ttp consulting

transport planning specialists

Merchant Land Investments Limited

61 - 65 Charlotte Street, Camden

Transport Statement

March 2015

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Appendices

1 INTRODUCTION

1.1 TTP Consulting has been commissioned by Merchant Land Investments Limited (the Applicant), to provide traffic and transport advice in relation to the proposed redevelopment of 61- 65 Charlotte Street, located within the London Borough of Camden (LBC).

1.2 The Site is located on the south western side of Charlotte Street, adjacent to the junction with Scala Street. It is located within a highly accessible area of London, reachable by a range of transport modes; the Site location is shown in **Figure 1**.

1.3 The Site comprises 3 buildings located within a terrace. Land uses comprise retail (Class A) at ground floor level in number 63 and 65 Charlotte Street, 1,244 sqm (GEA) office use (Class B1) and 3 No. residential units (Class C3).

1.4 The proposals seek to retain the current ground floor retail (Class A) units, and include the provision of 7 residential units, which will be delivered through the erection of a mansard roof extension at 4th floor level and conversion of existing office floor space.

1.5 The proposal will result in the net reduction of 311 sqm (GEA) office floor space (Class B1), and net addition of 6 residential units (Class C3). The existing ground floor retail units (Class A) will be retained largely as per existing provision. The Architect's layout plans are contained within **Appendix A**.

1.6 The development will not provide any on-site parking and as such the Applicant has confirmed that it is willing to enter into a permit free agreement if considered necessary / appropriate in order to ensure that there will be no impact arising from the change of use proposal in terms of overspill parking.

1.7 This Transport Statement will assess the suitability of the proposal in relation to the accessibility of the Site, expected changes in travel patterns resulting from the proposed development, and considers parking and servicing matters.

1.8 This report has been prepared following pre-application meetings and discussions with Highway and Planning Officers at LBC. The remainder of this report is set out as follows:

- Section 2 – Existing Situation and Accessibility;
- Section 3 – Relevant Transport Policy;
- Section 4 – Development Proposal;
- Section 5 – Summary and Conclusions.

2 EXISTING SITUATION AND ACCESSIBILITY

Background

2.1 The Site is located on the eastern side of Charlotte Street adjacent to the junction with Scala Street. It consists of 3 No. three storey properties located within a terrace. Charlotte Street is characterised by a mix of ground floor retail and commercial units and upper floor offices and residential. It is located within a highly accessible area of central London, located within close proximity to Tottenham Court Road to the east and Oxford Street to the South. The Site location is shown on **Figure 1.**

Local Highway Network

Charlotte Street

2.2 Charlotte Street, from which the site takes frontage, is aligned in a broadly northwest southeast direction. It is subject to controlled parking zone (CPZ) restrictions, Zone CA – E, where parking controls are operational Monday through Friday between 08:30 and 18:30. Parking bays designated for use by doctors, which can accommodate two vehicles, and solo motorcycles are present at the Site frontage.

2.3 A mixture of resident permit holder only and 'pay at machine' parking bays are located along the stretch of road from Percy Street to the south to Howland Street to the north. In addition, a loading bay is situated to the south of the site on the western side of the carriageway.

2.4 Charlotte Street is a two-way single carriageway road which is subject to a 20mph speed limit within the vicinity of the Site.

Scala Street

2.5 Scala Street is located adjacent to the Site and runs between Charlotte Street and Whitfield Street. It is a two-way single carriageway road, aligned in a south westerly to north easterly direction.

2.6 There are double yellow line restrictions at the western end of the carriageway whilst street parking for permit holders only is present on the eastern stretch of the road. A Barclays Cycle Hire docking station is located on the northern footway.

Goodge Street

2.7 Goodge Street, situated to the south east of the site, is a one-way single carriageway road which travels in a north-easterly direction. It links Newham Street to the west, and the Site, with Tottenham Court Road to the east.

2.8 Along Goodge Street there are a mixture of double yellow line restrictions and parking cut-outs for permit holders only. Cycle parking is located at a number of points along the footway, and east of the junction with Whitefield Street there is a designated cycle lane marked on the carriageway along with advanced cycle stop lines.

Accessibility

2.9 The Site is highly accessible by non-car modes, including excellent access to public transport (the Site has a PTAL rating of 6b), and provision of walking and cycling links in the vicinity of the Site.

Walking and Cycling

2.10 Footways are present on both sides of all roads within the vicinity of the Site, providing a suitable pedestrian environment. Charlotte Street benefits from several pedestrian crossings, including pelican crossings located approximately 60m to the south of the Site on all arms of the crossroad junction with Goodge Street. The crossings on both the Goodge Street arms are characterised by 'Look left' 'Look right' road markings and the western arm benefits from a pedestrian refuge. Furthermore, a zebra crossing is situated across Charlotte Street circa 40m (or less than 1 minutes') walk to the north of the Site.

2.11 All formal crossing provision benefits from dropped kerbs, tactile paving, colour differentiation and dotted white lines delineating where to cross.

2.12 The location of bus stops and Goodge Street Underground station on Tottenham Court Road, within 205m (or 2-3 minutes') walk, are convenient to access from the Site by walking. In addition, Legible London signs located along Charlotte Street aid navigation to these public transport opportunities.

2.13 Finally, the Site location, within close proximity of Tottenham Court Road and Oxford Street, means there are a range of local facilities and amenities located within walking distance including numerous restaurants / cafes.

2.14 Accepted guidance suggests that for journeys up to 5 kilometres, cycling represents an important mode of transport. Much of central London is within a 5km cycle of this Site.

2.15 Charlotte Street, upon which the Site is located, provides access onto the London Cycle Network, forming part of a signed cycle route. Near to the Site there are also a number of 'quieter streets recommended by cyclists' and off-road cycle routes including Howland Street and Maple Street to the north and Goodge Street to the south which connect Charlotte Street to Tottenham Court Road and Goodge Street Station.

2.16 A number of Barclay's Cycle Hire docking stations are also located within close proximity the site including on Charlotte Street 45m to the south of the site and on Scala Street, adjacent to the Site. The docking stations hold 13 and 21 bikes respectively.

Public Transport

2.17 The PTAL rating of the centre of the Site is 6b, meaning the Site has an 'excellent' level of accessibility to public transport. **Appendix B** contains the TfL PTAL summary.

2.18 The nearest London Underground station is Goodge Street which lies approximately 215m (or 2-3 minutes') walk from the Site. Goodge Street operates services on the Northern Line between High Barnet and Morden via Charing Cross. Typical peak services from this station operate every 2-3 minutes. Tottenham Court Road Underground Station operates services on the Northern and Central Lines and is located approximately 670m south of the Site.

2.19 Additional underground stations within walking distance of the Site include Warren Street, circa 690m walk from the site, Oxford circus (850m walk) and Great Portland Street (855m walk). Warren Street Underground Station operates services on the Northern and Victoria Lines, Oxford Circus Underground Station operates on the Victoria and Bakerloo Lines and Great Portland Street Station on the Hammersmith & City, Metropolitan and Circle Lines. A summary of services which operate from nearby Underground stations are provided in **Table 2.1**.

Table 2.1: Summary of Underground Service Frequency (Minutes)

Line	From	To	Frequency
Hammersmith and City	Hammersmith	Barking	5
Circle	Hammersmith	Edgware Road	5
Bakerloo	Elephant & Castle	Harrow & Wealdstone	3
Victoria	Walthamstow Central	Brixton	2-3
Northern	High Barnet	Morden	5
Metropolitan	Uxbridge / Amersham / Chesham / Watford	Aldgate	5

2.20 The nearest bus stops are located to the northeast of the Site on Tottenham Court Road, approximately 205m (or 2-3 minutes') walk from the site. These bus stops serve a large number of routes providing connections with national rail and London Underground services as well as destinations including King's Cross, Hammersmith and Victoria. A summary of the bus services available within walking distance of the Site is contained within **Table 2.2**, while the TfL bus spider map is contained in **Appendix C**.

Table 2.2: Summary of Local Bus Services

Service No	To	From	Frequency (minutes, one-way)	
			Weekday	Saturday
7	Telford	Oxford Street	6-10	7-10
8	Bow Church	Tottenham Court Road	4-7	5-7
10	Hammersmith	King's Cross	7-10	8-12
14	Putney Heath	Warren Street	4-8	6-10
18	Sudbury & Harrow Road	Euston	2-6	2-5
24	Hampstead Heath	Pimlico	4-8	6-9
25	Ilford	Oxford Circus	3-7	3-7
29	Trafalgar Square	Wood Green	5-10	6-12
30	Hackney Wick	Marble Arch	6-10	9-12
55	Leyton	Oxford Circus	5-9	6-10
73	Stoke Newington	Victoria	2-6	3-6
98	Russell Square	Willesden	6-8	7-10
134	North Finchley	Tottenham Court Road	3-6	5-8
205	Cleveland Terrace	Bow Bus	6-10	6-10
390	Archway	Notting Hill Gate	6-10	8-12

2.21 Car-club companies also operate in the area. The nearest car-club vehicles are located on Charlotte Street, approximately 65m north of the site, and are operated by Zipcar.

3 RELEVANT TRANSPORT POLICY

Introduction

3.1 This section summarises the key transport planning policies at a national, regional and local level.

National Policy Guidance

3.2 The National Planning Policy Framework (NPPF) was published on 27th March 2012 and sets out the Government's planning policies for England and how these are expected to be applied.

3.3 Chapter 4, 'Promoting Sustainable Transport' states at Paragraph 29 that:

"Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."

3.4 Paragraph 32 continues by stating:

"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."*

3.5 The location of the proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport, means that the Site is suitable for the proposed use.

Regional Policy Guidance

The London Plan

3.6 The London Plan (2011, including FALP (March 2015)) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The transport aspects of the London Plan, relevant to the proposed development will be included in the Transport Assessment Report.

3.7 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport"

3.8 Policy 6.1 sets out a number of strategic aims, with those relevant to the proposals as follows:

a) "encouraging patterns and nodes of development that reduce the need to travel, especially by car;

b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;

c) supporting development that generates high levels of trips at locations with high levels of 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;

g) supporting measures that encourage shifts to more sustainable modes and appropriate demand management;

i) promoting walking by ensuring an improved urban realm."

3.9 Table 6.2 of the FALP sets out the maximum car parking standards, as follows

Residential

- 1-2 bed units: less than 1 space per unit;
- 3-bed units: up to 1.5 spaces per unit; and
- 4+ bed units: up to 2 spaces per unit.

Office

- 1 space per 1,000-1,500 sqm GIA

3.10 Table 6.3 of the FALP sets out the minimum cycle parking standards, as follows:

Residential

- Long Stay: 1 space per studio and 1-bed unit, 2 spaces per all other dwellings;
- Short Stay: I space per 40 units for visitors.

Office

- Long Stay: 1 space per 90sqm
- Short stay: first 5,000 sqm: 1 space per 500 sqm, thereafter: 1 space per 5,000 sqm

Local Policy Guidance

Camden Core Strategy (Adopted 2010)

3.11 The Core Strategy was adopted in 2010 and, amongst other documents, replaces the Unitary Development Plan (UDP). It sets out the key elements of the Borough's vision and is a central part of the Local Development Framework.

3.12 Policy CS11 relates to transport and seeks to provide sustainable and efficient travel through:

- *"improving strategic transport infrastructure to support growth;*
- *Promoting sustainable transport;*
- *Making private transport more sustainable; and,*
- *Promoting the sustainable movement of freight"*

Camden Development Policies

3.13 Camden Development Policies (CDP), adopted in 2010, forms part of the Local Development Framework.

3.14 Policies DP16 through DP19 aim to promote sustainable and efficient transport in line with CS11. The key themes throughout CDP relate to limiting dependency on travel via private car by encouraging car-free development and promoting use of the public transport network.

3.15 Policy DP18 - Parking standards and limiting the availability of car parking states that:

"The Council will expect development to be car free in the Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport".

3.16 DP18 details the requirements for implementing the minimum cycle parking. It states cycle parking must be secure and conveniently located in order to encourage cycling.

3.17 Cycle parking standards for the land-uses associated with development are as follows:

- A1 – A5 (Retail) – 1 space per 250 sqm for staff plus 1 space per 250 sqm for customers;
- B1 (Business) - 1 space per 250 sqm for staff and 2 spaces per 250 sqm for visitors, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time; and
- C3 (Residential) - 1 storage or parking space per unit.

Camden Planning Guidance 7: Transport

3.18 Camden Planning Guidance 7, published in 2011, provides advice and information on how the Borough will apply their planning policies in transport terms. The Camden Planning Guidance was prepared to support the policies in the Local Development Framework (LDF). The guidance is consistent with the Core Strategy and development policies that comprise the Local Development Framework.

3.19 Chapter 5 has two key messages: (1) that the Council expect car free development in the Borough's most accessible locations and where a development could lead to on-street parking problems and (2) that legal agreements will be used to maintain car-free and car-capped development over the lifetime of a scheme.

3.20 The CPG states at paragraph 5.3 that *"Car-free and car capped development is successful in Camden because most of the borough has very good access to public transport services".*

Section Summary

3.21 Transport policy at all levels advocates locating development in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes.

3.22 It is apparent that the Site's location is in accordance with relevant policy guidance given its accessibility to public transport and local amenities, and taking into account the opportunities for walking and cycling.

4 DEVELOPMENT PROPOSAL

4.1 This section of the report sets out the details of the development proposal and considers the likely effects resulting from this, including the net change in trip generation, along with car and cycle parking, and refuse collection/servicing considerations.

Proposal

4.2 The development proposals seek to redevelop the existing property at 61-65 Charlotte Street to provide mixed retail, office and residential use. The proposal includes the construction of a new mansard roof, to provide new residential units, along with the change of use of a small quantum of office floorspace to residential use.

4.3 The premises at ground floor will be retained as Class A retail / café and B1 office. The rear extension will be partially demolished and rebuilt to accommodate the developer's relocated offices.

4.4 The net change in development floor space/units is summarised by land use in **Table 4.1** below. This concludes that the net change in development is a reduction of circa 311 sqm (GEA) office floor space, and 6 additional residential units.

Table 4.1: Summary of Existing, Proposed and Net Change in Development (GEA/units)

Land Use	Existing Site	Proposed Development	Net Change
Retail	98 sqm	102 sqm	+4 sqm
Office	1,244 sqm	933 sqm	-311 sqm
Residential	3 units	9 units	+6 units

4.5 The net change in retail floor area, at an increase of 4 sqm, is not considered to be material. The following section will therefore consider the net change of the office and residential land uses only**.**

Trip Generation

4.6 To establish the net change in total trip generation for the proposed development, the TRICS (incorporating TRAVL) database was interrogated taking into account the Site's excellent level of accessibility and lack of parking. The TRICS data used is included at **Appendix D.**

4.7 A summary of the net change in total person trips generated by the 6 additional residential units, reduction in total person trips as a result of the decrease in office floor space and resultant net change in total person trips associated with the development is shown in **Table 4.2** below.

Table 4.2: Summary of Residential, Office and Net Change in Person Trip Generation

Time Period	Residential Trips (6 units)		Office Trips (-311 sqm)		Net Change	
	Arr	Dep	Arr	Dep	Arr	Dep
08:00-09:00	0.476 (3)	0.714 (4)	3.633 (-11)	0.379 (-1)	-8	3
17:00-18:00	0.286 (2)	0.19 (1)	0.126 (0)	3.095 (-10)	2	-9
Daily (07:00 – 19:00)	3.618 (22)	4.142 (25)	15.415 (-48)	15.033 (-47)	-26	-22

4.8 As can be seen from Table 4.2 the proposed development is expected to generate a net reduction of 5-7 two-way trips during the AM and PM peak hours. Overall, there would be 26 fewer total person trips arriving per day and 22 less daily trips departing.

4.9 The development proposal includes no parking provision and, owing to the excellent level of accessibility (PTAL rating of 6b), it is anticipated that all trips, except for those associated with servicing and refuse collection, will be undertaken by sustainable modes. As a result there will be no detrimental impact to the local highway network.

Car Parking

4.10 The development proposal does not include any car parking provision. This is in accordance with London Plan policy (FALP, 2015) and Camden's Development Management DPDs, as set out in Section 3, and takes into account the Site's excellent level of accessibility (PTAL of 6b).

4.11 To mitigate against any potential parking use as a result of the proposed additional residential units, the Applicant is willing to enter into a permit free agreement, secured by way of a legal agreement, to ensure that residents will not be entitled to apply for parking permits. There will therefore be no impact from the site in terms of parking demand.

Cycle Parking

4.12 A total of 12 No. office cycle spaces and 13 No. residential cycle spaces will be provided at lower ground floor level. The cycle storage for these land uses will be separate and secure. On-street cycle parking facilities are provided in the vicinity of the site for the replacement retail land use.

Servicing & Refuse Collection

4.13 Refuse and recycling storage associated with the office floorspace will be provided at basement level. Servicing and refuse collection associated with the proposed use will be undertaken in accordance with existing arrangements i.e. on-street from Charlotte Street.

4.14 It is noted that the level of servicing associated with office use is typically greater than that of residential use. It is therefore considered likely that the reduction proposed development will result in a reduction in servicing trips.

5 SUMMARY AND CONCLUSION

5.1 TTP Consulting has been commissioned by Merchant Land Investments Limited (the Applicant), to provide traffic and transport advice in relation to the proposals at 61- 65 Charlotte Street, in the London Borough of Camden (LBC).

5.2 This Transport Statement supports a planning application that seeks the refurbishment of 61-65 Charlotte Street to provide an additional 6 residential units. To accommodate the development there will be a net reduction of 311 sqm office floor space and provision of a mansard roof extension.

5.3 The Site is located within the London Borough of Camden (LBC) and this report has been prepared following pre-application meetings and discussions with LBC Planning and Highway Officers.

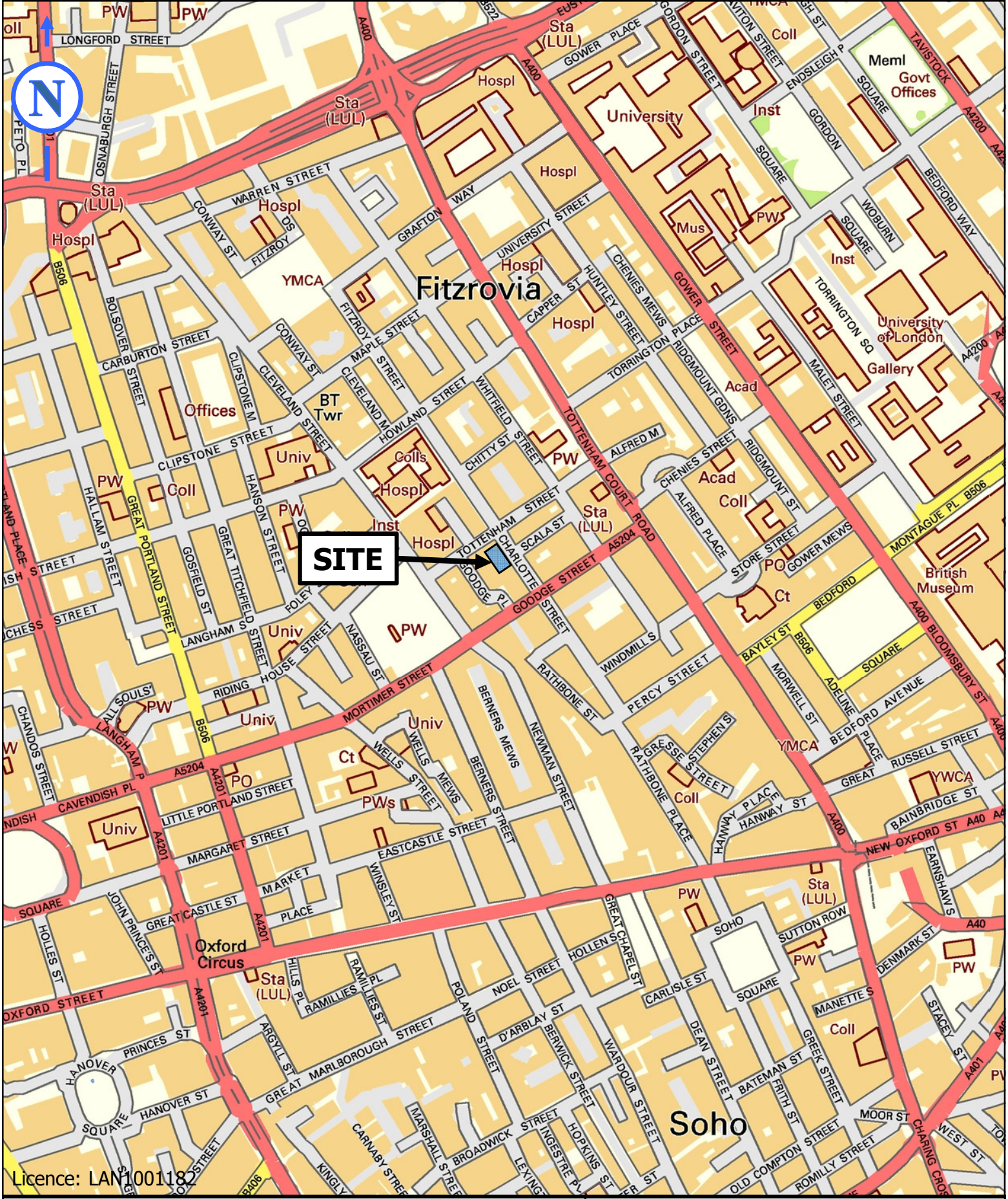
5.4 In summary:

- The Site is located within an area that benefits from excellent public transport links and achieves a PTAL rating of 6b;
- The surrounding area provides good walking and cycling links to/from the site to nearby retail and public transport links;
- The number of additional trips generated by the development when compared to the existing use is insignificant;
- The development proposal includes no on-site parking. Owing to the excellent level of accessibility to public transport all additional trips associated with the development are, therefore, expected to be undertaken via sustainable modes of transport;
- Cycle parking will be provided for the office and residential uses, while retail use will make use of on-street cycle parking; and
- Servicing and refuse collection will continue to take place as per the existing arrangements for the Site on Charlotte Street.

Conclusion

5.5 In conclusion, it is considered that the development proposals are appropriate for the location, are in accordance with relevant policy guidance, and there are no reasons why the development proposal should not be granted planning permission on transport grounds.

Figures



TITLE:

Site Location Plan

PROJECT:

61 – 65 Charlotte Street, Camden

CLIENT:

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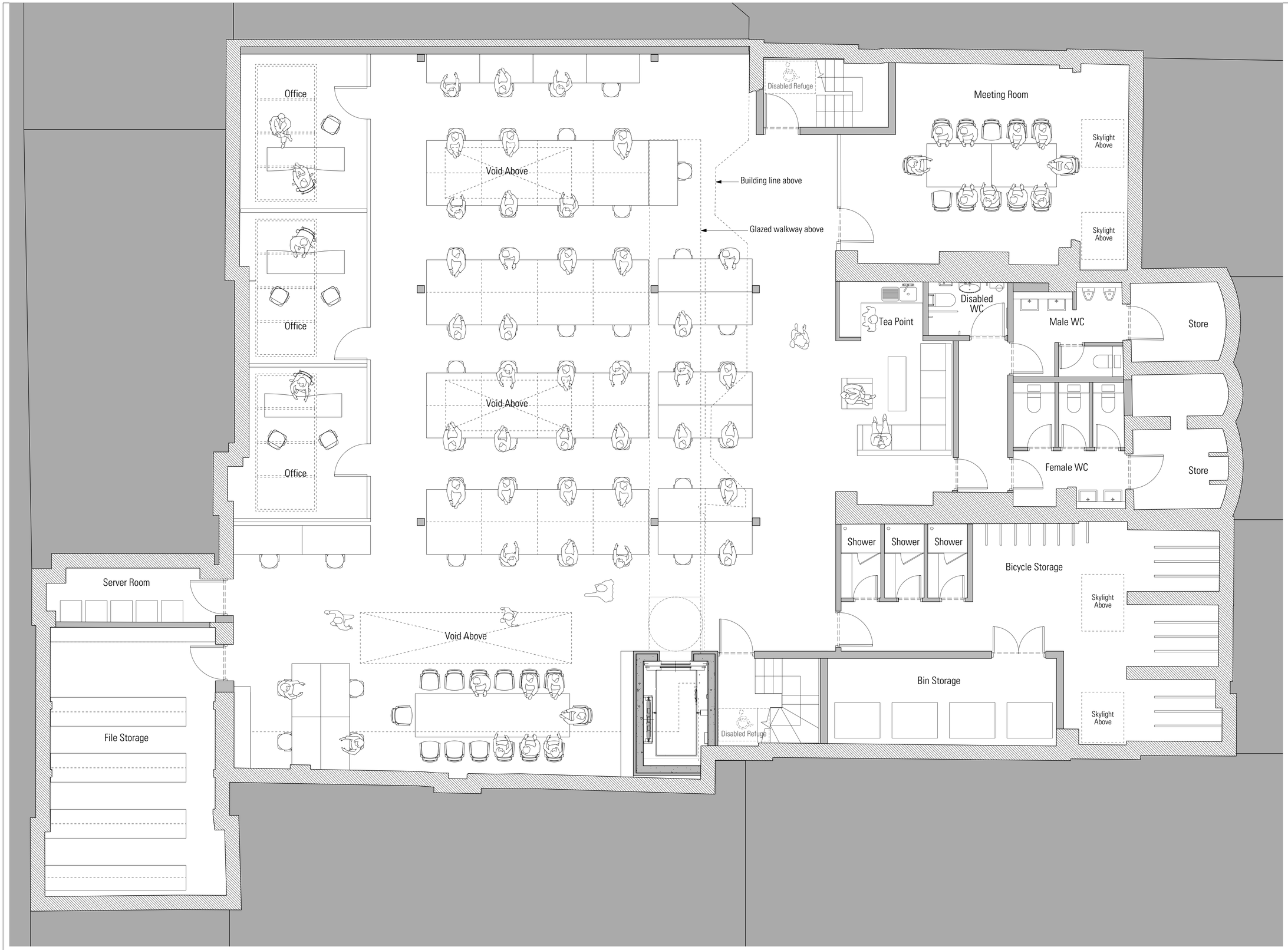
DRAWN:	CHECKED:	DATE:	SCALE:	DRAWING REFERENCE:	REVISION:
A.B	S.M	19.12.14	NTS	Figure 1	.

Appendix A



LG-A Lower Ground Floor Plan - Option A
Scale 1:50@A1, 1:100@A3

Notes

P1 12/2/15 Issued for Planning Application

Revisions

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Project
61-65 Charlotte Street

Drawing Title
General Arrangement
Proposed Lower Ground Floor Plan
Option A - Open Plan

Status	Drawn	Checked
Planning	COD	NM
Scale		Date
1:50 @A1/ 1:100 @A3		Feb 2015

Drwg. No. & Revision
696-GALG-OptA-P1

Notes

Skylights to lower ground floor

WC

WC

Void

Void

Void

Tea Point

Glass Walkway

Painted timber shopfront with traditional detailing. See drawing GE01

Retail Unit

Dummy door to maintain rhythm of facade

Retail Unit

Residential Lobby

New glazed rooflight

Reception

Stairs

Disabled W.C

New cast iron railings painted black to match adjacent existing

65 Charlotte Street

63 Charlotte Street

61 Charlotte Street

Shower

WC

WC

WC

Tea Point

Skylight Above

Void

Void

Void

Meeting Room

0m 1m 2m 5m 10m

00-A Ground Floor Plan - Option A
Scale 1:50@A1, 1:100@A3

P1 12/2/15 Issued for Planning Application

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Project
61-65 Charlotte Street

Drawing Title
General Arrangement
Proposed Ground Floor Plan
Option A - Open Plan

Status	Drawn	Checked
Planning	COD	NM

Scale	Date
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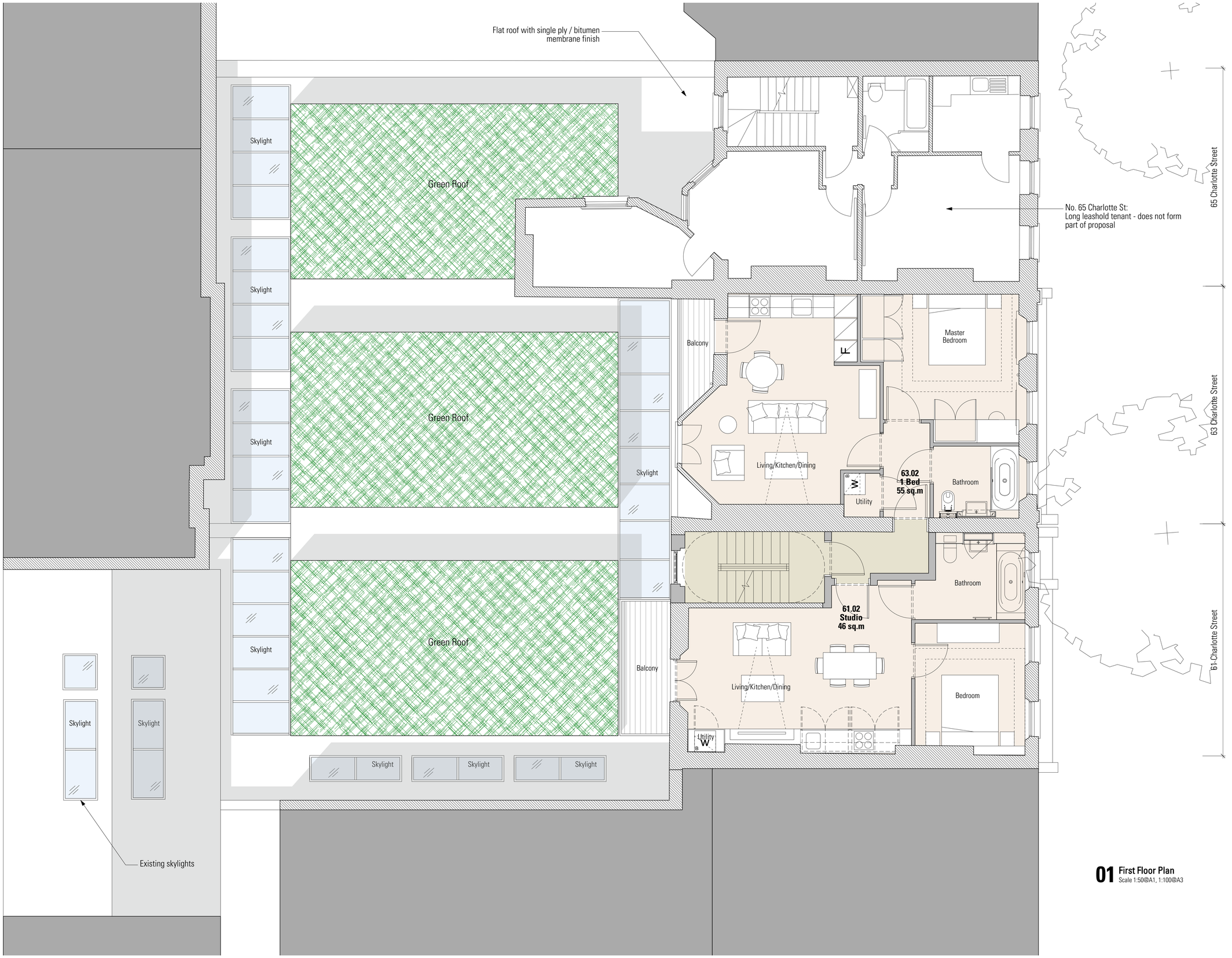
Drwg. No. & Revision
696-GA00-OptA-P1



01 First Floor Plan
Scale 1:50@A1, 1:100@A3

Notes

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61-65 Charlotte Street

Drawing Title
General Arrangement
Proposed First Floor Plan

Status
Planning

Drawn

Checked

Scale
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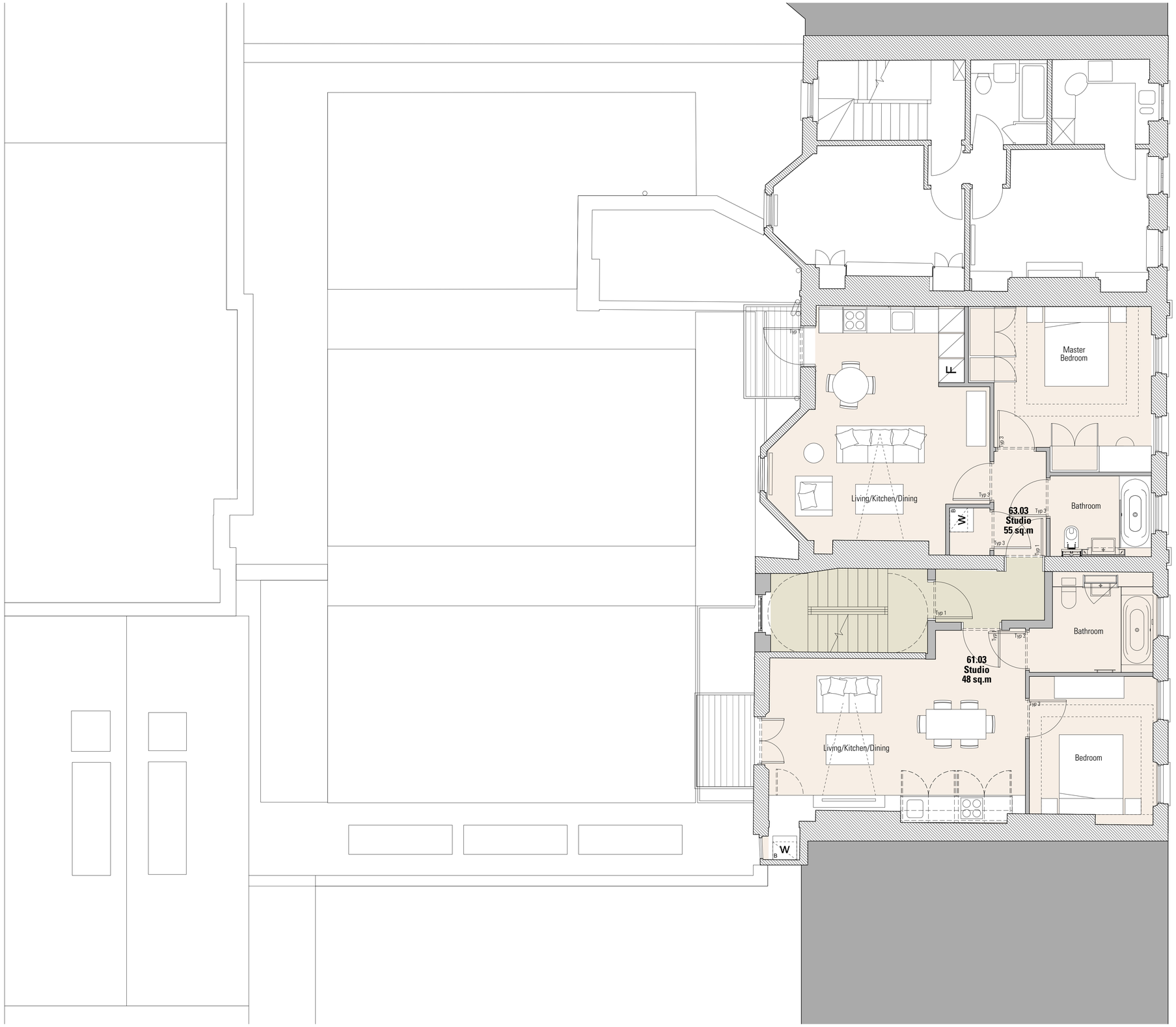
Date
Feb 2015

Drwg. No. & Revision
696-GA01-P1



02 Second Floor Plan
Scale 1:50@A1, 1:100@A3

Notes

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Project
61-65 Charlotte Street

Drawing Title
General Arrangement
Proposed Second Floor Plan

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Planning	COD	NM
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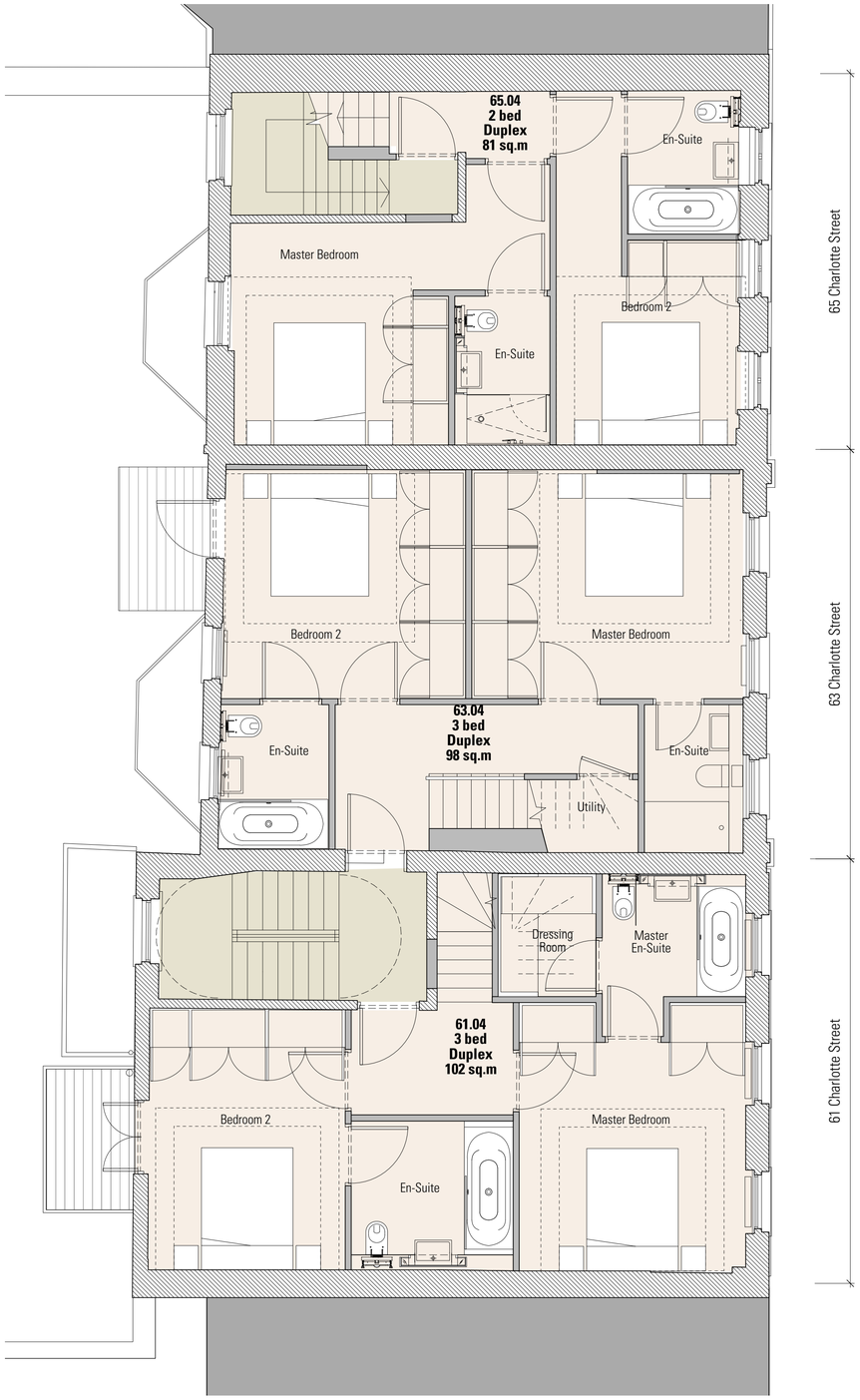
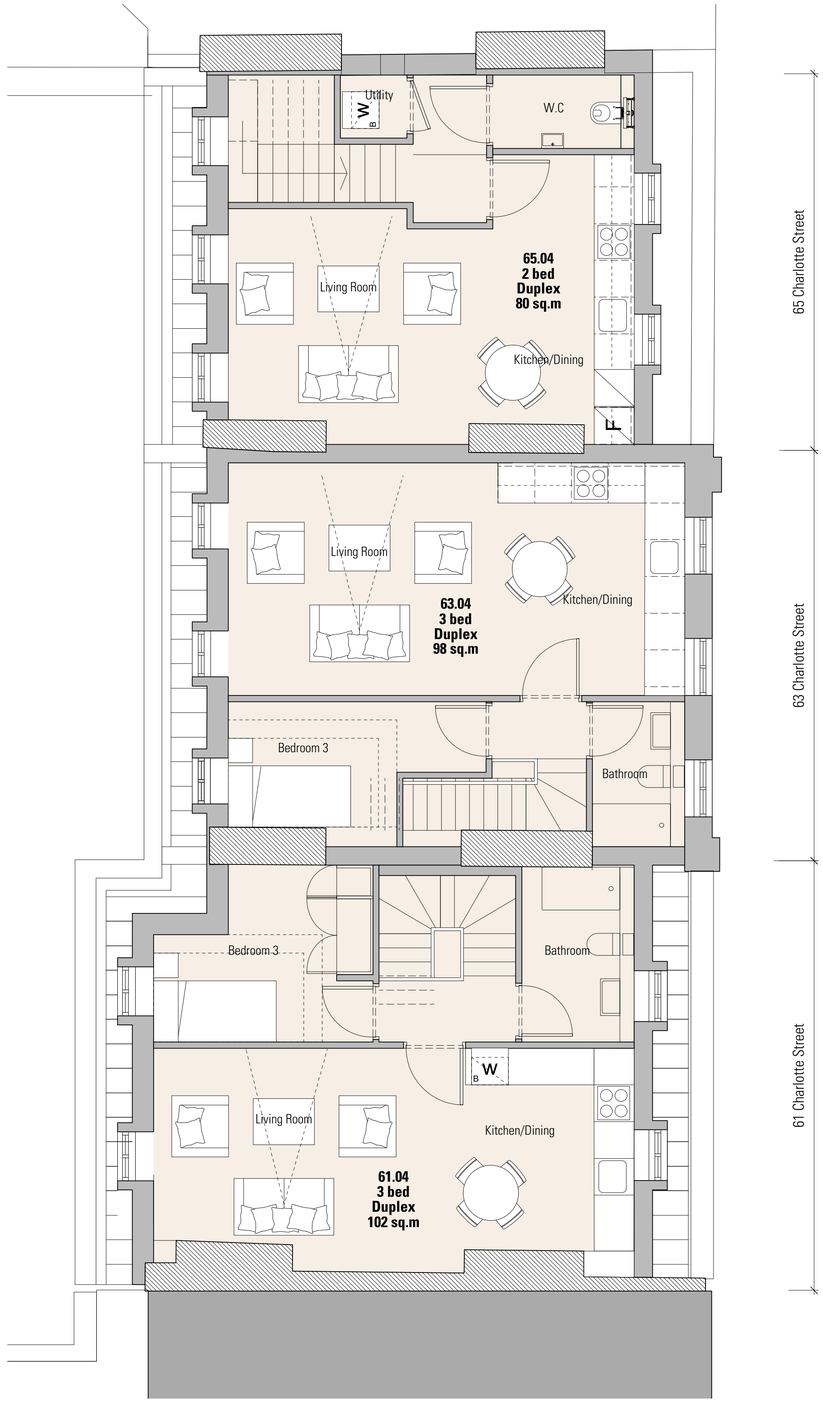
Drwg. No. & Revision
696-GA02-P1



03 Third Floor Plan
Scale 1:50@A1, 1:100@A3



04 Fourth Floor Plan
Scale 1:50@A1, 1:100@A3

0m 1m 2m 5m 10m

Notes

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Client
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Project
61-65 Charlotte Street

Drawing Title
General Arrangement
Proposed Third & Fourth Floor Plan

Status	Drawn	Checked
Planning	COD	NM

Scale	Date
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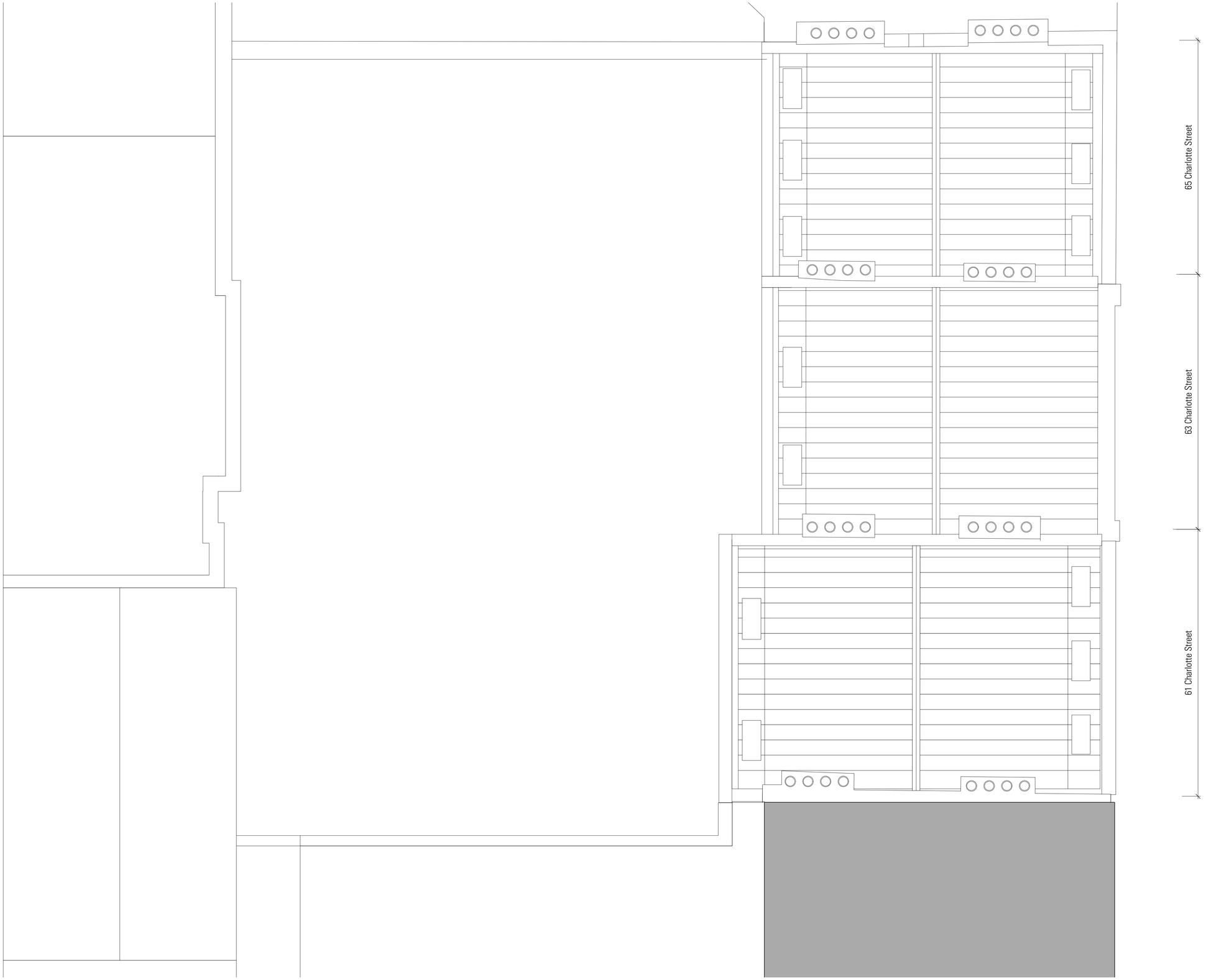
Drwg. No. & Revision
696-GA03/04-P1



Notes

P1 12/2/15 Issued for Planning Application

Revisions

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Client
Holbud Investments

Project
61-65 Charlotte Street

Drawing Title
General Arrangement
Proposed Roof Plan

Status
Planning

Drawn
COD

Checked
NM

Scale
1:50 @A1/ 1:100 @A3

Date
Feb 2015

Drwg. No. & Revision
696-GARF-P1

Appendix B

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20150202091049
Description	20150202091049
Run by user	PTAL web application
Date and time	02/02/2015 09:10

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 529401, 181748

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	GOODGE STREET STATION	73	202.11	18.0	1.0	2.53	3.67	6.19	4.84	4.84

BUS	GOODGE STREET STATION	10	202.11	10.0	0.5	2.53	5.0	7.53	3.99	1.99
BUS	OXFORD ST WARDOUR STREET	98	549.19	10.0	0.5	6.86	5.0	11.86	2.53	1.26
BUS	OXFORD ST WARDOUR STREET	7	549.19	9.0	0.5	6.86	5.33	12.2	2.46	1.23
BUS	GOODGE STREET STATION	390	202.11	8.0	0.5	2.53	5.75	8.28	3.62	1.81
BUS	OXFORD ST WARDOUR STREET	25	549.19	8.0	0.5	6.86	5.75	12.61	2.38	1.19
BUS	OXFORD ST WARDOUR STREET	55	549.19	9.0	0.5	6.86	5.33	12.2	2.46	1.23
BUS	OXFORD ST WARDOUR STREET	8	549.19	10.0	0.5	6.86	5.0	11.86	2.53	1.26
BUS	GOODGE STREET STATION	29	202.11	15.0	0.5	2.53	4.0	6.53	4.6	2.3
BUS	GOODGE STREET STATION	24	202.11	12.0	0.5	2.53	4.5	7.03	4.27	2.13
BUS	GOODGE STREET STATION	134	202.11	12.0	0.5	2.53	4.5	7.03	4.27	2.13
BUS	GOODGE STREET STATION	14	202.11	13.0	0.5	2.53	4.31	6.83	4.39	2.19

BUS	GRAFTON WAY	18	605.91	20.0	0.5	7.57	3.5	11.07	2.71	1.35
BUS	GRAFTON WAY	30	605.91	7.5	0.5	7.57	6.0	13.57	2.21	1.11
BUS	GRAFTON WAY	205	605.91	8.0	0.5	7.57	5.75	13.32	2.25	1.13
LU LRT	Great Portland Street	Metropolitan Line Croxley to Aldgate	853.76	0.3	0.5	10.67	100.75	111.42	0.27	0.13
LU LRT	Great Portland Street	Metropolitan Line Aldgate to Wembley Park	853.76	1.0	0.5	10.67	30.75	41.42	0.72	0.36
LU LRT	Great Portland Street	Metropolitan Line Uxbridge to Aldgate	853.76	6.3	0.5	10.67	5.51	16.18	1.85	0.93
LU LRT	Great Portland Street	Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line)	853.76	6.0	0.5	10.67	5.75	16.42	1.83	0.91
LU LRT	Great Portland Street	Metropolitan Line Aldgate to Watford	853.76	4.0	0.5	10.67	8.25	18.92	1.59	0.79
LU LRT	Great Portland Street	Metropolitan Line Amersham to Aldgate	853.76	3.0	0.5	10.67	10.75	21.42	1.4	0.7
LU LRT	Great Portland Street	Hammersmith and City Hammersmith (H&C Line) to Barking	853.76	6.0	0.5	10.67	5.75	16.42	1.83	0.91
LU LRT	Great Portland Street	Metropolitan Line Watford to Aldgate	853.76	2.3	0.5	10.67	13.79	24.47	1.23	0.61
LU LRT	Great Portland Street	Metropolitan Line Chesham to Aldgate	853.76	0.7	0.5	10.67	43.61	54.28	0.55	0.28
LU LRT	Great Portland Street	Metropolitan Line Aldgate to Harrow-on-the-Hill	853.76	2.3	0.5	10.67	13.79	24.47	1.23	0.61
LU LRT	Goodge Street	Northern Line Edgware to Morden	210.87	8.3	1.0	2.64	4.36	7.0	4.29	4.29
LU LRT	Goodge Street	Northern Line High Barnet to Kennington	210.87	5.4	0.5	2.64	6.31	8.94	3.36	1.68
LU LRT	Goodge Street	Northern Line Kennington to Edgware	210.87	5.0	0.5	2.64	6.75	9.39	3.2	1.6

LU LRT	Goodge Street	Northern Line Morden to Mill Hill East	210.87	1.0	0.5	2.64	30.75	33.39	0.9	0.45
LU LRT	Goodge Street	Northern Line Mill Hill East to Kennington	210.87	4.3	0.5	2.64	7.73	10.36	2.9	1.45
LU LRT	Goodge Street	Northern Line Morden to High Barnet	210.87	3.7	0.5	2.64	8.86	11.49	2.61	1.31
LU LRT	Tottenham Court Road	Central Line Ruislip Gardens to Newbury Park	667.15	1.7	0.5	8.34	18.4	26.74	1.12	0.56
LU LRT	Tottenham Court Road	Central Line Grange Hill to Northolt	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line White City to Loughton	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Tottenham Court Road	Central Line Newbury Park to White City	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line White City to Epping	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29
LU LRT	Tottenham Court Road	Central Line Hainault to Ealing Broadway	667.15	5.7	0.5	8.34	6.01	14.35	2.09	1.05
LU LRT	Tottenham Court Road	Central Line Hainault to White City	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Tottenham Court Road	Central Line Hainault to West Ruislip	667.15	3.3	0.5	8.34	9.84	18.18	1.65	0.83
LU LRT	Oxford Circus	Bakerloo Line Queen's Park to Elephant & Castle	848.24	11.0	0.5	10.6	3.48	14.08	2.13	1.07
LU LRT	Oxford Circus	Bakerloo Line Stonebridge Park to Elephant & Castle	848.24	5.0	0.5	10.6	6.75	17.35	1.73	0.86
LU LRT	Tottenham Court Road	Central Line Debden to West Ruislip	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Tottenham Court Road	Central Line West Ruislip to Newbury Park	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29
LU LRT	Tottenham Court Road	Central Line Loughton to West Ruislip	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29

LU LRT	Tottenham Court Road	Central Line Grange Hill to West Ruislip	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Tottenham Court Road	Central Line Ealing Broadway to Newbury Park	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29
LU LRT	Tottenham Court Road	Central Line Hainault to Northolt	667.15	1.3	0.5	8.34	23.83	32.17	0.93	0.47
LU LRT	Warren Street	Victoria Line Brixton to Walthamstow Central	686.75	15.7	0.5	8.58	2.66	11.25	2.67	1.33
LU LRT	Tottenham Court Road	Central Line Debden to Ealing Broadway	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29
LU LRT	Tottenham Court Road	Central Line Ruislip Gardens to Hainault	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Oxford Circus	Bakerloo Line Waterloo to Harrow & Wealdstone	848.24	0.3	0.5	10.6	100.75	111.35	0.27	0.13
LU LRT	Tottenham Court Road	Central Line North Acton to Newbury Park	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line Grange Hill to North Acton	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line Epping to North Acton	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Tottenham Court Road	Central Line Grange Hill to White City	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29
LU LRT	Tottenham Court Road	Central Line Hainault to North Acton	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Tottenham Court Road	Central Line Epping to Northolt	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line Ruislip Gardens to Epping	667.15	1.7	0.5	8.34	18.4	26.74	1.12	0.56
LU LRT	Tottenham Court Road	Central Line Epping to West Ruislip	667.15	2.3	0.5	8.34	13.79	22.13	1.36	0.68
LU LRT	Tottenham Court Road	Central Line Ealing Broadway to Epping	667.15	4.0	0.5	8.34	8.25	16.59	1.81	0.9

LU LRT	Tottenham Court Road	Central Line Loughton to Northolt	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line Debden to Ruislip Gardens	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Warren Street	Victoria Line Seven Sisters to Brixton	686.75	11.7	0.5	8.58	3.31	11.9	2.52	1.26
LU LRT	Tottenham Court Road	Central Line Loughton to Ealing Broadway	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line Ruislip Gardens to Loughton	667.15	0.3	0.5	8.34	100.75	109.09	0.28	0.14
LU LRT	Tottenham Court Road	Central Line Debden to Northolt	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29
LU LRT	Oxford Circus	Bakerloo Line Waterloo to Queen's Park	848.24	1.0	0.5	10.6	30.75	41.35	0.73	0.36
LU LRT	Tottenham Court Road	Central Line Grange Hill to Ealing Broadway	667.15	1.0	0.5	8.34	30.75	39.09	0.77	0.38
LU LRT	Oxford Circus	Bakerloo Line Elephant & Castle to Harrow & Wealdstone	848.24	5.7	0.5	10.6	6.01	16.62	1.81	0.9
LU LRT	Tottenham Court Road	Central Line North Acton to Loughton	667.15	0.7	0.5	8.34	43.61	51.95	0.58	0.29

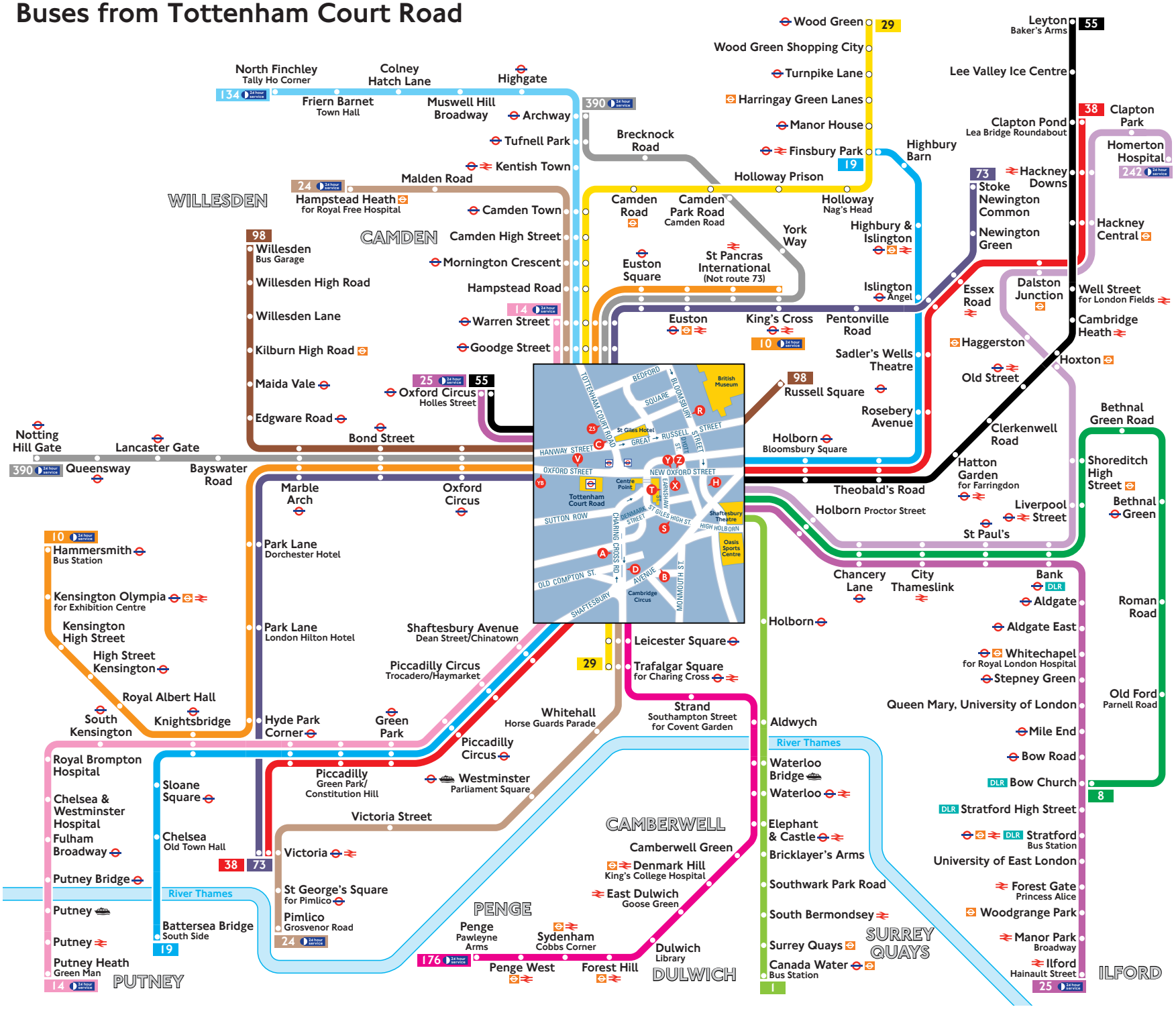
NR SAP Points Not Found

Total AI for this POI is 61.74.

PTAL Rating is 6b.

Appendix C

Buses from Tottenham Court Road



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
1	Canada Water	T, Z
8	Bow Church	R, Z5
10 (24 hour service)	Hammersmith King's Cross	R, X, YB V
14 (24 hour service)	Putney Heath Warren Street	B, R A, C
19	Battersea Bridge Finsbury Park	B A, Y
24 (24 hour service)	Hampstead Heath Pimlico	A, C D, R, S
25 (24 hour service)	Ilford Oxford Circus	V, Z X, YB
29	Trafalgar Square Wood Green	D, R, S A, C
38	Clapton Victoria	A, Y B
55	Leyton Oxford Circus	V, Y X, YB
73	Stoke Newington Victoria	V R, X, YB
98	Russell Square Willesden	V X, YB
134 (24 hour service)	North Finchley	C
176 (24 hour service)	Penge	D, S
242 (24 hour service)	Homerton Hospital	Z
390 (24 hour service)	Archway Notting Hill Gate	V R, X, YB

Night buses

Bus route	Towards	Bus stops
N1	Thamesmead	T, Z
N5	Edgware Trafalgar Square	A, C B, R
N8	Hainault Oxford Circus	V, Z X, YB
N19	Clapham Junction Finsbury Park	B A, Y
N20	Barnet Trafalgar Square	A, C B, R
N29	Enfield Trafalgar Square	A, C D, R, S
N35	Clapham Junction	Y
N38	Victoria Walthamstow	B A, Y
N41	Tottenham Hale Trafalgar Square	A, Y B
N55	Oxford Circus Woodford Wells	X, YB R
N68	Old Coulsdon	Z
N73	Victoria Walthamstow	R, YB V
N98	Russell Square Stanmore	V X, YB
N171	Hither Green	T, Z
N207	Holborn Uxbridge	Z X, YB
N253	Aldgate	C
N279	Trafalgar Square Waltham Cross	D, R, S A, C

Routes 7 and N7 will temporarily start from Oxford Circus.

Information correct from 26 October 2014

Buses from Goodge Street

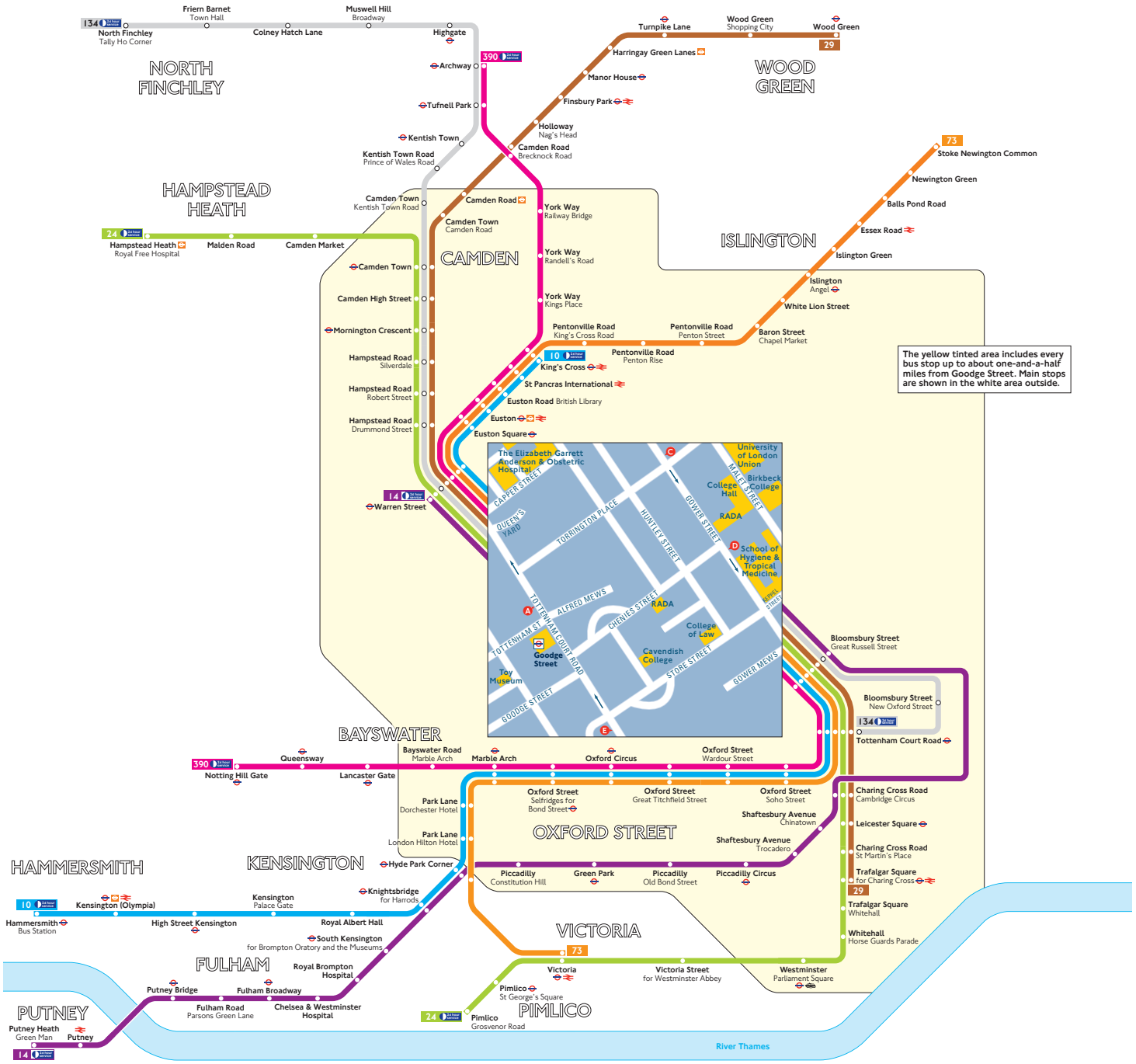
Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
10 (24 hour service)	Hammersmith	C D
	King's Cross	A E
14 (24 hour service)	Putney Heath	C D
	Warren Street	A E
24 (24 hour service)	Hampstead Heath	A E
	Pimlico	C D
29	Trafalgar Square	C D
	Wood Green	A E
73	Stoke Newington	A E
	Victoria	C D
134 (24 hour service)	North Finchley	A E
	Tottenham Court Road	C D
390 (24 hour service)	Archway	A E
	Notting Hill Gate	C D

Night buses

For night bus information, please see separate poster



Information correct from September 2012

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HK	HACKNEY	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 12 (units:)
Range Selected by User:	9 to 50 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 03/09/14

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:

Tuesday	1 days
Friday	1 days

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	1
Suburban Area (PPS6 Out of Centre)	1

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.

Selected Location Sub Categories:

Residential Zone	1
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:

C3	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®.

Population within 1 mile:

50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 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.

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.

LIST OF SITES relevant to selection parameters

1 CN-03-C-01 BLOCK OF FLATS CAMDEN
OVAL ROAD

REGENTS PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: FRIDAY 07/11/08 Survey Type: MANUAL

2 HK-03-C-02 BLOCK OF FLATS HACKNEY
HOXTON

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of dwellings: 9
Survey date: TUESDAY 11/11/08 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EG-03-C-02	Parking
GR-03-C-01	Parking
HG-03-C-01	PTAL
HM-03-C-01	Parking
HO-03-C-02	PTAL
HV-03-C-01	PTAL
IS-03-C-01	Parking
IS-03-C-03	Parking
KI-03-C-02	Parking
KN-03-C-01	Parking
KN-03-C-02	Parking
KN-03-C-03	Parking
NH-03-C-01	PTAL
RD-03-C-01	Parking
RD-03-C-02	Parking
TH-03-C-02	Parking
TH-03-C-03	Parking
WH-03-C-01	Parking

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		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip 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	11	0.143	2	11	0.524	2	11	0.667
08:00 - 09:00	2	11	0.476	2	11	0.714	2	11	1.190
09:00 - 10:00	2	11	0.095	2	11	0.429	2	11	0.524
10:00 - 11:00	2	11	0.238	2	11	0.429	2	11	0.667
11:00 - 12:00	2	11	0.238	2	11	0.476	2	11	0.714
12:00 - 13:00	2	11	0.190	2	11	0.190	2	11	0.380
13:00 - 14:00	2	11	0.143	2	11	0.143	2	11	0.286
14:00 - 15:00	2	11	0.333	2	11	0.381	2	11	0.714
15:00 - 16:00	2	11	0.286	2	11	0.143	2	11	0.429
16:00 - 17:00	2	11	0.619	2	11	0.333	2	11	0.952
17:00 - 18:00	2	11	0.286	2	11	0.190	2	11	0.476
18:00 - 19:00	2	11	0.571	2	11	0.190	2	11	0.761
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.618			4.142			7.760

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 - 12 (units:)
Survey date date range:	01/01/00 - 03/09/14
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	19

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	WH	WANDSWORTH	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:	1215 to 1951 (units: sqm)
Range Selected by User:	408 to 5000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 29/11/13

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:

Thursday	1 days
Friday	1 days

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	2

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.

Selected Location Sub Categories:

Commercial Zone	1
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:

B1	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®.

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 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.

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.

LIST OF SITES relevant to selection parameters

1 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

2 WH-02-A-02 OFFICES WANDSWORTH
BATTERSEA PARK ROAD

BATTERSEA
Town Centre
Built-Up Zone
Total Gross floor area: 1215 sqm
Survey date: THURSDAY 10/05/12 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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-01	Parking
BT-02-A-02	Parking
CI-02-A-01	Parking
CN-02-A-01	Parking
SK-02-A-02	Parking

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	1583	0.474	2	1583	0.000	2	1583	0.474
07:30 - 08:00	2	1583	0.884	2	1583	0.063	2	1583	0.947
08:00 - 08:30	2	1583	1.864	2	1583	0.063	2	1583	1.927
08:30 - 09:00	2	1583	1.769	2	1583	0.063	2	1583	1.832
09:00 - 09:30	2	1583	1.042	2	1583	0.032	2	1583	1.074
09:30 - 10:00	2	1583	0.948	2	1583	0.095	2	1583	1.043
10:00 - 10:30	2	1583	0.569	2	1583	0.347	2	1583	0.916
10:30 - 11:00	2	1583	0.347	2	1583	0.221	2	1583	0.568
11:00 - 11:30	2	1583	0.411	2	1583	0.063	2	1583	0.474
11:30 - 12:00	2	1583	0.253	2	1583	0.347	2	1583	0.600
12:00 - 12:30	2	1583	0.916	2	1583	1.042	2	1583	1.958
12:30 - 13:00	2	1583	1.074	2	1583	1.548	2	1583	2.622
13:00 - 13:30	2	1583	0.821	2	1583	0.948	2	1583	1.769
13:30 - 14:00	2	1583	0.916	2	1583	0.284	2	1583	1.200
14:00 - 14:30	2	1583	1.011	2	1583	0.632	2	1583	1.643
14:30 - 15:00	2	1583	0.505	2	1583	0.600	2	1583	1.105
15:00 - 15:30	2	1583	0.442	2	1583	0.505	2	1583	0.947
15:30 - 16:00	2	1583	0.221	2	1583	1.169	2	1583	1.390
16:00 - 16:30	2	1583	0.221	2	1583	1.800	2	1583	2.021
16:30 - 17:00	2	1583	0.190	2	1583	0.790	2	1583	0.980
17:00 - 17:30	2	1583	0.095	2	1583	1.421	2	1583	1.516
17:30 - 18:00	2	1583	0.284	2	1583	1.674	2	1583	1.958
18:00 - 18:30	2	1583	0.158	2	1583	0.821	2	1583	0.979
18:30 - 19:00	2	1583	0.000	2	1583	0.505	2	1583	0.505
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			15.415			15.033			30.448

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:	1215 - 1951 (units: sqm)
Survey date date range:	01/01/00 - 29/11/13
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	5

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.