

**4 – 8 MAPLE STREET, LONDON,
W1T 5HD**

**Transport Statement prepared on
behalf of NFU Mutual**

February 2016



MILESTONE
TRANSPORT PLANNING

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W1T 5HD**

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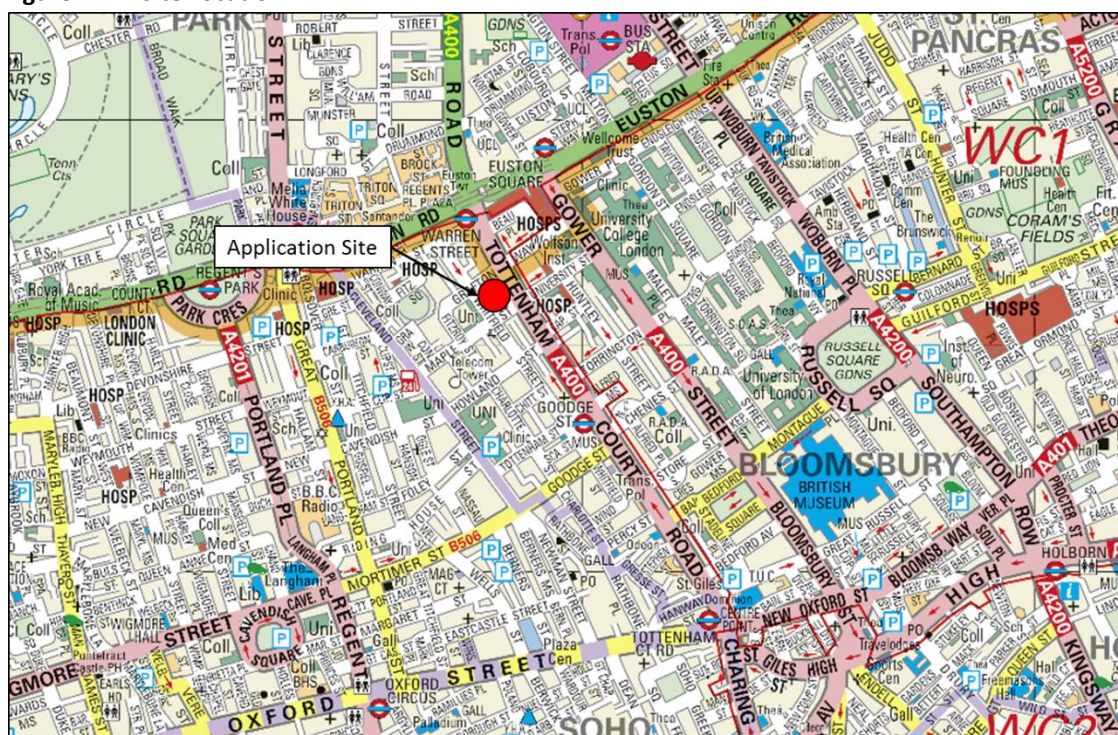
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1. INTRODUCTION & SCOPE OF ASSESSMENT

- 1.1 This Transport Statement (TS) has been prepared on behalf of NFU Mutual in relation to the proposed refurbishment of an existing office building at 4 – 8 Maple Street, London, W1T 5HD. The refurbishment proposes an 175sqm GIA office extension to the the building in addition to the conversion of 91sqm GIA of the ground floor to provide flexible use for A1/A3/B1. The application site is located within the London Borough of Camden and Figure 1 below indicates the location of the site in relation to the surrounding highway and transport network.

Figure 1 Site Location



- 1.2 The purpose of the TS is to consider the implications of development related travel on the surrounding highway and transport networks. The TS will demonstrate that in terms of sustainable access and traffic impact, the application site is more than capable of accommodating the proposed level of development.
- 1.3 Section 2 of the TS considers the development proposals in the context of Planning Policy at National and Local level as it relates to highways and transportation matters.
- 1.4 Section 3 provides a description of the existing use, baseline highway conditions including the accessibility characteristics of the application site and on-street parking provision. Section 4 provides a detailed description of the development proposals.
- 1.5 The person trip generation of the existing and proposed development are considered within Section 5 and additionally provides an assessment of the net impact of development-related trips on the operation of the surrounding highway network. Finally the TS is summarised and concluded in Section 6.

2. POLICY CONTEXT

- 2.1 An important consideration of the promotion of the site for a residential redevelopment is to highlight the guidance given with respect to transport policies at both National and Local Government level.

National Planning Policy Framework

- 2.2 The government published the final National Planning Policy Framework (NPPF) in March 2012. In terms of transport content the NPPF states that the transport system *'needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.'*
- 2.3 In para. 29 it highlights the role that transport policies have in contributing to wider sustainability and health objectives, citing smarter use of technologies and giving people real choice about how they travel as playing a key role in this regard. Paragraph 30 states that Local Planning Authorities *'should support a pattern of development, which, where reasonable to do so facilitates the use of sustainable modes of transport.'*
- 2.4 Para. 32 of the NPPF requires developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Within such documentation there is a requirement to ensure that:
- opportunities for sustainable transport modes have been taken up;
 - safe and suitable access to the site can be achieved for all people; and
 - cost effective improvements can be made, if required, to limit the significant impacts of development.
- 2.5 Para. 32 goes on to state that *"...development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*
- 2.6 Paragraph 35 of the NPPF details 5 bullet points stating how development should be located and designed where practical to:
- *'Accommodate the efficient delivery of goods and supplies;*
 - *Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
 - *Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians...;*
 - *Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
 - *Consider the needs of disabled people by all modes of transport.'*

London Plan (March 2015)

- 2.7 The London Plan has been consolidated with the alterations since 2011. Chapter 6 of the London Plan, entitled ‘*London’s Transport*’, recognises that transport plays a fundamental role in addressing the whole range of the Mayor's spatial, environmental, economic and social policy priorities. The Mayor will work with all relevant partners to encourage the closer integration of transport and development and by:
- *"..encouraging the patterns and nodes of development that reduce the needs to travel, especially by car;*
 - *..seeking to improve capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand*
 - *...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*
 - *...promoting walking by ensuring an improved public realm...."*

Camden Core Strategy 2010-2025

- 2.8 The Core Strategy sets out the key elements of the Council's planning vision and strategy for the Borough. A series of objectives have been developed which will contribute to the vision which states that *"Camden will be a borough of opportunity"*. These objectives are summarised below:
- *"A sustainable Camden that adapts to a growing population;*
 - *A strong Camden economy that includes everyone;*
 - *A connected Camden community where people lead active, healthy lives;*
 - *A safe Camden that is a vibrant part of our world city."*
- 2.9 With regard to Transport related policies, Policy CS11 encompasses promotion of sustainable and efficient travel. This involves improving strategic transport infrastructure to support growth, promoting sustainable travel, making private transport more sustainable and prompting the sustainable movement of freight. To support the growth of Camden the Council will:
- Improve pedestrian links through the Borough, continue to improve facilities for cyclists and increasing the amount of available cycle parking;
 - Minimise congestion and address the environmental impacts of travel by expanding the availability of car clubs, minimising the provision of private parking in new developments, promotion of low-emission vehicles and ensuring the growth and development has to Camden's road hierarchy.

Camden Development Policies (2010)

- 2.10 Camden Development Policies forms part of the Council's Local Development Framework (LDF) which sets out Camden's planning strategy and policies. The policies related to Transport are outline below:
- 2.11 Policy DP16 states that *"the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links"*.
- 2.12 Policy DP17 states that *"the Council will promote walking, cycling and public transport use. Development should make suitable provision for pedestrians, cyclists and public transport...[which] may include:*
- *Convenient, safe and well-signalled routes including footways and cycleways designed to appropriate widths;*
 - *Other features associated with pedestrian and cycling access to the development, where needed, for example seating for pedestrians, signage, high quality cycle parking, workplace showers and lockers;*
 - *Safe road crossing where needed."*
- 2.13 DP18 gives regard to parking standards and limiting the availability of car parking and states *"the Council will seek to ensure that development provides the minimum necessary car parking provision. The Council will expect development to be car free in the Central London Area...and other areas within Controlled Parking Zones that are easily accessible by public transport"*.

3. BASELINE HIGHWAY CONDITIONS & SITE ACCESSIBILITY

Existing Site Use

- 3.1 The site is located within the Borough of Camden and the existing permitted use is classified as B1(a). The building is currently vacant but has previously been used for office accommodation for the NHS. The building is arranged over four floors including a basement level, totalling a floor area of 2,099sqm GIA.
- 3.2 Under existing conditions pedestrians can access the building from street-level on Maple Street with an additional rear access located on Midford Place. To note, the site is not provided with on-site car parking facilities.
- 3.3 The site is situated within a highly accessible location and is bound by an office block to the east which was recently refurbished in 2014 and The Court Public House, the Turkish Cultural Centre to the west and located opposite is The Qube which accommodates office space, retail units and residential dwellings. Figure 2 shows the location of the site within a local context.

Figure 2 Local Context of Application Site



Baseline Highway Conditions

- 3.4 The application site is located within a controlled zone which indicates no waiting Monday-Saturday 8:30am – 6:30pm. This is denoted by signage on entry to Maple Street to the west of the site.
- 3.5 Maple Road accommodates one-way traffic flow eastbound and is subject to a 20mph speed limit. Single yellow line parking restrictions are also in place with 'no loading' restrictions for good vehicles of 5T and buses between 5:30pm – Midnight and Midnight – 8:00am.
- 3.6 Along the south kerb line is a dedicated cycle lane which is separated from vehicular traffic by a kerbed reservation which continues along the length of Maple Street.
- 3.7 To the west of the site, Maple Street junctions with Whitfield Street via a priority crossroad. Entry to the junction from all arms is via a raised table. Vehicles are not permitted to turn right from Maple Street onto Whitfield Street (N) which accommodates one-way traffic flow southbound. Whitfield Street also accommodates contra-flow cycling which is indicated by signage and on-street markings.
- 3.8 To the south of this junction, on-street parking bays are present on Maple Street which are restricted to Resident Permit Holders only Monday- Saturday 08:00-18:30. Where parking bays are not present single yellow restrictions apply as referred to in para. 3.5.
- 3.9 Whitfield Road is also subject to yellow line restrictions and a 20mph speed limit. The southern extent of Whitfield Street accommodates on-street cycle, motorcycle and vehicle parking bays. The vehicle parking bays are restricted to Resident Permit Holders only Monday – Saturday 08:30-18:30. On-street parking bays are also present along the northern extent of Whitfield Street where the same restrictions apply.
- 3.10 To the east of the application site, Maple Street junctions with Tottenham Court Road (A400) / University Road. Tottenham Court Road is subject to one-way traffic flows northbound and University Street accommodate one-way traffic flow eastbound. This junction is signalised and benefits from advanced cycle stop lines on Maple Street and Tottenham Court Road.
- 3.11 Single and double yellow lines are present on Tottenham Court Road and immediately to the north of this junction is an unrestricted on-street loading bay located on the east kerb line and a taxi rank located on the west kerb line.
- 3.12 Tottenham Court Road accommodates three lanes of traffic providing connection to the A501 Euston Road / Hampstead Road signalised junction. Hampstead Road heads north towards the Chalk Farm area, the A501 runs east-west towards Paddington and the North Circular in the west and towards the A13 in the east.

Road Safety Analysis

- 3.13 For the purposes of this report, Personal Injury Accident (PIA) data has been assessed using data available from the 'Crashmap' website (www.crashmap.co.uk). A review of the highway in the vicinity of the site, since 2010, revealed one 'slight' (minor) incident occurred on Maple Street to the south of the application site which involved a pedal cyclist. Six 'slight' (minor) incidents were recorded at the Maple Street / Tottenham Court Road / University Street crossroads and no incidents were recorded at the Maple Street / Whitfield Street crossroad junction.
- 3.14 There would appear to be no distinctive issues attributable to defective road conditions, poor visibility or other physical characteristics associated with the road layout. It is considered that the proposed refurbishment will have no adverse effect on highway safety.

Site Accessibility

- 3.15 Planning policy at national and local level seeks to ensure that sites are accessible by a range of sustainable transport modes. The National Planning Policy Framework (NPPF) published in March 2012 states in its core planning principles that planning should *"...actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable"*.
- 3.16 As such, this section of the TS examines site accessibility with respect to public transport, walking and cycling.
- 3.17 PTAL or Public Transport Accessibility Level is a widely adopted tool amongst London Authorities for measuring a sites' accessibility. The PTAL methodology identifies the key factors that influence personal choice of a public transport mode as being, number of accessible services, walk distances, frequency, reliability and time of day / day of week. On the basis of these factors, a formula has been developed to calculate an Accessibility Index (AI) for any given location.
- 3.18 Using the PTAL methodology / formula, a PTAL has been calculated for the application site, the results of which are included as Appendix 1. From Appendix 1 it can be seen that the application site has an AI value of 57.92 or a PTAL banding of 6B. In overall terms, the accessibility of the application site by public transport is considered to be excellent, the highest PTAL band rating.
- 3.19 Figure 3 illustrates the local connectivity of the site, illustrating the location of bus stops, LU stations and car clubs.

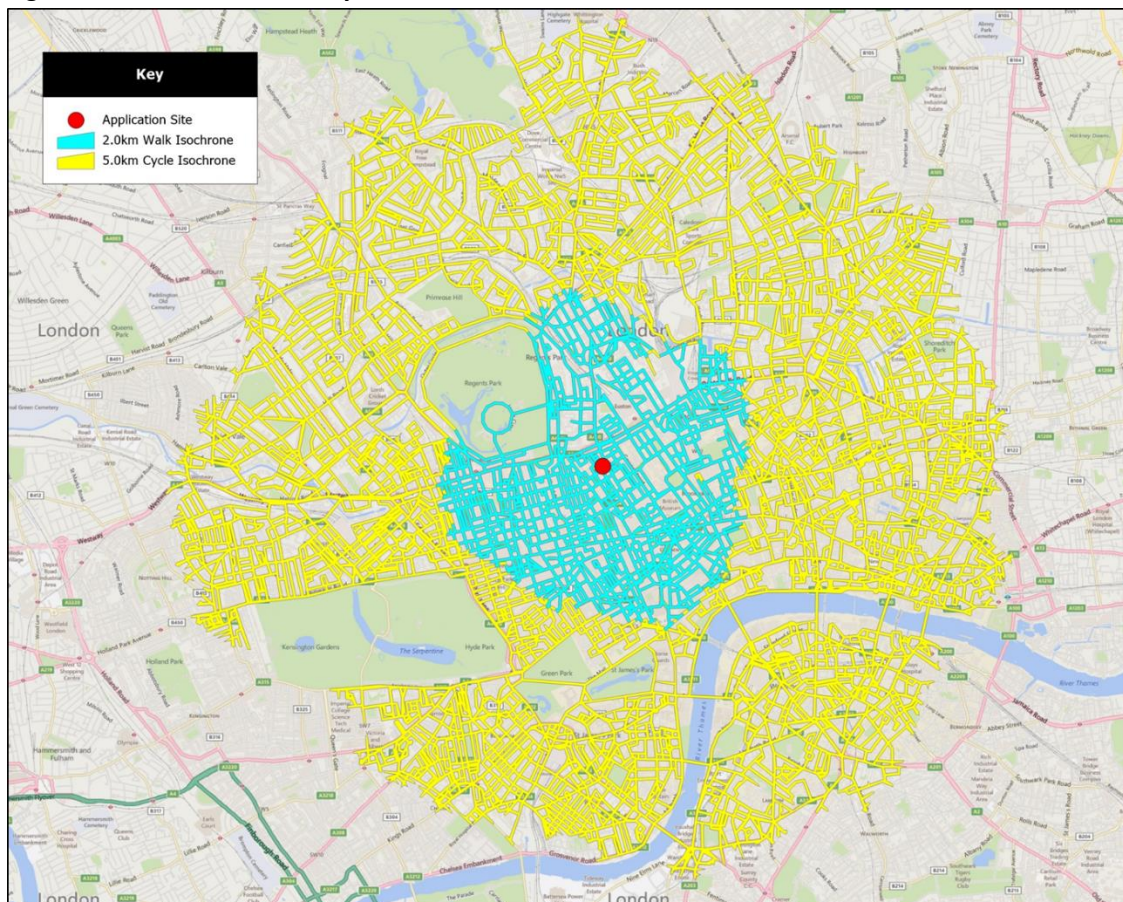
Figure 3 Local Connectivity



Pedestrian & Cycle Accessibility

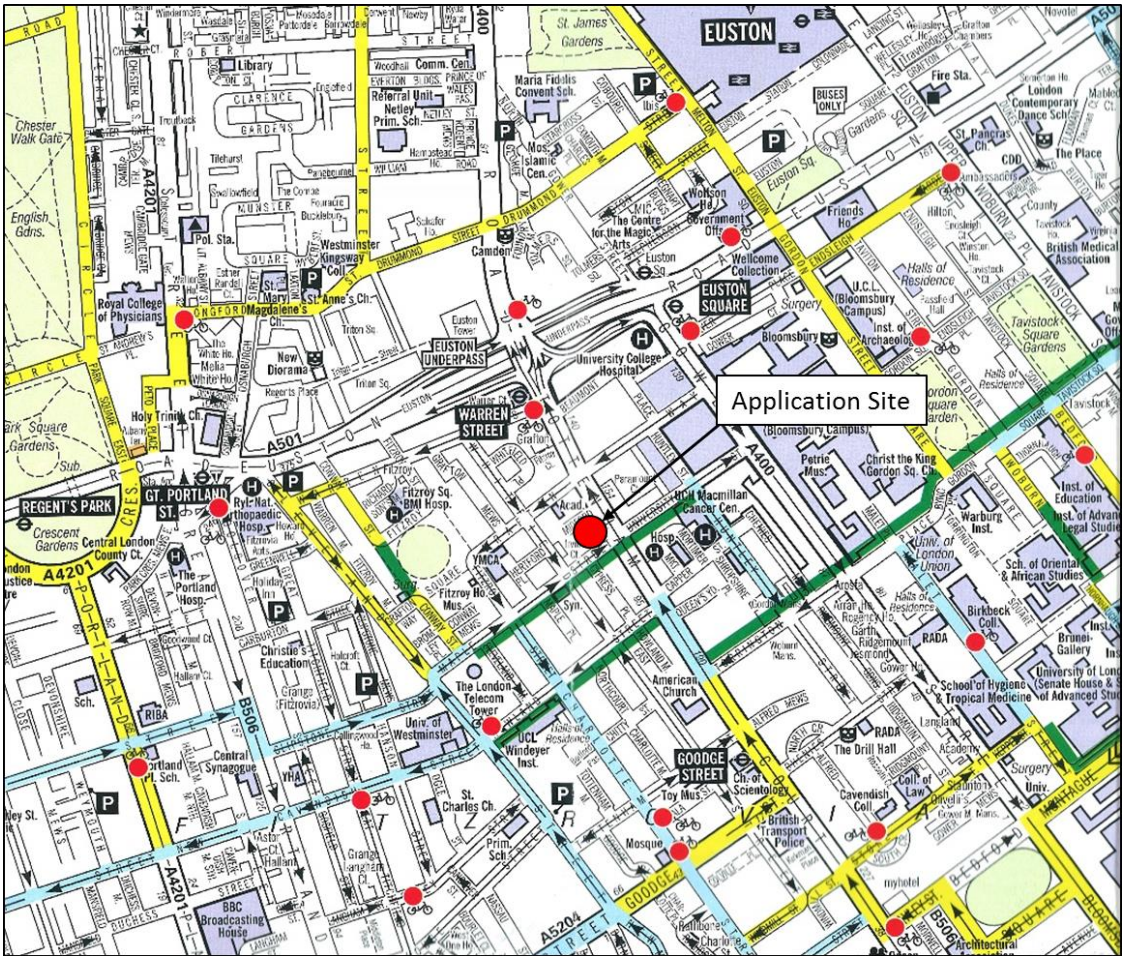
- 3.20 Both national and local planning policy advocate walking and cycling as key modes of travel, in order to promote sustainable transport use, particularly for local trips. Figure 4 indicates the potential walk and cycle catchment areas of the application site, assuming a 2.0km walk distance and a 5.0km cycle distance.
- 3.21 The central location of the application site is such that there is a well-established network of pedestrian routes along key highway links in the vicinity of the site. Maple Street and connecting streets are provided with lit footways along both sides of the carriageway.
- 3.22 Where pedestrian desire lines interact with more heavily trafficked routes dedicated crossing facilities are provided. To the east of the site, controlled pedestrian crossing facilities are provided on all arms of the Maple Street / Tottenham Court Road / University Street junction which benefit from dropped kerbs, tactile paving and pedestrian refuge islands.
- 3.23 There are safe pedestrian routes to and from the site from nearby bus stops and Warren Street London Underground Station. Lit wide footways are present along Tottenham Court Road a signalised pedestrian crossing is provided at the Grafton Way junction. Immediately outside Warren Street Station is a raised table and, dropped kerbs and tactile paving so facilitate the safe movement of pedestrians across the junction with Warren Street / Tottenham Court Road.

Figure 4 Walk & Cycle Catchments



- 3.24 As noted above, Maple Street is provided with a dedicated cycle lane which is separate from vehicular traffic flow by a kerb reservation. Figure 5 shows an extract from the TfL Cycle Route Map 1 which illustrates there are a number of well-connected cycle routes within the vicinity of the application site. Routes shown in green denote off-road routes, routes shown in blue denote signed or marked route and routes shown in yellow are recommended by other cyclists.
- 3.25 There are existing on-street cycle parking facilities located on Tottenham Court Road to the north of the Maple Street junction, providing four Sheffield stands with an additional three stands located on the opposite side of Tottenham Court Road. Additional stands are located near to the entrance of Warren Street Underground Station.
- 3.26 The nearest Santander Cycle Hire facilities are located adjacent to Warren Street London Underground Station which is provided with 24 bikes / docking stations.

Figure 5 Local Cycle Infrastructure



Bus Services

- 3.27 The site is extremely well served by an extensive bus and London Underground (LU) network, providing high frequency services throughout the day, including night bus services to a wide range of destinations throughout London.
- 3.28 The nearest bus stop to the application site is located on Tottenham Court Road to the north of Maple Street. The bus stop (Stop X) serves northbound services and is located 190 metres from the site, accessible within a walk time of 2 minutes.
- 3.29 Southbound service are accessible from Stop N situated on Gower Street (A400) which is located 270 metres to the east of the application site. An additional bus stop is located on Euston Road, 350 metres to the north of the site (Stop V).
- 3.30 Table 3.1 below provides a summary of the bus routes operating within the vicinity of the application site.

Table 3.1 Summary of Local Bus Services

Bus Stop	Route No.	Frequency (no. buses per hour)						Route
		Mon - Fri		Saturday		Sunday		
		Day	Eve	Day	Eve	Day	Eve	
Tottenham Court Road / Gower Street	10	7	6	7	5	5	5	Hammersmith – Hyde Park Corner – Euston – Kings Cross
	14	8	6	8	6	5	5	Putney Heath – South Kensington – Warren Street Station
	24	10	5	9	6	8	6	Hampstead Heath – Trafalgar – Pimlico
	29	12	10	12	10	12	10	Wood Green – Holloway – Camden Town – Trafalgar Square
	73	13	10	12	10	10	10	Seven Sisters – Islington – Victoria
	134	9	8	9	9	8	8	North Finchley – Muswell Hill – Camden Town – Tottenham Court Road
	390	8	7	7	7	5	5	Archway – Euston – Hyde Park Corner – Notting Hall Gate
Euston Rd	8	9	7	9	7	6	6	Bow – Bank – Tottenham Court Road
	18	15	8	15	8	9	8	Sudbury – Kensal Green – Euston
	27	8	5	8	5	5	5	Chiswick B’ness Park – Kensington – Paddington – Chalk Farm
	30	6	5	6	5	5	5	Hackney Wick – Islington – Marble Arch
	88	8	5	8	5	5	4	Clapham Common – Westminster – Camden Town
	205	8	6	8	5	5	5	Bow – Shoreditch – King’s Cross – Paddington

3.31 A number of these services operate a 24 hour services 7 days a week. Table 3.2 provides a summary of the bus routes providing night services.

Table 3.2 Summary of Night Bus Services

Bus Stop	Route No.	Frequency (no. buses per hour)			Route
		Mon - Fri	Saturday	Sunday	
Tottenham Court Road / Gower Street	14	4	6	6	Putney Heath – South Kensington – Warren Street Station
	N24	4	4	4	Hampstead Heath – Trafalgar – Pimlico
	N20	2	6	2	Barnet – Archway – Trafalgar Square
	N29	8	18	18	Wood Green – Holloway – Camden Town – Trafalgar Square
	N73	2	5	5	Seven Sisters – Islington – Victoria
	134	4	5	5	North Finchley – Muswell Hill – Camden Town – Tottenham Court Road
	390	3	2	2	Archway – Euston – Hyde Park Corner – Notting Hall Gate
	N253	4	5	5	Aldgate – Hackney – Clapton – Holloway – Tottenham Court Road
	N279	3	5	3	Waltham Cross – Tottenham – Finsbury Park – Tottenham Court Road
Euston Rd	N8	3	8	8	Bow – Bank – Tottenham Court Road
	N18	4	6	6	Sudbury – Kensal Green – Euston
	N205	2	3	3	Bow – Shoreditch – King’s Cross – Paddington

London Underground Services

- 3.32 Warren Street Underground Station is located 290 metres to the north of the application site, accessible within a walk time of 4 minutes. Warren Street is situated on the Victoria and Northern Lines.
- 3.33 Euston Square Underground Station is located 400 metres to the north of the application site and is located on the Circle, Hammersmith & City and Metropolitan Lines.
- 3.34 Table 3.3 provides a summary of the destinations and frequencies of services from these stations.

Table 3.3 Summary of London Underground Services

Station	LU Line	Service Frequency	Destinations on Route
Warren Street	Victoria	Every 3 minutes	King's Cross St Pancras, Victoria, Vauxhall, Brixton, Walthamstow Central
	Northern	Every 2 minutes	Hampstead, Charing Cross, Waterloo, Clapham, Morden, Edgware, High Barnet
Euston Square	Circle	Every 3 minutes	Hammersmith, Liverpool Street, Westminster, Tower Hill, Notting Hill Gate
	Hammersmith & City	Every 4 minutes	Hammersmith, West Ham, Moorgate, Paddington, Barking
	Metropolitan	Every 3 minutes	Baker Street, Finchley Road, Wembley Park, Uxbridge, Amersham, Aldgate

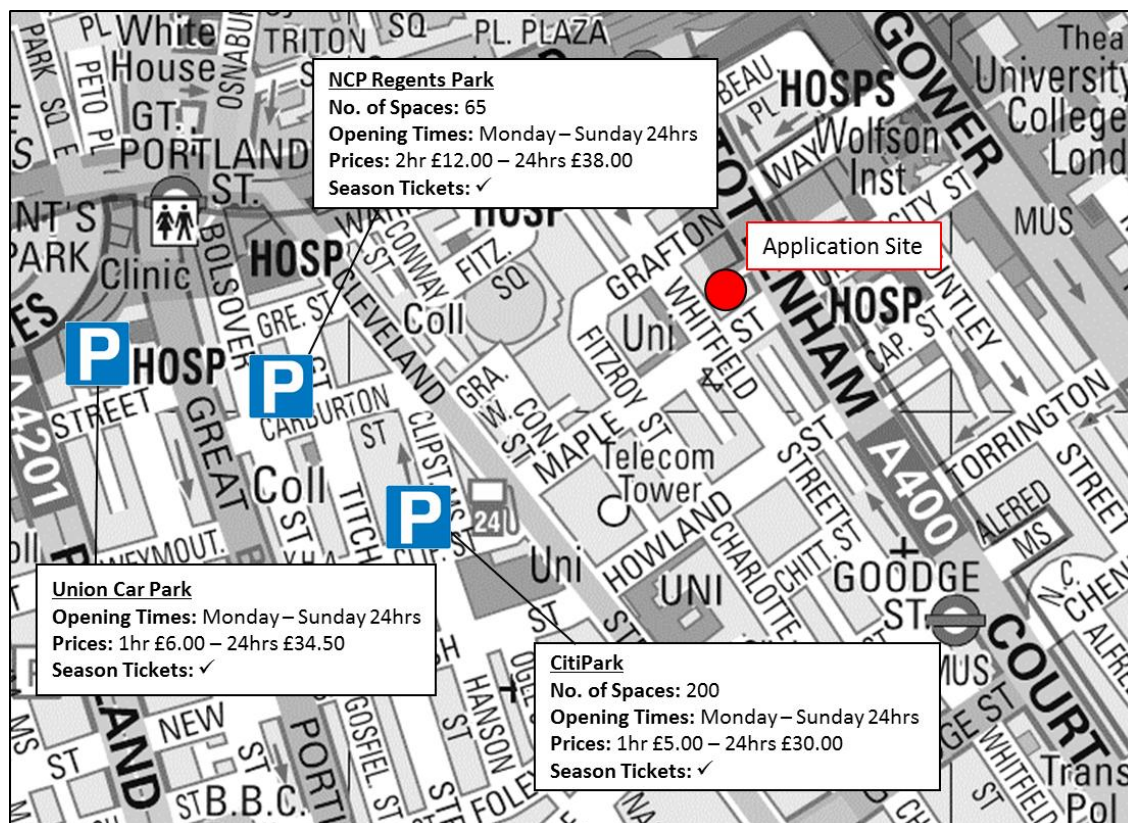
Car Club Bays

- 3.35 There are a number of car clubs within the vicinity of the application site which are operated by Zipcar™ or City Car Club. Each location provides one vehicle which the nearest located on Conway Street, 240 metres to the west of the site.

Public Car Parks

- 3.36 Within the vicinity of the application site there are a range of car parking facilities available. Figure 6 illustrates the location of near-by public car parking facilities with associated fees and opening hours.

Figure 6 Local Car Parking Provision



4. PROPOSED DEVELOPMENT & ACCESS STRATEGY

Proposed Development

- 4.1 The development proposals comprise the refurbishment to the existing office building which includes a 175sqm extension to the building and conversion of 91sqm GIA of the ground floor to provide a flexible A1/A3/B1 use unit. As a result of the proposals, the floor area of the building will increase from 2,099sqm GIA as existing, to 2,274sqm GIA. The proposed flexible use unit will accommodate a floor area of 91sqm GIA. The architect's plans are included as Appendix 2.
- 4.2 Pedestrian access to the site will be retained from Maple Street and Midford Place although both points of access will be reconfigured to incorporate access to the flexible unit and provide level access from the street.
- 4.3 Maple Street will form the primary access to the site with an access provided to the office use which will provide access to a reception area and all floors of the building. A separate access, from Maple Street will be provided to access the flexible use unit.
- 4.4 An additional access will also be provided from Maple Street which will provide direct access to the basement where cycle parking facilities will be located.
- 4.5 Currently the site does not provide any cycle parking or store facilities on-site. It is therefore proposed that the basement will be used to provide cycle parking for 40 cycles in addition to 4 shower/changing and 40 locker facilities as well as a cycle repair stand. This level of cycle parking exceed the standards outlined in the London Plan (2015) for B1a Office use which states 1 space per 90sqm for long-stay parking and 1 space per 500sqm for short-stay parking which is applicable to inner and central London areas.
- 4.6 If the flexible use area were to be occupied by Use Class A1/A3, the London Plan standards state that cycle parking should be provided from a threshold of 100sqm. Given that the floor area proposed for the flexible use will be 91sqm, it is proposed that existing cycle parking facilities within the vicinity of the site will be sufficient to meet demand.
- 4.7 Due to the extremely accessible nature of the application site, it is proposed that that no on-site car parking facilities will be provided, as per existing conditions.

Servicing & Deliveries

- 4.8 Any refuse and servicing requirements will take place from Tottenham Court Road. Servicing and delivery vehicles will use the existing loading bay which is located immediately to the north of Maple Street and then deliveries/bins will be wheeled to/from the site access on Midford Place. Given the frequency of refuse collection/deliveries it is considered that this arrangement will have no impact on the operation of the surrounding highway.

Construction Period

4.9 In order to minimise disturbance to any users, businesses and local residents, a number of mitigating measures will be implemented and enforced throughout the duration of the construction period. Details within the Construction Logistics Plan (CLP) to be prepared by the site contractor will include:

- Restricted hours of working to protect local amenity and avoid peak periods of congestion on Maple Street and other local streets;
- Measures to protect existing footways and marked pedestrian routes using barriers / signage, as appropriate;
- Protection of any statutory services equipment;
- Monitoring of vehicle movements and turning using banksmen, if appropriate;
- Details of any reinstatement works required following completion of works;

5. PERSON TRIP GENERATION & IMPACT ON OPERATION OF SURROUNDING NETWORK

- 5.1 To assess the person trip generational characteristics of the existing and proposed uses, the TRICS database has been examined and trip rates obtained for sites that exhibit similar characteristics. Multi-modal trip rates have been derived for both existing and proposed uses.

Existing Office Use – 2,099sqm GIA

- 5.2 Table 5.1 provides a summary of the predicted weekday AM and PM peak hour person trip rates by mode of travel associated with the existing office use based on a floor area of 2,099sqm GIA. Comparable office sites in terms of location and PTAL rating have been selected. Full details of the TRICS output are included as Appendix 3.

Table 5.1 AM & PM Peak Person Trip Rates – Existing Office Use (2,099sqm GIA)

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	0.166	3	0.038	1	0.055	1	0.179	4
Vehicle Passenger	0.019	0	0.004	0	0.012	0	0.031	1
Public Transport	1.232	26	0.019	1	0.097	2	1.494	31
Pedestrians	0.208	5	0.057	1	0.063	2	0.269	6
Cyclists	0.101	2	0.000	0	0.002	0	0.074	2
TOTALS	1.726	36	0.110	3	0.229	5	2.047	44

- 5.3 From Table 5.1 it can be seen that the existing use could generate in the order of 39 two-way person movements during a typical weekday AM period, of which 14% of trips would be undertake on foot and 68% of trips would be undertaken via public transport.
- 5.4 During a typical weekday PM peak period, it is predicted that the existing use could generate 49 two-way person movements, of which of which 15% of trips would be undertake on foot and 70% of trips would be undertaken via public transport.

Proposed Flexible Ground floor Space – 91sqm GIA

5.5 In order to provide a robust assessment, trip rates have been obtained from the TRICS database to reflect the proposed A1 use and the A3 use for the AM and PM peak periods. Only Central London site have been selected. A full copy of the TRICS outputs are included as Appendix 4 and 5. With regard to trip rates for the proposed B1 use, the trips used for the existing office assessment have been adopted.

5.6 Table 5.2 provides a summary of the AM and PM trip rates and associated total person movements for each of the proposed flexible land uses.

Table 5.2 Total Person Trip Generation for Flexible Ground floor Use

Use Class	AM Peak		PM Peak	
	Trip Rate	No. Trips	Trip Rate	No. Trips
A1	95.781	87	91.898	83
A3	-	-	14.663	13
B1	1.836	2	2.276	2

5.7 It can be seen from Table 5.2 that Use Class A1 could generate the highest number of trips out of the three land uses that could occupy the flexible ground floor spaces and has therefore been assessed as the 'worst case' scenario. Table 5.3 provides a summary of the AM and PM peak hourly multi-modal trip rates for the A1 use.

Table 5.3 Weekday AM & PM Person Trips – Proposed A1 Use (91 sqm GIA)

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	0.844	1	0.281	0	0.253	0	0.985	1
Vehicle Passenger	0.169	0	0.085	0	0.000	0	0.140	0
Public Transport	35.077	32	19.903	17	15.640	14	26.948	24
Pedestrians	12.377	11	27.426	25	31.336	29	15.527	14
Cyclists	0.478	0	0.141	0	0.422	0	0.647	1
TOTALS	48.945	44	46.836	43	47.651	43	44.247	40

- 5.8 From Table 5.3 it can be seen that the A1 use could generate in the order of 87 two-way person movements during a typical weekday AM period, of which 42% of trips would be undertaken on foot and 56% of trips would be undertaken via public transport.
- 5.9 During a typical weekday PM peak period, it is predicted that the proposed A1 use could generate in the order of 83 two-way person movements during a typical weekday AM period, of which 46% of trips would be undertaken on foot and 51% of trips would be undertaken via public transport.
- 5.10 It is considered that A1 and A3 land uses will not generate trips within their own right and instead trips will be linked to those already existing on the network. These linked trips would include those with journey purposes regarding visiting retail uses, other food-related uses or employees from local offices visiting the site for their lunch, after work or for meetings.
- 5.11 It is therefore envisaged that the land use which would generate the greatest impact on the highway network would be Use Class B1a Office as the trips generated by this use would be 'new' trips to the network.

Proposed Use – Use Class B1a Office – 2,274sqm GIA

- 5.12 In order to establish the trip generational characteristics of the proposed office development, based on the proposed extension to the building and including B1 uses of the 91sqm of flexible ground floor use, the same trip rates obtained for the existing office analysis has been used.
- 5.13 Table 5.4 provides a summary of the predicted AM and PM peak person trip rates by mode of travel associated with the proposed office use based on a floor area of 2,274sqm GIA.

Table 5.4 Weekday AM & PM Person Trips – Proposed Office Use (2,274sqm GIA)

Mode	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	Arrivals		Departures		Arrivals		Departures	
	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips	Trip Rate	No. Trips
Vehicle Driver	0.166	4	0.038	1	0.055	1	0.179	4
Vehicle Passenger	0.019	0	0.004	0	0.012	0	0.031	1
Public Transport	1.232	28	0.019	1	0.097	2	1.494	34
Pedestrians	0.208	5	0.057	1	0.063	2	0.269	6
Cyclists	0.101	2	0.000	0	0.002	0	0.074	2
TOTALS	1.726	39	0.110	3	0.229	4	2.047	47

- 5.14 From Table 5.4 it can be seen that the proposed B1 use could generate in the order of 42 two-way person movements during a typical weekday AM period, of which 14% of trips would be undertake on foot and 68% of trips would be undertaken via public transport.
- 5.15 During a typical weekday PM peak period, it is predicted that the proposed B1 use could generate 51 two-way person movements, of which 15% of trips would be undertake on foot and 70% of trips would be undertaken via public transport.
- 5.16 As noted above, the trips generated by the increase in B1a Office use are considered to be 'new' trips to the network. With this regard, a NET change analysis has been undertaken between the existing office use (as shown in Table 5.1) and the proposed office use (as shown in Table 5.4).
- 5.17 Table 5.5 provides a summary of the net change in vehicular movements between the existing office use and the proposed office use. It can be seen that as a result of the proposals there will be a negligible increase in the number of vehicle movements generated by the office use during the AM/PM peaks and over a typical weekday daily period. It is therefore considered that any residual impact on the surrounding road network will be negligible.

Table 5.5 **NET Change – Person Trip Rates**

	Existing B1a (2,099sqm GIA)	Proposed B1a (2,274sqm GIA)	NET Change
AM Peak	39	42	+3
PM Peak	49	51	+2

- 5.18 The increase in floor area of B1a Office use will also result in a slight increase in public transport, pedestrian and cycle movements to and from the site during the weekday typical AM and PM peak, and over a weekday daily period. It is considered that this increase will not contribute to additional pressure on the local pedestrian, cycle and public transport infrastructure.

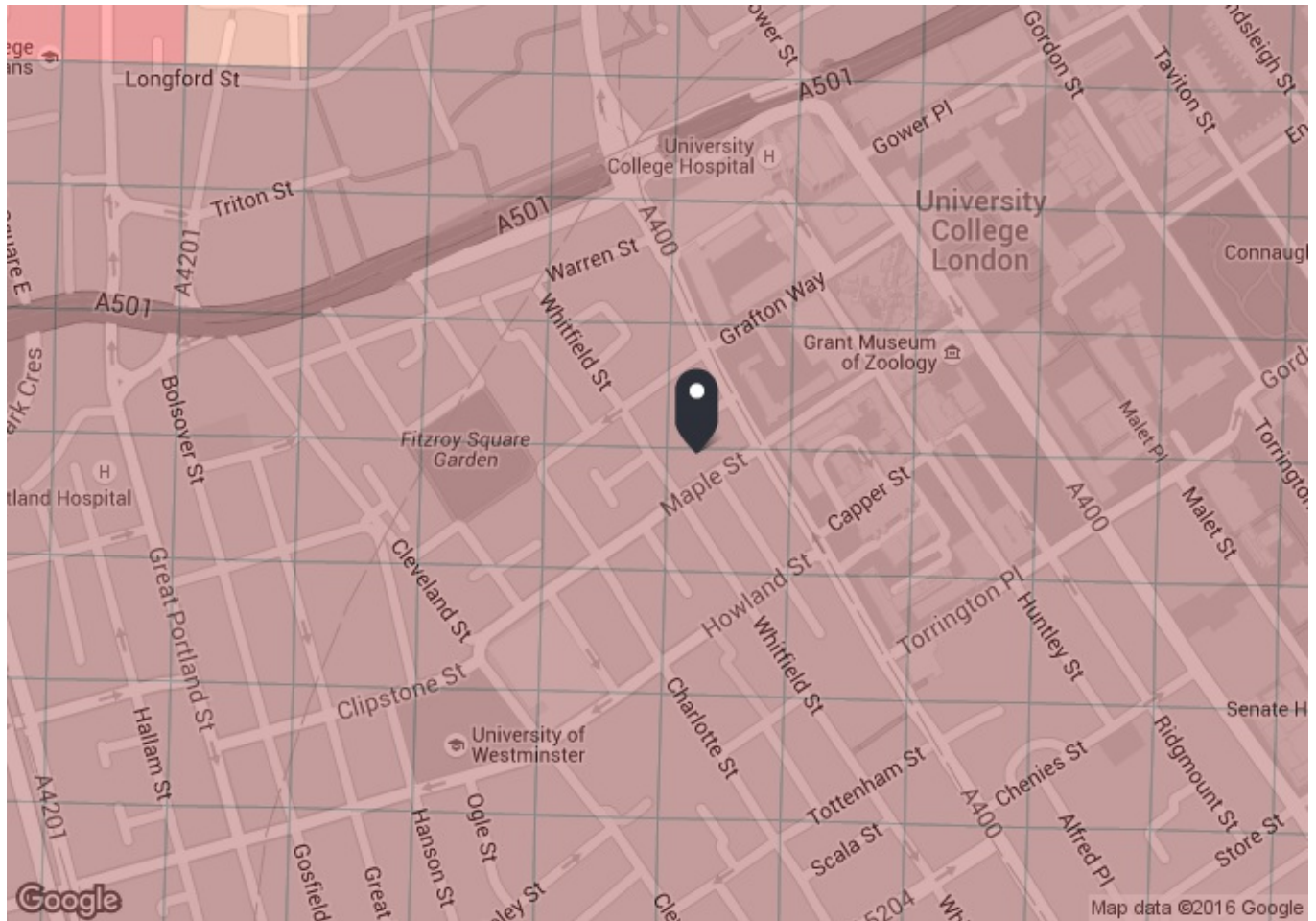
6. SUMMARY & CONCLUSIONS

6.1 This Transport Statement (TS) has been prepared on behalf of NFU Mutual in relation to the proposed refurbishment of an existing office building at 4 – 8 Maple Street, London, W1T 5HD. The refurbishment proposes an office extension to the the building in addition to the conversion of 91sqm GIA of the ground floor to provide flexible use for A1/A3/B1. From the results of the TS, the following is concluded:

- The application site is highly accessible by public transport via frequent London Underground and bus services located within easy walking distance. The application site has a PTAL rating of 6b;
- The site will retain access from Maple Street and Midford Place however both points of access will be reconfigured to include a separate entrance to the proposed flexible use unit and an additional access to the basement where cycle parking facilities will be located;
- The site will provide 40 cycle parking spaces which in in accordance with London Standards for Use Class B1a Office in addition to shower, changing and locker facilities at basement level;
- Due to the high accessibility of the site, no on-site vehicle parking will be proposed as per existing conditions;
- Servicing and refuse collection will take place on Tottenham Court Road from the existing loading bay located to the north of the Maple Street / Tottenham Court junction;
- It is considered that the proposed flexible A1/A3 use will not generate any trips within their own right and instead will generate linked trips whereby site users / customers will visit as part of an existing multi-purpose link trips. Therefore occupation of Use Class B1 will have the greatest impact in terms of trip generation however this is considered to be negligible;
- Over the AM and PM peak periods the proposed development could generate a negligible increase in person trips based on the proposed extension to the building. It is considered that any residual impact on the surrounding road network will be negligible and will not contribute to additional pressure on the local pedestrian, cycle and public transport infrastructure.

6.2 On the basis of the findings within this Transport Statement and in the context of para. 32 of the NPPF, it is considered that there are no residual cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and therefore planning permission should not be withheld on transport grounds.

APPENDIX 1



PTAL output for 2011 (Base year)

6b

WIT 5HD

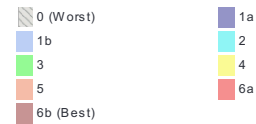
Maple St, Fitzrovia, London W1T 5HD, UK

Easting: 529321, Northing: 182087

Grid Cell: 88376

Report generated: 19/02/2016

Map key - PTAL



Map layers

PTAL (cell size: 100m)

Calculation Parameters

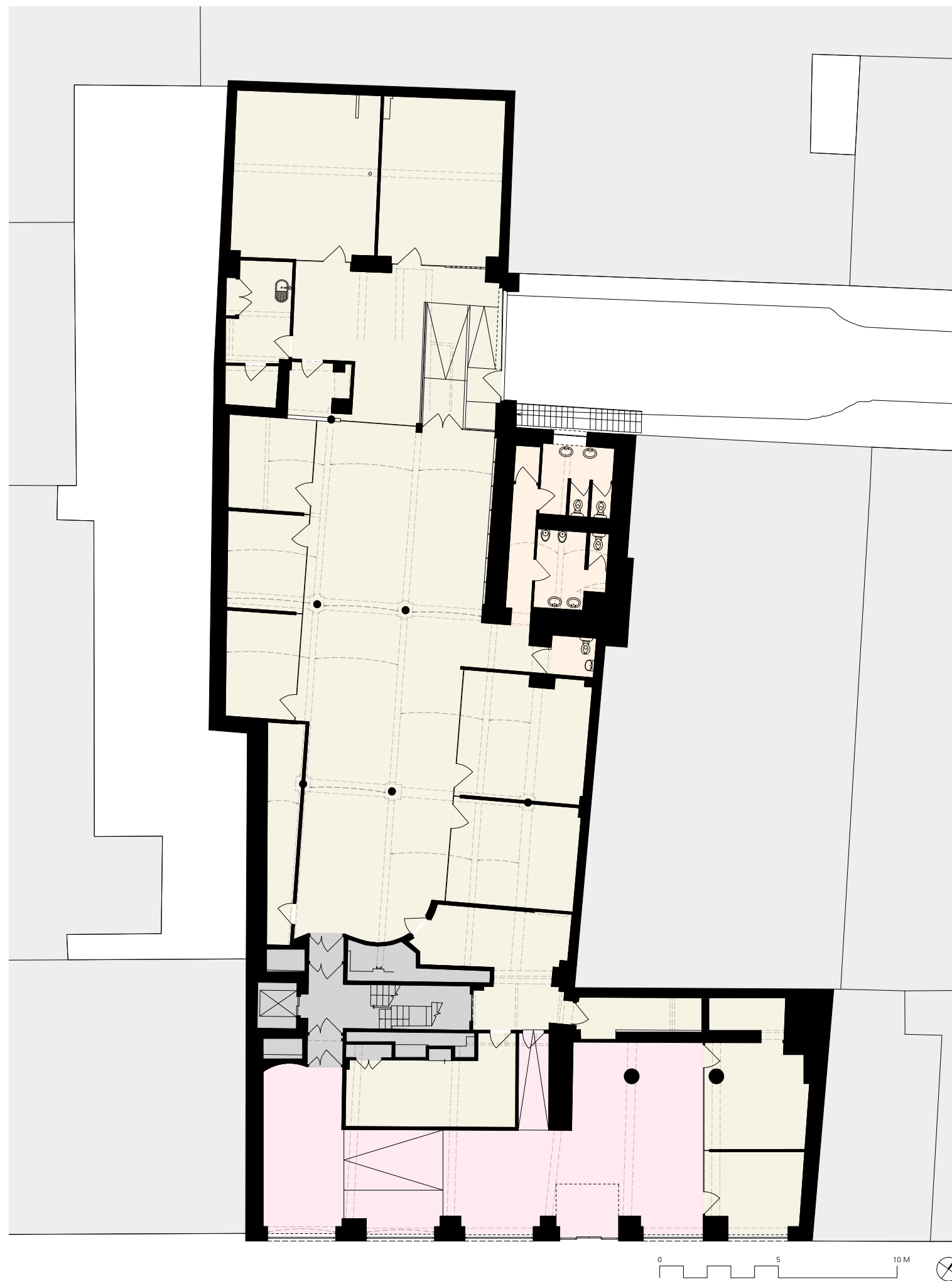
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WARREN STREET STATION	30	307.42	7.5	3.84	6	9.84	3.05	0.5	1.52
Bus	WARREN STREET STATION	88	307.42	8	3.84	5.75	9.59	3.13	0.5	1.56
Bus	WARREN STREET STATION	18	307.42	17	3.84	3.76	7.61	3.94	0.5	1.97
Bus	WARREN STREET STATION	27	307.42	8	3.84	5.75	9.59	3.13	0.5	1.56
Bus	WARREN STREET STATION	205	307.42	8	3.84	5.75	9.59	3.13	0.5	1.56
Bus	GOWER ST UNIVERSITY COLL	10	271.34	4.5	3.39	8.67	12.06	2.49	0.5	1.24
Bus	GOWER ST UNIVERSITY COLL	24	271.34	10	3.39	5	8.39	3.57	0.5	1.79
Bus	GOWER ST UNIVERSITY COLL	134	271.34	12	3.39	4.5	7.89	3.8	0.5	1.9
Bus	GOWER ST UNIVERSITY COLL	390	271.34	8	3.39	5.75	9.14	3.28	0.5	1.64
Bus	GOWER ST UNIVERSITY COLL	73	271.34	18	3.39	3.67	7.06	4.25	1	4.25
Bus	GOWER ST UNIVERSITY COLL	29	271.34	15	3.39	4	7.39	4.06	0.5	2.03
Bus	GOWER ST UNIVERSITY COLL	14	271.34	13	3.39	4.31	7.7	3.9	0.5	1.95
Bus	CHENIES STREET	8	488.57	10	6.11	5	11.11	2.7	0.5	1.35
LUL	Regent's Park	'QueensPk-EI&Castle'	863.3	11.01	10.79	3.47	14.27	2.1	0.5	1.05
LUL	Regent's Park	'EI&Castle-Harrow&W'	863.3	5.67	10.79	6.04	16.83	1.78	0.5	0.89
LUL	Regent's Park	'StbridgePk-EI&Castle'	863.3	5	10.79	6.75	17.54	1.71	0.5	0.86
LUL	Regent's Park	'Waterloo-QueensPk'	863.3	1	10.79	30.75	41.54	0.72	0.5	0.36
LUL	Regent's Park	'Waterloo-Harrow&W'	863.3	0.33	10.79	91.66	102.45	0.29	0.5	0.15
LUL	Tottenham Court Road	'Epping-Ealing '	899.56	3	11.24	10.75	21.99	1.36	0.5	0.68
LUL	Tottenham Court Road	'Epping-Whuislip '	899.56	3	11.24	10.75	21.99	1.36	0.5	0.68
LUL	Tottenham Court Road	'RuislipGar-Epping '	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'WhiteCity-Epping '	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon '	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'Northolt-Epping '	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'Debden-WRuislip '	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden '	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt '	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'RuislipGdns-Debden '	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip '	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'NActon-Loughton '	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'Loughton-WhiteCity'	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'Loughton-Northolt '	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton '	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'Ealing-NewburyPark'	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark'	899.56	0.33	11.24	91.66	102.9	0.29	0.5	0.15
LUL	Tottenham Court Road	'Hainault-Ealing '	899.56	5.33	11.24	6.38	17.62	1.7	0.5	0.85
LUL	Tottenham Court Road	'Hainault-Nacton '	899.56	1.33	11.24	23.31	34.55	0.87	0.5	0.43
LUL	Tottenham Court Road	'Hainault-WRuislip '	899.56	3.33	11.24	9.76	21	1.43	0.5	0.71
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns '	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'WhiteCity-Hainault '	899.56	1.67	11.24	18.71	29.96	1	0.5	0.5
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'GrangeHill-WD-Eal '	899.56	1	11.24	30.75	41.99	0.71	0.5	0.36
LUL	Tottenham Court Road	'GrangeHill-Wdld-Whit'	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Tottenham Court Road	'GrangeHill-Wdld-WRsp'	899.56	0.67	11.24	45.53	56.77	0.53	0.5	0.26
LUL	Warren Street	'Morden-Edgware '	316.84	4.67	3.96	7.17	11.13	2.69	0.5	1.35
LUL	Warren Street	'HighBarnet-Morden '	316.84	0.33	3.96	91.66	95.62	0.31	0.5	0.16
LUL	Warren Street	'Kennington-Edgware '	316.84	14.67	3.96	2.79	6.76	4.44	0.5	2.22
LUL	Warren Street	'HighBarnet-Kenningt '	316.84	5.33	3.96	6.38	10.34	2.9	0.5	1.45
LUL	Warren Street	'MillHill-Morden '	316.84	1.67	3.96	18.71	22.67	1.32	0.5	0.66
LUL	Warren Street	'MillHillE-Kenningt '	316.84	1.67	3.96	18.71	22.67	1.32	0.5	0.66
LUL	Warren Street	'Brixton-WalthamstowC'	316.84	15.67	3.96	2.66	6.62	4.53	1	4.53
LUL	Warren Street	'SevenSisters-Brixton'	316.84	11.67	3.96	3.32	7.28	4.12	0.5	2.06
LUL	Euston Square	'Edgware-Hammersmith '	487.27	6	6.09	5.75	11.84	2.53	0.5	1.27
LUL	Euston Square	'Barking-Hammersmith '	487.27	6.34	6.09	5.48	11.57	2.59	0.5	1.3
LUL	Euston Square	'Hammersmith-Plaistow'	487.27	1	6.09	30.75	36.84	0.81	0.5	0.41
LUL	Euston Square	'Aldgate-AmerFast '	487.27	1	6.09	30.75	36.84	0.81	0.5	0.41

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Euston Square	'Ches-AldgateFast'	487.27	2	6.09	15.75	21.84	1.37	0.5	0.69
LUL	Euston Square	'Ald-UxbridgeSlow'	487.27	4.33	6.09	7.68	13.77	2.18	0.5	1.09
LUL	Euston Square	'Watford-AldSfast'	487.27	3.67	6.09	8.92	15.02	2	0.5	1
LUL	Euston Square	'Aldg-WatfordSlow'	487.27	3.67	6.09	8.92	15.02	2	0.5	1
LUL	Euston Square	'Ald-HarrowHill '	487.27	1.33	6.09	23.31	29.4	1.02	0.5	0.51
Total Grid Cell AI:										57.92

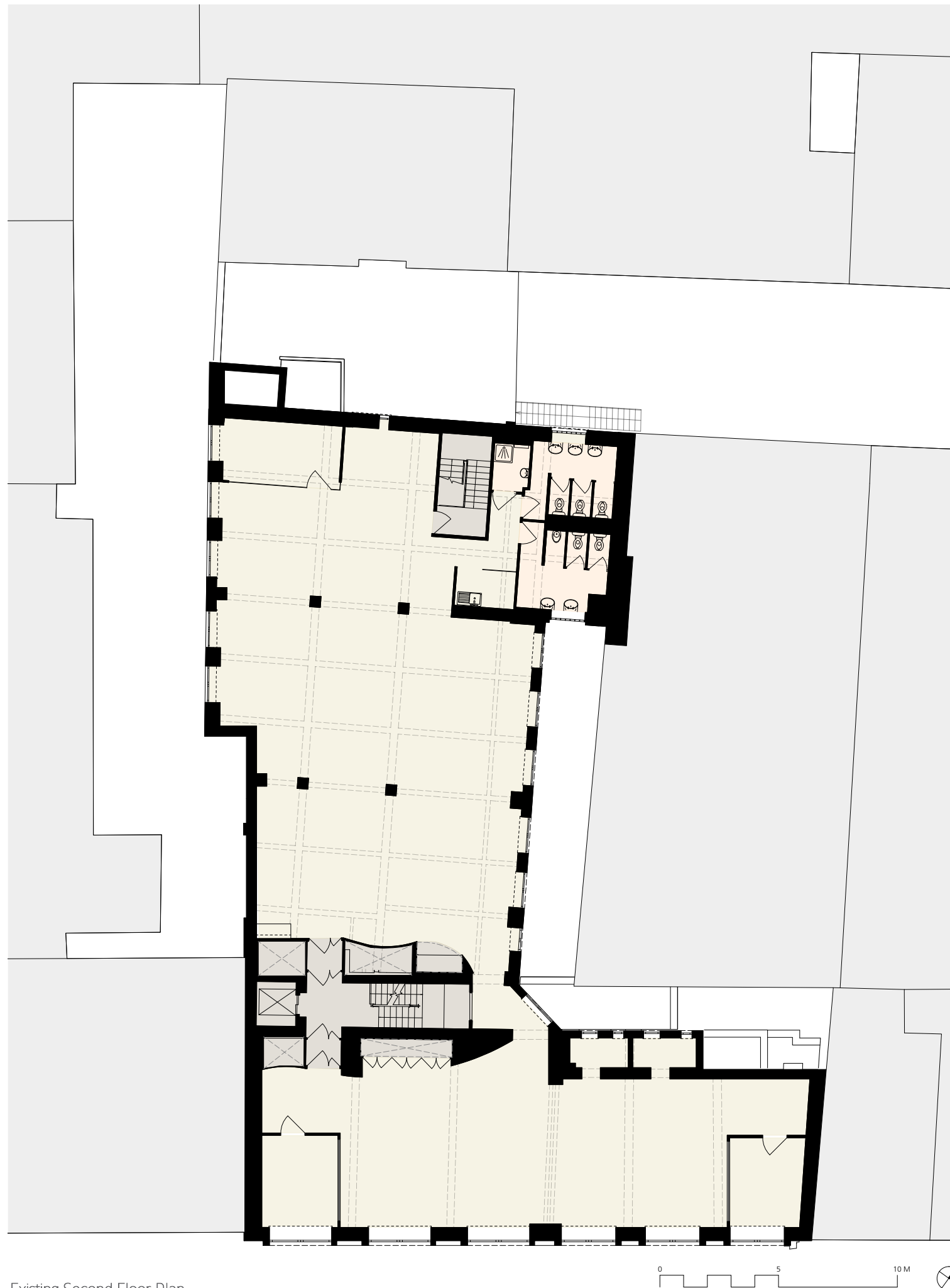
APPENDIX 2



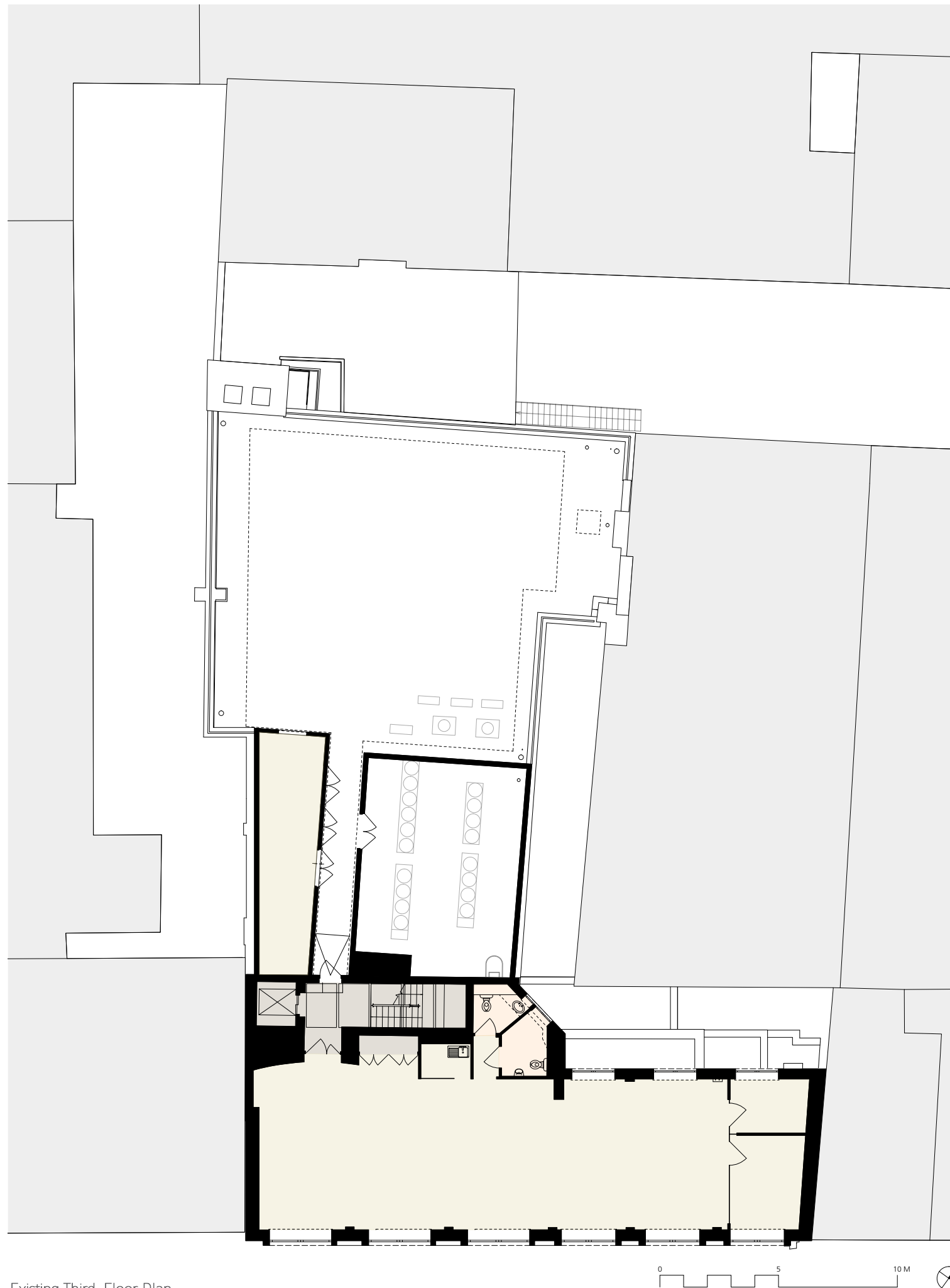
Existing Ground Floor Plan

BuckleyGrayYeoman

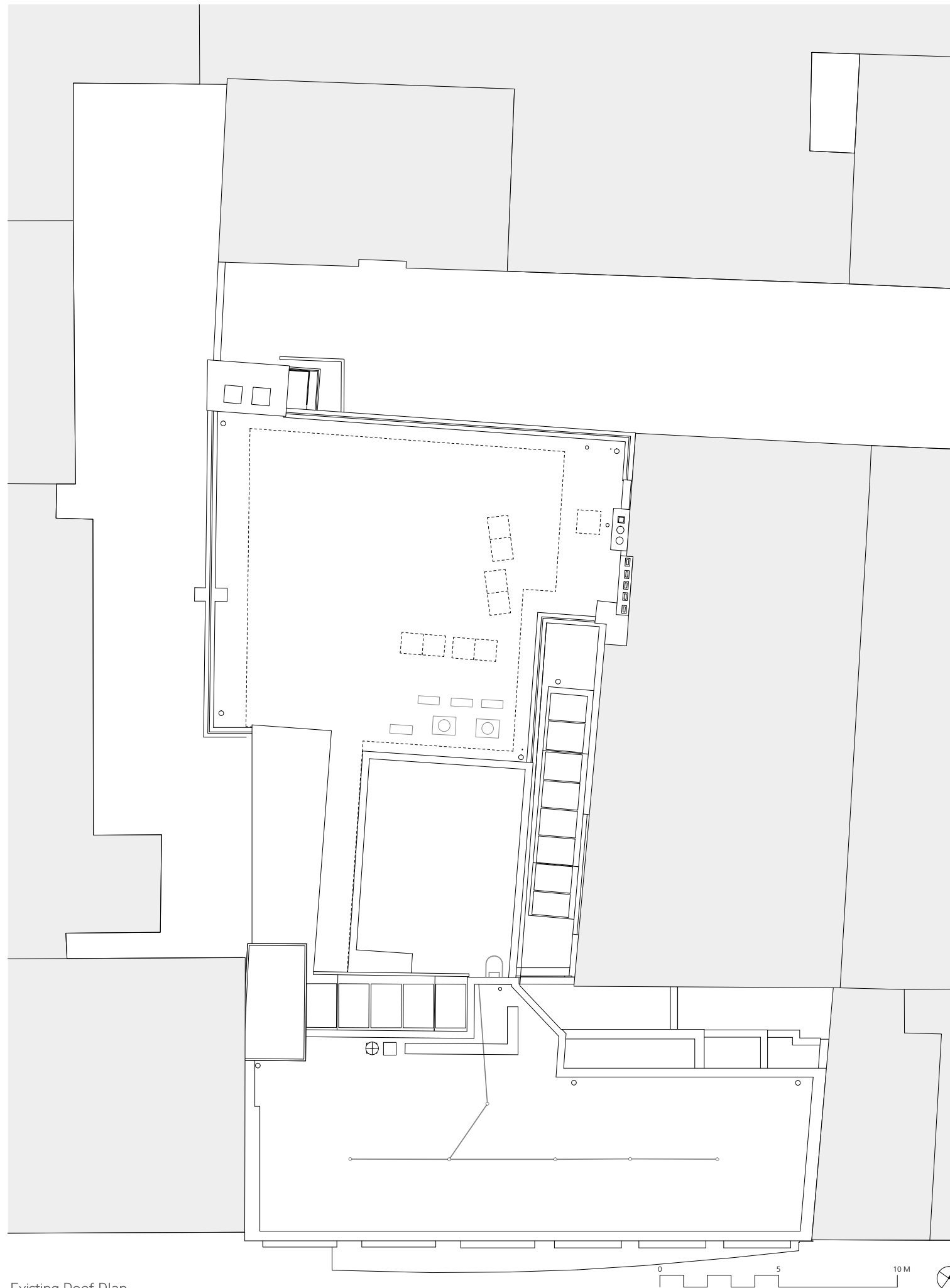




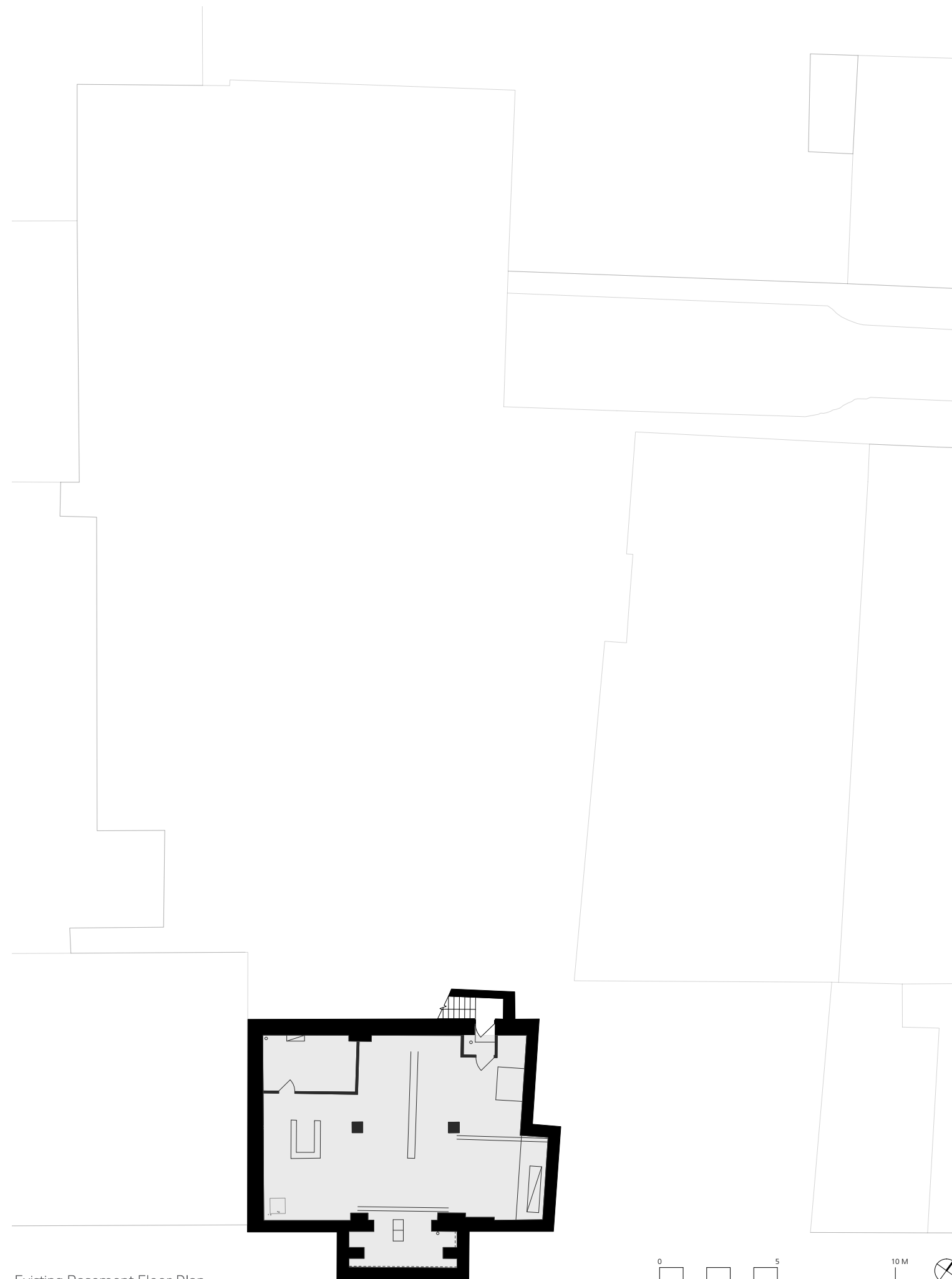
Existing Second Floor Plan



Existing Third Floor Plan

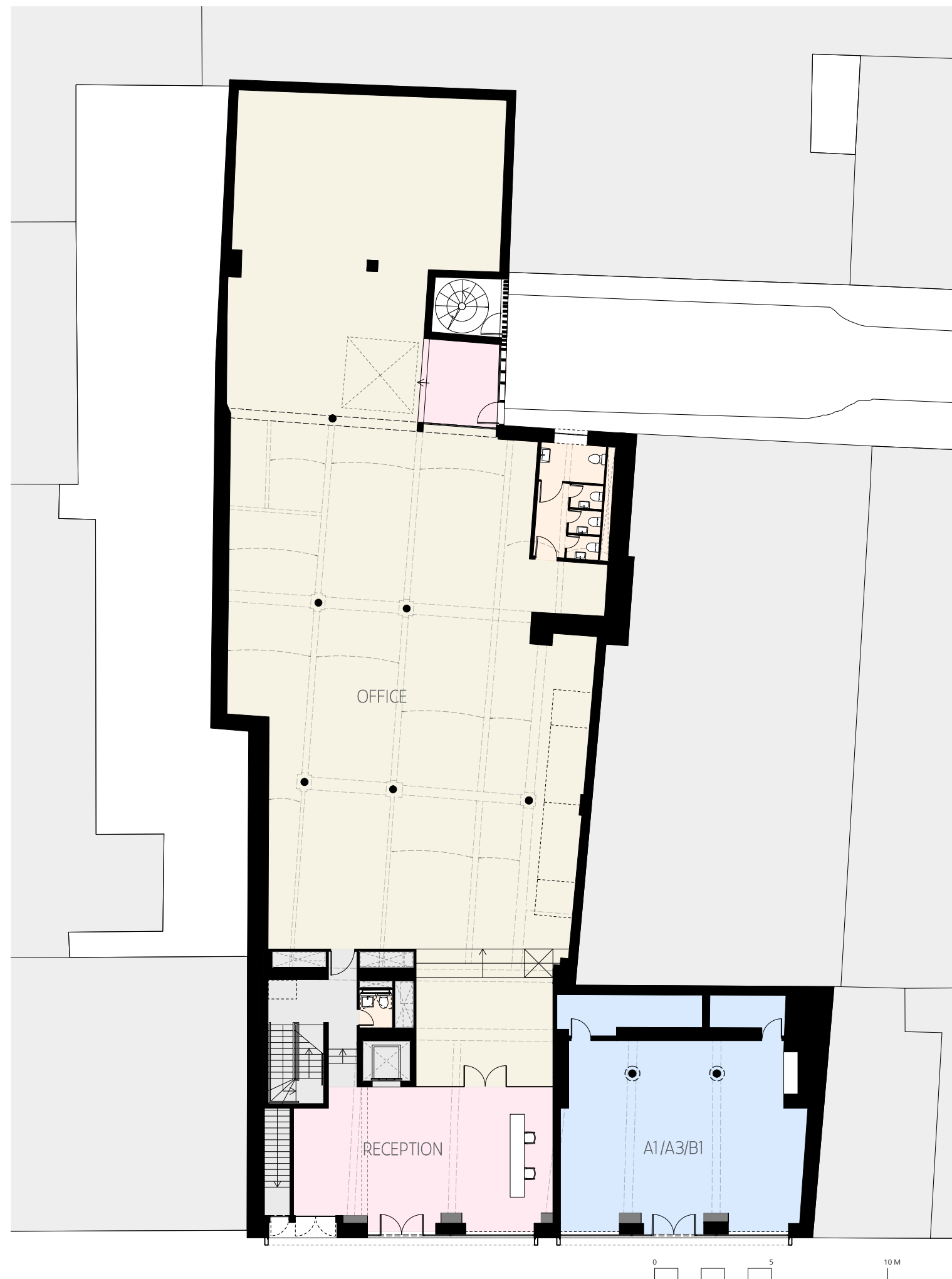


Existing Roof Plan



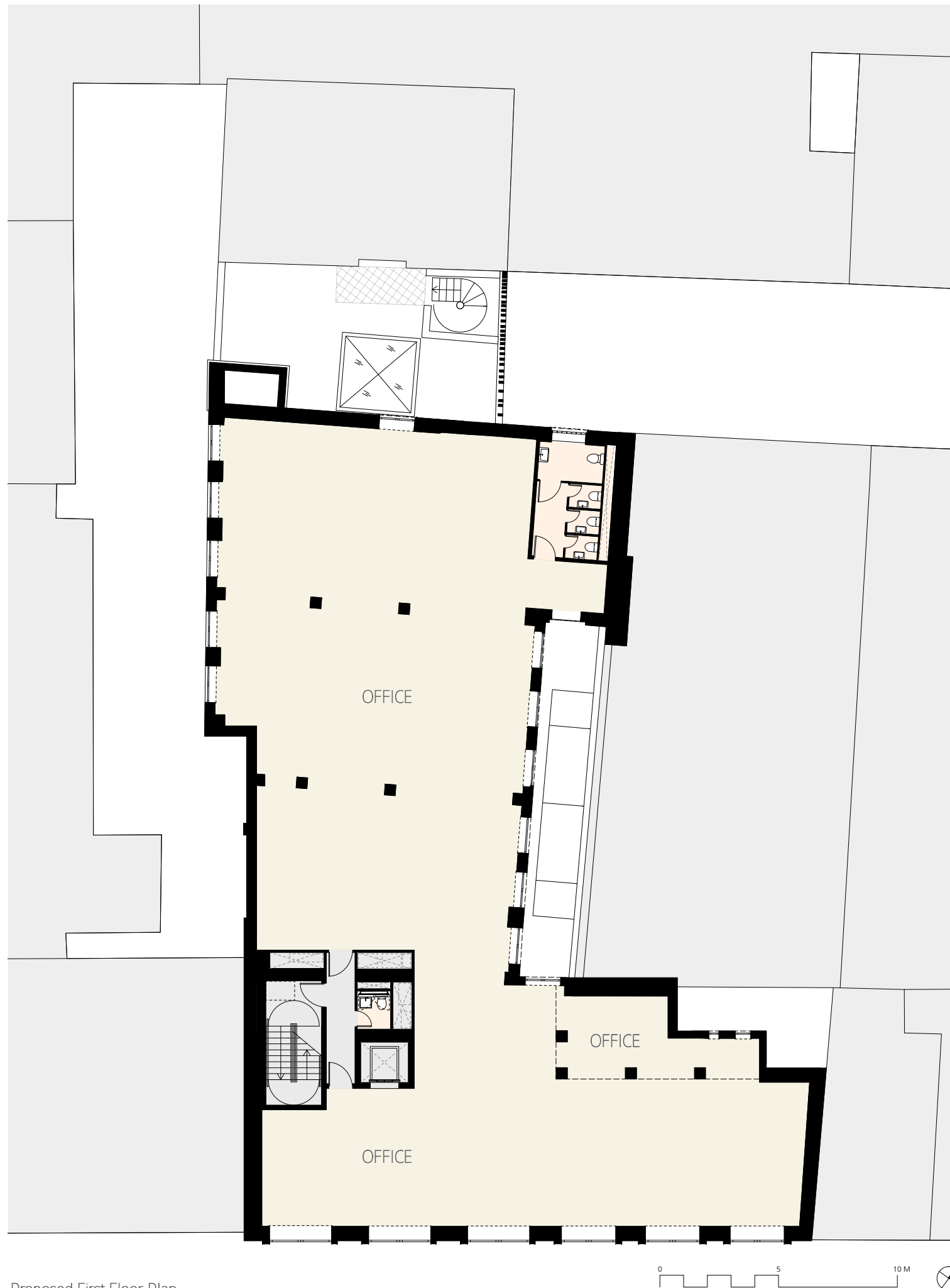
Existing Basement Floor Plan



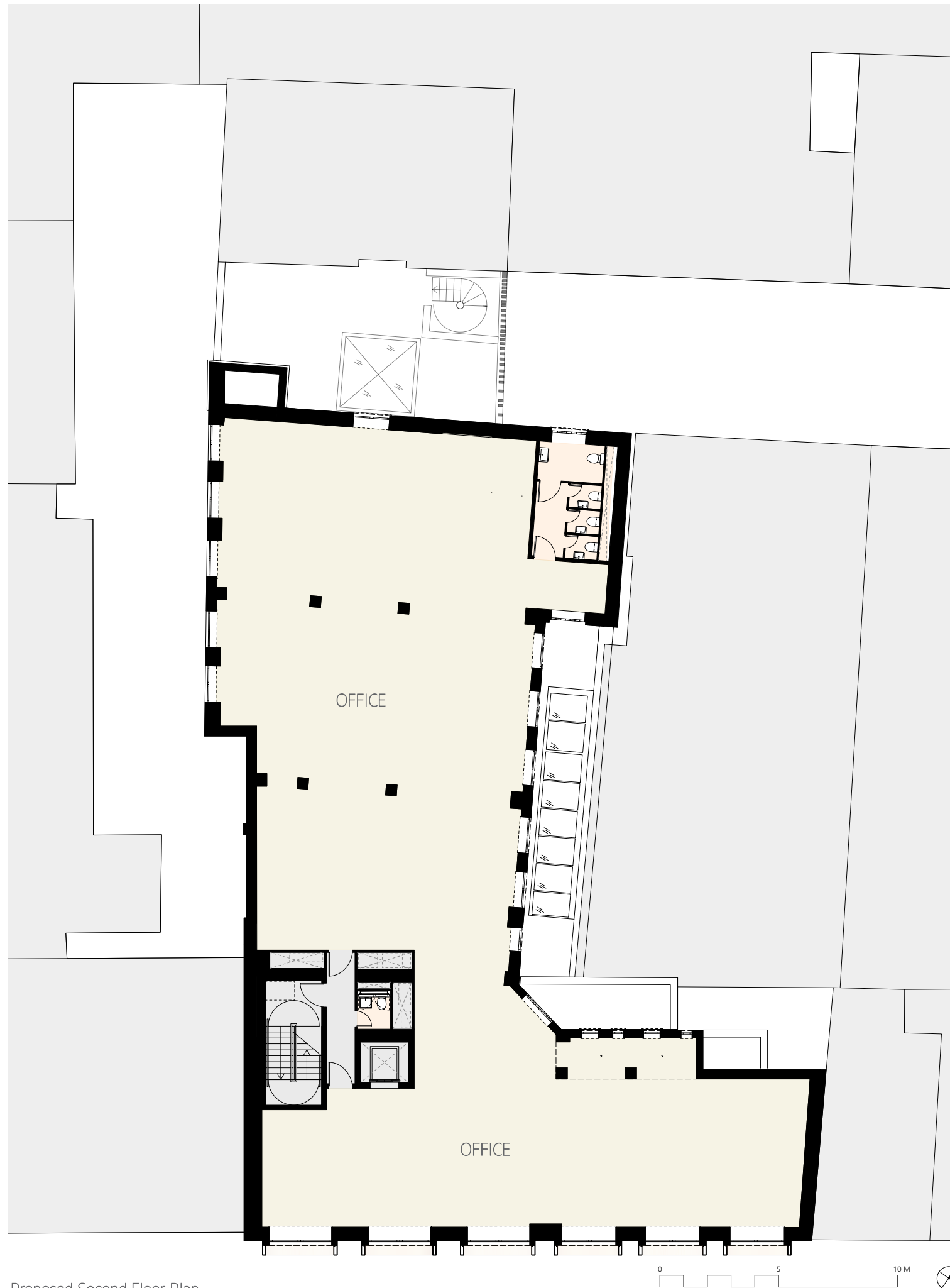


Proposed Ground Floor Plan

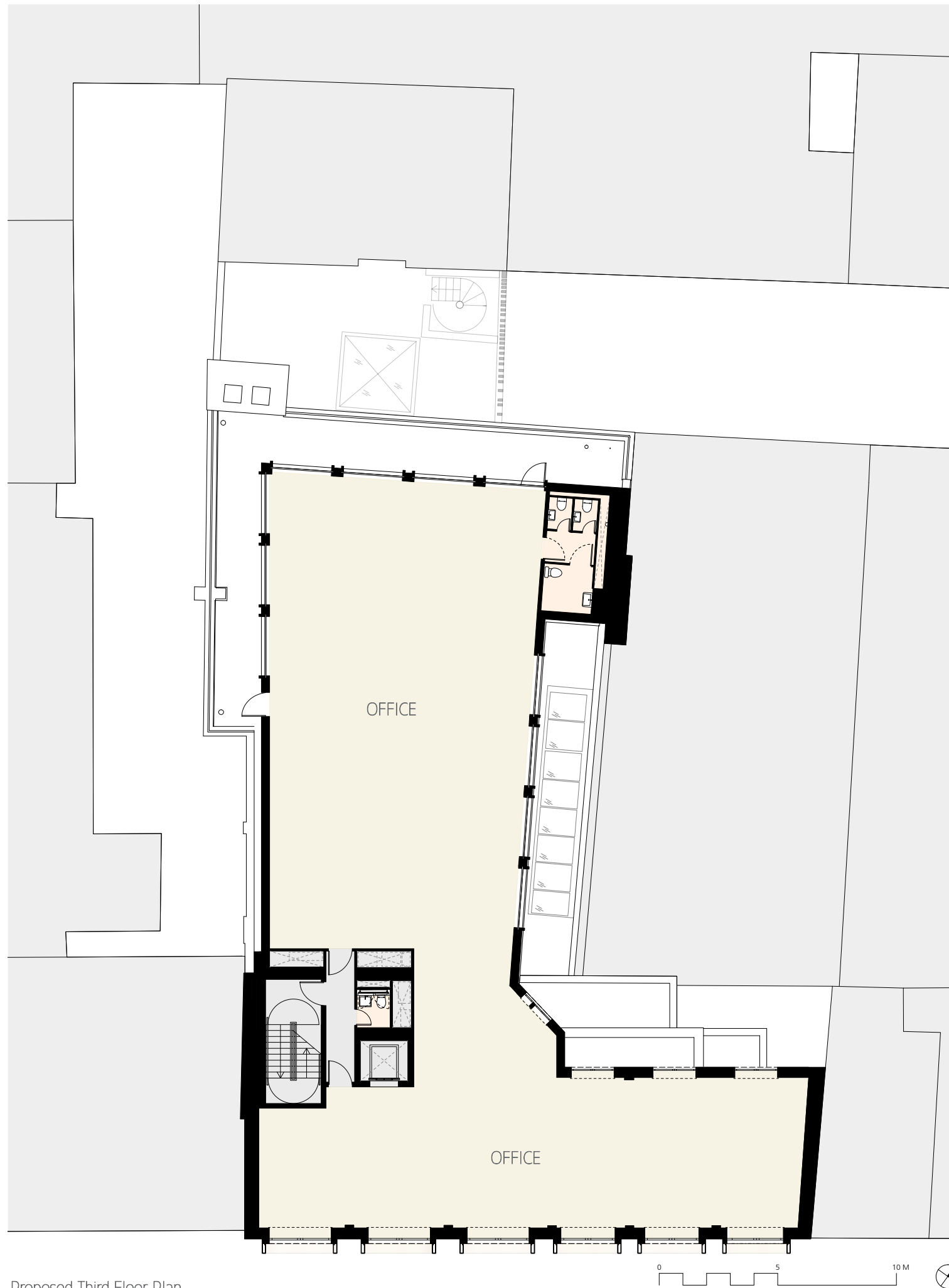
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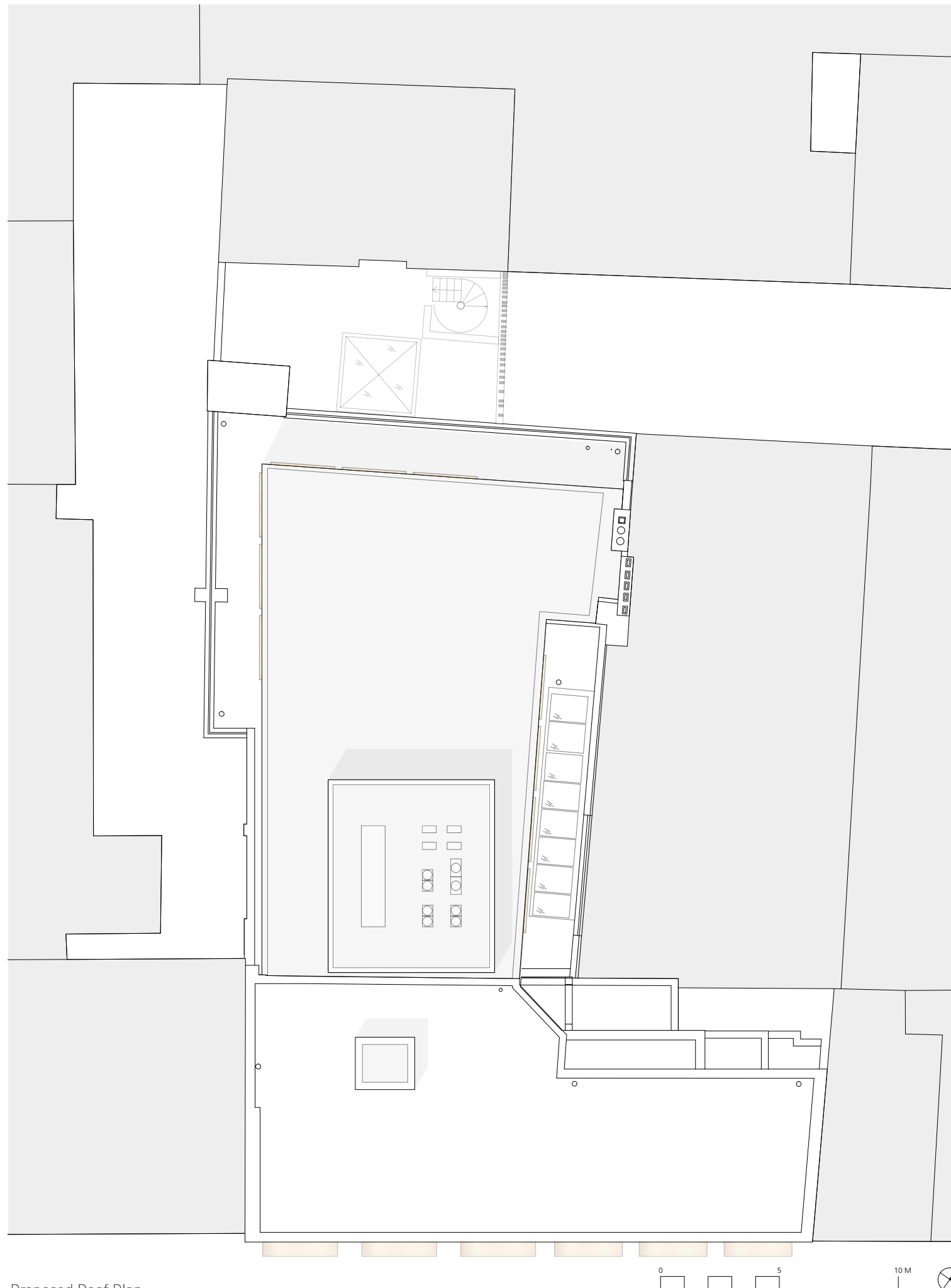
Proposed First Floor Plan



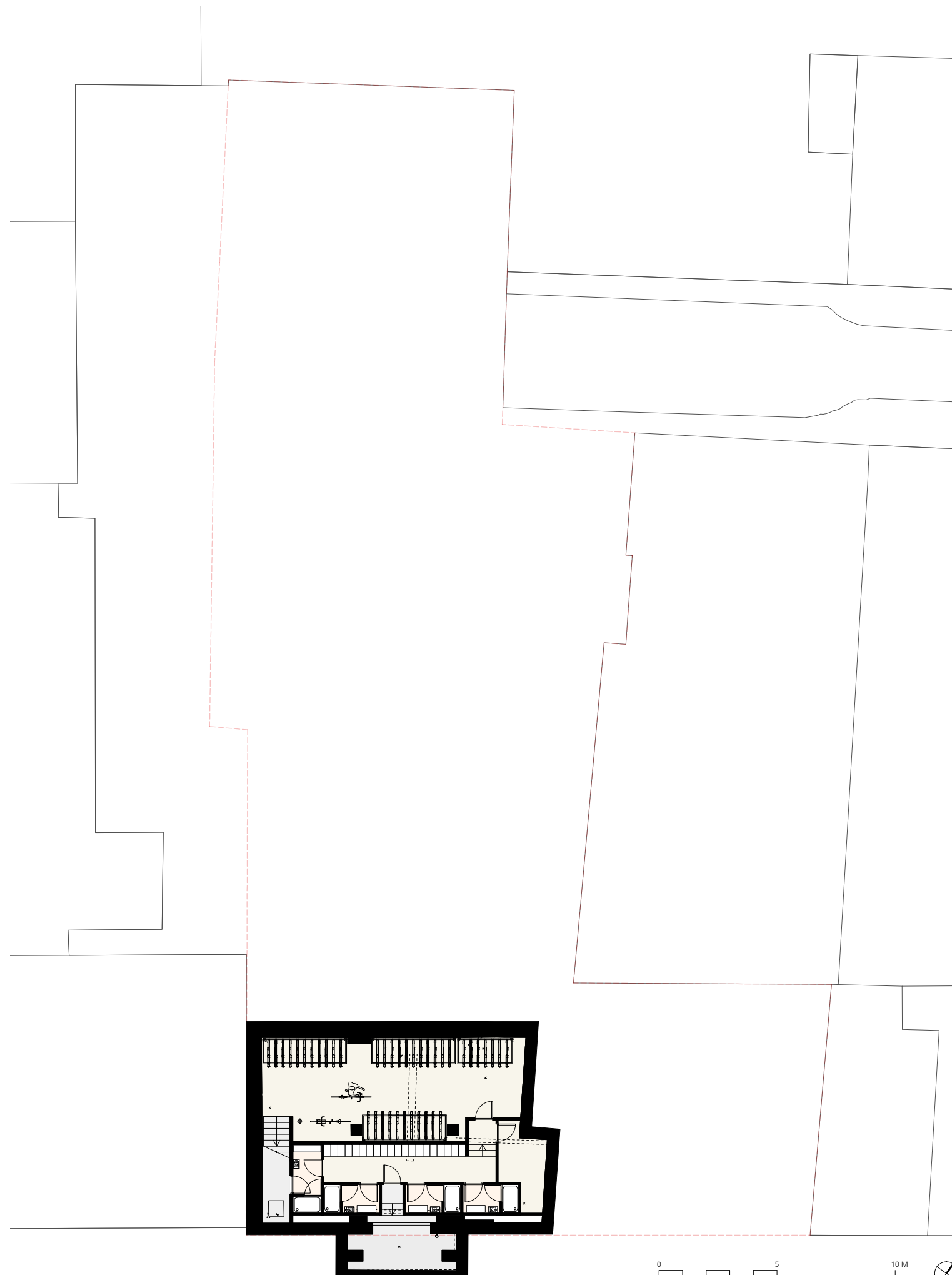
Proposed Second Floor Plan



Proposed Third Floor Plan



Proposed Roof Plan



Proposed Basement Floor Plan



APPENDIX 3

Calculation Reference: AUDIT-740101-160222-0214

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
CI	CITY OF LONDON	2 days
CN	CAMDEN	2 days
SK	SOUTHWARK	2 days
WH	WANDSWORTH	2 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 17187 (units: sqm)
 Range Selected by User: 408 to 17187 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 19/05/15

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
Wednesday	2 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	8 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 undertaken using machines.

Selected Locations:

Town Centre	5
Edge of Town 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.

Selected Location Sub Categories:

Commercial Zone	3
Built-Up Zone	5

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.

LIST OF SITES relevant to selection parameters

1	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre Built-Up Zone Total Gross floor area: 1386 sqm Survey date: WEDNESDAY 21/10/09	CITY OF LONDON	Survey Type: MANUAL
2	CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone Total Gross floor area: 9803 sqm Survey date: FRIDAY 29/11/13	CITY OF LONDON	Survey Type: MANUAL
3	CN-02-A-01 OFFICES ELY PLACE HOLBORN CIRCUS HOLBORN Edge of Town Centre Built-Up Zone Total Gross floor area: 4062 sqm Survey date: THURSDAY 23/10/08	CAMDEN	Survey Type: MANUAL
4	CN-02-A-02 OFFICES GRAYS INN ROAD CLERKENWELL Town Centre Built-Up Zone Total Gross floor area: 6056 sqm Survey date: WEDNESDAY 22/10/08	CAMDEN	Survey Type: MANUAL
5	SK-02-A-01 GLA HQ THE QUEENS WALK SOUTHWARK Town Centre Commercial Zone Total Gross floor area: 17187 sqm Survey date: TUESDAY 21/10/08	SOUTHWARK	Survey Type: MANUAL
6	SK-02-A-02 OFFICES ST OLAV'S COURT ROTHERHITHE Edge of Town Centre Commercial Zone Total Gross floor area: 2371 sqm Survey date: MONDAY 20/10/08	SOUTHWARK	Survey Type: MANUAL
7	WH-02-A-01 IT COMPANY UPPER RICHMOND ROAD EAST PUTNEY PUTNEY Edge of Town Centre Built-Up Zone Total Gross floor area: 5500 sqm Survey date: FRIDAY 28/06/02	WANDSWORTH	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8 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
CI-02-A-03	PTAL 4
HD-02-A-07	PTAL 4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	5948	0.042	8	5948	0.019	8	5948	0.061
08:00 - 09:00	8	5948	0.166	8	5948	0.038	8	5948	0.204
09:00 - 10:00	8	5948	0.195	8	5948	0.053	8	5948	0.248
10:00 - 11:00	8	5948	0.113	8	5948	0.105	8	5948	0.218
11:00 - 12:00	8	5948	0.099	8	5948	0.099	8	5948	0.198
12:00 - 13:00	8	5948	0.069	8	5948	0.069	8	5948	0.138
13:00 - 14:00	8	5948	0.078	8	5948	0.080	8	5948	0.158
14:00 - 15:00	8	5948	0.090	8	5948	0.067	8	5948	0.157
15:00 - 16:00	8	5948	0.097	8	5948	0.130	8	5948	0.227
16:00 - 17:00	8	5948	0.046	8	5948	0.078	8	5948	0.124
17:00 - 18:00	8	5948	0.055	8	5948	0.179	8	5948	0.234
18:00 - 19:00	8	5948	0.055	8	5948	0.118	8	5948	0.173
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.105			1.035			2.140

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 - 17187 (units: sqm)
Survey date range:	01/01/01 - 19/05/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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 shown. 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 for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	5948	0.021	8	5948	0.002	8	5948	0.023
08:00 - 09:00	8	5948	0.101	8	5948	0.000	8	5948	0.101
09:00 - 10:00	8	5948	0.095	8	5948	0.002	8	5948	0.097
10:00 - 11:00	8	5948	0.032	8	5948	0.015	8	5948	0.047
11:00 - 12:00	8	5948	0.004	8	5948	0.004	8	5948	0.008
12:00 - 13:00	8	5948	0.019	8	5948	0.011	8	5948	0.030
13:00 - 14:00	8	5948	0.015	8	5948	0.006	8	5948	0.021
14:00 - 15:00	8	5948	0.002	8	5948	0.011	8	5948	0.013
15:00 - 16:00	8	5948	0.006	8	5948	0.040	8	5948	0.046
16:00 - 17:00	8	5948	0.008	8	5948	0.040	8	5948	0.048
17:00 - 18:00	8	5948	0.002	8	5948	0.074	8	5948	0.076
18:00 - 19:00	8	5948	0.002	8	5948	0.059	8	5948	0.061
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.307			0.264			0.571

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 - 17187 (units: sqm)
Survey date range:	01/01/01 - 19/05/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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 shown. 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 for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	5948	0.059	8	5948	0.017	8	5948	0.076
08:00 - 09:00	8	5948	0.185	8	5948	0.034	8	5948	0.219
09:00 - 10:00	8	5948	0.221	8	5948	0.071	8	5948	0.292
10:00 - 11:00	8	5948	0.143	8	5948	0.130	8	5948	0.273
11:00 - 12:00	8	5948	0.124	8	5948	0.113	8	5948	0.237
12:00 - 13:00	8	5948	0.084	8	5948	0.086	8	5948	0.170
13:00 - 14:00	8	5948	0.107	8	5948	0.090	8	5948	0.197
14:00 - 15:00	8	5948	0.174	8	5948	0.097	8	5948	0.271
15:00 - 16:00	8	5948	0.141	8	5948	0.156	8	5948	0.297
16:00 - 17:00	8	5948	0.053	8	5948	0.101	8	5948	0.154
17:00 - 18:00	8	5948	0.067	8	5948	0.210	8	5948	0.277
18:00 - 19:00	8	5948	0.065	8	5948	0.177	8	5948	0.242
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.423			1.282			2.705

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 - 17187 (units: sqm)
 Survey date range: 01/01/01 - 19/05/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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 shown. 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 for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	5948	0.057	8	5948	0.015	8	5948	0.072
08:00 - 09:00	8	5948	0.208	8	5948	0.057	8	5948	0.265
09:00 - 10:00	8	5948	0.280	8	5948	0.126	8	5948	0.406
10:00 - 11:00	8	5948	0.237	8	5948	0.179	8	5948	0.416
11:00 - 12:00	8	5948	0.135	8	5948	0.317	8	5948	0.452
12:00 - 13:00	8	5948	0.666	8	5948	1.156	8	5948	1.822
13:00 - 14:00	8	5948	1.244	8	5948	1.070	8	5948	2.314
14:00 - 15:00	8	5948	0.622	8	5948	0.328	8	5948	0.950
15:00 - 16:00	8	5948	0.347	8	5948	0.231	8	5948	0.578
16:00 - 17:00	8	5948	0.130	8	5948	0.191	8	5948	0.321
17:00 - 18:00	8	5948	0.063	8	5948	0.269	8	5948	0.332
18:00 - 19:00	8	5948	0.065	8	5948	0.130	8	5948	0.195
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.054			4.069			8.123

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 - 17187 (units: sqm)
 Survey date range: 01/01/01 - 19/05/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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 shown. 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 for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	5948	0.280	8	5948	0.017	8	5948	0.297
08:00 - 09:00	8	5948	1.232	8	5948	0.019	8	5948	1.251
09:00 - 10:00	8	5948	1.404	8	5948	0.034	8	5948	1.438
10:00 - 11:00	8	5948	0.307	8	5948	0.160	8	5948	0.467
11:00 - 12:00	8	5948	0.242	8	5948	0.244	8	5948	0.486
12:00 - 13:00	8	5948	0.181	8	5948	0.265	8	5948	0.446
13:00 - 14:00	8	5948	0.189	8	5948	0.164	8	5948	0.353
14:00 - 15:00	8	5948	0.250	8	5948	0.214	8	5948	0.464
15:00 - 16:00	8	5948	0.240	8	5948	0.282	8	5948	0.522
16:00 - 17:00	8	5948	0.116	8	5948	0.616	8	5948	0.732
17:00 - 18:00	8	5948	0.097	8	5948	1.494	8	5948	1.591
18:00 - 19:00	8	5948	0.067	8	5948	0.645	8	5948	0.712
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		4.605			4.154			8.759	

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 - 17187 (units: sqm)
 Survey date range: 01/01/01 - 19/05/15
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 2

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 shown. 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 for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	8	5948	0.416	8	5948	0.050	8	5948	0.466
08:00 - 09:00	8	5948	1.726	8	5948	0.109	8	5948	1.835
09:00 - 10:00	8	5948	1.999	8	5948	0.233	8	5948	2.232
10:00 - 11:00	8	5948	0.719	8	5948	0.483	8	5948	1.202
11:00 - 12:00	8	5948	0.504	8	5948	0.679	8	5948	1.183
12:00 - 13:00	8	5948	0.950	8	5948	1.517	8	5948	2.467
13:00 - 14:00	8	5948	1.555	8	5948	1.330	8	5948	2.885
14:00 - 15:00	8	5948	1.049	8	5948	0.649	8	5948	1.698
15:00 - 16:00	8	5948	0.734	8	5948	0.708	8	5948	1.442
16:00 - 17:00	8	5948	0.307	8	5948	0.948	8	5948	1.255
17:00 - 18:00	8	5948	0.229	8	5948	2.047	8	5948	2.276
18:00 - 19:00	8	5948	0.200	8	5948	1.011	8	5948	1.211
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.388			9.764			20.152

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 - 17187 (units: sqm)
Survey date range:	01/01/01 - 19/05/15
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 4

Calculation Reference: AUDIT-740101-160223-0223

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01 GREATER LONDON
CN CAMDEN 2 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 1710 to 1845 (units: sqm)
Range Selected by User: 1710 to 7899 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 29/11/14

Selected survey days:

Monday 1 days
Tuesday 1 days

Selected survey types:

Manual count 2 days
Directional ATC Count 0 days

Selected Locations:

Town Centre 2

Selected Location Sub Categories:

Commercial Zone 1
Built-Up Zone 1

LIST OF SITES relevant to selection parameters

- 1 CN-01-A-05 SAINSBURY'S CENTRAL CAMDEN
TOTTENHAM COURT RD
- BLOOMSBURY
Town Centre
Built-Up Zone
Total Gross floor area: 1710 sqm
Survey date: TUESDAY 30/09/14 Survey Type: MANUAL
- 2 CN-01-A-06 SAINSBURY'S CENTRAL CAMDEN
KINGSWAY
- HOLBORN
Town Centre
Commercial Zone
Total Gross floor area: 1845 sqm
Survey date: MONDAY 29/09/14 Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HD-01-A-01	Outer London
KI-01-A-02	Outer London

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1778	0.844	2	1778	0.225	2	1778	1.069
08:00 - 09:00	2	1778	0.844	2	1778	0.281	2	1778	1.125
09:00 - 10:00	2	1778	0.703	2	1778	0.225	2	1778	0.928
10:00 - 11:00	2	1778	0.844	2	1778	0.591	2	1778	1.435
11:00 - 12:00	2	1778	0.591	2	1778	0.338	2	1778	0.929
12:00 - 13:00	2	1778	0.309	2	1778	0.422	2	1778	0.731
13:00 - 14:00	2	1778	0.450	2	1778	0.450	2	1778	0.900
14:00 - 15:00	2	1778	0.394	2	1778	0.394	2	1778	0.788
15:00 - 16:00	2	1778	0.563	2	1778	0.591	2	1778	1.154
16:00 - 17:00	2	1778	0.422	2	1778	0.956	2	1778	1.378
17:00 - 18:00	2	1778	0.253	2	1778	0.985	2	1778	1.238
18:00 - 19:00	2	1778	0.309	2	1778	0.759	2	1778	1.068
19:00 - 20:00	2	1778	0.084	2	1778	0.197	2	1778	0.281
20:00 - 21:00	2	1778	0.169	2	1778	0.253	2	1778	0.422
21:00 - 22:00	2	1778	0.113	2	1778	0.141	2	1778	0.254
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.892			6.808			13.700

Parameter summary

Trip rate parameter range selected: 1710 - 1845 (units: sqm)
 Survey date range: 01/01/07 - 29/11/14
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1778	0.225	2	1778	0.225	2	1778	0.450
08:00 - 09:00	2	1778	0.478	2	1778	0.141	2	1778	0.619
09:00 - 10:00	2	1778	0.309	2	1778	0.281	2	1778	0.590
10:00 - 11:00	2	1778	0.169	2	1778	0.113	2	1778	0.282
11:00 - 12:00	2	1778	0.253	2	1778	0.225	2	1778	0.478
12:00 - 13:00	2	1778	0.197	2	1778	0.056	2	1778	0.253
13:00 - 14:00	2	1778	0.197	2	1778	0.225	2	1778	0.422
14:00 - 15:00	2	1778	0.281	2	1778	0.338	2	1778	0.619
15:00 - 16:00	2	1778	0.113	2	1778	0.141	2	1778	0.254
16:00 - 17:00	2	1778	0.197	2	1778	0.309	2	1778	0.506
17:00 - 18:00	2	1778	0.422	2	1778	0.647	2	1778	1.069
18:00 - 19:00	2	1778	0.253	2	1778	0.338	2	1778	0.591
19:00 - 20:00	2	1778	0.084	2	1778	0.084	2	1778	0.168
20:00 - 21:00	2	1778	0.056	2	1778	0.113	2	1778	0.169
21:00 - 22:00	2	1778	0.225	2	1778	0.197	2	1778	0.422
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.459			3.433			6.892

Parameter summary

Trip rate parameter range selected: 1710 - 1845 (units: sqm)
 Survey date range: 01/01/07 - 29/11/14
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1778	0.985	2	1778	0.225	2	1778	1.210
08:00 - 09:00	2	1778	1.013	2	1778	0.366	2	1778	1.379
09:00 - 10:00	2	1778	0.788	2	1778	0.225	2	1778	1.013
10:00 - 11:00	2	1778	1.041	2	1778	0.816	2	1778	1.857
11:00 - 12:00	2	1778	0.647	2	1778	0.366	2	1778	1.013
12:00 - 13:00	2	1778	0.394	2	1778	0.506	2	1778	0.900
13:00 - 14:00	2	1778	0.703	2	1778	0.731	2	1778	1.434
14:00 - 15:00	2	1778	0.478	2	1778	0.450	2	1778	0.928
15:00 - 16:00	2	1778	0.731	2	1778	0.731	2	1778	1.462
16:00 - 17:00	2	1778	0.506	2	1778	1.153	2	1778	1.659
17:00 - 18:00	2	1778	0.253	2	1778	1.125	2	1778	1.378
18:00 - 19:00	2	1778	0.394	2	1778	0.844	2	1778	1.238
19:00 - 20:00	2	1778	0.084	2	1778	0.253	2	1778	0.337
20:00 - 21:00	2	1778	0.197	2	1778	0.281	2	1778	0.478
21:00 - 22:00	2	1778	0.141	2	1778	0.141	2	1778	0.282
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.355			8.213			16.568

Parameter summary

Trip rate parameter range selected: 1710 - 1845 (units: sqm)
 Survey date range: 01/01/07 - 29/11/14
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1778	5.795	2	1778	10.999	2	1778	16.794
08:00 - 09:00	2	1778	12.377	2	1778	27.426	2	1778	39.803
09:00 - 10:00	2	1778	12.264	2	1778	23.066	2	1778	35.330
10:00 - 11:00	2	1778	10.858	2	1778	19.719	2	1778	30.577
11:00 - 12:00	2	1778	10.970	2	1778	17.609	2	1778	28.579
12:00 - 13:00	2	1778	42.250	2	1778	49.283	2	1778	91.533
13:00 - 14:00	2	1778	45.204	2	1778	52.602	2	1778	97.806
14:00 - 15:00	2	1778	20.422	2	1778	23.235	2	1778	43.657
15:00 - 16:00	2	1778	20.788	2	1778	17.496	2	1778	38.284
16:00 - 17:00	2	1778	21.997	2	1778	16.962	2	1778	38.959
17:00 - 18:00	2	1778	31.336	2	1778	15.527	2	1778	46.863
18:00 - 19:00	2	1778	33.502	2	1778	24.838	2	1778	58.340
19:00 - 20:00	2	1778	23.966	2	1778	21.660	2	1778	45.626
20:00 - 21:00	2	1778	17.947	2	1778	18.031	2	1778	35.978
21:00 - 22:00	2	1778	11.871	2	1778	12.068	2	1778	23.939
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			321.547			350.521			672.068

Parameter summary

Trip rate parameter range selected: 1710 - 1845 (units: sqm)
 Survey date range: 01/01/07 - 29/11/14
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1778	17.159	2	1778	10.689	2	1778	27.848
08:00 - 09:00	2	1778	35.077	2	1778	18.903	2	1778	53.980
09:00 - 10:00	2	1778	25.429	2	1778	18.031	2	1778	43.460
10:00 - 11:00	2	1778	19.550	2	1778	12.039	2	1778	31.589
11:00 - 12:00	2	1778	17.665	2	1778	11.167	2	1778	28.832
12:00 - 13:00	2	1778	32.011	2	1778	23.572	2	1778	55.583
13:00 - 14:00	2	1778	40.563	2	1778	36.568	2	1778	77.131
14:00 - 15:00	2	1778	20.731	2	1778	19.972	2	1778	40.703
15:00 - 16:00	2	1778	15.921	2	1778	17.637	2	1778	33.558
16:00 - 17:00	2	1778	13.868	2	1778	19.691	2	1778	33.559
17:00 - 18:00	2	1778	15.640	2	1778	26.948	2	1778	42.588
18:00 - 19:00	2	1778	17.975	2	1778	30.605	2	1778	48.580
19:00 - 20:00	2	1778	14.318	2	1778	16.878	2	1778	31.196
20:00 - 21:00	2	1778	13.052	2	1778	14.205	2	1778	27.257
21:00 - 22:00	2	1778	9.451	2	1778	9.255	2	1778	18.706
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			308.410			286.160			594.570

Parameter summary

Trip rate parameter range selected: 1710 - 1845 (units: sqm)
 Survey date range: 01/01/07 - 29/11/14
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	1778	24.163	2	1778	22.138	2	1778	46.301
08:00 - 09:00	2	1778	48.945	2	1778	46.835	2	1778	95.780
09:00 - 10:00	2	1778	38.790	2	1778	41.603	2	1778	80.393
10:00 - 11:00	2	1778	31.617	2	1778	32.686	2	1778	64.303
11:00 - 12:00	2	1778	29.536	2	1778	29.367	2	1778	58.903
12:00 - 13:00	2	1778	74.852	2	1778	73.418	2	1778	148.270
13:00 - 14:00	2	1778	86.667	2	1778	90.127	2	1778	176.794
14:00 - 15:00	2	1778	41.913	2	1778	43.994	2	1778	85.907
15:00 - 16:00	2	1778	37.553	2	1778	36.006	2	1778	73.559
16:00 - 17:00	2	1778	36.568	2	1778	38.115	2	1778	74.683
17:00 - 18:00	2	1778	47.651	2	1778	44.248	2	1778	91.899
18:00 - 19:00	2	1778	52.124	2	1778	56.624	2	1778	108.748
19:00 - 20:00	2	1778	38.453	2	1778	38.875	2	1778	77.328
20:00 - 21:00	2	1778	31.252	2	1778	32.630	2	1778	63.882
21:00 - 22:00	2	1778	21.688	2	1778	21.660	2	1778	43.348
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			641.772			648.326			1290.098

Parameter summary

Trip rate parameter range selected: 1710 - 1845 (units: sqm)
 Survey date range: 01/01/07 - 29/11/14
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 5

APPENDIX 5

Calculation Reference: AUDIT-740101-160223-0219

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL VEHICLES

Selected regions and areas:

01 GREATER LONDON
CN CAMDEN 1 days

Filtering Stage 2 selection:

Parameter: Gross floor area
Actual Range: 341 to 341 (units: sqm)
Range Selected by User: 341 to 341 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 14/11/08

Selected survey days:

Friday 1 days

Selected survey types:

Manual count 1 days
Directional ATC Count 0 days

Selected Locations:

Town Centre 1

Selected Location Sub Categories:

Built-Up Zone 1

LIST OF SITES relevant to selection parameters

1	CN-06-B-01	WAGAMAMA	CAMDEN
	STREATHAM STREET		
	HOLBORN		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	341 sqm	
	Survey date: FRIDAY	14/11/08	Survey Type: MANUAL

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	341	0.293	1	341	0.293	1	341	0.586
11:00 - 12:00	1	341	0.000	1	341	0.000	1	341	0.000
12:00 - 13:00	1	341	0.000	1	341	0.000	1	341	0.000
13:00 - 14:00	1	341	0.293	1	341	0.293	1	341	0.586
14:00 - 15:00	1	341	0.293	1	341	0.293	1	341	0.586
15:00 - 16:00	1	341	0.000	1	341	0.000	1	341	0.000
16:00 - 17:00	1	341	0.000	1	341	0.000	1	341	0.000
17:00 - 18:00	1	341	0.000	1	341	0.000	1	341	0.000
18:00 - 19:00	1	341	0.293	1	341	0.293	1	341	0.586
19:00 - 20:00	1	341	0.293	1	341	0.293	1	341	0.586
20:00 - 21:00	1	341	0.000	1	341	0.000	1	341	0.000
21:00 - 22:00	1	341	0.000	1	341	0.000	1	341	0.000
22:00 - 23:00	1	341	0.000	1	341	0.000	1	341	0.000
23:00 - 24:00	1	341	0.000	1	341	0.000	1	341	0.000
Total Rates:			1.465				1.465	2.930	

Parameter summary

Trip rate parameter range selected: 341 - 341 (units: sqm)
 Survey date range: 01/01/07 - 14/11/08
 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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	341	0.000	1	341	0.000	1	341	0.000
11:00 - 12:00	1	341	0.000	1	341	0.000	1	341	0.000
12:00 - 13:00	1	341	0.000	1	341	0.000	1	341	0.000
13:00 - 14:00	1	341	0.000	1	341	0.000	1	341	0.000
14:00 - 15:00	1	341	0.000	1	341	0.000	1	341	0.000
15:00 - 16:00	1	341	0.000	1	341	0.000	1	341	0.000
16:00 - 17:00	1	341	0.000	1	341	0.000	1	341	0.000
17:00 - 18:00	1	341	0.000	1	341	0.000	1	341	0.000
18:00 - 19:00	1	341	0.000	1	341	0.000	1	341	0.000
19:00 - 20:00	1	341	0.000	1	341	0.000	1	341	0.000
20:00 - 21:00	1	341	0.000	1	341	0.000	1	341	0.000
21:00 - 22:00	1	341	0.000	1	341	0.000	1	341	0.000
22:00 - 23:00	1	341	0.000	1	341	0.000	1	341	0.000
23:00 - 24:00	1	341	0.000	1	341	0.000	1	341	0.000
Total Rates:			0.000				0.000		

Parameter summary

Trip rate parameter range selected: 341 - 341 (units: sqm)
 Survey date range: 01/01/07 - 14/11/08
 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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	341	0.293	1	341	0.293	1	341	0.586
11:00 - 12:00	1	341	0.000	1	341	0.000	1	341	0.000
12:00 - 13:00	1	341	0.000	1	341	0.000	1	341	0.000
13:00 - 14:00	1	341	0.293	1	341	0.293	1	341	0.586
14:00 - 15:00	1	341	0.293	1	341	0.293	1	341	0.586
15:00 - 16:00	1	341	0.000	1	341	0.000	1	341	0.000
16:00 - 17:00	1	341	0.000	1	341	0.000	1	341	0.000
17:00 - 18:00	1	341	0.000	1	341	0.000	1	341	0.000
18:00 - 19:00	1	341	0.587	1	341	0.587	1	341	1.174
19:00 - 20:00	1	341	0.293	1	341	0.293	1	341	0.586
20:00 - 21:00	1	341	0.000	1	341	0.000	1	341	0.000
21:00 - 22:00	1	341	0.000	1	341	0.000	1	341	0.000
22:00 - 23:00	1	341	0.000	1	341	0.000	1	341	0.000
23:00 - 24:00	1	341	0.000	1	341	0.000	1	341	0.000
Total Rates:			1.759				1.759	3.518	

Parameter summary

Trip rate parameter range selected: 341 - 341 (units: sqm)
 Survey date range: 01/01/07 - 14/11/08
 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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	341	0.000	1	341	0.000	1	341	0.000
11:00 - 12:00	1	341	1.466	1	341	0.000	1	341	1.466
12:00 - 13:00	1	341	17.595	1	341	2.346	1	341	19.941
13:00 - 14:00	1	341	18.475	1	341	20.528	1	341	39.003
14:00 - 15:00	1	341	2.346	1	341	6.158	1	341	8.504
15:00 - 16:00	1	341	2.346	1	341	1.760	1	341	4.106
16:00 - 17:00	1	341	1.466	1	341	0.587	1	341	2.053
17:00 - 18:00	1	341	4.106	1	341	2.639	1	341	6.745
18:00 - 19:00	1	341	7.918	1	341	7.331	1	341	15.249
19:00 - 20:00	1	341	8.211	1	341	4.985	1	341	13.196
20:00 - 21:00	1	341	2.346	1	341	4.399	1	341	6.745
21:00 - 22:00	1	341	1.760	1	341	2.639	1	341	4.399
22:00 - 23:00	1	341	1.760	1	341	4.106	1	341	5.866
23:00 - 24:00	1	341	0.000	1	341	0.587	1	341	0.587
Total Rates:			69.795				58.065	127.860	

Parameter summary

Trip rate parameter range selected: 341 - 341 (units: sqm)
 Survey date range: 01/01/07 - 14/11/08
 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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	341	0.000	1	341	0.000	1	341	0.000
11:00 - 12:00	1	341	1.466	1	341	0.000	1	341	1.466
12:00 - 13:00	1	341	11.144	1	341	1.466	1	341	12.610
13:00 - 14:00	1	341	8.504	1	341	14.663	1	341	23.167
14:00 - 15:00	1	341	5.865	1	341	10.850	1	341	16.715
15:00 - 16:00	1	341	3.226	1	341	7.625	1	341	10.851
16:00 - 17:00	1	341	2.639	1	341	2.933	1	341	5.572
17:00 - 18:00	1	341	2.933	1	341	4.985	1	341	7.918
18:00 - 19:00	1	341	7.331	1	341	8.211	1	341	15.542
19:00 - 20:00	1	341	9.384	1	341	6.452	1	341	15.836
20:00 - 21:00	1	341	8.798	1	341	6.745	1	341	15.543
21:00 - 22:00	1	341	7.038	1	341	8.504	1	341	15.542
22:00 - 23:00	1	341	0.000	1	341	5.279	1	341	5.279
23:00 - 24:00	1	341	0.000	1	341	2.346	1	341	2.346
Total Rates:			68.328				80.059	148.387	

Parameter summary

Trip rate parameter range selected: 341 - 341 (units: sqm)
 Survey date range: 01/01/07 - 14/11/08
 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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	341	0.293	1	341	0.293	1	341	0.586
11:00 - 12:00	1	341	2.933	1	341	0.000	1	341	2.933
12:00 - 13:00	1	341	28.739	1	341	3.812	1	341	32.551
13:00 - 14:00	1	341	27.273	1	341	35.484	1	341	62.757
14:00 - 15:00	1	341	8.504	1	341	17.302	1	341	25.806
15:00 - 16:00	1	341	5.572	1	341	9.384	1	341	14.956
16:00 - 17:00	1	341	4.106	1	341	3.519	1	341	7.625
17:00 - 18:00	1	341	7.038	1	341	7.625	1	341	14.663
18:00 - 19:00	1	341	15.836	1	341	16.129	1	341	31.965
19:00 - 20:00	1	341	17.889	1	341	11.730	1	341	29.619
20:00 - 21:00	1	341	11.144	1	341	11.144	1	341	22.288
21:00 - 22:00	1	341	8.798	1	341	11.144	1	341	19.942
22:00 - 23:00	1	341	1.760	1	341	9.384	1	341	11.144
23:00 - 24:00	1	341	0.000	1	341	2.933	1	341	2.933
Total Rates:			139.885				139.883	279.768	

Parameter summary

Trip rate parameter range selected: 341 - 341 (units: sqm)
 Survey date range: 01/01/07 - 14/11/08
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0