	1	1
0	0	0	0	0	0
0	0	0	0	0	0
0	1	0	0	1	1

AM Peak Trips PM Per In 0

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	In	Out	1n	Out
4	0	0	1	0	0
0	0	0	0	0	0
0	D	0	Q	0	0
1	0	0	0	0	0
35	4	. 5	17	57	58
40	4	5	18	57	58

AM Pe	ak Trips	PM Pea	ak Trips	Sat Pe	ak Trips
ln	Out	ln	Out	lo	Out
79	2	0	54	0	.0
2	2	2	2	0	0
14	14	14	. 14	13	13
1	1	1	0	0	0
96	19	18	71	13	13

AMPB	ak ⊺rips	PMPe	ak Trips į	Sat Pea	ak trips
In	Out	In	Out	ln	Out
2	92	64	0	0	0
0	3	2	0	0	0
4	213	93	4	0	0
1	72	31	1	0	0
4	4	18	18	42	42
2	2	2	2	15	16
2	10	10	20	13	13
16	396	221	46	71	71

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
în,	h0	in	Out	In	Out
0	2	1	0	0	0
0	0	0	0	0	0
0	0	0	0	3	3
. 0	0	0	0	0	C
0	0	0	0	0	0
0	2	1	0	3	3

AM Peak Trips		PM Pe	PM Peak Trips		ak Trips
In	Out	In	Out	In	Out
9) 0	0	6	0	0
Ó	0	0	0	0	0
5	5	5	5	14	14
1	1	1	1	Ö	0
52	52	199	199	97	93
67	58	205	211	111	107

AM Peak Trips		PM Peak Trips		Sat Peak Trips	
ln l	Out	In	Out	In	Out
11	0	0	2	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
177	18	28	85	283	291
190	19	26	87	283	291

Total External Trips [check]

AM Peak Trips		PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	In	Out	h	Out
131		0	90	1	1
3	3	3	3	0	0
24	24	24	24	21	21
2	2	2	0	0	0
160	32	29	118	22	22
AM Pe	ak Trips	PM Pe	ak Trips	Sal PE	ak Trips

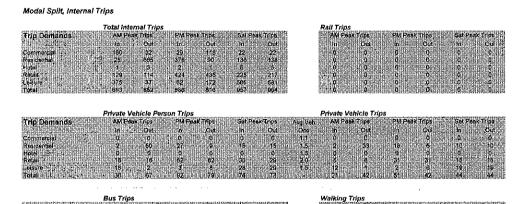
In	Out	In	Out	In	Out
4	154	105	0	1	1
0	5	4	0	0	0
7	356	156	7	0	0
2	119	52	2	0	0
7	7	37	-37	83	83
3	3	3	3	27	27
4	20	20	40	27	27
28	665	179	pn.	139	139

		PM Pe	ak Trips	Sat Peak Trips	
ſn	Out	In ,	Out	, In	Out
0	3	2	0	0	0
0	0	0	0	0	0
1		1	1	5	5
0	0	0	0	0	. 0
0	0	0	0	0	0
1	3	2	1	5	5

AM Peak Trips		PM Pe	PM Peak Trips		ak Trips
lп	Out	In	Out	ho	Out
15	0	D	11	0	0
0	0	0	0	0	0
9	9	9	9	23	23
1	1	1	1	0	0
104	104	414	414	202	194
129	114	424	435	225	217

AM Peak Trips		PM Pe	ak Trips	Sat Peak Trips	
In	Out	In	Out	In	Out
18	Q	0	3	0	0
0	0	0	0	0	0
1	0	0	0	0	0
3	1	1	0	0	0
353	36	62	169	566	581
375	37	52	172	566	581

- - -- ---



4.... Sat Peak Trips In Out 0 0

29 29

31	1	Ó.	Ó	4	213
10	0	0	0	1 .	72
1	1	3	3	4	4
0	0	1	1	2	2
2	4	3	3	2	10
67	8	7	7	16	396
PM Per	ak Trips	Sat Pe	ak Trips	AM Pe	ak Trips
in	Out	In	Out	în,	h0
0	0	0	0	0	2

	0	0		0	0
	0	1	1	0	0
	0	0	0	. 0	0
	0	0	0	0	0
	0	1	1	0	2
Ð	ak Trips	Sat Pe	ak Trips	AM Pea	ak Trips
	Out	In	Out	In	Out
	2	0	0	9	1 0

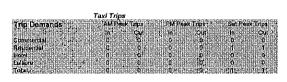
Walking Trips

AM Pe	AM Peak Trips		PM Peak Trips		ak Trips
n	Out	In	Out		Out
11	0	0	2	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
177	18	26	85	283	291
190	19	26	87	283	291

0	0	0		0	0	
2	5	5		5	5	
0	0	0]	1	1	
17	8	8]	52	52	
21	13	12		67	58	
ps	Sat Pe	ak Trips]	AM Pe	ak Trips	
Dut	1n	0ut]	ln l	Out	
1	0	0	1	11	0	
0	0	0			0	









KXCtripsS3r.xls

Modal Split Any Estimetos FULL DEVELOPMENT upto 718275sqm ASSUMED (EXTERNAL TRIPS Weekday AM Pask How	Scenario 4) - February 2004	Washday DM Dash Maur		
Lond Use Journey Durpose Priv Veh Rail UL Bris Tast MCC Cryclip Cernmercial Jaurney to work 8% 20% 20% 20% 20% 3% 2% 4% 5% 20% 1% 4.4% 4% 4% 4% 5% 20% 1% 4.4% 4% 6% 5% 20% 1% 4.4% 4% 5% 20% 20% 1% 4.4% 4% 5% 20% 20% 1% 4.4% 4% 5% 5% 20% 20% 1% 4% 4% 5% 2% 2% 2% 2% 2% 4% 4% 5% 2% 2% 2%	1% 100% 2% 49% 38% 7% 12% 100% 9% 20% 30% 20% 12% 100% 9% 20% 30% 20% 12% 100% 9% 20% 30% 20% 20% 100% 23% 25% 5% 20% 20% 100% 26% 25% 5% 20% 20% 100% 26% 25% 5% 20% 20% 100% 26% 25% 15% 30% 20% 15% 5% 100% 5% 25% 25% 25% 30% 16% 5% 100% 5% 25% 25% 30% 16% 7% 100% 5% 25% 25% 30% 25% 30% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35%	D% 3% 2% 1% 10% 10% 1% 4% 4% 12% 100% 1% 4% 4% 12% 100% 1% 0% 4% 20% 100% 1% 0% 4% 20% 100% 1% 0% 4% 20% 100% 1% 0% 4% 20% 100% 1% 1% 5% 100% 10% 2% 1% 5% 100% 10% 2% 1% 5% 100% 10% 2% 0% 0% 5% 10% 20% 0% 0% 9% 10% 1% 1% 1% 7% 10% 1% 1% 2% 10% 10%	2% 49% 36% 7% 0.9% 3% 2% 0% 20% 30% 20% 1% 4% 4% 6% 20% 30% 20% 1% 4% 4% 6% 20% 30% 20% 1% 4% 4% 2% 2% 3% 20% 1% 0% 4% 25% 25% 16% 1% 0% 4% 25% 25% 16% 1% 2% 5% 20% 25% 16% 1% 2% 5% 20% 25% 16% 1% 2% 5% 20% 25% 16% 1% 2% 5% 20% 20% 10% 2% 1% 2% 15% 20% 20% 10% 20% 0% 15% 20% 20% 10% 2% 0% 24 26% 20% 20%	M POGY T ratal 12% 100% 12% 100% 12% 100% 12% 100% 20% 100% 20% 100% 21% 100% 25% 100% 5% 100% 5% 100% 5% 100% 5% 100% 5% 100% 5% 100% 35% 100% 35% 100% 35% 100%
All Pask Trips PM Peak Trips Sat Peak Trips Commercial in Out In Out In Out In Out	Privata Vehicle Yrtps AM Peak Trips Sat Peak Trips In Out In Out In Out	Rall Trips AM Peak Trips PM Peak Yrips Sat Peak Trips In Out In Out	Underground Trips AM Peak Trips In Out In Out In Out	Bus Trips AM Peak Trips In Out In Out In Out
Journey to work 7.311 166 650 6.004 99 99 Butteross Travit 158 166 168 168 165 5 Ems. Persent Business 10 10 10 0 9 9 Visitors Guartess 13 10 10 10 0 9 Visitors Guartess 14 41 41 42 2 2	146 3 17 120 2 2 3 3 3 3 0 0 0 0 0 0 0 0 1 1 1 0 0 151 6 21 124 2	3,563 81 416 2,942 49 49 82 62 62 62 2 2 5 5 5 4 4 20 20 20 21 1 1	2,632 60 306 2,161 36 35 61 61 61 51 2 2 4 4 4 3 3 15 15 15 1 1	512 12 59 420 7 7 12 12 12 12 0 0 1 1 1 1 1 3 3 3 0 0
And Peak Yrips PM Peak Trips Sat Peak Trips Residential In Out In Out Journey Viewsky 19 793 548 0 4	AM Park Trips PM Penk Trips Sat Peak Trips In Out In Out In Out 2 71 49 0 0 0 0	AM Poak Trips PM Peak Trips Set Poak Trips In Out in Out in Out	Z,711 139 305 Z,241 41 41 AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out Out In Out Out In In In Out In In </th <th>527 27 75 436 8 8 AM Peak Trips PM Peak Trips Sal Peak Trips In Out in Out in Out</th>	527 27 75 436 8 8 AM Peak Trips PM Peak Trips Sal Peak Trips In Out in Out in Out
Education 10 457 200 1 10 4	0 5 4 0 0 0 2 114 50 2 0 0 1 36 17 1 0 0 1 36 17 1 1 0	0 11 9 0 0 0 2 114 50 2 0 0 1 36 17 1 0 0 2 2 9 9 9 21 21	0 17 13 0 0 0 0 23 10 0 0 0 0 0 8 3 0 0 0 0 2 2 12 12 27 27 27	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
Leburo 15 77 77 154 197 197 66 1.557 994 225 309 309 AM Peak Trips PAI Peak Trips 33 Peak Trips	1 1 1 10 10. 3. 15 15 31 39 39 10 247 141 40 60 60 AM Peak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips	3 3 3 3 24 24 3 15 15 31 39 39 39 15 343 213 47 85 66 AM Peak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips	2 2 2 16 16 5 23 23 46 59 59 16 313 226 61 103 103 AM Peak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips	1 1 1 12 12 3 14 14 28 35 35 12 309 194 39 65 65 AM Peak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips
Hotel In Out In Out In Out downeys twork 0 3 -2 0 0 0 Business Travel 0 0 0 0 0 0 0 Enge Personal Business 0 0 0 0 0 0 0 Redder Travel 6 0 0 0 0 0 0	In Qut In Qut In Qut 6 0	In Out In Out In Out C -1 -1 0 0 0 C 0 0 0 0 0 0 0 0 0 0 0	in Out in Out In Out 0 -1 -1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In Out In Out Q -1 -1 0 0 0 Q -0 0 0 0 0
Conference Travel 0	0 3 0 0 0 0 0 0 0 0 0 0 0 AM Peak Trips PM Peak Trips Sat Peak Trips	0 0 0 0 0 0 0 0 -1 -1 0 0 0 AM Peak Trips PM Peak Trips Sat Peak Trips	0 0 0 0 0 0 0 -1 -1 0 0 0 AM Peak Trips PM Peak Trips Sat Peak Trips	0 0
Journal of to work 339 34e 40 555 42 42 Budghess Taxed 0 2 2 2 2 2 2 2 2 2 2 2 2 2 10	in Out in Out in Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In Out In Out In Out 92 .7 7 100 .7 7 0 .0 0 0 0 0 0 1 1 1 2 2 2 2	in Out In Out In Out 216 16 16 234 17 17 0 1 .1 1 1 1 2 2 2 5 5 1 0 0 1 4 4	In Out In Out In Out 162 12 3 41 12 12 0 0 0 1 1 1 1 1 0 0 4 4
Visiter 276 528 2743 2743 4.745 4.285 1.074 572 2.790 3.336 4.810 4.365 AM Peek Trips PM Peek Trips Sat Peek Trips Lefsure In Out In Out	26 26 137 137 237 215 26 28 137 137 237 215 AM Peak Trips PM Peak Trips Sat Peak Trips Dut In Out In Out	105 105 549 549 949 860 196 113 557 650 960 871 AM Peak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips	142 142 741 741 1,251 1,161 361 180 759 979 1,307 1,167 AM Peak Trips PM Peak Trips Sel Peak Trips Sel Peak Trips	100 100 112 1192 901 817 264 114 195 234 921 837 AM Peak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips
Journey to work 73 12 73 175 19 15 Burringss Trew 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 2 12 30 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	In Out In Out In Out 29 5 29 70 8 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 0 0 0 0	In Out in Out In Out 22 4 22 53 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 -0 0 0 0 0 0 0 -1 0 0 0 0 0 0
Visions (customens) 291 118 688 669 1.155 1.206 363 129 759 848 1.176 1.224	<u>29 12 69 67 116 121</u> 28 12 69 67 116 121	<u>44 16 103 100 173 161</u> 56 19 115 130 177 184	0 0	0
AM Peak Trips PM Peak Trips Sat Peak Trips Commercial in Out in Out In Out	M/C Trips AM Peak Trips PM Peek Trips Sat Peak Trips In Out in Out in Out	Cycling Trips PM Peak Trips Sat Peak Trips AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out 146 9 17 120 2 2	Mailting Trips AM Peak PM Peak Sat Pauls In Out in Out 73 2 6 0 1	Total External Trips [check] AM Peak PM Peak In Out In Out
Journey be voit G O	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	In Out in Out in Out Z.311 166 50 6,004 99 99 168 169 168 5 5 10 10 10 9 9 41 41 42 2 2 7,531 385 1,069 6,225 115 115
Add Peak Trips PM Peak Trips Sat Peak Trips Besidential In Out In Out Journey Is work 0 8 0 0 0 Work Survey 0 -1 0 0 0 0 0	AM Peak Trips PM Peak Trips Set Peak Trips in Qut In Out In Out 1 32 22 0 0 0 0 2 2 0 0 0	AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out In Out 1 32 22 0 0 0 0 2 2 0 0 0	AM.Posk PM Peak Eat Peak in Out In Out 2 95 66 0 1 1	AM Peak PM Peak Sat Peak in Out in Out 19 799 548 D 4 4
Respective 0 5 2 0 0 0 Exect Education 0 2 1 0 <th>0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 2 2 0 0 0 0 3 3</th> <th>0 18 8 0 0 0 0 6 3 0 0 0 0 0 0 2 2 5 5 0 0 0 0 2 2</th> <th>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</th> <th>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</th>	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 2 2 0 0 0 0 3 3	0 18 8 0 0 0 0 6 3 0 0 0 0 0 0 2 2 5 5 0 0 0 0 2 2	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
1 16 11 4 7 7 <u>AM Peak Trips</u> <u>PM Peak Trips</u> <u>TSM Peak Trips</u> Hetal in <u>Out</u> in <u>Out</u> in <u>Out</u>	0 1 1 2 2 2 2 2 35 28 3 8 8 AM Pesk Trips Phil Peak Trips Set Peak Trips In Out In Out In Out	3 62 40 9 15 15 <u>AM Peek Trips</u> <u>PM Peak Trips</u> <u>Sat Peak Trips</u> In <u>Out</u> in <u>Out</u> in <u>Cod</u>	1 4 0 10 9 232 140 22 46 Abl Posk Trips PM Posk Trips Set Peak Trips In Out In Out	15 77 154 197 197 68 1,557 994 226 389 389 AM Penk Trips PM Peak Trips Sat Peak Trips Jun In Out In Out Jun Out
Journey to work 0	0 0	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 0	0 -3 -2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
O O O O O O AM Peak Trips PMI Peak Trips Sat Peak Trips Add Peak Trips DMI Peak Trips Cold No Cold Cold Cold	D O O O O AM Poak Trips PM Peak Trips Sat Peak Trips Sat Peak Trips In Qut In Out Out 5 O 0 0 0	0 0 0 0 0 0 0 AM Peak Trips PM Peak Trips Sat Peak Trips	AM Peak Sat Peak In Out in Out in Qut	0 -3 -2 0 D 0
Emp. Personal Business 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0	0 D 0 0 0 0 0 0 0 D 1 1 1 0 0 0 D D D D 5 5 27 27 47 43	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	AM. Posk Del Peak Bal Peak In Out In Out 530 39 31 451 142 42 0 2 2 2 2 2 2 5 5 4 4 13 13. 3 0 2 10 10 5.26 432 1.920 1.920 3.659 4.296 1.074 477 1.956 2.767 3.056 4.305
	AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out In Out	AM Posk Trips PIA Pack Trips Sat Peak Trips In Out in Out in Out	170 40 195 234 337 1,079 AM Poak PM Peak Set Pea	
Leitstrin Dask Trigs PM Peak Trigs Sat Peak Trigs Journey to work 10 Out In Out Out Journey to work 10 Out In Out Out Out Buildings Travel 0 0 0 0 O O O Figure resonal Strates 0 0 0 O <td< th=""><th>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</th><th>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</th><th>0 0</th><th>In Out In Out In Out 773 12 73 775 19 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 -2 -2 1 0 0 0 0 265 117 -651 662 1.144 1.194 360 1.212</th></td<>	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 0	In Out In Out In Out 773 12 73 775 19 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 -2 -2 1 0 0 0 0 265 117 -651 662 1.144 1.194 360 1.212
Modal Spiit, External Trips Total External Trips	P-//T-b-	111 Trine		
Table Strength Trips: Table Depth Hinds	Ref Trips Mail Pack Tops Set Pack York All Pack York Pile Pack Tops Set Pack York Table Set Oct Set Table Set Oct Set Set Set Set Set Set Set Set Set Set Set Set Set Set Set Set Set Set Set Set	Ltd. Types Mit Prest Types AP Payer Times PM Prest Types In Cold Ar Direct Types Start Ar Ltd. Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Start Ar Direct Types Sta		
1990 - 18 aut 4 3,374 572 2,780 3,338 4,516 6,905 1990 - 175 3,224 572 720 8,66 175 3,224 1994 - 9,255 22340 5,506 10,55 6,466 6,00€	The Ope Des Des <thdes< th=""> <thdes< th=""> <thdes< th=""></thdes<></thdes<></thdes<>	10 11 12 12 12 12 12 12 12 12 12 12 12 12		
Privato Volicio Person Trips Avg Ven. Trip Domanda Ale Pees Tree I - Pees Tree Sai Peet Yne Coo Trip Domanda - Trip I - Cool - Do Coo	Private Vahich Trips "Attribute Trips Part Posts Tries Mill Print Tries is Open In Open II Cost - 197 T 19 12	MIC Trips AM Feat Trips ON Flow Trips Gal Franc Trips In Old II ON III Oct 1 III ON III Oct		
Private Venicle Person Tripa Para Tripa	7 16 94 27 40 40 0 0 0 0 0 0 0 12 13 59 68 119 107			
Har Trips		2234 00 126 300 150 22		
Tig: Dornands: MAP call the OUt head thes Sat head thes 1 Ook N	Openand Traject Pull Deals Traject Del Deals Traject Del Peals Traject IN Outr IN Outr IN Outr Outr 101 IN Outr IN Outr IN Outr 101 IN Tot Tot Tot Tot Tot 101 IN Tot Tot Tot Tot Tot Tot 101 IN Tot			
Tail/Trips Fail/Trips [Trip Domanda	Walkbrig Trips Pail Peak Yript Bat Pe			
Num Out In In<	Walk of Type Part Press Type Sat Press Type Sat Press Type In One in One in One In One in One in One in One 178 4 11 87 3 1 if			
	n nen an an an an an an an an an an an an an			

¢	-1	-1	D	Q	0
AM Pa	ak Trips	PM Po	ak Trips	Sat Pe	ak Trips
ln l	Out	, In	Out	In	Out
162	12	3	41	12	12
0	0	0	0	1	1
1	1	0	0	4	4
1	0	0	0	3	3
100	100	192	192	901	817
264	114	195	234	921	837
AM Pe	ak Trips	PM Pe	ak Trips	Sal Pe	ak Trips
. in	Out	in	Out	In	Out
22	4	. 22	53	6	6
	0	0	0	0	0
0	Q	. 0	0	0	0
Ô	-1	-1	0	. 0	0
44	. 18	103	100	173	181

M Peak		PM Peak		Sat Peak	
In	Out	in	Out	In	Qu
311	166	850	6,004	99	. 99
168	168	166	168	5	5
10	10	10	10	9	9
41	41	41	42	2	2
.531	385	1.059	6.225	115	115

Joss J.M.P.B. Post. Gat. Post. Tis Tis Dat. Pat. Post. 0.0 In Oct. No. No. S7 Pat. Post. 0.0 In Oct. No. <td

103 100 179 186 Trips Ichecki

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Modal Split Arup Estimates INTERNAL TRIPS

FULL DEVELOPMENT upto 718275sqm ASSUMED (Scenario 4) - February 2004

		AM Peak I						
Land Use	Journey Purpose	Priv Veh	Rail/LUL	Bus	Taxi	Cycle	Walk	Tota
Commercial	All purpose			20%		20%	60%	100%
Residential	Journey to work			20%		20%	60%	100%
	Work Business			20%		20%	60%	100%
	Education	10%		10%		20%	60%	100%
	Escort Education	10%		10%		20%	60%	100%
	Shopping	15%	1	30%	196	4%	50%	100%
	Other Personal Business	5%		35%	1%	496	55%	100%
	Leisure	5%		35%	170	10%	50%	100%
Hotel	Work (non-customer)			20%		20%	60%	100%
	Residents	5%		15%	5%		75%	100%
	Conference Visitors	5%		15%	5%		75%	100%
Retail	Work (non-customer)			20%		20%	60%	100%
	Visitor customer	15%		30%	1%	4%	50%	100%
Leisure	Work (non-customer)			20%		20%	60%	100%
	Visitor customer	5%		35%		10%	50%	100%

 PM Peak Hour
 Bus

 Priv Veh
 Rall/LUL
 Bus

 20%
 20%

 10%
 10%

 10%
 10%

 15%
 36%

 5%
 36%

 5%
 36%

 5%
 15%

 5%
 15%

 5%
 15%

 15%
 20%

 Taxi
 Cycle
 Walk
 Total

 20%
 60%
 100%

 20%
 60%
 100%

 20%
 80%
 100%

 20%
 80%
 100%

 20%
 80%
 100%

 20%
 80%
 100%

 1%
 4%
 55%
 100%

 1%
 4%
 55%
 100%

 20%
 60%
 100%

 5%
 75%
 100%

 5%
 76%
 100%

 5%
 70%
 100%

 5%
 70%
 100%

 5%
 70%
 100%

 5%
 70%
 100%

 5%
 70%
 100%

 5%
 70%
 100%

 5%
 100%
 100%

 5%
 100%
 100%

28% 20% 35%

Priv Veh	Rail/LUL	Bus	Taxi	Cycle	Walk	Total
		20%		20%	60%	100%
		20%		20%	60%	100%
		20%		20%	60%	100%
10%	·	10%		20%	60%	100%
10%		10%		20%	60%	100%
15%		30%	1%	4%	50%	100%
5%		35%	1%	4%	55%	100%
5%		35%		10%	50%	100%
		20%		20%	60%	100%
5%		15%	5%		75%	100%
5%		15%	5%		75%	100%
		20%		20%	50%	100%
15%		28%	5%	4%	48%	100%
		20%		20%	60%	100%
5%		35%		10%	50%	100%

5at Peak Trips

Sat Pea

Trips Out

Bus Trips

34

AM Peak Trips

5

Total Internal Trips

	AM Peak Trips		PM Pe	ak Trips	Sat Peak Trips	
Commercial	In	Out	Ja	Out	In	Out
Journey to work	169	4	0	116	1	1
Business Travel	3	3	3	3	0	0
Emp. Personal Business	24	24	24	24	21	21
Visitors (business)	2	2	2	0	0	0
	197	33	29	144	22	22

	AM Pe	ak Trips	PM Peak Trips		Sat Peak Trips	
Residential	In	Out	l In	Out	In	Out
Journey to work	5	198	137	0	1	1
Work Business	0	6	5	0	Ö	0
Education	10	457	200	10	1	1
Escort Education	3	154	67	3	0	O O
Shopping	9	9	47	47	107	107
Other Personal Business	4	4	4	4	34	34
Leisure	5	26	26	51	35	35
	36	855	487	116	178	178

	AM Pe	ak Trips	PM Pe	ak Trips	Sat Peak Trips		
Hotel	In .	Du(In	Out	n	TUO	
Journey to work	0	3	2	0	0	0	
Business Travel	0	0	0	0	0	0	
Emp. Personal Business	0	0	0	0	0	i n	
Resident Travel	0	0	0	0	0	0	
Conference Travel	0	0	0	0	0	ő	
	0	3	2	0	0	ő	

	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	Sat Peak Trips		
Retail	In	Out	In	Out	In	Out		
Journey to work	20	0	0	14	0	0		
Business Travel	0	0	0	0	0	ō		
Emp. Personal Business	11	11	11	11	29	29		
Visitors (business)	1	1	1	1	0	0		
Visitors (customers)	122	122	497	497	247	238		
	164	134	509	523	276	267		

	AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips		
Leisure	In	Out	In	Out	In	Out		
Journey to work	24	0	0	4	0	0		
Business Travel	0	0	0	0	0	0		
Emp. Personal Business	. 1	0	0	0	0	0		
Visitors (business)	3	. 1	1	0	0	0		
Visitors (customers)	174	11	22	41	541	563		
	201	12	23	45	542	563		

5% Private Vehicle Trips

15%

50% Rali Trips AM Peak Trips

100%

In

AM Peak Trips

10%

	Trips	- FMILE	ak Trips	Sat Pe	ak Trips
In	Out	in	Öut	In	Out
0	0	0	0	0	0
0	0	0	0	0	C
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

AM Peak Sat Pea Out Out 20 15 _0

AM Peak Trips PM Peak Trips Sat Peak Trips In

AM Peak Trips PM Peak Trips Sat Peak Trips In Out 0 0 0 0

PM Peak Trips In Out AM Peak Trips Sat Peak Trips Out In

PM Peak Trips

PM Peak Trips 27 40

PM Pea

PM Peak Trips

PM Peak Trips In Out 0 1

0

Trips Out

ln 0

Sat Peak Trips

5at Peak Trips

Trips Out

Set F

Sat Peak Trips

Sat Peak Trips In Out 0 0

Cycling Trips

AM Peak Trips 1n 34

AM Peak Trip

AM Pea

AM Peak Trips In Out

AM Peak Trips

4

Trips

0	0	0	0	0	0
0	0	ò	0	0	0
0	0	0	Ó	0	0
0	0	0	0	0	0
AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips Out
In	Out	ln .	Out	ln l	Out
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

PM Peak Trips

PM Peak Trips In Out

in 0

Sat Peak Hour

PM Peak Trips Sat Peak Trips AM Peak Trips <u>|n</u> 0

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
n	Out	In	hO	ln	Out
0	0	Ö	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0		0			

AM Peal PM Peal Trips Sat Peak Trips Trips Out _27 20 46 115 AM Peak Trips PM Peak Trips Sat Peak Trips In Out Out In Out PM Peak Trips AM Peak 5at Peak Trips Trips

PM Peak Trips

5at Pe

In Out ln Ou Out <u>37</u> 43 37 39 139 141

AM Pe	ak Trips	PM Pe	ak Trips	Sat Peak Trips	
In	Qut	ln	Out	In	Out
5	0	0	1	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1		0	0	0	0
61	4	. 8	14	189	197
66	4	8	15	190	197

Taxi Trips

	AM Pe	AM Peak Trips		PM Peak Trips		ak Trips
Commercial	In	Out	In	Out	In	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	ō
Emp. Personal Business	0	0	0	0	0	0
Visitors (business)	0	0	Ó	0	0	0
	0	0	0	0	0	0

Peak Trips Sat Peak Trips	k Trips	AM Pe	
Out in Out	Out	in in	Residential
0 0 0	0	0	Journey to work
0 0 0	0	0	Work Business
0 0 0	0	0	Education
0 0 0	0	0	Escort Education
0 1 1	0	0	Shapping
0 0 0	0	0	Other Personal Business
0 0 0	0	0	Leisure
0 0	0	0	Leisure

	AM Pe	ak Trips	PM Peak Trips		Sat Peak Trips	
Hotel	Jn	Out	în	Out	In i	Out
Journey to work	0	0	0	D	0	0
Business Travel	0	0	0	0	.0	0
Emp. Personal Business	0	0	0	0	ò	0
Resident Travel	0	0	0	0	0	0
Conference Travel	. 0	Q	0	0	0	0
	0	0	0	0		0

	AM Peak Trips		PM Peak Trips		Sat Peak Trips	
Retait	In	Out	In	Out	In	Out
Journey to work	0	0	0	0	0	0
Busigess Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	ö	0	0	Ő
Visitors (business)	0	0	0	0	0	0
Visitors (customers)	1	1	25	25	12	12
	1	1	25	25	12	12

	AM Peak Trips		PM Peak Trips		5at Peak Trips	
Leisure	ln .	Out	ln.	DuC	ln i	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	. 0	0	0	0
Emp. Personal Business	0	0	0	0	0	0
Visitors (business)	0	0	0	0	Õ	0
Visitors (customers)	0	0	0	0	0	0
	0	0	0	0	0	-

Modal Split, Internal Trips

Trip Demands AM Positrops Trip Demands AM Positrops Trip Demands 07 AS Positrops Pos	P00 Pigex trints Sat Piex, 76 Duit in 29 144 22 407 178 178 20 0 0 50 623 2276 23 45 522 1049 627 1016	INTERNET INTERNETION	PM Paix Trips PM Paix Trips ON h Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sat Peak Trips n - Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	son Trips PMFP63#TripL Set Peak In Olif In 9 0 0 36 11 20 1 0 0 74 74 37 1 2 27 111 65 84			Sat Peerk Trips in Cut 10 13 17 0 19 18 18 18 10 50

Walking Trips

AM Pea	ak Trips	PM Pe	ak Trips	Sat Peak Trips		
In	Out	In	Out	In	Out	
101	2	0	70	1	1	
2	2	. 2	2	0	0	
14	14	14	14	13	13	
1	1	1	0	0	0	
118	20	17	86	13	13	

	AM Pee	ak Trips	PM Pea	ak Trips	Sat Pe	ak Trips
	In	Out	in	Out	In	Out
	3	119	82	0	1	1
	_0	4	3	0	0	0
	8	274	120	6	0	0
	2	92	40	2	0	a
. [5	5	24	24	53	53
	2	2	2	2	19	19
	3	13	13	26	17	17
	20	509	284	59	91	P1

AM Pe		PM Pa	ak Trips	5at Pe	ak Trips
In	Out	In	Out	in	Out
0	2	1	0	0	0
0	0	0	0	0	Ó
0	0	0	0	0	0
0	0		0	0	0
0	0	0	0	0	0
0	2	1	0	0	0

AMP	eak rnps	PM Pe	ak Inps	Sat Pe	ak Trips
In	Qut	In	Out	in lin	Out
. 12	0	0	8	0	0
0	. 0	0	0	0	0
7	7	7	7	18	18
. 1	1	1	1	0	Q
61	61	238	238	118	114
80	68	246	254	136	132

AM Pe	ak Trips	PM Pe	ak ⊺rips	Sat Peak Trips	
In	Out	In	Out	In	Out
14	0	0	2	0	0
0	0	0	0	0	0
. 1	0	0	0	0	0
2	0	0	0	0	D
87	6		21	271	281
103	6	11	23	271	282

Total External Trips [check]

AM Pea	sk Trips	PM Pe	ak Trips	Sat Pe	ak Trips
in	Out	In	Out	In	Out
169	4	0	116	1	1
3	3	3	3	0	0
24	24	24	24	21	21
2	2	2	0	0	0
197	33	29	144	22	22

AM Pe	ak Trips	PM Pei	ak Trips	Sat Pe	ak Trips
In	Out	In	Out	In	Out
5	198	137	0	1	1
0	6	5	0	0	0
10	457	200	10	1	1
3	154	67	3	0	0
9	9	47	47	107	107
.4	4	4	4	34	34
. 5	26	26	51	35	35
36	855	497	116	179	170

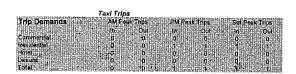
		PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	ln.	PO L	In	Out
0	3	2	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
. 0	٥	0	0	0	0
0	0	0	0	0	0
0	3	2	0	0	0

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
in	Out	In	Out	. In	Out
20	0	0	14	D	0
0	0	0	0	0	0
11		11	11	29	29
1	1	1	1	0	0
122	122	497	497	247	238
154	134	509	523	276	267

AM Pe	ak Trips	PM Pe	ak Trips	Sat Peak Trips		
In	Out	In	Out	ln –	Out	
. 24	D	0	4	0	0	
0	o	0	a	0	0	
1	0.	0	0	0	0	
3	1	1	0	0	0	
174	11	22	41	541	563	
201	12	23	45	542	563	









KXCtripsSc4r.xls

1	Modal Split EXTERNAL TRIPS	Arup Estimates		OPMENT upto 7182	75 sqm ASSUMED) (Scenario 3) - Febr	uary 2004 (With t	he assumed EIA em	ployment densiti	5}										
	Land Uso Commercial Residential Hotel Retail Leisure	Journey Purpose All Purpose All Purpose Vork Business Education Escott Education Shopping Other Penanet Business Work (non-customer) Restdoctars Work (non-customer) Work (non-customer) Visitor customer,	Workday MP Peek Hour Priv Veh Reil LUI 2% 49% 36% 9% 20% 36% 2% 20% 30° 9% 20% 30° 2% 20% 30° 2% 5% 5% 10% 20% 20% 20% 20% 20% 20% 20% 20% 20% 20% 20% 5% 23% 23% 5% 23% 23% 5% 23% 23% 5% 23% 23% 5% 23% 23% 5% 23% 20% 5% 23% 20% 5% 20% 27% 5% 20% 27% 5% 20% 27% 5% 20% 27% 5% 20% 20%	6 7% Disk 6 20% 1% 6 20% 1% 20% 1% 1% 20% 1% 1% 20% 1% 1% 6 15% 1% 6 15% 1% 6 15% 2% 6 15% 20% 6 15% 20% 6 15% 20% 6 15% 20% 6 15% 20% 6 15% 20% 6 30% 1% 6 30% 1%	MG Cycle 3% 2% 4% 4% 4% 4% 0% 4% 0% 4% 2% 5% 4% 0% 4% 2% 5% 4% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 4% 2% 2%	Walk Total 1% 100% 12% 100% 12% 100% 20% 100% 20% 100% 23% 100% 35% 100% 5% 100% 0% 100% 5% 100% 7% 100% 25% 100% 35% 100% 35% 100%	Priv Vah 2% 9% 25% 10% 25% 12% 20% 5% 15% 15% 15% 5% 5% 0%	Rail LUI 49% 36% 20% 30% 20% 30% 25% 5% 25% 5% 20% 25% 30% 20% 30% 20% 30% 20% 30% 20% 35% 20% 35% 20% 30% 20% 35% 20% 17% 40% 15% 20% 15% 20%	Bits Test 7% 0% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1%	Weekday PM Peak. MCC Oycle 378 22% 474 4% 474 4% 474 4% 474 4% 474 4% 074 4% 074 4% 074 4% 074 4% 074 4% 074 4% 075 0% 076 0% 075 0% 178 4% 276 2%	Hour Visik Total 13% 100% 12% 100% 12% 100% 20% 100% 20% 100% 20% 100% 5% 100% 5% 100% 2% 100% 5% 100% 2% 100% 5% 100% 2% 100% 2% 100% 3% 100% 3% 100%		Iv Veh Ra 2% 49' 9% 20' 25% 25' 25% 25' 25% 25' 25% 25' 25% 25' 25% 25' 20% 20' 20% 20' 15% 35' 0% 17' 10% 15'	% 36% % 30% % 30% % 30% % 5% % 25% % 20% % 20% % 20% % 20% % 20% % 20% % 20% % 20% % 20% % 20% % 40% % 40%	Bus Tes 7% 0% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 20% 1% 15% 2% 15% 1% 35% 1% 35% 1% 10% 20% 30% 1% 15% 1% 30% 1% 15% 1%	d MVC 3% 4% 4% 0% 0% 2% 1% 1% 0% 6 0% 6 0% 6 0% 4% 1% 1% 1% 1% 1% 1% 2% 1% 2%	Seturday Peak H Circle Wis 2% 19/ 4% 122 4% 122 4% 122 4% 22 5% 24% 2% 15% 4% 5% 4% 5% 4% 5% 4% 5% 4% 5% 4% 5% 4% 5% 4% 7% 1% 2% 35% 35%	Ik Total 100% 100% 4 100% 4 100% 4 100% 4 100% 5 100% 6 100% 100% 100% 100% 100% 100% 100% 100% 100% 100% 100%		
		Commercial Journey to work Business Travel Emp, Personal Business Visitors (business)	Total External Trips AM Peak Trips PM In Out In 7.421 169 855 170 170 170 10 10 10 41 41 41 7.642 380 1.06	Oul in 6,089 100 170 5 10 9 43 2	Poak Trips Out 100 5 9 2 118	Private Vehicle Trip AM Peek Trips In Out 148 3 3 3 0 0 1 1 153 6		Sat Peak Trips In Out 2 0 0 0 0 0 0 0 0 0 2 2	Rail Trips AM Peal 3,630 83 5 20 3,745	Trips PMFP Cut In 83 421 63 83 5 5 70 20 19) 529	eak Trips Sat P Out In 2,983 49 63 2 5 4 21 1 3,092 57	2	A	Out 71 61 61 4 5 15	PM Peak Trips In Qui 309 2,19 61 61 4 4 15 15 386 2,27	2 36 2 36 2 3 1	Cut 36 2 3 1 42	Bus Trips AM Peak In 519 12 1 3 535	Out In 12 60 12 12 1 1 3 3	40k Trips Out 426 12 1 3
		Residential Journey to work Work Business Education Escort Education Shopping Other Personal Business Leidure	in Out In 15 522 436 1 45 35 8 364 159 3 122 54 8 364 159 8 8 38 8 8 8 8 8 8 12 61 61	0 3 1 1 1 8 0 38 85 8 64 123 157	Out 3 1 0 85 64 157	Am Peak Trips in Out 1 57 0 4 2 61 1 31 1 1 1 1 1 1 2 12 12 12	PM Peak Trips In. Out 39 0 3 0 40 2 13 1 4 4 1 1 12 25	In Out 0 0 0 0 0 0 0 0 0 0 9 9 8 8 8 8 31 31	AM Past in, 3 0 2 1 2 2 2 2 2 2	Oul In 126 .87 9 .7 91 .40 31 .13 2 .8 2 .2 .12 .12	eak Trips Sat P Out In 0 1 2 0 5 17 2 18 25 31	1 0 0		A Peak Trips Out 189 14 18 5 2 2	PM Peak Trips In Out 131 0 11 0 3 0 9 9 2 2 16 37	Sal Peak in 1 0 0 0 21 13	Trips	AM Paul in 3 - - - - - - - - - - - - -		442 oak Trips Out 0 2 1 6 1 22
		Hotel Journey to work Business Travol Emp. Personal Business Resident Travel Conference Travol	AM Peak Trips PM In Out In 110 5 6 0 0 0 0 0 0	Peak Trips Sat F	310 Posk Trips Out 35 0 2 170 65 295	8 197 AM Peak Trips 1n Out 5 0 0 0 0 0 7 21 46 1 56 23	113 32 PM Pask Trips In Out 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 14 9 34 1 34 16 49	46 46 Set Peak Trips In In Out 2 2 0 0 0 0 26 26 13 13 40 40	12 AM Peak in 28 0 0 14 107 149	273 170 Trips PM Pr Oul In 1 2 0 0 0 0 43 29 3 3 47 33		0	12	249 A Peak Trips Out 1 0 0 29	161 49	82 Sat Peak	82	10 AM Peak In 39 0 7 7 31	246 155	31 eak Trips
		Retail Journey to work Business Traval Erne, Parsonal Business Visitors (business) Visitors (customors)	AM Peak Trips PM In Dvit In 492 36 36 0 1 2 4 4 4 3 0 0 435 435 2,28 934 476 2,324	Out In \$33 36 2 2 4 11 3 9 4 2,264 3,853 3,853 3 2,825	36 2 11 3,582 3,640	AM Peak Trips In Out 0 0 0 0 0 0 0 0 0 0 22 22 22 22	PM Pack Trips In Out 0 0 0 0 0 0 0 0 114 114 114 114	Sat Peak Trips in Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 198 179		Out In B 6 O 0 1 1 0 0 87 457 84 464	Dak Yrips Sat P Out In 91 6 0 0 1 2 0 2 457 791 549 800	Out Out 0 0 2 2 716 728	AM In 197 0 2 3 117 317	A Peak Trips Out 7. 14 7. 2 0 7. 117	PM Pask Trips In Out 15 213 1 1 2 2 0 1 617 617 634 633	Sat Peak in 14 1 4	Trips Out 14 1 4	AM Peak		73 Out 37 0 0 0 150 198
		Letsurg Journay to work Business Travel Emo, Percami Business Visitors (business) Visitors (custamers)	Ahi Peak Trips PM In Chui In 45 6 36 0 0 0 2 3 3 726 197 654 769 201 700	Out In 85 13 0 0 0 0 1 0	Peak Trips Qut 12 0 0 1.262 1,274	AM Peak Trips In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 73 20	PM Peak Trips In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Sat Peak Trips in Out 0 0 0 0 0 0 0 0 123 126	AM Peak In. 8 0 0 109 116	Trips PM Pe Out in 1 7 0 0 0 0 29 100 30 106	Out In 14 2 0 0 0 0 0 0	2esk Trips Out 2 0 189 191		0 0 -1	PM Peak Trips In Out 15 34 0 0 -1 0 -1 0 133 188 147 223	In 0 0	Trips Out 5 0 0 0 0 252 257 257	AM Peak in 13 0 -1 109 122	Trips PM Pc Out In 2 12 0 0 -1 -1 29 100 31 111	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
		Commercial Journey to work Businoss Travet Emp. Personal Business Visitors (Business)	Am Peak Trips PM in Quid In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Trips Sat P Out In 0 0 0 0 0 0 0 0 0 0 0 0	Peak Trips Out 0 0 0 0	M/C Trips In. Out 223 5 5 5 0 0 1 1 229 12	PM. Peak Trips In Out 20 183 5 5 0 0 1 1 32 189	Set Peak Trips In Out 3 3 0 0 0 0 0 0 0 0	Cycling Tri AM Posk in 148 3 0 153		ak Trips Sat Pi Out In 122 2 3 D 0 0 1 0 124 2	leak Trips	Walki AM Pec In 74 2 0	Out	PM Feak 9 61 2 2 0 0 0 0	Sal Peak In 0 0 0	Out 1 0 0	AM Peek In 7,421 170 10 41	10 10 41 41	Out 6,089 17D 10 43
		Residential Journey to work Work Business Education Escort Education Shapping Other Parsonal Business Lisiure	AM Peak Trips PM In Out In 0 6 4 0 0 0 0 4 2 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1	Peak Trips Set P Out. In 0.000 0.000 0.000 0.001 0.001 0.1001 0.1001	Peak Trips Out 0 0 0 1 1 3	AM Peak Trips In Out 1 25 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	PM Peak Trips in Out 17 0 5 0 0 0 1 1 0 0 1 1	Sal Peak Trips In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 2 3 3 2 2	AM Peak In 0 0 0 0 0 0 0			*enk Trips 0ut 0 0 0 0 0 4	AM Pe In 2 0 2 1 2	24	11 63 PM Peak In Out 52 0 4 0 32 2 11 1 0 8 1 1 1	\$at Peak In 0 0 19 19	0 0 0 0 0 0 0 0 19	7,842	390 1,060 PM Peak Out In 632 436 45 35 304 158 122 54 8 38 8 8 8	8
		Hotel Journey te work Busingss Travel Erne, Personal Busingss Resident Travel Conference Travel	1 13 9 AM Prex Trips PMI In Out In 1 0 0 0 0 0 0 0 10 29 19 61 2 2 72 30 21 72 30 21	0ut In 1 0 0 0 0	5 out 0 0 	1 26 AM Peak Trips In Cut 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	21 2 PM Peak Taps In O O 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O	8 6 Sat Peak Trips In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 AM Poak	SO 32 Trips PMI Pe Qut In 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 12 ek Trips Sat Pe Out in 5 2. 0 0 0 0 0 0 5 2 0 0 0 0 0 0 5 2	12 ewk Trips Qut 2 0 0 0 0 2 0 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	7 AM 0 0 0 0 0 0 0		3 6 112 18 PM Peak Trips In 0 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0	in 2 0 0 9	8 37 Chui 2 0 0 9 9 4 15	AM Peak In 110 0 0 46 306	1,240 791 Trips PM Pe Owt In 5 6 0 0 143 95 8 8	123 180 at Trips Out 118 0 0 60 230 408
	-	Retail Journey to work Business Travet Emp. Jersonal Business Visitors (dyalomens) Visitors (dyalomens)	AM Peak Trips PM in Qut In 5 0 0 0 D 0 0 D 0 0 0 0 0 0 0 0 0 0 0 0 3 9 5 23	Peak Trips Sot P Out In 5 D 0 0 0 0 23 40 28 40	oak Trips Out 0 0 36 36	AM Peak Trips jn Qut 5 0 0 0 0 0 0 0 14 S	PM Peak Trips In Qut 0 5 0 0 0 0 0 0 0 0		AM Peak in 20 0 0 4 24		ak Trips Sat Pe Out In 21 1 0 0 0 0 0 0	2 eak Trips Qut 1 0 0 0 36 38	6 In 34. 0 0 109 144	Out 5 3 0 0 0 0 0 30 0	0 6 PM Peak In Out 3 37 0 0 0 0 0 0 160 160 163 195	0	15 <u>Out</u> 3 0 1 1 898 900	464	155 109 PM Posk Out In 36 28 1 1 4 2 0 0 357 1,599 398 1,531	
	ł	Leisure Journey to work Busings Travel Erm, Personal Business Visitors (business) Visitors (customers)	AM Peak Trips P24 In Out in 0 0 0 0 0 0 0 0 0 0 0 0 0 0 7 2 7 8 2 7	Out In	eak Trips 0 0 0 13 13	AM Peak Trips In Out 0 0 0 0 0 0 0 0 0 15 4	PM Peak Trips in Out Q 1 Q 0 Q 0 Q 0 Q 0 Q 0 Q 0 Q 0 Q 0 Q 0 Q 0 13 19 14 20	Sitt Pesk Trips In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 25 25	AM Peak In 2 0 0 0 15 16	Frips PM Per Out In O 2 O 0 O 0 O 0 Image: Contract of the second s	3 1 0 0 0 0	eak Trips 0 0 0 25 26	AM Pe In 3 0 0 254 257	Out 0 0 0 0 0 89	Peak Out in Out 3 6 0 0 0 0 0 0 232 329 235 338	0	.Out 1 0 0 442 443	AM Peak In 45 0 -0 -2 -726 769	Did Beak	Out
		Modal Split, External Yı Top Dymondu Sorometal Menisolal Menisolal Menisolal Menisolal Menisolal Menisola	rips Total External Trips Mar Deals Trips	Sent Tics: Get P CA4, in U312, 118 360, 318 400, 291 2255, 4010 1,478, 4241 1,478, 4241	Nuk Trips OM 116 310 3560 3560 1274 81355	Rull Trips Not Peak Trips 17.8 Out 17.8 Mit 12 273 140 AT 172 94 116 30 4.16 30	PM Fees Trics 1 Oct 10 Oct	Set Free Tree Tr - Out St - F7 ed - D1 of - st box - 728 Tas - 197 1200 - 114	20204064991	099	H. Tops. Sur Pr Dat n 2.177 42 46 52 45 51 233 781 3444 1.220	rex (da 0.4 2 2 2 2 2 3 2 3 2 3 2 3 2 3 2 4 3 2 5 4 3 2 5 7 3								
		Thip Demandia Semence Leedonta Give Seal	Private Vahicle Person Try Mr Paint Tripe P44 In Ovid m 153 8 27 8 192 115 96 23 16 172 22 14 70 70 78 8 102 135 96 23 16 170 70 78 814 200 351	75 Vink (Tripe) Sait Pr Dual In- 122 40 40 42 40 42 414 10 84 123 444 451	Ang Van ewi Tripe Occ Our 12 11 Ra 1.5 17 10 1.5 179 2.0 129 1.5 198	Pelvalo Valikska Tripa Ald Pool This in Dut 138 7 30 15 17 15 40 15 40 15 41 75	Phi Poek Teor 20 115 75 21 11 33 57 57 44 83 20 288	De Peek Tops in Out 30 32 27 27 59 80 62 84 242 355	MCC Trips JUA Pear P 128 14 15 259	105 PK fee Old in 17 23 23 21 0 0 6 46 4 14 63 515	16 Trips 544 Pe Out In 165 5 2 6 0 0 0 0 70 25 202 114	888 Tilsa Ola 9 9 7 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1								
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			NAVAVA del da visi di su de pressoon ver Prose presso ver		redr & czarmenze inform A															

FULL DEVELOPMENT upto 718275 sqm ASSUMED (Scenario 3) - February 2004 (With the assumed EIA employment densities)

M Pesk		PM Peak		Sat Peak	
In	Out	l In	Out	In	Out
7,421	169	858	6,089	100	100
170	170	170	170	5	5
10	10	10	10	9	9
41	. 41	41	43	2	2
7,842	380	1,080	6,312	116	118

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Sat Peak Trips

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KXCtrips93rsense.xis

Modal Split EXTERNAL TRIPS

Arup Estimates

Modal Split

INTERNAL TRIPS

Arup Estimates

AM Peak Hour Priv Veh Rail/LUL Land Use Journey Purpose
 Taxi
 Cycle
 Walk

 20%
 60%

 20%
 60%
 Total 100% 100% Bus 20% 20% 10% 10% 30% 35% Journey roupose All purpose Journey to work Work Business Education Escort Education Shopping Other Personal Business Leisure Commercial Residential 20% 20% 20% 4% 4% 10% 20% 50% 50% 60% 50% 55% 55% 50% 10% 10% 15% 5% 5% 1% 1% Leisure Work (non-customer) Residents Conference Visitors Work (non-customer) 35% 35% 20% 15% 15% 20% 30% 20% Hote 60% 75% 75% 60% 50% 50% 5% 5% 5% 5% 100% 100% 100% 100% 100% Retail 20% 4% 20% Visitor customer Work (non-customer) 15% 1% Leisure

FULL DEVELOPMENT upto 718275 sqm ASSUMED (Scenario 3) - February 2004 (With the assumed EIA employment densities)

Priv Veh	Rail/LUL	Bus	Taxi	Cycle	Walk	Tot
		20%		20%	60%	100
	ľ	20%		20%	80%	100
		20%		20%	60%	100
10%		10%		20%	60%	100
10%		10%		20%	60%	100
15%		30%	1%	4%	50%	100
5%		35%	1%	4%	55%	100
5%		35%		10%	50%	100
		20%		20%	60%	1009
5%		15%	5%		75%	100
5%		15%	5%		75%	100
		20%		20%	60%	100
15%		28%	5%	4%	48%	100
		20%		20%	60%	1009
5%		35%		10%	50%	1005

In O

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Sat Peak Trips

Sat Peak Trips

Sat Peak Trips In Out 0 0 0 0

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 PM Peak Trips
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Sat Peak Trips

Sat Peak Trips In Out 0 0

Sat Peak Trips <u>In</u> 0

Out

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0 0 13

PM Peak Trips

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Priv Veh	Rail/LUL	Bus	Taxi	Cycle	Walk	Tota
		20%		20%	60%	100%
		20%		20%	60%	100%
		20%		20%	60%	1009
10%		10%		20%	60%	100%
10%		10%		20%	60%	1009
15%		30%	1%6	4%	50%	1009
5%		35%	196	4%	55%	100%
5%		35%		10%	50%	1005
		20%		20%	60%	1009
5%		15%	5%		75%	100%
5%		15%	5%		75%	1009
		20%		20%	60%	1009
15%		28%	5%	4%	48%	1009
		20%		20%	60%	100%
5%		35%		10%	50%	1009

Bus Trips

AM Peak

27

L ...

eak Trips Out

5% Total Internal Trips

Visitor customer

AM Peak Trips PM Peak Trips In Out In Out 134 3 0 93 3 2 2 2 2 Sat Peak Trips In Out 1 1 Commercial Journey to work Business Travel Emp. Personal Business Visitors (business) 3 24 24 24 21 21 163 120 0 22 32 22

35%

10%

	AM Pe	Peak Trips PM P		ak Trips	Sat Peak Trips	
Residential	In	Out	In	Out	1n	Out
Journey to work	4	158	109	0	1	1
Work Business	0	5	4	0	0	0
Education	8	364	159	8	0	0
Escort Education	. 3	122	54	3	0	0
Shopping	8	8	38	38	85	85
Other Personal Business	. 3	3	3	3	27	27
Leisure	4	20	20	41	28	28
	29	681	387	92	142	142

	AM Pea	ak Trips	PM Pe	ak Trips	Sat Peak Trips		
Hotel	n	Out	In	Du	In	Out	
Journey to work	0	3	2	0	0	0	
Business Travel	0	0	0	0	0	0	
Emp. Personal Business	1	1	1	1	6	5	
Resident Travel	0	0	0	0	0	0	
Conference Travel	0	0	0	0	0	i i	
	1	3	2	1	5	5	

	AM Pe	AM Peak Trips		ak Trips	Sat Peak Trips	
Retail	i in	Out	In	Out	n	Out
Journey to work	16		0	11	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	10	10	10	10	25	25
Visitors (business)	1	1	1	1	0	a
Visitors (customers)	105	105	416	416	205	198
	132	117	427	438	231	223

	Ame	ak mps	PM Pe	ak rrips	Sat Pe	ak Trips
Leisure	ln In	Out	In	Out	n	l Out
Journey to work	19	0	0	3	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	1	0	0	0	ö	0
Visitors (business)	3	1	1	0	D	0
Visitors (customers)	354	37	52	170	566	582
	376	37	53	173	568	583

Private Vehicle Trips PM Peak Trips

AM Peak Trips

AM Peak Trips

0

36 12

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AM Peak Trips PM Peak Trips

AM Peak Trips PM Peak Trips In Out In Out 0 0 0 0

AM Peak Trips

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Cycling Trips

10 27

AM Peak Trips

AM Peak Trips In Out 1 32

AM Peak Trips

AM Peak Trips In Out

0

AM Peak Trips In Out <u>In</u> 4

Ö

- In 3

E 35 <u>In</u> 0

PM Peak Trips In Out 0 19

PM Peak Trips In Out 22 0

PM Peak Trips In Out 0 0 0 0

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PM Peak Trips Sat Peak Trips In Out In Out 0 2 0 0 0 0 0 0

 PM Peak Trips
 Sat Peak Trips

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28

Rall Trips Sat Peak Trips

AM	Peak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	in	Out	In	l Ou
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	i o
0	0	0		0	0

AM Peak Trips In Out Sat Peak Trips In Out 0 0 PM Peak Trips 0 0 0 0

PM Peak Trips AM Peak Trips Sat Peak Trips In Out ln Q 0 0

PM Peak Trips In Out 0 0 0 0 AM Peak Trips In Out 0 0 0 0 Trips Out 0 0 Sat Peak 0 0 0 0 ----

AMP	eak Trips	PM Pe	ak Trips (Sat Pe	ak Trips
In	Out	İn	Out	In	Out
0	0	0	0	0	0
0	0	0	0	0	0
0	0 O	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	

0 AM Peak Trips In Out 1 32 PM Peak Trips Sat Peak Trips 22 <u>_!r</u> Ó 36 12 16 Ď 0 5 11 26 AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out 0 0 In O in D 0

PM Peak Trips

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Sat Peak Trips In Out

0

AM Peak Trips PM Peak Trips Sat Peak Trips In Out 0 0 0 0 In O ___0 0 2 0 32 34 2 0 117 119 2 0 117 121 0 58 -

AM Pea	ak Trips	PM Pe	PM Peak Trips		ak Trips
ln.	Out	n	Out	In	Out
4	0	0	. 1	0	0
0	0		0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
124	13	18		199	204
128	13	18	60	199	204

7axi Trips

	AM Pe	AM Peak Trips	PM Pe	PM Peak Trips		ak Trips
Commercial	In	Out	l n	Out	In	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	0	0	0	ñ
Visitors (business)	0	D	0	0	0	0
	0	0	0	0	0	<u> </u>

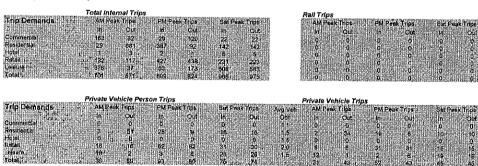
1	AM Pr	eak Trips	PMPe	PM Peak Trips		ak Trips
Residential	ln	Out	In	Out	łn	Out
Journey to work	0	. 0	0	0	0	0
Work Business	0	0	0	0	0	0
Education	. 0	0	0	0	0	0
Escort Education	0	0	0	0	0	0
Shopping	0	0	0	0	1	1
Other Personal Business	0	0	0	0	0	0
Leisure	0	0	0	0	0	0
	0	0	0	0	1	1

	AM Pe	ak Trips	PM Pe	PM Peak Trips		ak Trips
Hotel	ln ln	Out .	in	Out	n	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	0	0	ò	0	0
Resident Travel	0	0	0	0	a	0
Conference Travel	0	0	0	0	0	ő
	0	0	0			<u> </u>

	AM Pe	ak Trips	PM Pe	PM Peak Trips		ak Trips
Retail	in	Out	n	Out	In	Out
Jaurney to work	0	0	0	0	0	0
Business Trave	0	0	0	0	0	0
Emp. Personal Business	0	0	0	0	ō	0
Visitors (business)	. 0	0	ö	0	0	0
Visitors (customers)	1	1	21	21	10	10
	1	1	21	21	10	10

	AM Pe	AM Peak Trips		PM Peak Trips		ak Trips
Leisure	In	Out	In	Out	In	Out
Journey to work	0	0	0	0	0	0
Business Travel	0	0	0	0	0	0
Emp. Personal Business	0	Ó	0	0	0	0
Visitors (business)	0	0	0	0	0	0
Visitors (customers)	0	0	0	0	0	0
	0	0	0	0	0	0

Modal Split, Internal Trips



Walking Trips

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	/n	Out	ín	Out
81	2	0		0	0
2	2	2	2	0	0
14	14	14	14	13	13
1		1	0	0	0
98	19	18	72	13	13

/n	hO	in	Out	In	Out
2	95	65	0	1	1
0	3	2	0	0	0
5	219	96	5	0	0
2	73	32	2	0	0
4	4	19	19	43	43
2	2	2	2	15	15
2	10	10	20	14	14
16	406	226	47	72	72

AM Pe	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	in	Out	In	Out
0	2	1	0	0	0
D.	0	0	0	0	0
0	0	0	0	3	3
0	0	0	0	0	0
0	0	0	0	0	0
0	2		0	2	

AM Peak Trips
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 PM Peak Trips
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 53 53 200 200 59 206 213

AM Pea	ak Trips	PM Pe	ak Trips	Sat Pe	ak Trips
In	Out	In	Out	In	Out
11	0	0	2	0	0
0	0	0	0	0	0
0	0	0	0	0	0
. 2	0	0	0	0	0
177	18	26	85	284	291
190	19	26	87	284	291

.

Total External Trips [check]

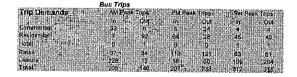
AM Pea	ak Trips	PM Pe	ak Trips	Sat Pe	ak ⊺rips
ln l	Out	In	Out	In	Out
134	3	0	93	1	1
3	3	3	3	0	0
24	24	. 24	24	21	21
2	2	2	0	0	0
163	32	29	120	22	22

AM Pe	ak trips	PM Pe	ak Trips	Sat Pe	ak Tripş
In	Out	in in	Out	1n	Out
4	158	109	0	1 .	1
Ó	5	4	0	0	0
8	364	159	8	0	0
3		54	3	0	0
8	8	38	38	85	85
3	3	3	3	27	27
4	20	20	41	28	28
20	0.0.4	10 CD 10	6.0		

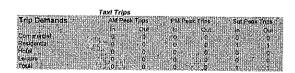
		PM Pe	ak Trips	Sat Peak Trips		
<u></u>	Out	In	Out	In	Out	
0	3	2	0	0	0	
0	0	0	0	0	0	
1	1	1	1 1	5	5	
0	0	0	0	0	0	
0	0	0	0	0	0	
1	3	2	1	5	5	

ik irips	PM Pe	ak Trips	Sat Pe	ak Trips
Out	In	Out	In	Out
0	0	11	0	0
0	0	0	0	0
10	10	10	25	25
1	1	1	0	ö
105	416	416	205	198
117	427	438	231	223
	0ut 0 0 10 1	Out In 0 0 0 0 10 10 1 1 105 416	Out In Out 0 0 11 0 0 0 10 10 10 1 1 1 105 416 418	Out In Out in 0 0 11 0 0 0 0 0 10 10 10 25 1 1 1 0 106 416 416 205

AM Pe	ak Trips	PM Pe	ak Trips	Sat Peak Trips	
In	Out	In	Out	In	DuO
19	0	0	3	0	0
0	. 0	0	0	0	0
. 1	0	0	0	0	0
3	1	1	0	0	0
354	37	52	170	588	582
376	37	53	173	568	583









KXCtripsS3rsense.xls

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Annex 3

Modal Split Spreadsheet for The Triangle

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Kings Cross Central - The Triangle (Appendix 4 - Annex 3)

TRAVL Modal Split Proportions - residential development	
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Site	Residents In (%)									
	Tube/Rail	Walk	Car Driver	Car Passenger	Bus	Pedal Cycle	Taxi	1		
Coopers Close	38	26	22	6	3	2	3			
Coverley Close	9	50	20	2	19	a	0	•		
Porter Square	5	31	20	15	24	3	2	[
Site		Residents Out (%)								
	Tube/Rail	Walk	Car Driver	Car Passenger	Bus	Pedal Cycle	Taxi			
Coopers Close	52	19	18	6	4	1	0			
Coverley Close	9	52	19	5	15	0	0			
Porter Square	0	41	21	17	19	2	0			
Site								-		
Sile	Tube/Rait	144.41		sitors In (%)						
0 Ol	1	Walk	Car Driver	Car Passenger	Bua	Pedal Cycle	Taxi			
Coopers Close	18	16	12	4	49	1	0			
Coverley Close	0	25	24	13	38	0	0			
Porter Square	0	22	20	0	53	5	0			
Site			Vis	itors Out (%)			<u></u>			
-	Tube/Rail	Walk	Gar Driver	Car Passenger	Bus	Pedal Cycle	Taxi			
Coopers Close	42	22	9	2	23	2	D			
Coverley Close	33	Ô	33	17	17	0	Ū.			
Porter Square	0	42	21	0	32	5	0			
Site			Tata	Augener (P()						
3118	Tube/Rail	Walk	Car Driver	l Average (%) Car Passenger	Bus	Dedat Ovala	T 1			
Coopers Close	38	21	Car Driver 15	~		Pedal Cycle	Taxi			
Coverley Close	13	32	24	5	20	2	1			
Porter Square		32 34	24 21	9	22		0			
Forter Square	ļ [34	21	8 .	32	4	1			
TOTAL AVERAGE	17%	29%	20%	7%	25%	2%	0%			

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Kings Cross Central - Summary of Trip Generation assessment - All trips (Feb 2004)

Scenario 1

AM PM. Sat Land Use In Out In Out Out In 9393 Commercial 506 1333 7740 167 167 Residential Hotel 74 1705 1046 241 401 401 0 0 0 0 0 0 Retail 1219 706 3298 3852 5084 4631 Leisure TOTAL 428 178 690 814 1167 1204 11114 3095 6367 12647 6819 6403 **GFA/units**

1600

37000

250

3500

The Triangle - Total People Trips

		AM		PM		Sat	
Land Use	In	Out	In	Out	In	Out	7
Commercial	0	0	0	0	0		
Residential	12	266	163	38	63	63	(rate de
Hotel	0	0	0	0	0	0	ľ
Relail	0	0	0	0	0	0	
Leisure	40	17	65	77	110	114	
TOTAL	52	283	229	115	173	177	

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Scenario 2

	AM			PM	Sat		
Land Use	In -	Out	In	Out	In	Out	
Commercial	7726	416	1096	6366	137	137	
Residential	104	2412	1480	342	567	567	
Hotel	261	91	64	230	300	300	
Retail	1007	587	2747	3200	4235	3857	
Leisure	510	198	1000	1102	1609	1665	
TOTAL	9608	3704	6387	11240	6848	6526	

Scenario 3

	AM			PM	Sat		
Land Use	In	Out	In	Out	ln	Out	
Commercial	7804	421	1107	6430	138	138	
Residential	81	1875	1151	266	441	441	
Hotel	465	159	112	408	300	300	
Retail	997	586	2746	3190	4234	3856	
Leisure	1228	329	1111	1650	1818	1864	
TOTAL	10575	3370	6227	11944	6931	6599	

Scenario 4

		AM		PM	Sat		
Land Use	In	Out	ln	Out	In	Out	
Commercial	7726	416	1096	6366	137	137	
Residential	104	2412	1480	342	567	567	
Hotel	0	0	0	0	0	0	
Retail	1227	707	3299	3861	5086	4632	
Leisure	564	209	1136	1199	1716	1768	
TOTAL	9621	3744	7011	11768	7506	7124	

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Modal Sp	lit		AM		PM		Sat
		In	Out	Ín	Out	In	Out
Car	Residential	3	67	41	9	16	16
25%	Leisure	10	4	16	19	28	28
Bus	Residential	2	53	33	8	13	13
20%	Leisure	8	Э	13	15	22	23
Rail/LUL	Residential	2	53	33	8	13	13
20%	Leisure	8	3	13	15	22	23
Walk	Residential	3	80	49	11	19	19
30%	Leisure	12	5	20	23	33	34
Other	Residentia	1	13	8	2	3	3
5%	Leisure	2	1	3	4	6	6
TOTAL		52	283	229	115	173	177

Trips derived from TRICS (chack)

Car	Residential	19	69	62	30	37	32
25%	Leisure	11	13	21	18	29	34

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0. APPENDIX 4 – MODAL SPLIT ANALYSIS

0.1 Overview

- **0.1.1** The trip generation for the proposed development has been derived for each of the principal journey purposes as outlined in the previous chapter. The information has been used to provide an indication of the likely modal split for each trip purpose.
- **0.1.2** A number of databases were used to obtain a typical modal split for a variety of land uses as proposed at Kings Cross Central in order to establish an estimate of the proportions of people travelling to/from the site by the various different modes.

0.2 Factors influencing modal choice

- **0.2.1** The different trip purposes are influenced by a number of key factors which determine modal split. These factors include:
 - The purpose and time of trip;
 - Location and origin or destination of the trip outside the site;
 - Physical accessibility, including car ownership and parking availability;
 - Relative accessibility by different modes.

The main factors associated with the modal split are discussed below:

Trip Purpose

- **0.2.2** The purpose of the trip may determine a propensity to use one mode in preference to others. Work related trips are more likely to be made by public transport given restricted workplace parking, congestion and the availability of strong radial public transport services as many employees select the location of their place of work (and in some cases of their home) based on the level of public transport access. Since journeys to work are regular, familiarity with the public transport networks tends to reduce the degree to which perceptions of convenience affect the modal choice.
- **0.2.3** Statistics reported in the 'London Travel Report 2002' (TfL) show that over 80% of journeys to work in central London are made by public transport. 'London Travel Report 2002' also reports journey to work modal splits of 46% and 19% by public transport in inner London respectively. The 2001 Census for Camden shows that of those people commuting to work, 50% travel by bus or rail, 18% travel by car, moped or taxi, and 21% walk or cycle. The remaining 11% work mainly from home.
- **0.2.4** Shopping journeys are more likely to be made by car because of the need to transport purchases between the retail location and the home and the average group size. The car is seen as a 'flexible' option although the location of the site to Central London and the limited car parking may well reduce the attractiveness of driving to the retail in this case.

0.2.5 Data reported in 'Focus on Personal Travel' (December 2001) suggests that for the UK as a whole, around 60% of shopping trips are made by car, 30% are made on foot and just 10% are made by public transport. Within London, the 'London Travel Report 2002' suggests that within the central zone, buses account for some 16% of shopping trips and London Underground accounts for only 7% of shopping trips, outside the Central zone this increases to 24% of shopping trips by bus and 9% by underground. This low share by rail is borne out by the 1996 LPAC study "London's Town Centre Health Check", which analysed the performance of all of London's major retail locations.

Physical Accessibility

- **0.2.6** Physical accessibility is used to refer to aspects such as the availability and quality of transport networks, access to a car to the trip-maker and the level of car parking available at the destination of the trip.
- **0.2.7** Within the Kings Cross Central site, car parking provision for employees will be limited. This will reinforce the modal preferences for journeys made for work purposes. It is anticipated that public car parking within the site will be managed such that commuter or long-stay parking will be discouraged.
- **0.2.8** It is proposed to provide 0.5 resident parking spaces per household, suggesting 0.31 cars per person living on site if all the space were to be occupied. This compares with a London average of 0.35 cars per person from the 2001 Census. Whilst not all residential units will have a dedicated parking space, it is anticipated that parking provision will reflect typical levels of car ownership. However, even with a car available to them, many residents will not travel to work by this mode. For example, the 35%-40% of people working in central London would be unlikely to attain more than a nominal mode share by car.

Relative Accessibility

- **0.2.9** Modal choice is also affected by the accessibility of an origin or destination by different modes of transport. Perceptions of the time taken to make a journey by different modes are set against cost and convenience issues. Measures of relative accessibility taken purely on journey time are therefore not directly transferable to modal split, but do indicate corridors where public transport may be more competitive with car travel.
- **0.2.10** It must be remembered that perceptions of convenience often outweigh those of cost, since items such as vehicle running costs tend to carry less weight when choices are made, particularly for non-regular journeys.
- **0.2.11** Surveys of employee travel patterns at Canary Wharf and the BBC in White City and central London show that car-use tends to predominate for local movements (employees who live relatively close to the site) or from areas where the journey involves orbital routes around London. These surveys also suggest that for journeys from further afield, or across central London, public transport use tends to dominate modal choice.

0.3 Commercial Journeys to Work – External Modal Split

- **0.3.1** The modal split for external trips is governed principally by the level of car parking provision at the commercial accommodation. There will be up to 475 parking spaces for a total of approximately 20,200 employees. Allowing for a daily attendance rate of 85% this is equivalent to around one space for every 36 employees if fully occupied.
- **0.3.2** The predicted modal split for the commercial development at Kings Cross Central has been based on information associated with surveys at a number of office developments in the Central London area, contained within the TRAVL database as well as information obtained from the Arup Travel Survey. The range of results are summarised in Table A4.1 below:

Table A4.1: Summary Of Modal Split For Typical Commercial Uses For Journey To Work

	Car	Rail	Tube	Bus	M/C	Bicycle	Walk	Other
CAA - Holborn	2%	59%	27%	5%	2%	1%	2%	2%
Usborne Publishing – Camden	1%	42%	41%	7%	-	7%	-	2%
Wellcome - Euston	10%	51%	26%	4%	1%	-	4%	4%
ARUP - Camden	2%	40%	36%	4%	4%	8%	3%	3%
AVERAGE	4 %	48%	32%	5%	2%	4%	3 %	2%

0.3.3 The average splits shown in the above table were used as a benchmark and the final assumed figures for the assessment are shown in Table A4.2 and Figure A4.1. This was applied to both the weekday and the Saturday peak conditions.

Table A4.2: Overall modal split for external commercial journeys to work

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of external commercial	2%	49%	36%	7%	0%	3%	2%	1%
journeys to work								

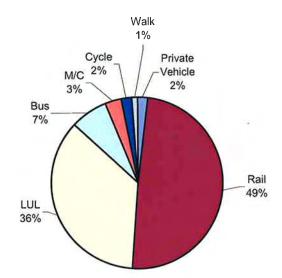


Figure A4.1: Overall modal split for external commercial journeys to work

0.3.4 For comparison, information on Canary Wharf travel patterns suggests that at that location overall modal splits for journeys to work are 11% by car, 80% by rail and 3% by bus. Bus usage is low due to the comparatively poor strategic connections available in the Isle of Dogs, while car usage reflects a relatively high car parking provision and accessibility to the M25.

0.4 Retail and Leisure employees

0.4.1 Parking provision for employees of the retail and leisure uses is expected to be as constrained as that for commercial employees if not more so given the excellent accessibility of the site by a variety of public transport modes. The assumed modal splits for the retail and leisure uses are summarised below in Table A4.3 and shown graphically on Figure A4.2:

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of retail employee journeys to work	0 %	17%	40%	30%	1%	1%	4%	7%

Table A4.3: Overall Modal Split For External Leisure Journeys

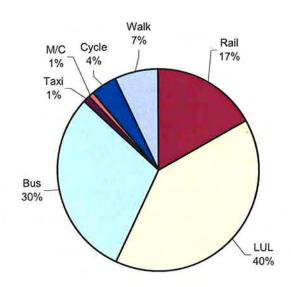


Figure A4.2: Overall Modal Split For Retail Employees Journeys To Work

0.5 Residential Work Trips

0.5.1 The modal split for journeys to work made by residents of the site is influenced by factors such as location of the destination, the availability of a car, household income and the quality of the alternative modes serving the work trip destination.

When considering the likely mode share by car for residents' journeys to work, it is important to remember that not all those in active employment who have access to a car will use the car for journeys to work, because:

- not all resident employees will be at work on a given day (because of illness, annual leave or other absence);
- some 18% of Londoners in households with a car cannot drive;
- resident employees may commute to work by means other than the car, because other modes are more convenient;
- multi-occupant households, particularly those with only one car, may use the car for non-work reasons during the day (such as escorting children, shopping, etc) and it may not therefore be available for the journey to work;
- vehicles may be off the road due to breakdown or servicing.
- **0.5.2** The fact that most residential streets in London remain heavily parked between the peaks is testimony to the above statements. The 'London Travel Report 2002' indicates that the modal share for journeys to work by residents of inner London is 25% by car, 56% by public transport and 12% on foot. The information contained within the DTLR document 'Focus on Personal Travel' has also been

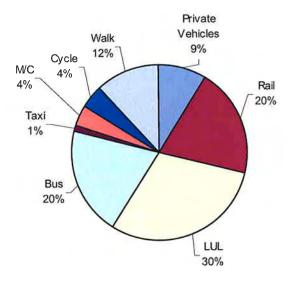
used to provide an indication of the typical modal split for different types of residential journeys both nationally and in the London area.

0.5.3 Given the location of Kings Cross Central to the rail, London Underground and London Transport Buses in the area, these figures have been adjusted to reflect a more reasonable level of modal split. The public transport facilities serving the site are location of the site and these are provided below in Table A4.4 below and Figure A4.3

Table A4.4: Overall Modal Split, Residents External Journeys To Work

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of residential journeys to work	9 %	20%	30%	20%	1%	4%	4%	12%

Figure A4.3: Overall modal split, residents external journeys to work



Residential education trips

- **0.5.4** Residential education trips were examined as a distinct grouping as the distribution and modal split characteristics of these trips are likely to be different from those for other non-work journey purposes.
- **0.5.5** The demand calculations and distribution of education journeys already account for the substantial number of primary and secondary education trips that are expected to be made within the site to the new schools to be provided as part of the development.

- **0.5.6** The modal split for students and escorts varies both by the age of the student and length of the trip. Students are likely to be escorted where the journey is within Camden or an adjacent Borough; beyond these distances the majority of students will be tertiary students who are unlikely to require escorting.
- **0.5.7** Student journeys within the local area are most likely to be made on foot or by cycle, depending upon the age of the student. However, there will also be an element of car-borne journeys (often because the journey is part of a trip chain by the escort, as noted below). Buses are also likely to play an important role where distances are too great to walk, but reasonably direct connections can be made on the bus route network.
- **0.5.8** By definition, the modal split for the escort will show a higher proportion by car for a given destination, since fewer student journeys made by public transport are likely to be escorted. This is because:
 - car journeys are required (or perceived to be required) where the destination is not well served by public transport and therefore for reasons of convenience the car is used and the student is escorted because they need to be driven; or
 - students are escorted by car because the escort is then continuing to another destination for a different trip purpose, and the car is considered to be the most convenient mode for this trip chain.
- **0.5.9** There is also a relationship between student and escort car journeys, since with the exception of some tertiary students, those students travelling by car will generally be driven by another person. The other principal mode for escorted trips is on foot, where students are accompanied over short distances because of their age or concerns about their personal safety and security.
- **0.5.10** The modal forecasts for each destination within the education category take account of these modal choice factors and the relationship between students and escorts travelling by car. The overall modal split for the educational journeys have been based on information contained within the DTLR's Focus on Personal Travel document which is based on the National Travel Survey statistics and the assumed modal split is summarised in Table A4.5 and Figure A4.4.

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of external education journeys	25 %	25%	5%	20%	1%	0%	4%	20%

 Table A4.5: Overall Modal Split, External Student & Escort Journeys

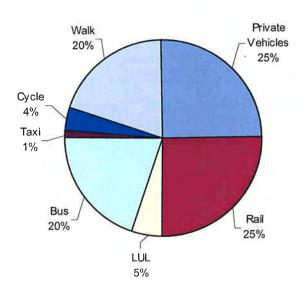


Figure A4.4: Overall Modal Split, External Education Student And Escort Education Journeys

0.5.11 'Focus on Personal Travel 2001' gives average UK modal splits for student journeys and suggests that car borne journeys account for 36% of primary and 19% of secondary student trips. Corresponding figures for journeys on foot are 56% and 43%. Public transport as a whole accounts for 7% and 34% of journeys respectively. These values have been adjusted to give a modal split associated with all educational journeys to/from the site as presented above.

0.6 Residential non-work journeys

- **0.6.1** There are journeys made by site residents for other purposes (personal business, shopping and leisure) that will differ in pattern to work and education trips.
- **0.6.2** Consideration was given to typical modal splits for the other journey trip types including shopping trips, 'other personal business trips and leisure trips for the assessment.

This forecast reflects the principles that:

- journeys made within the local area will include a significant walking and cycling component;
- journeys across the London area are also more likely to be made by public transport; and
- journeys to areas outside London will have a higher car modal share, reflecting a diversity of destinations and routes in this much wider area.

0.6.3 The details, again based on the National Travel survey information are summarised in Table A4.6 below.

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of shopping journeys	10%	20%	25%	15%	1%	2%	5%	22%
Proportion of 'other personal business journeys	12%	30%	20%	15%	2%	4%	2%	15%
Proportion of leisure journeys	20%	20%	30%	18%	2%	1%	4%	5%

Table A4.6: Overall Modal Split, Residents External Non-Work Journeys (Excluding Education)

0.7 Retail visitors

0.7.1 The modal split for retail visitors was based on the following principles:

- the role of walking and cycling will be primarily focused on the Kings Cross Central site as the distance that people would be prepared to travel would be relatively short;
- bus access will tend to cater for public transport demands within 3-4 kilometres of the site, with rail access being the dominant public transport mode beyond this distance.
- rail usage is heavily dependent on the coverage of the zone by station catchments and the quality of the service linking the stations to Kings Cross; and,
- car usage is affected by car ownership, the quality of highway linkage, the availability of alternative means of access, and the impact of retail competition.
- **0.7.2** The information within the Focus on Personal Travel document has been used to determine an overall modal split for retail customers as well as a shopper interview survey carried out at local retail centres (Camden Lock & Covent Garden). A technical note summarising the findings of the shopper interview survey is contained in Annex 1. The assumed retail visitor modal splits used for the transport assessment are shown in Table A4.7 and Figure A4.5.

Table A4.7: Overall Modal Split For Retail Visitor Journeys

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of retail visitor journeys	5%	20%	27%	19%	1%	2%	1%	25%

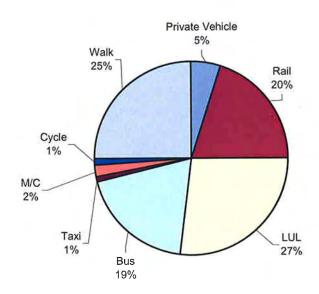


Figure A4.5: Overall Modal Split, External Retail Visitors

0.7.3 The figures in Table A4.7 relate to the external visitor projections and discount the activity associated with visitors drawn from the site, who will almost exclusively travel by non-car means to access the facilities from their workplace or home.

0.8 Leisure visitors

- **0.8.1** The approach to deriving modal split for leisure visitors followed similar principles to that for the retail visitors. The detail of the leisure development offered at Kings Cross Central is not yet defined. The splits have been based on the retail visitor modal split, but have been adjusted to reflect more walking trips and less bus use. It is expected that the modal split for the walking trips will be higher since the leisure trips will be linked to other nearby leisure/retail shopping centres.
- **0.8.2** The overall modal split characteristics for the leisure use is shown in Table A4.8 and Figure A4.6 as follows:

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Proportion of leisure visitor journeys	10%	15%	20%	15%	1%	2%	2%	35%

Table A4.8: Overall Modal Split, External Leisure Visitors

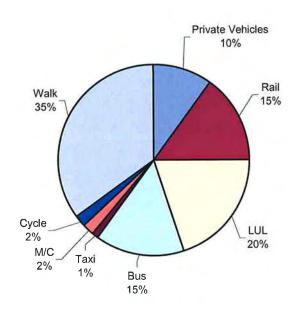


Figure A4.6: Overall modal split, external leisure visitors

0.9 Summary

0.9.1 Table A4.9 summarises the modal splits for each of the journey purposes assumed at Kings Cross Central.

Table A4.9: Overall Modal Split By Journey Purpose For External Trips

	Car	Rail	Tube	Bus	Taxi	M/C	Cycle	Walk
Commercial journeys to work	2%	49%	36%	7%	0%	3%	2%	1%
Residential – journey to work	9%	20%	30%	20%	1%	4%	4%	12%
Residential – educational based	25%	25%	5%	20%	1%	0%	4%	20%
Residential – escort educational based	25%	25%	5%	20%	1%	0%	4%	20%
Residential – shopping based	10%	20%	25%	15%	1%	2%	5%	22%
Residential – other personal business	12%	30%	20%	15%	2%	4%	2%	15%
Retail – journey to work	0%	17%	40%	30%	1%	1%	4%	7%
Retail – visitors	5%	20%	27%	19%	1%	2%	1%	25%
Leisure – journey to work	0%	17%	40%	30%	1%	1%	4%	7%
Leisure – visitors	10%	15%	20%	15%	1%	2%	2%	35%

0.9.2 The modal splits for the Main Site development have been applied to the predicted trip generation figures derived in Appendix 3 to give a breakdown of the number of trips in the peak periods for each of the likely modes of transport. The information is provided in spreadsheets in Annex 2.

0.10 Modal Split – The Triangle Site

0.10.1 The assumed modal split for the Triangle site has been assumed to be different from the Main Site since the accessibility to the mainline railway and tube station is reduced. The TRAVL databases have been used to provide an indication of the modal split by private car, walking and the public transport modes. The spreadsheet used to calculate the average modal split for a residential development based on the TRAVL data is provided in Annex 3. Since the volumes of people visiting the site is significantly smaller than the Main Site, it has been assumed that the modal split for the leisure development will be broadly similar to that derived for the residential development. The assumed modal split for the Triangle is summarised below:

	Car	Rail	Tube	Bus	Walk	M/C/Cycle/Walk
Modal Split for residential & leisure journeys – The Triangle	25%	20	9%	20%	30%	5%

Table A4.8: Overall Modal Split, The Triangle