

Marine Ices, Haverstock Hill, London

Transport Statement

SRE Haverstock Hill Ltd

12 January 2015 Draft Report PB2531



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1 INTRODUCTION

1.1 Background

- 1.1.1 Royal HaskoningDHV have been commissioned by SRE Haverstock Hill Ltd to produce a Transport Statement associated with the the redevelopment of the Marine Ices site, Haverstock Hill, London.
- 1.1.2 The existing site is vacant; however, it was previously occupied by the Marine Ices factory which manufactured ice cream, with the existing ground floor of the building providing a restaurant.
- 1.1.3 The proposed redevelopment comprises 19 new residential units, with the ground floor and basement to provide 1,072m² of A1/A3/D2 use. There are two proposed options for the ground floor and basement; the first provides a three screen cinema providing screens with 124, 76 and 97 seats respectively. The second option for the ground and basement levels provides A1 retail.
- 1.1.4 This Transport Statement is supported by a Framework Travel Plan (**Appendix 1**) and Delivery and Servicing Plan (**Appendix 2**).

1.2 Scoping

- 1.2.1 Pre-application planning advice has been provided by the London Borough of Camden (LBC). With regard to transport it has been advised that the application would need to be supported by a Transport Assessment, Travel Plan, Servicing Management Plan and Construction Management Plan. The Travel Plan and Service Management Plan are appended to this document.
- 1.2.2 It is noted that the term 'Transport Assessment' is often used to cover multiple levels of assessment (i.e. a Transport Statement, Transport Assessment, etc). Section 2 of this report, provides a review of the relevant guidance which suggest that the level of development would necessitate a Transport Statement rather than a Transport Assessment.
- 1.2.3 In addition LBC have also provided further detail with regards to parking, servicing and construction. Advising that:
 - The site is located within a Controlled Parking Zone and has a PTAL score of 6b, which indicates that it is highly accessible by public transport. In line with Policy DP18 the Council will expect development to be car free in areas within Controlled Parking Zones and sites which are highly accessible by public transport.
 - Cycle parking should be provided in accordance with the standards set out in the Draft Further Alterations to the London Plan (January 2014).
 - LBC consider that any servicing from Haverstock Hill would be unacceptable and that a Servicing Management Plan will need to be submitted detailing how the servicing from Crogsland Road would take place and its likely impact.



1.3 Structure of Transport Statement

- 1.3.1 This document has been prepared having regard to the Transport for London Transport Assessment Best Practice Guidance for major planning applications, which provides advice in respect of the scope of assessment of the transport implications arising from development proposals
- 1.3.2 Following this introduction this report will be structured as follows:
 - Section 2, provides information regarding the developments policy fit;
 - Section 3, describes the existing situation;
 - Section 4, describes the proposed development;
 - Section 5, examines the proposed site trip generation for the purposes of identifying worst case parking demand;
 - Section 6, examines the existing parking and proposed parking demand; and
 - Section 7, provides a summary and conclusion.



2 NATIONAL AND LOCAL POLICY FRAMEWORK

2.1 National Policy

National Planning Policy Framework

- 2.1.1 The National Planning Policy Framework (NPPF) was published in March 2012 by the Department for Communities and Local Government and is now the primary source of national planning guidance in England.
- 2.1.2 The NPPF contains the Coalition Government's strategies for economic, environmental and social planning policies in England and it is designed to be a single, tightly focused document setting out national planning priorities. It replaces existing national planning policy documents including all Planning Policy Statements (PPSs), all Planning Policy Guidance notes (PPGs) and all ministerial planning Circulars.
- 2.1.3 At the heart of the NPPF is a "presumption in favour of sustainable development", which for decision making means:
 - approving development proposals that accord with the development plan without delay; and
 - where the development plan is absent, silent or relevant policies are out of date, granting permission unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - specific policies in the NPPF indicate development should be restricted.
- 2.1.4 In terms of transport the NPPF states; "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:
 - the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
 - safe and suitable access to the site can be achieved for all people; and
 - improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."
- 2.1.5 This Transport Statement has been undertaken in compliance with NPPF objectives.



2.2 London Plan Policy – Draft Further Alterations to the London Plan (Jan 2014)

2.2.1 The Mayor confirmed his intention to publish the Draft Further Alterations to the London Plan in December 2014, which takes the end date of the plan to 2036. Policy 6.1 Strategic Approach states:

'A The Mayor will work with all relevant partners to encourage the closer integration of transport and development through the schemes and proposals shown in Table 6.1 and by:

- a) encouraging patterns and nodes of development that reduce the need to travel, especially by car – boroughs should use the standards set out in Table 6.2 in the Parking Addendum to this chapter to set maximum car parking standards in DPDs;
- b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand – boroughs should use the standards set out in Table 6.3 in the Parking Addendum to set minimum cycle parking standards in DPDs;
- c) supporting development that generates high levels of trips at locations with high public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations (see Policy 8.2);
- d) improving interchange between different forms of transport, particularly around major rail and Underground stations, especially where this will enhance connectivity in outer London (see Policy 2.3);
- e) seeking to increase the use of the Blue Ribbon Network, especially the Thames, for passenger and freight use;
- f) facilitating the efficient distribution of freight whilst minimising its impacts on the transport network;
- g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management;
- *h)* promoting greater use of low carbon technology so that carbon dioxide and other contributors to global warming are reduced;
- *i)* promoting walking by ensuring an improved urban realm;
- *j)* seeking to ensure that all parts of the public transport network can be used safely, easily and with dignity by all Londoners, including by securing stepfree access where this is appropriate and practicable.'



B The Mayor will, and boroughs should, take an approach to the management of street space that takes account of the different roles of roads for neighbourhoods and road users in ways that support the policies in this Plan promoting public transport'

- 2.2.2 Section 3.5 of this document identifies the development is highly accessible by sustainable modes of travel and is well placed to adhere to the policies outlined in policy 6.1 A.
- 2.2.3 The car free nature of the development will minimise the impact of the development on the operation of the highway and as such the implications of the development for the management of street space are minimised. Section 5 of the document will discuss the servicing implications of the development and will outline the implications of the development of street space.

2.3 Local Policy

London Borough of Camden, Camden Planning Guidance, Transport CPG 7

- 2.3.1 The Camden Planning Guidance (CPG) supports the policies in the Local Development Framework and consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document.
- 2.3.2 The Camden Planning Guidance covers a range of topics (such as housing, sustainability, amenity and planning obligations), with CPG7 covering Transport, noting that, Camden benefits from excellent transport provision with international and national rail links, numerous tube stations and a large number of bus routes providing accessibility within Camden, to the rest of London and beyond. However, being a located in central London, the borough also faces considerable transport challenges, including congestion and poor air quality."
- 2.3.3 CPG 7 provides information on all type of detailed transport issues within the Borough and of particular relevance to this Transport Assessment are the following sections:
 - Section 2, Assessing transport capacity identifies that all developments that generate significant travel demand will require a Transport Assessment. The guidance provides indicative thresholds for identifying significance and details of the requirements of the assessment.
 - Section 5, Car free and car capped development notes that the LBC 'expect car free development in the borough's most accessible locations and where a development could lead to on-street parking problems'.

Cycle Parking Policy

2.3.4 **Table 2.1** overleaf provides an overview of cycle parking policy.



Camden standard	Requirement	Additional notes
C3 – Residential Development One storage or parking space per unit .	Based upon 19 units there would be a requirement for:19 spaces.	 The June 2014 Draft LCDS recommends that for housing resident parking should be: secure, with access for residents only, and with stands/racks allowing both the frame and at least one wheel to be secured; well located: close to the entrance of the property and avoiding obstacles such as stairs, multiple doors, narrow doorways and tight corners; covered; and managed, in order for access to be administered and to provide ongoing maintenance.
 D2 – Recreation and Leisure Staff, 1 space 250sqm (or part thereof). Customers, 1 space per 250sq m (or part thereof). 	 Based upon a total GIA of 1,072sq m there would be a requirement for: 5 staff spaces 5 customer spaces 	The LCDS advise that for shops and places of work, staff should be offered good quality, long- stay cycle parking without having to use short stay parking on street.
 A1 – Retail Staff, 1 space 250sqm (or part thereof). Customers, 1 space per 250sq m (or part thereof). 	 Based upon a total GIA of 1,072sq m there would be a requirement for: 5 staff spaces 5 customer spaces 	The LCDS advise that for shops and places of work, staff should be offered good quality, long- stay cycle parking without having to use short stay parking on street.

Table 2.1: Cycle Parking Requirements



3 EXISTING SITUATION

3.1 The Site

- 3.1.1 The site is currently vacant. It was previously occupied by Marine Ices who manufactured ice cream on the premises. The ground floor was a mixed restaurant and factory use. The remainder of the building was supporting office and storage space.
- 3.1.2 The site is located in the north of London to the north of Camden Town in the LBC. The site fronts A502 Haverstock Hill to the south and Crogsland Road to the east. The remainder of the site is predominantly bound to the north and east by Haverstock School.
- 3.1.3 A site location plan is contained within **Figure 1**.

3.2 Site Access

3.2.1 The site provides direct pedestrian frontage access for customers to the A502 Haverstock Hill, and also pedestrian access for employees only to the Crogsland Road.

3.3 Local Highway Network

- 3.3.1 The site is bounded to the south by the A502 Haversock Hill and to the east by Crogsland Road. The A502 Haverstock Hill is a north south link through the LBC. In the vicinity of the site the A502 is a single carriageway subject to a 30mph speed limit. The route also benefits from footways on both sides of the road which are linked by a number of signalised and non-signalised crossings.
- 3.3.2 Crogsland Road provides a link between the A502 to the south and Prince of Wales Road to the North. The junction with the A502 only permits vehicular traffic to left turn out from Crogsland Road with no entry permitted to Crogsland Road from the A502. The road is subject is a 20mph speed limit and has footways along both sides. Where the road joins the A502 there are dedicated traffic signals to allow cyclists to enter from the A502 and also to turn right (on the A502) and go ahead (on to Bridge Approach).
- 3.3.3 A local highway network plan is also contained within **Figure 2**.

3.4 Parking Provision

- 3.4.1 The existing site includes three garages (integrated into the building) which provide direct access to Crogsland Road for delivery vehicles. No formal cycle parking is provided as part of the existing site.
- 3.4.2 Within the proximity of the site there is also exiting controlled parking for vehicles on the A502 to the east of the site and on Crogsland Road.
- 3.4.3 A review of the existing parking provision of the A502 between the Prince of Wales Road to the north and Ferdinand Street to the south reveals that there are four areas of controlled parking providing 110m of parking space (circa 22 vehicles). Parking is 'pay and display' with no return within two hours. The 'pay and display' parking operates between 8:30 and 23:00 Monday to Friday and 9:30 to 23:00 Saturday to Sunday.



- 3.4.4 Parking provision on Crogsland Road comprises of controlled residents only parking and 'pay and display'. The residents parking provides up to 218.5m (circa 42 vehicles) of space and operates between 08:30 23:30 Monday to Friday, and 09:30 23:00 Saturday to Sunday.
- 3.4.5 The areas of 'pay and display' parking on Crogsland Road provide 54.5m of parking space (circa 10 vehicles). The 'pay and display' parking operates between 8:30 and 23:00 Monday to Friday, and 9:30 to 23:00 Saturday to Sunday.
- 3.4.6 In order to understand the existing situation with regard to demand for parking a parking survey was commission by RHDHV. The survey was undertaken on the 14th and 15th October 2014 looking at a daytime period (12:00 noon) and night time period (02:00am). Table 3.1 provides a summary of the surveyed results, with full details contained within Appendix 3.

	Available	Spare spaces						
	spaces	Tuesday 02:50	Tuesday 12:00	Wednesday 02:25	Wednesday 12:00			
Residents Parking	42	6	10	6	10			
'pay and display'	10	9	6	9	7			

Table 3.1: Existing parking demand, Crogsland Road

- 3.4.7 It is observed from **Table 3.1**, that there are at least six spare spaces within the residents parking zones and six spare spaces within the 'pay and display' parking.
- 3.4.8 In addition to reviewing the available capacity within marked bays, consideration has also been given to the utilisation of road space immediately adjacent to the Marine Ices building on Crogsland Road (detailed in **Figure 3**). The following **Table 3.2** provides a summary of the capacity within this area.

Table 3.2: Crogsland Road, allocation of road space

	Kerb space (m)	Equivalent parking spaces *				
Residents parking	10.1	2				
Single yellow lines	35.2	7				
Total	45.3	9				
* assume one space equals 5.0m						

3.4.9 In order to understand the existing situation with regard to demand for parking and servicing within this area, a parking (video) survey was commission by RHDHV. The survey was undertaken on the 22nd and 23rd October 2014 looking at a period of 07:00 and 24:00, full details are contained within **Appendix 4**, and a summary is provided within **Tables 3.3** and **3.4**.



Time period	Parked vehicles	Deliveries	Drop offs	Pick up	Summary
07:00 - 08:00	2	0	0	0	2
08:00 - 09:00	3	0	12	0	15
09:00 - 10:00	5	0	0	0	5
10:00 - 11:00	2	2	0	0	4
11:00 - 12:00	1	4	0	0	5
12:00 - 13:00	2	6	0	0	8
13:00 - 14:00	6	3	0	0	9
14:00 - 15:00	4	1	1	0	6
15:00 - 16:00	5	0	0	10	15
16:00 - 17:00	7	0	0	0	9
17:00 - 18:00	2	0	0	0	2
18:00 - 19:00	5	0	0	0	5
19:00 - 20:00	4	0	0	0	4
20:00 - 21:00	2	0	0	0	2
21:00 - 22:00	1	0	0	0	1
22:00 - 23:00	1	0	0	0	1
23:00 - 24:00	1	0	0	0	1
TOTAL	53	16	13	10	94

Table 3.3: Crogsland Road, Wednesday 22nd October

Table 3.4: Crogsland Road, Thursday 23rd October

Time period	Parked vehicles	Deliveries	Drop offs	Pick up	Summary
07:00 - 08:00	2	2	1	0	5
08:00 - 09:00	5	2	8	0	15
09:00 - 10:00	3	0	0	0	3
10:00 - 11:00	3	1	0	0	4
11:00 - 12:00	5	2	0	0	7
12:00 - 13:00	4	3	0	0	7
13:00 - 14:00	4	1	0	0	5
14:00 - 15:00	1	0	0	0	1
15:00 - 16:00	0	0	1	8	9
16:00 - 17:00	4	0	0	0	4
17:00 - 18:00	4	0	2	0	6
18:00 - 19:00	4	0	0	1	5
19:00 - 20:00	5	0	1	0	5
20:00 - 21:00	6	0	0	0	7
21:00 - 22:00	1	0	0	0	1
22:00 - 23:00	2	0	0	0	2
23:00 - 24:00	1	0	0	0	1
TOTAL	54	11	13	9	87



- 3.4.10 The survey has established that this section of carriageway is predominately utilised for short stay parking, servicing and drop-off/pick-ups trips (likely to be associated with the local school).
- 3.4.11 Service vehicle movements accounted for 16 and 11 vehicles of the Wednesday and Thursday respectively, and it is evident that this section of Crogsland Road acts as an informal servicing bay for the local commercial development. No on-street loading restrictions are in place on this section of Crogsland Road. Of note, service access to the unoccupied Marine Ices development was also historically provided from Crogsland Road.

3.5 Existing Sustainable Travel Options

3.5.1 For the purpose of this assessment, sustainable access modes are defined as any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling and public transport:

Accessibility by Walking and Cycling

- 3.5.2 There is a good walking infrastructure within the LBC with numerous signalised and nonsignalised pedestrian crossing provided.
- 3.5.3 Cycle connections in and around LBC are generally good, with a network of cycle routes around the area. The LBC cycle network includes an extensive network of routes with a mixture of on road and segregated routes.
- 3.5.4 The local cycle network route 6a, approximately 600m south of the site, provides a link between Camden and Westminster, as well as connectivity to many other local cycle routes spreading across London. A shared pedestrian route also follows Regent's canal and provides an east-west link across the borough.
- 3.5.5 An on street cycle lane is provided on Regent's Park Road adjacent to the site and a signalised cycle crossing to Crogsland Road is provided across Haverstock Hill.

Accessibility by Bus

- 3.5.6 The bus network coverage in LBC is extensive; with the nearest bus interchange located at Chalk Farm station an approximate 80m walk (approximately one minute journey time) from the site. This is considered by TfL to be well within the maximum walking distance to a bus service.
- 3.5.7 Bus services 31, 168 and 393 are all accessible from Chalk Farm station. A summary of operation for these bus services, including approximate service frequencies, is provided in **Table 3.5**.



		Weekday – Ty	Typical	Typical Freg.				
No.	Route	Destination	First Service	Last Service	Daytime	Evening	Freq. Sat. (Daytime)	Sun. (Daytime)
	Camden Town-	To Camden Town	05:05	00:37				
31	31 Kilburn – Shepherd's Bush	To Shepherd's Bush	05:39	01:07	5-8	7-10	5-6	5-8
400	Hampstead-	To Hampstead	06.14	1.00	5.0	0.40	0.40	0.40
168	Southwark	To Southwark	05:05	00:06	5-9	8-10	6-10	8-12
Camden Town –	To Camden Town	06:02	00.50					
393	Islington – Hackney	To Hackney	05:33	00:23	10-13	20	12	20

Table 3.5:Summary of bus services

3.5.8 In addition, frequent bus services 24 and 27 are within a walk distance of the site, to the south. Both services are accessible with a walk distance of below 400 metres. Route 24 connects Hampstead Heath and Pimlico, and route 27 connects Chalk Farm with Turnham Green.

Accessibility by Rail

- 3.5.9 The London Underground network can be accessed from Chalk Farm Station which is located approximately 67 metres from the site and is located on the Northern Line.
- 3.5.10 The Northern Line operates with a typical two-way service frequency of 27 services an hour throughout the week with up to 33 services an hour during peak times. For trains travelling to Morden, Monday to Saturday services commence at 05:43 and the final service of the day departs at 00:21. Sunday services commence later in the morning, at 07:15, with the last service of the day departing at 23:29. Trains traveling towards Edgware generally run at slightly later times.
- 3.5.11 Kentish Town West Overground station is approximately 640m (an approximate eight minute journey time) from the site. Daily services run from the station between both Richmond or Clapham junction and Stratford at an approximate frequency of every ten minutes.
- 3.5.12 The wider mainline rail network can be accessed from Euston, St. Pancras and King's Cross train stations; each of which are within three stops of Chalk Farm Station on the northern line.

3.6 Public Transport Accessibility Level (PTAL)

3.6.1 The Public Transport Accessibility Level (PTAL) methodology is supported by TfL and is both Greater London Authority's and LBCs adopted methodology for the measurement of accessibility to a specific location by public transport.



- 3.6.2 The methodology takes account of the walking time from a specific location to the point of access to public transport services. The methodology also accounts for the frequency of public transport services to identify an average waiting time for each accessible service.
- 3.6.3 The PTAL of the development site has been reviewed based on data provided within by TfL's planning database.
- 3.6.4 Interrogation of the TfL planning information database indicates that the PTAL rating for the proposed development achieves a PTAL of 6a 'Excellent'.

3.7 Accessibility Summary

3.7.1 With an existing wide range of sustainable transport options within close proximity, the proposed development presents an excellent opportunity to promote and publicise alternative modes of travel to the private car for the types of users likely to be attracted to the facilities.

3.8 Highway Safety

- 3.8.1 In order to establish whether there are any inherent safety issues on the highway network in the vicinity of the proposed development, Personal Injury Collision Data (PIC) for the period of 01.05.2009 to 15.04.2014 has been obtained from TfL and reviewed. The extent of the study area includes:
 - The A502 from a point 50m north from its junction with the Prince of Wales Road to a point 50m south from its junction with Belmont Street;
 - Crogsland Road from its junction with the Prince of Wales Road to its junction with A502;
 - Prince of Wales Road from its junction with A502 to a point 50m east of its junction with Crogsland road; and
 - The B509 and Bridge Approach from a point 50m west of the junction with A502.
- 3.8.2 A review of the PIC data reveals that within the five year period there have been 36 collisions of which 30 were slight collisions and six were serious collisions, no fatal collisions were recorded. Of the 36 collisions all but five can be broadly grouped into four categories as outlined in the following **Table 3.6**.
- 3.8.3 The remaining five collisions involve three rear end shunts and two passengers falling whilst on a moving bus.



	-		
Type of collision	Severity	Date	Location
Single vehicle loss	Serious	11.07.2009	Junc. of A502 and Prince of Wales Rd
of control	Slight	26.12.2009	Junc. of B509 and A502
	Slight	06.01.2010	Junc. of Prince of Wales Rd and Crogsland Rd
	Slight	12.03.2010	A502 between Crogsland Rd and Belmont St
	Slight	13.02.2013	Junc. of A502 and Crogsland Rd
	Slight	08.12.2013	Junc. of A502 and Regents Park Rd
Poor manoeuvre	Slight	15.11.2010	Junc. A502 and Prince of Wales Rd
leading to a collision	Serious	17.09.2013	Junc. A502 and Prince of Wales Rd
	Slight	29.06.2010	Junc. A502 and Belmont St
	Slight	01.07.2010	Junc. A502 and B509
	Slight	01.08.2010	Junc. A502 and B509
	Slight	10.12.2010	Junc. A502 and Belmont St
	Slight	21.03.2011	Junc. A502 and Belmont St
	Slight	16.08.2011	Junc. A502 and Regents Park Rd
	Slight	15.08.2012	Junc. A502 and Regents Park Rd
	Slight	24.01.2013	Junc. A502 and Belmont St
Collisions involving	Slight	17.01.2011	Junc. A502 and Prince of Wales Rd
cyclist	Serious	18.10.2011	Junc. A502 and Prince of Wales Rd
	Slight	05.10.2011	B509 south of the A502
	Slight	03.10.2011	A502 between Crogsland Rd and Belmont St
Collisions involving	Slight	10.02.2011	B509 south of the A502
pedestrians	Serious	03.05.2009	Junc. A502 B509
	Slight	07.06.2009	Junc. A502 and Belmont St
	Slight	30.09.2010	Junc. A502 and Regents Park Rd
	Serious	08.12.2010	Junc. A502 and Belmont St
	Slight	15.01.2010	B509 south of the A502
	Slight	02.07.2012	Junc. A502 and Belmont St
	Slight	05.10.2012	A502 between Crogsland Rd and Belmont St
	Slight	10.04.2013	Junc. of Prince of Wales Rd and Crogsland Rd
	Serious	31.03.2013	Junc. A502 and Belmont St

Table 3.6: Summary of collisions

3.8.4 It is observed from **Table 3.6** that there are four types of collisions; however, it is evident that there is no emerging pattern relating to the locations of the collisions suggesting there are no existing issues with the highway layout.



4 PROPOSED DEVELOPMENT

- 4.1.1 The proposed development will comprise of a mix of both residential and commercial development. **Appendix 5** shows the layout of the proposed development.
- 4.1.2 The proposed residential development will include 19 new flats, with a total gross internal area of 1,077m² and comprising of:
 - Eight, one bedroom flats;
 - Nine, two bedroom flats; and
 - Two, three bedroom flats.
- 4.1.3 The proposed commercial development will provide a total gross internal area of 1,072m². There are two potential options for the ground floor and basement areas; the first provides a three screen cinema, providing screens with 124, 76 and 97 seats respectively and restaurant. The second option provides A1 retail.
- 4.1.4 The cinema development would be small in scale and will not offer the more common multiplex environment. It is therefore envisaged that the cinema will have a local function that act as a destination that will attract patrons with a significant need to travel.
- 4.1.5 It is not proposed that the development will provide for any vehicular parking, however, 26 secure cycle parking spaces will be provided within an internal lockable area for residents and staff.
- 4.1.6 The cycle parking requirements for patrons of the development is five spaces. It is proposed to provide for three 'Camden style' cycle hoops along the A502 within the footway to the front of the proposed building. These hoops would provide space for six cycles complementing the existing provision of on street cycle parking along the A502.



5 TRIP GENERATION

5.1 Introduction

- 5.1.1 This section of the report outlines the likely trips generated by the proposed development in order to establish if the likely traffic impacts of the development are acceptable.
- 5.1.2 Whilst the development proposal has been put forward on the basis of a car free scheme with no curtilage parking provided, an assessment of the potential trip generation has been undertaken in order to identify as a worst case and as a robust assessment, for the purposes of forecast parking demand on street. Given the accessibility levels that serve the site, the presence of on street parking restrictions including "pay and display", and the access controls that exist at the Haverstock Hill junction with Crogsland Road, it is considered highly unlikely that future residents would own a car or that a significant number visitors to the cinema, restaurant or retail would drive. However, this assessment has been carried out as a worst case in order to provide comfort to local residents and Council officers that any on street parking demand that may arise can be accommodated within existing parking provision.

5.2 Development Trips Attractions

5.2.1 In order to calculate the likely level of trip attraction to the proposed development, the TRICS database has been interrogated to compare trip rates with a range of similar sized developments in similar locations. The use of TRICS is an industry standard method of estimating traffic generation.

Residential Trip Attraction

- 5.2.2 Section 3, identifies that the development has a PTAL rating of 6b 'Excellent' and that it is not proposed to provide onsite parking within the development, therefore, the TRICS database has been interrogated to filter sites within London with a PTAL rating of 5 'Very Good' or above, and without onsite parking. The total person trips generated by this assessment have then been applied to the 'Travel to Work' modal split for the electoral Ward of Haverstock, in which the site is located. Appendix 6 shows the results of the analysis, and the results are summarised in Table 5.1 below. For the purpose of the exercise, the trip assessment extracts data from the traditional morning and evening peak hours of travel demand, 08:00-09:00 and 17:00-18:00.
- 5.2.3 The modal share data provided by Census identified that for residents of the Ward of Haverstock, travel by underground is predominate, with a 33.4% mode share of trips. Bus trips account for a further 22.1% of trips, with an overall public transport mode share being 61.1% of trips.
- 5.2.4 While the assessment identifies that 11.4% of trips are associated with driving a car or van, it is recognised that a proportion of residents responding to the census will own a car or van, and will be provided with a car parking space or permit to park on-street. In this case the development will be car free and as such we do not anticipate an 11.4% car driver mode share. Instead, the proportion of public transport users is expected to exceed the 61.1% identified.



Method of Travel to Work (QS701EW):	Modal	AM Peak (0800-09:00)	PM Peak (17:00-18:00)	
Haverstock Ward	Split	Arrivals	Depart's	Arrivals	Depart's
Underground, Metro, Light Rail, Tram	33.4%	1	3	1	3
Train	5.6%	0	1	0	0
Bus, Minibus or Coach	22.1%	1	2	1	2
Тахі	0.6%	0	0	0	0
Motorcycle, Scooter or Moped	1.1%	0	0	0	0
Driving a Car or Van	11.4%	0	1	0	1
Passenger in a Car or Van	0.9%	0	0	0	0
Bicycle	8.0%	0	1	0	1
On Foot	16.2%	1	2	1	1
Other Method of Travel to Work	0.7%	0	0	0	0
Total	100.0%	4	10	4	8
* rounded to the nearest whole number					

Table 5.1: Residential trips, based on 2011 Census

Cinema Trip Attraction

- 5.2.5 The planning application allows for the residential development to be provided alongside a 3 screen cinema.
- 5.2.6 Within the TRICS database there are only eight cinema sites available. Of these sites, only one is located within London. Notwithstanding, the London site compares favourably with the proposed development as it is comprised of the same number of screens, is located within the same borough and has a 6b PTAL rating. Therefore, it is considered that despite there only being one comparable site within the TRICS database, the chosen site provides a suitable proxy for the proposed development.
- 5.2.7 **Appendix 7** shows the results of the TRICS analysis, and the results are summarised in **Tables 5.2** and **5.3** below. The cinema site chosen from TRICS is a three screen cinema with a total GFA of 464m² with seating capacity of 610 seats (Screen 1 328 seats, Screen 2 145 seats and Screen 3 137 seats).
- 5.2.8 Whilst the GFA for proposed cinema exceeds that of the TRICS site, the total number of seats and seats per screen is significantly less.
- 5.2.9 In terms of mode share, the data indicates an overall pedestrian mode share of 58.2%. Rail passengers represent 27.3% of trips and bus passengers represent 9.4%. The minority of trips are undertaken as a car driver or a car passenger, with 5.0% of trips being undertaken by this mode.



Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
12:00-13:00	0	0	0	0	0	0	0	0
13:00-14:00	3	3	0	0	0	1	2	5
14:00-15:00	1	1	0	0	0	0	0	1
15:00-16:00	1	1	0	5	0	2	5	14
16:00-17:00	0	0	0	9	0	3	4	16
17:00-18:00	1	1	0	10	0	3	4	18
18:00-19:00	1	3	0	43	0	3	10	58
19:00-20:00	0	0	0	12	0	1	3	15
20:00-21:00	2	4	1	26	0	1	12	43
21:00-22:00	1	1	1	37	0	7	15	59
22:00-23:00	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0
Total	8	12	1	142	0	21	55	230
Mode Split	-	5.3%	0.5%	61.5%	0.0%	9.3%	24.0%	100.0%

Table 5.2: Cinema Trips (Arrivals)

Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
12:00-13:00	0	0	0	0	0	0	0	0
13:00-14:00	1	1	0	0	0	1	1	3
14:00-15:00	1	1	0	0	0	0	1	1
15:00-16:00	1	1	0	1	0	1	3	5
16:00-17:00	0	0	0	3	0	0	3	6
17:00-18:00	1	1	0	10	0	2	3	16
18:00-19:00	2	2	0	22	0	3	10	38
19:00-20:00	1	1	0	4	0	1	1	7
20:00-21:00	1	1	0	45	0	3	11	59
21:00-22:00	1	1	1	15	0	3	3	21
22:00-23:00	1	1	1	1	0	1	1	3
23:00-24:00	1	1	0	27	0	9	34	71
Total	9	9	1	129	0	23	72	231
Mode Split	-	3.7%	0.5%	55.9%	0.0%	9.8%	31.1%	100.0%



- 5.2.10 The assessment has demonstrated that a cinema development will not result in a material traffic or car parking impact.
- 5.2.11 In terms of service vehicle movements, the assessment indicates the following.

Time Denne	ARRIVALS		DEPAR	TURES	TOTALS		
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	
12:00-13:00	0.000	0	0.000	0	0.000	0	
13:00-14:00	0.004	1	0.002	1	0.006	2	
14:00-15:00	0.000	0	0.002	1	0.002	1	
15:00-16:00	0.000	0	0.000	0	0.000	0	
16:00-17:00	0.000	0	0.000	0	0.000	0	
17:00-18:00	0.002	1	0.002	1	0.004	1	
18:00-19:00	0.000	0	0.000	0	0.000	0	
19:00-20:00	0.000	0	0.000	0	0.000	0	
20:00-21:00	0.000	0	0.000	0	0.000	0	
21:00-22:00	0.000	0	0.000	0	0.000	0	
22:00-23:00	0.000	0	0.000	0	0.000	0	
23:00-24:00	0.000	0	0.000	0	0.000	0	
Daily Trip Rates:	0.006	2	0.006	2	0.012	4	

 Table 5.4:
 OGV Cinema Trips (Servicing)

Combined Residential and Cinema Development

- 5.2.12 It is not anticipated that the cinema land use will result in a significant trip attraction during the traditional peak time of morning travel demand (08:00-09:00), and at this time the residential development will be the predominate source of trip generation. **Table 5.1** indicates that 14 person trip will take place at this time. The combined travel demand of the residential development and cinema is therefore minimal during the morning peak hour.
- 5.2.13 In the evening (17:00-18:00), the combined development will result in 46 two-way person trips. The travel demand is predicted to be undertaken by sustainable modes, with 22 of these trips predicted to be undertaken on foot. The majority of the remaining trips are predicted to be undertaken by public transport. Very few car driver trips are predicted in associated with these land uses with only 3 person trips predicted to be undertaken by car in this time period.
- 5.2.14 In summary, the combination of residential and cinema development will not result in a material traffic impact, with travel demand being dominated by trips on foot and by public transport.
- 5.2.15 Of note, the level of travel demand that is predicted to result from the combined residential and cinema development is not sufficient to trigger the requirement for a Transport Assessment as defined in the Borough's CPG7 planning guidance document, which states that Transport Assessments are only required for developments which will



result in more than 1000 person trips per day, more than 100 person trips in the morning or evening peak, more than 500 vehicle movements a day, or more than 100 vehicle movements in any one hour.

- 5.2.16 The assessment of the likely servicing requirements identifies that the proposed cinema unit could result in an additional 2 servicing vehicles per day. However, the development is not expected to result in a net increase in service vehicle movements as refuse collections for the residential units will be accommodated by existing services and the proposed development site has historically accommodated servicing of a restaurant and deliveries associated with the manufacturing of ice cream.
- 5.2.17 No significant car parking demand is anticipated as a result of this development. Residential parking will be dependent on the ability for residents to obtain a car parking permit and can be controlled by the Borough, if required. Cinema parking has the ability to use the adjacent 'pay and display' parking, however the small scale of the facility is unlikely to attract patrons for a significant distance away and the assessment has indicated car parking demand will be minimal.

A1 Retail Trips

- 5.2.18 The planning application allows for the residential development to be provided alongside an A1 retail land use.
- 5.2.19 To assess the potential travel demand for a retail unit, the TRICS database has been interrogated to filter sites within London with a PTAL rating of 6 'Excellent' and without on-site parking. **Appendix 8** shows the results of the TRICS analysis, and the results are summarised in **Tables 5.5**, **5.6** and **5.7** below.
- 5.2.20 The type of unit occupier within the development can vary under an open A1 planning consent, and this can influence the units travel demand. In this case we have sought to assess what could be considered as a worst case scenario, with the unit occupier selling grocery goods.
- 5.2.21 Two TRICS sites have been selected and both are small Sainsbury's stores located within the London Borough of Camden. The stores both maintain a GFA of below 2,000sq.m and are car free.
- 5.2.22 Importantly, the development site is located in an existing retail centre which incorporates some food retail development. A store of the size proposed will be well placed to link with existing trips to the area and it is anticipated that the majority of trips to any retail occupier will link with a trip being undertaken to the area, in any event.
- 5.2.23 TRICS Research Report 14/1 suggests that for the type of development under consideration in this report that "the average percentage of pass-by trips recorded was 72%". The document also refers to a positive relationship between pass-by trip percentage and adjacent street volumes, using average daily traffic flows. In this case on-site parking is not available and the combination of on-street parking controls and the control measures that are in place at the junction of Haverstock Hill and Crogsland Road mean that it is not possible to pull off from Haverstock Hill into Crogsland Road to park and access the unit. These measures will act in combination to reduce any pass-by



traffic attraction and is likely to mean that the vehicular arrivals defined overleaf will be an overestimate for this development site.

5.2.24 The site is very well placed to accommodate pedestrian linked trips, being close to the Chalk Hill underground station. The volume of pedestrian movement to/from the site will be influenced by existing levels of footfall on the adjacent highway.

Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
07:00-08:00	9	10	0	38	1	45	102	197
08:00-09:00	4	4	0	82	4	67	239	396
09:00-10:00	5	6	0	78	3	53	147	287
10:00-11:00	12	14	1	126	3	39	151	333
11:00-12:00	5	7	2	165	1	48	127	349
12:00-13:00	3	4	1	530	2	51	118	705
13:00-14:00	0	0	0	681	1	72	159	913
14:00-15:00	1	1	0	321	1	47	93	463
15:00-16:00	2	3	0	302	1	24	52	383
16:00-17:00	2	3	1	314	2	28	65	411
17:00-18:00	2	3	0	399	4	23	51	480
18:00-19:00	0	0	0	422	1	34	81	539
19:00-20:00	0	0	0	274	0	0	12	286
Total	45	55	6	3732	26	533	1397	5742
Mode Split	-	1.0%	0.1%	65.0%	0.4%	9.3%	24.3%	100.0%

Table 5.5: Retail Trips (Arrivals)

 Table 5.6:
 Retail Trips (Departures)

Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
07:00-08:00	3	4	0	133	3	16	22	179
08:00-09:00	1	1	0	294	3	19	44	360
09:00-10:00	1	2	0	242	1	13	16	274
10:00-11:00	4	7	1	245	2	17	34	306
11:00-12:00	5	7	2	222	1	14	42	286
12:00-13:00	1	2	1	573	0	27	72	674
13:00-14:00	0	0	0	684	0	55	151	890
14:00-15:00	1	0	0	338	5	33	67	442
15:00-16:00	4	5	0	241	1	41	64	352
16:00-17:00	7	8	1	282	2	47	142	480
17:00-18:00	9	9	0	219	3	77	183	491
18:00-19:00	7	7	0	252	2	75	188	524
19:00-20:00	0	0	0	145	1	38	145	328
Total	44	52	6	3870	25	472	1169	5587
Mode Split	-	0.9%	0.1%	69.3%	0.4%	8.4%	20.9%	100.0%



- 5.2.25 The assessment identifies that pedestrian trips to / from the retail unit will be predominate. By way of validation, we can consider the mode split of trips associated with the Sainsbury's Local store, located on Haverstock Hill to the south of the development site. The travel demand for this store is contained within the TRICS database under convenience stores. The store is significantly smaller than the development site, with a GFA of 120sq.m and for this reason the site has not been considered in the trip attraction summarised above. However, it is worthy of note that the store achieves a pedestrian mode share of 62.7%, similar in proportion to pedestrian mode share predicted in Tables 10 and 11 above.
- 5.2.26 In terms of service vehicle movements, the assessment indicates the following.

Time Denne	ARRIVALS		DEPAR	TURES	TOTALS	
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.056	1	0.056	1	0.112	1
08:00-09:00	0.000	0	0.000	0	0.000	0
09:00-10:00	0.028	0	0.028	0	0.056	1
10:00-11:00	0.028	0	0.028	0	0.056	1
11:00-12:00	0.028	0	0.028	0	0.056	1
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.028	0	0.028	0	0.056	1
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.000	0	0.000	0	0.000	0
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.168	2	0.168	2	0.336	4

Table 5.7: OGV Retail Trips (Servicing)



Combined Residential and Retail Development

- 5.2.27 A retail development on this site will be a higher trip attractor than the cinema and will result in significantly higher number of trips than the associated residential development. However the site is less likely to act as a destination in its own right (compared to the cinema), with the majority of trips being linked with trips that are already being undertaken in the local area. The majority of trips will take place on foot, as pedestrian trips are the primary mode of travel.
- 5.2.28 The assessment of likely servicing requirements outlined above identifies that the proposed retail unit could result in an additional 2 servicing vehicles per day. However, the development is not expected to result in a net increase in service vehicle movements as refuse collections for the residential units will be accommodated by existing services and the proposed development site has historically accommodated servicing of a restaurant and deliveries associated with the manufacturing of ice cream.
- 5.2.29 Some car parking demand is anticipated in association with this development associated with the site's retail offer. This is likely to be short stay parking, using the adjacent 'pay and display' facility. However, the charging regime that is imposed on Crogsland Road and the traffic controls at the junction of Haverstock Hill and Crogsland Road which prevent drivers from turning into Crogsland Road will act to discourage and reduce car borne trips. The maximum car parking demand anticipated by the assessment is 12 vehicle arrivals in a one hour period, however for the reasons outlined about it is envisaged that this is an overestimate of parking demand for this facility.



6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 Royal HaskoningDHV have been commissioned by SRE Haverstock Hill Ltd to produce a Transport Statement in support of an application for the redevelopment of the Marine Ices, Haverstock Hill, London.
- 6.1.2 The existing site is vacant; however, it was previously occupied by the Marine Ices factory which manufactured ice cream, with the existing ground floor of the building providing a restaurant.
- 6.1.3 The proposed redevelopment proposal comprises of 19 new residential units, with the ground floor and basement to provide 1,072m² of A1/A3/D2 use. There are two proposed options for the ground floor and basement; the first provides a three screen cinema providing screens with 124, 76 and 97 seats respectively. The second option for the ground and basement levels provides A1 retail.
- 6.1.4 The site benefits from a wide range of sustainable transport options within close proximity. Good access is provided to bus and rail services, and the site achieves a PTAL rating of 6a 'Excellent'. The site is also accessible on foot and by bicycle.
- 6.1.5 The 2011 Census demonstrates that for existing site residents within the Ward of Haverstock the primary mode of travel to work is by public transport.
- 6.1.6 A combination of the 2011 'Travel to Work' Census data and the TRICS database has been used to derive the likely increase in person trips for the residential development. The assessment demonstrates that the primary mode of travel is likely to be by Underground train, which has 33.4% of the mode share. Overall, public transport accounts for 61.1% of travel undertaken. While a mode share of 11.4% is identified by the Census for 'driving a car or van', this mode share is unlikely to be realised here, as the development is car free, and the Borough have the ability to restrict car parking permit allocation.
- 6.1.7 With reference to the Cinema, a TRICS assessment has been undertaken, based on a 3 screen cinema site located in the London Borough of Camden. In terms of mode share, the data indicates an overall pedestrian mode share of 58.2%. Rail passengers represent 27.3% of trips and bus passengers represent 9.4%. The minority of trips are undertaken as a car driver or a car passenger, with 5.0% of trips being undertaken by this mode. The site specific local parking and access controls on Haverstock Hill and Crogsland Road have the ability to reduce this to below a 5% mode share.



- 6.1.8 With reference to the Retail unit, the trip attraction will depend on the type of unit occupier. For the purpose of this assessment a worst case scenario has been considered, with reference made to a food operator. The assessment indicates that pedestrian trips will be predominant with a mode share of over 60% anticipated. The number of pedestrian trips to this type of unit will be depend on the level of footfall on the adjacent streets, as a high proportion of trips will be linked to an existing journey top Chalk Farm.
- 6.1.9 Some car parking demand is anticipated in association with the proposed retail offer. This is likely to be short stay parking, using the adjacent 'pay and display' facility. However, the charging regime that is imposed on Crogsland Road and the traffic controls at the junction of Haverstock Hill and Crogsland Road which prevent drivers from turning into Crogsland Road will act to discourage and reduce car borne trips.

6.2 Conclusion

- 6.2.1 The National Planning Policy Framework (NPPF) states that development "should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe". This Transport Statement has identified that the local transport network is unlikely to be adversely impacted on by the development proposal. Furthermore, the development will not impact on any existing road traffic accident trends.
- 6.2.2 The development has sought to adhere to the London Borough of Camden requirements for car and bicycle parking.
- 6.2.3 In accordance with local policy, the residential development is located within close walk distance of local bus stops and Kentish Town West Overground station, and is within a comfortable walk distance of the Chalk Farm Underground station.
- 6.2.4 In overall conclusion, the development is well located to support sustainable travel patterns and will not result in a severe impact on the local transport network.

Plans





Appendix 1

Marine Ices, Haverstock Hill, London

Workplace Travel Plan

SRE Haverstock Hill Ltd

January 2015 FINAL PB2531





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Document title	Marine Ices, Haverstock Hill, London
	Workplace Travel Plan
Document short title	Workplace Travel Plan
Status	Final
Date	January 2015
Project name	Marine Ices
Project number	PB2531
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Drafted by JG Checked by AW Date/initials check 16.01.2015...... aw Approved by JG Date/initials approval 16.01.2015..... jg



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1 INTRODUCTION

- 1.1.1 Royal HaskoningDHV have been commissioned by SRE Haverstock Hill Ltd to prepare a Travel Plan in relation to the proposed redevelopment of the Marine Ices site, Haverstock Hill, London.
- 1.1.2 The existing site was occupied by Marine Ices who manufactured and sold ice cream until closing in 2012. More recently the site was used as a mixed restaurant and retail use, until closure in 2013, the main use being the restaurant and approximately one third given over to the retail element. The remainder of the building was supporting office and storage space.
- 1.1.3 The proposed development will comprise of a mix of both commercial and residential use classes. The commercial element is for an open use class encompassing use classes A1 (shops), A3 (restaurants and cafes) and D2 (assembly and leisure) and the residential element use class C3 (dwelling houses).
- 1.1.4 This Travel Plan has been prepared in relation to the commercial use, as the proposed 19 dwelling residential use falls below the threshold requiring a Residential Travel Plan. It will however, where practicable, include the residential element to ensure residents of what will be a car free scheme can are aided to make non-car trips. This Travel Plan is however a work place Travel Plan which seeks to encourage sustainable travel by all those who work on-site.

1.2 Planning Policy

- 1.2.1 In July 2004, the Department for Transport published 'Smarter Choices Changing the Way we Travel.' This report examines case studies from across the country and concludes that Travel Plans and 'soft' measures can be highly effective in reducing travel by car. The report considers that if 'soft' measures are implemented on a high intensity scale over the next ten years the result would be approximately a 21% reduction in urban peak hour journeys and a nationwide reduction of all traffic by approximately 11%.
- 1.2.2 The NPPF contains the Coalition Government's strategies for economic, environmental and social planning policies in England and it is designed to be a single, tightly focused document setting out national planning priorities. Section 4, Promoting Sustainable Transport, sets out the importance of preparing Travel Plans as a means to promote sustainable travel. It replaces existing national planning policy documents including all Planning Policy Statements (PPSs), all Planning Policy Guidance notes (PPGs) and all ministerial planning Circulars.
- 1.2.3 Transport for London has provided recent Guidance for all Travel Plans within the London Area. A key change from previous guidance is that the document recognises that whilst staff related trips tend to account for most movements at employment sites, trips associated with the movement of goods are also significant. The document requires both to be considered in tandem so the site's overall trip generation can be considered and positively influenced by a Travel Plan where possible.
- 1.2.4 London Borough of Camden (LBC) provides guidance on the preparation of Travel Plans in their document 'Camden Planning Guidance' at Chapter 7, Section 3.


1.3 Format of the Travel Plan

- 1.3.1 The format of the Travel Plan is as follows:
 - (i) Section 2 sets out the objectives and targets of the Travel Plan;
 - (ii) Section 3 sets out details of the proposed development site in general, including accessibility and existing travel patterns;
 - (iii) Section 4 sets out how the Travel Plan will be managed and communicated;
 - Section 5 outlines the measures that constitute the Travel Plan, including specific physical and management initiatives grouped under different modes of transport;
 - (v) Section 6 outlines measures specifically focused on customers;
 - (vi) Section 7 sets out procedures for the on-going monitoring and review of the Plan; and
 - (vii) Section 8 provides a conclusion.



2 SITE ACCESSIBILITY

2.1 Accessibility by Walking and Cycling

- 2.1.1 There is a good walking infrastructure within The LBC with numerous signalised and non-signalised pedestrian crossings provided.
- 2.1.2 Cycle connections in and around LBC are generally good, with a network of cycle routes around the area. The LBC cycle network includes an extensive network of routes with a mixture of on road and segregated routes.
- 2.1.3 The local cycle network route 6a, approximately 600m south of the site, provides a link between Camden and Westminster, as well as connectivity to many other local cycle routes spreading across London. A shared pedestrian route also follows Regent's canal and provides an east-west link across the borough.
- 2.1.4 An on street cycle lane is provided on Regent's Park Road adjacent to the site and a signalised cycle crossing to Crogsland Road is provided across Haverstock Hill.

2.2 Accessibility by Bus

- 2.2.1 The bus network coverage in LBC is extensive; with the nearest bus interchange located at Chalk Farm station an approximate 80m walk (approximately one minute journey time) from the site. This is considered by TfL to be well within the maximum walking distance to a bus service.
- 2.2.2 Bus services 31, 168 and 393 are all accessible from Chalk Farm station. A summary of operation for these bus services, including approximate service frequencies, is provided in Table 2.1.
- 2.2.3 In addition, frequent bus services 24 and 27 are within a walk distance of the site, to the south. Both services are accessible with a walk distance of below 400 metres. Route 24 connects Hampstead Heath and Pimlico, and route 27 connects Chalk Farm with Turnham Green.



		Weekday – Typ	Typical	Typical Freq.				
No.	Route	Destination	First Service	Last Service	Daytime	Evening	Freq. Sat. (Daytime)	Sun. (Daytime)
	Camden Town-	To Camden Town	05:05	00:37			5-6	5-8
31	Kilburn – Shepherd's Bush	To Shepherd's Bush	05:39	01:07	5-8	7-10		
4.00	Hampstead– Lambeth -	To Hampstead	06.14	1.00	5.0	0.40	6-10	0.40
168	Southwark	To Southwark	05:05	00:06	5-9	8-10		8-12
	Camden Town – Islington – Hackney	To Camden Town	06:02	00.50				
393		To Hackney	05:33	00:23	10-13	20	12	20

Table 2.1:Summary of bus services

2.3 Accessibility by Rail

- 2.3.1 The London Underground network can be accessed from Chalk Farm Station which is located approximately 67 metres from the site and is located on the Northern Line.
- 2.3.2 The Northern Line operates with a typical two-way service frequency of 27 services an hour throughout the week with up to 33 services an hour during peak times. For trains travelling to Morden, Monday to Saturday services commence at 05:43 and the final service of the day departs at 00:21. Sunday services commence later in the morning, at 07:15, with the last service of the day departing at 23:29. Trains traveling towards Edgware generally run at slightly later times.
- 2.3.3 Kentish Town West overground station is approximately 640m (an approximate eight minute journey time) from the site. Daily services run from the station between both Richmond or Clapham junction and Stratford at an approximate frequency of every ten minutes.
- 2.3.4 The wider mainline rail network can be accessed from Euston, St. Pancras and King's Cross train stations; each of which are within three stops of Chalk Farm Station on the northern line.

2.4 Public Transport Accessibility Level (PTAL)

- 2.4.1 The Public Transport Accessibility Level (PTAL) methodology is supported by TfL and is both Greater London Authority's and LBCs adopted methodology for the measurement of accessibility to a specific location by public transport.
- 2.4.2 The methodology takes account of the walking time from a specific location to the point of access to public transport services. The methodology also accounts for the frequency of public transport services to identify an average waiting time for each accessible service.



- 2.4.3 The PTAL of the development site has been reviewed based on data provided within by TfL's planning database.
- 2.4.4 Interrogation of the TfL database indicates that the PTAL rating for the proposed development achieves a PTAL of 6a 'Excellent'.

2.5 Accessibility Summary

- 2.5.1 With an existing wide range of sustainable transport options within close proximity, the proposed development presents an excellent opportunity to promote and publicise alternative modes of travel to the private car for the types of users likely to be attracted to the facilities.
- 2.5.2 In summary, this section has demonstrated that the site is well served by sustainable travel options meaning there are no barriers to staff and customers (and residents) travelling to and from the site using non-car modes.



3 PROPOSED DEVELOPMENT

- 3.1.1 The proposed development will comprise of a mix of both commercial and residential use classes. The commercial element is for an open use class encompassing use classes A1 (shops), A3 (restaurants and cafes) and D2 (assembly and leisure) and the residential element use class C3 (dwelling houses).
- 3.1.2 At this stage there are two potential commercial development options. A cinema with restaurant (use classes A3 and D2) providing three screens and a total of 297 seats and a retail unit (use class A1). Both options would provide 11,539sqft (1,072sqm) of floorspace (GIA). Layouts for these schemes are shown on plans provided at **Appendix A**.
- 3.1.3 The proposed residential development will include 19 new flats, with a total gross internal area of 11,593sqft (1,077sqm) and comprising the following mix of development:
 - Eight, one bedroom flats;
 - Nine, two bedroom flats; and
 - Two, three bedroom flats.
- 3.1.4 It is not proposed that the development will provide for any vehicular parking. However, 26 on-site cycle parking spaces will be provided on-site within an internal lockable area, for residents and staff.
- 3.1.5 For the residential development there would be a minimum provision of one space per unit; 19 would be provided in accordance with LBC standards.
- 3.1.6 An additional five required visitors' spaces would be provided via three 'Camden style' cycle hoops along the A502 at the frontage (so six spaces in practice).



4 OBJECTIVES AND TARGETS

4.1 Introduction

4.1.1 In order to guide the Travel Plan a list of objectives are set providing focus on what the Travel Plan is seeking to achieve.

4.2 Objectives

- 4.2.1 The objectives of this Travel Plan are set out below;
 - (i) To promote the health and environmental benefits associated with travel by foot and by bicycle;
 - (ii) To encourage customers to visit the site in a sustainable way;
 - (iii) Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport;
 - (iv) To establish the management of the Travel Plan by appointing Travel Plan Coordinator who will be responsible for the operation of the Travel Plan, its day to day running and the monitoring of its progress;
 - (v) Assist in meeting the aims set out by TfL and LBC to reduce road traffic and congestion; and
 - (vi) Set appropriate mode share targets in consultation with TfL and LBC based upon results obtained from a staff travel survey.

4.3 Targets

- 4.3.1 Travel plans should have measurable outputs or targets against which the progress and success of the plan can be monitored against. A suitable indicator of the success of the Travel Plan is therefore the mode-split of employees travel.
- 4.3.2 Ultimately targets that will be set, will accord with an acronym identified by TfL which states that modal share targets shall be SMART: -
 - (i) **S**pecific
 - (ii) Measurable
 - (iii) Achievable
 - (iv) Realistic
 - (v) Timed



- 4.3.3 In line with the guidance provided by LBC it is proposed that a main target is set in relation to staff travel to and from the site. The main measure of success is the plan's ability to minimise staff private car usage over the three year life of the plan. Owing to the site being car free the plan will inevitably focus on ensuring staff are sufficiently informed to commute using the most time efficient and financially viable non-car modes.
- 4.3.4 The submitted Transport Assessment identifies the following trips and mode shares for the cinema and retail options.

Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
12:00-13:00	0	0	0	0	0	0	0	0
13:00-14:00	3	3	0	0	0	1	2	5
14:00-15:00	1	1	0	0	0	0	0	1
15:00-16:00	1	1	0	5	0	2	5	14
16:00-17:00	0	0	0	9	0	3	4	16
17:00-18:00	1	1	0	10	0	3	4	18
18:00-19:00	1	3	0	43	0	3	10	58
19:00-20:00	0	0	0	12	0	1	3	15
20:00-21:00	2	4	1	26	0	1	12	43
21:00-22:00	1	1	1	37	0	7	15	59
22:00-23:00	0	0	0	0	0	0	0	0
23:00-24:00	0	0	0	0	0	0	0	0
Total	8	12	1	142	0	21	55	230
Mode Split	-	5.3%	0.5%	61.5%	0.0%	9.3%	24.0%	100.0%

Table 4.1: **Cinema Trips (Arrivals)**

Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
12:00-13:00	0	0	0	0	0	0	0	0
13:00-14:00	1	1	0	0	0	1	1	3
14:00-15:00	1	1	0	0	0	0	1	1
15:00-16:00	1	1	0	1	0	1	3	5
16:00-17:00	0	0	0	3	0	0	3	6
17:00-18:00	1	1	0	10	0	2	3	16
18:00-19:00	2	2	0	22	0	3	10	38
19:00-20:00	1	1	0	4	0	1	1	7
20:00-21:00	1	1	0	45	0	3	11	59
21:00-22:00	1	1	1	15	0	3	3	21
22:00-23:00	1	1	1	1	0	1	1	3
23:00-24:00	1	1	0	27	0	9	34	71
Total	9	9	1	129	0	23	72	231
Mode Split	-	3.7%	0.5%	55.9%	0.0%	9.8%	31.1%	100.0%

- 8 -



Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
07:00-08:00	9	10	0	38	1	45	102	197
08:00-09:00	4	4	0	82	4	67	239	396
09:00-10:00	5	6	0	78	3	53	147	287
10:00-11:00	12	14	1	126	3	39	151	333
11:00-12:00	5	7	2	165	1	48	127	349
12:00-13:00	3	4	1	530	2	51	118	705
13:00-14:00	0	0	0	681	1	72	159	913
14:00-15:00	1	1	0	321	1	47	93	463
15:00-16:00	2	3	0	302	1	24	52	383
16:00-17:00	2	3	1	314	2	28	65	411
17:00-18:00	2	3	0	399	4	23	51	480
18:00-19:00	0	0	0	422	1	34	81	539
19:00-20:00	0	0	0	274	0	0	12	286
Total	45	55	6	3732	26	533	1397	5742
Mode Split	-	1.0%	0.1%	65.0%	0.4%	9.3%	24.3%	100.0%

Table 4.2: Cinema Trips (Departures)

Table 4.3: Retail Trips (Arrivals)

Time Range	Vehicles	Vehicle Occupants	Taxis	Pedestrians	Cyclists	Bus	Rail	Total People
07:00-08:00	3	4	0	133	3	16	22	179
08:00-09:00	1	1	0	294	3	19	44	360
09:00-10:00	1	2	0	242	1	13	16	274
10:00-11:00	4	7	1	245	2	17	34	306
11:00-12:00	5	7	2	222	1	14	42	286
12:00-13:00	1	2	1	573	0	27	72	674
13:00-14:00	0	0	0	684	0	55	151	890
14:00-15:00	1	0	0	338	5	33	67	442
15:00-16:00	4	5	0	241	1	41	64	352
16:00-17:00	7	8	1	282	2	47	142	480
17:00-18:00	9	9	0	219	3	77	183	491
18:00-19:00	7	7	0	252	2	75	188	524
19:00-20:00	0	0	0	145	1	38	145	328
Total	44	52	6	3870	25	472	1169	5587
Mode Split	-	0.9%	0.1%	69.3%	0.4%	8.4%	20.9%	100.0%

Table 4.4:	Retail Trips	(Departures)
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- 4.3.5 It is proposed that the actual modal split of staff travel will be determined after the initial survey period which will commence within 3 months of occupation and opening of the units. This will be through the undertaking of the initial iTrace survey (or alternative survey to be agreed with the Borough) and site audit. Upon completion of the survey and determination of the modal split a report will be compiled and submitted to LBC detailing the results of the survey and confirming the proposed year on year targets.
- 4.3.6 The target ultimately set will be appropriate and realistic taking into account the car free nature of the site and opportunities to travel using sustainable modes.

4.4 Summary

4.4.1 This section will ensure that the success of the Travel Plan is measurable. By providing objectives to the plan it focuses those taking part of what is trying to be achieved.



5 TRAVEL PLAN MANAGEMENT & COMMUNICATION

5.1.1 This section will set out how the Travel Plan will be managed on a day to day basis. In order to ensure effective management the Travel Plan will see the appointment of a Travel Plan Coordinator (TPC) who will undertake this as their role.

5.2 Travel Plan Coordinator

- 5.2.1 The role of TPC will be undertaken by an existing employee of the company which eventually occupies the site. The workload will not require a full time employee and as such form an additional task alongside an existing role.
- 5.2.2 In order to maximise the benefits of the Travel Plan the TPC will be required to communicate frequently with staff and management and LBC where appropriate. It is proposed that the TPC will carry out the following;
 - (i) Establish communications between themselves, staff and management and the LBC Travel Plan team;
 - (ii) Oversee the development and implementation of the Travel Plan;
 - (iii) Establish communication between senior managers and staff as required, ensuring a level of commitment and support is established;
 - (iv) Design and implement effective marketing campaigns throughout the unit to raise the awareness of alternative transport options to and from the site;
 - (v) Act as a contact point for queries regarding the Travel Plan and offer personalised Travel Planning for those who require it;
 - (vi) Conduct the required staff survey and provide details of current figures in line with the required targets;
 - (vii) Hold a copy of the Travel Plan and provide a copy of it to members of staff should they wish to see one; and
 - (viii) Organisation of travel surveys.

5.3 Communication

5.3.1 The Travel Plan will be communicated to the staff at the units to ensure that they are aware of the Travel Plan, its benefits and the option of sustainable travel available to them. This could be done via one or more of the following mediums;



- (i) Notice boards within both staff and customer areas;
- (ii) Sustainable travel pack upon commencing employment;
- (iii) Newsflashes posters/emails; and
- (iv) On the main company website.
- 5.3.2 Information will be communicated to the staff via the TPC as and when necessary.

5.4 Travel Pack

- 5.4.1 Upon commencement of employment staff will receive a travel pack. This will provide basic information on this Travel Plan and what it is trying to achieve, setting out its basic objectives.
- 5.4.2 The travel pack will then provide information on the sustainable travel opportunities to and from the site. Detailed route maps, timetables and fare information including season tickets offers will be clearly set out. Details on the measures available to staff will be set out in order to ensure that all staff are aware of the opportunities available to them.
- 5.4.3 An electronic version of this will be provided on the company website for electronic provision. This could be emailed to all new starters prior to their commencement date as this will encourage sustainable travel prior to any formation of trip patterns.
- 5.4.4 Staff wishing to travel by car to the site will be discouraged given that there is no dedicated staff parking, there is widespread CPZ and the site is very accessible.

5.5 Promotion

- 5.5.1 The TPC will use best endeavours to make staff aware of promotional events throughout the life time of the Travel Plan, whether these are site specific or part of nationwide events such as car share week.
- 5.5.2 Examples of nationwide events that the TPC could use within the unit have been set out below in Table 5.1.

End April / early May	Walk to work week
Mid May	Work wise week (flexible working)
Early June	World environment day
Early June	National liftshare day
Mid June	Green transport week
Mid June	Bike week and Bike2work week
End June/early July	Sustrans change your world – one mile at a time
Mid-September	Travelwise week/European mobility week
September	In town without my car day/World car free day
End October/Early November	National commute smart week

Table 5.1: Nationwide Events



5.5.3 The above table sets out the wider events, most of which provide their own promotional posters that can be downloaded making them simple to get involved and promote.

5.6 Online Management – iTrace

- 5.6.1 The mode split will be monitored using the iTrace scheme (or alternative questionnaire survey, to be agreed with the Borough) which enables the online storage of information about the site and its Travel Plan. The database also provides a standardised monitoring methodology which in turn aids in the determination of the sites Travel Plan level of success by LBC.
- 5.6.2 iTrace requires a site audit to be undertaken at the early stages in order to set out the sites current level of accessibility in terms of modes of travel and infrastructure that facilitates this (level of cycle parking / public transport).
- 5.6.3 An initial staff survey within 3 months of opening will be undertaken. This can be completed online in order to save paper and time. Paper copies can be completed and entered onto the database at a later stage. The database will then produce a report detailing the survey results.

5.7 Summary

5.7.1 This summary sets out a robust management strategy that will ensure that Travel Plan is operated effectively on a day to day basis. By registering on the iTrace system this will aid in ensuring tasks such as the surveys are carried out on time. This also provides security to LBC who are able to check the status of Travel Plans, with regard to completing their site audits and undertaken their monitoring, online. Should Officers not wish to utilise the iTRACE system, and alternative monitoring strategy can be agreed with the Borough.



6 TRAVEL PLAN MEASURES

- 6.1.1 This section sets out the ways in which the Travel Plan seeks to achieve the desired mode split as identified in the TS. Owing to the accessible location of the site and absence of car parking facilities a significant mode shift is unlikely and so the emphasis will be on educating staff about sustainable travel and the financial and health benefits it can provide.
- 6.1.2 A Travel Plan is an evolving document that will change over time to ensure that it meets the needs of the end user. As such, the measures set out within this section may be refined in order to ensure they maintain their appropriateness.
- 6.1.3 The site currently has a good provision of hard infrastructure in place that will facilitate the desired travel choices. As mentioned within Section 2 there is a bus hub at Chalk Farm station just 80m from the site. The provision of sheltered bus stands that have real time information as well as details of service timetables and maps further encourage and give confidence and security to the users of these services.
- 6.1.4 Also mentioned with Section 2, is the footway provision within the locality which is considered good. Footways are wide with street lighting well provided for throughout. This coupled with being within an established town centre location results in a well-lit area that is pleasant to use even during darker hours.
- 6.1.5 Cycle parking is provided at various locations within the vicinity of the site providing secure and well lit parking. There is clearly the opportunity for staff and customers to cycle to the site and park their cycle securely. Five staff spaces and an additional six staff / visitor cycle parking spaces will be provided by the proposal.
- 6.1.6 The above hard infrastructure will facilitate travel by sustainable modes. In order to maximise their uptake and make travel as simple as possible for staff and visitors it is imperative that they are marketed and promoted on site. The strategy to ensure that this takes place is set out below.

6.2 Promotion of Public Transport

- 6.2.1 Section 2 discussed the bus services available in the vicinity of the site makes travel by bus a viable option of travel with a high frequency service accessible. Staff will be encouraged to make use of these provisions. Examples of how this might be achieved are as follows;
 - (i) Information in the Travel pack.
 - (ii) Availability of up to date information, including routes and service frequencies, to staff. The information will be displayed in communal staff areas.
 - (iii) Access to existing information, or the provision of service information on the internet.



6.3 **Promotion of Cycling**

- 6.3.1 Cycling provides a realistic alternative to short car trips under 5km, which was historically considered a suitable distance. Active encouragement of this mode will be provided on site in a number of ways.
- 6.3.2 Cycle parking facilities are available at the locality and as mentioned further spaces will be provided.
- 6.3.3 The TPC could liaise with local cycle companies seeking to negotiate discounts on cycles and cycle equipment for staff.
- 6.3.4 Any discounts achieved will be marketed in the communal areas and included within the travel pack.

6.4 **Promotion of Walking**

- 6.4.1 Walking to and from work is a viable option for people living within 2km of the town centre, a walk distance that has historically been considered appropriate. It can also be combined as part of a wider journey involving the train or bus. The proximity of the bus stops and the rail stations make this a viable option.
- 6.4.2 The TPC will ensure that details of walking routes and footpaths are provided as part of the Travel Pack.
- 6.4.3 In addition to this they will provide information on issues such as the health benefits of walking to and from work. Information on increasing fitness levels and examples such as the number of calories burnt on the journey would help provide incentives to take up this mode.
- 6.4.4 To provide reassurance for walkers an emergency taxi service should be available for any walker who must leave urgently for what is deemed an acceptable emergency.
- 6.4.5 The TPC should also make the Borough Council aware if the adjacent footways are not being adequately maintained.

6.5 **Promotion of Motorcycling**

- 6.5.1 Motorcycles are generally more efficient in their use of fuel and the road space they require. Emissions are also generally lower than those of private cars.
- 6.5.2 The benefits of motorcycling both financially and environmentally will be made available. There is dedicated motorcycle parking opposite the site on the north side of the A502.

6.6 Summary

6.6.1 In summary, this section has set out how it proposes to facilitate sustainable travel. By ensuring that the infrastructure is in place and that staff and shoppers are aware of what opportunities this brings then this plan will be able to ensure that staff and customers can access the site with ease.



6.6.2 A summary table has been set out as a reference point that sets out potential measures that can be introduced, the responsible person and date at which it is to be implemented. This has been set out below in Table 5.1.

Target	Measure	Responsibility of	Date of Implementation
To encourage the uptake of public transport	Make available up to date information, including routes and service frequencies, to staff. The information could be displayed in communal staff areas on noticeboards.	TPC	Upon opening
	Travel information packs to staff		
	If practicable for the unit occupier, provide staff with access to public transport service information on the internet.		
To encourage staff to cycle to work	Provision of secured cycle parking facilities	-	Upon opening
	TPC to liaise with local cycle companies in order to seek discounts of cycles and cycle equipment for employees.	TPC	
To encourage staff to walk to work	Provision of a free taxi services in the event a member of staff must leave in what is deemed as an emergency.	TPC	Upon opening
	TPC to liaise with the local authority to ensure footways are maintained		
Promotion of motorcycling	The benefits of motorcycling both financially and environmentally will be made available	TPC	Upon opening

Table 6.1: Measures and Timescales Summary Table



7 CUSTOMER TRAVEL PLAN MEASURES

- 7.1.1 Influencing customer travel choice is not always possible as they are not associated with the unit in the same way staff are. The customer may also not specifically plan to visit the unit until they have arrived.
- 7.1.2 However, the unit will seek to encourage sustainable travel by customers are far as it is practical. If practicable, the unit occupier's website will provide details of sustainable travel options available to site visitors.
- 7.1.3 As detailed earlier within the report, cycle parking is well provided for and located in proximity to the front of the unit in turn promoting itself to any visitors. This is to be used by staff and customers alike.
- 7.1.4 Further to this the occupier can consider providing an in store notice board detailing the sustainable travel options available to those travelling to and from the store. This will seek to inform the customer of the available options and thus encourage future sustainable travel to and from the store.
- 7.1.5 In summary, measures that could be implemented within the store to influence customer travel are;
 - (i) Sustainable travel information on units website;
 - (i) Provision of cycle parking;
 - (ii) Provision of an in store sustainable travel notice board.
- 7.1.6 The provision of information on the notice board would be maintained by the TPC.



8 MONITORING AND REVIEW

- 8.1.1 In order to measure the success of the Travel Plan against defined targets, the site will be monitored on an annual basis. Section 5 set out the management of the Travel Plan highlighting the use of the iTrace tool. As mentioned the site will be registered on the iTrace system prior to occupation, or an alternative arrangement agreed with the Borough Council.
- 8.1.2 The iTrace database will then require an initial site audit and travel survey once the site is operational. LBC are likely to be able to register the site upon its opening. The details of the database log in information will then be passed to the TPC who will undertake the site audit.
- 8.1.3 The staff survey will be undertaken within three months of opening. Monitoring of the staff travel behaviour will take place annually for a period of three years.
- 8.1.4 The database enables monitoring to be undertaken online over the required three year period. The questionnaire can be completed by clicking on a web link entering all the details directly into the database. Alternatively, the survey can be downloaded so that hard copies can be filled in and entered onto the system at a later date. Once these have been completed iTrace provides a results report from which the TPC will be able to compile the sites monitoring report. This will include;
 - (i) An overview of the Travel Plan and what it is trying to achieve;
 - (ii) Details of the numbers of questionnaires that have been completed this will be in comparison to the total number of staff employed at the unit;
 - (iii) Details of the modal split of staff travel identified within the survey;
 - (iv) Conclusions to be drawn on whether the site is achieving or failing it meet the targets;
 - Areas where improvements can be made (if necessary) and if the need for the implementation of remedial measures is required;
 - (vi) Ways in which the Travel Plan seeks to evolve and move forward as a result of the travel characteristics identified within the survey.
- 8.1.5 Once the data is finalised the TPC will submit the data alongside a progress report referring to the targets that will be set after the first survey period. This will set out the findings of the surveys and discussions on whether its implementation is effective or not.

8.2 Summary

8.2.1 This section highlights the Travel Plans commitment to monitoring the success of the Travel Plan. By monitoring the site it will be able to ensure that sustainable travel is promoted to staff and customers.



9 CONCLUSION

- 9.1.1 Royal HaskoningDHV has been commissioned by SRE Haverstock Hill Ltd to prepare a Travel Plan in relation to the proposed redevelopment of the Marine Ices site, Haverstock Hill, London.
- 9.1.2 The existing site was occupied by Marine Ices who manufactured and sold ice cream until closing in 2012. More recently the site was used as a mixed restaurant and retail use, until closure in 2013, the main use being the restaurant and approximately one third given over to the retail element. The remainder of the building was supporting office and storage space.
- 9.1.3 The proposed development will comprise of a mix of both commercial and residential use classes. The commercial element is for an open use class encompassing use classes A1 (shops), A3 (restaurants and cafes) and D2 (assembly and leisure) and the residential element use class C3 (dwelling houses).
- 9.1.4 This document has been compiled in order to provide a strategy that will seek to achieve an agreed mode split at the site over a period of time. In turn, this will result in most staff utilising sustainable travel by options such as walking, cycling and public transport.
- 9.1.5 The provision of this document complies with the requirements set out by LBC and is in line with the central Government Policy documents NPPF.
- 9.1.6 This document has set out a management and communication strategy to ensure the dissemination of the information regarding the Travel Plan to all members of staff within the unit. The provision of a travel pack to all new staff and organisation of promotional events will ensure that all new staff at the unit will be aware of the Travel Plan and sustainable travel opportunities available to them.
- 9.1.7 A package of measures has been proposed that will achieve the desired mode split. The measures will be regularly reviewed and updated to ensure that they are suited to the needs of the unit. This will be carried out once the monitoring of the travel behaviour has been conducted.
- 9.1.8 The monitoring will be carried out according to the iTrace methodology (or alternative to be agreed) as required by LBC.
- 9.1.9 This Travel Plan is considered a robust document that will facilitate the desired mode split at the site. A degree of flexibility will enable the TPC in communication with LCC to enable the Travel Plan to evolve over its lifetime and ensure it meets the needs of the site users.

Appendix 2

Marine Ices, Haverstock Hill, London

Delivery & Servicing Plan

SRE Haverstock Hill Ltd

January 2015 FINAL PB2531





HASKONING UK LTD. INFRASTRUCTURE

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Document title	Marine Ices, Haverstock Hill, London
	Delivery & Servicing Plan
Document short title	Delivery & Servicing Plan
Status	FINAL
Date	January 2015
Project name	Marine Ices
Project number	PB2531
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JG 16/01/15 JG

AW

James Graham

g.D 16-01-15



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1 INTRODUCTION

1.1 Preamble

- 1.1.1 This Delivery and Servicing Plan (DSP) has been prepared on behalf of SRE Haverstock Hill Ltd to provide an overview of the strategy for site access by refuse and service vehicles, associated with the proposals to redevelop the Marine Ices site, Haverstock Hill, London.
- 1.1.2 This document reflects and expands on information provided within the planning submission's Transport Statement (TS).
- 1.1.3 Reference has been made to the London Borough of Camden document *'Camden Planning Guidance'* and specifically Chapter 7, Section 4 which discusses *'Delivery and Servicing Management Plans'*.
- 1.1.4 Reference has also been made to Transport for London (TfL) guidance '*Delivery and Servicing Plans, Making freight work for you*'. The TfL guidance document states that a DSP will specifically help an organisation to:
 - Proactively manage deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
 - Identify and promote areas where safe and legal loading can take place; and
 - Select delivery companies who can demonstrate their commitment to following best practice for example, the Freight Operator Recognition Scheme (FORS)

1.2 Existing Development

- 1.2.1 The existing site is occupied by Marine Ices. The Marine Ices site historically manufactured and sold ice cream until it closed in 2012. The ground floor of the site was then used as a mixed restaurant and retail use until its closure in 2013 so the site does not generate any trips at present.
- 1.2.2 The existing site is located in the north of London to the north of Camden Town in the London Borough of Camden (LBC). The site fronts A502 Haverstock Hill to the south and Crogsland Road to the east. The remainder of the site is predominantly bound to the north and east by Haverstock School.
- 1.2.3 The existing site provides direct pedestrian frontage access for customers to the A502 Haverstock Hill, and also pedestrian access for staff to Crogsland Road.
- 1.2.4 The existing site includes three garages (integrated into the building) which provide direct access to Crogsland Road for delivery vehicles. No formal cycle parking is provided as part of the existing site.
- 1.2.5 Within the proximity of the site there is controlled parking for vehicles on the A502 Haverstock Hill, to the east of the site, and on Crogsland Road.



1.2.6 Traffic controls at the junction of Crogsland Road and Haverstock Hill mean that traffic is unable to turn into Crogsland Road at this point, and traffic exiting Crogsland Road must turn left onto the A502.

1.3 **Proposed Development Summary**

- 1.3.1 The proposed development will comprise of a mix of both commercial and residential use classes. The commercial element is for an open use class encompassing use classes A1 (shops), A3 (restaurants and cafes) and D2 (assembly and leisure) and the residential element use class C3 (dwelling houses).
- 1.3.2 At this stage there are two potential development options for the commercial element. There is an option for a cinema with restaurant (use classes A3 and D2) providing three screens and a total of 297 seats and a retail unit option (use class A1). Both options would provide 11,539sqft (1,072sq.m) of floorspace (GIA). Layouts for these schemes are appended to the associated TS.
- 1.3.3 The proposed residential development will include 19 new flats comprising the following mix of development:
 - Eight, one bedroom flats;
 - Nine, two bedroom flats; and
 - Two, three bedroom flats.
- 1.3.4 The proposed development will be car free. However, 26 on-site cycle parking spaces will be provided on-site within an internal lockable area, for residents and staff.
- 1.3.5 For the residential development there would be a minimum provision of one space per unit, so 19 would be provided in accordance with LBC standards.
- 1.3.6 An additional five required visitors' spaces would be provided via three 'Camden style' cycle hoops along the A502 at the frontage (so six spaces in practice).

1.4 **Pre-application Consultation**

- 1.4.1 Pre-application planning advice was been provided by LBC. With regards to transport it has been advised that the application would need to be supported by a Transport Assessment, Travel Plan, Servicing Management Plan and Construction Management Plan.
- 1.4.2 LBC provided further detail with regards to parking, servicing and construction advising that:
 - The site is located within a Controlled Parking Zone and has a PTAL score of 6a, which indicates that it is highly accessible by public transport. In line with Policy DP18 the Council will expect development to be car free in areas within Controlled Parking Zones and sites which are highly accessible by public transport.



- Cycle parking should be provided in accordance with the standards set out in the Draft Further Alterations to the London Plan (January 2014).
- LBC consider that any servicing from Haverstock Hill would be unacceptable and that a Servicing Management Plan will need to be submitted detailing how the servicing from Crogsland Road would take place and its likely impact.

1.5 Scope of Study

- 1.5.1 With this in mind the remainder of this DSP will be set out in the following way:
 - Section 2 will provide an overview of the servicing strategy for the proposed commercial development, including an assessment of potential service vehicle trip demand.
 - Section 3 will provide an overview of the servicing strategy for the proposed residential development, including an assessment of potential service vehicle trip demand.
 - Finally, Section 4 will provide a summary to the document.



2 SERVICING STRATEGY FOR PROPOSED COMMERCIAL DEVELOPMENT

2.1 Access

- 2.1.1 The proposed customer accesses to the commercial development are at the Haverstock Hill frontage and the service access is at the Crogsland Road frontage. This is effectively the same access strategy Marine Ices utilised for many years.
- 2.1.2 Servicing is prohibited at the Haverstock Hill frontage owing to the presence of loading restrictions and the proximity of the adjacent traffic signal controlled junction. Crogsland Road currently provides access to off-street service facilities via three garages and single yellow lines at the frontage which enable service vehicles to park for up to 40 minutes, depending on their classification.
- 2.1.3 The proposal does not retain any off-street facilities for service vehicles, it does however retain the single yellow lines at the frontage which will enable on-street servicing to continue.
- 2.1.4 Consideration was given to providing a dedicated loading bay at the Crogsland Road frontage enabling service vehicles to park for up to 20 minutes. After careful consideration it was decided to retain the existing on-street markings. The reasons were to retain the flexibility that single yellow lines provide for both service vehicles and non-development related traffic. Drawings showing the existing layout of Crogsland Road, and the possible alternative solution including an on-street loading aby is provided to the rear of this document (plans SK01 and SK02).
- 2.1.5 The proposed approach retains the pay and display parking bays on the east side of Crogsland Road, which whilst underutilized as demonstrated in the TS, do provide useful on-street parking for neighboring commercial developments.

2.2 Delivery Schedule

2.2.1 The submitted TS contains information concerning their movement of service vehicle traffic to and from the proposed commercial development. The tables below provide a summary of the typical daily profile of service vehicle trips associated with both the cinema and retail uses.



OGVs	ARRI	VALS	DEPARTURES		тот	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.004	1	0.002	1	0.006	2
14:00-15:00	0.000	0	0.002	1	0.002	1
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.002	1	0.002	1	0.004	1
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
20:00-21:00	0.000	0	0.000	0	0.000	0
21:00-22:00	0.000	0	0.000	0	0.000	0
22:00-23:00	0.000	0	0.000	0	0.000	0
23:00-24:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.006	2	0.006	2	0.012	4

Table 2.1: Cinema Servicing Trips

2.2.2 It is demonstrated that the proposed cinema has a requirement for up to four servicing vehicle movements per day.

OGVs	ARRI	VALS	DEPARTURES		тот	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.056	1	0.056	1	0.112	1
08:00-09:00	0.000	0	0.000	0	0.000	0
09:00-10:00	0.028	0	0.028	0	0.056	1
10:00-11:00	0.028	0	0.028	0	0.056	1
11:00-12:00	0.028	0	0.028	0	0.056	1
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.028	0	0.028	0	0.056	1
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.000	0	0.000	0	0.000	0
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.168	2	0.168	2	0.336	4



Table 2.2: Retail Servicing Trips

2.2.3 It is demonstrated that the proposed retail unit has a requirement for up to four servicing vehicle movements per day, the same as the cinema option.

2.3 Delivery Vehicles

- 2.3.1 The future occupiers are not known at present so the exact specification of service vehicles is not known either. Prior to operators commencing trading at the site they would undertake a risk assessment of the site to determine the specification of goods vehicle that would be used.
- 2.3.2 It is likely the options would vary between 8.0m and 10.0m rigid vehicles, both of which regularly access nearby commercial developments in the vicinity of the site and can be accommodated by the local highway network.

2.4 Staff Manual for Deliveries

2.4.1 In order to minimise the impact of delivery vehicle movements at the site itself, it is common practice for occupiers to adopt a Manual for Deliveries. This would be subject to future site occupier input, but could include the following measures.

For Drivers

The Journey

• Make the final approach to the store with minimum amount of noise.

At the Store

- Generally try not to make noise;
- Keep your radio switched off;
- Switch off the 'audible warning' if an alternative warning system is in place that you are aware of however, do not compromise safety;
- Keep engine noise to a minimum;
- Close driver's side door quietly;
- Unload quietly; and
- Avoid shouting.

The Return Journey

- Keep engine revs to a minimum;
- Apply brakes gently; and
- Accelerate gently until fully away from the store.



For On-Site Colleagues

At the Store

- Do not play music;
- Unload quietly;
- Do not shout;
- Ensure that the warehouse is prepared in advance of the day's first delivery; and
- Designated staff will be responsible for ensuring that the footway and pedestrians are not obstructed by the delivery and waste collection process at any time.

For the Duty Manager

- 2.4.2 The Duty Manager is likely to be the first point of contact for customers and residents. It is hoped that local residents will not complain about delivery movements, however if they do, the Duty Manager will treat all complaints seriously and will maintain an appropriate record.
- 2.4.3 A complaints procedure will be adopted and this will include maintaining a complaints log book, in which a record will be kept of:
 - the complainant's name and address;
 - the nature of the complaint;
 - the date; and
 - confirmation that a response has been made by the occupier to the complainant

2.5 Service Vehicle Routing

- 2.5.1 The development site is located at the traffic signal controlled junction of A502 Haverstock Hill, Crogsland Road, A502 Chalk Farm Road, Bridge Approach and B509 Adelaide Road.
- 2.5.2 It is likely all service vehicles will route via A502 and Adelaide Road to / from the east and Haverstock Hill to / from the west. Crogsland Road is one-way southbound and the turn onto Adelaide Road is restricted to left-turns only with the width available for vehicular traffic restricted by the presence of a cycling contraflow.
- 2.5.3 Consequently service vehicles will be required to make their final approach to the site from the A502 likely using either Ferdinand Street to the east or Prince of Wales Road to the west, routes that must have been used by Marine Ices for many years.



2.5.4 Owing to the restricted left-turn at Crogsland Road onto Haverstock Hill and proximity of a central reservation opposite the junction, future operators will be limited to using smaller vehicles for their servicing so the impact of the proposed servicing strategy will be no worse than the historic use of the site.



3 SERVICING STRATEGY FOR PROPOSED RESIDENTIAL DEVELOPMENT

3.1 Vehicular Access

3.1.1 The residential element is car free and any servicing will be undertaken in the same manner as the commercial development. Servicing will be undertaken on-street at Crogsland Road in the same way as Marine Ices has historically been serviced.

3.2 Refuse Collection

3.2.1 Refuse collection for this development will be undertaken from the highway, with the site's bin store being located directly adjacent to Crogsland Road. Refuse and recycling will stored at ground level in a dedicated store room with its own access into Crogsland Road. The bin store is within a 10.0m carry distance of Crogsland Road where refuse vehicles would park, a distance considered acceptable by LBC guidance and Manual for Streets which states a more generous 25.0m distance.



4 SUMMARY

- 4.1.1 This DSP has been prepared on behalf of London and Regional Properties to provide an overview of the strategy for site access by refuse and service vehicles, associated with the proposals to redevelop the Marine Ices site, Haverstock Hill, London.
- 4.1.2 The proposed development will comprise of a mix of both commercial and residential use classes. The commercial element is for an open use class encompassing use classes A1 (shops), A3 (restaurants and cafes) and D2 (assembly and leisure) and the residential element use class C3 (dwelling houses).
- 4.1.3 This document has provided details of the delivery strategy proposed for the commercial and residential elements of the scheme and sets out a series of measures that will ensure operational efficiency of the delivery movements.



king) - 23:00 30 - 23:00	
ONT STREET	
BELMC	
	DADING RESTRICTIONS OPERATE OGSLAND ROAD
DATE NOV 14	PASSED
	20



Appendix 3




K&M TRAFFIC SURVEYS

DATE : 14th & 15th OCTOBER 2014

DAY : TUESDAY & WEDNESDAY

LOCATION : CROGSLAND RD, CAMDEN				TUESDAY 14th OCTOBER 2014			TUESDAY 14th OCTOBER 2014		WEDNESDAY 15th OCTOBER 2014		WEDNESDAY 15th OCTOBER 2014					
					TI	ME : 02	50	TI	ME : 12	00	TI	ME : 02	25	TI	TIME : 1200	
ROAD NAME	ZONE	RESTRICTION METRES = 1 SPACE		PARKED	OBSERVE D SPACE	% STREET STRESS	PARKED	OBSERVE D SPACE	% STREET STRESS	PARKED	OBSERVE D SPACE	% STREET STRESS	PARKED	OBSERVE D SPACE	% STREET STRESS	
		RPH ONLY : MON TO FRI 0830-2300, SAT AND SUN 0930-2300	112.6	21	18	2	90.0%	15	6	71.4%	17	3	85.0%	12	8	60.0%
	1	PAY&DISPLAY ONLY : MON TO FRI 0830- 2300, SAT AND SUN 0930-2300	54.5	10	1	9	10.0%	4	6	40.0%	1	9	10.0%	3	7	30.0%
		SINGLE YELLOW LINE	39.9													
		DOUBLE YELLOW LINE	14.7													
		DROPPED KERB	9													
CROUSLAND ND		RPH ONLY : MON TO FRI 0830-2300, SAT AND SUN 0930-2300	105.9	21	17	4	81.0%	16	4	80.0%	15	3	83.3%	16	2	88.9%
		SINGLE YELLOW LINE	78.1													
	2	DROPPED KERB	6.3													
		DOUBLE YELLOW LINE	9.6													
		SCHOOL KEEP CLEAR	25.2													

Appendix 4



18125



DATE:

DAY:

22/10/2014

WEDNESDAY

1

JOB NAME: CAMDEN

SITE:

JOB REF:

LOCATION: CROGSLAND ROAD

TIME PARKED (hh:mm:ss)	VEHICLE TYPE	ZONE	TIME LEFT (hh:mm:ss)	DURATION OF STAY (hh:mm:ss)	COMMENTS (Loading etc)
AT START	CAR	1	07:28:38	-	PARK
AT START	CAR	1	07:10:35	-	PARK
AT START	CAR	2	06:42:55	-	PARK
AT START	CAR	4	07:03:44	-	PARK
07:44:49	CAR	4	07:58:54	00:14:05	PARK
07:51:48	OGV1	1	08:15:29	00:23:41	PARK
08:05:06	CAR	2	08:13:14	00:08:08	PARK
08:10:39	CAR	4	08:12:11	00:01:32	DROP OFF
08:15:20	CAR	2	08:15:48	00:00:28	DROP OFF
08:20:17	CAR	1	08:21:23	00:01:06	DROP OFF
08:20:33	CAR	1	08:22:07	00:01:34	DROP OFF
08:23:46	CAR	1	08:24:30	00:00:44	DROP OFF
08:23:46	CAR	2	08:24:14	00:00:28	DROP OFF
08:26:57	CAR	1	08:27:51	00:00:54	DROP OFF
08:27:25	CAR	2	08:27:48	00:00:23	DROP OFF
08:27:57	CAR	4	16:46:49	08:18:52	PARK
08:28:47	CAR	2	08:30:12	00:01:25	DROP OFF
08:31:00	CAR	1	08:31:11	00:00:11	DROP OFF
08:31:11	CAR	1	08:31:33	00:00:22	DROP OFF
08:33:09	CAR	2	08:33:32	00:00:23	DROP OFF
08:57:38	CAR	1	09:10:59	00:13:21	PARK
09:05:44	CAR	4	18:44:25	09:38:41	PARK
09:10:21	CAR	1	14:59:13	05:48:52	PARK
09:25:31	CAR	1	11:45:38	02:20:07	PARK
09:28:28	CAR	1	11:20:41	01:52:13	PARK
09:45:32	CAR	1	09:45:57	00:00:25	PARK
10:07:41	CAR	1	11:13:19	01:05:38	PARK
10:35:46	LGV	4	10:38:21	00:02:35	DELIVERY
10:49:26	MCL	1	10:58:00	00:08:34	PARK
10:57:12	CAR	4	11:07:19	00:10:07	DELIVERY
11:23:03	OGV1	4	11:31:49	00:08:46	DELIVERY
11:25:22	CAR	1	11:31:37	00:06:15	DELIVERY
11:28:48	LGV	1	11:53:57	00:25:09	DELIVERY
11:33:57	LGV	2	11:40:58	00:07:01	DELIVERY
11:35:43	LGV	1	11:47:45	00:12:02	PARK
12:02:47	LGV	1	12:55:45	00:52:58	PARK
12:09:49	LGV	4	12:18:53	00:09:04	DELIVERY
12:18:05	LGV	4	12:22:14	00:04:09	DELIVERY
12:22:01	LGV	1	12:26:12	00:04:11	DELIVERY
12:24:29	CAR	1	14:24:07	01:59:38	PARK

AXIOM JOB REF: 18125 Traffic Limited JOB NAME: CAMDEN SITE: DATE: 22/10/2014 1 LOCATION: CROGSLAND ROAD DAY: WEDNESDAY

	TIME PARKED (hh:mm:ss)	VEHICLE TYPE	ZONE	TIME LEFT (hh:mm:ss)	DURATION OF STAY (hh:mm:ss)	COMMENTS (Loading etc)	
	12:27:39	LGV	1	12:28:36	00:00:57	POST VAN	
	12:55:39	OGV1	3	12:56:53	00:01:14	WASTE COLLECTION	
	12:58:22	OGV1	4	13:22:45	00:24:23	DELIVERY	
	13:01:04	LGV	2	13:18:37	00:17:33	PARK	
	13:18:15	CAR	2	13:27:08	00:08:53	PARK	
	13:22:28	CAR	1	14:27:42	01:05:14	PARK	
	13:28:36	MCL	4	13:34:24	00:05:48	PARK	
-	13:31:48	OGV1	4	13:42:55	00:11:07	DELIVERY	
	13:32:16	LGV	4	13:38:48	00:06:32	PARK	
	13:43:34	OGV1	4	13:57:10	00:13:36	DELIVERY*	*Parked on Footpath
-	13:43:57	MCL	1	13:48:21	00:04:24	PARK	
-	13:58:00	OGV1	4	13:59:30	00:01:30	DELIVERY	
-	14:21:56	CAR	4	14:22:34	00:00:38	DROP OFF	
-	14:23:15	CAR	1	14:30:32	00:07:17	PARK	
	14:38:39	OGV1	4	14:40:35	00:01:56	BIN WAGON	
-	14:39:00	CAR	1	15:29:13	00:50:13	PARK	
-	14:43:14	MCL	1	14:45:05	00:01:51	PARK	
-	14:59:27	CAR	1	15:31:12	00:31:45	PARK	
	15:02:29	CAR	1	15:10:26	00:07:57	PICK UP	
-	15:02:45	CAR	2	15:15:21	00:12:36	PICK UP	
-	15:04:08	CAR	1	15:15:25	00:11:17	PICK UP	
	15:09:35	CAR	4	15:19:25	00:09:50	PICK UP	
-	15:10:34	LGV	4	15:15:35	00:05:01	PICK UP	
-	15:11:28	CAR	1	15:33:31	00:22:03	PICK UP	
	15:13:10	CAR	4	15:21:01	00:07:51	PICK UP	
-	15:14:51	CAR	1	15:22:08	00:07:17	PICK UP	
	15:19:52	CAR	2	15:32:29	00:12:37	PICK UP	
-	15:21:01	CAR	1	15:34:52	00:13:51	PICK UP	
	15:39:39	LGV	1	15:47:02	00:07:23	PARK	
_	15:40:36	OGV1	1	15:44:21	00:03:45	PARK	
	15:42:10	CAR	4	15:49:54	00:07:44	PARK	
	15:44:30	CAR	1	18:17:23	02:32:53	PARK	
-	15:50:17	CAR	1	15:51:14	00:00:57	PARK	
_	16:30:04	CAR	1	17:45:22	01:15:18	PARK	
	16:43:35	CAR	4	16:48:34	00:04:59	PARK	
_	16:52:43	CAR	1	19:29:29	02:36:46	PARK	
	16:53:50	CAR	4	16:56:48	00:02:58	PARK	
	16:56:48	CAR	1	17:12:20	00:15:32	PARK	
	16:57:12	CAR	4	16:58:09	00:00:57	PARK	
	16:59:04	MCL	1	17:04:11	00:05:07	PARK	l



TIME PARKED (hh:mm:ss)	VEHICLE TYPE	ZONE	TIME LEFT (hh:mm:ss)	DURATION OF STAY (hh:mm:ss)	COMMENTS (Loading etc)
17:21:17	CAR	2	17:24:26	00:03:09	PARK
17:41:51	CAR	4	18:39:04	00:57:13	PARK
18:10:40	CAR	1	18:17:06	00:06:26	PARK
18:23:31	CAR	1	21:01:44	02:38:13	PARK
18:44:17	CAR	1	18:53:20	00:09:03	PARK
18:54:50	CAR	4	19:02:40	00:07:50	PARK
18:58:30	CAR	1	22:01:57	03:03:27	PARK
19:15:19	CAR	4	19:24:29	00:09:10	PARK
19:21:10	CAR	1	19:43:11	00:22:01	PARK
19:30:51	CAR	1	19:34:20	00:03:29	PARK
19:53:08	CAR	4	23:32:19	03:39:11	PARK
20:31:05	CAR	2	20:32:18	00:01:13	PARK
20:57:29	CAR	1	21:07:31	00:10:02	PARK
21:41:31	CAR	1	22:16:45	00:35:14	PARK
22:20:58	CAR	4	22:24:47	00:03:49	PARK
23:19:41	CAR	1	23:34:40	00:14:59	PARK

Max. Duration of Stay: 09:38:41 Min. Duration of Stay:

00:00:11



JOB NAME: CAMDEN

SITE:

LOCATION: CR



1	DATE:	23/10/2014
CROGSLAND ROAD	DAY:	THURSDAY

TIME PARKED (hh:mm:ss)	VEHICLE TYPE	ZONE	TIME LEFT (hh:mm:ss)	DURATION OF STAY (hh:mm:ss)	COMMENTS (Loading etc)
AT START	CAR	4	07:05:33	-	PARK
AT START	LGV	4	06:05:52	-	PARK
AT START	OGV1	3	06:04:20	-	LOADING
AT START	CAR	2	07:55:23	-	PARK
AT START	CAR	1	07:49:23	-	PARK
AT START	CAR	1	07:56:42	-	PARK
07:07:21	CAR	1	07:07:32	00:00:11	DROP OFF
07:16:58	OGV1	4	07:18:12	00:01:14	BIN WAGON
07:35:06	CAR	4	07:35:35	00:00:29	DELIVERY
07:40:29	CAR	1	07:40:55	00:00:26	PARK
07:54:54	LGV	1	08:14:25	00:19:31	PARK
08:03:03	CAR	1	08:03:18	00:00:15	DROP OFF
08:12:52	CAR	1	08:25:42	00:12:50	PARK
08:15:42	CAR	1	08:18:04	00:02:22	DROP OFF
08:17:35	CAR	1	08:21:57	00:04:22	PARK
08:20:27	CAR	2	08:21:00	00:00:33	DROP OFF
08:23:44	CAR	1	08:24:24	00:00:40	DROP OFF
08:25:50	CAR	1	08:26:30	00:00:40	DROP OFF
08:26:02	CAR	1	08:26:30	00:00:28	DROP OFF
08:26:53	CAR	2	08:27:04	00:00:11	DROP OFF
08:29:53	CAR	4	19:53:14	11:23:21	PARK
08:32:22	CAR	2	08:32:28	00:00:06	DROP OFF
08:41:43	OGV1	4	08:48:21	00:06:38	DELIVERY
08:44:21	OGV1	2	08:46:35	00:02:14	LOADING
08:44:46	CAR	1	08:45:15	00:00:29	PARK
08:52:32	CAR	1	09:02:56	00:10:24	PARK
09:02:08	CAR	4	19:02:55	10:00:47	PARK
09:05:54	CAR	4	09:16:03	00:10:09	PARK
09:07:46	CAR	1	21:10:24	12:02:38	PARK
10:08:46	CAR	1	13:35:30	03:26:44	PARK
10:28:54	CAR	1	10:41:30	00:12:36	PARK
10:39:41	CAR	4	10:51:18	00:11:37	DELIVERY
10:52:10	MCL	1	10:57:55	00:05:45	PARK
11:00:42	CAR	1	12:11:43	01:11:01	PARK
11:14:29	CAR	1	11:16:13	00:01:44	PARK
11:46:37	LGV	4	11:48:22	00:01:45	PARK
11:49:45	CAR	1	11:52:41	00:02:56	PARK
11:55:51	CAR	4	11:58:58	00:03:07	DELIVERY
11:56:09	MCL	4	12:04:01	00:07:52	PARK
11:57:25	LGV	1	11:58:45	00:01:20	POST VAN

12:17:18	LGV	1	12:23:42	00:06:24	DELIVERY
12:25:20	LGV	4	12:29:41	00:04:21	PARK
12:28:21	LGV	1	12:30:21	00:02:00	PARK
12:36:05	LGV	4	12:47:12	00:11:07	DELIVERY
12:39:40	CAR	1	15:16:14	02:36:34	PARK
12:47:25	CAR	1	14:58:46	02:11:21	PARK
12:55:00	OGV1	3	13:04:00	00:09:00	WASTE COLLECTION
13:11:04	CAR	2	13:13:44	00:02:40	PARK
13:19:28	OGV1	4	13:32:09	00:12:41	DELIVERY
13:23:59	CAR	1	14:45:17	01:21:18	PARK
13:42:06	LGV	1	13:55:14	00:13:08	PARK
13:52:56	LGV	1	14:09:23	00:16:27	PARK
14:44:42	LGV	1	15:02:09	00:17:27	PARK
15:02:57	CAR	2	15:17:24	00:14:27	PICK UP
15:09:44	CAR	1	15:17:24	00:07:40	PICK UP
15:09:56	CAR	1	15:18:38	00:08:42	PICK UP
15:10:07	CAR	1	15:23:00	00:12:53	PICK UP
15:14:41	CAR	4	15:20:50	00:06:09	PICK UP
15:16:46	CAR	1	15:20:15	00:03:29	PICK UP
15:20:39	CAR	1	15:26:14	00:05:35	PICK UP
15:37:02	CAR	4	15:38:04	00:01:02	DROP OFF
15:40:53	CAR	2	15:41:24	00:00:31	PICK UP
16:07:06	CAR	1	16:07:38	00:00:32	PARK
16:29:02	LGV	4	16:38:35	00:09:33	PARK
16:46:28	CAR	4	16:46:44	00:00:16	PARK
16:56:02	CAR	1	16:56:42	00:00:40	PARK
17:19:22	CAR	1	17:29:33	00:10:11	PARK
17:33:19	LGV	1	17:33:32	00:00:13	DROP OFF
17:34:52	CAR	4	17:35:30	00:00:38	DROP OFF
17:40:22	CAR	1	17:41:57	00:01:35	PARK
17:50:19	CAR	1	18:00:24	00:10:05	PARK
17:58:56	CAR	1	18:39:00	00:40:04	PARK
18:05:02	CAR	1	18:17:34	00:12:32	PARK
18:10:43	CAR	1	18:47:40	00:36:57	PARK
18:29:50	CAR	4	18:47:45	00:17:55	PARK
18:31:35	CAR	1	18:59:18	00:27:43	PARK
18:44:26	CAR	1	18:47:06	00:02:40	PICK UP
19:08:25	CAR	1	19:11:01	00:02:36	PARK
19:12:21	CAR	1	19:26:57	00:14:36	PARK
19:13:31	CAR	2	19:16:09	00:02:38	PARK

19:13:42	LGV	4	19:13:50	00:00:08	DROP OFF	
19:24:11	CAR	1	19:25:49	00:01:38	PARK	
19:25:49	CAR	1	21:21:31	01:55:42	PARK	
20:11:04	CAR	1	21:35:03	01:23:59	PARK	
20:11:04	CAR	2	20:21:07	00:10:03	PARK	
20:11:13	CAR	1	21:37:42	01:26:29	PARK	
20:27:18	CAR	1	20:27:49	00:00:31	CHECKING PARKED CARS*	* Stopped next to par
20:30:30	CAR	2	22:29:08	01:58:38	PARK	
20:44:20	CAR	4	22:04:43	01:20:23	PARK	
20:44:33	CAR	1	22:32:01	01:47:28	PARK	
21:34:06	CAR	1	21:34:22	00:00:16	PARK	
22:18:09	CAR	4	22:24:14	00:06:05	PARK	
22:20:18	CAR	1	22:41:22	00:21:04	PARK	
23:23:45	CAR	4	AT END	-	PARK	

Max. Duration of Stay: 12:02:38

Min. Duration of Stay:

00:00:06

Appendix 5

Marine Ices (Cinema Scheme) - Executive Summary

Location:

The site is located on Haverstock Hill, opposite Chalk Farm Tube Station, in the London Borough of Camden.

Marine Ices:

Marine Ices was set up in 1931 and has been located at 8 Haverstock Hill since the current premises were constructed in c. 1948.

In recent years the production of ice cream from the existing factory had become unviable as it is in disrepair and too small.

This culminated in the premises not being able to achieve BRC Accreditation in 2012, the baseline standard required to supply to the hotel and restaurant markets.

Marine Ices ceased manufacture on 4th May 2012, and the family owned business was sold as the premises was no longer suitable for manufacture.

Production of Marine Ices products relocated to the new owners, Criterion Ices of Bury St Edmunds.

A licensed restaurant operating on a short-term lease continued to run on the premises under the name of Marine Ices.

These facilities were threatened with closure by an officer from Camden's Environmental Health team in March 2013.

This short term lease terminated on the 31st of August 2014 and the building now sits completely vacant.

Proposal:

To demolish the existing Marine Ices factory and office building and replace with a new high quality cinema and residential scheme over basement, ground and 4 further storeys.

Total Pi	rivate Treaty Units:	19 (Affordable Quantum Viability)	n subject to
GEA:	32,445 sq ft	Total Net internal:	13,886 sq ft
Reside	ntial Mix:	1 Beds 08 no. 2 Beds 09 no. 3 Beds 02 no.	42% 47% 11%

Cinema Area GIA (A3/D2 Use) 1072m2 (11539ft2)



Indicative view looking North towards the site from Haverstock HIII





Indicative view looking North-West towards the site from the corner of Haverstock HIII and Crogsland Road



Marine Ices (Retail Scheme) - Executive Summary

Location:

The site is located on Haverstock Hill, opposite Chalk Farm Tube Station, in the London Borough of Camden.

Marine Ices:

Marine Ices was set up in 1931 and has been located at 8 Haverstock Hill since the current premises were constructed in c. 1948.

In recent years the production of ice cream from the existing factory had become unviable as it is in disrepair and too small.

This culminated in the premises not being able to achieve BRC Accreditation in 2012, the baseline standard required to supply to the hotel and restaurant markets.

Marine Ices ceased manufacture on 4th May 2012, and the family owned business was sold as the premises was no longer suitable for manufacture.

Production of Marine Ices products relocated to the new owners, Criterion Ices of Bury St Edmunds.

A licensed restaurant operating on a short-term lease continued to run on the premises under the name of Marine Ices.

These facilities were threatened with closure by an officer from Camden's Environmental Health team in March 2013.

This short term lease terminated on the 31st of August 2014 and the building now sits completely vacant.

Proposal:

To demolish the existing Marine Ices factory and office building and replace with a new high quality Retail (A1 Use) and residential scheme over basement, ground and 4 further storeys.

Total Private Treaty Units:		19 (Affordable Quantum subject to Viability)				
GEA:	32,445 sq ft	Total Net internal:	13,886 sq ft			
Reside	ntial Mix:	1 Beds 08 no. 2 Beds 09 no. 3 Beds 02 no.	42% 47% 11%			
Retail A	Area GIA (A1 Use)	1072m2 (11539ft2)				



Indicative view looking North towards the site from Haverstock HIII





Indicative view looking North-West towards the site from the corner of Haverstock HIII and Crogsland Road



Appendix 6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : C - FLATS PRIVATELY OWNED MULTI-MODAL VEHICLES

Selected regions and areas: 01 GREATER LONDON

GREA	ATER LONDON	
CN	CAMDEN	1 days
ΗK	HACKNEY	1 days
IS	ISLINGTON	1 days
KN	KENSINGTON AND CHELSEA	1 days
ТΗ	TOWER HAMLETS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of dwellings
Actual Range:	9 to 24 (units:)
Range Selected by User:	9 to 30 (units:)

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/06 to 21/11/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Monday	1 days
Tuesday	1 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:	
Town Centre	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

3 2

Selected Location Sub Categories:	
Residential Zone	
Built-Up Zone	

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:	
C1	1 days
C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS[®].

Population within 1 mile:	
10,001 to 15,000	1 days
50,001 to 100,000	2 days
101,000 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Popula	ation	within	5	miles:
500,0	01 or	More		

This data displays the number of selected surveys within stated 5-mile radii of population.

3 days
2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

<u>Travel Plan:</u> No

5 days

5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

TRICS 7.1.2	270814 B16.52 (C)) 2014 JMP Consultants	Ltd on behalf of the TRI	CS Consortium	Friday 24/10/14
HaskoningDH	V UK Ltd Bretton	Peterborough			Licence No: 703108
LIST (OF SITES relevant to :	selection parameters			
1	CN-03-C-01 OVAL ROAD	BLOCK OF FLATS		CAMDEN	
2	REGENTS PARK Suburban Area (PPS6 Residential Zone Total Number of dwe Survey date: HK-03-C-02 HOXTON	6 Out of Centre) ellings: FRIDAY BLOCK OF FLATS	12 07/11/08	Survey Type: MANUAL HACKNEY	
3	SHOREDITCH Town Centre Built-Up Zone Total Number of dwe Survey date: IS-03-C-03 FLORENCE STREET	ellings: TUESDAY BLOCK OF FLATS	9 11/11/08	Survey Type: MANUAL ISLINGTON	
4	ISLINGTON Suburban Area (PPS6 Residential Zone Total Number of dwe Survey date: KN-03-C-01 UXBRIDGE STREET	6 Out of Centre) ellings: THURSDAY BLOCKS OF FLATS	9 21/11/13	Survey Type: MANUAL KENSINGTON AND CHELSE/	Ą
5	NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwe Survey date: TH-03-C-02 BURNHAM STREET	ellings: THURSDAY FLATS	16 15/10/09	Survey Type: MANUAL TOWER HAMLETS	
	BETHNAL GREEN Suburban Area (PPSe Built-Up Zone Total Number of dwe Survey date:	6 Out of Centre) ellings: MONDAY	24 10/11/08	Survey Type: MANUAL	

3

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HG-03-C-01	poor PTAL and 2 parking spaces per dwelling
NH-03-C-01	Moderate PTAL
RD-03-C-02	Moderate PTAL
WH-03-C-01	Parking exceeds 1 space per dwelling

Friday 24/10/14 Page 48 Licence No: 703108

HaskoningDHV UK Ltd Bretton Peterborough TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	o. Ave. Trip			Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	14	0.100	5	14	0.286	5	14	0.386
08:00 - 09:00	5	14	0.229	5	14	0.543	5	14	0.772
09:00 - 10:00	5	14	0.143	5	14	0.286	5	14	0.429
10:00 - 11:00	5	14	0.243	5	14	0.314	5	14	0.557
11:00 - 12:00	5	14	0.300	5	14	0.314	5	14	0.614
12:00 - 13:00	5	14	0.186	5	14	0.257	5	14	0.443
13:00 - 14:00	5	14	0.186	5	14	0.271	5	14	0.457
14:00 - 15:00	5	14	0.271	5	14	0.243	5	14	0.514
15:00 - 16:00	5	14	0.329	5	14	0.271	5	14	0.600
16:00 - 17:00	5	14	0.371	5	14	0.157	5	14	0.528
17:00 - 18:00	5	14	0.229	5	14	0.200	5	14	0.429
18:00 - 19:00	5	14	0.329	5	14	0.171	5	14	0.500
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.916			3.313			6.229

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	9 - 24 (units:)
Survey date date range:	01/01/06 - 21/11/13
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	4

Residentail Travel Demand Assessment: TRICS / 2011 Census Travel to Work Data

TOTAL PEOPLE	ARRIVALS		DEPAR	TURES	TOTALS		
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	
07:00-08:00	0.100	2	0.286	5	0.386	7	
08:00-09:00	0.229	4	0.543	10	0.772	15	
09:00-10:00	0.143	3	0.286	5	0.429	8	
10:00-11:00	0.243	5	0.314	6	0.557	11	
11:00-12:00	0.300	6	0.314	6	0.614	12	
12:00-13:00	0.186	4	0.257	5	0.443	8	
13:00-14:00	0.186	4	0.271	5	0.457	9	
14:00-15:00	0.271	5	0.243	5	0.514	10	
15:00-16:00	0.329	6	0.271	5	0.6	11	
16:00-17:00	0.371	7	0.157	3	0.528	10	
17:00-18:00	0.229	4	0.2	4	0.429	8	
18:00-19:00	0.329	6	0.171	3	0.5	10	
Totals	2.916	55	3.313	63	6.229	118	

Method of Travel to Work (QS701EW):	2011 Census	Madal Calit	AM Peak	(0800-09:00)	PM Peak (17:00-18:00)		
Haverstock Ward	Raw Data	wodai Spiit	Arrivals	Departures	Arrivals	Departures	
Underground, Metro, Light Rail, Tram	1723	33.4%	1	3	1	3	
Train	290	5.6%	0	1	0	0	
Bus, Minibus or Coach	1137	22.1%	1	2	1	2	
Taxi	30	0.6%	0	0	0	0	
Motorcycle, Scooter or Moped	57	1.1%	0	0	0	0	
Driving a Car or Van	587	11.4%	0	1	0	1	
Passenger in a Car or Van	45	0.9%	0	0	0	0	
Bicycle	414	8.0%	0	1	0	1	
On Foot	834	16.2%	1	2	1	1	
Other Method of Travel to Work	35	0.7%	0	0	0	0	
Total	5152	100.0%	4	10	4	8	

Appendix 7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE Category : A - MULTIPLEX CINEMAS VEHICLES

Selected regions and areas: 01 GREATER LONDON CN CAMDEN

1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	464 to 464 (units: sqm)
Range Selected by User:	464 to 7828 (units: sqm)

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/06 to 03/12/09

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

1 days

<u>Selected survey days:</u> Friday

This data displays the number of selected surveys by day of the week.

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

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations: Town Centre

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

1

<u>Selected Location Sub Categories:</u> Built-Up Zone

1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class: D2

1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS[®].

RICS 7.1.2 270814 B16.52 (C) 2014 JM	IP Consultants Ltd on behalf of the TRICS Consortium	Friday 24/10/14 Page 2
laskoningDHV UK Ltd Bretton Peterbore	ough	Licence No: 703108
Filtering Stage 3 selection (Cont.	.):	
Population within 1 mile: 50,001 to 100,000	1 days	
This data displays the number of sele	ected surveys within stated 1-mile radii of population.	
Population within 5 miles: 500,001 or More	1 days	
This data displays the number of sele	ected surveys within stated 5-mile radii of population.	
Car ownership within 5 miles: 0.5 or Less	1 days	
This data displays the number of sele within a radius of 5-miles of selected	ected surveys within stated ranges of average cars owned per survey sites.	residential dwelling,

<u>Travel Plan:</u> No

1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

Peterborough

LIST OF SITES relevant to selection parameters

Bretton

1 CN-07-A-01 ODEON TOTTENHAM COURT RD

HaskoningDHV UK Ltd

CAMDEN

BLOOMSBURY Town Centre Built-Up Zone Total Gross floor area: Survey date: FRIDAY

464 sqm 23/10/09

Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Friday 24/10/14 Page 4 Licence No: 703108

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	464	0.000	1	464	0.000	1	464	0.000
13:00 - 14:00	1	464	1.078	1	464	0.431	1	464	1.509
14:00 - 15:00	1	464	0.216	1	464	0.216	1	464	0.432
15:00 - 16:00	1	464	0.216	1	464	0.431	1	464	0.647
16:00 - 17:00	1	464	0.000	1	464	0.000	1	464	0.000
17:00 - 18:00	1	464	0.216	1	464	0.216	1	464	0.432
18:00 - 19:00	1	464	0.431	1	464	0.647	1	464	1.078
19:00 - 20:00	1	464	0.000	1	464	0.216	1	464	0.216
20:00 - 21:00	1	464	0.647	1	464	0.216	1	464	0.863
21:00 - 22:00	1	464	0.216	1	464	0.216	1	464	0.432
22:00 - 23:00	1	464	0.000	1	464	0.216	1	464	0.216
23:00 - 24:00	1	464	0.000	1	464	0.431	1	464	0.431
Total Rates:			3.020			3.236			6.256

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	464 - 464 (units: sqm)
Survey date date range:	01/01/06 - 03/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS TAXIS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	464	0.000	1	464	0.000	1	464	0.000
13:00 - 14:00	1	464	0.000	1	464	0.000	1	464	0.000
14:00 - 15:00	1	464	0.000	1	464	0.000	1	464	0.000
15:00 - 16:00	1	464	0.000	1	464	0.000	1	464	0.000
16:00 - 17:00	1	464	0.000	1	464	0.000	1	464	0.000
17:00 - 18:00	1	464	0.000	1	464	0.000	1	464	0.000
18:00 - 19:00	1	464	0.000	1	464	0.000	1	464	0.000
19:00 - 20:00	1	464	0.000	1	464	0.000	1	464	0.000
20:00 - 21:00	1	464	0.216	1	464	0.000	1	464	0.216
21:00 - 22:00	1	464	0.216	1	464	0.216	1	464	0.432
22:00 - 23:00	1	464	0.000	1	464	0.216	1	464	0.216
23:00 - 24:00	1	464	0.000	1	464	0.000	1	464	0.000
Total Rates:			0.432			0.432			0.864

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	464 - 464 (units: sqm)
Survey date date range:	01/01/06 - 03/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS OGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	464	0.000	1	464	0.000	1	464	0.000
13:00 - 14:00	1	464	0.431	1	464	0.216	1	464	0.647
14:00 - 15:00	1	464	0.000	1	464	0.216	1	464	0.216
15:00 - 16:00	1	464	0.000	1	464	0.000	1	464	0.000
16:00 - 17:00	1	464	0.000	1	464	0.000	1	464	0.000
17:00 - 18:00	1	464	0.216	1	464	0.216	1	464	0.432
18:00 - 19:00	1	464	0.000	1	464	0.000	1	464	0.000
19:00 - 20:00	1	464	0.000	1	464	0.000	1	464	0.000
20:00 - 21:00	1	464	0.000	1	464	0.000	1	464	0.000
21:00 - 22:00	1	464	0.000	1	464	0.000	1	464	0.000
22:00 - 23:00	1	464	0.000	1	464	0.000	1	464	0.000
23:00 - 24:00	1	464	0.000	1	464	0.000	1	464	0.000
Total Rates:			0.647			0.648			1.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	464 - 464 (units: sqm)
Survey date date range:	01/01/06 - 03/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS PSVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	464	0.000	1	464	0.000	1	464	0.000
13:00 - 14:00	1	464	0.000	1	464	0.000	1	464	0.000
14:00 - 15:00	1	464	0.000	1	464	0.000	1	464	0.000
15:00 - 16:00	1	464	0.000	1	464	0.000	1	464	0.000
16:00 - 17:00	1	464	0.000	1	464	0.000	1	464	0.000
17:00 - 18:00	1	464	0.000	1	464	0.000	1	464	0.000
18:00 - 19:00	1	464	0.000	1	464	0.000	1	464	0.000
19:00 - 20:00	1	464	0.000	1	464	0.000	1	464	0.000
20:00 - 21:00	1	464	0.000	1	464	0.000	1	464	0.000
21:00 - 22:00	1	464	0.000	1	464	0.000	1	464	0.000
22:00 - 23:00	1	464	0.000	1	464	0.000	1	464	0.000
23:00 - 24:00	1	464	0.000	1	464	0.000	1	464	0.000
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	464 - 464 (units: sqm)
Survey date date range:	01/01/06 - 03/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS CYCLISTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	464	0.000	1	464	0.000	1	464	0.000
13:00 - 14:00	1	464	0.000	1	464	0.000	1	464	0.000
14:00 - 15:00	1	464	0.000	1	464	0.000	1	464	0.000
15:00 - 16:00	1	464	0.000	1	464	0.000	1	464	0.000
16:00 - 17:00	1	464	0.000	1	464	0.000	1	464	0.000
17:00 - 18:00	1	464	0.000	1	464	0.000	1	464	0.000
18:00 - 19:00	1	464	0.000	1	464	0.000	1	464	0.000
19:00 - 20:00	1	464	0.000	1	464	0.000	1	464	0.000
20:00 - 21:00	1	464	0.000	1	464	0.000	1	464	0.000
21:00 - 22:00	1	464	0.000	1	464	0.000	1	464	0.000
22:00 - 23:00	1	464	0.000	1	464	0.000	1	464	0.000
23:00 - 24:00	1	464	0.000	1	464	0.000	1	464	0.000
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	464 - 464 (units: sqm)
Survey date date range:	01/01/06 - 03/12/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/A - MULTIPLEX CINEMAS Calculation Factor: 1 SEATS

VEHICLES	ARRIV	'ALS	DEPART	TURES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.009	3	0.004	1	0.013	4
14:00-15:00	0.002	1	0.002	1	0.004	1
15:00-16:00	0.002	1	0.004	1	0.006	2
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.002	1	0.002	1	0.004	1
18:00-19:00	0.004	1	0.006	2	0.010	3
19:00-20:00	0.000	0	0.002	1	0.002	1
20:00-21:00	0.006	2	0.002	1	0.008	2
21:00-22:00	0.002	1	0.002	1	0.004	1
22:00-23:00	0.000	0	0.002	1	0.002	1
23:00-24:00	0.000	0	0.004	1	0.004	1
Daily Trip Rates:	0.027	8	0.030	9	0.057	17

TAXIS	ARRIV	/ALS	DEPART	URES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.000	0	0.000	0	0.000	0
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.000	0	0.000	0	0.000	0
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
20:00-21:00	0.002	1	0.000	0	0.002	1
21:00-22:00	0.002	1	0.002	1	0.004	1
22:00-23:00	0.000	0	0.002	1	0.002	1
23:00-24:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.004	1	0.004	1	0.008	2

	4000		DEDADT		TOT	
OGVs	ARRIV	ALS	DEPARI	URES	1014	4LS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.004	1	0.002	1	0.006	2
14:00-15:00	0.000	0	0.002	1	0.002	1
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.002	1	0.002	1	0.004	1
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
20:00-21:00	0.000	0	0.000	0	0.000	0
21:00-22:00	0.000	0	0.000	0	0.000	0
22:00-23:00	0.000	0	0.000	0	0.000	0
23:00-24:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.006	2	0.006	2	0.012	4

CYCLISTS	ARRIV	ALS	DEPART	URES	TOTA	\LS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.000	0	0.000	0	0.000	0
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.000	0	0.000	0	0.000	0
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
20:00-21:00	0.000	0	0.000	0	0.000	0
21:00-22:00	0.000	0	0.000	0	0.000	0
22:00-23:00	0.000	0	0.000	0	0.000	0
23:00-24:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.000	0	0.000	0	0.000	0

VEHICLE OCCUPANTS	ARRIV	'ALS	DEPART	URES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.009	3	0.004	1	0.013	4
14:00-15:00	0.004	1	0.002	1	0.006	2
15:00-16:00	0.002	1	0.002	1	0.004	1
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.002	1	0.002	1	0.004	1
18:00-19:00	0.009	3	0.007	2	0.016	5
19:00-20:00	0.000	0	0.002	1	0.002	1
20:00-21:00	0.013	4	0.002	1	0.015	4
21:00-22:00	0.002	1	0.002	1	0.004	1
22:00-23:00	0.000	0	0.002	1	0.002	1
23:00-24:00	0.000	0	0.004	1	0.004	1
Daily Trip Rates:	0.041	12	0.029	9	0.070	21

PEDESTRIANS	ARRIV	/ALS	DEPART	URES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.000	0	0.000	0	0.000	0
15:00-16:00	0.018	5	0.004	1	0.022	7
16:00-17:00	0.029	9	0.009	3	0.038	11
17:00-18:00	0.035	10	0.035	10	0.070	21
18:00-19:00	0.145	43	0.075	22	0.220	65
19:00-20:00	0.039	12	0.015	4	0.054	16
20:00-21:00	0.088	26	0.152	45	0.240	71
21:00-22:00	0.123	37	0.050	15	0.173	51
22:00-23:00	0.000	0	0.002	1	0.002	1
23:00-24:00	0.000	0	0.092	27	0.092	27
Daily Trip Rates:	0.477	142	0.434	129	0.911	271

BUS PASSENGERS	ARRIV	'ALS	DEPART	URES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.002	1	0.002	1	0.004	1
14:00-15:00	0.000	0	0.000	0	0.000	0
15:00-16:00	0.007	2	0.004	1	0.011	3
16:00-17:00	0.011	3	0.000	0	0.011	3
17:00-18:00	0.011	3	0.006	2	0.017	5
18:00-19:00	0.009	3	0.009	3	0.018	5
19:00-20:00	0.004	1	0.004	1	0.008	2
20:00-21:00	0.004	1	0.009	3	0.013	4
21:00-22:00	0.024	7	0.009	3	0.033	10
22:00-23:00	0.000	0	0.004	1	0.004	1
23:00-24:00	0.000	0	0.029	9	0.029	9
Daily Trip Rates:	0.072	21	0.076	23	0.148	44

RAIL PASSENGERS	ARRIV	'ALS	DEPART	URES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.007	2	0.004	1	0.011	3
14:00-15:00	0.000	0	0.002	1	0.002	1
15:00-16:00	0.018	5	0.009	3	0.027	8
16:00-17:00	0.015	4	0.011	3	0.026	8
17:00-18:00	0.013	4	0.011	3	0.024	7
18:00-19:00	0.033	10	0.035	10	0.068	20
19:00-20:00	0.009	3	0.004	1	0.013	4
20:00-21:00	0.040	12	0.037	11	0.077	23
21:00-22:00	0.051	15	0.011	3	0.062	18
22:00-23:00	0.000	0	0.004	1	0.004	1
23:00-24:00	0.000	0	0.114	34	0.114	34
Daily Trip Rates:	0.186	55	0.242	72	0.428	127

PUBLIC TRANSPORT USERS	ARRIV	'ALS	DEPART	URES	TOTA	ALS .
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.009	3	0.006	2	0.015	4
14:00-15:00	0.000	0	0.002	1	0.002	1
15:00-16:00	0.026	8	0.013	4	0.039	12
16:00-17:00	0.026	8	0.011	3	0.037	11
17:00-18:00	0.024	7	0.017	5	0.041	12
18:00-19:00	0.042	12	0.044	13	0.086	26
19:00-20:00	0.013	4	0.007	2	0.020	6
20:00-21:00	0.044	13	0.046	14	0.090	27
21:00-22:00	0.075	22	0.020	6	0.095	28
22:00-23:00	0.000	0	0.007	2	0.007	2
23:00-24:00	0.000	0	0.143	42	0.143	42
Daily Trip Rates:	0.259	77	0.316	94	0.575	171

TOTAL PEOPLE	ARRIVALS		DEPARTURES		TOTALS	
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.018	5	0.009	3	0.027	8
14:00-15:00	0.004	1	0.004	1	0.008	2
15:00-16:00	0.046	14	0.018	5	0.064	19
16:00-17:00	0.055	16	0.020	6	0.075	22
17:00-18:00	0.061	18	0.053	16	0.114	34
18:00-19:00	0.196	58	0.127	38	0.323	96
19:00-20:00	0.051	15	0.024	7	0.075	22
20:00-21:00	0.145	43	0.200	59	0.345	102
21:00-22:00	0.200	59	0.072	21	0.272	81
22:00-23:00	0.000	0	0.011	3	0.011	3
23:00-24:00	0.000	0	0.239	71	0.239	71
Daily Trip Rates:	0.776	230	0.777	231	1.553	461

Modal Split Percentages



Appendix 8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL : A - FOOD SUPERSTORE Category MULTI-MODAL VEHICLES

Selected regions and areas:

01 **GREATER LONDON** CN CAMDEN

2 days

Include all surveys

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	1710 to 1890 (units: sqm)
Range Selected by User:	1710 to 2000 (units: sqm)

Public Transport Provision: Selection by:

01/01/06 to 21/06/10 Date Range:

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days: 2 days Monday

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations: Town Centre

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

2

1

1

Selected Location Sub Categories: Commercial Zone Built-Up Zone

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class: A1

2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

TRICS 7.1.3 050115 B17.03 (C) 2015 JMP Consultants	td on behalf of the TRICS Consortium Wednesday 14/01/15
Haverstock Hill A1	Page 2
HaskoningDHV UK Ltd Wick Road Surrey	Licence No: 703101
Filtering Stage 3 selection (Cont.):	
Population within 1 mile:	
50,001 to 100,000	2 days
This data displays the number of selected surveys w	ithin stated 1-mile radii of population.
Population within 5 miles:	
500,001 or More	2 days
This data displays the number of selected surveys w	ithin stated 5-mile radii of population.
Car ownership within 5 miles:	
0.6 to 1.0	2 days
This data displays the number of selected surveys w	ithin stated ranges of average cars owned per residential dwelling,
within a radius of 5-miles of selected survey sites.	
Petrol filling station:	
PFS is present at the site and is included in the coun	t 0 days
PFS is present at the site but is excluded from the co	ount 0 days
There is no PFS at the site	2 days
This data displays the number of surveys within the	selected set that include petrol filling station activity, and the number
of surveys that do not.	
Travel Plan:	
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.
TRICS 7.1.3 050115 B17.03 (C) 2015 JMP Consultants	s Ltd on behalf of	the TRICS Consortium	Wednesday 14/01/15
Haverstock Hill A1			Page 3
HaskoningDHV UK Ltd Wick Road Surrey			Licence No: 703101
5			
LIST OF SITES relevant to selection parameters			
1 CN-01-A-03 SAINSBURYS		CAMDEN	
TOTTENHAM COURT RD.			
BLOOMSBURY			
Town Centre			
Built-Up Zone			
Total Gross floor area:	1710 sqm		
Survey date: MONDAY	03/11/08	Survey Type: MANUA	_
2 CN-01-A-04 SAINSBURYS CEN.		CAMDEN	
KINGSWAY			
HOLBORN			
Town Centre			
Commercial Zone			
Total Gross floor area:	1890 sam		
Survey date: MONDAY	21/06/10	Survey Type: MANUA	-
This section provides a list of all survey sites and d	avs in the selecto	d set. For each individual survey sit	o it displays a

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Wednesday 14/01/15 Page 4 Licence No: 703101

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS		[DEPARTURES		TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.806	2	1800	0.278	2	1800	1.084
08:00 - 09:00	2	1800	0.361	2	1800	0.056	2	1800	0.417
09:00 - 10:00	2	1800	0.444	2	1800	0.139	2	1800	0.583
10:00 - 11:00	2	1800	1.111	2	1800	0.417	2	1800	1.528
11:00 - 12:00	2	1800	0.500	2	1800	0.500	2	1800	1.000
12:00 - 13:00	2	1800	0.250	2	1800	0.139	2	1800	0.389
13:00 - 14:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
14:00 - 15:00	2	1800	0.083	2	1800	0.083	2	1800	0.166
15:00 - 16:00	2	1800	0.194	2	1800	0.361	2	1800	0.555
16:00 - 17:00	2	1800	0.167	2	1800	0.639	2	1800	0.806
17:00 - 18:00	2	1800	0.222	2	1800	0.806	2	1800	1.028
18:00 - 19:00	2	1800	0.000	2	1800	0.639	2	1800	0.639
19:00 - 20:00	1	1890	0.000	1	1890	0.000	1	1890	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.138			4.057			8.195

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL TAXIS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
08:00 - 09:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
09:00 - 10:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
10:00 - 11:00	2	1800	0.083	2	1800	0.083	2	1800	0.166
11:00 - 12:00	2	1800	0.194	2	1800	0.194	2	1800	0.388
12:00 - 13:00	2	1800	0.083	2	1800	0.083	2	1800	0.166
13:00 - 14:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
14:00 - 15:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
15:00 - 16:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
16:00 - 17:00	2	1800	0.139	2	1800	0.139	2	1800	0.278
17:00 - 18:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
18:00 - 19:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
19:00 - 20:00	1	1890	0.000	1	1890	0.000	1	1890	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.583			0.583			1.166

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL OGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.056	2	1800	0.056	2	1800	0.112
08:00 - 09:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
09:00 - 10:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
10:00 - 11:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
11:00 - 12:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
12:00 - 13:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
13:00 - 14:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
14:00 - 15:00	2	1800	0.028	2	1800	0.028	2	1800	0.056
15:00 - 16:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
16:00 - 17:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
17:00 - 18:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
18:00 - 19:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
19:00 - 20:00	1	1890	0.000	1	1890	0.000	1	1890	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.168			0.168			0.336

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL PSVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
08:00 - 09:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
09:00 - 10:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
10:00 - 11:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
11:00 - 12:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
12:00 - 13:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
13:00 - 14:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
14:00 - 15:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
15:00 - 16:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
16:00 - 17:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
17:00 - 18:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
18:00 - 19:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
19:00 - 20:00	1	1890	0.000	1	1890	0.000	1	1890	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Wednesday 14/01/15 Page 8 Licence No: 703101

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL CYCLISTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS		[DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.139	2	1800	0.278	2	1800	0.417
08:00 - 09:00	2	1800	0.361	2	1800	0.306	2	1800	0.667
09:00 - 10:00	2	1800	0.306	2	1800	0.083	2	1800	0.389
10:00 - 11:00	2	1800	0.278	2	1800	0.194	2	1800	0.472
11:00 - 12:00	2	1800	0.139	2	1800	0.139	2	1800	0.278
12:00 - 13:00	2	1800	0.167	2	1800	0.028	2	1800	0.195
13:00 - 14:00	2	1800	0.056	2	1800	0.000	2	1800	0.056
14:00 - 15:00	2	1800	0.139	2	1800	0.444	2	1800	0.583
15:00 - 16:00	2	1800	0.139	2	1800	0.083	2	1800	0.222
16:00 - 17:00	2	1800	0.194	2	1800	0.167	2	1800	0.361
17:00 - 18:00	2	1800	0.333	2	1800	0.306	2	1800	0.639
18:00 - 19:00	2	1800	0.139	2	1800	0.167	2	1800	0.306
19:00 - 20:00	1	1890	0.000	1	1890	0.106	1	1890	0.106
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	· · · · · ·		2.390			2.301			4.691

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Wednesday 14/01/15 Page 9 Licence No: 703101

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL VEHICLE OCCUPANTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.944	2	1800	0.417	2	1800	1.361
08:00 - 09:00	2	1800	0.361	2	1800	0.056	2	1800	0.417
09:00 - 10:00	2	1800	0.556	2	1800	0.222	2	1800	0.778
10:00 - 11:00	2	1800	1.333	2	1800	0.667	2	1800	2.000
11:00 - 12:00	2	1800	0.667	2	1800	0.639	2	1800	1.306
12:00 - 13:00	2	1800	0.333	2	1800	0.194	2	1800	0.527
13:00 - 14:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
14:00 - 15:00	2	1800	0.083	2	1800	0.000	2	1800	0.083
15:00 - 16:00	2	1800	0.306	2	1800	0.444	2	1800	0.750
16:00 - 17:00	2	1800	0.250	2	1800	0.750	2	1800	1.000
17:00 - 18:00	2	1800	0.278	2	1800	0.806	2	1800	1.084
18:00 - 19:00	2	1800	0.000	2	1800	0.639	2	1800	0.639
19:00 - 20:00	1	1890	0.000	1	1890	0.000	1	1890	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.111			4.834			9.945

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL PEDESTRIANS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	3.528	2	1800	12.389	2	1800	15.917
08:00 - 09:00	2	1800	7.583	2	1800	27.306	2	1800	34.889
09:00 - 10:00	2	1800	7.278	2	1800	22.472	2	1800	29.750
10:00 - 11:00	2	1800	11.722	2	1800	22.778	2	1800	34.500
11:00 - 12:00	2	1800	15.333	2	1800	20.611	2	1800	35.944
12:00 - 13:00	2	1800	49.222	2	1800	53.222	2	1800	102.444
13:00 - 14:00	2	1800	63.250	2	1800	63.500	2	1800	126.750
14:00 - 15:00	2	1800	29.806	2	1800	31.361	2	1800	61.167
15:00 - 16:00	2	1800	28.028	2	1800	22.361	2	1800	50.389
16:00 - 17:00	2	1800	29.111	2	1800	26.139	2	1800	55.250
17:00 - 18:00	2	1800	37.028	2	1800	20.333	2	1800	57.361
18:00 - 19:00	2	1800	39.194	2	1800	23.417	2	1800	62.611
19:00 - 20:00	1	1890	25.450	1	1890	13.439	1	1890	38.889
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			346.533			359.328			705.861

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL BUS/TRAM PASSENGERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	2	1800	4.167	2	1800	1.444	2	1800	5.611	
08:00 - 09:00	2	1800	6.222	2	1800	1.750	2	1800	7.972	
09:00 - 10:00	2	1800	4.917	2	1800	1.167	2	1800	6.084	
10:00 - 11:00	2	1800	3.611	2	1800	1.611	2	1800	5.222	
11:00 - 12:00	2	1800	4.500	2	1800	1.333	2	1800	5.833	
12:00 - 13:00	2	1800	4.750	2	1800	2.472	2	1800	7.222	
13:00 - 14:00	2	1800	6.667	2	1800	5.139	2	1800	11.806	
14:00 - 15:00	2	1800	4.361	2	1800	3.056	2	1800	7.417	
15:00 - 16:00	2	1800	2.250	2	1800	3.833	2	1800	6.083	
16:00 - 17:00	2	1800	2.639	2	1800	4.333	2	1800	6.972	
17:00 - 18:00	2	1800	2.167	2	1800	7.194	2	1800	9.361	
18:00 - 19:00	2	1800	3.194	2	1800	6.972	2	1800	10.166	
19:00 - 20:00	1	1890	0.000	1	1890	3.492	1	1890	3.492	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			49.445			43.796			93.241	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL TOTAL RAIL PASSENGERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	;	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	2	1800	9.472	2	1800	2.056	2	1800	11.528	
08:00 - 09:00	2	1800	22.222	2	1800	4.056	2	1800	26.278	
09:00 - 10:00	2	1800	13.639	2	1800	1.500	2	1800	15.139	
10:00 - 11:00	2	1800	14.000	2	1800	3.167	2	1800	17.167	
11:00 - 12:00	2	1800	11.778	2	1800	3.861	2	1800	15.639	
12:00 - 13:00	2	1800	10.944	2	1800	6.639	2	1800	17.583	
13:00 - 14:00	2	1800	14.778	2	1800	14.028	2	1800	28.806	
14:00 - 15:00	2	1800	8.639	2	1800	6.194	2	1800	14.833	
15:00 - 16:00	2	1800	4.806	2	1800	5.944	2	1800	10.750	
16:00 - 17:00	2	1800	6.000	2	1800	13.167	2	1800	19.167	
17:00 - 18:00	2	1800	4.778	2	1800	16.972	2	1800	21.750	
18:00 - 19:00	2	1800	7.528	2	1800	17.500	2	1800	25.028	
19:00 - 20:00	1	1890	1.111	1	1890	13.439	1	1890	14.550	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			129.695			108.523			238.218	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL COACH PASSENGERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
08:00 - 09:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
09:00 - 10:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
10:00 - 11:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
11:00 - 12:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
12:00 - 13:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
13:00 - 14:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
14:00 - 15:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
15:00 - 16:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
16:00 - 17:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
17:00 - 18:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
18:00 - 19:00	2	1800	0.000	2	1800	0.000	2	1800	0.000
19:00 - 20:00	1	1890	0.000	1	1890	0.000	1	1890	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate	
00:00 - 01:00										
01:00 - 02:00										
02:00 - 03:00										
03:00 - 04:00										
04:00 - 05:00										
05:00 - 06:00										
06:00 - 07:00										
07:00 - 08:00	2	1800	13.639	2	1800	3.500	2	1800	17.139	
08:00 - 09:00	2	1800	28.444	2	1800	5.806	2	1800	34.250	
09:00 - 10:00	2	1800	18.556	2	1800	2.667	2	1800	21.223	
10:00 - 11:00	2	1800	17.611	2	1800	4.778	2	1800	22.389	
11:00 - 12:00	2	1800	16.278	2	1800	5.194	2	1800	21.472	
12:00 - 13:00	2	1800	15.694	2	1800	9.111	2	1800	24.805	
13:00 - 14:00	2	1800	21.444	2	1800	19.167	2	1800	40.611	
14:00 - 15:00	2	1800	13.000	2	1800	9.250	2	1800	22.250	
15:00 - 16:00	2	1800	7.056	2	1800	9.778	2	1800	16.834	
16:00 - 17:00	2	1800	8.639	2	1800	17.500	2	1800	26.139	
17:00 - 18:00	2	1800	6.944	2	1800	24.167	2	1800	31.111	
18:00 - 19:00	2	1800	10.722	2	1800	24.472	2	1800	35.194	
19:00 - 20:00	1	1890	1.111	1	1890	16.931	1	1890	18.042	
20:00 - 21:00										
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			179.138			152.321			331.459	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE MULTI-MODAL TOTAL PEOPLE Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			[DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1800	18.250	2	1800	16.583	2	1800	34.833
08:00 - 09:00	2	1800	36.750	2	1800	33.472	2	1800	70.222
09:00 - 10:00	2	1800	26.694	2	1800	25.444	2	1800	52.138
10:00 - 11:00	2	1800	30.944	2	1800	28.417	2	1800	59.361
11:00 - 12:00	2	1800	32.417	2	1800	26.583	2	1800	59.000
12:00 - 13:00	2	1800	65.417	2	1800	62.556	2	1800	127.973
13:00 - 14:00	2	1800	84.750	2	1800	82.667	2	1800	167.417
14:00 - 15:00	2	1800	43.028	2	1800	41.056	2	1800	84.084
15:00 - 16:00	2	1800	35.528	2	1800	32.667	2	1800	68.195
16:00 - 17:00	2	1800	38.194	2	1800	44.556	2	1800	82.750
17:00 - 18:00	2	1800	44.583	2	1800	45.611	2	1800	90.194
18:00 - 19:00	2	1800	50.056	2	1800	48.694	2	1800	98.750
19:00 - 20:00	1	1890	26.561	1	1890	30.476	1	1890	57.037
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			533.172			518.782			1051.954

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	1710 - 1890 (units: sqm)
Survey date date range:	01/01/06 - 21/06/10
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

VEHICLES	ARRIV	/ALS	DEPART	URES	ΤΟΤΑ	\LS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.806	9	0.278	3	1.084	12
08:00-09:00	0.361	4	0.056	1	0.417	4
09:00-10:00	0.444	5	0.139	1	0.583	6
10:00-11:00	1.111	12	0.417	4	1.528	16
11:00-12:00	0.500	5	0.500	5	1.000	11
12:00-13:00	0.250	3	0.139	1	0.389	4
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.083	1	0.083	1	0.166	2
15:00-16:00	0.194	2	0.361	4	0.555	6
16:00-17:00	0.167	2	0.639	7	0.806	9
17:00-18:00	0.222	2	0.806	9	1.028	11
18:00-19:00	0.000	0	0.639	7	0.639	7
19:00-20:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	4.138	45	4.057	44	8.195	88

TAXIS	ARRIV	/ALS	DEPART	URES	TOTALS	
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.028	0	0.028	0	0.056	1
08:00-09:00	0.000	0	0.000	0	0.000	0
09:00-10:00	0.000	0	0.000	0	0.000	0
10:00-11:00	0.083	1	0.083	1	0.166	2
11:00-12:00	0.194	2	0.194	2	0.388	4
12:00-13:00	0.083	1	0.083	1	0.166	2
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.000	0	0.000	0	0.000	0
15:00-16:00	0.028	0	0.028	0	0.056	1
16:00-17:00	0.139	1	0.139	1	0.278	3
17:00-18:00	0.028	0	0.028	0	0.056	1
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.583	6	0.583	6	1.166	13

OGV	ARRIV	/ALS	DEPART	TURES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.056	1	0.056	1	0.112	1
08:00-09:00	0.000	0	0.000	0	0.000	0
09:00-10:00	0.028	0	0.028	0	0.056	1
10:00-11:00	0.028	0	0.028	0	0.056	1
11:00-12:00	0.028	0	0.028	0	0.056	1
12:00-13:00	0.000	0	0.000	0	0.000	0
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.028	0	0.028	0	0.056	1
15:00-16:00	0.000	0	0.000	0	0.000	0
16:00-17:00	0.000	0	0.000	0	0.000	0
17:00-18:00	0.000	0	0.000	0	0.000	0
18:00-19:00	0.000	0	0.000	0	0.000	0
19:00-20:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	0.168	2	0.168	2	0.336	4

CYCLISTS	ARRIV	/ALS	DEPART	URES	ΤΟΤΑ	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.139	1	0.278	3	0.417	4
08:00-09:00	0.361	4	0.306	3	0.667	7
09:00-10:00	0.306	3	0.083	1	0.389	4
10:00-11:00	0.278	3	0.194	2	0.472	5
11:00-12:00	0.139	1	0.139	1	0.278	3
12:00-13:00	0.167	2	0.028	0	0.195	2
13:00-14:00	0.056	1	0.00	0	0.056	1
14:00-15:00	0.139	1	0.444	5	0.583	6
15:00-16:00	0.139	1	0.083	1	0.222	2
16:00-17:00	0.194	2	0.167	2	0.361	4
17:00-18:00	0.333	4	0.306	3	0.639	7
18:00-19:00	0.139	1	0.167	2	0.306	3
19:00-20:00	0.00	0	0.106	1	0.106	1
Daily Trip Rates:	2.39	26	2.301	25	4.691	51

VEHICLE OCCUPANTS	ARRI	/ALS	DEPART	URES	TOTALS	
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	0.944	10	0.417	4	1.361	15
08:00-09:00	0.361	4	0.056	1	0.417	4
09:00-10:00	0.556	6	0.222	2	0.778	8
10:00-11:00	1.333	14	0.667	7	2.000	22
11:00-12:00	0.667	7	0.639	7	1.306	14
12:00-13:00	0.333	4	0.194	2	0.527	6
13:00-14:00	0.000	0	0.000	0	0.000	0
14:00-15:00	0.083	1	0.000	0	0.083	1
15:00-16:00	0.306	3	0.444	5	0.750	8
16:00-17:00	0.250	3	0.750	8	1.000	11
17:00-18:00	0.278	3	0.806	9	1.084	12
18:00-19:00	0.000	0	0.639	7	0.639	7
19:00-20:00	0.000	0	0.000	0	0.000	0
Daily Trip Rates:	5.111	55	4.834	52	9.945	107

PEDESTRIANS	ARRIN	/ALS	DEPAR	TURES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	3.528	38	12.389	133	15.917	171
08:00-09:00	7.583	82	27.306	294	34.889	376
09:00-10:00	7.278	78	22.472	242	29.750	320
10:00-11:00	11.722	126	22.778	245	34.500	372
11:00-12:00	15.333	165	20.611	222	35.944	387
12:00-13:00	49.222	530	53.222	573	102.444	1103
13:00-14:00	63.25	681	63.500	684	126.750	1365
14:00-15:00	29.806	321	31.361	338	61.167	659
15:00-16:00	28.028	302	22.361	241	50.389	543
16:00-17:00	29.111	314	26.139	282	55.250	595
17:00-18:00	37.028	399	20.333	219	57.361	618
18:00-19:00	39.194	422	23.417	252	62.611	674
19:00-20:00	25.450	274	13.439	145	38.889	419
Daily Trip Rates:	346.533	3732	359.328	3870	705.861	7602

BUS PASSENGERS	ARRIV	/ALS	DEPART	URES	TOTALS	
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	4.167	45	1.444	16	5.611	60
08:00-09:00	6.222	67	1.750	19	7.972	86
09:00-10:00	4.917	53	1.167	13	6.084	66
10:00-11:00	3.611	39	1.611	17	5.222	56
11:00-12:00	4.500	48	1.333	14	5.833	63
12:00-13:00	4.750	51	2.472	27	7.222	78
13:00-14:00	6.667	72	5.139	55	11.806	127
14:00-15:00	4.361	47	3.056	33	7.417	80
15:00-16:00	2.250	24	3.833	41	6.083	66
16:00-17:00	2.639	28	4.333	47	6.972	75
17:00-18:00	2.167	23	7.194	77	9.361	101
18:00-19:00	3.194	34	6.972	75	10.166	109
19:00-20:00	0.000	0	3.492	38	3.492	38
Daily Trip Rates:	49.445	533	43.796	472	93.241	1004

RAIL PASSENGERS	ARRIVALS		DEPART	URES	TOTA	ALS
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	9.472	102	2.056	22	11.528	124
08:00-09:00	22.222	239	4.056	44	26.278	283
09:00-10:00	13.639	147	1.500	16	15.139	163
10:00-11:00	14.000	151	3.167	34	17.167	185
11:00-12:00	11.778	127	3.861	42	15.639	168
12:00-13:00	10.944	118	6.639	72	17.583	189
13:00-14:00	14.778	159	14.028	151	28.806	310
14:00-15:00	8.639	93	6.194	67	14.833	160
15:00-16:00	4.806	52	5.944	64	10.750	116
16:00-17:00	6.000	65	13.167	142	19.167	206
17:00-18:00	4.778	51	16.972	183	21.750	234
18:00-19:00	7.528	81	17.500	188	25.028	270
19:00-20:00	1.111	12	13.439	145	14.550	157
Daily Trip Rates:	129.695	1397	108.523	1169	238.218	2566

	ARRIVALS		DEPARTURES	DEPARTURES TOTALS			
PUBLIC TRANSPORT USERS	ARRIV	/ALS	DEPARTURES		DEPARTURES TOTALS		
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips	
07:00-08:00	13.639	147	3.500	38	17.139	185	
08:00-09:00	28.444	306	5.806	63	34.250	369	
09:00-10:00	18.556	200	2.667	29	21.223	229	
10:00-11:00	17.611	190	4.778	51	22.389	241	
11:00-12:00	16.278	175	5.194	56	21.472	231	
12:00-13:00	15.694	169	9.111	98	24.805	267	
13:00-14:00	21.444	231	19.167	206	40.611	437	
14:00-15:00	13.000	140	9.250	100	22.250	240	
15:00-16:00	7.056	76	9.778	105	16.834	181	
16:00-17:00	8.639	93	17.500	188	26.139	282	
17:00-18:00	6.944	75	24.167	260	31.111	335	
18:00-19:00	10.722	115	24.472	264	35.194	379	
19:00-20:00	1.111	12	16.931	182	18.042	194	
Daily Trip Rates:	179.138	1929	152.321	1640	331.459	3570	

TOTAL PEOPLE	ARRIV	ARRIVALS DEPARTURES		TURES	TOTALS	
Time Range	Trip Rate	Trips	Trip Rate	Trips	Trip Rate	Trips
07:00-08:00	18.250	197	16.583	179	34.833	375
08:00-09:00	36.750	396	33.472	360	70.222	756
09:00-10:00	26.694	287	25.444	274	52.138	562
10:00-11:00	30.944	333	28.417	306	59.361	639
11:00-12:00	32.417	349	26.583	286	59.000	635
12:00-13:00	65.417	705	62.556	674	127.973	1378
13:00-14:00	84.750	913	82.667	890	167.417	1803
14:00-15:00	43.028	463	41.056	442	84.084	906
15:00-16:00	35.528	383	32.667	352	68.195	734
16:00-17:00	38.194	411	44.556	480	82.750	891
17:00-18:00	44.583	480	45.611	491	90.194	971
18:00-19:00	50.056	539	48.694	524	98.750	1064
19:00-20:00	26.561	286	30.476	328	57.037	614
Daily Trip Rates:	533.172	5742	518.782	5587	1051.954	11330

Modal Split Percentages

