93-103 DRUMMOND STREET, LONDON, NW1 2HJ

TRANSPORT NOTE

93-103 DRUMMOND STREET, LONDON, NW1 2HJ

TRANSPORT NOTE

27 June 2016

Our Ref: SRD/AN/lh/JNY8942-01B

RPS
140 London Wall
London
EC15 5DN

Tel: 020 7280 3200
Email: transport@rpsgroup.com

QUALITY MANAGEMENT

Prepared by:	**Shelley Dix / Alexandra Nahani**
Authorised by:	**Shelley Dix**
Date:	**27 June 2016**
Project Number/Document Reference:	**JNY8942-01B**

CONTENTS

1 TRANSPORT NOTE

Introduction

1.1 This Transport Note has been prepared in support of the full planning application for the change of use at 93 – 103 Drummond Street, King's Cross. The proposal involves the change of use from existing office, storage and warehouse and retail to entirely office use (B1a). The site is located within the London Borough of Camden.

1.2 A site plan can be found in **Appendix 1**.

Existing Situation

1.3 The application site comprises the basement, ground floor, first floor and second floor of 93-103 Drummond Street, referred to as the Application Site forthwith. The building is set between business premises, restaurants and cafes on either side as well as Euston Station to the north-eastern side of the Application Site. It is located on the eastern side of the A400 Hampstead Road.

Existing Site and Surrounding Area Land Uses

1.4 The Application Site is currently permitted to be used for a combination of office, storage and warehousing and retail use classes.

1.5 This application proposes a change of use from the existing office (B1), storage and warehouse (B8) and retail use classes(A1) to entirely office (B1). **Table 1** provides a summary of the existing use classes and associated floor areas.

Table 1.1: Existing Use Classes / Floor Areas

Use Class	Floor Area (sqm)
Office	741
Warehouse/ storage	673
Retail	360

1.6 The north-eastern side of Drummond Street comprises of restaurants and cafes as well as hotels. The south-western side of Drummond Street comprises of shops and restaurants, before it merges with Longford Street. The site is bound to the north by Camden Town, to the south by Soho, west by Regents Park and to the east by King's Cross St Pancras.

Site Location / Surrounding Highway Network

1.7 The Application Site is bordered by Drummond Street to the north and Cobourg Street to the west. Drummond Street runs on a northeast / southwest alignment and Cobourg Street runs on a northwest / southeast alignment, forming a raised table crossroad junction with Drummond Street at the north-western corner of the Application Site.

1.8 The Application Site is located circa 240 metres to the north of A501 Euston Road and circa 620 metres to the east side of A4201 Albany Street, which provides a link to the Outer Circle surrounding Regents Park. The site is located approximately two kilometres to the west of the junction with A501 Pentonville Road/ City Road and A1 Islington High Street and is located approximately 400 metres from the main retail area on Tottenham Court Road.

1.9 To the north of Drummond Street the road routes from the junction with Cardington Street / Melton Street, which links to the A501 Euston Road, south of the site. The southern end of Drummond Street merges with Longford Street and routes from the junction with Albany Street. The A501 Euston Road merges into Marylebone Road towards the west, merging with the Marylebone Flyover, which then joins the A40 Westway approximately three kilometres to the east of the application site. To the east, the A501 Euston Road merges with Pentonville Road.

1.10 Drummond Street is a one-way northeast bound from its junction with Cobourg Street in front of the site to its junction with Cardington Street / Melton Street and is one-way southwest bound from its junction with Cobourg Street to its junction with North Gower Street.

1.11 Directly outside of the site, Drummond Street a combination of double and single yellow line waiting restrictions are provided, where marked bays are not provided. The site falls within Controlled Parking Zone (CPZ) CA-G, which limits parking in marked bays to resident permit holders only from Monday to Friday between 8:30am and 6:30pm. At the south–western end of the road, there are pay and display bays (Monday-Friday 8:30-6:30). A bus lane runs on both sides of Euston Road.

1.12 The footways provided along Drummond Street are of adequate width for pedestrian movements, and also include street lighting commensurate with the area along its length. On the north-eastern end of Drummond Street, outside the Application Site, bollards are located on the footway adjacent to a loading only bay.

1.13 Cobourg Street is one-way northwest bound from its junction with Euston Street at its southern end to its junction with Drummond Street at the north-western corner of the Application Site.

1.14 Waiting restrictions are in force along the length of Cobourg Street in a combination of single yellow lines and marked bays that fall within CPZ CA-G, where parking is restricted to resident permit holders only from Monday to Friday from 8:30am – 6:30pm.

Existing Vehicular Access

1.15 There are three existing vehicular accesses to the site, two from Cobourg Street to the southwest and one from Drummond Street to the northwest.

1.16 Two of the vehicular accesses, one from Cobourg Street and the Drummond Street access, provide access to a small car parking / servicing area located at the north-western corner of the Application Site. The second Cobourg Street vehicular access provides access to what appears to be a garage, located between 61 and 65 Cobourg Street.

1.17 The primary access route to the Application site is from Melton Street to the northeast, via Euston Street to the southeast and Cobourg Street to the southwest, due to the one way operation of Euston Street, Cobourg Street and Drummond Street.

Existing Pedestrian Access

1.18 Existing pedestrian access is direct from Drummond Street, a short distance to the east of the Drummond Street vehicular access.

Existing Cycle Parking Provision

1.19 No existing cycle parking is provided on the Application Site; however, there are some cycle stands provided in the locality, with the closest stand located on the northern side of Drummond Street directly opposite the Application site and further stands also located on the northern side of Drummond Street, just to the southwest of its junction with Cobourg Street.

Existing Car Parking Provision

1.20 A small car parking / servicing area is provided at the north-western corner of the Application Site. Existing parking levels include 6 spaces on the forecourt and 1 on through the arch on Cobourg Street.

Existing Delivery / Servicing Arrangements

1.21 Refuse collection is currently undertake directly from the adjacent streets, with the refuse bins stored in the small car parking/ servicing area located at the north-western corner of the Application Site.

1.22 Loading and unloading is typically either undertaken on-street from the loading bay located on Drummond Street directly outside the Application Site, or small service vehicles (e.g. transit vans) access the car park and undertake deliveries from there.

Walking

1.23 All adjacent streets to the development site are provided with street lighting commensurate with the area, have appropriate pedestrian crossings points with suitable tactile paving and dropped kerbs, and have suitable footway provision on both sides of the road.

Cycling

1.24 The site falls within TfL Local Cycle Guide one, which covers Central London. Drummond Street itself is marked as a Yellow Route, which means that it has been recommended by cyclists. The surrounding roads are also predominantly Yellow Route.

1.25 Close to the site a Blue Route runs along part of the Outer Circle. Blue Routes are roads marked for use by cyclists on a mixture of busy or quiet roads. An extract from the cycle guide is provided in **Appendix 2** of this Note. Further provision for cyclists in the vicinity of the application site is in the form of cycle hire docking stations, with the closest docking station located at the north-eastern end of Drummond Street.

Public Transport Provision

1.26 To obtain the site specific PTAL for the Application Site, the PTAL has been calculated using the Transport for London (TfL) online calculator via TFL's WebCAT tool. Within London the maximum suggested walk time for accessing public transport is defined by Transport for London guideline 'Measuring Public Transport Accessibility Levels – PTAL Summary' report dated April 2010. This sets out a maximum walk distance of eight minutes / 640 metres to bus services and 12 minutes / 960 metres to rail services.

1.27 The PTAL calculations undertaken have ascertained a site specific PTAL rating of 6b which equates to an 'excellent' level of access to public transport provision and is the highest level achievable. The output report is attached as **Appendix 3**.

1.28 The PTAL score does not take into consideration the location of the site adjacent to excellent walking and cycling links or its proximity to a number of local facilities and amenities.. A range of key destinations can be accessed by a number of travel modes providing potential staff with a real and genuine choice of travel modes without needing to rely on the private car.

1.29 Of particular note is Euston Underground, Overground and Railway Station, which can be accessed from Melton Street, a short distance to the northeast of the Application Site. This entrance is approximately 120 metres (1.5 minutes' walk) northeast of Drummond Street. There is a zebra crossing outside the entrance and a continuous pedestrian footway from the entrance to the station.

1.30 The station provides access to the Northern and Victoria Lines as well as providing an Overground service to Watford Junction. Euston Rail Station is served by London Midland and Virgin Trains. These trains provide access to Birmingham, Manchester, Northampton and Glasgow.

1.31 The nearest eastbound bus stop is located on Euston Road (Euston Square Station, Stop Q). The nearest westbound bus stop is also located on Euston Road (Euston Station, Stop H). Both of these bus stops are served by TFL bus routes 10 (Hammersmith), 18 (Sudbury), 30 (Baker Street/Marble Arch), 73 (Victoria), 205 (Paddington), 390 Notting Hill Gate), N73 (Victoria), N205 (Paddington). Both stations are marked by a flag and pole, with a shelter, seating, detailed timetable information, real-time information and local maps.

1.32 All of the public transport services are located within the maximum recommended walking distances.

Development Proposal

1.33 This Technical Note supports the planning application for the proposed change of use at the site addressed 93-103 Drummond Street, Euston, from existing office, storage and warehouse and retail to entirely office (B1a) (1774 square metres). This section should be read in conjunction with the proposed ground floor plan a copy of which is provided in **Appendix 4**.

Access

1.34 Pedestrian access to the offices will be taken from the existing access to 93-103 Drummond Street. The existing vehicular accesses Cobourg Street accesses and Drummond Street access are to be retained.

Cycle Parking

1.35 Cycle parking standards are set out in the London Plan 2015. **Table 1.2** provides a summary of the office cycle parking standards.

Table 1.2: Cycle Parking Maximum Standards

Land use		Long-stay	Short stay
B1	Business offices	inner/ central London: 1 space per 90sqm	first 5,000sqm: 1 space per 500 sqm

Source: London Plan 2015

1.36 The proposals incorporate the provision of 40 spaces (20 Sheffield stands); 37 long-stay and 3 short stay spaces. Long stay spaces would be located inside, providing a covered and secure bike location and short stay spaces would be located near to the entrance, in an area of natural surveillance to ensure secure cycle parking. The provision of cycle spaces for the development are in excess of, and in accordance with the cycle parking recommended by the London Plan minimum standards (19 long stay and three short stay spaces), therefore being in accordance with the London Plan.

Car Parking

1.37 Car parking standards are provided within the Camden Development Policies 2010-2025 Local Development Framework. The car parking standards for B1 (office) are summarised in **Table 1.3**.

Table 1.3: Parking standards for B1 –Business development

B1 –Business	
Vehicle Type	**Standard**
People with disabilities	Staff/ operational – 1 space per disabled employee or, from a threshold of 2,500sqm, 1 space per 20,000sqm or part thereof – whichever is the greater. Visitor – from threshold of 2,500sqm, minimum of 1 if any visitors are expected, plus any additional spaces needed to bring the total number up to 5% of the visitors likely to be present at any time.
Service vehicles	Required above 2,500sqm. One 3.5m x 16.5m bay, or one 3.5m x 8m bay where a servicing agreement is secured as part of a Travel Plan.
Other staff/operational parking	Low parking provision areas: maximum of 1 space per 1,500sqm Rest of borough: maximum of 1 space per 1000sqm

Source: Camden Development Policies 2010-2025 – Local Development Framework

1.38 It is proposed for the development to be car free, which is less than and therefore in accordance with the maximum permitted and reflects the excellent accessibility of the site to non car modes of travel, in particular Euston Station.

1.39 One of the car parking spaces would also be provided with an electric vehicle charging point in accordance with the requirements of the London Plan.

Servicing / Refuse Collection

1.40 The servicing for the site, including refuse collection and deliveries will be in accordance with the existing arrangements, with refuse vehicles undertaking collections directly from Drummond Street and the majority of deliveries being undertaking from the existing on-street loading bay located on Drummond Street directly outside the Application Site.

1.41 Some smaller deliveries will continue to be undertaken from the car parking area located at the north-western corner of the Application Site.

Trip Generation

1.42 The proposed change of use of 93-103 Drummond Street will provide 1,774 square metres GFA of B1 office use. To demonstrate the proposed development will not have a severe residual impact on the operation of the local transport highway networks, the Trip Rate Information Computer System (TRICS; 2016 7.3.1) has been interrogated to determine the likely net vehicular and person trip generation for the proposed use of the site in comparison to the existing permitted use. The TRICS database extracts trip rates from user selected sites based on a number of parameters.

Existing Trip Generation

1.43 The existing site comprises of the following:

1. 741 square metres GFA of office;
2. 673 square metres GFA of storage / warehousing; and
3. 360 square metres GFA of retail.

Existing Office Use

1.44 In order to select sites of a similar nature to the existing office unit at 93 – 103 Drummond Street, the database has been interrogated under lane use main category '02 Employment' and sub category 'A- Office' for multi-modal site within Greater London with between 408 - 3,000 square metres and with a PTAL rating of 4-6. Sites with surveys dating from 2008 - 2013 have been used. A summary of the sites selected is set out in **Table 1.4.**

Table 1.4: Office TRICS Sites

TRICS Reference	Land Use	Location	Total Gross Floor Area (Sqm)	PTAL	Parking
CI-02-A-01	OFFICES	CITY OF LONDON	1,386	6b	2
CI-02-A-03	OFFICES	CITY OF LONDON	1,951	4	0
WH-02-A-02	OFFICES	WANDSWORTH	1,215	5	0

1.45 The full output TRICS report is attached at **Appendix 5** and the total person trip rates are summarised in **Table 1.5** along with estimated number of trips generated by the existing office use.

Table 1.5: Existing Office Trip Generation (741 sqm)

Time Period	Person Trip Rate (per 100 square metres)			Person Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	3.428	0.396	3.824	25	3	28
PM Peak (17:00-18:00)	0.462	3.318	3.78	3	25	28

1.46 **Table 1.5** demonstrates that the existing office use could generate 28 two-way person trips in both the morning and evening peak periods.

Proposed Office Trip Generation

1.47 The person trip rates used to provide an estimate of the existing office use trip generation have also been applied to the proposed office use to enable the trip generation for the proposed office use to be calculated. The trip rates and resulting trip generation are summarised in **Table 1.6**.

Table 1.6: Proposed Office Trip Generation (1,696 sqm)

Time Period	Person Trip Rate (per 100 square metres)			Person Trips		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00-09:00)	3.428	0.396	3.824	58	7	65
PM Peak (17:00-18:00)	0.462	3.318	3.78	8	56	64

1.48 **Table 1.6** demonstrates that the proposed office use would generate circa 65 and 64 two-way person trips in the morning and evening peak periods respectively.

Net Office Trip Generation

1.49 **Table 1.7** summarises the net increase in office based person trips as a result of the change of use development proposals.

Table 1.7: Proposed Office Net Trip Generation

Time Period	Net Person Trips		
	Arrivals	Departures	Total
AM Peak (08:00-09:00)	33	4	37
PM Peak (17:00-18:00)	4	32	36

1.50 **Table 1.7** demonstrates the proposed office use would generate circa 37 and 36 additional two-way person trips in the morning and evening peak periods respectively.

1.51 These trips would be made by all modes of travel; however, due to the very accessible nature of the Application Site to public transport, the very limited level of car parking provided on the site and the parking restrictions in the locality, which do not lend themselves to office workers, it is anticipated that the vast majority of these trips would be made by sustainable modes.

1.52 It is anticipated that that these additional person trips could be readily accommodated by the local highway and extensive transport networks that are readily accessible to the site, in particular Euston Station, and would not have a severe residual impact on their operation, in accordance with the requirements of the National Planning Policy Framework (NPPF).

Existing Storage / Warehousing and Retail Trip Generation

1.53 The net trip generation presented in **Table 1.7** considers the difference between the existing and proposed office use only. It does not take account of the person trips that the existing storage and warehousing use (673 square metres) and retail use (360 square metres) generate.

1.54 The TRICS database does not contain any comparable London based storage / warehousing or retail sites and therefore it has not been possible to calculate the potential existing trip generation for these elements of the existing development.

1.55 However, these existing land uses would generate trips and therefore the net trip generation presented within **Table 1.7** provides an over estimate of the likely additional person trips that would be generated by the change of use proposals, with the actual additional person trips being somewhat lower.

1.56 Notwithstanding, on the basis it is anticipated the local highway and transport networks would be able to accommodate the additional person trips set out within **Table 1.7**, it can be concluded that the actual additional person trips, which will be lower than summarised, could be accommodated by the local highway and transport networks and would not have a severe residual impact on their operation, in accordance with the requirements of the NPPF.

Summary and Conclusions

1.57 The Application Site has an excellent level of accessibility to the public transport network with a PTAL rating of 6b. Furthermore the pedestrian and cycling infrastructure close to the Application site and the proximity of the Application Site to a wide range of local facilities and amenities will encourage the use of these modes and therefore the promotion of non-vehicular modes of travel. This accords with the London Borough of Camden and the Mayor's transport objectives for the area.

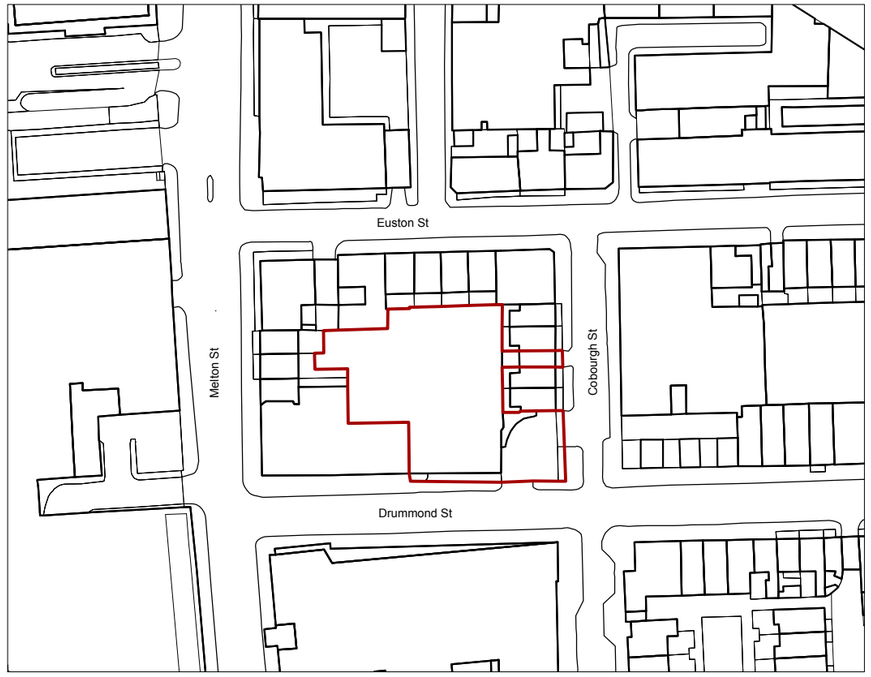
1.58 The Technical note also demonstrates that the proposed office development would generate circa 37 and 36 additional two-way person trips than the existing office use; however, when the additional trips that would be generated by the existing storage / warehousing and retail land uses have been accounted for overall additional trips the proposed office use would have in comparison to the existing permitted uses would be reduced.

1.59 Due to the highly accessible nature of the Application Site to sustainable modes of travel, the very limited on-site car parking provision and the parking restrictions in the locality, which do not lend themselves to office workers, it is anticipated that the vast majority of these trips would be made by sustainable modes.

1.60 The Technical Note sets out that based on the highly accessible nature of the site to sustainable modes of travel, in particular to Euston Station, which provides access to the Underground, Overground and mainline Rail networks, that the additional trips that would be generated by the change of use proposals could readily be accommodated. It can therefore be concluded that the proposed change of use at the site would not have a severe residual impact on the operation of the local transport and highway networks, in accordance with the requirements of the NPPF.

APPENDICES

APPENDIX 1: SITE PLAN



CZWG

CZWG Architects LLP
17 Bowling Green Lane
London EC1R 0QB

Telephone 020 7253 2523
Fax: 020 7250 0594
mail@czwgarchitects.co.uk
www.czwg.com

0 10 20 30 40 50

Scale Bar (m)

Rev: P01 **Date:** 17.06.2016 **Drn:** EC **Chk:** LB
Planning

Rev: D01 **Date:** 22.04.2015 **Drn:** FD **Chk:** LB
Initial Issue.

Do not scale off this drawing
Report all errors and omissions to the Architect
Dimensions to be checked on site

SHEET INFORMATION:

Plotted by : E.CRANKE
Plot date : 17 June 2016 17:19:36

Client:

Project:
Drummond Street

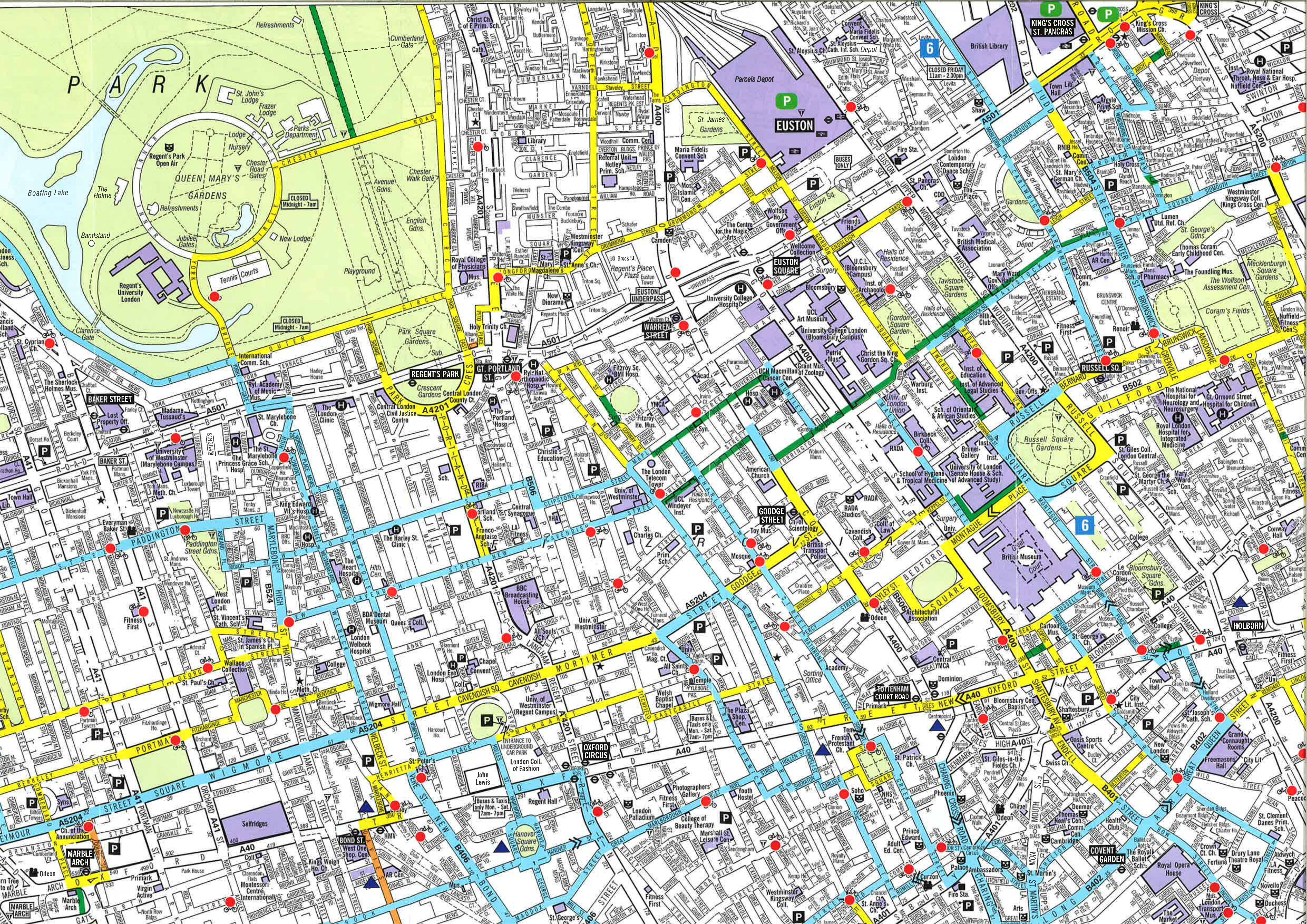
Title:
Site Plan
.
.
.

Drawing status:
Planning

Scale @ A3
1:1250

Drawing No: Rev:
2049-00-DR-0001 P01

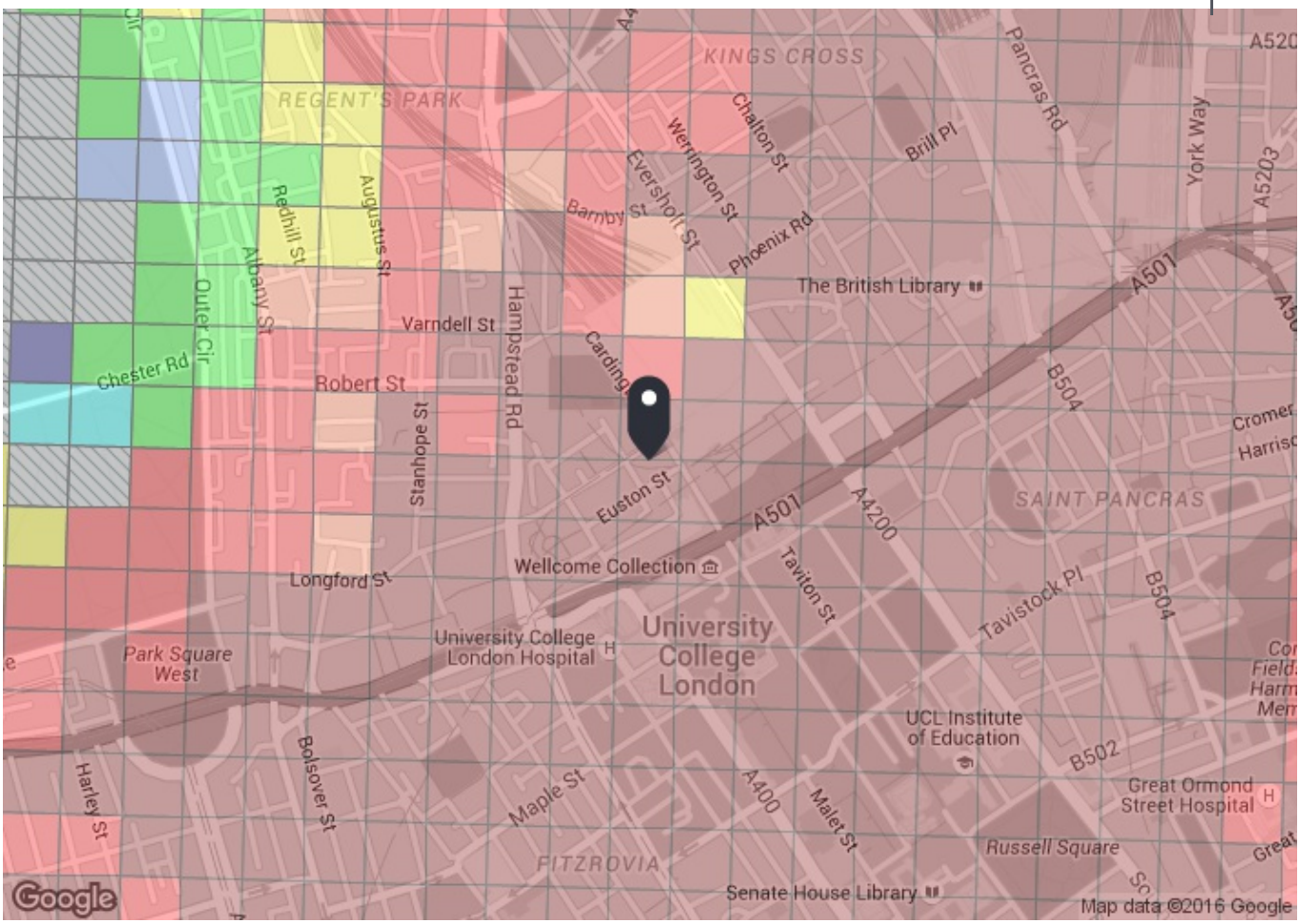
APPENDIX 2: TFL LOCAL CYCLE GUIDE 1 EXTRACT



PARK
Boating Lake
Regent's Park Open Air
QUEEN MARY'S GARDENS
Regent's University London
Tennis Courts
Playground
Park Square Gardens
Crescent Gardens
REGENT'S PARK
BAKER STREET
BAKER ST.
GT. PORTLAND ST.
WARREN STREET
EUSTON
EUSTON SQUARE
EUSTON UNDERPASS
Parcels Depot
St. James Gardens
British Library
KING'S CROSS ST. PANCRAS
KING'S CROSS
CLOSED FRIDAY 11am - 2.30pm
CLOSED Midnight - 7am
Madame Tussaud's
University College Hospital
University College London (Bloomsbury Campus)
UCL Art Museum
Petrie Mus.
Grant Mus. of Zoology
Tavistock Square Gardens
Gordon Square Garden
British Medical Association
The Foundling Mus.
Coram's Fields
Mecklenburgh Square Gardens
RUSSELL SQ.
Russell Square Gardens
University of London (Senate House & Sch. of Advanced Study)
School of Hygiene & Tropical Medicine
The London Telecom Tower
GOODGE STREET
BBC Broadcasting House
Wallace Collection
Selfridges
MARBLE ARCH
BOND ST.
OXFORD CIRCUS
TOTTENHAM COURT ROAD
Centrepoint
Great British Museum Court
Bloomsbury Square Gdns.
HOLBORN
COVENT GARDEN
Royal Opera House
London Transport Mus.
Hanover Square Gdns.
London Palladium
The Plaza Shop. Cen.
Soho
Paddington Street Gdns.
A501
A4201
A400
A5204
A40
A41
A401
A4200
A5200
B506
B524
B502
B504
B402
B401
B406

APPENDIX 3: PTAL REPORT

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6b

93-103 Drummond St
93-103 Drummond St, Kings Cross, London NW1 2HJ, UK

Easting: 529445, Northing: 182586

Grid Cell: 90922

Report generated: 17/06/2016

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

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

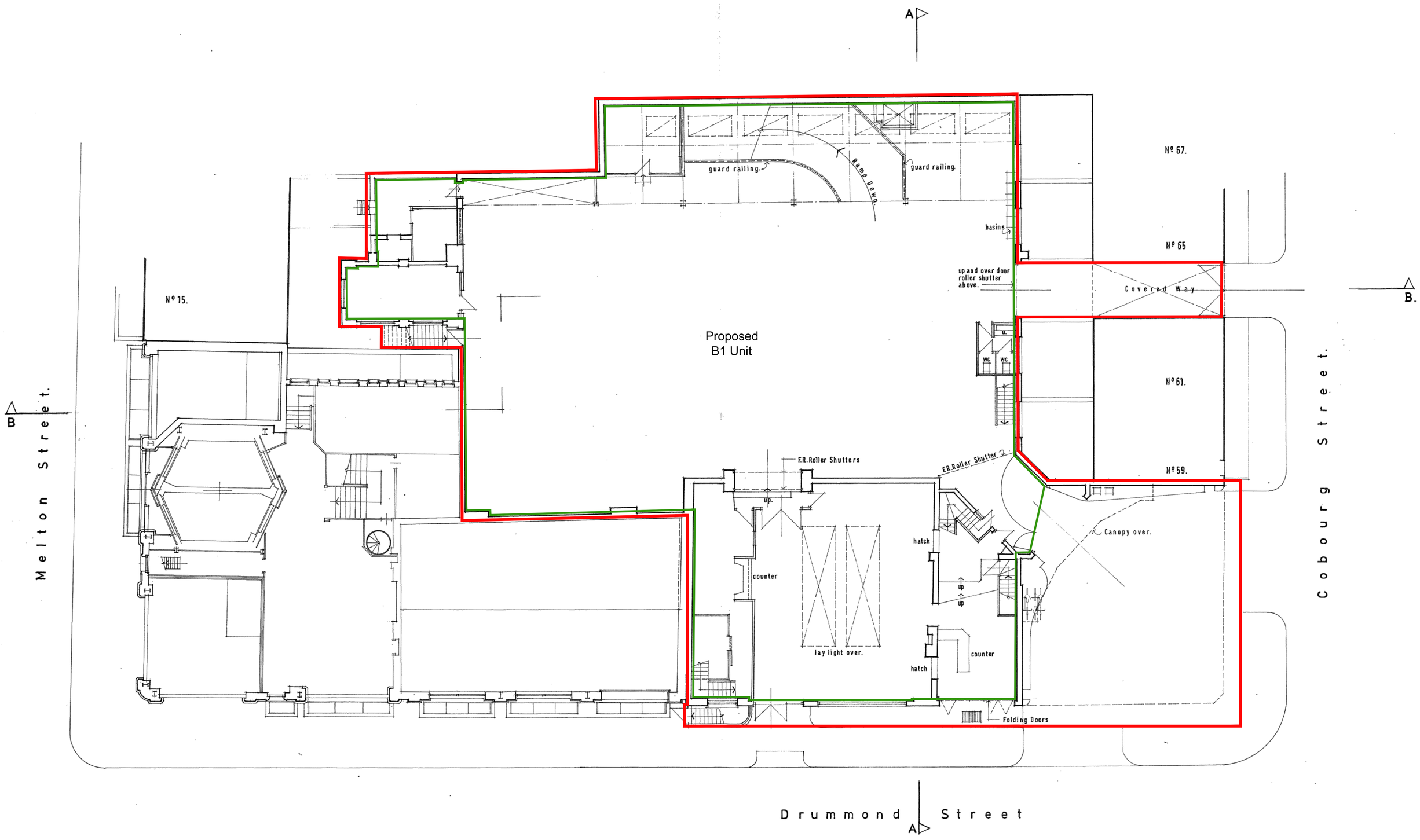
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WARREN STREET STATION	14	394.7	13	4.93	4.31	9.24	3.25	0.5	1.62
Bus	HAMPSTEAD RD EUSTON ROAD	24	359.91	10	4.5	5	9.5	3.16	0.5	1.58
Bus	HAMPSTEAD RD EUSTON ROAD	134	359.91	12	4.5	4.5	9	3.33	0.5	1.67
Bus	HAMPSTEAD RD EUSTON ROAD	29	359.91	15	4.5	4	8.5	3.53	0.5	1.76
Bus	HAMPSTEAD RD EUSTON ROAD	88	359.91	9	4.5	5.33	9.83	3.05	0.5	1.53
Bus	HAMPSTEAD RD EUSTON ROAD	27	359.91	8	4.5	5.75	10.25	2.93	0.5	1.46
Bus	EUSTON SQUARE STATION	10	301.08	4.5	3.76	8.67	12.43	2.41	0.5	1.21
Bus	EUSTON SQUARE STATION	390	301.08	8	3.76	5.75	9.51	3.15	0.5	1.58
Bus	EUSTON SQUARE STATION	30	301.08	7.5	3.76	6	9.76	3.07	0.5	1.54
Bus	EUSTON SQUARE STATION	73	301.08	18	3.76	3.67	7.43	4.04	1	4.04
Bus	EUSTON SQUARE STATION	18	301.08	17	3.76	3.76	7.53	3.99	0.5	1.99
Bus	EUSTON SQUARE STATION	205	301.08	8	3.76	5.75	9.51	3.15	0.5	1.58
Bus	EUSTON BUS STATION	59	363.52	10	4.54	5	9.54	3.14	0.5	1.57
Bus	EUSTON BUS STATION	91	363.52	8	4.54	5.75	10.29	2.91	0.5	1.46
Bus	EUSTON BUS STATION	476	363.52	7.5	4.54	6	10.54	2.85	0.5	1.42
Bus	EUSTON BUS STATION	68	363.52	9	4.54	5.33	9.88	3.04	0.5	1.52
Bus	EUSTON STN EVERSHOLT ST	168	361.27	9	4.52	5.33	9.85	3.05	0.5	1.52
Bus	EUSTON STN EVERSHOLT ST	253	361.27	12	4.52	4.5	9.02	3.33	0.5	1.66
LUL	Great Portland Street	'Barking-Hammersmith'	840.4	6.34	10.51	5.48	15.99	1.88	0.5	0.94
Rail	St Pancras	'BEDFDM-SVNOAKS 1E62'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BROMLYS 1E83'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-ORPNGTN 1L60'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1O13'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-KENTHOS 1S85'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T11'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1T15'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'BRGHTN-BEDFDM 1T83'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V23'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-SUTTON 1V82'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W06'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 1W81'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W84'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 1W86'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E11'	883.33	1	11.04	30.75	41.79	0.72	0.5	0.36
Rail	St Pancras	'BEDFDM-SVNOAKS 2E19'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'LUTON-SVNOAKS 2E21'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SVNOAKS 2E95'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O00'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2O04'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2O06'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-LUTON 2O10'	883.33	1	11.04	30.75	41.79	0.72	0.5	0.36
Rail	St Pancras	'LUTON-SUTTON 2O17'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'STALBCY-SUTTON 2O21'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2O29'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'LUTON-BCKNHMJ 2S91'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-BROMLYS 2S93'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T02'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2T04'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-BRGHTN 2T15'	883.33	1	11.04	30.75	41.79	0.72	0.5	0.36
Rail	St Pancras	'BEDFDM-BRGHTN 2T25'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-LUTON 2T99'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V02'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-STALBCY 2V08'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'BEDFDM-SUTTON 2V15'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-BEDFDM 2V16'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'LUTON-SUTTON 2V19'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SUTTON-KNTSHTN 2V20'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STALBCY-SUTTON 2V27'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	St Pancras	'LUTON-SUTTON 2V31'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W08'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W12'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BRGHTN-BEDFDM 2W16'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E61'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'ASHFKY-BEDFDM 1E63'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'RCHT-BEDFDM 1E67'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-BEDFDM 1E69'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BROMLYS-BEDFDM 1E82'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BCKNHMJ-BEDFDM 1G65'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'KENTHOS-BEDFDM 1G71'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-STALBCY 2D93'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2D95'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-STALBCY 2E59'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'SVNOAKS-LUTON 2E61'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-WHMPSTM 2E63'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E65'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'SVNOAKS-KNTSHTN 2E67'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BROMLYS-LUTON 2E93'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-LUTON 2L59'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'ORPNGTN-KNTSHTN 2L65'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J87'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'BEDFDM-ELPHNAC 1J88'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STPANCI-FAVRSHM 1F08'	883.33	2	11.04	15.75	26.79	1.12	0.5	0.56
Rail	St Pancras	'BRSR-STPANCI 1F13'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'FAVRSHM-STPANCI 1F17'	883.33	1	11.04	30.75	41.79	0.72	0.5	0.36
Rail	St Pancras	'EBSFLTI-STPANCI 1F85'	883.33	1.33	11.04	23.31	34.35	0.87	0.5	0.44
Rail	St Pancras	'STPANCI-MARGATE 1J08'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'STPANCI-DOVERP 1J10'	883.33	1	11.04	30.75	41.79	0.72	0.5	0.36
Rail	St Pancras	'RAMSGTE-STPANCI 1J11'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'STPANCI-MARGATE 1J12'	883.33	0.67	11.04	45.53	56.57	0.53	0.5	0.27
Rail	St Pancras	'MARGATE-STPANCI 1J13'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J17'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'DOVERP-STPANCI 1J19'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'MARGATE-STPANCI 1J21'	883.33	0.33	11.04	91.66	102.7	0.29	0.5	0.15
Rail	St Pancras	'MSTONEW-STPANCI 1T91'	883.33	1	11.04	30.75	41.79	0.72	0.5	0.36
Rail	King's Cross	'KNGX-CAMBDGE 1C33'	906.97	0.67	11.34	45.53	56.86	0.53	0.5	0.26
Rail	King's Cross	'KNGX-CAMBDGE 1C35'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 1C82'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'KNGX-PBRO 1P11'	906.97	1	11.34	30.75	42.09	0.71	0.5	0.36
Rail	King's Cross	'PBRO-KNGX 1P62'	906.97	1.33	11.34	23.31	34.64	0.87	0.5	0.43
Rail	King's Cross	'ROYSTON-KNGX 1R50'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'ROYSTON-KNGX 1R51'	906.97	0.67	11.34	45.53	56.86	0.53	0.5	0.26
Rail	King's Cross	'KNGX-CAMBDGE 2C03'	906.97	1	11.34	30.75	42.09	0.71	0.5	0.36
Rail	King's Cross	'CAMBDGE-KNGX 2C54'	906.97	0.67	11.34	45.53	56.86	0.53	0.5	0.26
Rail	King's Cross	'CAMBDGE-KNGX 2C91'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'CAMBDGE-KNGX 2C92'	906.97	0.67	11.34	45.53	56.86	0.53	0.5	0.26
Rail	King's Cross	'KNGX-PBRO 2P04'	906.97	1	11.34	30.75	42.09	0.71	0.5	0.36
Rail	King's Cross	'PBRO-KNGX 2P90'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'LTCE-KNGX 2R07'	906.97	0.67	11.34	45.53	56.86	0.53	0.5	0.26
Rail	King's Cross	'HITCHIN-KNGX 2R94'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y04'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
Rail	King's Cross	'WLWYNGC-KNGX 2Y13'	906.97	0.67	11.34	45.53	56.86	0.53	0.5	0.26
LUL	King's Cross	'Cockfosters-LHRT4LT'	906.97	4.67	11.34	7.17	18.51	1.62	0.5	0.81
LUL	King's Cross	'RayLane-Cockfosters'	906.97	3.67	11.34	8.92	20.26	1.48	0.5	0.74
LUL	King's Cross	'LHRT4LT-ArnosGrove'	906.97	4.67	11.34	7.17	18.51	1.62	0.5	0.81
LUL	King's Cross	'ArnosGrove-RayLane'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
LUL	King's Cross	'ArnosGrove-Nthfields'	906.97	3	11.34	10.75	22.09	1.36	0.5	0.68

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	King's Cross	'Oakwood-RayLane'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
LUL	King's Cross	'Nthfields-Cockfoster'	906.97	1	11.34	30.75	42.09	0.71	0.5	0.36
LUL	King's Cross	'LHRT5-Cockfosters'	906.97	6	11.34	5.75	17.09	1.76	0.5	0.88
LUL	King's Cross	'Uxbridge-Cockfosters'	906.97	3.67	11.34	8.92	20.26	1.48	0.5	0.74
LUL	King's Cross	'Ruislip-Cockfosters'	906.97	2.33	11.34	13.63	24.96	1.2	0.5	0.6
LUL	King's Cross	'ArnosGrove-Uxbridge'	906.97	1	11.34	30.75	42.09	0.71	0.5	0.36
LUL	King's Cross	'Oakwood-Uxbridge'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
LUL	King's Cross	'Oakwood-Ruislip'	906.97	0.33	11.34	91.66	103	0.29	0.5	0.15
LUL	Warren Street	'Morden-Edgware'	405.18	4.67	5.06	7.17	12.24	2.45	0.5	1.23
LUL	Warren Street	'HighBarnet-Morden'	405.18	0.33	5.06	91.66	96.72	0.31	0.5	0.16
LUL	Warren Street	'Kennington-Edgware'	405.18	14.67	5.06	2.79	7.86	3.82	0.5	1.91
LUL	Warren Street	'HighBarnet-Kenningt'	405.18	5.33	5.06	6.38	11.44	2.62	0.5	1.31
LUL	Warren Street	'Brixton-WalthamstowC'	405.18	15.67	5.06	2.66	7.73	3.88	1	3.88
LUL	Warren Street	'SevenSisters-Brixton'	405.18	11.67	5.06	3.32	8.39	3.58	0.5	1.79
LUL	Euston Square	'Edgware-Hammersmith'	375.42	6	4.69	5.75	10.44	2.87	0.5	1.44
LUL	Euston Square	'Hammersmith-Plaistow'	375.42	1	4.69	30.75	35.44	0.85	0.5	0.42
LUL	Euston Square	'Aldgate-AmerFast'	375.42	1	4.69	30.75	35.44	0.85	0.5	0.42
LUL	Euston Square	'Ches-AldgateFast'	375.42	2	4.69	15.75	20.44	1.47	0.5	0.73
LUL	Euston Square	'Ald-UxbridgeSlow'	375.42	4.33	4.69	7.68	12.37	2.42	0.5	1.21
LUL	Euston Square	'Watford-AldSfast'	375.42	3.67	4.69	8.92	13.62	2.2	0.5	1.1
LUL	Euston Square	'Aldg-WatfordSlow'	375.42	3.67	4.69	8.92	13.62	2.2	0.5	1.1
LUL	Euston Square	'Ald-HarrowHill'	375.42	1.33	4.69	23.31	28	1.07	0.5	0.54
Rail	Euston	'BLTCHLY-EUSTON 2B04'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'WATFDJ-EUSTON 2J06'	516.9	0.67	6.46	45.53	51.99	0.58	0.5	0.29
Rail	Euston	'EUSTON-MKNSCEN 2K21'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'EUSTON-TRING 2T11'	516.9	0.67	6.46	45.53	51.99	0.58	0.5	0.29
Rail	Euston	'EUSTON-TRING 2T19'	516.9	1.33	6.46	23.31	29.77	1.01	0.5	0.5
Rail	Euston	'MKNSCEN-EUSTON 2W01'	516.9	0.67	6.46	45.53	51.99	0.58	0.5	0.29
Rail	Euston	'TRING-EUSTON 2W02'	516.9	1	6.46	30.75	37.21	0.81	0.5	0.4
Rail	Euston	'TRING-EUSTON 2W26'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'BLTCHLY-EUSTON 2W57'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'RUGBY-EUSTON 2W59'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'TRING-EUSTON 2W63'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'MKNSCEN-EUSTON 2W93'	516.9	0.33	6.46	91.66	98.12	0.31	0.5	0.15
Rail	Euston	'WATFJDC-EUSTON 2C06'	516.9	2.67	6.46	11.99	18.45	1.63	0.5	0.81
Rail	Euston	'EUSTON-WATFJDC 2D86'	516.9	3	6.46	10.75	17.21	1.74	1	1.74
LUL	Euston	'Edgware-Morden'	516.9	9	6.46	4.08	10.54	2.85	0.5	1.42
LUL	Euston	'Morden-HighBarnet'	516.9	14.67	6.46	2.79	9.26	3.24	0.5	1.62
LUL	Euston	'Morden-MillHillE'	516.9	4	6.46	8.25	14.71	2.04	0.5	1.02
LUL	Euston	'MillHill-Morden'	516.9	1.67	6.46	18.71	25.18	1.19	0.5	0.6
LUL	Euston	'MillHillE-Kenningt'	516.9	1.67	6.46	18.71	25.18	1.19	0.5	0.6
									Total Grid Cell AI:	**84.39**

APPENDIX 4: GROUND FLOOR LAYOUT PLAN



CZWG Architects LLP
17 Bowling Green Lane
London EC1R 0QB

Telephone 020 7253 2523
Fax: 020 7250 0594
mail@czwgarchitects.co.uk
www.czwg.com

SHEET INFORMATION:
Plotted by : L.BELTRANDI
Plot date : 27 June 2016 15:24:49

Rev:	Date:	Drn:	Chk:
P01	20.06.16	EC	LB
Initial Issue.			
P02	20.06.16	EC	LB
Bicycles added			

Site Boundary

Proposed B1 Unit Boundary

0 1 2 3 4 5 10
Scale Bar

Client:

Project:
Drummond Street

Title:
Drummond Street
Ground Floor Plan
Proposed
.

Drawing status:
Planning

CZWG

Scale @ A1
1:100
Drawing No:
2049-00-DR-0151
Rev:
P02

APPENDIX 5: TRICS REPORT

Calculation Reference: AUDIT-515501-160624-0612

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
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 3000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 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:

Wednesday	1 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	3 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	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	1
Built-Up Zone	2

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	3 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
25,001 to 50,000	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	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	2 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	3 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.

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

MULTI-MODAL VEHICLES

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	3	1517	0.044	3	1517	0.000	3	1517	0.044
07:30 - 08:00	**3**	**1517**	**0.132**	3	1517	0.088	3	1517	0.220
08:00 - 08:30	3	1517	0.088	3	1517	0.066	3	1517	0.154
08:30 - 09:00	3	1517	0.088	3	1517	0.022	3	1517	0.110
09:00 - 09:30	3	1517	0.044	3	1517	0.000	3	1517	0.044
09:30 - 10:00	3	1517	0.088	3	1517	0.044	3	1517	0.132
10:00 - 10:30	3	1517	0.088	3	1517	0.066	3	1517	0.154
10:30 - 11:00	3	1517	0.022	3	1517	0.044	3	1517	0.066
11:00 - 11:30	3	1517	0.044	3	1517	0.044	3	1517	0.088
11:30 - 12:00	3	1517	0.066	3	1517	0.110	3	1517	0.176
12:00 - 12:30	3	1517	0.088	3	1517	0.022	3	1517	0.110
12:30 - 13:00	3	1517	0.022	3	1517	0.044	3	1517	0.066
13:00 - 13:30	3	1517	0.022	3	1517	0.044	3	1517	0.066
13:30 - 14:00	3	1517	0.000	3	1517	0.000	3	1517	0.000
14:00 - 14:30	3	1517	0.088	3	1517	0.088	3	1517	0.176
14:30 - 15:00	3	1517	0.022	3	1517	0.022	3	1517	0.044
15:00 - 15:30	3	1517	0.044	3	1517	0.044	3	1517	0.088
15:30 - 16:00	3	1517	0.000	3	1517	0.044	3	1517	0.044
16:00 - 16:30	3	1517	0.044	3	1517	0.044	3	1517	0.088
16:30 - 17:00	3	1517	0.088	3	1517	0.110	3	1517	0.198
17:00 - 17:30	3	1517	0.110	**3**	**1517**	**0.132**	**3**	**1517**	**0.242**
17:30 - 18:00	3	1517	0.088	3	1517	0.132	3	1517	0.220
18:00 - 18:30	3	1517	0.066	3	1517	0.132	3	1517	0.198
18:30 - 19:00	3	1517	0.000	3	1517	0.022	3	1517	0.022
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:			1.386			1.364			2.750

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:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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 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	3	1517	0.769	3	1517	0.022	3	1517	0.791
07:30 - 08:00	3	1517	0.945	3	1517	0.044	3	1517	0.989
08:00 - 08:30	3	1517	1.692	3	1517	0.198	3	1517	1.890
08:30 - 09:00	**3**	**1517**	**1.736**	3	1517	0.198	3	1517	1.934
09:00 - 09:30	3	1517	1.098	3	1517	0.110	3	1517	1.208
09:30 - 10:00	3	1517	1.054	3	1517	0.395	3	1517	1.449
10:00 - 10:30	3	1517	0.681	3	1517	0.461	3	1517	1.142
10:30 - 11:00	3	1517	0.439	3	1517	0.308	3	1517	0.747
11:00 - 11:30	3	1517	0.330	3	1517	0.132	3	1517	0.462
11:30 - 12:00	3	1517	0.439	3	1517	0.747	3	1517	1.186
12:00 - 12:30	3	1517	1.120	3	1517	1.208	3	1517	2.328
12:30 - 13:00	3	1517	0.967	3	1517	1.340	3	1517	2.307
13:00 - 13:30	3	1517	1.142	3	1517	1.208	**3**	**1517**	**2.350**
13:30 - 14:00	3	1517	1.011	3	1517	0.549	3	1517	1.560
14:00 - 14:30	3	1517	1.208	3	1517	0.637	3	1517	1.845
14:30 - 15:00	3	1517	0.461	3	1517	0.549	3	1517	1.010
15:00 - 15:30	3	1517	0.483	3	1517	0.527	3	1517	1.010
15:30 - 16:00	3	1517	0.220	3	1517	1.054	3	1517	1.274
16:00 - 16:30	3	1517	0.220	3	1517	1.450	3	1517	1.670
16:30 - 17:00	3	1517	0.264	3	1517	0.835	3	1517	1.099
17:00 - 17:30	3	1517	0.198	3	1517	1.648	3	1517	1.846
17:30 - 18:00	3	1517	0.264	**3**	**1517**	**1.670**	3	1517	1.934
18:00 - 18:30	3	1517	0.198	3	1517	0.769	3	1517	0.967
18:30 - 19:00	3	1517	0.110	3	1517	0.417	3	1517	0.527
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:			17.049			16.476			33.525

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:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

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.