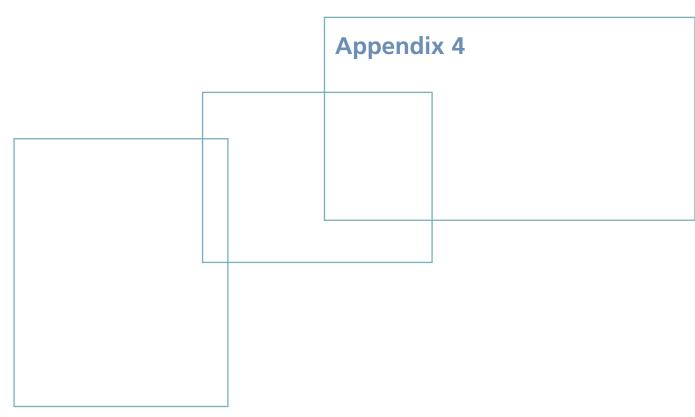
Argent St George, London and Continental Railways and Exel

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

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| 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.

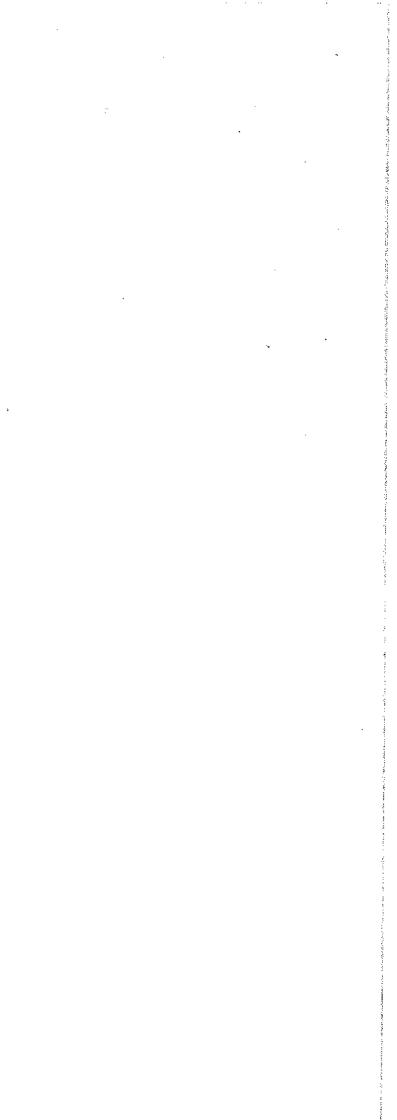
It is the assumed distribution for the retail development traffic is broadly in line with the observations at the local retail centres at Camden Lock and Covent Garden. It is not considered necessary to significantly change the assumptions at this stage and it is expected a further review will be required 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 |
| Commercial | All purpose | 2% | 49% | 36% | 7% | 0% | 3% | 2% | 1% | 100% | | Priv Veh 2% | Rail 49% | LUL 36% | Bus 7% | Tax | M/C 3% | Cycle | Walk | Total | Priv Veh | | LUL | Bus | Taxi | M/C | Cycla | |
| 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 |
| | Escort Education | 25% | 25% | 5% | 20% | 1% | 0% | 49 | 20% | 100% | | 25% | 25% | 5% | 20% | 1% | 0% | 4% | 20% | 100% | 25% | 25% | 5% | 20% | 1% | 0% | 4% | 1 |
| | 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 |
| | Loisure | 20% | 20% | 30% | 18% | 2% | 1% | 4% | 5% | 100% | | 20% | 20% | 30% | 18% | 2% | 1% | 4% | 5% | 100% | | 30% | 20% | 15% | 2% | 4% | 2% | 1 |
| Hotol | Work (non-customer) | 5% | 25% | 25% | 35% | 1% | 0% | 4% | 5% | 100% | | 5% | 25% | 25% | 35% | 1% | 0% | 4% | 5% | 100% | 20% | 20% | 30% | 18% | 2% | 1% | 4% | ł |
| | Residents | 15% | 30% | 20% | 15% | 20% | 0% | 0% | 0% | 100% | | 15% | 30% | 20% | 15% | 20% | 0% | 0% | 0% | 100% | 15% | 30% | 25% | 35% | 1% | 0% | 4% | 1 |
| | Conference Visitors | 15% | 35% | 20% | 10% | 20% | 0% | 0% | 0% | 100% | | 15% | 35% | 20% | 10% | 20% | 0% | 0% | 0% | 100% | 15% | 35% | 20% 20% | 15% 10% | 20% | 0% 0% | 0% | 1 |
| Retail | Work (non-customer) | 0% | 17% | 40% | 30% | 1% | 1% | 4% | 7% | 100% | | 0% | 17% | 40% | 30% | 1% | 1% | 4% | 7% | 100% | 0% | 17% | 40% | 30% | 20% | | 0% | |
| | Visitor customer | 5% | 20% | 27% | 19% | 1% | 2% | 1% | 25% | 100% | | 5% | 20% | 27% | 19% | 1% | 2% | 15 | 25% | 100% | 5% | 20% | 27% | 19% | 1% | 1% | 4% | 1 |
| Leisuro | Work (non-customer) | 0% | 17% | 40% | 30% | 1% | 1% | 4% | 7% | 100% | | 0% | 17% | 40% | 30 % | 1% | 1% | 4% | 7% | 100% | 0% | 17% | 40% | 30% | 1% | 1% | 4% | í- |
| | 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% | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | <u> </u> |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Total Ext | emai (np | 5 | | | | | Private V | ebicie Trip | \$ | | | | | Rail Trips | ÷ | | | | | Undergra | und Trip: | s | | | | |
| 1 | | ALL 7. | sk Trips | PM Pe | de Tele e | Cat F | | | | | | | | | | | | | | | | - | | | | | | |
| | Commented | AM Pe | | | | Sat Pea | | | | nk Trips | | oak Trips | | ak Trips | | | sk Trips | | ak Trips | Sal Peak Trips | | AM Pe | ak Trips | PM Pa | ak Trips | Sat Pea | k Trips | 1 |
| | Commercial Journey to work | 6.974 | Out 204 | ln i | Out | in | Out | | ln | Out | ln _ | Out | In | e E | | ln . | Out | in | Out | in Out | | In | Out | l In | Out | In [| Out | 1 |
| | Business Travel | | | 1,033 | 7,358 | 121 | 121 | | 179 | 4 | 21 | 147 | 2 | . 2 | | 4,397 | 100 | 506 | 3,605 | 59 59 | | 3,231 | 73 | 372 | 2,649 | 44 | 44 | 1 |
| | Emp. Personal Business | 205 | 205 | 205 | 205 | 6 | 6 | | 4 | 4 | 4 | 4 | 0 | 0 | | 160 | 100 | 100 | 100 | 3 3 | | 74 | 74 | 74 | 74 | 2 | 2 | 1 |
| | Visitors (business) | 50 | | | 12 | 11 | -11 | | 0 | 0 | 0 | 0 | 0 | 0 | | | 6 | 6 | 5 | 5 5 | | 4 | 4 | 4 | 4 | 4 | 4 | 1 |
| 1 | Visitors (dusiness) | 9,241 | 50 470 | 50 | 52 | 2 | <u> </u> | | 1 | 1 | 1 | 1 | 0 | 0 | | 24 | 24 | 24 | 25 | 1 1 | | 18 | 18 | 18 | 19 | 1 | 1 | 1 |
| | | 0,241 | 4/0 | 1,300 | 7,627 | 140 | 140 | | 185 | 9 | 26 | 163 | 3 | з | | 4,528 | 231 | 637 | 3,737 | 69 69 | | 3,327 | 169 | 468 | 2,746 | 50 | 50 | · |
| | | AM Per | ak Trips | PM Pea | k Trina | Sal Pea | Tring | | AM Pe | di Teles | DH O | eak Trips | | al Talan | | | | | | | | | | | | | | |
| | Residential | In | Out | | Out | bat rea | Out | | | | | | | ak Trips | | | uk Trips | | ak Trips | Sal Peak Trips | | | ak Trips | | ak Trips | Sat Pea | | 1 |
| | Journey to work | 13 | 560 | 387 | | 3 | 3 | | In | Out | İn | Out | In | Out | | In | Out | In | Out | In Out | | ín ! | Out | 1n | Out | In | Out | 1 |
| | Work Businoss | 1 | 40 | 31 | 1 | | 1 | | 0 | 50 | 35 | 0 | 0 | 0 | | 3 | 112 | 77 | 0 | 1 1 | | | 168 | 116 | 0 | 1 | 1 | 1 |
| | Education | 7 | 323 | 141 | 7 | 0 | 0 | | 2 | 4 | 3 | 0 | 0 | | | 0 | 88 | 6 | 0 | 0 0 | · | a | 12 | 9 | 0 | 0 | 0 | 1 |
| i | Escort Education | 2 | 109 | 48 | 2 | 0 | 0 ····· | | 1 | 27 | 35 | 2 | 0 | 0 | | 2 | 81 | 35 | 2 | 0 0 | - 1 | . 0 | 16 | 7 | 0 | 0 | 0 | 1 |
| | Shopping | 7 | 7 | 34 | 34 | 75 | 75 | | | . | 3 | - 3 | 0 | 0 8 | | | 27 | 12 | | 0 0 | - 1 | 0 | 5 | 2 | 0 | 0 | 0 | 1 |
| | Other Personal Business | 7 | 7 | 7 | 7 | 56 | 56 | | 1 | | | 1 | 7 | - 8 | | | | 7 | | 15 15 | - 1 | 2 | 2 | 8 | 8 | 19 | 19 | 1 |
| | Leisure | 11 | 54 | 54 | 109 | 139 | 139 | | 2 | 15 | 11 | 22 | 28 | 28 | | 2 | 2 | 2 | 2 | 17 17 | | 1 | 1 | 1 | 1 | 11 | 11 | 1 |
| | | 48 | 1,101 | 702 | 159 | 275 | 275 | | * | 174 | 100 | 28 | 43 | 43 | | 11 | 242 | 11 | | 28 28 | | 3 | 18 | 16 | 33 | 42 | 42 | 1 |
| | | | | | | | | | • | | 100 | 20 | 40 | 45 | | .,, | 242 | 151 | 33 | 61 61 | | 11 | 221 | 161 | 43 | 73 | 73 | |
| | | AM Pos | | PM Pes | k Trips | Sat Pea | k Trips | | AM Per | ik Trips | PM P | oak Trips | Sat Per | sk Trips | | AM Pe | ak Trips | PM Pos | ak Trips | Sat Peak Trips | | AM Po | ik Trips | PM Pa | ak Trips | Stil Goz | ak Trips | \$ |
| ļ | Hotel | In | Out | In | Out | In | Out | | in | Out | In | Out | In | Out | | in | Out . | In | Out | In I Out | - | In | Out | - in | Out | tn tn | | ł |
| | Journey to work | . 0 | -2 | -2 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | . 0 | | 0 | -1 | 0 | 0 | 0 0 | | 0 | -1 | 0 | 0 | 0 | Out | ł |
| ļ | Business Trayel | D | · 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | p | - ŏ | 0 0 | | ö | 0 | 0 | a | | 0 | ł |
| | Emp. Personal Business | 0 | 0 | 0 | 0 | 0 | 0 | | 9 | 0 | Û | 0 | 0 | Û | | 0 | 0 | 0 | ρ. | 0 0 | | - o | Ö | 0 | o i | - ŏ - + | 0 | 1 |
| | Resident Travel | . 0 | 0 | 0 | C | 0 | 0 | | 0 | 0 | 0 | 0 | a | 0 | | 0 | 0 | 0 | 0 | D 0 | - | Ö | <u>0</u> | 0 | | ō | 0 | 1 |
| | Conference Travel | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | C . | 0 | 0 | 0 | | 0 | 0 | D | 0 | 0 0 | | 0 | Ó | a | 0 | 0 | Ő | |
| | | 0 | -2 | -2 | ٥ | 0 | 0 | | 0 | o | ۵ | a | 0 | 0 | | - ò - | -1 | D | Q | 0 0 | _ | 0 | 1 | 0 | <u> </u> | n i | 0 | |
| 1 | | AM Pos | ik Yelne | PM Pea | k Trine | E al Davi | Trine | | 414 7 | | | | | | | | | | | - | _ | | | - | | - | - | |
| | Retail | In In | Out | PM Pea | Out | Sat Peal | | | AM Pe | | | eak Trips | | ak Tripa | | | ik Trips | PM Por | | Sat Peak Trips | | AM Pea | ik Trips | PM Po | ak Trips | Sat Pea | A Trips | 1 |
| | Journey to work | 537 | 39 | n 39 | 581 | | Ourl | | tn | Out | <u>In</u> | Out | _lη | Out | | In | Out | In | Out | In Out | | In | Qut | 10 | Out | la l | Out | |
| | Business Travel | 0 | | 39 | | 41 | 41 | | 0 | 0 | | 0 | D | 0 | | 91 | 7 | . 7 | - 99 | 7 7 | | 215 | 16 | 16 | 232 | 16 | 16 | |
| | Emp. Personal Business | 5 | 5 | 5 | | 12 | | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 0 | | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| | Visitors (business) | 3 | 0 | 0 | 3 | 10 | 12 | | 0 | . 0 | 0 | 0 | 0 | 0 | | 1 | - 1_ | 1 | 1 | 2 2 | | 2 | 2 | 2 | 2 | | 5 | |
| | Visitors (customers) | 525 | 525 | 2,753 | 2,753 | 4,771 | | | 0 | 0 | 0 | 0 | <u>D</u> | 0 | | 0 | 0 | 0 | 0 | 2 2 | | 1 | 0 | 0 | 1 | 4 | . 4 | 1 |
| | analous (costornaria) | 1,070 | 570 | 2,799 | 3,344 | 4,637 | 4,326 | | 26 | 26 | 138 | 138 | 239 | 215 | | 105 | 105 | 651 | 551 | 954 | | 142 | 142 | 743 | 743 | 1,288 | 1,168 | i - |
| | | , aru | 010 | 2,700 | 9,944 | 4,037 | 4,392 | | 26 | 26 | 138 | 138 | 239 | 216 | | 195 | 113 | 558 | 651 | 965 876 | | 360 | 160 | 762 | 960 | 1,314 | 1,194 | |
| 1 | | AM Pez | k Trips | PM Pea | k Trips | Sal Peal | Trins | | AM Pos | & Trins | PUP | oak Trips | Cat D- | ak Trips | | 411.0 | k Trips | | I. Volum | | | | | | | | | |
| | Leisure | In | Out | In | Out | in In | Out | | 10 | | - In | | | | | | | PM Pes | | Sal Peak Trips | _ | | k Trips | | ak Trips | Sat Poa | | 1 |
| 1 | Journey to work | 43 | 6 | 39 | 86 | 10 | 9 | | In | - 00 | <u>- m</u> | | ln | Out | | <u>. In</u> | Out | In | Qut | In Out | - 1 | in | Out | In | Out | In | Out | 1 |
| | Business Travel | 0 | 0 | 0 | 0 | 0 | 0 | | D | | 0 | | 0 | | | 7 | . 1 | 7 | 15 | 2 2 | - 1 | 17 | | 15 | 35 | 4 | .4 | Ł |
| | Emp. Personal Businoss | 0 | 0 | - ö | 0 | 8 | . 0 | | 0 | 0 | | 0 | 0 | | | 0 | 0 | 0 | 0 | 0 0 | - 1 | 0 | 0 | 0 | | 0 | 0 | ł |
| 1 | Visitors (business) | -3 | -3 | - 3 | 1 | | 0 | | 0 | 0 | 0 | 0 | | 0 | | 9 | 0 | 0 | 0 | 0 1 0 | - 1 | 0 | <u> </u> | 0 | 0 | 0 | 0 | l - |
| 1 | Visitors (customers) | 227 | 100 | 410 | 488 | 777 | 804 | | 32 | 10 | 41 | 47 | 0 78 | 0 50 | | 34 | -1 | | 0 | 0 0 | | -1 | -1 | -1 | 0 | 0 | 0 | 1 |
| | | 267 | 104 | 446 | 558 | 787 | 813 | | 23 | 10 | 41 | 47 | 78 | - 80 | | 41 | 15 | 62 | 70 | 117. 121 | I | 45 | 20 | 82 | 94 | 155 | 161 | |
| | | | | | | | | | | | 41 | 47 | · a | | | -11 | 10 | 66 | 85 | 118 122 | | 61 | 21 | 96 | 129 | 159 | 164 | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | AM Per | sk Tripa | PM Pe | ak Trips | Sat Po | ak Trips |
|------------------------|--------|----------|-------|----------|----------|----------|
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FULL DEVELOPMENT upto 718275 sqm ASSUMED (Scenario 1) - February 2004

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| 100 | 100 | 193 | 193 | 906 | 823 | | |
| 263 | 113 | 196 | 234 | 926 | 843 | | |

| AM Peak Trips | | PM Pea | ak Tripş | Sat Peak Trip: | | | |
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| In | Out | In | Out | la. | Out | | |
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| 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 |
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| AM Poak | | PM Peak | | Sat Peak | |
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| 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 |
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| 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 |
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| | | AM Peak Ho | | | | | | | PM Peak | | | | | | | | Sat Peak F | lour | | |
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| 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% | |
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| | 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 |
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| Retail | Work (non-customer) | | | 20% | | 20% | 60% | 100% | | | 20% | | 20% | 60% | 100% | 1 | | | 20% | |
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| J | Visitor customer | 5% | | 35% | | 10% | 50% | 100% | 5% | | 35% | | 10% | 50% | 100% | | 5% | | 35% | |
| | | Total Intern | | | | | | | | | | | | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | | | | | _ |
| | | i otar intern | ai inps | | | | | | Private Vehicle Tri | ps | | | | | Rail Trips | 8 | | | | |
| | | AM Peak | Trips | PM Peak | Trips | Sat Pea | k Trips | 1 | AM Peak Trips | PM Pea | k Trins | Sat Pea | k Tripe | | AM Do | ak Trips | DICO | sk Trips | C-+ D | 1. 7. |
| | Commercial | In | Out | In | Out | la í | Out | | In Out | In | Out | In | Out | | | | | | Sat Pea | |
| | Journey to work | 119 | 3 | 0 | 82 | 1 | 1 | | 0 0 | 0 | 0 | 0 | 0 | | in O | Out | in | Out | <u>in</u> | 1 |
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| | Emp. Personal Business | 29 | 29 | 29 | 29 | 26 | 26 | | 0 0 | 0 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| | Visitors (business) | 2 | 2 | 2 | 0 | 0 | 0 | | 0 0 | 0 | ŏ | - 6 - | | | 0 | | 0 | 0 | 0 | |
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| [| Retail | AM Peak | | PM Peak | | Sat Pea | | | | PM Pea | | Sat Pea | | | 1.0 | 0.4 | | | | |
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| | Journey to work Business Travel Emp. Personal Business | la 14 | Out 0 | in 0 | Out 10 | In 0 0 29 | Out 0 0 29 | | In Out 0 0 0 0 0 0 | In 0 0 | 0ut 0 0 | 0 0 0 | Out 0 0 | | 0 | 0 0 0 | 0 0 0 | Out 0 0 | In 0 0 0 | |
| | Journey to work Business Travel Emp. Personal Business Visitors (business) | In 14 0 11 1 | Out 0 0 11 1 | in 0 0 11 | Out 10 0 11 1 | in 0 29 0 | Out 0 0 29 0 | | In Out 0 0 0 0 0 0 0 0 0 0 | In 0 0 0 | 0 0 0 0 0 | | Out 0 0 0 | | 0 0 0 0 | 0 0 0 | 0 0 0 0 | Out 0 0 0 | In 0 0 0 | |
| | Journey to work Business Travel Emp. Personal Business | In 14 0 | Out 0 0 11 | in 0 0 11 | Out 10 0 11 | In 0 0 29 | Out 0 0 29 | | In Out 0 0 0 0 0 0 | In 0 0 | 0ut 0 0 | 0 0 0 | Out 0 0 | | 0 | 0 0 0 | 0 0 0 | Out 0 0 0 0 | In 0 0 0 | |
| | Journey to work Business Travel Emp. Personal Business Visitors (business) | In 14 0 11 123 149 | Out 0 11 123 136 | in 0 11 1 487 499 | Out 10 0 11 1 487 509 | In 0 29 0 219 248 | Out 0 29 0 210 239 | | In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 18 18 | In 0 0 73 73 | 0 0 0 0 73 73 73 | In 0 0 0 33 33 | Out 0 0 0 31 31 | | 0 0 0 0 0 | 0 0 0 0 0 | In 0 0 0 0 0 0 | Out 0 0 0 0 0 0 | In 0 0 0 0 0 0 | |
| | Journey to work Business Travel Emp. Personal Business Visitars (customers) Visitars (customers) | In 14 0 11 123 149 AM Peak | Out 0 11 123 136 | in 0 11 1 487 499 PM Peak | Out 10 0 11 1 487 509 Trips | In 0 29 0 219 248 Sat Pea | Out 0 29 0 210 239 k Trips | | In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 18 18 18 18 AM Peak Trips | In 0 0 73 73 PM Pea | 0ut 0 0 0 73 73 73 k Trips | In 0 0 33 33 Sat Pea | Out 0 0 31 31 k Trips | | 0 0 0 0 0 0 0 0 | 0 0 0 0 0 0 0 0 | In 0 0 0 0 0 0 0 0 0 | Out 0 0 0 0 0 k Trips | In 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) Leisure | In 14 0 11 123 149 AM Peak [*] In | Out 0 11 123 136 Trips Out | in 0 0 11 487 499 PM Peak In | Cut 10 0 11 1 487 509 Trips Out | In 0 29 0 219 248 Sat Pea In | Cut 0 29 0 210 239 k Trips Out | | In Out 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 18 18 18 18 AM Peak Trips In In Out | In 0 0 73 73 PM Pea | Out 0 0 73 73 73 k Trips | In 0 0 33 33 Sat Pea In | Out 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 | In 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 | - (|
| [| Journey to work Business Travel Emp. Personal Business Visitors (business) Visitors (customers) Leisure Journey to work | In 14 0 11 123 149 AM Peak [•] In 17 | Out 0 11 123 136 Trips Out 0 | in 0 11 487 499 PM Peak In 0 | Cut 10 0 11 1 487 509 Trips Out 3 | In 0 29 0 219 248 Sat Pea In 0 | Out 0 29 0 210 239 k Trips Out 0 | | In Out 0 0 0 0 0 0 0 0 0 0 0 0 18 18 18 18 18 18 10 Out 0 0 | In 0 0 73 73 73 PM Pea In 0 | Out 0 0 73 73 73 k Trips Out 0 | In 0 0 33 33 Sat Pea In 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 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 Tr |
| | 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 | |

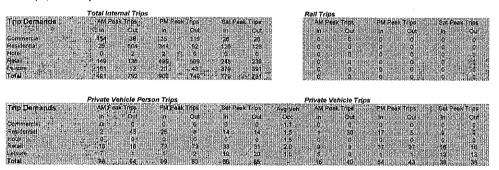
| | AM Pe | ak Trips | PM Pee | ak Trips | Sat Pe | ak Trips |
|-------------------------|-------|----------|--------|----------|--------|----------|
| Residential | ln . | Out | n | Out | In | Out |
| Journey to work | 0 | 0 | 0 | 0 | 0 | 0 |
| Work Business | 0 | 0 | 0 | 0 | 0 | 0 |
| Education | 0 | 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 |
| | | | | | |

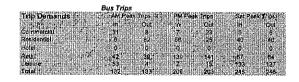
| Sat Pe | ak Trips |) (| AM Pe | ak Trips | PM Pe | ak Trips | Sat Pe | ak Tr |
|--------|----------|-----|-------|-----------|-------|----------|--------|-------|
| ١n | Out |) (| In | Out | in | Out | In | |
| 0 | 0 | } [| 71 | 2 | 0 | 49 | 0 | 1 |
| | 0 | | 2 | 2 | 2 | 2 | 0 | |
| 5 | 6 | | 17 | 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 |
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| | 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 |
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| | 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 |
| - | | 322 | 122 | 663 | 775 | 1,102 | 1,141 | | 26 | 11 | 60 | 61 | 108 | 112 | | 50 | 18 | 90 1 | 91 | 163 169 | (| | <u>22 ·</u> | 120 |
| | | | | | | | | | | | | ., | | | | - | 10 | | 120 | 168 171 | | 77 | 26 | 14 |

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

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Total External Trips [check]

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| 10 | 10 | 10 | 10 | g | 9 | |
| 41 | 41 | 41 | 42 | 2 | 2 | |
| 7,531 | 365 | 1,069 | 6,225 | 115 | 115 | |
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| 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

E Kops Ovi + 45 + 15 - 694 - 395 1 381

| Aug V SA Pok Tee Co N Oc 2 3 4 40 1 4 10 10 10 10 10 10 10 10 10 10 10 10 10 1 | 15. Out Mr. Out m. Out 137 7 16 113 2 2 | MC Trips M Field Topi 226 12 2 35 1 3 9 3 9 5 2 240 58 |
|---|--|---|
| Cat (Yourk 1) prs pr Cut 5 5 55 pr 56 pr 56 40 742 pro3 1601 114 1052 9807 | Cycling Trips Dri Peat Trips Dri Peat Trips Dri Peat Trips M CA r Out is 157 8 21 22 2 3 60 6 15 15 2 5 0 7 3 2 2 42 6 24 2 3 2 142 6 24 2 3 2 142 6 24 24 3 2 142 6 24 22 3 2 142 6 24 22 23 2 144 7 106 107 35 2 | |

| 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 |
|--|---|
| Top Daram ds All Press Type Pail Poilst Type Sat Press Type Trip Daram ds Mill Poilst Type Birl Poilst Type Sat Press Type Commercia Mill Poilst Type Birl Poilst Type Sat Press Type Commercia Discourse Discourse Discourse Discourse Commercia Discourse Discourse Discourse Discourse Discourse Commercia Discourse Dis Discourse Discourse | Walking Trips AMPauk (Nor.) Pid Pauk Yons 5 (1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |

4 1104 O.E 115 389 205 3.618 1.141 5.856

118 389 295 3.006 9.102 5.648

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%

0

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

0 PM Peak Trips AM Peak Trips Sat Pea rips Out Out 46 15 <u>20</u> 7 0 0 0 16 16 0 0

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

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

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

AM Feak Trips PM Peak Trips Sat Peak Trips In Out in Out ln 0 0 0 0 0 PM Peak Trips AM Peak Trips In Out Sat Peak Trips Out

 AM Peak Trips
 PM Peak Trips
 Sat Peak Trips

 In
 Out
 In
 Out
 Out

 0
 0
 0
 0
 0

Rail Trips

0

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

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

| 1 | 40 | 27 | 0 | 0 | 0 |
|-----|-----|----|----|----|----|
| 0 | 1 | 1 | 0 | 0 | Q |
| 1 | 46 | 20 | 1 | 0 | 0 |
| 0 | 15 | 7 | 0 | 0 | 0 |
| 3 | 3 | 14 | 14 | 32 | 32 |
| . 1 | 1 | 1 | 1 | 12 | 12 |
| 2 | .9 | 9 | 18 | 12 | 12 |
| 8 | 115 | 80 | 35 | 57 | 57 |
| | | | | | |

| AM Pea | ak Trips | PM Pea | ak Trips | Sat Pe | ak Trips 👔 |
|--------|----------|--------|----------|--------|------------|
| In | Out | in | Out | In | Out |
| 0 | 1 | | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | D | 0 |
| 0 | 0 | 0 | 0 | 1 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 1 | 0 | 1 | 1 |

| 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 | |

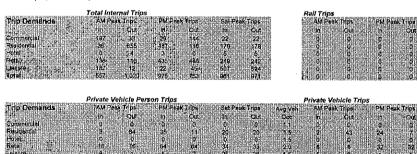
| | AM Peak Trips | | PM Peak Trips | | Sat Peak Trips | |
|------------------------|---------------|-----|---------------|-----|----------------|-----|
| Leisure | In | Out | in in | Out | In | Out |
| Journay to work | 0 | 0 | 0 | 0 | 0 | 0 |
| Business Travel | 0 | 0 | 0 | 0 | 0 | 0 |
| Emp. Personal 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% | | | |
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 AM Peak Trips
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| AM Peak | | PM Peak | | Sat Peak | |
|---------|-----|---------|-------|----------|-----|
| In | Out | In | Out | i i | Öut |
| 7,424 | 169 | 858 | 6,091 | 100 | 100 |
| 170 | 170 | 170 | 170 | 5 | 5 |
| 10 | 10 | 10 | 10 | ý | 9 |
| 41 | 41 | 41 | 43 | 2 | 2 |
| 7,645 | 390 | 1,060 | 6,314 | 116 | 116 |

| AM Peak | | PM Peak | | Sat Peak | |
|---------|-------|---------|-----|----------|-----|
| In | Out | la la | Out | lIn | ыO |
| 15 | 616 | 426 | 0 | 3 | 3 |
| 1 | 44 | 34 | | 1 | 1 |
| 7 | 356 | 156 | 7 | 0 | °. |
| 2 | 119 | 52 | | 0 | 0 |
| 7 | 7 | 37 | 37 | 83 | 83 |
| . 8 | 6 | 8 | 8 | 62 | 62 |
| 12 | 60 | 60 | 120 | 153 | 153 |
| 53 | 1,211 | 772 | 175 | 303 | 303 |

 AM Peak Trips
 Pha Peak Trips
 Sat Peak Trips

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 308

| 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 |
| 0 | 0 | D | 0 | 0 | 0 |
| 0 1 | 0 | 0 | 0 | D | Ó |
| -2 | -2 | -2 | 1 | 0 | 0 |
| 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 |
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| |
| MAC Trips |

| LUL Trips |
|-----------|
| LUL Trips |
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Modal Split Arup Estimates

INTERNAL TRIPS

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

22

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23

581 581

Sat Peak Trips In Out 0 0

eak Trips Out

Sat Peal

<u>in</u>

_83

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

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0 0 202 194 225 217

Sat Peak Trips

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 PM Peak Trips
 Sat Peak Trips

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 Out

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In 106

PM Peak Trips In Out 2 0

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 AM Peak Trips
 PM Peak Trips

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PM Peak Trips

2 37

| | | 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>

15 . 1 356 119

3 20 665

0

131 24

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

10% 10% 15% 5% 5%

5% 5%

15%

5%

Bus 20% 20% 10% 10% 30% 35%

35% 35% 20% 15% 15% 20%

28%

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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<u>In</u>

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 Cycle

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 4%

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0 0 Sat Peak Trips in Out 0

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20% 4% 20%

5% 5%

5%

| | | | 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 | |
| | 0 | 0 | 0 | 0 | | 0 | | .26 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | 1 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | 5 | |
| | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | |
| | | | - | <u>^</u> | | | | | |

| AM Peak Trips | | PM Pa | ak Trips | Sat Peak Trips | |
|---------------|-----|-------|----------|----------------|-----|
| ln | Out | lo | Out | In | Out |
| 0 | 0 | 0 | 0 | 0 | 0 |
| Ū. | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | . 0 |
| O | 0 | C | 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 |

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

 PM Peak Trips
 Sat Peak Trips

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 AM Peak Trips In Out 0 0 0

| AM Pe | ak Trips | PM Pe | ak Trips | Sat Peak Trips | |
|-------|----------|-------|----------|----------------|-----|
| In | Out | In | Out | ln . | Out |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |

AM Peak Trips PM Peak Trips Sat Peak Trips In Out In Out In Out 24 1 0 18 0 0

| .20 | 1 | U U | 18 | | 0 |
|-------|----------|-------|----------|--------|----------|
| 1 | 1 | 1 | 1 | 0 | 0 |
| 5 | 5 | 5 | 5 | 4 | 4 |
| 0 | 0 | . 0 | 0 | D | 0 |
| 32 | 6 | 6 | 24 | 4 | 4 |
| 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 |
| 0 | 1 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | Ö | 0 | 1 | 1 |
| 0 | 0 | D | 0 | 0 | 0 |
| 0 | D | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 1 | 1 |

| 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 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| 4 | 0 | 0 | 1 . | 0 | 0 |
| 0 | D | 0 | 0 | a | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 |
| 124 | 13 | 18 | 59 | 198 | 203 |
| 128 | 13 | 18 | 60 | 198 | 203 |

Taxi Trips

353

| | 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 |

36 37

| | 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

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 62
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 AM Posk Trips
 PM Peak Trips
 Sat Peak Trips
 Sat Peak Trips

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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 |

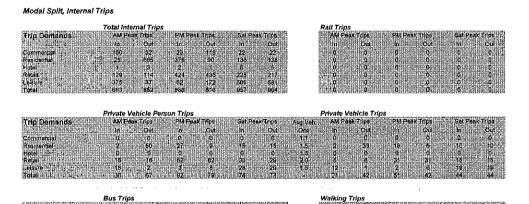
| In | Out | In | Out | In | Out |
|----|-----|-----|-----|-----|-----|
| 4 | 154 | 105 | 0 | 1 | 1 |
| 0 | 5 | 4 | 0 | 0 | 0 |
| 7 | 356 | 156 | 7 | 0 | 0 |
| 2 | 119 | 52 | 2 | 0 | 0 |
| 7 | 7 | 37 | -37 | 83 | 83 |
| 3 | 3 | 3 | 3 | 27 | 27 |
| 4 | 20 | 20 | 40 | 27 | 27 |
| 28 | 665 | 179 | pn. |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

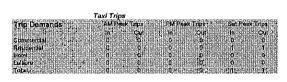
Walking Trips

| 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 |
| 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 | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 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 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 | 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 | | | |
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| Tail/Trips Fail/Trips [Trip Domanda | Walkbrig Trips Pail Peak Yript Bat Pe | | | |
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| ¢ | -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

XXCIripsSc4r.xls

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

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Trips Out

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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 |

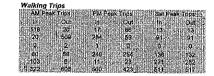
| AM Pe | ak Trips | PM Pei | ak Trips | Sat Pe | ak Trips |
|-------|----------|--------|----------|--------|----------|
| In | Out | In | Out | In | Out |
| 5 | 198 | 137 | 0 | 1 | 1 |
| 0 | 6 | 5 | 0 | 0 | 0 |
| 10 | 457 | 200 | 10 | 1 | 1 |
| 3 | 154 | 67 | 3 | 0 | 0 |
| 9 | 9 | 47 | 47 | 107 | 107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

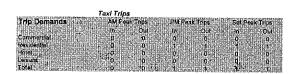
| | | PM Pe | ak Trips | Sat Pe | ak Trips |
|-----|-----|-------|----------|--------|----------|
| In | Out | ln. | PO L | In | Out |
| 0 | 3 | 2 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| . 0 | ٥ | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 3 | 2 | 0 | 0 | 0 |

| 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 | | | | | | | | |
| | | The Demende Smarkeval Lekkerije Soel Jacon Jacon Jacon Jacon | Bust Trips Part | 644 (1455 5 5 5 5 5 4 5 Cot 1 4 442 5 71 51 72 44 1985 798 167 138 911 044 | | Cycling Trips AM Poet, Trips In Coar 153 e 2 50 4 0 24 6 18 4 18 4 | | Sat Prost Tribs 1 Out 2 2 2 12 4 2 42 38 45 24 43 50 | | | | | | | | | | | | |
| | | I'M: Defrancis Ismanucis I | Taxi Trips PMF F AM Dask Trips PMF F 10 Constraints 0 Constraints 1 Social 1 | Sale (Mps. Dal)/S Coff of 3 S Day St 20 St | est Tript Cru 6 5 51 90 73 10d | Welking Trips AM Peak Trips (n) Cont 78 4 7 164 8 0 144 34 245 36 440 301 | PM Post Trips 11 Out 11 B1 11 B1 112 Id 112 Id 113 Id 114 Id 115 Id 115 Id 115 Id 116 Id 116 Id 116 Id 116 Id 116 Id 117 Id 117 Id 118 Id 1 | Set Peak Trips In Cut 37 31 13 20 241 400 241 1345 | | | | | | | | | | | | |
| | | | 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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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

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

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PM Peak Trips

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6

1.15

| 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

0

AM Peak Trips PM Peak Trips

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

AM Peak Trips

0

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

---<u>0</u>----

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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1n 22 <u>1</u> <u>32</u> <u>11</u> 2

6

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> |

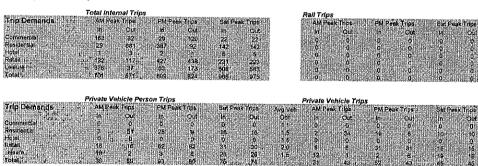
| 1 | AM Pr | eak Trips | PMPe | PM Peak Trips | | ak Trips |
|-------------------------|-------|-----------|------|---------------|----|----------|
| Residential | ln | Out | In | Out | łn | Out |
| Journey to work | 0 | . 0 | 0 | 0 | 0 | 0 |
| Work Business | 0 | 0 | 0 | 0 | 0 | 0 |
| Education | . 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
 Set Peak Trips

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 in
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 6
 6
 6
 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 |

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Total External Trips [check]

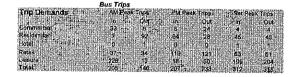
| AM Pea | ak Trips | PM Pe | ak Trips | Sat Pe | ak ⊺rips |
|--------|----------|-------|----------|--------|----------|
| ln l | Out | In | Out | In | Out |
| 134 | 3 | 0 | 93 | 1 | 1 |
| 3 | 3 | 3 | 3 | 0 | 0 |
| 24 | 24 | . 24 | 24 | 21 | 21 |
| 2 | 2 | 2 | 0 | 0 | 0 |
| 163 | 32 | 29 | 120 | 22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

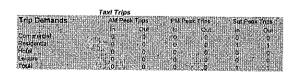
| | | PM Pe | ak Trips | Sat Peak Trips | | |
|---------|-----|-------|----------|----------------|-----|--|
| <u></u> | Out | In | Out | In | Out | |
| 0 | 3 | 2 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 1 | 1 | 1 1 | 5 | 5 | |
| 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | |
| 1 | 3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

| 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 | |

ate derived from KXC assessment)

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Webble to the second second second second second second second second second second second second second second

The second s

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 |
| | | | | | | | |

Summary3 and Islington Triangle.xls

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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 | | | | | | | | |

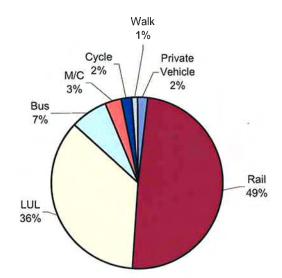


Figure A4.1: Overall modal split for external commercial journeys to work

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

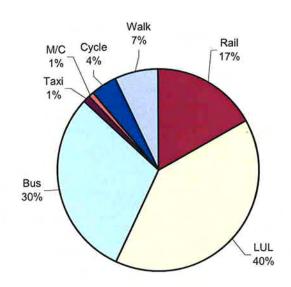


Figure A4.2: Overall Modal Split For Retail Employees Journeys To Work

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

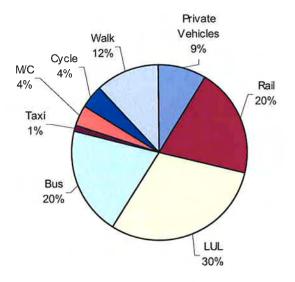
used to provide an indication of the typical modal split for different types of residential journeys both nationally and in the London area.

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

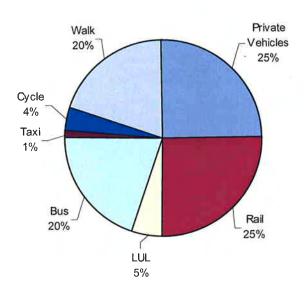


Figure A4.4: Overall Modal Split, External Education Student And Escort Education Journeys

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% |

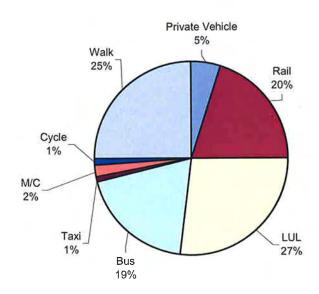


Figure A4.5: Overall Modal Split, External Retail Visitors

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

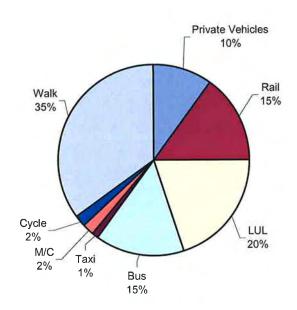


Figure A4.6: Overall modal split, external leisure visitors

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