GREATER LONDON HOUSE

Proposed Infill at Upper Ground, First and Second Floor Levels to Provide Additional Office Space

Transport Assessment

Prepared on behalf of Lazari Investments

JLLS/16/3240/TS01

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RGP – Transport Planning and Infrastructure Design Consultants
E: enquiries@rgp.co.uk www.rgp.co.uk
Head Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY T: 01483 861681
South Coast Metro House, Northgate, Chichester, West Sussex PO19 1BE T: 01243 210418

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APPENDICES

1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by Lazari Investments to provide transport planning and highway advice with respect to development proposals at Greater London House, Hampstead Road, London, NW1 7AW. The development site is located within the London Borough of Camden (LBC).

1.1.2 Greater London House comprises 30,264sqm multi-tenanted office space (net internal area), of which 16,787sqm (net internal area) is occupied by ASOS as their head office. 151 car parking spaces are provided internally, accessible from Mornington Crescent, of which 70 are allocated for use by ASOS staff.

1.1.3 The proposals are for an increase of 3,838sqm gross internal floor area (3,897sqm gross external area) to the existing office (B1a use class) at Greater London House in order to facilitate the continued growth of ASOS, a well-established existing tenant within the building. This increase in floor area would be achieved through an infill at upper ground, first and second floor levels. The proposals would include ancillary spa facilities within the lower ground floor level for use by office staff.

1.1.4 The additional floor space would result in the loss of 10 car parking spaces however no alterations would be made to the delivery and servicing arrangements or vehicular access. The principal considerations of this report therefore relate to the likely trip generation impact of the development by all modes. This report also makes reference to relevant transport policy, parking standards and the site's locational characteristics (i.e. accessibility to public transport infrastructure).

1.1.5 An application was made for a Certificate of Lawfulness in relation to the proposed 3 storey infill in February 2016 (reference: 2016/0905/P) however LBC refused the application in June 2016 and advised that a full planning application would be required. This Transport Assessment therefore forms part of a formal planning application, as requested by LBC.

1.1.6 As background, Greater London House has recently been the subject of a planning application for the construction of a restaurant (A3 use class) at its north-eastern corner (planning reference: 2011/5122/P). Planning consent was granted in August 2012 and the scheme is currently under construction.

1.1.7 A Framework Travel Plan (reference: JLLS/16/3240/TP02) has also been prepared to identify measures which would be implemented to encourage sustainable journeys to the site. The Framework Travel Plan and this Transport Statement are closely linked and should be read in conjunction.

1.2 Report Structure

1.2.1 The remainder of this report comprises the following sections:

(i) Section 2: Policy Context – A review of relevant national, regional and local planning policy from a transport perspective;

(ii) Section 3: Baseline Conditions – An overview of the locality, including the highway network, public transport facilities, walking and cycling;

(iii) Section 4: Trip Generation Impact – An assessment of the likely trip generation impact of the proposals, considering journeys by all modes, and considering the resultant impact on the transport network;

(iv) Section 5: Parking – A review of parking standards and consideration of appropriate provision at the site, including disabled parking and cycle parking provision;

(v) Section 6: Access and Servicing Arrangements – An overview of the access and servicing arrangements and how these would be affected;

(vi) Section 7: Summary and Conclusions.

2 POLICY CONTEXT

2.1 National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) came into effect in March 2012 and replaces all previous Government planning policy guidance. The NPPF broadly covers all aspects of planning policy and the extracts below detail those relevant to this site and transport.

2.1.2 Paragraph 32 outlines the basic transport requirements for developments to provide, and states that "all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

(i) Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

(ii) safe and suitable access to the site can be achieved for all people; and

(iii) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds **where the residual cumulative impacts of development are severe**."

2.1.3 The development complies with the above in that a Transport Assessment has been provided which fully assesses the impact of the proposed development.

2.1.4 Furthermore it recommends that planning policies aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

2.1.5 The development site is situated within a vibrant area, close to many attractors and transport hubs enabling guests to reach their ultimate destination by way of walking, cycling or public transport, as well as enabling staff to conveniently travel to and from the site.

2.2 London Plan (Further Alterations)

2.2.1 **Policy 6.1** of The London Plan (Further Alterations to the London Plan, March 2015) states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car. **Policy 2.15** relates to town centres and details that town centre developments should enhance the vitality and viability of the centre, promote access by public transport, walking and cycling; and reduce delivery, servicing and road user conflict.

2.2.2 Policy **6.13C** 'Parking' of the London Plan states that maximum parking standards should be applied to planning applications and that *"in locations of high public transport accessibility, car-free developments should be promoted (while still providing for disabled people)"*.

2.2.3 In terms of employment (Use Class B1a) parking standards, the London Plan requires a maximum of 1 car parking space per 1,000-1,500sqm within the Central Activity Zone (CAZ). In the remainder of central London, outside of the CAZ, a maximum of 1 space should be provided per 600sqm-1,000sqm. As identified within Camden's CAZ map, attached at **Appendix A**, the site is outside the CAZ boundary.

2.2.4 In terms of disabled parking, Table 6.2 of the London Plan states that disabled parking should be provided at workplaces at a rate of 1 space per disabled employee. Additionally, 5 % of the total capacity at workplaces should be designated for disabled visitors.

2.2.5 The London Plan also states that the Mayor will, and boroughs and relevant stakeholders should support London's visitor economy and stimulate its growth, taking into account the needs of business as well as leisure visitors.

2.3 LBC Planning Policy

2.3.1 Camden Development Policies (2010-2025) forms part of the borough's Local Development Framework. Appendix 1 of the document contains the guideline thresholds for submitting a Transport Assessment with a planning application.

Land Use	Guideline threshold for distribution of growth (CS1)	Guideline threshold for minimum transport information (DP16)	Guideline threshold for Transport Assessment (DP16)
B1 - Business	2,500sqm GFA	1,000sqm GFA	2,500sqm GFA

Figure 2.1. Thresholds for Transport Assessment

2.3.2 In accordance with the above thresholds this Transport Assessment has been prepared to consider the transport planning and highway implications of the proposals, giving consideration to the relevant policies quoted above.

2.3.3 Core Strategy Policy CS1 – Distribution of Growth states that:

"The Council will focus Camden's growth in the most suitable locations, and manage it to make sure that we deliver its opportunities and benefits and achieve sustainable development, while continuing to preserve and enhance the features that make Camden such an attractive place to live, work and visit. We will promote:

a) A concentration of development in the growth areas of King's Cross, Euston, Tottenham Court Road, Holborn and West Hampstead Interchange;

b) Appropriate development at other highly accessible locations, in particular Central London and the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead; and

c) More limited change elsewhere."

2.3.4 The application site accords with this in that it is well located relative to public transport connections, particularly Mornington Crescent underground station, Euston and St Pancras National Rail stations and numerous bus routes. A comprehensive review of the site's public transport accessibility is provided within Section 3 of this report.

2.3.5 Development Policies document Policy DP16 – The transport implications of development 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. We will resist development that fails to assess and address any need for:

a) Movements to, from and within the site, including links to existing transport networks. We will expect proposals to make appropriate connections to highways and street spaces, in accordance with Camden's road hierarchy, and to public transport networks;

b) Additional transport capacity off-site (such as improved infrastructure services) where existing or committed capacity cannot meet the additional need generated by the development. Where appropriate, the Council will expect proposals to provide information to indicate the likely impacts of the development and the steps that will be taken to mitigate those impacts, for example using transport assessments and travel plans;

c) Safe pick-up, drop-off and waiting areas for taxis, private cars and coaches, where this activity is likely to be associated with the development.

2.3.6 Within the supporting text of the Development Policies document, **paragraph 16.8** states that:

"development proposals will need to be accompanied by an indication of their implications for the transport network unless they involve minimal trip generation."

2.3.7 The application site is considered to be well integrated with public transport facilities, as further detailed within Section 3 of this report. Notwithstanding this point, this Transport Assessment considers the trip generation impact of the proposals, relative to the existing capacity of public transport services in the locality. Section 4 of this report provides a detailed trip generation assessment for all modes of travel.

3 BASELINE CONDITIONS

3.1 Site Location

3.1.1 Greater London House is located to the west of Hampstead Road (A400), bound by Mornington Crescent to the south, west and north.

3.1.2 Hampstead Road (A400) forms part of the Transport for London Road Network (TLRN) and is subject to Red Route 'no stopping' restrictions, illustrated within **Photograph 1**.

3.1.3 Hampstead Road forms a north-south route between Camden High Street, immediately to the north, and Tottenham Court Road / Euston Road, approximately 1km to the south. The section of Hampstead Road at the site frontage facilitates north-bound traffic only and comprises 4 lanes on traffic including a dedicated bus / cycle lane. As illustrated within **Photograph 2**, below, this bus lane is in operation Monday to Friday between 4pm and 7pm.

Photographs 1 & 2. Hampstead Road and Bus Lane Operational Hours

3.1.4 Mornington Crescent is subject to a 20mph speed limit and facilitates two-way traffic flows, forming a junction with Hampstead Road at both the southern and western site boundaries. On-street parking bays are provided along both sides of the road, subject to various restrictions and broken up by single yellow line parking restrictions around junctions and where dropped kerbs are provided. A number of dropped kerbs are provided along the frontage of Greater London House to facilitate access to the on-site car park and delivery entrances.

3.1.5 The parking bays along both sides of Mornington Crescent comprise a mix of resident permit holder bays, pay & display spaces, disabled bays and car club bays. Pay and display spaces allow a maximum stay of 2 hours.

3.1.6 Mornington Crescent forms part of controlled parking zone CA-F(s) in which restrictions apply Monday to Friday 08:30-18:30, Saturdays 09:30-17:30 and Sundays (resident bays only) 09:30-17:30.

3.1.7 In addition to the CPZ restrictions, Mornington Crescent is subject to goods vehicle restrictions (between 18:30 and 08:00) whereby buses and goods vehicles greater than 5 tonnes are not permitted to wait overnight.

3.1.8 **Plan 01**, attached provides an illustration of the site's location relative to the highway network, public transport infrastructure and amenities which would likely be of significance to employees.

3.2 Accessibility Credentials

3.2.1 **Plan 02**, attached, provides an overview of the public transport facilities in the immediate vicinity of the site, including off-peak and peak hour service frequencies.

3.2.2 Considering the location of the site it is anticipated that public transport and active modes of transport, such as walking and cycling, would form the modal choice of travel for employees. The remainder of this section details the high quality infrastructure and transport services which are likely to be of significance.

Walking

3.2.3 There is an excellent standard of pedestrian infrastructure throughout the local area. Wide, well-lit footways are provided along both sides of Hampstead Road along the site frontage and into the surrounding area.

3.2.4 These pedestrian facilities continue onto Camden High Street which can be accessed via controlled or uncontrolled pedestrian crossings. Signalised pedestrian crossings are located at the junction of Hampstead Road / Camden High Street, while zebra crossings are provided at both the northern and southern end of Mornington Crescent.

3.2.5 **Photograph 3**, below, provides an illustration of the zebra crossings immediately to the south of Greater London House. The presence of way-finding signs, illustrated within **Photograph 4**, further increase the attractiveness and ease of undertaking journeys on foot.

Photographs 3 & 4. Pedestrian Facilities

3.2.6 As illustrated within **Plan 01**, attached, a range of amenities are within a convenient walking distance of the site, with Camden High Street providing a number of opportunities for food / refreshments, as well as barbers, convenience stores, post offices and banks. Visits to these facilities are likely to form part of a linked trip into work in the morning or when travelling home in the evening.

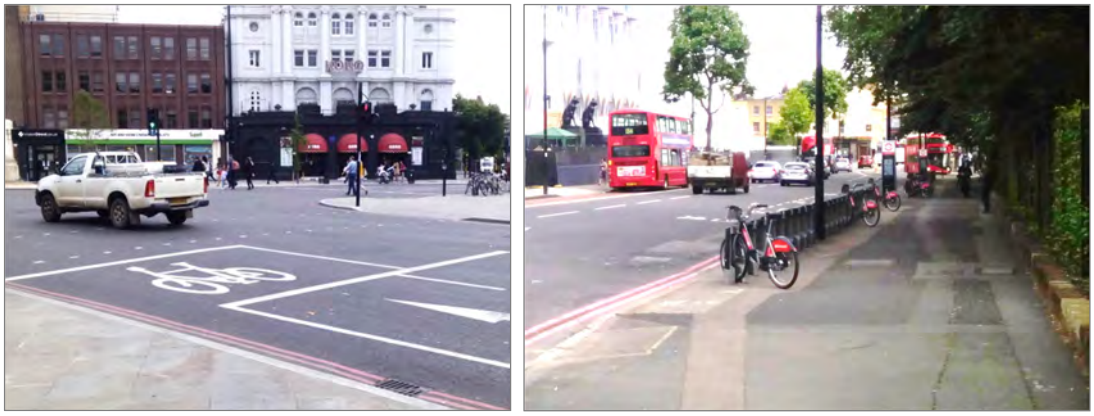
Cycling

3.2.7 Over short distances, especially in urban areas, cycling is often quicker and cheaper than using a car and more flexible than using public transport. The locality is well suited to cycling with a number of designated cycle routes provided in close proximity to the site.

3.2.8 There are sections of dedicated on-street cycle lanes provided throughout the local area, including along Hampstead Road to the north-east. Furthermore, Crowndale Road east of the site and Eversholt Street to the south-east are considered to be 'cycle friendly' routes. Eversholt Street in particular proves a convenient route towards Euston Railway Station.

3.2.9 Santander cycle hire offers short-term bicycle rental throughout central London, with approximately 10,000 bicycles at more than 700 conveniently located docking stations.

3.2.10 A number of Santander cycle hire stations are situated in close proximity to the site, including Harringdon Square 1 & 2 hire stations on the site frontage on Hampstead Road (A400) providing a total of 65 bicycles which are available for public use. **Plan 02**, attached hereto, illustrates the locations of the closest cycle hire facilities to the site.



Photographs 5 & 6. Local Cycling Infrastructure and Docking Stations

3.2.11 **Photograph 5**, above, provides an illustration of the advanced cycle stop lines at the Hampstead Road / Camden High Street junction. **Photograph 6** provides an illustration of the closest cycle hire docking station opposite the site on Hampstead Road.

Bus Services

3.2.12 A number of bus services are available within close proximity to the site, the closest of which is Mornington Crescent (Stop A) at the site's eastern frontage. This stop comprises sheltered seating with timetable information and real-time updates. This stop is served by northbound bus services on routes 24, 27, 29, 88 and 134.

3.2.13 Further bus services can be accessed from other Mornington Crescent stops in the vicinity of the site, as indicated within the TfL's bus map attached at **Appendix B**. These routes and service frequencies are summarised within **Figure 3.1**, below.

Service	Route Overview	Frequency
24	Grosvenor Road – Royal Free Hospital	8-9 per hour
27	Chiswick Business Park – Chalk Farm / Morrisons	7-8 per hour
29	Lordship Lane – Trafalgar Square / Charring Cross Station	13-14 per hour
88	Camden Gardens – Omnibus Clapham	7-8 per hour
134	North Finchley Bus Station – New Oxford Street	11 per hour

Figure 3.1. Summary of Bus Services from Mornington Crescent

3.2.14 As summarised above, Mornington Crescent is served by a very high frequency of approximately 50 bus services per hour in each direction during peak times. These provide convenient routes to a range of destinations which would be particularly useful to staff commuting from the surrounding residential areas.

National Rail Services

3.2.15 The closest National Rail stations to the site are Euston, approximately 1km to the south, and St Pancras, approximately 1.25km to the south-east.

3.2.16 Euston and St Pancras stations each provide access to a high frequency of National Rail services to a range of destinations locally and nationally. Local services would be attractive to commuting staff as well as longer distance services utilised by visitors and other staff to the site.

3.2.17 **Figure 3.2**, below, provides a summary of the peak hour rail services operating from Euston.

Destination	Morning Peak Frequency	Evening Peak Frequency	Journey Time
Milton Keynes Central	9 per hour	8 per hour	30 - 58 minutes
Crewe	4 per hour	6 per hour	1 hour 30 minutes - 2 hours 38 minutes
Birmingham New Street	4 per hour	6 per hour	2 hours 4 minutes
Northampton	3 per hour	5 per hour	55 minutes - 1 hour 12 minutes
Tring	3 per hour	4 per hour	44 minutes
Manchester Piccadilly	3 per hour	3 per hour	2 hours 8 minutes
Liverpool Lime Street	2 per hour	1 per hour	2 hour 14 minutes
Glasgow Central	1 per hour	2 per hour	4 hours 45 minutes
Chester	1 per hour	1 per hour	2 hours 3 minutes
Bangor (Gwynedd)	1 per hour	1 per hour	3 hours 11 minutes
Edinburgh	1 per hour	1 per hour	5 hours 40 minutes

Figure 3.2. Summary of National Rail Services from Euston

3.2.18 As summarised above, National Rail services from Euston operate towards a range of destinations, including commuter towns outside London, the Midlands, the North-West and Wales. These services would serve some staff commuting to the site as well as visitors travelling from further afield. Further National Rail services are available locally from King's Cross and St Pancras.

Underground Services

3.2.19 The London Underground network would provide guests and staff with a highly convenient mode of transport to destinations throughout the city, including central and suburban London locations.

3.2.20 The Nearest London Underground station is Mornington Crescent which forms part of the Northern Line. Mornington Crescent is located at the north-eastern corner of the site boundary on the eastern side of Hampstead Road (A400). **Figure 3.3** summarises London underground services available.

Destination	First/Last Services	Service Frequency
High Barnet / Mill Hill East (northbound services)	Mon-Sat: 05:57-00:35	21 per hour
Kennington / Morden (southbound services)	Mon-Sat: 05:47-00:25	24 per hour

Figure 3.3. Summary of London Underground Services from Mornington Crescent

3.2.21 Additionally, Victoria, Circle, Hammersmith & City, Metropolitan and Piccadilly line services can be accessed from various stations along Euston Road, approximately 1km to the south of the site. Stations on Euston Road within a reasonable walking distance include Warren Street, Euston Square, Euston and Kings Cross St Pancras.

3.2.22 London Overground services can be accessed from Camden Road station approximately 1km to the north of the site.

PTAL

3.2.23 To assess the current Public Transport Accessibility Level (PTAL) for the site, RGP has carried out a site specific PTAL assessment using the TfL Transport Planning Information Database Tool. This assessment takes into account the distance of public transport facilities from the site and the relative frequencies of these services. This considers all bus services within a 640m walk distance and rail services within a 960m walk distance.

3.2.24 The PTAL assessment demonstrates that the site currently has a PTAI (Public Transport Accessibility Index) of 39.16, which corresponds to a PTAL rating of 6a, representing an 'excellent' level of accessibility to public transport networks. It is worth noting that a score in excess of 40.00 corresponds to a PTAL rating of 6b, which is the highest accessibility score achievable.

3.2.25 When looking in further detail at the PTAL report this does not include public transport services accessible from Euston station, despite it being on the edge of this 960m walk distance. It is likely that this station would be attractive to employees travelling on National Rail services or London Underground services on the Victoria line.

3.2.26 The full PTAL report is attached hereto at **Appendix C**.

Journey to Work Census Data

3.2.27 A review of the journey to work census data demonstrates highlights these accessibility credentials. Data for the daytime population (i.e. those working in the ward) from the 2001 census (this is not provided in the latest 2011 data) provides the following modal split for people travelling into the Regents Park ward area, in which the site is located, as summarised within **Figure 3.4** below.

Method of Travel	Percentage
Underground / metro / light rail	34.5%
Train	34.2%
Bus / coach	7.0%
Taxi	0.3%
Car driver	13.4%
Car passenger	0.8%
Motorcycle	1.6%
Bicycle	2.1%
On foot	5.5%
Other	0.5%

Figure 3.4. Journey to Work Census Data (daytime population)

3.2.28 The full journey to work outputs are attached at **Appendix D**. As illustrated above the vast majority would comprise journeys by public transport (75.7% of the modal share), with 13.4% made by car and 7.6% made by walk / bicycle. This information further highlights the excellent accessibility credentials of the site.

Summary

3.2.29 In summary, RGP consider that the accessibility credentials of the proposed development are particularly good, as highlighted by the site's 'excellent' PTAL score, providing employees and visitors with numerous opportunities to travel by sustainable modes. It is anticipated that the extensive range of public transport services will act as the primary mode of transport to / from the site.

4 TRIP GENERATION IMPACT

4.1 Proposed Trip Generation

4.1.1 In order to establish the likely increase in trips to the site the TRICS database has been interrogated for comparably located office development in central London.

4.1.2 The TRICS database is an industry standard tool comprising trip generation survey data from a variety of sites throughout the UK, covering a range of land use classes. The following selection criteria has been applied in order to establish the likely trip generation associated with the development proposals:

(i) Land Use: Employment (Office)

(ii) Regions: Greater London

(iii) Survey Days: Weekdays

(iv) Locations: Town Centre / Edge of Town Centre

(v) Use Class: B1

4.1.3 Further to the above generic selection criteria, the TRICS data was further interrogated to manually deselect sites with a PTAL rating of 5 or below. The sites ultimately selected are therefore considered to be of comparable accessibility by public transport (i.e. PTAL 6a or 6b) and hence reflect the likely trip generation and modal split of journeys.

4.1.4 The full TRICS outputs are attached hereto at **Appendix E** while **Figure 4.1**, below, provides a summary of the results. For robustness consideration is given to the conventional AM (08:00-09:00) and PM (17:00-18:00) peak hours in addition to the total daily traffic.

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	arr	dep	2-way	arr	dep	2-way	arr	dep	2-way
Vehicles	0.208	0.071	0.279	0.071	0.185	0.256	1.305	1.192	2.497
Walk	0.301	0.093	0.394	0.098	0.387	0.485	6.144	5.880	12.024
Cycle	0.099	0.000	0.099	0.005	0.071	0.076	0.370	0.300	0.670
PT	2.113	0.049	2.162	0.093	2.135	2.228	5.974	5.684	11.658
Total	2.721	0.213	2.934	0.267	2.778	3.045	13.793	13.056	26.849

Figure 4.1. Office Trip Rates (per 100sqm)

4.1.5 **Figure 4.2**, below, provides a summary of the resultant trip generation factored to 3,838sqm floor area. This represents the anticipated increase in trips which would be generate by the development proposals.

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	arr	dep	2-way	arr	dep	2-way	arr	dep	2-way
Vehicles	8	3	11	3	7	10	50	46	96
Walk	12	4	15	4	15	19	236	226	461
Cycle	4	0	4	0	3	3	14	12	26
PT	81	2	83	4	82	86	229	218	447
Total	104	8	113	10	107	117	529	501	1,030

Figure 4.2. Anticipated Office Trip Generation (3,838sqm)

4.1.6 As summarised within **Figure 4.2** the proposals would generate an increase of 1,030 two-way movements by all modes over the course of a typical weekday (07:00-19:00). This would comprise 113 two-way movements during the AM peak hour and 117 two-way movements during the PM peak hour.

4.1.7 When looking at the modal split, it is evident that the majority of journeys would be undertaken on foot (461 two-way movements, or 45% of the total journeys) or by public transport (447 two-way movements, or 43% of the total journeys).

4.1.8 A total of 96 two-way movements would be made by vehicle, comprising 10 two-way vehicle movements during the AM peak hour and 10 two-way vehicle movements during the PM peak hour. The TRICS data confirms that these would predominantly comprise taxi pick-up / drop-off and delivery vehicle visits. Given that the proposals would not provide additional car parking it is unlikely that there would be an increase in car trips to / from the site.

4.1.9 A total of 26 two-way movements would be made by bicycle each day. This would comprise 4 two-way cycle movements during the AM peak hour and 3 two-way cycle movements during the PM peak hour.

4.2 Impact on Public Transport Services

4.2.1 When assessing the TRICS information in more detail it is possible to establish the number of journeys made by bus and the number made by rail.

4.2.2 The TRICS data however classifies both overground (i.e. National Rail) and underground services as 'rail journeys' and hence an assumption is made as to the likely split between these travel modes.

4.2.3 Travel to work information (daytime population) is available from 2001 census data and confirms that for the Regents Park ward area (in which the site is located) there is an equal split between underground and National Rail passengers travelling to the area for work. This information is not available within the more recent 2011 census data. The 50/50 split has therefore been applied to the TRICS data for those travelling by rail services.

4.2.4 During each of the AM and PM peak hours, the following number of person trips would be anticipated, as summarised within **Figure 4.3**.

Mode	No. of Trips: AM Peak Hour	No. of Trips: PM Peak Hour
Bus	15	14
Underground	34	36
Rail	34	36
All PT Modes	**83**	**86**

Figure 4.3. Additional Public Transport Person Trips Generated by the Proposals

4.2.5 To understand the effect of these additional public transport journeys on capacity it is important to consider the total number of services by each of these modes during the peak hours, as well as the total capacity of each mode.

4.2.6 In accordance with typical operational capacity figures, it is assumed that each service has capacity for the following number of passengers:

(i) Bus: 64 seated passengers per bus (based on new Routemaster bus information);

(ii) Underground: 665 passengers per tube (figures obtained from TfL website for Northern line services);

(iii) National Rail: Circa 500 seated (assuming an average 8 coach train);

4.2.7 **Figure 4.4**, below, provides a summary of the peak hour services and corresponding passenger capacity. For robustness only the closest services have been considered (i.e. bus / underground services from Mornington Crescent and rail services from Euston). In reality a proportion of staff are likely to use other stations. It is also worth noting this assumed capacity of the bus and National Rail services considers seated passengers only whereas further space is available for passengers to stand.

Mode	No. of Services: AM Peak Hour	AM Passenger Capacity	No. of Services: PM Peak Hour	PM Passenger Capacity
Bus	100	6,400	100	6,400
Underground	45	29,925	44	29,260
Rail	32	16,000	38	19,000
All PT Modes	**177**	**52,325**	**182**	**54,660**

Figure 4.4. Capacity of Existing Public Transport Services

4.2.8 As illustrated above, the additional trips generated by the proposals would represent approximately 0.16% of the existing public transport capacity. When considering each individual mode of transport, the proposals would represent the following impact in terms of total capacity:

(i) Bus passengers: 0.23% of peak hour capacity

(ii) Underground passengers: 0.12% of peak hour capacity

(iii) Rail passengers: 0.20% of peak hour capacity

4.2.9 When considering the extensive number of public transport services operating in the vicinity of the site, the development proposals would have a negligible impact on the capacity of these services.

5 PARKING

5.1 Policy Reference

Camden Policy

5.1.1 Camden's adopted parking standards are contained within Appendix 2 of their Development Policies document, which forms part of the Local Development Framework. The following parking requirements are stipulated with regards to employment uses (B1 use class), as summarised in **Figure 5.1**.

B1– Business	
Cycles	Staff – from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Visitor - from threshold of 500 sq m, minimum of 2 if any visitors are expected, plus any additional spaces needed to bring the total number up to 10% of the visitors likely to be present at any time.
People with disabilities	Staff/ operational – 1 space per disabled employee or, from a threshold of 2,500 sq m, 1 space per 20,000 sq m or part thereof - whichever is the greater. Visitor - from threshold of 2,500 sq m, 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 2,500 sq m. 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 1,500 sq m Rest of borough: maximum of 1 space per 1,000 sq m

Figure 5.1. Local Parking Standards

5.1.2 Low parking provision areas are defined as:

"Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport."

5.1.3 The application site meets the criteria for a 'low parking provision area' being located on the boundary of the central London area, within a Controlled Parking Zone (CPZ) and highly accessible by public transport (PTAL 6a). On this basis the proposals could justify a maximum of 2 car parking spaces for staff.

5.1.4 The Development Policies document makes further reference to car-free development at paragraph 18.2 and states that:

"The Council generally expect development in Low Parking Provision Areas (i.e. the Central London area, our town centres and other areas with high public transport accessibility) to be car free."

5.1.5 Paragraph 18.6 goes on to state that:

"As we generally seek car free development in Low Parking Provision Areas, we will only apply the car parking standards for these areas where a developer can demonstrate to the Council's satisfaction that such parking should be provided on site."

5.1.6 It is therefore evident that the Camden's maximum standards should only be applied where there is a clear requirement, and where parking is not essential car-free development will be supported.

London Plan Policy

5.1.7 LBC's parking standards are consistent with the London Plan standards with reference to employment uses, which are stated as follows:

Non-operational maximum standards for employment B1: spaces per sq m of gross floorspace (GIA)	
Location	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50 - 100

Figure 5.2. London Plan Car Parking Standards

5.1.8 Based on the above London Plan standards the site, in an inner London location, could provide a maximum of 1 space per 600sqm-1,000sqm, although it is on the border of the CAZ area in which greater parking restraint should be applied.

5.1.9 With regards to cycle parking at office developments, the London Plan states that for inner London sites 1 long-stay space should be provided per 90sqm and 1 short-stay space should be provided per 500sqm.

5.2 Proposed Parking

Car Parking

5.2.1 **Figure 5.3**, below, provides a summary of the existing and proposed floor areas and number of car parking spaces at the application site.

	Existing		Proposed	
	Floor Area	**Parking**	**Floor Area**	**Parking**
ASOS	16,787 sqm	70 (1 per 240sqm)	20,625 sqm	60 (1 per 344sqm)
Site Total	30,264 sqm	151 (1 per 200sqm)	34,102 sqm	141 (1 per 242sqm)

Figure 5.3. Summary of Existing / Proposed Car Parking Provision

5.2.2 ASOS currently leases 16,787sqm floor space within Greater London House, along with 70 car parking spaces. This equates to 1 car parking space per 240sqm floor area, which is well in excess of what the current London Plan and Camden standards would permit.

5.2.3 Under the proposals, while the total floor area leased by ASOS would increase to 20,625sqm, the total number of car parking spaces would be reduced by 10. This would therefore equate to a provision of approximately 1 car parking space per 344sqm.

5.2.4 Based on LBC's and the London Plan's current parking the slight reduction in car parking is considered appropriate, particularly given the excellent public transport facilities available. This reduction in parking would be communicated to the tenant as part of the new lease agreement and would be appropriately managed post-development. As a result, it is not anticipated that the proposals would lead to any displaced parking or have any impact on public parking provision locally.

5.2.5 It is not anticipated that there would be a significant increase in the requirement for disabled parking at the site following the proposals. However, priority for on-site parking would be given to disabled staff in the event that additional disabled drivers needed to access the site. Disabled drivers would be allocated appropriate spaces which provide adequate clearance around the edge of a parked vehicle.

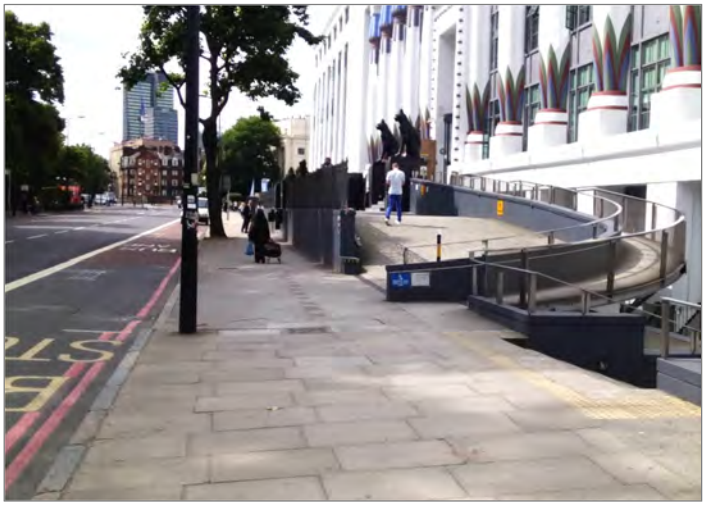
Cycle Parking

5.2.6 The proposals would provide additional cycle parking in accordance with the London Plan standards. Based on the standards quoted above, 51 cycle parking spaces would be required (i.e. 43 long-stay and 8 short-stay). These would be provided in the form of 26 Sheffield style cycle stands conveniently located within the internal car park and therefore benefit from a secure and covered location with good levels of surveillance.

6 ACCESS AND SERVICING ARRANGEMENTS

6.1.1 Vehicular access to Greater London House is facilitated from a series of locations on Mornington Crescent. The western site frontage includes one access and one egress associated with the on-site car park, as well as separate delivery / servicing entrances and a refuse store.

6.1.2 There is no vehicular access at the site's eastern frontage onto the A400 Hampstead Road with the exception of two crossovers either side of a ramp (illustrated within **Photograph 7**). These can facilitate infrequent emergency vehicle / maintenance access if necessary but are not generally used. The main pedestrian entrance is also located at the eastern frontage.



Photograph 7. Site Frontage / Main Entrance on Hampstead Road

6.1.3 Sufficient circulation and manoeuvring space would be retained within the site to ensure that all parking areas remain accessible and that vehicles would arrive and depart in a forward gear, via Mornington Crescent.

6.1.4 The development proposals would not result in any alterations to the existing access, delivery or refuse collection arrangements. The existing refuse area is considered to be sufficient to cater for the minimal increase in waste which would be generated.

6.1.5 There may however be a nominal increase in delivery vehicle visits associated with the slight increase in office floor area and ancillary spa facilities. A further review of the TRICS data indicates that this would equate to approximately 2 additional two-way goods vehicle movements over the course of a typical weekday (i.e. 1 additional delivery vehicle visit). These are unlikely to comprise large HGVs, with most deliveries likely to comprise office supplies or courier visits and therefore undertaken by light goods vehicles.

7 SUMMARY AND CONCLUSIONS

7.1.1 This Transport Statement has considered the transport planning implications associated with the development proposals at Greater London House, Hampstead Road, London.

7.1.2 Extensive survey information has been consulted to determine the post-development trip generation impact of development. RGP make the following conclusions of this Transport Statement:

(i) The application site is within a highly accessible location, benefitting from access to a range of public transport facilities and good pedestrian / cycle infrastructure;

(ii) The sustainable location of the development accords with local and regional planning policy documents;

(iii) The development proposals would generate 1,030 additional two-way movements (by all modes) over the course of a weekday, comprising a maximum of 117 during the PM peak hour. These would predominantly comprise journeys on foot (45%) and by public transport (43%);

(iv) The proposals would generate a total of 96 two-way vehicle movements over a typical weekday, comprising a maximum of 11 two-way vehicle movements during the AM peak hour;

(v) The slight increase in public transport journeys would have a negligible impact on service capacity;

(vi) There would be no increase in the number of car parking spaces, which is commensurate with local policy;

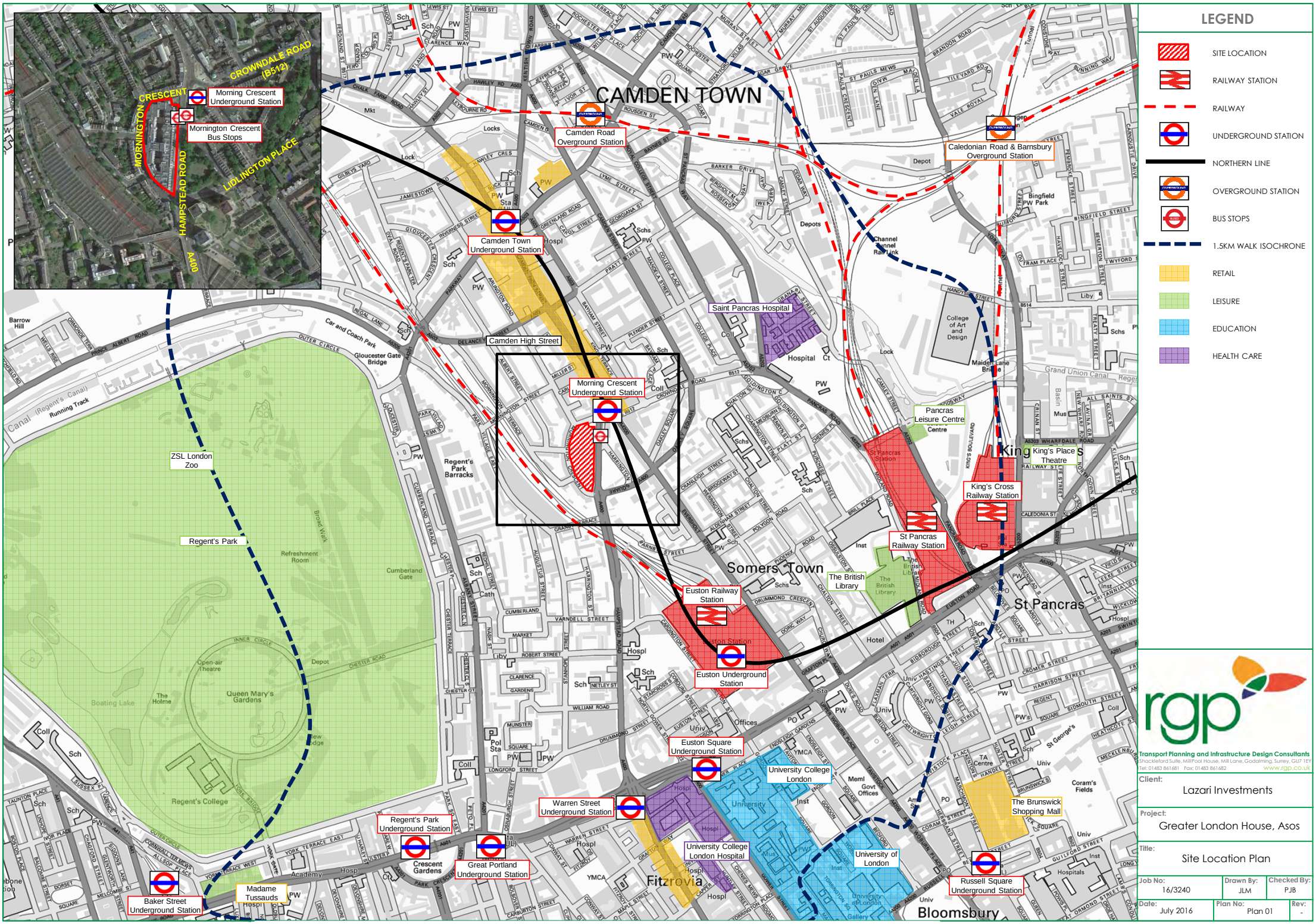
(vii) A total of 51 additional cycle parking spaces would be provided within the site in a convenient and secure location in accordance with London Plan standards, including shower and locker facilities;

(viii) The existing access and delivery / servicing arrangements would remain unchanged. The increase in office floor space would result in a maximum of 1 additional delivery vehicle per day;

7.1.3 As a result of the data and evidence presented within this Transport Statement London Borough of Camden, as local highway authority, and Transport for London, responsible for Hampstead Road, are respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

7.1.4 A Framework Travel Plan (reference: JLLS/16/3240/TP02) has also been prepared to identify measures which would be implemented to encourage sustainable journeys to the site. The Framework Travel Plan and this Transport Statement are closely linked and should be read in conjunction.

PLANS



LEGEND

- SITE LOCATION
- RAILWAY STATION
- RAILWAY
- UNDERGROUND STATION
- NORTHERN LINE
- OVERGROUND STATION
- BUS STOPS
- 1.5KM WALK ISOCHRONE
- RETAIL
- LEISURE
- EDUCATION
- HEALTH CARE

rgp
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey, GU7 1EY
Tel: 01483 861681 Fax: 01483 861682
www.rgp.co.uk

Client: Lazari Investments

Project: Greater London House, Asos

Title: Site Location Plan

Job No:	Drawn By:	Checked By:
16/3240	JLM	PJB

Date:	Plan No:	Rev:
July 2016	Plan 01	-

UNDERGROUND TIMETABLE (Mornington Crescent)			
Destination	**First/Last Services**	**Journey Time**	**Major Points**
Northern Line			
High Barnet	Mon-Sat: 05:57-00:35	28 minutes	Camden Town, Kentish Town, Tufnell Park, Archway, Highgate, East Finchley, Finchley Central, West Finchley, Woodside Park, Totteridge
Morden	Mon-Sat: 05:47-00:25	38 minutes	Euston, Warren Street, Goodge Street, Tottenham Court Road, Leicester Square, Charing Cross, Embankment, Waterloo, Kennington, Oval, Stockwell, Clapham North, Clapham Common, Clapham South, Balham, Tooting Bec, Tooting Broadway, Colliers Wood, South Wimbledon

RAIL TIMETABLE (Euston Railway Station)		
Destination	**Typical Frequency**	**Journey Time**
Milton Keynes Central	8 trains per hour	30 - 58 minutes
Crewe	5 trains per hour	1 hour 30 minutes - 2 hours 38 minutes
Birmingham New Street	3 trains per hour	2 hours 4 minutes
Northampton	3 trains per hour	55 minutes - 1 hour 12 minutes
Manchester Piccadilly	3 trains per hour	2 hours 8 minutes
Tring	2 trains per hour	44 minutes
Glasgow Central	1 train per hour	4 hours 45 minutes
Liverpool Lime Street	1 train per hour	2 hour 14 minutes
Chester	1 train per hour	2 hours 3 minutes
Bangor (Gwynedd)	1 train per hour	3 hours 11 minutes
Edinburgh	1 train per hour	5 hours 40 minutes
Blackpool North	1 train per hour	2 hour 58 minutes

BUS TIMETABLE (Mornington Crescent (Stop A) Bus Stop)			
Service	**Route Summary**	**Typical Frequency**	**Hours of Operation**
24	Grosvenor Road – Royal Free Hospital	Mon-Sat: 5-9 minutes Sun: 6-10 minutes	Mon-Sun: 24 hour service
27	Chiswick Business Park – Chalk Farm / Morrisons	Mon-Fri: 6-10 minutes Sat: 7-11 minutes Sun: 10-14 minutes	Mon-Sun: 24 hour service
29	Lordship Lane – Trafalgar Square / Charring Cross Station	Mon-Sun: 3-6 minutes	Sun-Thurs: 05:51-00:51 Fri-Sat: 05:51-00:56
88	Camden Gardens – Omnibus Clapham	Mon-Fri: 6-10 minutes Sat: 7-11 minutes Sun: 10-13 minutes	Mon-Sun: 24 hour service
134	North Finchley Bus Station – New Oxford Street	Mon-Fri: 4-7 minutes Sat: 6-10 minutes Sun: 4-8 minutes	Mon-Sun: 24 hour service
N5	Edgware Bus Station – Whitehall / Trafalgar Square	Sun Ni-Fri Morn: 15 minutes Fri Ni-Sat Morn: 8-10 minutes Sat Ni-Sun Morn: 8-10 minutes	Sun Ni-Mon Morn: 00:09-05:52 Fri Ni-Sat Morn: 01:02-05:56 Sat Ni-Sun Morn: 01:02-07:26 Mon Ni-Fri Morn: 00:54-05:52
N20	Barnet High Street / Barnet Church – Whitehall / Trafalgar Square	Sun Ni-Fri Morn: 30 minutes Fri Ni-Sat Morn: 6-10 minutes Sat Ni-Sun Morn: 8-10 minutes	Sun Ni-Mon Morn: 00:17-05:46 Fri Ni-Sat Morn: 00:56-05:46 Sat Ni-Sun Morn: 00:56-07:17 Mon Ni-Fri Morn: 00:47-05:46
N29	Little Park Gardens – Trafalgar Square / Charing Cross Station	Sun Ni-Fri Morn: 7-8 minutes Fri Ni-Sun Morn: 3-4 minutes	Sun Ni-Fri Morn: 00:56-05:41 Fri Ni-Sun Morn: 01:01-05:48
N279	Waltham Cross Bus Station – Trafalgar Square / Charing Cross Station	Sun Ni-Fri Morn: 20 minutes Fri Ni-Sun Morn: 11-12 minutes	Sun Ni-Fri Morn: 00:38-05:36 Fri Ni-Sun Morn: 00:45-05:36

Mornington Crescent Underground Station

Mornington Crescent Bus Stops

Euston Railway Station

Euston Underground Station

LEGEND

- SITE LOCATION
- RAILWAY STATION
- RAILWAY
- UNDERGROUND STATION
- LOCAL BUS STOPS
- CYCLE-FRIENDLY ROUTES
- 500M WALK ISOCHRONE
- ZIP CAR
- CITY CAR CLUB
- SANTANDER CYCLE HIRE STATIONS

rgp
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey, GU7 1EY
Tel: 01483 861681 Fax: 01483 861682 www.rgp.co.uk

Client: Lazari Investments

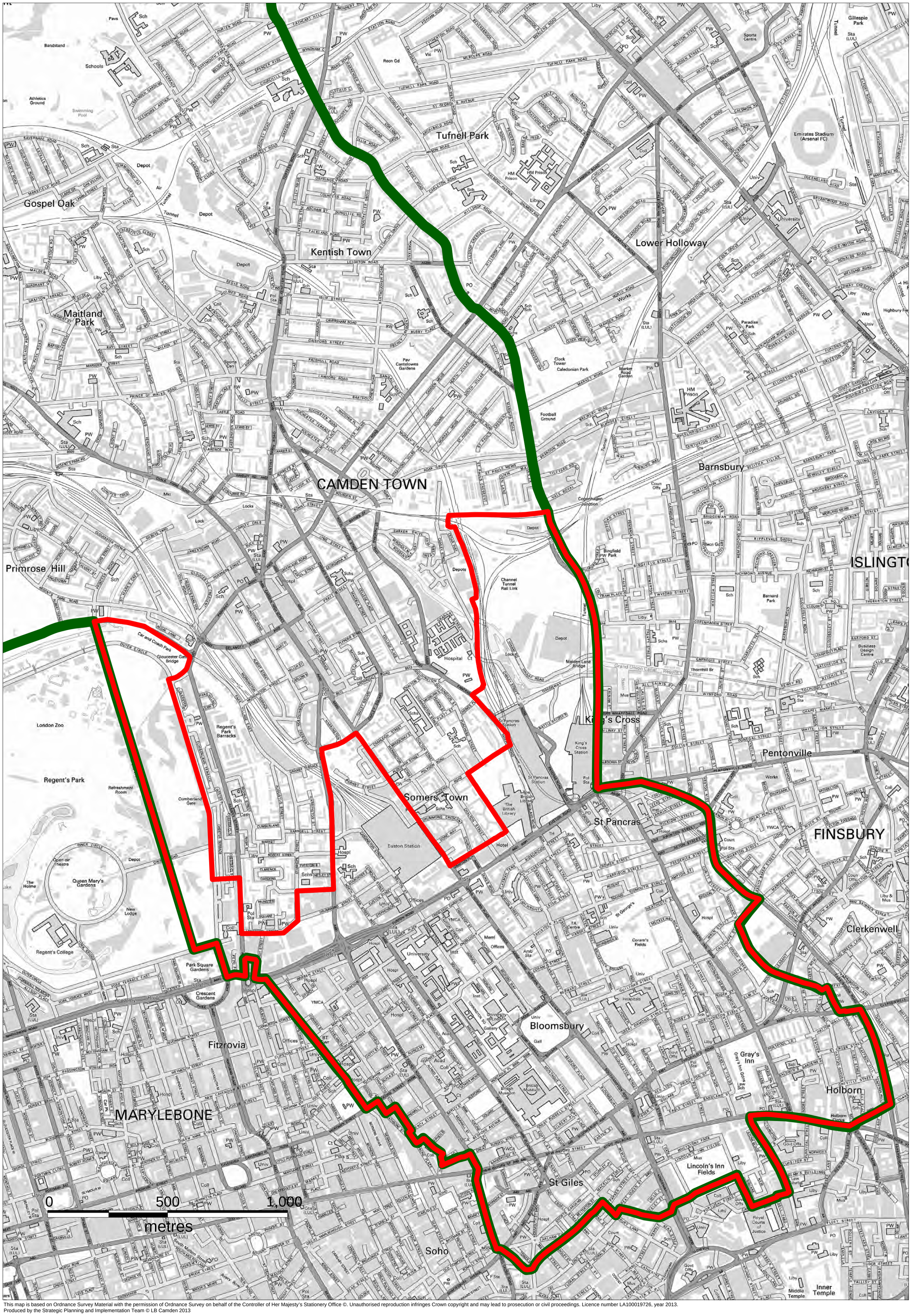
Project: Greater London House, Asos

Title: Site Accessibility Plan

Job No:	Drawn By:	Checked By:
16/3240	JLM	PJB
Date: July 2016	Plan No: Plan 02	Rev: -

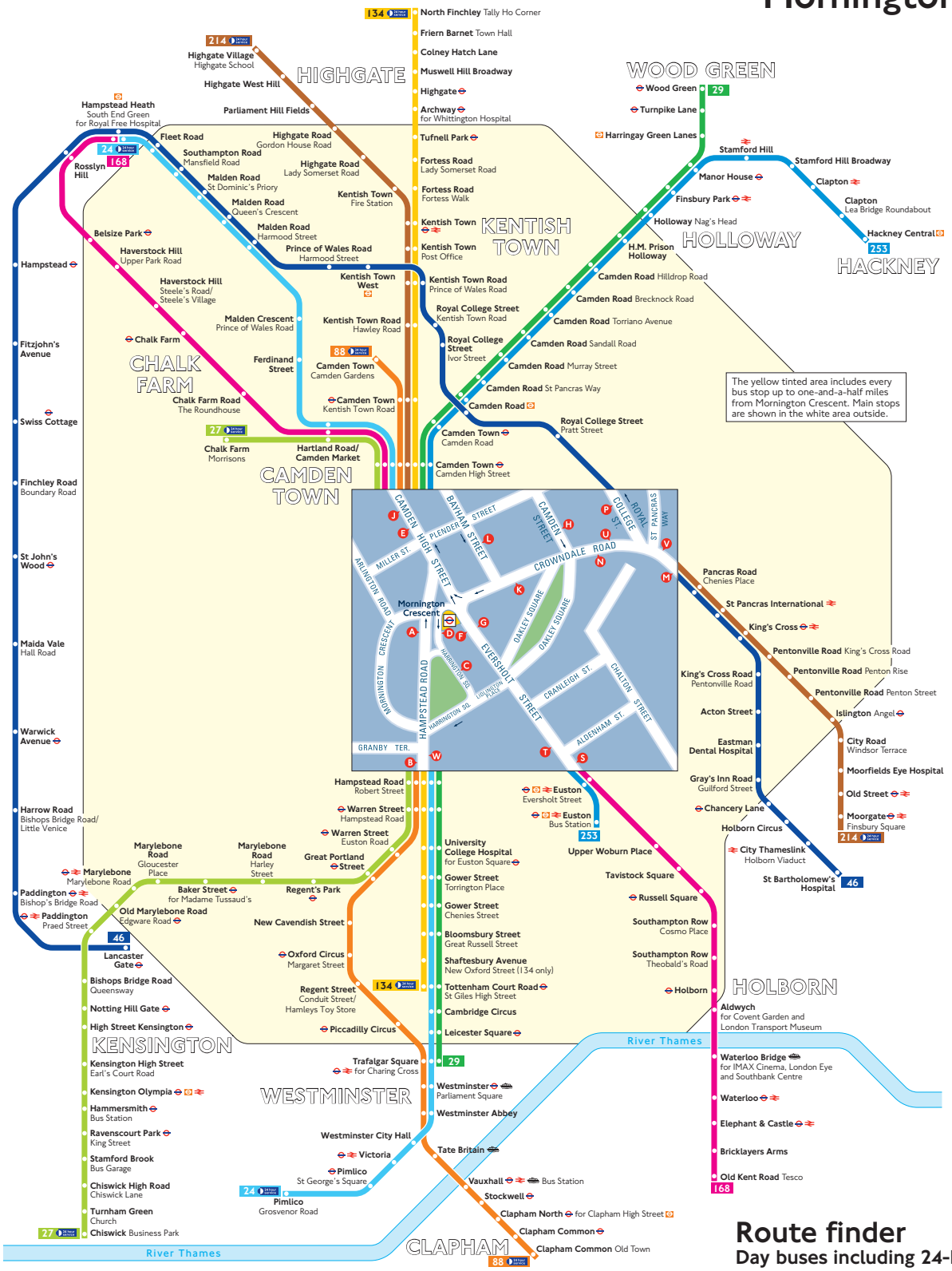
APPENDIX A

London Borough of Camden | Area for Exemption - Central Activities Zone
Permitted development rights for change of use from commercial to residential



APPENDIX B

Buses from Mornington Crescent



Key

- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats

Red discs show the bus stop you need for your chosen bus service. The disc A appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

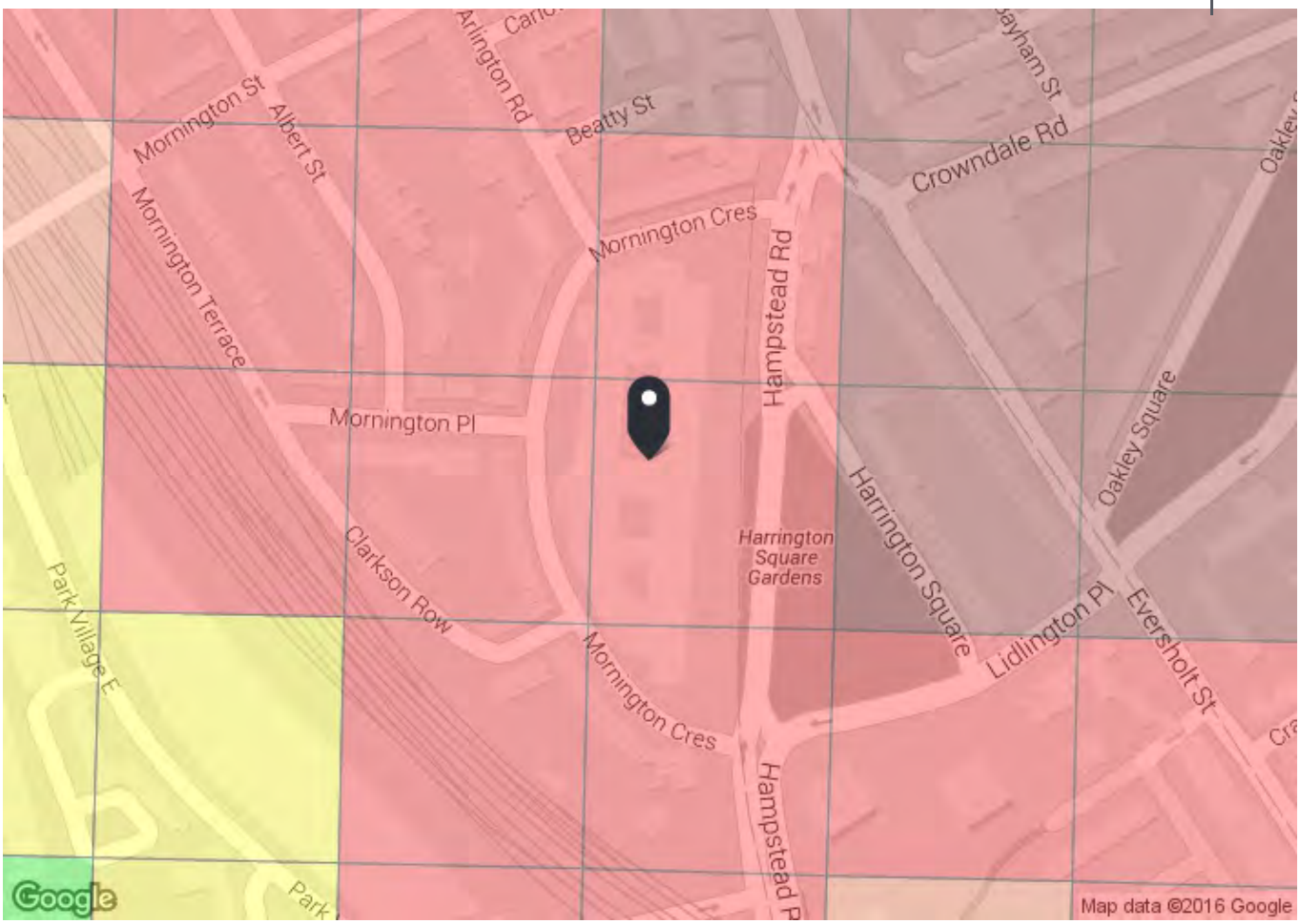
Day buses including 24-hour services

Bus route	Towards	Bus stops
24 (24 hour service)	Hampstead Heath	A B J
	Pimlico	C W
27 (24 hour service)	Chalk Farm	A B J
	Chiswick Business Park	D W
29	Trafalgar Square	C W
	Wood Green	A B J
46	Lancaster Gate	M P
	St Bartholomew's Hospital	H U V
88 (24 hour service)	Camden Town	A B E
	Clapham Common	D W
134 (24 hour service)	North Finchley	A B E
	Tottenham Court Road	C W
168	Hampstead Heath	F J T
	Old Kent Road	G S
214 (24 hour service)	Highgate Village	E K M N
	Moorgate	L U V
253	Euston	G S
	Hackney Central	F J T

Information correct from May 2013

APPENDIX C

TRANSPORT FOR LONDON



PTAL output for 2011 (Base year)
6a

Greater london house, Kings Cross, London NW1, UK

Easting: 529120, Northing: 183261

Grid Cell: 94562

Report generated: 05/07/2016

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	CAMDEN TOWN STATION	31	581.25	10	7.27	5	12.27	2.45	0.5	1.22
Bus	MORNINGTON CRESCENT STN	24	91.61	10	1.15	5	6.15	4.88	0.5	2.44
Bus	MORNINGTON CRESCENT STN	134	91.61	12	1.15	4.5	5.65	5.31	0.5	2.66
Bus	MORNINGTON CRESCENT STN	29	91.61	15	1.15	4	5.15	5.83	1	5.83
Bus	MORNINGTON CRESCENT STN	88	91.61	9	1.15	5.33	6.48	4.63	0.5	2.32
Bus	MORNINGTON CRESCENT STN	27	91.61	8	1.15	5.75	6.9	4.35	0.5	2.18
Bus	E'SHOLT S CROWNDALE CENT	168	234.43	9	2.93	5.33	8.26	3.63	0.5	1.82
Bus	E'SHOLT S CROWNDALE CENT	253	234.43	12	2.93	4.5	7.43	4.04	0.5	2.02
Bus	CROWNDALE RD BAYHAM ST	214	291.76	8	3.65	5.75	9.4	3.19	0.5	1.6
Bus	CAMDEN ST CROWNDALE RD	46	505.8	6	6.32	7	13.32	2.25	0.5	1.13
Bus	PRATT STREET	C2	487.22	8	6.09	5.75	11.84	2.53	0.5	1.27
Bus	PRATT STREET	274	487.22	7.5	6.09	6	12.09	2.48	0.5	1.24
LUL	Camden Town	'Edgware-Morden'	735.91	9	9.2	4.08	13.28	2.26	0.5	1.13
LUL	Camden Town	'Morden-HighBarnet'	735.91	14.67	9.2	2.79	11.99	2.5	0.5	1.25
LUL	Camden Town	'Morden-MillHillE'	735.91	4	9.2	8.25	17.45	1.72	0.5	0.86
LUL	Camden Town	'HighBarnet-Morden'	735.91	0.33	9.2	91.66	100.86	0.3	0.5	0.15
LUL	Camden Town	'MillHillE-Kenningt'	735.91	1.67	9.2	18.71	27.91	1.07	0.5	0.54
LUL	Mornington Crescent	'Morden-Edgware'	205.2	4.67	2.57	7.17	9.74	3.08	0.5	1.54
LUL	Mornington Crescent	'Kennington-Edgware'	205.2	14.67	2.57	2.79	5.36	5.6	1	5.6
LUL	Mornington Crescent	'HighBarnet-Kenningt'	205.2	5.33	2.57	6.38	8.94	3.35	0.5	1.68
LUL	Mornington Crescent	'MillHill-Morden'	205.2	1.67	2.57	18.71	21.28	1.41	0.5	0.7
									Total Grid Cell AI:	**39.16**

APPENDIX D

Method of Travel to Work - Daytime Population (UV37)

				Regent's Pa Ward	Camden London Bo	London Region	England Country	Travel to work
All People	Count	Persons	Apr-01	23971	290966	5786853	35466713	
Works mainly at or from home	Count	Persons	Apr-01	450	9860	285935	2055224	
Underground, metro, light rail or tram	Count	Persons	Apr-01	6641	72473	642476	706080	34.5%
Train	Count	Persons	Apr-01	6575	61678	661166	945100	34.2%
Bus, minibus or coach	Count	Persons	Apr-01	1353	20889	376926	1682127	7.0%
Taxi or minicab	Count	Persons	Apr-01	54	981	21962	115495	0.3%
Driving a car or van	Count	Persons	Apr-01	2583	33125	1294081	12308844	13.4%
Passenger in a car or van	Count	Persons	Apr-01	163	2578	92819	1368226	0.8%
Motorcycle, scooter or moped	Count	Persons	Apr-01	301	4026	55752	248824	1.6%
Bicycle	Count	Persons	Apr-01	409	6218	78804	632231	2.1%
On foot	Count	Persons	Apr-01	1052	15032	281338	2231539	5.5%
Other	Count	Persons	Apr-01	101	809	14396	82430	0.5%
Not currently working	Count	Persons	Apr-01	4289	63297	1981198	13090593	
				19232				19232

PT = 0.0%

APPENDIX E

Calculation Reference: AUDIT-728001-160704-0707

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

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:	1386 to 7567 (units: sqm)
Range Selected by User:	500 to 15000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 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:

Wednesday	2 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	4 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
Edge of Town Centre	1

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	3

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	4 days

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

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	3 days

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

Population within 5 miles:

500,001 or More	4 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	2 days

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

Travel Plan:

No	4 days

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

LIST OF SITES relevant to selection parameters

1 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
CITY OF LONDON
BANK
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date: WEDNESDAY 21/10/09 Survey Type: MANUAL

2 CI-02-A-02 OFFICES CITY OF LONDON
GRACECHURCH STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 9803 sqm
Survey date: FRIDAY 29/11/13 Survey Type: MANUAL

3 CN-02-A-01 OFFICES CAMDEN
ELY PLACE
HOLBORN CIRCUS
HOLBORN
Edge of Town Centre
Built-Up Zone
Total Gross floor area: 4062 sqm
Survey date: THURSDAY 23/10/08 Survey Type: MANUAL

4 CN-02-A-02 OFFICES CAMDEN
GRAYS INN ROAD

CLERKENWELL
Town Centre
Built-Up Zone
Total Gross floor area: 6056 sqm
Survey date: WEDNESDAY 22/10/08 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-02	PTAL
CI-02-A-03	PTAL
HD-02-A-07	PTAL
IS-02-A-01	PTAL
SK-02-A-02	PTAL
WH-02-A-02	PTAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.011	0.386	4	4579	0.000	0.000	4	4579	0.011	0.386
07:30 - 08:00	4	4579	0.038	1.353	4	4579	0.033	1.159	4	4579	0.071	2.512
08:00 - 08:30	4	4579	0.093	3.285	4	4579	0.049	1.739	4	4579	0.142	5.024
08:30 - 09:00	4	4579	0.115	4.058	4	4579	0.022	0.773	4	4579	0.137	4.831
09:00 - 09:30	4	4579	0.109	3.865	4	4579	0.049	1.739	4	4579	0.158	5.604
09:30 - 10:00	4	4579	0.071	2.512	4	4579	0.011	0.386	4	4579	0.082	2.898
10:00 - 10:30	4	4579	0.104	3.672	4	4579	0.071	2.512	4	4579	0.175	6.184
10:30 - 11:00	4	4579	0.055	1.932	4	4579	0.044	1.546	4	4579	0.099	3.478
11:00 - 11:30	4	4579	0.093	3.285	4	4579	0.082	2.899	4	4579	0.175	6.184
11:30 - 12:00	4	4579	0.044	1.546	4	4579	0.055	1.932	4	4579	0.099	3.478
12:00 - 12:30	4	4579	0.044	1.546	4	4579	0.066	2.319	4	4579	0.110	3.865
12:30 - 13:00	4	4579	0.060	2.126	4	4579	0.033	1.159	4	4579	0.093	3.285
13:00 - 13:30	4	4579	0.060	2.126	4	4579	0.022	0.773	4	4579	0.082	2.899
13:30 - 14:00	4	4579	0.044	1.546	4	4579	0.071	2.512	4	4579	0.115	4.058
14:00 - 14:30	4	4579	0.027	0.966	4	4579	0.049	1.739	4	4579	0.076	2.705
14:30 - 15:00	4	4579	0.076	2.705	4	4579	0.038	1.353	4	4579	0.114	4.058
15:00 - 15:30	4	4579	0.060	2.126	4	4579	0.055	1.932	4	4579	0.115	4.058
15:30 - 16:00	4	4579	0.076	2.705	4	4579	0.093	3.285	4	4579	0.169	5.990
16:00 - 16:30	4	4579	0.016	0.580	4	4579	0.055	1.932	4	4579	0.071	2.512
16:30 - 17:00	4	4579	0.027	0.966	4	4579	0.033	1.159	4	4579	0.060	2.125
17:00 - 17:30	4	4579	0.044	1.546	4	4579	0.087	3.092	4	4579	0.131	4.638
17:30 - 18:00	4	4579	0.027	0.966	4	4579	0.098	3.478	4	4579	0.125	4.444
18:00 - 18:30	4	4579	0.011	0.386	4	4579	0.060	2.126	4	4579	0.071	2.512
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.016	0.580	4	4579	0.016	0.580
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:			1.305	46.184			1.192	42.124			2.497	88.308

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 TAXIS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
07:30 - 08:00	4	4579	0.027	0.966	4	4579	0.022	0.773	4	4579	0.049	1.739
08:00 - 08:30	4	4579	0.011	0.386	4	4579	0.011	0.386	4	4579	0.022	0.772
08:30 - 09:00	4	4579	0.011	0.386	4	4579	0.005	0.193	4	4579	0.016	0.579
09:00 - 09:30	4	4579	0.011	0.386	4	4579	0.016	0.580	4	4579	0.027	0.966
09:30 - 10:00	4	4579	0.011	0.386	4	4579	0.000	0.000	4	4579	0.011	0.386
10:00 - 10:30	4	4579	0.033	1.159	4	4579	0.011	0.386	4	4579	0.044	1.545
10:30 - 11:00	4	4579	0.016	0.580	4	4579	0.016	0.580	4	4579	0.032	1.160
11:00 - 11:30	4	4579	0.022	0.773	4	4579	0.038	1.353	4	4579	0.060	2.126
11:30 - 12:00	4	4579	0.022	0.773	4	4579	0.011	0.386	4	4579	0.033	1.159
12:00 - 12:30	4	4579	0.016	0.580	4	4579	0.000	0.000	4	4579	0.016	0.580
12:30 - 13:00	4	4579	0.022	0.773	4	4579	0.016	0.580	4	4579	0.038	1.353
13:00 - 13:30	4	4579	0.000	0.000	4	4579	0.005	0.193	4	4579	0.005	0.193
13:30 - 14:00	4	4579	0.000	0.000	4	4579	0.005	0.193	4	4579	0.005	0.193
14:00 - 14:30	4	4579	0.011	0.386	4	4579	0.011	0.386	4	4579	0.022	0.772
14:30 - 15:00	4	4579	0.022	0.773	4	4579	0.027	0.966	4	4579	0.049	1.739
15:00 - 15:30	4	4579	0.027	0.966	4	4579	0.022	0.773	4	4579	0.049	1.739
15:30 - 16:00	4	4579	0.038	1.353	4	4579	0.005	0.193	4	4579	0.043	1.546
16:00 - 16:30	4	4579	0.005	0.193	4	4579	0.000	0.000	4	4579	0.005	0.193
16:30 - 17:00	4	4579	0.011	0.386	4	4579	0.011	0.386	4	4579	0.022	0.772
17:00 - 17:30	4	4579	0.033	1.159	4	4579	0.033	1.159	4	4579	0.066	2.318
17:30 - 18:00	4	4579	0.011	0.386	4	4579	0.005	0.193	4	4579	0.016	0.579
18:00 - 18:30	4	4579	0.000	0.000	4	4579	0.005	0.193	4	4579	0.005	0.193
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.005	0.193	4	4579	0.005	0.193
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:			0.360	12.750			0.280	10.045			0.640	22.795

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
07:30 - 08:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
08:00 - 08:30	4	4579	0.011	0.386	4	4579	0.011	0.386	4	4579	0.022	0.772
08:30 - 09:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
09:00 - 09:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
09:30 - 10:00	4	4579	0.011	0.386	4	4579	0.005	0.193	4	4579	0.016	0.579
10:00 - 10:30	4	4579	0.005	0.193	4	4579	0.005	0.193	4	4579	0.010	0.386
10:30 - 11:00	4	4579	0.000	0.000	4	4579	0.005	0.193	4	4579	0.005	0.193
11:00 - 11:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
11:30 - 12:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
12:00 - 12:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
12:30 - 13:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
13:00 - 13:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
13:30 - 14:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
14:00 - 14:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
14:30 - 15:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
15:00 - 15:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
15:30 - 16:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
16:00 - 16:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
16:30 - 17:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
17:00 - 17:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
17:30 - 18:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
18:00 - 18:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
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:			0.027	0.965			0.026	0.965			0.053	1.930

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 PSVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
07:30 - 08:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
08:00 - 08:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
08:30 - 09:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
09:00 - 09:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
09:30 - 10:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
10:00 - 10:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
10:30 - 11:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
11:00 - 11:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
11:30 - 12:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
12:00 - 12:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
12:30 - 13:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
13:00 - 13:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
13:30 - 14:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
14:00 - 14:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
14:30 - 15:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
15:00 - 15:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
15:30 - 16:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
16:00 - 16:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
16:30 - 17:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
17:00 - 17:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
17:30 - 18:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
18:00 - 18:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
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:			0.000	0.000			0.000	0.000			0.000	0.000

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

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

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 CYCLISTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.011	0.386	4	4579	0.000	0.000	4	4579	0.011	0.386
07:30 - 08:00	4	4579	0.027	0.966	4	4579	0.005	0.193	4	4579	0.032	1.159
08:00 - 08:30	4	4579	0.033	1.159	4	4579	0.000	0.000	4	4579	0.033	1.159
08:30 - 09:00	4	4579	0.066	2.319	4	4579	0.000	0.000	4	4579	0.066	2.319
09:00 - 09:30	4	4579	0.082	2.899	4	4579	0.000	0.000	4	4579	0.082	2.899
09:30 - 10:00	4	4579	0.033	1.159	4	4579	0.005	0.193	4	4579	0.038	1.352
10:00 - 10:30	4	4579	0.022	0.773	4	4579	0.011	0.386	4	4579	0.033	1.159
10:30 - 11:00	4	4579	0.011	0.386	4	4579	0.005	0.193	4	4579	0.016	0.579
11:00 - 11:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
11:30 - 12:00	4	4579	0.000	0.000	4	4579	0.011	0.386	4	4579	0.011	0.386
12:00 - 12:30	4	4579	0.011	0.386	4	4579	0.011	0.386	4	4579	0.022	0.772
12:30 - 13:00	4	4579	0.016	0.580	4	4579	0.011	0.386	4	4579	0.027	0.966
13:00 - 13:30	4	4579	0.011	0.386	4	4579	0.000	0.000	4	4579	0.011	0.386
13:30 - 14:00	4	4579	0.005	0.193	4	4579	0.000	0.000	4	4579	0.005	0.193
14:00 - 14:30	4	4579	0.005	0.193	4	4579	0.000	0.000	4	4579	0.005	0.193
14:30 - 15:00	4	4579	0.000	0.000	4	4579	0.005	0.193	4	4579	0.005	0.193
15:00 - 15:30	4	4579	0.011	0.386	4	4579	0.011	0.386	4	4579	0.022	0.772
15:30 - 16:00	4	4579	0.005	0.193	4	4579	0.011	0.386	4	4579	0.016	0.579
16:00 - 16:30	4	4579	0.016	0.580	4	4579	0.011	0.386	4	4579	0.027	0.966
16:30 - 17:00	4	4579	0.000	0.000	4	4579	0.022	0.773	4	4579	0.022	0.773
17:00 - 17:30	4	4579	0.005	0.193	4	4579	0.038	1.353	4	4579	0.043	1.546
17:30 - 18:00	4	4579	0.000	0.000	4	4579	0.033	1.159	4	4579	0.033	1.159
18:00 - 18:30	4	4579	0.000	0.000	4	4579	0.044	1.546	4	4579	0.044	1.546
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.066	2.319	4	4579	0.066	2.319
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:			0.370	13.137			0.300	10.624			0.670	23.761

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 VEHICLE OCCUPANTS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.011	0.386	4	4579	0.000	0.000	4	4579	0.011	0.386
07:30 - 08:00	4	4579	0.049	1.739	4	4579	0.027	0.966	4	4579	0.076	2.705
08:00 - 08:30	4	4579	0.104	3.672	4	4579	0.044	1.546	4	4579	0.148	5.218
08:30 - 09:00	4	4579	0.131	4.638	4	4579	0.016	0.580	4	4579	0.147	5.218
09:00 - 09:30	4	4579	0.115	4.058	4	4579	0.060	2.126	4	4579	0.175	6.184
09:30 - 10:00	4	4579	0.082	2.899	4	4579	0.011	0.386	4	4579	0.093	3.285
10:00 - 10:30	4	4579	0.147	5.217	4	4579	0.082	2.899	4	4579	0.229	8.116
10:30 - 11:00	4	4579	0.071	2.512	4	4579	0.055	1.932	4	4579	0.126	4.444
11:00 - 11:30	4	4579	0.115	4.058	4	4579	0.109	3.865	4	4579	0.224	7.923
11:30 - 12:00	4	4579	0.071	2.512	4	4579	0.071	2.512	4	4579	0.142	5.024
12:00 - 12:30	4	4579	0.060	2.126	4	4579	0.087	3.092	4	4579	0.147	5.218
12:30 - 13:00	4	4579	0.082	2.899	4	4579	0.049	1.739	4	4579	0.131	4.638
13:00 - 13:30	4	4579	0.060	2.126	4	4579	0.022	0.773	4	4579	0.082	2.899
13:30 - 14:00	4	4579	0.049	1.739	4	4579	0.076	2.705	4	4579	0.125	4.444
14:00 - 14:30	4	4579	0.049	1.739	4	4579	0.066	2.319	4	4579	0.115	4.058
14:30 - 15:00	4	4579	0.115	4.058	4	4579	0.055	1.932	4	4579	0.170	5.990
15:00 - 15:30	4	4579	0.082	2.899	4	4579	0.087	3.092	4	4579	0.169	5.991
15:30 - 16:00	4	4579	0.115	4.058	4	4579	0.104	3.672	4	4579	0.219	7.730
16:00 - 16:30	4	4579	0.022	0.773	4	4579	0.066	2.319	4	4579	0.088	3.092
16:30 - 17:00	4	4579	0.022	0.773	4	4579	0.033	1.159	4	4579	0.055	1.932
17:00 - 17:30	4	4579	0.049	1.739	4	4579	0.115	4.058	4	4579	0.164	5.797
17:30 - 18:00	4	4579	0.022	0.773	4	4579	0.104	3.672	4	4579	0.126	4.445
18:00 - 18:30	4	4579	0.011	0.386	4	4579	0.060	2.126	4	4579	0.071	2.512
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.022	0.773	4	4579	0.022	0.773
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:			1.634	57.779			1.421	50.243			3.055	108.022

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 PEDESTRIANS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.022	0.773	4	4579	0.022	0.773	4	4579	0.044	1.546
07:30 - 08:00	4	4579	0.076	2.705	4	4579	0.011	0.386	4	4579	0.087	3.091
08:00 - 08:30	4	4579	0.137	4.831	4	4579	0.044	1.546	4	4579	0.181	6.377
08:30 - 09:00	4	4579	0.164	5.797	4	4579	0.049	1.739	4	4579	0.213	7.536
09:00 - 09:30	4	4579	0.240	8.503	4	4579	0.060	2.126	4	4579	0.300	10.629
09:30 - 10:00	4	4579	0.186	6.570	4	4579	0.158	5.604	4	4579	0.344	12.174
10:00 - 10:30	4	4579	0.186	6.570	4	4579	0.180	6.377	4	4579	0.366	12.947
10:30 - 11:00	4	4579	0.180	6.377	4	4579	0.109	3.865	4	4579	0.289	10.242
11:00 - 11:30	4	4579	0.098	3.478	4	4579	0.169	5.990	4	4579	0.267	9.468
11:30 - 12:00	4	4579	0.109	3.865	4	4579	0.246	8.696	4	4579	0.355	12.561
12:00 - 12:30	4	4579	0.442	15.652	4	4579	0.601	21.256	4	4579	1.043	36.908
12:30 - 13:00	4	4579	0.650	22.996	4	4579	0.977	34.590	4	4579	1.627	57.586
13:00 - 13:30	4	4579	1.125	39.807	4	4579	1.108	39.228	4	4579	2.233	79.035
13:30 - 14:00	4	4579	0.666	23.575	4	4579	0.519	18.358	4	4579	1.185	41.933
14:00 - 14:30	4	4579	0.426	15.073	4	4579	0.306	10.821	4	4579	0.732	25.894
14:30 - 15:00	4	4579	0.568	20.097	4	4579	0.142	5.024	4	4579	0.710	25.121
15:00 - 15:30	4	4579	0.399	14.107	4	4579	0.175	6.184	4	4579	0.574	20.291
15:30 - 16:00	4	4579	0.093	3.285	4	4579	0.131	4.638	4	4579	0.224	7.923
16:00 - 16:30	4	4579	0.126	4.445	4	4579	0.137	4.831	4	4579	0.263	9.276
16:30 - 17:00	4	4579	0.098	3.478	4	4579	0.131	4.638	4	4579	0.229	8.116
17:00 - 17:30	4	4579	0.076	2.705	4	4579	0.207	7.343	4	4579	0.283	10.048
17:30 - 18:00	4	4579	0.022	0.773	4	4579	0.180	6.377	4	4579	0.202	7.150
18:00 - 18:30	4	4579	0.033	1.159	4	4579	0.131	4.638	4	4579	0.164	5.797
18:30 - 19:00	4	4579	0.022	0.773	4	4579	0.087	3.092	4	4579	0.109	3.865
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:			6.144	217.394			5.880	208.120			12.024	425.514

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.038	1.353	4	4579	0.011	0.386	4	4579	0.049	1.739
07:30 - 08:00	4	4579	0.044	1.546	4	4579	0.005	0.193	4	4579	0.049	1.739
08:00 - 08:30	4	4579	0.175	6.184	4	4579	0.011	0.386	4	4579	0.186	6.570
08:30 - 09:00	4	4579	0.191	6.763	4	4579	0.016	0.580	4	4579	0.207	7.343
09:00 - 09:30	4	4579	0.164	5.797	4	4579	0.000	0.000	4	4579	0.164	5.797
09:30 - 10:00	4	4579	0.066	2.319	4	4579	0.027	0.966	4	4579	0.093	3.285
10:00 - 10:30	4	4579	0.016	0.580	4	4579	0.011	0.386	4	4579	0.027	0.966
10:30 - 11:00	4	4579	0.016	0.580	4	4579	0.016	0.580	4	4579	0.032	1.160
11:00 - 11:30	4	4579	0.016	0.580	4	4579	0.066	2.319	4	4579	0.082	2.899
11:30 - 12:00	4	4579	0.016	0.580	4	4579	0.060	2.126	4	4579	0.076	2.706
12:00 - 12:30	4	4579	0.016	0.580	4	4579	0.016	0.580	4	4579	0.032	1.160
12:30 - 13:00	4	4579	0.022	0.773	4	4579	0.033	1.159	4	4579	0.055	1.932
13:00 - 13:30	4	4579	0.055	1.932	4	4579	0.011	0.386	4	4579	0.066	2.318
13:30 - 14:00	4	4579	0.022	0.773	4	4579	0.005	0.193	4	4579	0.027	0.966
14:00 - 14:30	4	4579	0.022	0.773	4	4579	0.027	0.966	4	4579	0.049	1.739
14:30 - 15:00	4	4579	0.055	1.932	4	4579	0.011	0.386	4	4579	0.066	2.318
15:00 - 15:30	4	4579	0.033	1.159	4	4579	0.027	0.966	4	4579	0.060	2.125
15:30 - 16:00	4	4579	0.022	0.773	4	4579	0.066	2.319	4	4579	0.088	3.092
16:00 - 16:30	4	4579	0.022	0.773	4	4579	0.087	3.092	4	4579	0.109	3.865
16:30 - 17:00	4	4579	0.011	0.386	4	4579	0.044	1.546	4	4579	0.055	1.932
17:00 - 17:30	4	4579	0.005	0.193	4	4579	0.180	6.377	4	4579	0.185	6.570
17:30 - 18:00	4	4579	0.016	0.580	4	4579	0.158	5.604	4	4579	0.174	6.184
18:00 - 18:30	4	4579	0.000	0.000	4	4579	0.076	2.705	4	4579	0.076	2.705
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.033	1.159	4	4579	0.033	1.159
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:			1.043	36.909			0.997	35.360			2.040	72.269

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 RAIL PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.169	5.990	4	4579	0.016	0.580	4	4579	0.185	6.570
07:30 - 08:00	4	4579	0.300	10.628	4	4579	0.011	0.386	4	4579	0.311	11.014
08:00 - 08:30	4	4579	0.612	21.643	4	4579	0.016	0.580	4	4579	0.628	22.223
08:30 - 09:00	4	4579	1.136	40.194	4	4579	0.005	0.193	4	4579	1.141	40.387
09:00 - 09:30	4	4579	0.895	31.691	4	4579	0.011	0.386	4	4579	0.906	32.077
09:30 - 10:00	4	4579	0.431	15.266	4	4579	0.033	1.159	4	4579	0.464	16.425
10:00 - 10:30	4	4579	0.153	5.411	4	4579	0.066	2.319	4	4579	0.219	7.730
10:30 - 11:00	4	4579	0.066	2.319	4	4579	0.071	2.512	4	4579	0.137	4.831
11:00 - 11:30	4	4579	0.147	5.217	4	4579	0.120	4.251	4	4579	0.267	9.468
11:30 - 12:00	4	4579	0.098	3.478	4	4579	0.229	8.116	4	4579	0.327	11.594
12:00 - 12:30	4	4579	0.044	1.546	4	4579	0.060	2.126	4	4579	0.104	3.672
12:30 - 13:00	4	4579	0.109	3.865	4	4579	0.295	10.435	4	4579	0.404	14.300
13:00 - 13:30	4	4579	0.076	2.705	4	4579	0.169	5.990	4	4579	0.245	8.695
13:30 - 14:00	4	4579	0.044	1.546	4	4579	0.060	2.126	4	4579	0.104	3.672
14:00 - 14:30	4	4579	0.060	2.126	4	4579	0.027	0.966	4	4579	0.087	3.092
14:30 - 15:00	4	4579	0.126	4.445	4	4579	0.158	5.604	4	4579	0.284	10.049
15:00 - 15:30	4	4579	0.066	2.319	4	4579	0.066	2.319	4	4579	0.132	4.638
15:30 - 16:00	4	4579	0.044	1.546	4	4579	0.137	4.831	4	4579	0.181	6.377
16:00 - 16:30	4	4579	0.109	3.865	4	4579	0.218	7.730	4	4579	0.327	11.595
16:30 - 17:00	4	4579	0.093	3.285	4	4579	0.366	12.947	4	4579	0.459	16.232
17:00 - 17:30	4	4579	0.060	2.126	4	4579	0.797	28.213	4	4579	0.857	30.339
17:30 - 18:00	4	4579	0.011	0.386	4	4579	0.999	35.363	4	4579	1.010	35.749
18:00 - 18:30	4	4579	0.049	1.739	4	4579	0.562	19.904	4	4579	0.611	21.643
18:30 - 19:00	4	4579	0.033	1.159	4	4579	0.191	6.763	4	4579	0.224	7.922
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:			4.931	174.495			4.683	165.799			9.614	340.294

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 COACH PASSENGERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
07:30 - 08:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
08:00 - 08:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
08:30 - 09:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
09:00 - 09:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
09:30 - 10:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
10:00 - 10:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
10:30 - 11:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
11:00 - 11:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
11:30 - 12:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
12:00 - 12:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
12:30 - 13:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
13:00 - 13:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
13:30 - 14:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
14:00 - 14:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
14:30 - 15:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
15:00 - 15:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
15:30 - 16:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
16:00 - 16:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
16:30 - 17:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
17:00 - 17:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
17:30 - 18:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
18:00 - 18:30	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
18:30 - 19:00	4	4579	0.000	0.000	4	4579	0.000	0.000	4	4579	0.000	0.000
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:			0.000	0.000			0.000	0.000			0.000	0.000

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

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

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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 PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.207	7.343	4	4579	0.027	0.966	4	4579	0.234	8.309
07:30 - 08:00	4	4579	0.344	12.174	4	4579	0.016	0.580	4	4579	0.360	12.754
08:00 - 08:30	4	4579	0.786	27.827	4	4579	0.027	0.966	4	4579	0.813	28.793
08:30 - 09:00	4	4579	1.327	46.957	4	4579	0.022	0.773	4	4579	1.349	47.730
09:00 - 09:30	4	4579	1.059	37.489	4	4579	0.011	0.386	4	4579	1.070	37.875
09:30 - 10:00	4	4579	0.497	17.585	4	4579	0.060	2.126	4	4579	0.557	19.711
10:00 - 10:30	4	4579	0.169	5.990	4	4579	0.076	2.705	4	4579	0.245	8.695
10:30 - 11:00	4	4579	0.082	2.899	4	4579	0.087	3.092	4	4579	0.169	5.991
11:00 - 11:30	4	4579	0.164	5.797	4	4579	0.186	6.570	4	4579	0.350	12.367
11:30 - 12:00	4	4579	0.115	4.058	4	4579	0.289	10.242	4	4579	0.404	14.300
12:00 - 12:30	4	4579	0.060	2.126	4	4579	0.076	2.705	4	4579	0.136	4.831
12:30 - 13:00	4	4579	0.131	4.638	4	4579	0.328	11.594	4	4579	0.459	16.232
13:00 - 13:30	4	4579	0.131	4.638	4	4579	0.180	6.377	4	4579	0.311	11.015
13:30 - 14:00	4	4579	0.066	2.319	4	4579	0.066	2.319	4	4579	0.132	4.638
14:00 - 14:30	4	4579	0.082	2.899	4	4579	0.055	1.932	4	4579	0.137	4.831
14:30 - 15:00	4	4579	0.180	6.377	4	4579	0.169	5.990	4	4579	0.349	12.367
15:00 - 15:30	4	4579	0.098	3.478	4	4579	0.093	3.285	4	4579	0.191	6.763
15:30 - 16:00	4	4579	0.066	2.319	4	4579	0.202	7.150	4	4579	0.268	9.469
16:00 - 16:30	4	4579	0.131	4.638	4	4579	0.306	10.821	4	4579	0.437	15.459
16:30 - 17:00	4	4579	0.104	3.672	4	4579	0.410	14.493	4	4579	0.514	18.165
17:00 - 17:30	4	4579	0.066	2.319	4	4579	0.977	34.590	4	4579	1.043	36.909
17:30 - 18:00	4	4579	0.027	0.966	4	4579	1.158	40.967	4	4579	1.185	41.933
18:00 - 18:30	4	4579	0.049	1.739	4	4579	0.639	22.609	4	4579	0.688	24.348
18:30 - 19:00	4	4579	0.033	1.159	4	4579	0.224	7.923	4	4579	0.257	9.082
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:			5.974	211.406			5.684	201.161			11.658	412.567

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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
Estimated TRIP rate value per 3539 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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	4	4579	0.251	8.889	4	4579	0.049	1.739	4	4579	0.300	10.628
07:30 - 08:00	4	4579	0.497	17.585	4	4579	0.060	2.126	4	4579	0.557	19.711
08:00 - 08:30	4	4579	1.059	37.489	4	4579	0.115	4.058	4	4579	1.174	41.547
08:30 - 09:00	4	4579	1.687	59.711	4	4579	0.087	3.092	4	4579	1.774	62.803
09:00 - 09:30	4	4579	1.496	52.948	4	4579	0.131	4.638	4	4579	1.627	57.586
09:30 - 10:00	4	4579	0.797	28.213	4	4579	0.235	8.309	4	4579	1.032	36.522
10:00 - 10:30	4	4579	0.524	18.551	4	4579	0.349	12.367	4	4579	0.873	30.918
10:30 - 11:00	4	4579	0.344	12.174	4	4579	0.257	9.082	4	4579	0.601	21.256
11:00 - 11:30	4	4579	0.377	13.334	4	4579	0.464	16.425	4	4579	0.841	29.759
11:30 - 12:00	4	4579	0.295	10.435	4	4579	0.617	21.836	4	4579	0.912	32.271
12:00 - 12:30	4	4579	0.573	20.290	4	4579	0.775	27.440	4	4579	1.348	47.730
12:30 - 13:00	4	4579	0.879	31.112	4	4579	1.365	48.310	4	4579	2.244	79.422
13:00 - 13:30	4	4579	1.327	46.957	4	4579	1.310	46.378	4	4579	2.637	93.335
13:30 - 14:00	4	4579	0.786	27.827	4	4579	0.661	23.382	4	4579	1.447	51.209
14:00 - 14:30	4	4579	0.562	19.904	4	4579	0.426	15.073	4	4579	0.988	34.977
14:30 - 15:00	4	4579	0.863	30.532	4	4579	0.371	13.140	4	4579	1.234	43.672
15:00 - 15:30	4	4579	0.590	20.870	4	4579	0.366	12.947	4	4579	0.956	33.817
15:30 - 16:00	4	4579	0.278	9.855	4	4579	0.448	15.846	4	4579	0.726	25.701
16:00 - 16:30	4	4579	0.295	10.435	4	4579	0.519	18.358	4	4579	0.814	28.793
16:30 - 17:00	4	4579	0.224	7.923	4	4579	0.595	21.063	4	4579	0.819	28.986
17:00 - 17:30	4	4579	0.197	6.957	4	4579	1.338	47.344	4	4579	1.535	54.301
17:30 - 18:00	4	4579	0.071	2.512	4	4579	1.474	52.175	4	4579	1.545	54.687
18:00 - 18:30	4	4579	0.093	3.285	4	4579	0.874	30.918	4	4579	0.967	34.203
18:30 - 19:00	4	4579	0.055	1.932	4	4579	0.399	14.107	4	4579	0.454	16.039
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:			14.120	499.720			13.285	470.153			27.405	969.873

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:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 19/05/15
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	6

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.