mayer brown

DELFONT MACKINTOSH THEATRES
SONDHEIM (AMBASSADORS) THEATRE
WEST STREET, LONDON

TRANSPORT STATEMENT

MAY 2016

the journey is the reward

DELFONT MACKINTOSH THEATRES
SONDHEIM (AMBASSADORS) THEATRE
WEST STREET, LONDON

TRANSPORT STATEMENT

MAY 2016

Project Code:	**DMTAmbassadors.1**
Prepared by:	**EC**
Approved by:	**IM**
Issue Date:	**May 2016**
Status:	**FINAL**

Mayer Brown Limited, 10 Fitzroy Square, London W1T 5HP
Telephone 0207 874 1574 londonoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Delfont Mackintosh Theatres
Sondheim (Ambassadors) Theatre
West Street, London
Transport Statement

List of Contents

Sections

Figures

Tables

Appendices

1 Introduction

1.1 This report has been prepared on behalf of Delfont Mackintosh Theatres in order to support the application for the proposed redevelopment of the existing Ambassadors Theatre, West Street in the London Borough of Camden (LBC). West Street splits the LBC and the City of Westminster (CoW).

1.2 The application proposes a new dedicated theatrical transfer house to accommodate productions that have come to the end of their run in the subsidised sector. The proposed theatre will provide the opportunity for subsidised productions that would not otherwise have the opportunity to transfer to the West End.

1.3 It is currently very difficult for successful subsidised productions to transfer to the West End because the internal arrangement of most West End theatres differs substantially from more modern arrangements of the subsidised sector. The vast majority of West End theatres have traditional 'proscenium arch' stages whilst most originating theatres in the subsidised sector have more modern arrangements, such as thrust stages or are arranged 'in the round'. This means that a transfer has to be restaged, often at huge cost to the originating subsidised theatre and eroding the original artistic intention of the director, to the detriment of the audience experience.

1.4 There are currently no dedicated theatres in the West End to which productions arising in the subsidised theatre sector can transfer in the event of critical acclaim or audience demand. Typically, publically subsidised productions are pre-programmed in advance at the originating playhouses and run for a period of 6-8 weeks only. The proposed new theatre would provide an opportunity for successful subsidised shows to transfer to the West End for a further 8-16 weeks.

1.5 This increased run would provide the subsidised sector with an opportunity to increase revenue at a time of consistently squeezed funding pressures and cuts. It will also diversify the offer for theatre goers and open up a range of quality productions to be viewed as originally intended, enhancing the range and quality of productions and cementing London's status as a world cultural capital in theatre.

1.6 Such is the shortage of space in the West End that very many successful subsidised productions are simply never seen again after their original run. Others, due to the physical difficulties of restaging in a proscenium setting simply have no prospect of transfer at all, even if a space in the West End were available.

1.7 In order to create a modern and flexible internal arrangement, it is proposed that much of the building is demolished and rebuilt behind the retained West Street façade and the stucco return onto Tower Court. Historically significant elements of plasterwork are to be relocated within the new theatre.

1.8 The proposed theatre will then provide a much needed resource for the transfer of productions from the subsidised sector. In turn, the subsidised sector will be able to secure a longer run for critically acclaimed productions that would otherwise close for good, frustrating a large unmet demand from the audience. Thus, the cultural life of the West End will be enhanced along with the audience's opportunity to see good quality subsidised productions for a longer period of time. In their turn, the subsidised sector will realise the opportunity to increase their revenue in an environment of constantly reduced funding.

1.9 The proposals have attracted wide ranging support from within the industry. Nicholas Hytner (former Artistic Director of the National Theatre) summarised the situation as:

"Over recent years, a large number of the most successful and ambitious productions in the subsidised theatre sector have been unable to find a venue for further life, leaving a significant potential audience without an opportunity to see work it would like to see. Very often this work would not justify the risks involved in a transfer to a large West End theatre. Cameron Mackintosh's plans for his new 450 seat theatre would greatly increase the chances of a future life for successful productions form theatres like the Dorfman, the Almeida, the Royal Court and the Donmar as well as offering a suitable venue for regional transfers."

1.10 Full details of the need for a dedicated transfer house and how the proposed theatre meets that need is set out in the Design and Access Statement and Planning and Heritage Statement that accompany this application.

1.11 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road. **Figure 1.1** below illustrates the location of the site.

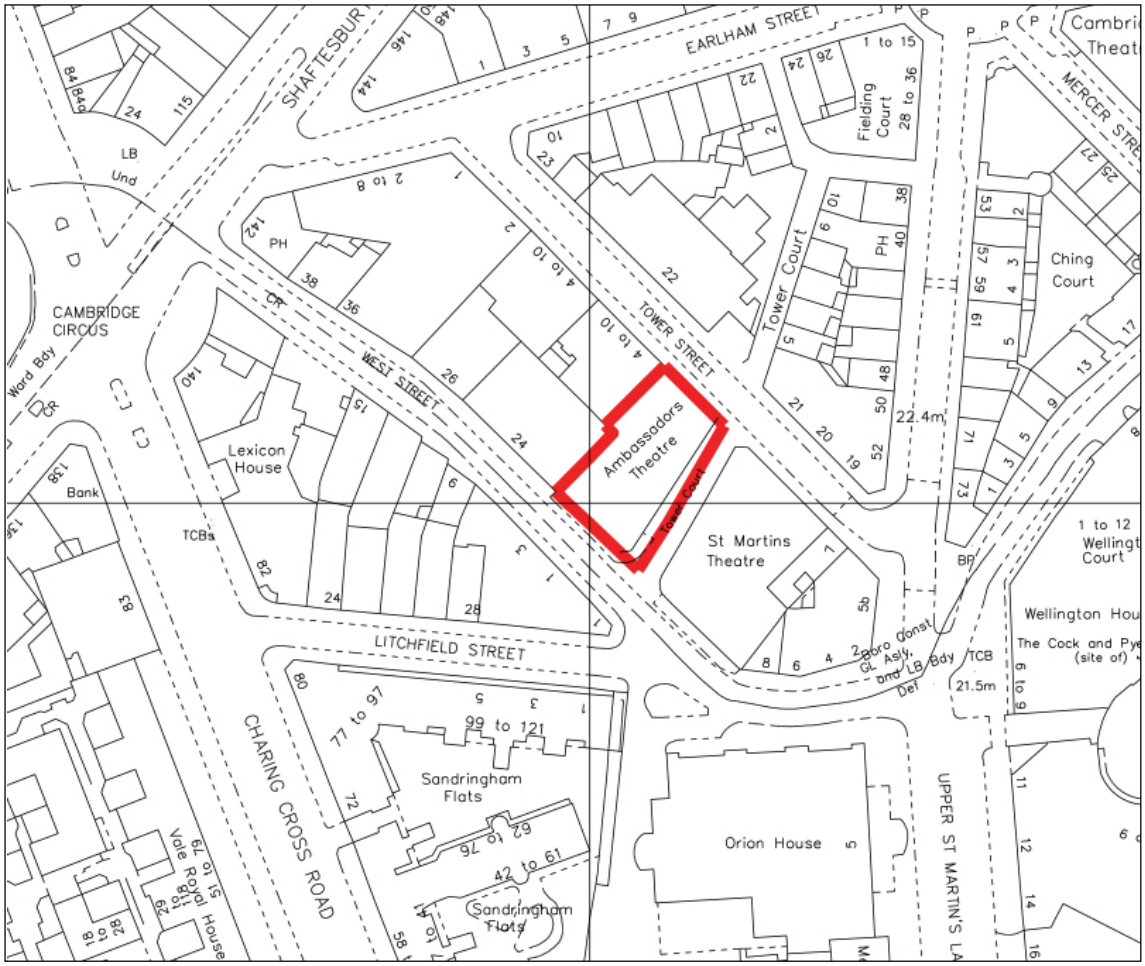

Figure 1.1: Site Location

1.12 This Transport Statement considers the highways and transport related aspects of the proposed redevelopment, and has been prepared in accordance with the Department for Transport's 'Guidance on Transport Assessment (March 2007)'.

1.13 This Transport Statement therefore considers the following:

- In Section 2 – the details of the existing theatre and its location;
- In Section 3 – a review of the accessibility of the site by all modes of transport;
- In Section 4 – the details of the proposed redevelopment;
- In Section 5 – a review of the relevant planning policy guidance; and
- In Section 6 – an assessment of the change in trip generation of the theatre, following its redevelopment.

Executive Summary

1.14 This Transport Statement has been prepared in accordance with the Department for Transport's 'Guidance on Transport Assessment (March 2007)', and has considered the highways and transport related aspects of the proposed redevelopment. The following has been demonstrated:

- The theatre has an excellent level of accessibility by public transport (with a PTAL of 6b) and is extremely well located to be highly accessible by modes of transport other than the private car, including walking and cycling. It is also within easy walking distance of numerous amenities such as restaurants, shops and other leisure facilities;
- The proposed redevelopment is in accordance with relevant transport planning policy guidance; and
- An assessment of the change in trip generation of the theatre following its redevelopment demonstrates has shown the site is likely to generate a maximum of just 72 additional multimodal trips, distributed across the various modes of transport.

1.15 The proposals for the redevelopment of the theatre include for the stepping forward of the existing building line into a portion of Tower Court, an alleyway which runs adjacent to the theatre, linking West Street and Tower Street, which will be the subject of a Stopping Up Order pursuant to the Grant of Planning Permission. The alleyway and surrounding pavement will be improved in terms of materials and lighting, together with the re-positioning of existing Sheffield Stands and Refuse Collection Points.

1.16 To allow the Local Highway Authority to have a full understanding of the impacts of the proposals, a Pedestrian Comfort Level Assessment has been undertaken in accordance with Transport for London (TfL) Methodology, and a Stage 1 Safety Audit has also been undertaken.

1.17 TfL's 'Pedestrian Comfort Guidance for London' guidance document, which sets out the recommended footway widths, classifies anything less than 600 pedestrians per hour (pph) is considered to be a low flow.

1.18 The Pedestrian Comfort Level (PCL) Assessment forms **Appendix D** to this report, and in terms of Tower Court, it can be seen from the findings that the highest average flows were observed at the post-matinee period on the weekend, with an average two-way flow of 263pph. The maximum two-way flow observed over the seven-day survey period occurred post-evening show on the Friday, with a two-way flow of 347pph. Therefore, it can be seen that the flows can be considered low in the context of the TfL criteria.

1.19 The TfL Guidance states that a recommended minimum width for a site with low flows is 2.9m, and that this: *"is enough space for comfortable movement and large piece of street furniture such as guard rail, cycle parking"*. It is clear that, as shown on the plans that accompany the PCL assessment, a 2.9m width is provided in all locations.

1.20 The Safety Audit considered whether any safety issues would arise from the reduction in width of Tower Court. The Audit, which forms **Appendix E** to this report, recommends certain points to be addressed in the detailed design of the proposals, however is also very clear that the proposals represent no safety issues in terms of forward visibility on Tower Court.

1.21 When responding to an application, a Local Highway Authority has a clear criteria to follow, namely that they should not prevent or restrict development coming forward unless the residual impacts are severe, in accordance with National Planning Policy Framework (NPPF) paragraph 32.

1.22 It is clear that a thorough assessment of the development proposals has been undertaken, and that there are no sever impacts arising from the proposals that would allow the development to be prevented or restricted in coming forward on Highways Grounds.

2 Site and Location

Existing Site

2.1 The existing Ambassadors Theatre has a capacity of 397 seats.

2.2 The main entrance to the theatre is from West Street at the corner with Tower Court. A separate stage door is provided on Tower Court close to Tower Street. Additional doors (fire exits) are provided from West Street and Tower Street.

2.3 Currently the theatre is serviced from the read on Tower Street.

2.4 No car parking is provided at the theatre.

Location

2.5 The Ambassadors Theatre lies on West Street just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road. **Figure 2.1** below illustrates the location of the site in relation to the local highway network.

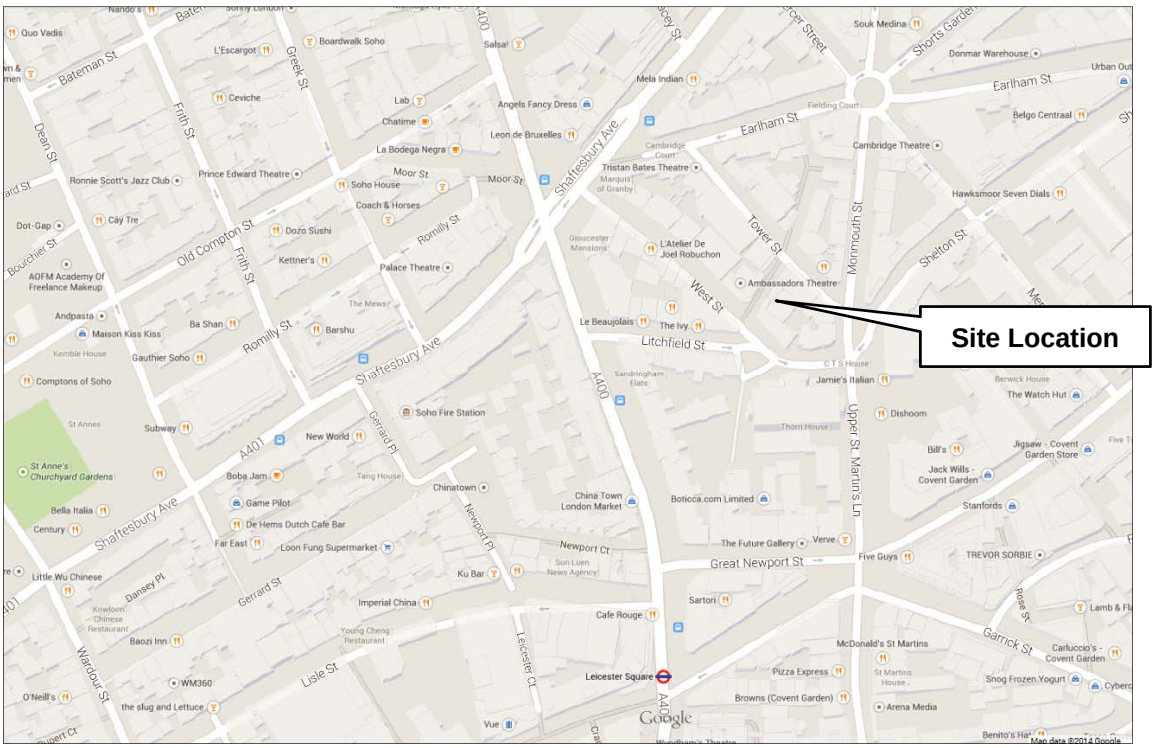

Figure 2.1: Site in Relation to Local Highway Network

2.6 The A400 Shaftesbury Avenue leads north easterly to join the A40 High Holborn and the A40 Oxford Street (New Oxford Street). It leads further north to join the A501. From here

access can be gained north out of London via the A41 and A1 towards the M1 motorway. The A501 forms part of a link around central London (via the A1202, A100, A201, A202 and A5).

2.7 The A400 Shaftesbury Avenue leads in a south westerly direction to join the A4. Similarly, the A400 Charing Cross Road provides access south to the A4. From the A4, access can be gained in an easterly direction to the City of London and in a westerly direction out of London to join the M4 motorway.

2.8 **Figure 2.2** below illustrates the location of the site in relation to the wider highway network in London.

Figure 2.2: Site in Relation to Wider Highway Network

3 Site Accessibility

3.1 As with any proposed development it is important to demonstrate that it complies with government policies which focus on encouraging alternative means of travel in order to reduce reliance on the private car.

3.2 The PTAL (Public Transport Accessibility Level) rating of the site is 6b as demonstrated by the information in **Appendix A**. This is considered an excellent level of accessibility by public transport and the information below demonstrates that the site is extremely well located to be highly accessible by modes of transport other than the private car. The site is well located to benefit from bus services on Shaftesbury Avenue and the nearest underground station is Leicester Square, on the Northern and Piccadilly lines, located to the south.

Pedestrian and Cycle Accessibility

3.3 The site is well located to be extremely accessible on foot and by bicycle. Footways and street lighting are provided along all roads within the vicinity of the site and Tower Court is a pedestrian only walkway linking West Street with Tower Street past the theatre.

3.4 The theatre is within easy walking distance of numerous amenities such as restaurants, shops and other leisure facilities.

3.5 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot (2000) suggests acceptable walking distances for pedestrians without a mobility impairment. Table 3.2 of the document refers to desirable, acceptable and preferred maximum distances of 400m, 800m and 1,200m respectively. On this basis, **Figure 3.1** overleaf illustrates the walk catchment for the site.

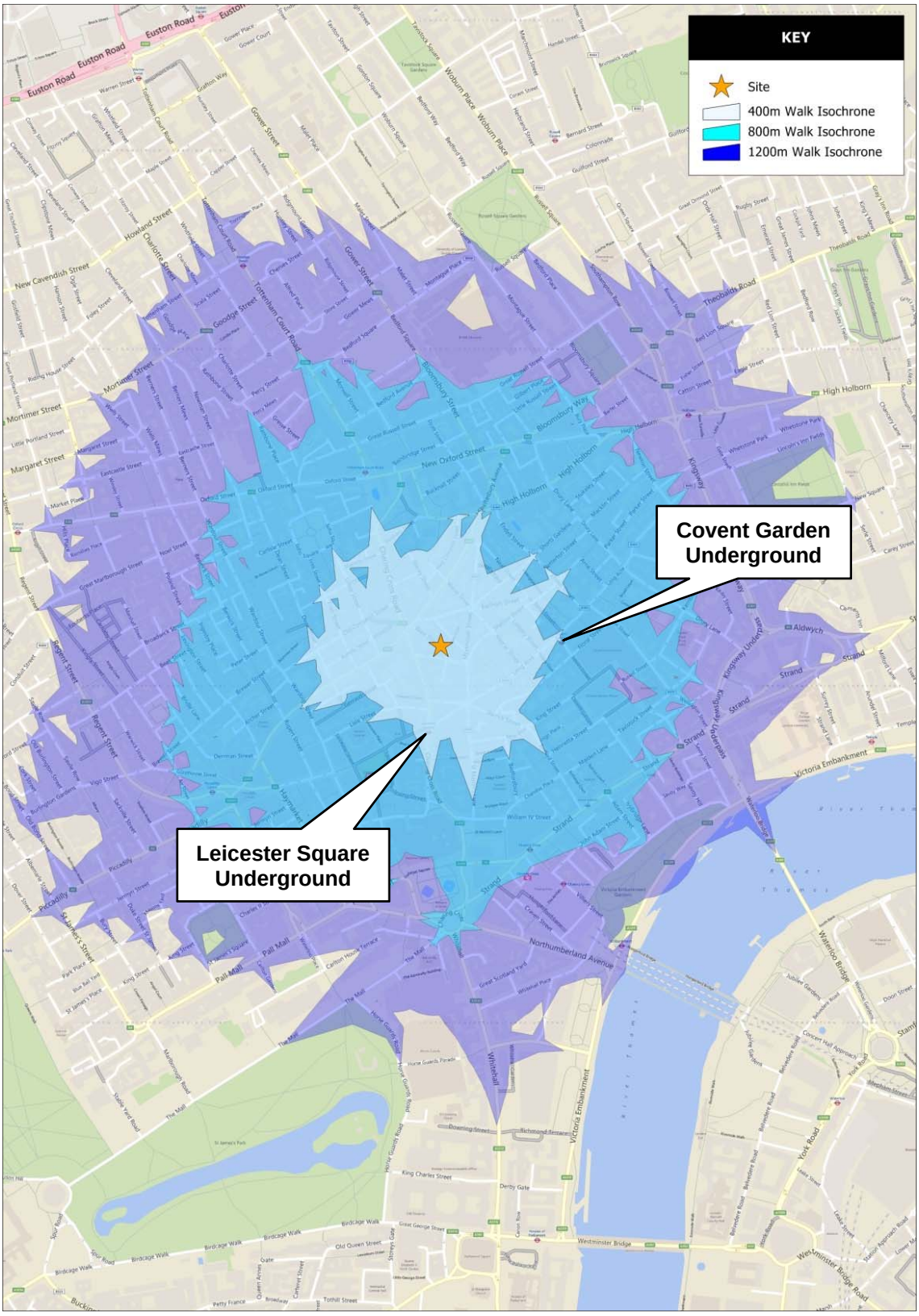

Figure 3.1: Walk Isochrones from Site

3.6 **Figure 3.1** shows that a 400m walk from the site reaches Leicester Square and Covent Garden underground stations as well as encompassing much of Shaftesbury Avenue.

Within an 800m walk from the site are Tottenham Court Road underground to the north, Charing Cross underground to the south and Piccadilly Circus underground to the south west. Additional underground and overground railway stations are located within a 1,200m walk, namely Goodge Street underground to the north west, Holborn to the north east and Charing Cross station and Embankment underground to the south east.

3.7 It is likely that many visitors to the theatre would walk to and from local bus stops or underground stations and the theatre is ideally situated to allow these journeys to be made easily and quickly.

3.8 Two Sheffield stands for the parking of four bicycles are located on Tower Court immediately adjacent the theatre. Additional cycle parking hoops are provided opposite the theatre at the corner of West Street and Litchfield Street.

3.9 The Barclays Cycle Hire scheme is a self-service bicycle hire scheme, available as a membership or casual use facility. Bicycles are available 24 hours a day, all year round and no booking is required. Costs apply and vary depending on the level of usage. Bicycles can be picked up from a terminal and returned to a different terminal at the end of the journey. The nearest cycle hire stations to the theatre are located to the northwest at Moor Street (total capacity of 16 bicycles) and Frith Street (total capacity of 18 bicycles).

3.10 The location of the cycle hire stations near to the site are indicated by a blue dot in **Figure 3.2** below.

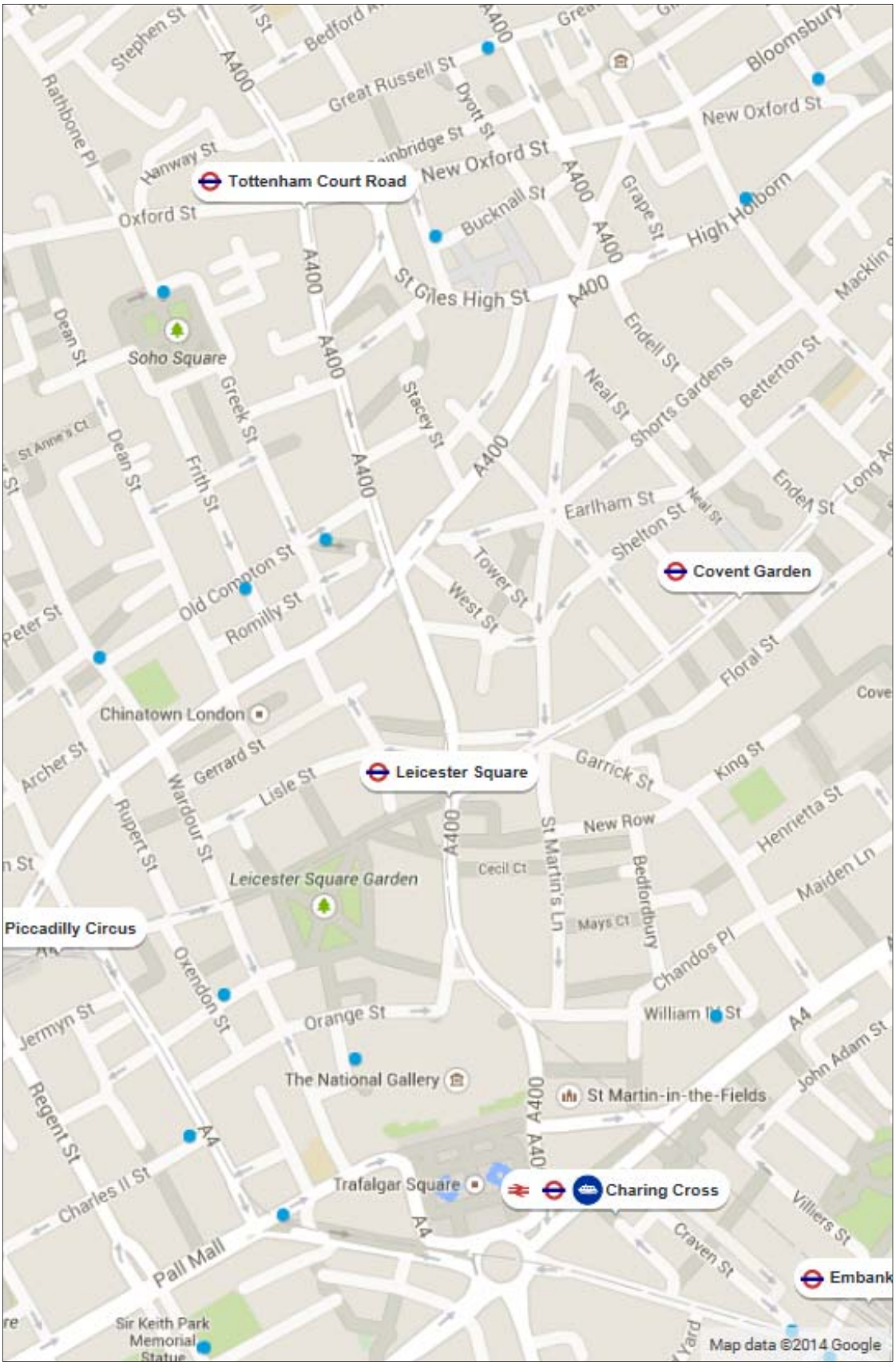

Figure 3.2: Barclays Cycle Hire Stations within the Vicinity of the Site

[Source: TfL's online mapping]

3.11 Planning Policy Guidance Note 13 (PPG 13) states that cycling has the *"potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport"* (paragraph 77). In March 2012 all Planning Policy Guidance Notes and Planning Policy Statements were replaced by the National Planning Policy Framework (NPPF). However, the NPPF does not set specific guidance on accessibility levels, and therefore in the absence of any other data, the guidance in PPG 13 has been used to determine accessibility levels by bicycle for this report. On this basis, **Figure 3.3** overleaf illustrates the catchment for the site by bicycle. Whilst it is unlikely that many (if any) visitors to the theatre would travel by bicycle, it is probable that staff may cycle to and from work, particularly those who could travel in day time hours.

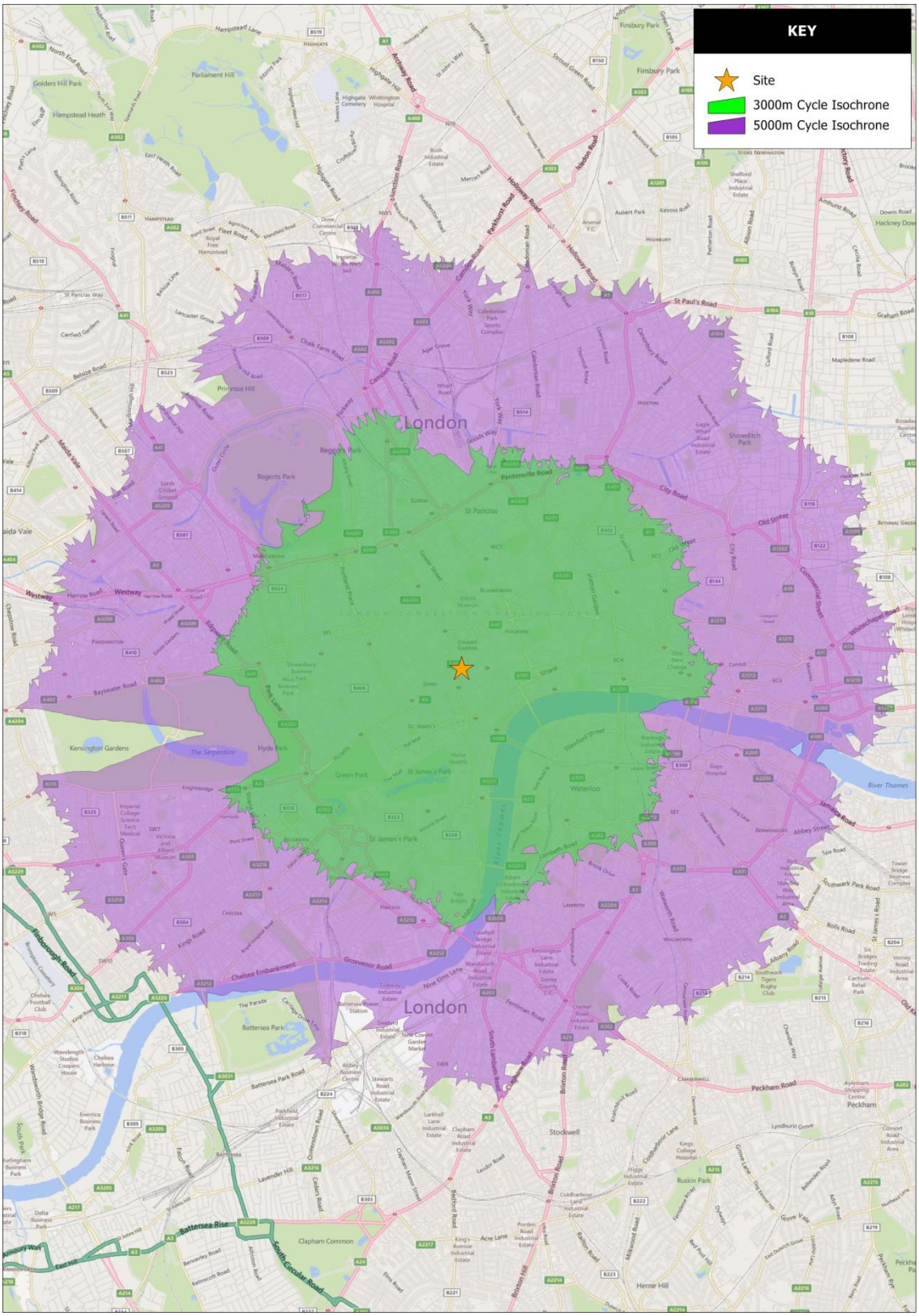

Figure 3.3: Cycle Isochrones from Site

3.12 **Figure 3.3** shows that a large area of London can be reached within a 3km cycle from the site, including Regents Park, St Pancras to the north and Waterloo and St James's

Park to the south. A 5km cycle extends even further, including to Primrose Hill and Shoreditch to the north, Vauxhall and Battersea to the south and Paddington to the west.

Bus Accessibility

3.13 The site is extremely well located to be accessible by bus with the nearest bus stops located approximately 130m to the northwest on the A401 Shaftesbury Avenue and A400 Charing Cross.

3.14 The nearest bus stops to the theatre are as follows:

- Charing Cross Road Cambridge Circus (Stop B) southbound services – approximately 125m to the north west of the site;
- Charing Cross Road Cambridge Circus (Stop M) southbound services – approximately 125m to the south west of the site; and
- Shaftesbury Avenue Cambridge Circus (Stop D) north eastbound services – approximately 140m to the north of the site.

3.15 **Table 3.1** below provides a summary of the services provided from these bus stops, split into morning and evening peak hours and daytime hours. Services generally operate at the same frequency in the opposite direction to that specified.

Stop	No.	Route	Bus Frequency		
			Weekday	Saturday	Sunday
Charing Cross Rd Cambridge Circus (Stop B) SB	14, N19, N20, N38, N41	14 to Putney Heath, 38, N38 to Victoria, N5,N20, N41 to Charing Cross, N19 to Clapham Junction	14 every 6-7 min, N19 every 30 min, N38 every 12 min, N20 every 30 min, N41 every 30 min	14 every 6-7 min	14 every 6-7 min
Charing Cross Rd Cambridge Circus (Stop M) SB	24, 176, N5, N20, N29, N41, N279	24 to Hampstead, 176 to Tottenham Court Road, N5 to Edgware, N20 to Chipping Barnet, N29 to Enfield Town, N41 to Tottenham Hale, N279 to Waltham Cross	24 every 15 min, 176 every 7-15 min, N41 every 30 min	24 every 6-7 minutes, 176 every 8-12 minutes	24 every 15 minutes, 176 every 15 minutes
Shaftesbury Ave Cambridge Circus (Stop D) NE	24,176,N29, N279	24 to Pimlico, 176 to Penge and Sydenham, N to Charing Cross	24 to Pimlico every 15 min, 176 every 5-10 min	24 to Pimlico every 15 min, 176 every 5-10 min	24 to Pimlico every 15 min, 176 every 15 min

Table 3.1: Bus Services from Local Bus Stops

3.16 **Table 3.1** shows that the site is extremely well served by buses.

Underground and Rail Accessibility

3.17 The nearest underground station to the site is Leicester Square, located approximately 300m to the south. Leicester Square is on the Northern and Piccadilly lines from which direct trains can be caught to London Waterloo station to the south, London Euston station to the north, Heathrow Airport to the west and London King's Cross and St Pancras International stations to the north east. Alternatively, Tottenham Court Road underground station is located approximately 500m to the north of the site and from here trains on the Northern and Central lines can be caught. An extract from Transport for London's (TfL) Rail and Tube services map is provided as **Figure 3.4** below**.**

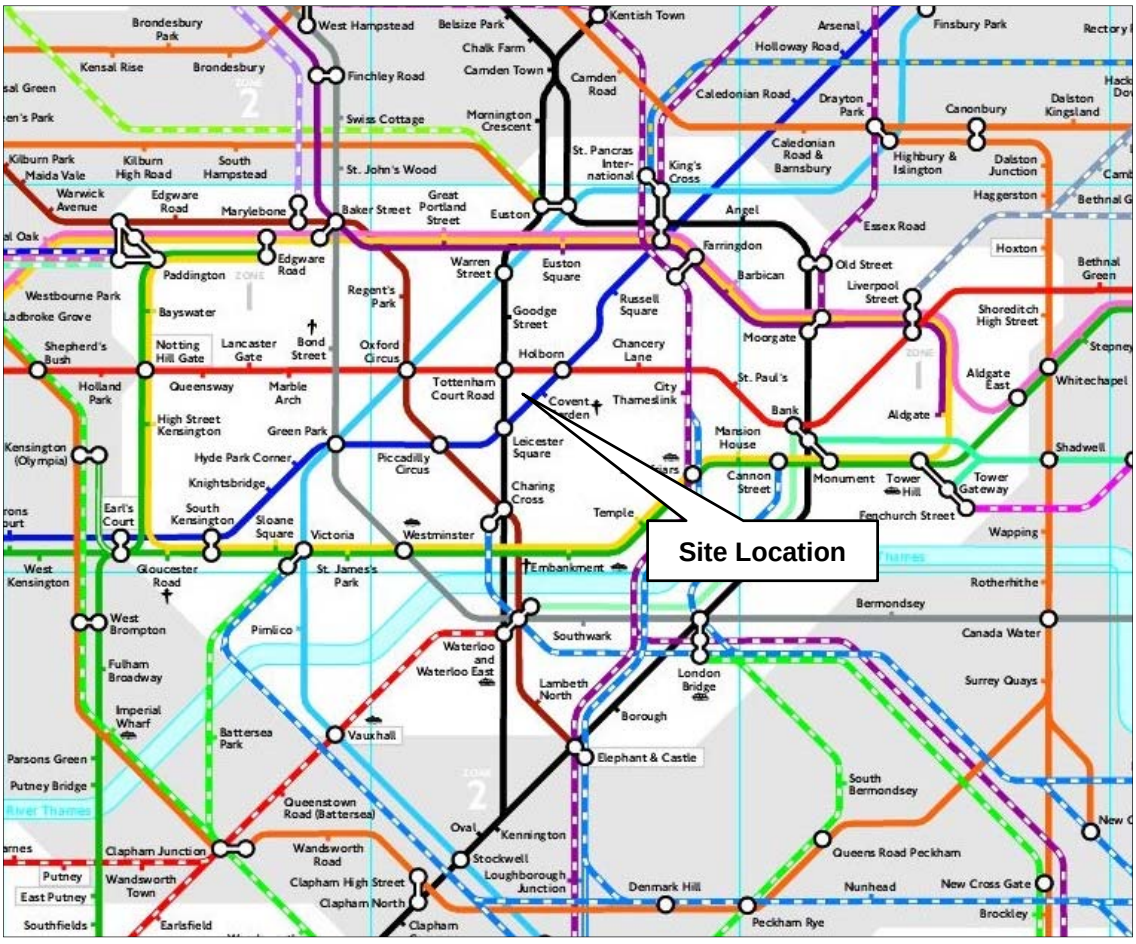

Figure 3.4: Local Rail and Underground Routes

[Source: TfL Rail and Tube services map, May 2014]

3.18 From either of the underground stations nearest the site, the rest of the underground network is easily accessible.

3.19 As stated, the site is well located to benefit from direct access to a number of railway stations from which national rail services can be caught to destinations outside of London. London Waterloo station provides services to a large number of destinations in

the south east, whilst London Euston provides services to Scotland, Manchester and the midlands. London King's Cross station provides services to the midlands and north of England as well as Scotland. London St Pancras International station also provides services to the midlands and north of England as well as south east England and to Europe.

Local Highway

3.20 West Street is one-way in a south easterly direction from the A401 Shaftesbury Avenue. Double yellow lines are present for the majority of West Street, with no loading at any time, with the exception of two bays on the southern side of the road just to the north west of the theatre. These bays allow parking for up to four hours, with no return within one hour and payment by phone direct to the CoW.

Road Safety

3.21 Personal injury accident statistics have been assessed for the area surrounding the site from the website CrashMap which allows public access to road safety data. **Figure 3.5** below provides an extract from the mapping for the area surrounding the site which illustrates the accidents that have occurred since (and including) 2005. The severity of the accidents is identified by: slight – yellow; serious – red; fatal – black.

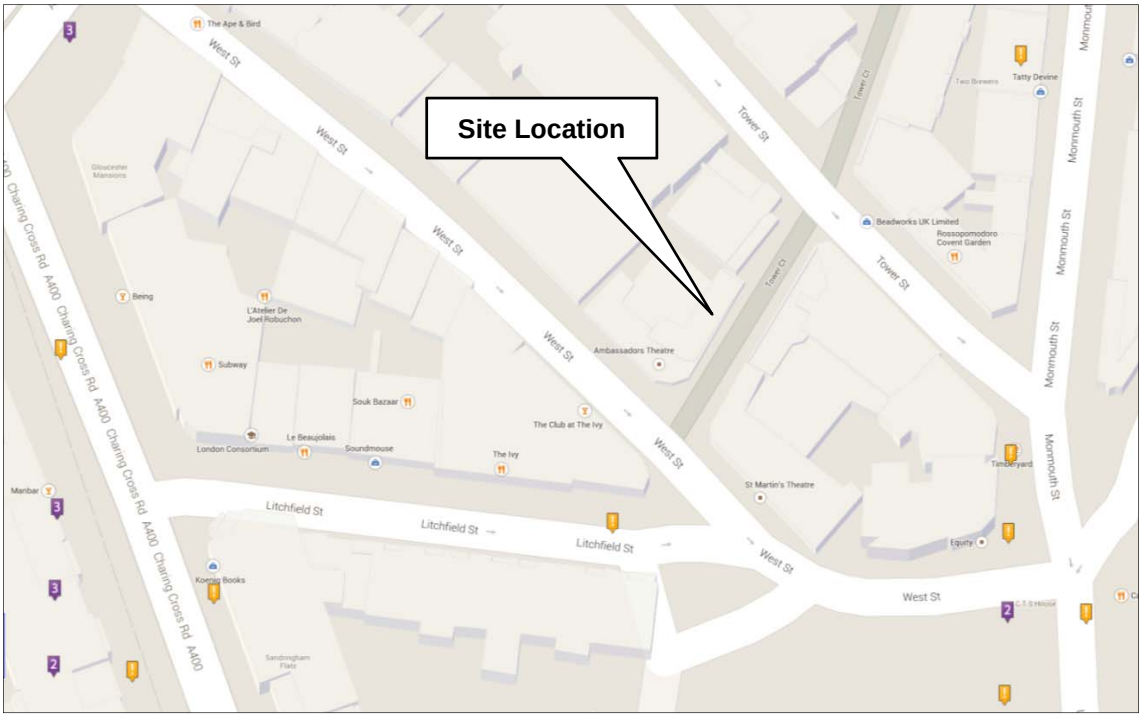

Figure 3.5: Road Safety Records for Site and Surrounding Area

[Source: CrashMap]

3.22 **Figure 3.5** shows that no accidents have occurred along West Street or Tower Street adjacent the site. The accidents that have occurred within the vicinity of the site are clustered at the junctions and this is a typical pattern.

3.23 Accidents classed as fatal and serious in severity are typically regarded to have greater significance than slight accidents. However, the vast majority of the accidents that have occurred within the vicinity of the site were classed as slight in severity.

3.24 It is not considered that the proposed redevelopment of the theatre would have an impact on local highway safety.

4 Proposed Development

4.1 The development proposals centres on the creation of an adaptable studio theatre performance venue. Within the reworking of the building, both internally and externally, the proposals look to retain the strong signature of the original architect, WGR Sprague.

4.2 The seating provision is to comprise of three areas: stalls and two upper galleries with an adaptable stage area for variable performance configurations, and consequently seating capacity will vary depending on the stage configuration, but would provide a maximum of 475 seats.

4.3 The Sprague Room/Stalls Foyer and Bar will provide a substantial new foyer space to provide much needed facilities for the stalls audience. The room will maintain the existing auditorium plasterwork and central dome. An appropriate level of public support space will be provided to meet current legislative standards, and the building will be fully accessible to all building users.

4.4 In addition to the above the proposals also include for: two entertaining spaces, one of which can double as an extension to the foyer as required; backstage performance support spaces; fully accessibly production/technical areas; two rehearsal rooms to accommodate up to 40 artists; and high level plant area to be substantially enclosed or screened from neighbouring properties.

4.5 As per the existing situation, no car parking would be provided at the theatre.

4.6 The theatre would be serviced as per the existing arrangements.

5 Planning Policy Background

5.1 This section examines planning policies in respect of transport and seeks to demonstrate that the proposed development accords with the relevant objectives.

National Guidance

National Planning Policy Framework

5.2 The NPPF was published on 27th March 2012 and replaces all Planning Policy Guidance and Statements. The NPPF sets out the Government's planning policies for England and how they are expected to be applied, providing a framework within which councils can produce their own planning guidance.

5.3 The underlying focus of the NPPF is achieving sustainable development and states that the purpose of the planning system is to contribute to this. The NPPF sets out 12 core planning principles to underpin plan-making and decision-taking. The principle relating to transport states:

"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable" (paragraph 17).

5.4 Section 4 of the NPPF relates to 'Promoting sustainable transport' and states that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel"* (paragraph 29). It is recognised that different policies and measures will be required in different communities and *"opportunities to maximise sustainable transport solutions will vary from urban to rural areas"* (paragraph 29).

5.5 The NPPF states that *"all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment"* (paragraph 32). Plans and decisions should take account of whether:

- *"the opportunities for sustainable transport modes have been taken up..."*
- *"safe and suitable access to the site can be achieved for all people"*
- *"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"* (paragraph 32).

5.6 The NPPF states that plans and decisions should *"ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised"* (paragraph 34).

5.7 The use of sustainable transport modes is high on the agenda and the NPPF states that developments should be located and designed where practical to:

- *"give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *"create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *"consider the needs of people with disabilities by all modes of transport"* (paragraph 35).

Regional Guidance

The London Plan (Revised Early Alterations, October 2013)

5.8 The London Plan is the overall strategic plan for London, and forms part of the development plan for London boroughs.

5.9 Chapter 6 relates specifically to transport and intends to support delivery of the sixth objective of the Plan: *"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling…"* (paragraph 6.1).

5.10 Policy 6.1 (Strategic Approach) includes: *"encouraging patterns and nodes of development that reduce the need to travel, especially by car"* (a).

5.11 Policy 6.3 (Assessing Effects of Development on Transport Capacity) states that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. The trip generation of the proposed redevelopment is set out in section 6 of this report.

5.12 Policy 6.9 (Cycling) states that developments should provide secure, integrated and accessible cycle parking facilities in line with identified minimum standards. Table 6.3 of the Plan sets out minimum cycle parking standards. Theatre land use is considered as D2 'other' use class, for which one space per 20 staff and one space per 50 seats is required. As stated in section 3, it is considered unlikely that many (if any) visitors to the theatre would travel by bicycle. Cycle parking is provided outside the theatre and within close proximity to the site at the corner of West Street and Litchfield Street. It is therefore

considered that there is sufficient cycle parking provision within the area to cater for demand.

5.13 Policy 6.10 (Walking) states that development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space. An assessment of the pedestrian environment within the vicinity of the site is set out in section 3 of this report.

Local Guidance

Camden Core Strategy 2010-2025

5.14 The Local Development Framework (LDP) replaced the Unitary Development Plan in November 2010. The Core Strategy, adopted in November 2010, sets out the key elements of the vision for the borough and is a central part of the LDF.

5.15 The Core Strategy includes a number of objectives; those related to transport state:

- *"to reduce the environmental impact of transport in the borough and make Camden a better place to walk and cycle"*
- *"to reduce congestion and pollution in the borough by encouraging more walking and cycling and less motor traffic…"*

5.16 Policy CS11, relating to promoting sustainable and efficient travel, states that *"the Council will promote the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network."* The policy sets out four main issues which the Council intends to address:

- *"Improving strategic transport infrastructure to support growth"*
- *"Promoting sustainable travel"*
- *"Making private transport more sustainable"*
- *"Promoting the sustainable movement of freight"*

5.17 In doing so, the Council intends to undertake the following:

g) "improve public spaces and pedestrian links across the borough"

h) "continue to improve facilities for cyclists, including increasing the availability of cycle parking…"

k) "minimise provision for private parking in new developments…"

l) "restrict new public parking and promote the re-use of existing car parks…"

n) ensure that growth and development has regard to Camden's road hierarchy and does not cause harm to the management of the road network"

Camden Development Policies 2010-2025

5.18 The Development Policies document which forms part of the LDF sets out detailed planning criteria used to determine applications for planning permission in the borough.

5.19 Policy DP12 includes managing the impact of entertainment uses and states that the Council will consider *"parking, stopping and servicing and the effect of the development on ease of movement on the footpath"* (d). Policy DP15, community and leisure uses (such as theatres), states that they must be *"accessible by a range of transport modes, in particular walking, cycling and public transport"* (h).

5.20 Section 16 relates to promoting sustainable and efficient transport. 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."* Development will be resisted where it fails to assess and address any need for: "movements to, from and within the site, including links to existing transport networks" (a) and *"where appropriate the Council will expect proposals to provide information to indicate the likely impacts of the development"* (b).

5.21 Policy DP17 states that the Council will promote walking, cycling and public transport use and that *"the Council will resist development that would be dependent on travel by private motor vehicles."* The theatre is located in a highly sustainable location and can be easily accessed by modes of transport other than the private car.

5.22 Policy DP18 relates to parking standards and limiting the availability of car parking stating that "the Council will expect development to be car free in the Central London Area… and other areas within Controlled Parking Zones that area easily accessible by public transport." The Council's car and cycle parking standards are set out in Appendix 2 of the Development Policies document. No specific standards are given for theatre land use but the document states that for suit generis uses, use classes of a similar nature to that proposed can be used. For D2 recreation and leisure land use, staff cycle parking should be provided in the form of one space per 250 sq.m or part thereof from a threshold of 500 sq.m and customer cycle parking should also be provided in the form of one space per 250 sq.m or part thereof from a threshold of 500 sq.m.

Camden Planning Guidance 7 Transport

5.23 Camden Planning Guidance provides advice and information on how the planning policies will be applied and to support the LDF.

5.24 Section 5 of the guidance states that car free development is expected in the borough's most accessible locations and where a development could lead to on-street parking problems. Section 9 refers to cycling facilities but applies only to:

- *"Applications which involved the creation of one or more additional dwellings;*
- *Applications which proposed additional floorspace of 500 sq m or more; and*
- *Applications which are likely to significantly increase the demand for people to cycle to the site"* (paragraph 9.3).

6 Trip Generation

6.1 This section of the report sets out the multi modal trip generation of the existing theatre and a comparison to the predicted multi modal trip generation of the redeveloped theatre.

6.2 Given that the no car parking would be provided at the theatre its traffic impact would be limited. The type of trips most likely to be associated with the theatre would be staff trips throughout the day and visitors to the theatre for matinee and evening performances. Due to the nature of the development being a 'car-free' development it is likely that the vast majority of these trips would be made by alternative modes to the private car, for example on foot, by bicycle and using public transport.

6.3 Notwithstanding the above, multi modal trip generation of the existing and redeveloped theatre has been assessed through interrogation of the TRICS/TRAVL database to obtain trip rates. It is noted that these two systems merged in April 2014 and historically the TRAVL database would have been used to obtain trip rates for London sites (with the TRICS database providing nationwide data). Although the TRAVL sites/surveys are still available through the TRICS system it is no longer possible to obtain trip rates for these sites; only arrivals/departures count data is available. Furthermore, it is not possible to filter the TRAVL sites by floor area, parking space, PTAL etc. and it therefore requires assessing each site individually and calculating trip rates for each before working out an average.

6.4 On this basis, the trip generation has been assessed using the data in the TRICS system only. Relevant sites have been selected to ensure that the trip rate data best represents the existing and proposed developments.

Existing Trip Generation

6.5 The existing theatre has a capacity of 397 seats. Total people trip rates have therefore been obtained from the TRICS database for theatre land use sites using the following criteria.

- Sites excluding Wales, Scotland and Ireland
- Sites without parking

6.6 A copy of the TRICS output is contained in **Appendix B**. The total people trip rates (per seat) are set out in **Table 6.1** overleaf for the weekday evening peak hour 17:00 to 18:00 and the Saturday peak hour of 13:00 to 14:00. It is noted that due to the nature of the theatre land use, its peak trip generation is from 18:00 to 20:00 in terms of arrivals and from 22:00 to 23:00 in terms of departures. The peak hour in terms of total trips is from

22:00 to 23:00 and for comparison purposes these trip rates are set out in **Table 6.1**. The resulting numbers of trips based on the number of seats of the existing theatre (397 seats) are set out in **Table 6.2** below.

Peak Hour	Arrivals	Departures	Total
Weekday PM Peak Hour (17:00-18:00)	0.047	0.017	**0.064**
Weekday Late PM Peak Hour (22:00:23:00)	0.003	0.714	**0.717**
Saturday Peak Hour (13:00-14:00)	0.458	0.227	**0.685**

Table 6.1: Trip Rates – Theatre Land Use

Peak Hour	Arrivals	Departures	Total
Weekday PM Peak Hour (17:00-18:00)	19	7	**25**
Weekday Late PM Peak Hour (22:00:23:00)	1	283	**285**
Saturday Peak Hour (13:00-14:00)	182	90	**272**

Table 6.2: Number of Trips – Existing Theatre

Predicted Trip Generation

6.7 The trip rates in **Table 6.1** have been applied to the proposed redeveloped theatre in order to identify the likely number of additional trips generated. The resulting numbers of trips based on the proposed number of seats (475) are set out in **Table 6.3** below.

Peak Hour	Arrivals	Departures	Total
Weekday PM Peak Hour (17:00-18:00)	22	8	**30**
Weekday Late PM Peak Hour (22:00:23:00)	1	339	**341**
Saturday Peak Hour (13:00-14:00)	218	108	**325**

Table 6.3: Number of Trips – Proposed Theatre

Net Trips Impact

6.8 Based on the information above, the net trip impact of the proposed redeveloped theatre is outlined in **Table 6.4** overleaf.

Peak Hour	Arrivals	Departures	Total
Weekday PM Peak Hour (17:00-18:00)	+5	+2	+6
Weekday Late PM Peak Hour (22:00:23:00)	+0	+71	+72
Saturday Peak Hour (13:00-14:00)	+46	+23	+69

Table 6.4: Net Trips Impact

6.9 **Table 6.4** shows that the change in trips during the weekday PM peak hour would be negligible. During the weekday late PM and Saturday peak hours there would be less than two additional trips every minute.

National Census Data

6.10 In order to determine the likely modal split of travel to and from the site, 2011 National Census data for Method of Travel to Work has been obtained for the Camden local authority area.

6.11 **Table 6.5** below sets out the percentage modal split for the Camden local authority area and for comparison purposes the London region. A copy of the data is provided in **Appendix C** to this report. It is noted that the percentages below exclude working from home, not in employment and, on account of the car-free nature of the site, car/van trips (driver and passenger).

Mode	Percentage	
	Camden Authority	London Region
Underground, metro, light rail, tram	42.3%	34.6%
Train	8.0%	20.4%
Bus, minibus, coach	18.2%	21.6%
Taxi	0.9%	0.8%
Motorcycle, scooter, moped	1.4%	1.8%
Bicycle	8.0%	6.2%
On foot	20.0%	13.5%
Other	1.2%	1.1%
Total	**100%**	**100%**

Table 6.5: National Census Data – Method of Travel to Work

6.12 The percentage modal split from the National Census data for the Camden local authority area has been applied to the additional total people trips likely to be generated by the proposed redevelopment of the theatre. The numbers of trips by each mode for the peak hours are presented in **Table 6.6**.

Peak Hour / Mode	Number of Additional Trips		
	Arrivals	Departures	Total
Weekday PM peak hour 17:00 – 18:00			
Underground, metro, light rail, tram	2	1	**3**
Train	0	0	**1**
Bus, minibus, coach	1	0	**1**
Taxi	0	0	**0**
Motorcycle, scooter, moped	0	0	**0**
Bicycle	0	0	**1**
On foot	1	0	**1**
Other	0	0	**0**
Total people	**5**	**2**	**6**
Weekday late PM peak hour 22:00 – 23:00			
Underground, metro, light rail, tram	0	30	**30**
Train	0	6	**6**
Bus, minibus, coach	0	13	**13**
Taxi	0	1	**1**
Motorcycle, scooter, moped	0	1	**1**
Bicycle	0	6	**6**
On foot	0	14	**14**
Other	0	1	**1**
Total people	**0**	**71**	**72**
Saturday peak hour 13:00 – 14:00			
Underground, metro, light rail, tram	19	10	**29**
Train	4	2	**5**
Bus, minibus, coach	8	4	**12**
Taxi	0	0	**1**
Motorcycle, scooter, moped	1	0	**1**
Bicycle	4	2	**5**
On foot	9	5	**14**
Other	1	0	**1**
Total people	**46**	**23**	**69**

Table 6.6: Trips by Mode – Proposed Theatre Redevelopment

Summary

6.13 It has been demonstrated that the redevelopment of the theatre is likely to generate a maximum of just 72 additional multimodal trips during the weekday late PM peak hour.

7 The Stopping up of Tower Court

7.1 The proposals for the redevelopment of the theatre include for the stepping forward of the existing building line by 2.7m into a portion of Tower Court, an alleyway which runs adjacent to the theatre, linking West Street and Tower Street.

7.2 This would require the Stopping Up of the existing public highway, and pre-application discussion with the London Borough of Camden Council indicated that they would wish to see a Pedestrian Comfort Level (PCL) Assessment be undertaken for Tower Court in order to understand the existing pedestrian comfort levels and assess the impact of the proposed reduction of public highway.

7.3 Therefore, a Pedestrian Comfort Level (PCL) Assessment forms **Appendix D** to this report, and this was prepared in accordance with TfL's 'Pedestrian Comfort Guidance for London' guidance document, which sets out the recommended footway widths, classifies anything less than 600 pedestrians per hour (pph) is considered to be a low flow.

7.4 In terms of Tower Court, it can be seen from the findings that the highest average flows were observed at the post-matinee period on the weekend, with an average two-way flow of 263pph. The maximum two-way flow observed over the seven-day survey period occurred post-evening show on the Friday, with a two-way flow of 347pph. Therefore, it can be seen that the flows can be considered low in the context of the TfL criteria.

7.5 The TfL Guidance states that a recommended minimum width for a site with low flows is 2.9m, and that this: *"is enough space for comfortable movement and large piece of street furniture such as guard rail, cycle parking"*. It is clear that, as shown on the plans that accompany the PCL assessment, a 2.9m width is provided in all locations.

7.6 The Static Activity Survey has demonstrated that whilst some gathering of pedestrians does occur at pre-show and show letting out times, these groups do not take long to dissipate and clear Tower Court, and the temporary obstruction caused is minimal due to the low level of non-theatre pedestrian traffic using the alleyway.

7.7 It was noted that at present there is very little public space, such as foyer or bar space, provided within the theatre, and that the development proposals include for improvements to this existing audience front of house areas. It is therefore reasonable to assume that, a large proportion of theatregoers who currently queue or gather outside of the theatre and in Tower Court, will choose to wait inside the theatre at one of the two bars or the large foyer area. This will lessen the presence of static activity on Tower Court and further aid the operation of the footway.

7.8 The PCL assessment results showed that the existing pedestrian at Tower Court provide a very comfortable walking environment for the current flow of pedestrians.

7.9 Taking into consideration the amended clear footway width to account for the aforementioned Stepping Up Order, two tests were undertaken to test the development impact:

i) Scenario 1 tested an additional 100 pedestrians using Tower Court to account for the additional 100 seats being provided in the redeveloped theatre (although it is noted that Trip Generation exercise contained in Section 6 of this report indicated a maximum of 72 additional two-way movements); and

ii) Scenario 2 tested an scenario by which the St Martin's Theatre and the Ambassadors Theatre let out at the same time, by adding an additional 500 pedestrians using Tower Court, as an extreme sensitivity test.

7.10 Both development impact tests showed the majority of assessment locations showed to continue to be comfortable with next to no restricted movement, however one location was identified as being unsuitable to accommodate any flow of pedestrian traffic following the Stopping Up Order, and it is proposed that the scheme re-provide the 2 existing Sheffield stands running parallel to the alleyway walls, for which the stands themselves would take up approximately 200mm of clear footway width. The assessment has indicated the stands and relevant space needed for cyclists to access them could take up to 1.3m of footway width before causing a problem for pedestrians using Tower Court.

7.11 It is noted that at present there is very little public space, such as foyer or bar space, provided within the theatre. The current audience front of house space is made up of the entrance lobby, the Stalls Bar and the Circle Bar, which equates to just 32sqm. The development proposals, discussed in greater detail in the Transport Statement, include for improvements to the existing audience front of house areas, and will provide a total of approximately 562sqm of public space in which theatregoers can gather pre and post-show.

7.12 It is therefore reasonable to assume that, a large proportion of theatregoers who currently queue or gather outside of the theatre and in Tower Court, will choose to wait inside the theatre at one of the two bars or within the large foyer area. This will lessen the presence of static activity on Tower Court and further aid the operation of the footway.

Summary of the Stage 1 Safety Audit

7.13 The Safety Audit considered the following issues:

- Issue 1 – In the light of the flows above and the findings of the Pedestrian Comfort Level Assessment are there any Safety Issues regarding the reduction in width of Tower Court;
- Issue 2 – To consider the forward visibility along Tower Court as a result of the proposals and comment on any implications; and
- Issue 3 – Are the any Issues raised with Pedestrians Walking along Tower Court to cross Tower Street.

7.14 In summary, the Audit raised no issues in relation to forward visibility along Tower Court. The Audit raised a requirement to ensure that refuse containers are relocated so as not to block the footway and that the existing lighting column is relocated to the side of Tower Court. These items can be addressed in full at the detailed design stage and through a condition that requires a Servicing and Delivery Plan to be prepared.

8 Travel Plan and Mitigation Measures

8.1 This section considers the proposals that could be implemented to encourage trips to and from the site to be made by sustainable means.

The Implementation of a Staff Travel Plan

8.2 The development would be supported by a comprehensive Staff Travel Plan. This would include the details of:

- The aims and objectives;
- The proposed initial and final targets;
- More detailed information on the measures proposed;
- How the Travel Plan will be managed; and
- The monitoring and reporting proposals.

8.3 A Draft Travel Plan is contained in **Appendix F**.

8.4 As part of the Travel Plan, and to encourage sustainable travel from the outset, theatre staff will be provided with information on the different modes of sustainable travel available to them. The provision of information is a key part of encouraging travel by non-car means, and in accordance with best practice, Travel Packs would be provided for theatre staff. An example of how these Travel Packs might look is shown in **Figure 8.1** overleaf**.**

Figure 8.1: Example of Travel Pack

8.5 The content of the Travel Packs will be agreed with the London Borough of Camden Council, and it is proposed that the following information will be included within the packs:

- A location map showing the site in relation to the surrounding areas;
- Public transport (bus and rail) maps showing routes and nearest bus stops/railway stations;
- Site specific local public transport information (timetables), and detail on how to obtain real time information;
- Web site addresses for travel information, including journey planners;
- Local cycle and walk routes, showing the types of routes available and local cycle shops; and
- Information on car clubs, such as how it works, and reasons to use it, local car club facilities.

8.6 In addition to the Staff Travel Packs, 3 secure cycle storage spaces will be provided on-site for use by staff, along with shower, changing and locker facilities.

Conclusions to this section

8.7 Section 3 demonstrated that the site has an excellent level of accessibility by public transport, and that the site is extremely well located to be highly accessible by modes of transport other than the private car, and Section 6 demonstrated the redevelopment of the theatre is likely to generate a maximum of just 72 additional multimodal trips. Nevertheless, a Staff Travel Plan will be prepared and supported by Travel Packs that will help encourage sustainable travel from the outset.

9 Summary and Conclusions

9.1 This report has been prepared on behalf of Delfont Mackintosh Theatres in order to support the application for the proposed redevelopment of the existing Ambassadors Theatre, West Street in the London Borough of Camden (LBC). West Street splits the LBC and the City of Westminster (CoW).

9.2 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road.

9.3 This Transport Statement has been prepared in accordance with the Department for Transport's 'Guidance on Transport Assessment (March 2007)', and has considered the highways and transport related aspects of the proposed redevelopment. The following has been demonstrated:

- The theatre has an excellent level of accessibility by public transport (with a PTAL of 6b) and is extremely well located to be highly accessible by modes of transport other than the private car, including walking and cycling. It is also within easy walking distance of numerous amenities such as restaurants, shops and other leisure facilities;
- The proposed redevelopment is in accordance with relevant transport planning policy guidance; and
- An assessment of the change in trip generation of the theatre following its redevelopment demonstrates has shown the site is likely to generate a maximum of just 72 additional multimodal trips, distributed across the various modes of transport.

9.4 The proposals for the redevelopment of the theatre include for the stepping forward of the existing building line into a portion of Tower Court, an alleyway which runs adjacent to the theatre, linking West Street and Tower Street, which will be the subject of a Stopping Up Order pursuant to the Grant of Planning Permission. The alleyway and surrounding pavement will be improved in terms of materials and lighting, together with the re-positioning of existing Sheffield Stands and Refuse Collection Points.

9.5 To allow the Local Highway Authority to have a full understanding of the impacts of the proposals, a Pedestrian Comfort Level Assessment has been undertaken in accordance with Transport for London (TfL) Methodology, and a Stage 1 Safety Audit has also been undertaken.

9.6 TfL's 'Pedestrian Comfort Guidance for London' guidance document, which sets out the recommended footway widths, classifies anything less than 600 pedestrians per hour (pph) is considered to be a low flow.

9.7 The Pedestrian Comfort Level (PCL) Assessment forms **Appendix D** to this report, and in terms of Tower Court, it can be seen from the findings that the highest average flows were observed at the post-matinee period on the weekend, with an average two-way flow of 263pph. The maximum two-way flow observed over the seven-day survey period occurred post-evening show on the Friday, with a two-way flow of 347pph. Therefore, it can be seen that the flows can be considered low in the context of the TfL criteria.

9.8 The TfL Guidance states that a recommended minimum width for a site with low flows is 2.9m, and that this: *"is enough space for comfortable movement and large piece of street furniture such as guard rail, cycle parking"*. It is clear that, as shown on the plans that accompany the PCL assessment, a 2.9m width is provided in all locations.

9.9 The Safety Audit considered whether any safety issues would arise from the reduction in width of Tower Court. The Audit, which forms **Appendix E** to this report, recommends certain points to be addressed in the detailed design of the proposals, however is also very clear that the proposals represent no safety issues in terms of forward visibility on Tower Court.

9.10 When responding to an application, a Local Highway Authority has a clear criteria to follow, namely that they should not prevent or restrict development coming forward unless the residual impacts are severe, in accordance with National Planning Policy Framework (NPPF) paragraph 32.

9.11 It is clear that a thorough assessment of the development proposals has been undertaken, and that there are no sever impacts arising from the proposals that would allow the development to be prevented or restricted in coming forward on Highways Grounds.

APPENDIX A: PTAL Report

PTAI Study Report File Details

Date	18/08/2014 09:47
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 529999, 180994

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop OXFORD ST TOTT CT RD STN
Walk time to stop from POI is 6.88 minutes
Walk distance to stop from POI is 550.05 metres
- Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
- Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
- Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
- Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
- Route 98 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
- Route 7 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 7 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
- Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop LEICESTER SQUARE STATION
Walk time to stop from POI is 3.83 minutes
Walk distance to stop from POI is 306.03 metres
- Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
- Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes

Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 176 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Stop CAMB CIR SHAFTESBURY AVE
Walk time to stop from POI is 3.76 minutes
Walk distance to stop from POI is 301.19 metres
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Stop SHAFTESBURY AV TROCADERO
Walk time to stop from POI is 6.71 minutes
Walk distance to stop from POI is 536.72 metres
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Stop TRAFALGAR SQ NAT GALLERY
Walk time to stop from POI is 7.56 minutes
Walk distance to stop from POI is 604.57 metres
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop OPPOSITE LITCHFIELD ST
Walk time to stop from POI is 1.93 minutes
Walk distance to stop from POI is 154.74 metres

Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop Charing X Road Garrick
Walk time to stop from POI is 5.43 minutes
Walk distance to stop from POI is 434.21 metres
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 176 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Stop Trafalgar Sq S Africa Ho
Walk time to stop from POI is 7.62 minutes
Walk distance to stop from POI is 609.32 metres
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop STRAND AGAR STREET
Walk time to stop from POI is 7.6 minutes
Walk distance to stop from POI is 607.81 metres
Route 9 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 9 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 6 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 6 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 23 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 176 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 139 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 87 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 87 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 11 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 15 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 15 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Stop SHAFTESBURY AVE FRESHWAT
Walk time to stop from POI is 2.09 minutes
Walk distance to stop from POI is 166.89 metres
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Stop NUMBER NOT USED
Walk time to stop from POI is 6.75 minutes
Walk distance to stop from POI is 540.01 metres
Stop BLOOMSBURY NEW OXFORD ST
Walk time to stop from POI is 7.34 minutes
Walk distance to stop from POI is 587.37 metres
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 98 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 98 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 171 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Stop HIGH HOLBORN POST OFFICE
Walk time to stop from POI is 7.37 minutes

Walk distance to stop from POI is 589.2 metres
Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop NUMBER NOT USED
Walk time to stop from POI is 6.55 minutes
Walk distance to stop from POI is 523.7 metres
Stop BLOOMSBURY ST SHAFTESBURY AVE
Walk time to stop from POI is 5.71 minutes
Walk distance to stop from POI is 456.69 metres
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 19 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction BACK Frequency 13.0 giving AWT of 2.31 minutes
Stop FOYLES/CAMBRIDGE CIRCUS
Walk time to stop from POI is 2.52 minutes
Walk distance to stop from POI is 201.23 metres
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 176 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Stop TOTTENHAM CT RD DOMINION
Walk time to stop from POI is 6.85 minutes
Walk distance to stop from POI is 548.31 metres
Route 29 Direction BACK Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes
Route 14 Direction OUT Frequency 13.0 giving AWT of 2.31 minutes

Stop TOTTENHAM COURT RD STAND
Walk time to stop from POI is 6.37 minutes
Walk distance to stop from POI is 509.76 metres
Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 134 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop NEW OXFORD ST CENTRE PNT
Walk time to stop from POI is 6.41 minutes
Walk distance to stop from POI is 512.98 metres
Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 38 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 19 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 98 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 98 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 242 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 7 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 1 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 25 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 55 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 8 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Stop CHARING X RD DENMARK ST
Walk time to stop from POI is 4.32 minutes
Walk distance to stop from POI is 345.39 metres
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Stop ST GILES HIGH STREET
Walk time to stop from POI is 5.39 minutes
Walk distance to stop from POI is 431.37 metres
Route 29 Direction OUT Frequency 15.0 giving AWT of 2.0 minutes
Route 24 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 242 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 176 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 176 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 134 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

TATs for this mode
Route 73 Stop NEW OXFORD ST CENTRE PNT TAT 10.08 minutes EDF 2.98
Route 10 Stop NEW OXFORD ST CENTRE PNT TAT 11.41 minutes EDF 2.63
Route 98 Stop NEW OXFORD ST CENTRE PNT TAT 11.41 minutes EDF 2.63
Route 7 Stop NEW OXFORD ST CENTRE PNT TAT 11.75 minutes EDF 2.55
Route 390 Stop NEW OXFORD ST CENTRE PNT TAT 12.16 minutes EDF 2.47
Route 25 Stop NEW OXFORD ST CENTRE PNT TAT 12.16 minutes EDF 2.47
Route 55 Stop NEW OXFORD ST CENTRE PNT TAT 11.75 minutes EDF 2.55
Route 8 Stop NEW OXFORD ST CENTRE PNT TAT 11.41 minutes EDF 2.63
Route 29 Stop OPPOSITE LITCHFIELD ST TAT 5.93 minutes EDF 5.06
Route 24 Stop OPPOSITE LITCHFIELD ST TAT 6.43 minutes EDF 4.66
Route 176 Stop OPPOSITE LITCHFIELD ST TAT 7.93 minutes EDF 3.78
Route 38 Stop SHAFTESBURY AVE FRESHWAT TAT 6.59 minutes EDF 4.56
Route 19 Stop SHAFTESBURY AVE FRESHWAT TAT 7.09 minutes EDF 4.23
Route 14 Stop SHAFTESBURY AVE FRESHWAT TAT 6.39 minutes EDF 4.69
Route 139 Stop TRAFALGAR SQ NAT GALLERY TAT 13.56 minutes EDF 2.21
Route 9 Stop STRAND AGAR STREET TAT 12.1 minutes EDF 2.48
Route 6 Stop STRAND AGAR STREET TAT 12.6 minutes EDF 2.38
Route 23 Stop STRAND AGAR STREET TAT 12.93 minutes EDF 2.32
Route 91 Stop STRAND AGAR STREET TAT 12.93 minutes EDF 2.32
Route 87 Stop STRAND AGAR STREET TAT 12.6 minutes EDF 2.38
Route 11 Stop STRAND AGAR STREET TAT 13.35 minutes EDF 2.25
Route 13 Stop STRAND AGAR STREET TAT 13.35 minutes EDF 2.25
Route 15 Stop STRAND AGAR STREET TAT 13.6 minutes EDF 2.21
Route 242 Stop ST GILES HIGH STREET TAT 10.39 minutes EDF 2.89
Route 171 Stop BLOOMSBURY NEW OXFORD ST TAT 13.34 minutes EDF 2.25
Route 1 Stop TOTTENHAM COURT RD STAND TAT 12.12 minutes EDF 2.47
Route 134 Stop ST GILES HIGH STREET TAT 9.89 minutes EDF 3.03

Best EDF is 5.06
Half of all other EDFs is 37.13

AI for this mode is 42.19

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Holborn
Walk time to stop from POI is 11.1 minutes
Walk distance to stop from POI is 888.12 metres
- Route Central Line Grange Hill to North Acton Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Central Line Epping to West Ruislip Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
- Route Central Line Loughton to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
- Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
- Route Central Line White City to Loughton Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line West Ruislip to Epping Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Central Line Ealing Broadway to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line White City to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Central Line Epping to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line Debden to Northolt Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line Hainault to Ruislip Gardens Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line Hainault to White City Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
- Route Central Line Northolt to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Central Line White City to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
- Route Central Line North Acton to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
- Route Central Line Hainault to West Ruislip Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
- Route Central Line Loughton to West Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Central Line West Ruislip to Debden Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line North Acton to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line Debden to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line West Ruislip to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line Ruislip Gardens to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line North Acton to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line West Ruislip to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line Hainault to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Central Line Hainault to Northolt Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Central Line Epping to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Central Line Ealing Broadway to Epping Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
- Route Central Line Ealing Broadway to Hainault Direction E/B Frequency 4.7 giving AWT of 6.38 minutes
- Route Central Line Epping to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes

Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Newbury Park to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Central Line Epping to Ealing Broadway Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Loughton to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Ruislip Gardens to Loughton Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Ruislip Gardens to Epping Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line West Ruislip to Grange Hill Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line West Ruislip to Hainault Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
Route Central Line Northolt to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Central Line Ruislip Gardens to Newbury Park Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Grange Hill to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Debden to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line North Acton to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Grange Hill to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Loughton to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Debden to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Grange Hill to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ealing Broadway to Debden Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to Ealing Broadway Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route Central Line Grange Hill to Ealing Broadway Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line White City to Epping Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Stop Leicester Square
Walk time to stop from POI is 3.17 minutes
Walk distance to stop from POI is 253.83 metres
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes

Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Stop Piccadilly Circus
Walk time to stop from POI is 8.26 minutes
Walk distance to stop from POI is 660.87 metres
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Bakerloo Line Elephant & Castle to Queen's Park Direction N/B Frequency 10.3 giving AWT of 2.91 minutes
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Bakerloo Line Harrow & Wealdstone to Elephant & Castle Direction S/B Frequency 5.0 giving AWT of 6.0 minutes
Route Bakerloo Line Stonebridge Park to Elephant & Castle Direction S/B Frequency 5.0 giving AWT of 6.0 minutes
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Bakerloo Line Elephant & Castle to Stonebridge Park Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Bakerloo Line Elephant & Castle to Harrow & Wealdstone Direction N/B Frequency 5.7 giving AWT of 5.26 minutes
Route Bakerloo Line Waterloo to Queen's Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes

Route Bakerloo Line Waterloo to Harrow & Wealdstone Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Bakerloo Line Queen's Park to Elephant & Castle Direction S/B Frequency 11.0 giving AWT of 2.73 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Stop Tottenham Court Road
Walk time to stop from POI is 6.04 minutes
Walk distance to stop from POI is 482.82 metres
Route Central Line Loughton to West Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Grange Hill to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line White City to Epping Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line North Acton to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Ealing Broadway to Hainault Direction E/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Hainault to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Grange Hill to North Acton Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to Northolt Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Debden to Northolt Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Hainault to Ruislip Gardens Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Debden to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Newbury Park to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Central Line White City to Loughton Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line North Acton to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ealing Broadway to Epping Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Central Line North Acton to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Ruislip Gardens to Newbury Park Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line Grange Hill to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Loughton to Northolt Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to White City Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Grange Hill to Ealing Broadway Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line West Ruislip to Loughton Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Central Line Epping to Ruislip Gardens Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Debden to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Ealing Broadway to Debden Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Hainault to Ealing Broadway Direction W/B Frequency 5.7 giving AWT of 5.26 minutes
Route Central Line Debden to Ealing Broadway Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line West Ruislip to Epping Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Central Line Ealing Broadway to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Newbury Park to West Ruislip Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Loughton to White City Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line West Ruislip to Debden Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Epping to Ealing Broadway Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes

Route Central Line West Ruislip to Hainault Direction E/B Frequency 3.0 giving AWT of 10.0 minutes
Route Central Line Ruislip Gardens to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Northolt to Hainault Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line West Ruislip to Newbury Park Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line North Acton to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to North Acton Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Hainault to West Ruislip Direction W/B Frequency 3.3 giving AWT of 9.09 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Central Line White City to Newbury Park Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Epping to West Ruislip Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Central Line Hainault to White City Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Central Line Loughton to Ealing Broadway Direction W/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Ruislip Gardens to Loughton Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line Northolt to Epping Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Central Line White City to Hainault Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Central Line Grange Hill to West Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Central Line Ruislip Gardens to Epping Direction E/B Frequency 1.7 giving AWT of 17.65 minutes
Route Central Line West Ruislip to Grange Hill Direction E/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes

Stop Charing Cross
Walk time to stop from POI is 9.23 minutes
Walk distance to stop from POI is 738.46 metres
Route Bakerloo Line Elephant & Castle to Queen's Park Direction N/B Frequency 10.3 giving AWT of 2.91 minutes
Route Bakerloo Line Waterloo to Queen's Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Bakerloo Line Elephant & Castle to Stonebridge Park Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Bakerloo Line Elephant & Castle to Harrow & Wealdstone Direction N/B Frequency 5.7 giving AWT of 5.26 minutes
Route Bakerloo Line Stonebridge Park to Elephant & Castle Direction S/B Frequency 5.0 giving AWT of 6.0 minutes
Route Bakerloo Line Queen's Park to Elephant & Castle Direction S/B Frequency 11.0 giving AWT of 2.73 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Bakerloo Line Waterloo to Harrow & Wealdstone Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Bakerloo Line Harrow & Wealdstone to Elephant & Castle Direction S/B Frequency 5.0 giving AWT of 6.0 minutes

Stop Covent Garden
Walk time to stop from POI is 4.81 minutes
Walk distance to stop from POI is 384.66 metres
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes

Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes

TATs for this mode
Route Central Line Grange Hill to North Acton Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Piccadilly Line Rayners Lane to Cockfosters Stop Leicester Square TAT 15.03 minutes EDF 2.0
Route Central Line Epping to West Ruislip Stop Tottenham Court Road TAT 19.83 minutes EDF 1.51
Route Central Line White City to Loughton Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Piccadilly Line Heathrow T5 to Cockfosters Stop Leicester Square TAT 8.92 minutes EDF 3.36
Route Piccadilly Line Uxbridge to Cockfosters Stop Leicester Square TAT 15.03 minutes EDF 2.0
Route Central Line Ealing Broadway to Newbury Park Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Central Line Newbury Park to White City Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Central Line Epping to North Acton Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Central Line Debden to Northolt Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Piccadilly Line Oakwood to Rayners Lane Stop Leicester Square TAT 46.78 minutes EDF 0.64
Route Piccadilly Line Ruislip to Cockfosters Stop Leicester Square TAT 27.0 minutes EDF 1.11
Route Piccadilly Line Ruislip to Arnos Grove Stop Leicester Square TAT 27.0 minutes EDF 1.11
Route Central Line Ruislip Gardens to Hainault Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Central Line Hainault to White City Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Piccadilly Line Arnos Grove to Northfields Stop Leicester Square TAT 16.97 minutes EDF 1.77
Route Central Line Epping to Northolt Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Stop Leicester Square TAT 8.92 minutes EDF 3.36
Route Central Line North Acton to Newbury Park Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Central Line Hainault to West Ruislip Stop Tottenham Court Road TAT 15.88 minutes EDF 1.89
Route Central Line Loughton to West Ruislip Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Central Line West Ruislip to Newbury Park Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Central Line Ruislip Gardens to Newbury Park Stop Tottenham Court Road TAT 24.43 minutes EDF 1.23
Route Central Line Debden to West Ruislip Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Central Line North Acton to Loughton Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Central Line Hainault to North Acton Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82

Route Central Line Hainault to Northolt Stop Tottenham Court Road TAT 29.86 minutes EDF 1.0
Route Piccadilly Line Rayners Lane to Arnos Grove Stop Leicester Square TAT 27.0 minutes EDF 1.11
Route Central Line White City to Epping Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Piccadilly Line Arnos Grove to Uxbridge Stop Leicester Square TAT 27.0 minutes EDF 1.11
Route Central Line Ealing Broadway to Epping Stop Tottenham Court Road TAT 14.29 minutes EDF 2.1
Route Central Line Hainault to Ealing Broadway Stop Tottenham Court Road TAT 12.05 minutes EDF 2.49
Route Piccadilly Line Oakwood to Uxbridge Stop Leicester Square TAT 46.78 minutes EDF 0.64
Route Central Line Ruislip Gardens to Epping Stop Tottenham Court Road TAT 24.43 minutes EDF 1.23
Route Central Line Loughton to Ealing Broadway Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Central Line Ruislip Gardens to Loughton Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Central Line Grange Hill to West Ruislip Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Central Line Grange Hill to White City Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Stop Leicester Square TAT 18.92 minutes EDF 1.59
Route Central Line Debden to Ealing Broadway Stop Tottenham Court Road TAT 49.64 minutes EDF 0.6
Route Central Line Grange Hill to Northolt Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Central Line Loughton to Northolt Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Piccadilly Line Oakwood to Ruislip Stop Leicester Square TAT 46.78 minutes EDF 0.64
Route Central Line Debden to Ruislip Gardens Stop Tottenham Court Road TAT 106.79 minutes EDF 0.28
Route Central Line Grange Hill to Ealing Broadway Stop Tottenham Court Road TAT 36.79 minutes EDF 0.82
Route Northern Line Mill Hill East to Kennington Stop Leicester Square TAT 10.9 minutes EDF 2.75
Route Northern Line Kennington to Edgware Stop Leicester Square TAT 9.92 minutes EDF 3.02
Route Northern Line Morden to Mill Hill East Stop Leicester Square TAT 33.92 minutes EDF 0.88
Route Northern Line Morden to High Barnet Stop Leicester Square TAT 12.03 minutes EDF 2.49
Route Northern Line Edgware to Morden Stop Leicester Square TAT 7.54 minutes EDF 3.98
Route Northern Line High Barnet to Kennington Stop Leicester Square TAT 9.48 minutes EDF 3.17
Route Bakerloo Line Queen's Park to Elephant & Castle Stop Piccadilly Circus TAT 11.74 minutes EDF 2.56
Route Bakerloo Line Elephant & Castle to Harrow & Wealdstone Stop Piccadilly Circus TAT 14.27 minutes EDF 2.1
Route Bakerloo Line Stonebridge Park to Elephant & Castle Stop Piccadilly Circus TAT 15.01 minutes EDF 2.0
Route Bakerloo Line Waterloo to Queen's Park Stop Piccadilly Circus TAT 39.01 minutes EDF 0.77
Route Bakerloo Line Waterloo to Harrow & Wealdstone Stop Piccadilly Circus TAT 109.01 minutes EDF 0.28

Best EDF is 3.98
Half of all other EDFs is 32.9

AI for this mode is 36.88

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop LONDON CHARING CROSS

Walk time to stop from POI is 9.23 minutes
Walk distance to stop from POI is 738.46 metres
Route LONDON CHARING CROSS to DARTFORD Direction T244-T207 Frequency 1.0 giving AWT of 30.0 minutes
Route STROOD to LONDON CHARING CROSS Direction T274-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route GRAVESEND BR to LONDON CHARING CROSS Direction T264-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route GILLINGHAM (KENT) to LONDON CHARING CROSS Direction T263-T244 Frequency 0.67 giving AWT of 44.78 minutes
Route SIDCUP BR to LONDON CHARING CROSS Direction T228-T244 Frequency 1.0 giving AWT of 30.0 minutes
Route BARNEHURST BR to LONDON CHARING CROSS Direction T195-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route HAYES BR (KENT) to LONDON CHARING CROSS Direction T165-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route HAYES BR (KENT) to LONDON CHARING CROSS Direction T165-T244 Frequency 0.67 giving AWT of 44.78 minutes
Route RAMSGATE to LONDON CHARING CROSS Direction T148-T244 Frequency 1.7 giving AWT of 17.65 minutes
Route ORE to LONDON CHARING CROSS Direction T147-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route MARGATE to LONDON CHARING CROSS Direction T145-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to MARGATE Direction T244-T145 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to RAMSGATE Direction T244-T148 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to DOVER PRIORY Direction T244-T155 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to HAYES BR (KENT) Direction T244-T165 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to DARTFORD Direction T244-T207 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to ORPINGTON Direction T244-T225 Frequency 0.33 giving AWT of 90.91 minutes
Route GILLINGHAM (KENT) to LONDON CHARING CROSS Direction T263-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route SLADE GREEN to LONDON CHARING CROSS Direction T254-T244 Frequency 1.0 giving AWT of 30.0 minutes
Route DARTFORD to LONDON CHARING CROSS Direction T207-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route CRAYFORD BR to LONDON CHARING CROSS Direction T206-T244 Frequency 0.67 giving AWT of 44.78 minutes
Route HAYES BR (KENT) to LONDON CHARING CROSS Direction T165-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route HAYES BR (KENT) to LONDON CHARING CROSS Direction T165-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to GRAVESEND BR Direction T244-T264 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON CHARING CROSS to NEW BECKENHAM BR Direction T244-T171 Frequency 0.33 giving AWT of 90.91 minutes
Route TUNBRIDGE WELLS to LONDON CHARING CROSS Direction T300-T244 Frequency 1.33 giving AWT of 22.56 minutes
Route ORPINGTON to LONDON CHARING CROSS Direction T225-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route DARTFORD to LONDON CHARING CROSS Direction T207-T244 Frequency 0.67 giving AWT of 44.78 minutes
Route DARTFORD to LONDON CHARING CROSS Direction T207-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to ROCHESTER Direction T244-T284 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to DOVER PRIORY Direction T244-T155 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to ORPINGTON Direction T244-T225 Frequency 2.3 giving AWT of 13.04 minutes
Route STROOD to LONDON CHARING CROSS Direction T274-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route GRAVESEND BR to LONDON CHARING CROSS Direction T264-T244 Frequency 0.67 giving AWT of 44.78 minutes
Route ORPINGTON to LONDON CHARING CROSS Direction T225-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route DARTFORD to LONDON CHARING CROSS Direction T207-T244 Frequency 1.33 giving AWT of 22.56 minutes
Route LONDON CHARING CROSS to GILLINGHAM (KENT) Direction T244-T263 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON CHARING CROSS to GRAVESEND BR Direction T244-T264 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to HASTINGS Direction T244-T290 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to MARGATE Direction T244-T145 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to BECKENHAM JUNCTION BR Direction T244-T161 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to SEVENOAKS Direction T244-T227 Frequency 0.33 giving AWT of 90.91 minutes
Route TUNBRIDGE WELLS to LONDON CHARING CROSS Direction T300-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route STROOD to LONDON CHARING CROSS Direction T274-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route SLADE GREEN to LONDON CHARING CROSS Direction T254-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route ORPINGTON to LONDON CHARING CROSS Direction T225-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route DARTFORD to LONDON CHARING CROSS Direction T207-T244 Frequency 1.0 giving AWT of 30.0 minutes

Route BARNEHURST BR to LONDON CHARING CROSS Direction T195-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route HAYES BR (KENT) to LONDON CHARING CROSS Direction T165-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route MARGATE to LONDON CHARING CROSS Direction T145-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to GRAVESEND BR Direction T244-T264 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to HASTINGS Direction T244-T290 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to TUNBRIDGE WELLS Direction T244-T300 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to HAYES BR (KENT) Direction T244-T165 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to DARTFORD Direction T244-T207 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON CHARING CROSS to HITHER GREEN BR Direction T244-T212 Frequency 0.33 giving AWT of 90.91 minutes
Route DARTFORD to LONDON CHARING CROSS Direction T207-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route RAMSGATE to LONDON CHARING CROSS Direction T148-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to GILLINGHAM (KENT) Direction T244-T263 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON CHARING CROSS to SEVENOAKS Direction T244-T227 Frequency 0.33 giving AWT of 90.91 minutes
Route GRAVESEND BR to LONDON CHARING CROSS Direction T264-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route ORPINGTON to LONDON CHARING CROSS Direction T225-T244 Frequency 0.67 giving AWT of 44.78 minutes
Route LONDON CHARING CROSS to HAYES BR (KENT) Direction T244-T165 Frequency 1.0 giving AWT of 30.0 minutes
Route GILLINGHAM (KENT) to LONDON CHARING CROSS Direction T263-T244 Frequency 0.33 giving AWT of 90.91 minutes
Route ORE to LONDON CHARING CROSS Direction T147-T244 Frequency 0.33 giving AWT of 90.91 minutes

TATs for this mode
Route LONDON CHARING CROSS to DARTFORD Stop LONDON CHARING CROSS TAT 39.98 minutes EDF 0.75
Route STROOD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route GRAVESEND BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route GILLINGHAM (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route SIDCUP BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 39.98 minutes EDF 0.75
Route BARNEHURST BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route HAYES BR (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route HAYES BR (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route RAMSGATE to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 27.63 minutes EDF 1.09
Route ORE to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route MARGATE to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to MARGATE Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to RAMSGATE Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to DOVER PRIORY Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to HAYES BR (KENT) Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to DARTFORD Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to ORPINGTON Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route GILLINGHAM (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route SLADE GREEN to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 39.98 minutes EDF 0.75
Route DARTFORD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route CRAYFORD BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route HAYES BR (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route HAYES BR (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to GRAVESEND BR Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route LONDON CHARING CROSS to NEW BECKENHAM BR Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route TUNBRIDGE WELLS to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 32.54 minutes EDF 0.92
Route ORPINGTON to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route DARTFORD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route DARTFORD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3

Route LONDON CHARING CROSS to ROCHESTER Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to DOVER PRIORY Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to ORPINGTON Stop LONDON CHARING CROSS TAT 23.02 minutes EDF 1.3
Route STROOD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route GRAVESEND BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route ORPINGTON to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route DARTFORD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 32.54 minutes EDF 0.92
Route LONDON CHARING CROSS to GILLINGHAM (KENT) Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route LONDON CHARING CROSS to GRAVESEND BR Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to HASTINGS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to MARGATE Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to BECKENHAM JUNCTION BR Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to SEVENOAKS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route TUNBRIDGE WELLS to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route STROOD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route SLADE GREEN to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route ORPINGTON to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route DARTFORD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 39.98 minutes EDF 0.75
Route BARNEHURST BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route HAYES BR (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route MARGATE to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to GRAVESEND BR Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to HASTINGS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to TUNBRIDGE WELLS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to HAYES BR (KENT) Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to DARTFORD Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route LONDON CHARING CROSS to HITHER GREEN BR Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route DARTFORD to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route RAMSGATE to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to GILLINGHAM (KENT) Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route LONDON CHARING CROSS to SEVENOAKS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route GRAVESEND BR to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route ORPINGTON to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 54.76 minutes EDF 0.55
Route LONDON CHARING CROSS to HAYES BR (KENT) Stop LONDON CHARING CROSS TAT 39.98 minutes EDF 0.75
Route GILLINGHAM (KENT) to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3
Route ORE to LONDON CHARING CROSS Stop LONDON CHARING CROSS TAT 100.89 minutes EDF 0.3

Best EDF is 1.3
Half of all other EDFs is 12.79

AI for this mode is 14.1

Total AI for this POI is 93.17. X: 529999, Y: 180994.

PTAL Rating is 6b.

APPENDIX B: TRICS Output

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : W - THEATRE
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BK	BARKING	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of seats
Actual Range: 238 to 718 (units:)
Range Selected by User: 187 to 960 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 07/10/13

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

Selected survey days:

Saturday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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:

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:

D2	2 days
Sui Generis	1 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1	BK-07-W-01	THEATRE		BARKING
	BROADWAY			
	BARKING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of seats:		341	
	Survey date: SATURDAY		08/12/12	Survey Type: MANUAL
2	DH-07-W-01	THEATRE & CINEMA		DURHAM
	MILLENNIUM PLACE			
	DURHAM			
	Town Centre			
	Built-Up Zone			
	Total Number of seats:		718	
	Survey date: SATURDAY		24/11/12	Survey Type: MANUAL
3	MS-07-W-01	THEATRE		MERSEYSIDE
	HOPE PLACE			
	LIVERPOOL			
	Town Centre			
	Built-Up Zone			
	Total Number of seats:		238	
	Survey date: SATURDAY		15/06/13	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.

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.003	1	341	0.000	1	341	0.003
10:00 - 11:00	3	432	0.039	3	432	0.008	3	432	0.047
11:00 - 12:00	3	432	0.063	3	432	0.029	3	432	0.092
12:00 - 13:00	3	432	0.053	3	432	0.038	3	432	0.091
13:00 - 14:00	3	432	0.090	3	432	0.057	3	432	0.147
14:00 - 15:00	3	432	0.052	3	432	0.035	3	432	0.087
15:00 - 16:00	3	432	0.044	3	432	0.037	3	432	0.081
16:00 - 17:00	3	432	0.025	3	432	0.062	3	432	0.087
17:00 - 18:00	3	432	0.056	3	432	0.054	3	432	0.110
18:00 - 19:00	3	432	0.017	3	432	0.020	3	432	0.037
19:00 - 20:00	2	530	0.036	2	530	0.028	2	530	0.064
20:00 - 21:00	2	530	0.024	2	530	0.061	2	530	0.085
21:00 - 22:00	2	530	0.000	2	530	0.026	2	530	0.026
22:00 - 23:00	1	718	0.007	1	718	0.063	1	718	0.070
23:00 - 24:00	1	718	0.011	1	718	0.021	1	718	0.032
Total Rates:			0.520			0.539			1.059

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL TAXIS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.001	3	432	0.001	3	432	0.002
11:00 - 12:00	3	432	0.001	3	432	0.001	3	432	0.002
12:00 - 13:00	3	432	0.001	3	432	0.001	3	432	0.002
13:00 - 14:00	3	432	0.005	3	432	0.002	3	432	0.007
14:00 - 15:00	3	432	0.001	3	432	0.001	3	432	0.002
15:00 - 16:00	3	432	0.002	3	432	0.002	3	432	0.004
16:00 - 17:00	3	432	0.000	3	432	0.003	3	432	0.003
17:00 - 18:00	3	432	0.006	3	432	0.004	3	432	0.010
18:00 - 19:00	3	432	0.001	3	432	0.000	3	432	0.001
19:00 - 20:00	2	530	0.006	2	530	0.005	2	530	0.011
20:00 - 21:00	2	530	0.003	2	530	0.008	2	530	0.011
21:00 - 22:00	2	530	0.000	2	530	0.000	2	530	0.000
22:00 - 23:00	1	718	0.007	1	718	0.007	1	718	0.014
23:00 - 24:00	1	718	0.011	1	718	0.011	1	718	0.022
Total Rates:			0.045			0.046			0.091

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL OGVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.000	3	432	0.000	3	432	0.000
11:00 - 12:00	3	432	0.000	3	432	0.000	3	432	0.000
12:00 - 13:00	3	432	0.000	3	432	0.000	3	432	0.000
13:00 - 14:00	3	432	0.000	3	432	0.000	3	432	0.000
14:00 - 15:00	3	432	0.000	3	432	0.000	3	432	0.000
15:00 - 16:00	3	432	0.000	3	432	0.000	3	432	0.000
16:00 - 17:00	3	432	0.000	3	432	0.000	3	432	0.000
17:00 - 18:00	3	432	0.000	3	432	0.000	3	432	0.000
18:00 - 19:00	3	432	0.000	3	432	0.000	3	432	0.000
19:00 - 20:00	2	530	0.000	2	530	0.000	2	530	0.000
20:00 - 21:00	2	530	0.000	2	530	0.000	2	530	0.000
21:00 - 22:00	2	530	0.000	2	530	0.000	2	530	0.000
22:00 - 23:00	1	718	0.000	1	718	0.000	1	718	0.000
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL PSVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.000	3	432	0.000	3	432	0.000
11:00 - 12:00	3	432	0.000	3	432	0.000	3	432	0.000
12:00 - 13:00	3	432	0.000	3	432	0.000	3	432	0.000
13:00 - 14:00	3	432	0.000	3	432	0.000	3	432	0.000
14:00 - 15:00	3	432	0.000	3	432	0.000	3	432	0.000
15:00 - 16:00	3	432	0.000	3	432	0.000	3	432	0.000
16:00 - 17:00	3	432	0.000	3	432	0.000	3	432	0.000
17:00 - 18:00	3	432	0.000	3	432	0.000	3	432	0.000
18:00 - 19:00	3	432	0.000	3	432	0.000	3	432	0.000
19:00 - 20:00	2	530	0.000	2	530	0.000	2	530	0.000
20:00 - 21:00	2	530	0.000	2	530	0.000	2	530	0.000
21:00 - 22:00	2	530	0.000	2	530	0.000	2	530	0.000
22:00 - 23:00	1	718	0.000	1	718	0.000	1	718	0.000
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.000	3	432	0.000	3	432	0.000
11:00 - 12:00	3	432	0.000	3	432	0.000	3	432	0.000
12:00 - 13:00	3	432	0.002	3	432	0.000	3	432	0.002
13:00 - 14:00	3	432	0.001	3	432	0.000	3	432	0.001
14:00 - 15:00	3	432	0.000	3	432	0.000	3	432	0.000
15:00 - 16:00	3	432	0.000	3	432	0.001	3	432	0.001
16:00 - 17:00	3	432	0.001	3	432	0.001	3	432	0.002
17:00 - 18:00	3	432	0.000	3	432	0.000	3	432	0.000
18:00 - 19:00	3	432	0.002	3	432	0.002	3	432	0.004
19:00 - 20:00	2	530	0.000	2	530	0.001	2	530	0.001
20:00 - 21:00	2	530	0.000	2	530	0.001	2	530	0.001
21:00 - 22:00	2	530	0.000	2	530	0.000	2	530	0.000
22:00 - 23:00	1	718	0.000	1	718	0.000	1	718	0.000
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.006			0.006			0.012

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.003	1	341	0.000	1	341	0.003
10:00 - 11:00	3	432	0.063	3	432	0.016	3	432	0.079
11:00 - 12:00	3	432	0.134	3	432	0.055	3	432	0.189
12:00 - 13:00	3	432	0.109	3	432	0.079	3	432	0.188
13:00 - 14:00	3	432	0.213	3	432	0.109	3	432	0.322
14:00 - 15:00	3	432	0.117	3	432	0.067	3	432	0.184
15:00 - 16:00	3	432	0.082	3	432	0.086	3	432	0.168
16:00 - 17:00	3	432	0.048	3	432	0.150	3	432	0.198
17:00 - 18:00	3	432	0.136	3	432	0.106	3	432	0.242
18:00 - 19:00	3	432	0.028	3	432	0.032	3	432	0.060
19:00 - 20:00	2	530	0.086	2	530	0.057	2	530	0.143
20:00 - 21:00	2	530	0.035	2	530	0.152	2	530	0.187
21:00 - 22:00	2	530	0.000	2	530	0.053	2	530	0.053
22:00 - 23:00	1	718	0.014	1	718	0.123	1	718	0.137
23:00 - 24:00	1	718	0.022	1	718	0.043	1	718	0.065
Total Rates:			1.090			1.128			2.218

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

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

Parameter summary

Trip rate parameter range selected:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.006	1	341	0.000	1	341	0.006
10:00 - 11:00	3	432	0.059	3	432	0.028	3	432	0.087
11:00 - 12:00	3	432	0.057	3	432	0.049	3	432	0.106
12:00 - 13:00	3	432	0.087	3	432	0.082	3	432	0.169
13:00 - 14:00	3	432	0.095	3	432	0.065	3	432	0.160
14:00 - 15:00	3	432	0.038	3	432	0.053	3	432	0.091
15:00 - 16:00	3	432	0.053	3	432	0.042	3	432	0.095
16:00 - 17:00	3	432	0.054	3	432	0.069	3	432	0.123
17:00 - 18:00	3	432	0.055	3	432	0.042	3	432	0.097
18:00 - 19:00	3	432	0.025	3	432	0.022	3	432	0.047
19:00 - 20:00	2	530	0.017	2	530	0.016	2	530	0.033
20:00 - 21:00	2	530	0.014	2	530	0.072	2	530	0.086
21:00 - 22:00	2	530	0.006	2	530	0.019	2	530	0.025
22:00 - 23:00	1	718	0.003	1	718	0.018	1	718	0.021
23:00 - 24:00	1	718	0.000	1	718	0.003	1	718	0.003
Total Rates:			0.569			0.580			1.149

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.021	3	432	0.009	3	432	0.030
11:00 - 12:00	3	432	0.039	3	432	0.030	3	432	0.069
12:00 - 13:00	3	432	0.053	3	432	0.041	3	432	0.094
13:00 - 14:00	3	432	0.076	3	432	0.043	3	432	0.119
14:00 - 15:00	3	432	0.035	3	432	0.043	3	432	0.078
15:00 - 16:00	3	432	0.030	3	432	0.030	3	432	0.060
16:00 - 17:00	3	432	0.019	3	432	0.039	3	432	0.058
17:00 - 18:00	3	432	0.037	3	432	0.039	3	432	0.076
18:00 - 19:00	3	432	0.002	3	432	0.005	3	432	0.007
19:00 - 20:00	2	530	0.006	2	530	0.009	2	530	0.015
20:00 - 21:00	2	530	0.000	2	530	0.028	2	530	0.028
21:00 - 22:00	2	530	0.001	2	530	0.002	2	530	0.003
22:00 - 23:00	1	718	0.000	1	718	0.007	1	718	0.007
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.319			0.325			0.644

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.000	3	432	0.000	3	432	0.000
11:00 - 12:00	3	432	0.008	3	432	0.000	3	432	0.008
12:00 - 13:00	3	432	0.003	3	432	0.006	3	432	0.009
13:00 - 14:00	3	432	0.040	3	432	0.009	3	432	0.049
14:00 - 15:00	3	432	0.003	3	432	0.000	3	432	0.003
15:00 - 16:00	3	432	0.003	3	432	0.008	3	432	0.011
16:00 - 17:00	3	432	0.000	3	432	0.030	3	432	0.030
17:00 - 18:00	3	432	0.016	3	432	0.001	3	432	0.017
18:00 - 19:00	3	432	0.002	3	432	0.002	3	432	0.004
19:00 - 20:00	2	530	0.001	2	530	0.001	2	530	0.002
20:00 - 21:00	2	530	0.001	2	530	0.026	2	530	0.027
21:00 - 22:00	2	530	0.000	2	530	0.002	2	530	0.002
22:00 - 23:00	1	718	0.000	1	718	0.000	1	718	0.000
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.077			0.085			0.162

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.000	3	432	0.000	3	432	0.000
11:00 - 12:00	3	432	0.000	3	432	0.000	3	432	0.000
12:00 - 13:00	3	432	0.000	3	432	0.000	3	432	0.000
13:00 - 14:00	3	432	0.033	3	432	0.000	3	432	0.033
14:00 - 15:00	3	432	0.000	3	432	0.000	3	432	0.000
15:00 - 16:00	3	432	0.000	3	432	0.000	3	432	0.000
16:00 - 17:00	3	432	0.000	3	432	0.033	3	432	0.033
17:00 - 18:00	3	432	0.012	3	432	0.000	3	432	0.012
18:00 - 19:00	3	432	0.000	3	432	0.000	3	432	0.000
19:00 - 20:00	2	530	0.000	2	530	0.000	2	530	0.000
20:00 - 21:00	2	530	0.000	2	530	0.015	2	530	0.015
21:00 - 22:00	2	530	0.000	2	530	0.000	2	530	0.000
22:00 - 23:00	1	718	0.000	1	718	0.000	1	718	0.000
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.045			0.048			0.093

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.000	1	341	0.000	1	341	0.000
10:00 - 11:00	3	432	0.021	3	432	0.009	3	432	0.030
11:00 - 12:00	3	432	0.046	3	432	0.030	3	432	0.076
12:00 - 13:00	3	432	0.056	3	432	0.047	3	432	0.103
13:00 - 14:00	3	432	0.150	3	432	0.052	3	432	0.202
14:00 - 15:00	3	432	0.038	3	432	0.043	3	432	0.081
15:00 - 16:00	3	432	0.033	3	432	0.038	3	432	0.071
16:00 - 17:00	3	432	0.019	3	432	0.102	3	432	0.121
17:00 - 18:00	3	432	0.066	3	432	0.039	3	432	0.105
18:00 - 19:00	3	432	0.003	3	432	0.006	3	432	0.009
19:00 - 20:00	2	530	0.007	2	530	0.010	2	530	0.017
20:00 - 21:00	2	530	0.001	2	530	0.070	2	530	0.071
21:00 - 22:00	2	530	0.001	2	530	0.004	2	530	0.005
22:00 - 23:00	1	718	0.000	1	718	0.007	1	718	0.007
23:00 - 24:00	1	718	0.000	1	718	0.000	1	718	0.000
Total Rates:			0.441			0.457			0.898

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.009	1	341	0.000	1	341	0.009
10:00 - 11:00	3	432	0.143	3	432	0.053	3	432	0.196
11:00 - 12:00	3	432	0.237	3	432	0.134	3	432	0.371
12:00 - 13:00	3	432	0.254	3	432	0.209	3	432	0.463
13:00 - 14:00	3	432	0.458	3	432	0.227	3	432	0.685
14:00 - 15:00	3	432	0.193	3	432	0.163	3	432	0.356
15:00 - 16:00	3	432	0.169	3	432	0.167	3	432	0.336
16:00 - 17:00	3	432	0.121	3	432	0.322	3	432	0.443
17:00 - 18:00	3	432	0.256	3	432	0.187	3	432	0.443
18:00 - 19:00	3	432	0.059	3	432	0.063	3	432	0.122
19:00 - 20:00	2	530	0.110	2	530	0.084	2	530	0.194
20:00 - 21:00	2	530	0.050	2	530	0.295	2	530	0.345
21:00 - 22:00	2	530	0.007	2	530	0.076	2	530	0.083
22:00 - 23:00	1	718	0.017	1	718	0.148	1	718	0.165
23:00 - 24:00	1	718	0.022	1	718	0.046	1	718	0.068
Total Rates:			2.105			2.174			4.279

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : W - THEATRE
MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of seats
Actual Range:	187 to 310 (units:)
Range Selected by User:	187 to 960 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 07/10/13

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

Selected survey days:

Monday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

D2	1 days
Sui Generis	2 days

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

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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	3 days

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

LIST OF SITES relevant to selection parameters

1 NF-07-W-01 THEATRE NORFOLK
ST JOHN'S ALLEY

NORWICH
Town Centre
Built-Up Zone
Total Number of seats: 310
Survey date: THURSDAY 18/10/12 Survey Type: MANUAL

2 TW-07-W-01 THEATRE TYNE & WEAR
SALTWELL VIEW

GATESHEAD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of seats: 187
Survey date: MONDAY 07/10/13 Survey Type: MANUAL

3 WK-07-W-01 THEATRE WARWICKSHIRE
VICTORIA TERRACE

LEAMINGTON SPA
Town Centre
Built-Up Zone
Total Number of seats: 200
Survey date: THURSDAY 01/11/12 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SY-07-W-01	Parking

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.006	1	310	0.000	1	310	0.006
10:00 - 11:00	1	310	0.010	1	310	0.000	1	310	0.010
11:00 - 12:00	1	310	0.006	1	310	0.003	1	310	0.009
12:00 - 13:00	1	310	0.010	1	310	0.013	1	310	0.023
13:00 - 14:00	1	310	0.010	1	310	0.006	1	310	0.016
14:00 - 15:00	1	310	0.010	1	310	0.013	1	310	0.023
15:00 - 16:00	2	255	0.014	2	255	0.006	2	255	0.020
16:00 - 17:00	2	255	0.004	2	255	0.006	2	255	0.010
17:00 - 18:00	3	232	0.033	3	232	0.004	3	232	0.037
18:00 - 19:00	3	232	0.169	3	232	0.014	3	232	0.183
19:00 - 20:00	3	232	0.197	3	232	0.009	3	232	0.206
20:00 - 21:00	3	232	0.000	3	232	0.004	3	232	0.004
21:00 - 22:00	3	232	0.001	3	232	0.000	3	232	0.001
22:00 - 23:00	3	232	0.003	3	232	0.297	3	232	0.300
23:00 - 24:00	2	255	0.000	2	255	0.094	2	255	0.094
Total Rates:			0.473			0.469			0.942

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL TAXIS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.000	1	310	0.000	1	310	0.000
10:00 - 11:00	1	310	0.000	1	310	0.000	1	310	0.000
11:00 - 12:00	1	310	0.000	1	310	0.000	1	310	0.000
12:00 - 13:00	1	310	0.000	1	310	0.000	1	310	0.000
13:00 - 14:00	1	310	0.000	1	310	0.000	1	310	0.000
14:00 - 15:00	1	310	0.000	1	310	0.000	1	310	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	3	232	0.000	3	232	0.000	3	232	0.000
18:00 - 19:00	3	232	0.001	3	232	0.001	3	232	0.002
19:00 - 20:00	3	232	0.006	3	232	0.003	3	232	0.009
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.000	3	232	0.000	3	232	0.000
22:00 - 23:00	3	232	0.001	3	232	0.004	3	232	0.005
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.008			0.008			0.016

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL OGVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.000	1	310	0.000	1	310	0.000
10:00 - 11:00	1	310	0.000	1	310	0.000	1	310	0.000
11:00 - 12:00	1	310	0.000	1	310	0.000	1	310	0.000
12:00 - 13:00	1	310	0.000	1	310	0.000	1	310	0.000
13:00 - 14:00	1	310	0.000	1	310	0.000	1	310	0.000
14:00 - 15:00	1	310	0.000	1	310	0.000	1	310	0.000
15:00 - 16:00	2	255	0.002	2	255	0.002	2	255	0.004
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	3	232	0.000	3	232	0.000	3	232	0.000
18:00 - 19:00	3	232	0.000	3	232	0.000	3	232	0.000
19:00 - 20:00	3	232	0.000	3	232	0.000	3	232	0.000
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.000	3	232	0.000	3	232	0.000
22:00 - 23:00	3	232	0.000	3	232	0.000	3	232	0.000
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.002			0.002			0.004

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL PSVS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.000	1	310	0.000	1	310	0.000
10:00 - 11:00	1	310	0.000	1	310	0.000	1	310	0.000
11:00 - 12:00	1	310	0.000	1	310	0.000	1	310	0.000
12:00 - 13:00	1	310	0.000	1	310	0.000	1	310	0.000
13:00 - 14:00	1	310	0.000	1	310	0.000	1	310	0.000
14:00 - 15:00	1	310	0.000	1	310	0.000	1	310	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	3	232	0.000	3	232	0.000	3	232	0.000
18:00 - 19:00	3	232	0.001	3	232	0.000	3	232	0.001
19:00 - 20:00	3	232	0.000	3	232	0.000	3	232	0.000
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.000	3	232	0.000	3	232	0.000
22:00 - 23:00	3	232	0.000	3	232	0.001	3	232	0.001
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.001			0.001			0.002

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL CYCLISTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.003	1	310	0.000	1	310	0.003
10:00 - 11:00	1	310	0.006	1	310	0.003	1	310	0.009
11:00 - 12:00	1	310	0.000	1	310	0.000	1	310	0.000
12:00 - 13:00	1	310	0.000	1	310	0.000	1	310	0.000
13:00 - 14:00	1	310	0.006	1	310	0.000	1	310	0.006
14:00 - 15:00	1	310	0.003	1	310	0.003	1	310	0.006
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.000	2	255	0.002	2	255	0.002
17:00 - 18:00	3	232	0.001	3	232	0.003	3	232	0.004
18:00 - 19:00	3	232	0.001	3	232	0.000	3	232	0.001
19:00 - 20:00	3	232	0.000	3	232	0.000	3	232	0.000
20:00 - 21:00	3	232	0.004	3	232	0.000	3	232	0.004
21:00 - 22:00	3	232	0.000	3	232	0.000	3	232	0.000
22:00 - 23:00	3	232	0.000	3	232	0.001	3	232	0.001
23:00 - 24:00	2	255	0.000	2	255	0.004	2	255	0.004
Total Rates:			0.024			0.016			0.040

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.006	1	310	0.000	1	310	0.006
10:00 - 11:00	1	310	0.013	1	310	0.000	1	310	0.013
11:00 - 12:00	1	310	0.006	1	310	0.003	1	310	0.009
12:00 - 13:00	1	310	0.010	1	310	0.019	1	310	0.029
13:00 - 14:00	1	310	0.010	1	310	0.006	1	310	0.016
14:00 - 15:00	1	310	0.013	1	310	0.016	1	310	0.029
15:00 - 16:00	2	255	0.024	2	255	0.010	2	255	0.034
16:00 - 17:00	2	255	0.004	2	255	0.006	2	255	0.010
17:00 - 18:00	3	232	0.033	3	232	0.004	3	232	0.037
18:00 - 19:00	3	232	0.273	3	232	0.014	3	232	0.287
19:00 - 20:00	3	232	0.354	3	232	0.010	3	232	0.364
20:00 - 21:00	3	232	0.000	3	232	0.006	3	232	0.006
21:00 - 22:00	3	232	0.001	3	232	0.000	3	232	0.001
22:00 - 23:00	3	232	0.003	3	232	0.529	3	232	0.532
23:00 - 24:00	2	255	0.000	2	255	0.149	2	255	0.149
Total Rates:			0.750			0.772			1.522

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.000	1	310	0.000	1	310	0.000
10:00 - 11:00	1	310	0.026	1	310	0.016	1	310	0.042
11:00 - 12:00	1	310	0.013	1	310	0.006	1	310	0.019
12:00 - 13:00	1	310	0.019	1	310	0.023	1	310	0.042
13:00 - 14:00	1	310	0.019	1	310	0.013	1	310	0.032
14:00 - 15:00	1	310	0.013	1	310	0.016	1	310	0.029
15:00 - 16:00	2	255	0.004	2	255	0.004	2	255	0.008
16:00 - 17:00	2	255	0.002	2	255	0.002	2	255	0.004
17:00 - 18:00	3	232	0.009	3	232	0.010	3	232	0.019
18:00 - 19:00	3	232	0.042	3	232	0.007	3	232	0.049
19:00 - 20:00	3	232	0.089	3	232	0.007	3	232	0.096
20:00 - 21:00	3	232	0.000	3	232	0.001	3	232	0.001
21:00 - 22:00	3	232	0.001	3	232	0.010	3	232	0.011
22:00 - 23:00	3	232	0.000	3	232	0.090	3	232	0.090
23:00 - 24:00	2	255	0.000	2	255	0.031	2	255	0.031
Total Rates:			0.237			0.236			0.473

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.006	1	310	0.003	1	310	0.009
10:00 - 11:00	1	310	0.010	1	310	0.000	1	310	0.010
11:00 - 12:00	1	310	0.003	1	310	0.000	1	310	0.003
12:00 - 13:00	1	310	0.013	1	310	0.035	1	310	0.048
13:00 - 14:00	1	310	0.000	1	310	0.010	1	310	0.010
14:00 - 15:00	1	310	0.003	1	310	0.010	1	310	0.013
15:00 - 16:00	2	255	0.004	2	255	0.004	2	255	0.008
16:00 - 17:00	2	255	0.002	2	255	0.000	2	255	0.002
17:00 - 18:00	3	232	0.004	3	232	0.000	3	232	0.004
18:00 - 19:00	3	232	0.019	3	232	0.000	3	232	0.019
19:00 - 20:00	3	232	0.003	3	232	0.000	3	232	0.003
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.000	3	232	0.001	3	232	0.001
22:00 - 23:00	3	232	0.000	3	232	0.016	3	232	0.016
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.067			0.079			0.146

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.003	1	310	0.000	1	310	0.003
10:00 - 11:00	1	310	0.000	1	310	0.000	1	310	0.000
11:00 - 12:00	1	310	0.000	1	310	0.000	1	310	0.000
12:00 - 13:00	1	310	0.006	1	310	0.006	1	310	0.012
13:00 - 14:00	1	310	0.000	1	310	0.000	1	310	0.000
14:00 - 15:00	1	310	0.000	1	310	0.000	1	310	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	3	232	0.000	3	232	0.000	3	232	0.000
18:00 - 19:00	3	232	0.004	3	232	0.000	3	232	0.004
19:00 - 20:00	3	232	0.000	3	232	0.000	3	232	0.000
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.001	3	232	0.000	3	232	0.001
22:00 - 23:00	3	232	0.000	3	232	0.007	3	232	0.007
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.014			0.013			0.027

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.000	1	310	0.000	1	310	0.000
10:00 - 11:00	1	310	0.000	1	310	0.000	1	310	0.000
11:00 - 12:00	1	310	0.000	1	310	0.000	1	310	0.000
12:00 - 13:00	1	310	0.000	1	310	0.000	1	310	0.000
13:00 - 14:00	1	310	0.000	1	310	0.000	1	310	0.000
14:00 - 15:00	1	310	0.000	1	310	0.000	1	310	0.000
15:00 - 16:00	2	255	0.000	2	255	0.000	2	255	0.000
16:00 - 17:00	2	255	0.000	2	255	0.000	2	255	0.000
17:00 - 18:00	3	232	0.000	3	232	0.000	3	232	0.000
18:00 - 19:00	3	232	0.070	3	232	0.000	3	232	0.070
19:00 - 20:00	3	232	0.000	3	232	0.000	3	232	0.000
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.000	3	232	0.000	3	232	0.000
22:00 - 23:00	3	232	0.000	3	232	0.070	3	232	0.070
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.070			0.070			0.140

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

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

Parameter summary

Trip rate parameter range selected:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.010	1	310	0.003	1	310	0.013
10:00 - 11:00	1	310	0.010	1	310	0.000	1	310	0.010
11:00 - 12:00	1	310	0.003	1	310	0.000	1	310	0.003
12:00 - 13:00	1	310	0.019	1	310	0.042	1	310	0.061
13:00 - 14:00	1	310	0.000	1	310	0.010	1	310	0.010
14:00 - 15:00	1	310	0.003	1	310	0.010	1	310	0.013
15:00 - 16:00	2	255	0.004	2	255	0.004	2	255	0.008
16:00 - 17:00	2	255	0.002	2	255	0.000	2	255	0.002
17:00 - 18:00	3	232	0.004	3	232	0.000	3	232	0.004
18:00 - 19:00	3	232	0.093	3	232	0.000	3	232	0.093
19:00 - 20:00	3	232	0.003	3	232	0.000	3	232	0.003
20:00 - 21:00	3	232	0.000	3	232	0.000	3	232	0.000
21:00 - 22:00	3	232	0.001	3	232	0.001	3	232	0.002
22:00 - 23:00	3	232	0.000	3	232	0.093	3	232	0.093
23:00 - 24:00	2	255	0.000	2	255	0.000	2	255	0.000
Total Rates:			0.152			0.163			0.315

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.019	1	310	0.003	1	310	0.022
10:00 - 11:00	1	310	0.055	1	310	0.019	1	310	0.074
11:00 - 12:00	1	310	0.023	1	310	0.010	1	310	0.033
12:00 - 13:00	1	310	0.048	1	310	0.084	1	310	0.132
13:00 - 14:00	1	310	0.035	1	310	0.029	1	310	0.064
14:00 - 15:00	1	310	0.032	1	310	0.045	1	310	0.077
15:00 - 16:00	2	255	0.031	2	255	0.018	2	255	0.049
16:00 - 17:00	2	255	0.008	2	255	0.010	2	255	0.018
17:00 - 18:00	3	232	0.047	3	232	0.017	3	232	0.064
18:00 - 19:00	3	232	0.409	3	232	0.022	3	232	0.431
19:00 - 20:00	3	232	0.446	3	232	0.017	3	232	0.463
20:00 - 21:00	3	232	0.004	3	232	0.007	3	232	0.011
21:00 - 22:00	3	232	0.004	3	232	0.011	3	232	0.015
22:00 - 23:00	3	232	0.003	3	232	0.714	3	232	0.717
23:00 - 24:00	2	255	0.000	2	255	0.184	2	255	0.184
Total Rates:			1.164			1.190			2.354

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : W - THEATRE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	BK	BARKING	1 days
08	NORTH WEST		
	MS	MERSEYSIDE	1 days
09	NORTH		
	DH	DURHAM	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of seats
Actual Range:	238 to 718 (units:)
Range Selected by User:	187 to 960 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 07/10/13

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

Selected survey days:

Saturday	3 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
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:

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:

D2	2 days
Sui Generis	1 days

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

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

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

Travel Plan:

No	3 days

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

LIST OF SITES relevant to selection parameters

1 BK-07-W-01 THEATRE BARKING
BROADWAY

BARKING
Edge of Town Centre
Built-Up Zone
Total Number of seats: 341
Survey date: SATURDAY 08/12/12 Survey Type: MANUAL

2 DH-07-W-01 THEATRE & CINEMA DURHAM
MILLENNIUM PLACE

DURHAM
Town Centre
Built-Up Zone
Total Number of seats: 718
Survey date: SATURDAY 24/11/12 Survey Type: MANUAL

3 MS-07-W-01 THEATRE MERSEYSIDE
HOPE PLACE

LIVERPOOL
Town Centre
Built-Up Zone
Total Number of seats: 238
Survey date: SATURDAY 15/06/13 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.

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	341	0.000	1	341	0.000	1	341	0.000
09:00 - 10:00	1	341	0.009	1	341	0.000	1	341	0.009
10:00 - 11:00	3	432	0.143	3	432	0.053	3	432	0.196
11:00 - 12:00	3	432	0.237	3	432	0.134	3	432	0.371
12:00 - 13:00	3	432	0.254	3	432	0.209	3	432	0.463
13:00 - 14:00	3	432	0.458	3	432	0.227	3	432	0.685
14:00 - 15:00	3	432	0.193	3	432	0.163	3	432	0.356
15:00 - 16:00	3	432	0.169	3	432	0.167	3	432	0.336
16:00 - 17:00	3	432	0.121	3	432	0.322	3	432	0.443
17:00 - 18:00	3	432	0.256	3	432	0.187	3	432	0.443
18:00 - 19:00	3	432	0.059	3	432	0.063	3	432	0.122
19:00 - 20:00	2	530	0.110	2	530	0.084	2	530	0.194
20:00 - 21:00	2	530	0.050	2	530	0.295	2	530	0.345
21:00 - 22:00	2	530	0.007	2	530	0.076	2	530	0.083
22:00 - 23:00	1	718	0.017	1	718	0.148	1	718	0.165
23:00 - 24:00	1	718	0.022	1	718	0.046	1	718	0.068
Total Rates:			2.105			2.174			4.279

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:	238 - 718 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : W - THEATRE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

04	EAST ANGLIA		
	NF	NORFOLK	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of seats
Actual Range: 187 to 310 (units:)
Range Selected by User: 187 to 960 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 07/10/13

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

Selected survey days:

Monday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

D2	1 days
Sui Generis	2 days

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

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	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	3 days

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

LIST OF SITES relevant to selection parameters

1	NF-07-W-01	THEATRE		NORFOLK
	ST JOHN'S ALLEY			
	NORWICH			
	Town Centre			
	Built-Up Zone			
	Total Number of seats:		310	
	Survey date: THURSDAY		18/10/12	Survey Type: MANUAL
2	TW-07-W-01	THEATRE		TYNE & WEAR
	SALTWELL VIEW			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of seats:		187	
	Survey date: MONDAY		07/10/13	Survey Type: MANUAL
3	WK-07-W-01	THEATRE		WARWICKSHIRE
	VICTORIA TERRACE			
	LEAMINGTON SPA			
	Town Centre			
	Built-Up Zone			
	Total Number of seats:		200	
	Survey date: THURSDAY		01/11/12	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SY-07-W-01	Parking

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	310	0.019	1	310	0.003	1	310	0.022
10:00 - 11:00	1	310	0.055	1	310	0.019	1	310	0.074
11:00 - 12:00	1	310	0.023	1	310	0.010	1	310	0.033
12:00 - 13:00	1	310	0.048	1	310	0.084	1	310	0.132
13:00 - 14:00	1	310	0.035	1	310	0.029	1	310	0.064
14:00 - 15:00	1	310	0.032	1	310	0.045	1	310	0.077
15:00 - 16:00	2	255	0.031	2	255	0.018	2	255	0.049
16:00 - 17:00	2	255	0.008	2	255	0.010	2	255	0.018
17:00 - 18:00	3	232	0.047	3	232	0.017	3	232	0.064
18:00 - 19:00	3	232	0.409	3	232	0.022	3	232	0.431
19:00 - 20:00	3	232	0.446	3	232	0.017	3	232	0.463
20:00 - 21:00	3	232	0.004	3	232	0.007	3	232	0.011
21:00 - 22:00	3	232	0.004	3	232	0.011	3	232	0.015
22:00 - 23:00	3	232	0.003	3	232	0.714	3	232	0.717
23:00 - 24:00	2	255	0.000	2	255	0.184	2	255	0.184
Total Rates:			1.164			1.190			2.354

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:	187 - 310 (units:)
Survey date date range:	01/01/06 - 07/10/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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.

APPENDIX C: Census Data

Neighbourhood Statistics

Office for National Statistics

Original URL: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6275045&c=camden&d=13&e=61&f=32084&g=6321693&i=1001x1003x1032x1004x1005&l=2567&o=362&m=0&r=1&s=1419268431717&enc=1

Method of Travel to Work, 2011 (QS701EW)
Period: Mar11

Area: Camden (Local Authority)

Variable	Measure	Camden	London	England
All Usual Residents Aged 16 to 74 (Persons)[1]	Count	173,833	6,117,482	38,881,374
Work Mainly at or From Home (Persons)[1]	Count	8,984	202,679	1,349,568
Underground, Metro, Light Rail, Tram (Persons)[1]	Count	37,305	902,263	1,027,625
Train (Persons)[1]	Count	7,089	532,720	1,343,684
Bus, Minibus or Coach (Persons)[1]	Count	16,076	561,605	1,886,539
Taxi (Persons)[1]	Count	770	20,314	131,465
Motorcycle, Scooter or Moped (Persons)[1]	Count	1,237	45,976	206,550
Driving a Car or Van (Persons)[1]	Count	10,904	1,120,826	14,345,882
Passenger in a Car or Van (Persons)[1]	Count	793	69,659	1,264,553
Bicycle (Persons)[1]	Count	7,072	161,705	742,675
On Foot (Persons)[1]	Count	17,641	352,612	2,701,453
Other Method of Travel to Work (Persons)[1]	Count	1,095	28,538	162,727
Not in Employment (Persons)[1]	Count	64,867	2,118,585	13,718,653

Last Updated: 30 January 2013
Source: Office for National Statistics

Notes

[1] National Statistics

APPENDIX D: Pedestrian Comfort Level Assessment Report

mayer brown

DELFONT MACKINTOSH THEATRES
SONDHEIM (AMBASSADORS) THEATRE
WEST STREET, LONDON

PEDESTRIAN COMFORT LEVEL ASSESSMENT

MAY 2016

DELFONT MACKINTOSH THEATRES
SONDHEIM (AMBASSADORS) THEATRE
WEST STREET, LONDON

PEDESTRIAN COMFORT LEVEL ASSESSMENT

MAY 2016

Project Code:	**DMTAmbassadors.1**
Prepared by:	**EC**
Approved by:	**IM**
Issue Date:	**May 2016**
Status:	**FINAL**

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750508 Fax 01483 750437 wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Delfont Mackintosh Theatres
Sondheim (Ambassadors) Theatre
West Street, London
Pedestrian Comfort Level Assessment

List of Contents

Sections

Tables

Figures

Appendices

1 Introduction and Methodology

1.1 This report has been prepared on behalf of Delfont Mackintosh Theatres in order to support the application for the proposed redevelopment of the existing Ambassadors Theatre, West Street in the London Borough of Camden.

1.2 The application proposes a new dedicated theatrical transfer house to accommodate productions that have come to the end of their run in the subsidised sector. The proposed theatre will provide the opportunity for subsidised productions that would not otherwise have the opportunity to transfer to the West End.

1.3 It is currently very difficult for successful subsidised productions to transfer to the West End because the internal arrangement of most West End theatres differs substantially from more modern arrangements of the subsidised sector. The vast majority of West End theatres have traditional 'proscenium arch' stages whilst most originating theatres in the subsidised sector have more modern arrangements, such as thrust stages or are arranged 'in the round'. This means that a transfer has to be restaged, often at huge cost to the originating subsidised theatre and eroding the original artistic intention of the director, to the detriment of the audience experience.

1.4 There are currently no dedicated theatres in the West End to which productions arising in the subsidised theatre sector can transfer in the event of critical acclaim or audience demand. Typically, publically subsidised productions are pre-programmed in advance at the originating playhouses and run for a period of 6-8 weeks only. The proposed new theatre would provide an opportunity for successful subsidised shows to transfer to the West End for a further 8-16 weeks.

1.5 This increased run would provide the subsidised sector with an opportunity to increase revenue at a time of consistently squeezed funding pressures and cuts. It will also diversify the offer for theatre goers and open up a range of quality productions to be viewed as originally intended, enhancing the range and quality of productions and cementing London's status as a world cultural capital in theatre.

1.6 Such is the shortage of space in the West End that very many successful subsidised productions are simply never seen again after their original run. Others, due to the physical difficulties of restaging in a proscenium setting simply have no prospect of transfer at all, even if a space in the West End were available.

1.7 In order to create a modern and flexible internal arrangement, it is proposed that much of the building is demolished and rebuilt behind the retained West Street façade and

the stucco return onto Tower Court. Historically significant elements of plasterwork are to be relocated within the new theatre.

1.8 The proposed theatre will then provide a much needed resource for the transfer of productions from the subsidised sector. In turn, the subsidised sector will be able to secure a longer run for critically acclaimed productions that would otherwise close for good, frustrating a large unmet demand from the audience. Thus, the cultural life of the West End will be enhanced along with the audience's opportunity to see good quality subsidised productions for a longer period of time. In their turn, the subsidised sector will realise the opportunity to increase their revenue in an environment of constantly reduced funding.

1.9 The proposals have attracted wide ranging support from within the industry. Nicholas Hytner (former Artistic Director of the National Theatre) summarised the situation as:

"Over recent years, a large number of the most successful and ambitious productions in the subsidised theatre sector have been unable to find a venue for further life, leaving a significant potential audience without an opportunity to see work it would like to see. Very often this work would not justify the risks involved in a transfer to a large West End theatre. Cameron Mackintosh's plans for his new 450 seat theatre would greatly increase the chances of a future life for successful productions form theatres like the Dorfman, the Almeida, the Royal Court and the Donmar as well as offering a suitable venue for regional transfers."

1.10 Full details of the need for a dedicated transfer house and how the proposed theatre meets that need is set out in the Design and Access Statement and Planning and Heritage Statement that accompany this application.

1.11 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road. **Figure 1.1** below illustrates the location of the site in relation to the local highway network.

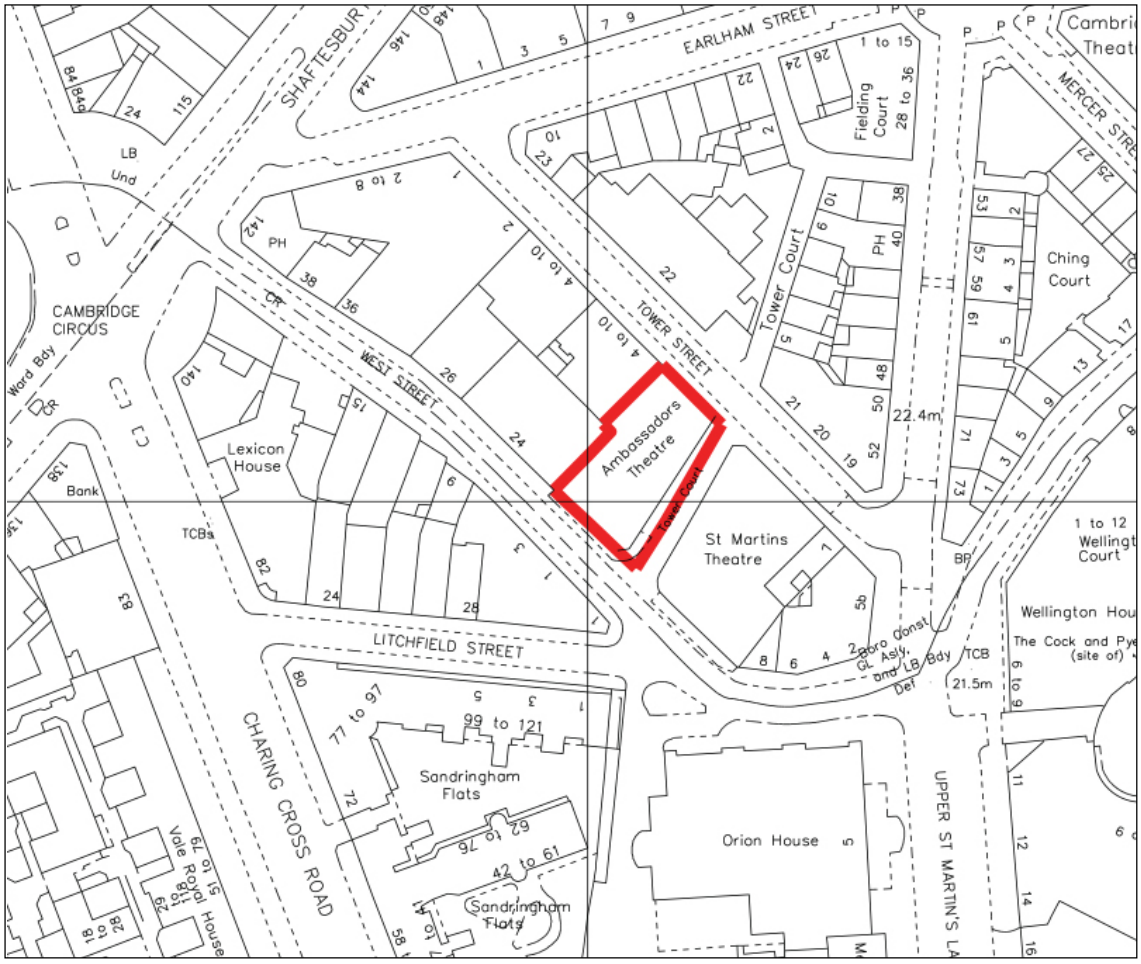

Figure 1.1: Site in Relation to Local Highway Network

1.12 The proposals for the redevelopment of the theatre include for the stepping forward of the existing building line into a portion of Tower Court, an alleyway which runs adjacent to the theatre, linking West Street and Tower Street. Pre-application discussion with the London Borough of Camden Council indicated that they would wish to see a Pedestrian Comfort Level Assessment be undertaken for Tower Court in order to understand the existing pedestrian comfort levels and assess the impact of the proposed reduction of public highway.

1.13 Therefore, this report sets out the methodology and the results of the Pedestrian Comfort Level Assessment at Tower Court, which has been undertaken in accordance with Transport for London's 'Pedestrian Comfort Guidance for London' Guidance Document.

Methodology

1.14 Pedestrian Comfort Levels (PCL) classify the level of comfort experienced by pedestrians based upon the level of crowding experienced on the street, and is measured in pedestrians per metre of clear footway per minute.

1.15 As previously stated, this Pedestrian Comfort Level Assessment follows Transport for London 'Pedestrian Comfort Guidance for London' guidance document, which sets out the PCL assessment and review process in the following steps:

i) Select site, visit site and select locations;
ii) Categorise area type;
iii) Collect activity data required;
iv) Collect measurements;
v) Spreadsheet Assessment; and
vi) Review and interpret results.

1.16 Therefore in this report we consider the following sections:

- Section 2 – Step 1: Identifying the Site for Assessment;
- Section 3 – Step 2: Collection of Activity Data;
- Section 4 – Step 3: Collection of Measurements;
- Section 5 – Step 4: Spreadsheet Assessment and PCL Results;
- Section 6 – Impact of the Development Proposals; and
- Section 7 – Conclusions.

2 Step 1: Identifying the Site for Assessment

2.1 An initial site visit was undertaken on Thursday 16th July 2015 to identify the extents of the study area and gain an understanding of the nature of Tower Court. **Figure 2.1** below shows some photos taken on site.

Figure 2.1: Site Visit Photos (Thursday 16th July 2015)

2.2 The site for the assessment was identified as the extent of Tower Court, and the PCL Site Category for the area was identified as “Tourist Attraction”, and initial on site observations at approximately 8:45am suggested that the alleyway experienced a low level of footfall at this peak time, with only the very occasional pedestrian traversing down Tower Court.

3 Step 2: Collection of Activity Data

Pedestrian Activity Survey

3.1 Pedestrian Activity Surveys were undertaken between Monday 21st September and Sunday 27th September 2015 inclusive, for the peak morning and evening periods as well as show letting out times for Ambassadors Theatre. The theatre show listing for this week is contained in **Appendix D1** and summarised in **Table 3.1** below.

Date	Show	Start Time	Approximate Duration	Approximate End Time
Monday 21st	Stomp	8:00pm	1hr 40m	9:40pm
Tuesday 22nd	-	-	-	-
Wednesday 23rd	-	-	-	-
Thursday 24th	Stomp	3:00pm	1hr 40m	4:40pm
	Stomp	8:00pm	1hr 40m	9:40pm
Friday 25th	NYT: Wuthering Heights (preview)	2:30pm	1hr 30m	4:00pm
	Stomp	8:00pm	1hr 40m	9:40pm
Saturday 26th	Stomp	3:00pm	1hr 40m	4:40pm
	Stomp	8:00pm	1hr 40m	9:40pm
Sunday 27th	Stomp	3:00pm	1hr 40m	4:40pm
	Stomp	6:00pm	1hr 40m	7:40pm

Table 3.1: Ambassadors Theatre Show Times for w/c Monday 21st September 2015

3.2 It can be seen that there were two survey days on which no shows took place, allowing for a comparison of pedestrian traffic with that observed on show days.

3.3 Consequently the Pedestrian Activity Surveys were undertaken at the following times:

- Monday 21st – 08:00-10:00, 16:30-18:30 and 21:30-22:30;
- Tuesday 22nd – 08:00-10:00 and 16:30-18:30;
- Wednesday 23rd – 08:00-10:00 and 16:30-18:30;
- Thursday 24th – 08:00-10:00, 16:30-18:30 and 21:30-22:30;
- Friday 25th – 08:00-10:00, 16:30-18:30 and 21:30-22:30;
- Saturday 26th – 16:30-17:30 and 21:30-22:30; and
- Sunday 27th – 16:30-17:30 and 19:30-20:30.

3.4 The raw result data from the Pedestrian Activity Survey is contained in **Appendix D2**, summarised in **Table 3.2 – 3.8** and discussed subsequently.

Monday 21st September 2015

3.5 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.2** below. An evening showing was held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
AM Peak (8:30-9:30am)	40	36	**76**
PM Peak (5:15-6:15pm)	51	51	**102**
Evening Peak (9:30-10:30pm)	183	21	**204**

Table 3.2: Pedestrian Activity Results for Monday

3.6 It can be seen that the AM Peak on Monday saw 76 two-way pedestrian movements. The PM Peak was slightly busier with 103 two-way movements, and the highest flows observed on Monday was during the evening peak. The evening show let out at approximately 9:40pm and generated an hourly two-way flow of 204 pedestrians.

3.7 It is noted that an evening showing of Mouse Trap was being shown at the neighbouring St Martin's Theatre, and this show let out at approximately 10:00pm. The full show listing for St Martin's Theatre is contained in **Appendix D1**.

Tuesday 22nd September 2015

3.8 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.3** below. No shows were held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
AM Peak (9:00-10:00am)	29	27	**56**
PM Peak (4:45-5:45pm)	90	51	**141**

Table 3.3: Pedestrian Activity Results for Tuesday

3.9 It can be seen that the AM Peak flow on Tuesday was lower than that experienced on Monday, with a two-way flow of just 56 pedestrians. The PM Peak was slightly higher than observed on Monday, with a two-way flow of 141 pedestrians.

3.10 It is noted there was a matinee showing of Mouse Trap at St Martin's Theatre which let out at approximately 5:30pm.

Wednesday 23rd September 2015

3.11 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.4** overleaf. No shows were held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
AM Peak (9:00-10:00am)	17	30	**47**
PM Peak (5:15-6:15pm)	68	67	**135**

Table 3.4: Pedestrian Activity Results for Wednesday

3.12 It can be seen that the Wednesday peak flows are in line with those observed on Tuesday, with a two-way flow of 47 pedestrians in the AM Peak and 135 in the PM Peak.

Thursday 24th September 2015

3.13 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.5** below. A matinee and evening show was held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
AM Peak (8:30-9:30am)	27	24	**51**
PM Peak (4:30-5:30pm)	208	102	**310**
Evening Peak (9:30-10:30pm)	210	47	**257**

Table 3.5: Pedestrian Activity Results for Thursday

3.14 It can be seen that the Thursday AM Peak flows were similar to those observed on the previous survey days, but the PM Peak flows increase to 310 pedestrians. This is likely due to the matinee showing of Stomp that let out at approximately 4:40pm. The evening show let out at approximately 9:40pm, and the evening peak saw two-way flows of 257 pedestrians.

3.15 It is noted that an evening showing of Mouse Trap was being shown at St Martin's Theatre, and this show let out at approximately 10:00pm.

3.16 As Thursday had the highest observed pedestrian flow in the afternoon, we considered the lunchtime activity on Tower Court on this day. The results are shown in **Table 3.6** overleaf.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
12:00 - 12:15	10	17	**27**
12:15 - 12:30	11	8	**19**
12:30 - 12:45	24	4	**28**
12:45 - 13:00	27	15	**42**
13:00 - 13:15	18	20	**38**
13:15 - 13:30	15	8	**23**
13:30 - 13:45	27	18	**45**
13:45 - 14:00	17	17	**34**

Table 3.6: Lunchtime Pedestrian Activity Results for Thursday

3.17 It can be seen that the peak hour occurs between 12:45 and 1:45pm, with a two-way hourly flow of just 148 pedestrians.

Friday 25th September 2015

3.18 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.7** below. A matinee and evening show was held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
AM Peak (8:45-9:45am)	17	31	**48**
PM Peak (5:15-6:15pm)	81	82	**163**
Evening Peak (9:30-10:30pm)	280	67	**347**

Table 3.7: Pedestrian Activity Results for Friday

3.19 It can be seen that the Friday AM Peak experienced low flows in line with previous surveyed days, and the PM Peak saw slightly lower flows than previously observed on matinee show days. The evening show let out at approximately 9:40pm, and an hourly two-way flow of 347 pedestrians was observed between 9:30 and 10:30pm. This was the highest hourly flow observed over the seven-day survey period.

3.20 It is noted that an evening showing of Mouse Trap was being shown at St Martin's Theatre, and this show let out at approximately 10:00pm.

Saturday 26th September 2015

3.21 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.8** below. A matinee and evening show was held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
Matinee Peak (4:30-5:30pm)	199	128	**327**
Evening Peak (9:30-10:30pm)	253	43	**296**

Table 3.8: Pedestrian Activity Results for Saturday

3.22 The matinee showing of Stomp let out at approximately 4:40pm on Saturday, and an hourly two-way flow of 327 pedestrians was observed between 4:30 and 5:30pm. The evening show let out at approximately 9:40pm, and Tower Court saw an hourly two-way pedestrian flow of 296.

3.23 It is noted that an evening showing of Mouse Trap was being shown at St Martin's Theatre, and this show let out at approximately 10:00pm.

Sunday 27th September 2015

3.24 The peak hour pedestrian flows recorded on this survey day are contained in **Table 3.9** below. A matinee and evening show was held at the theatre on this day.

Time	Eastbound (West St to Tower St)	Westbound (Tower St to West St)	Total Pedestrian Flow
Matinee Peak (4:30-5:30pm)	153	46	**199**
Evening Peak (7:30-8:30pm)	196	24	**220**

Table 3.9: Pedestrian Activity Results for Sunday

3.25 The matinee showing of Stomp let out at approximately 4:40pm, and an hourly two-way flow of 199 pedestrians was observed between 4:30 and 5:30pm. The evening showing let out at approximately 7:40pm, and an hourly two-way flow of 220 pedestrians was observed between 7:30 and 8:30pm.

Conclusions to Pedestrian Activity Survey

3.26 The results of the Pedestrian Activity Survey have shown that Tower Court sees an average of 56 two-way pedestrian movements in the AM Peak during the week (Monday-Friday), an average of 237 two-way pedestrian movements in the PM Peak on a matinee show weekday, and an average of just 126 two-way pedestrian movements in the PM Peak of a non-matinee show weekday.

3.27 The weekday evening peak on evening show weekdays sees an average flow of 269 two-pedestrian movements on Tower Court.

3.28 The weekend survey days saw an average of 263 two-way pedestrian movements following the matinee showing of Stomp, and an average of 258 two-way pedestrian movements following the evening showing.

3.29 In the context of Appendix B of TfL's 'Pedestrian Comfort Guidance for London' guidance document, which sets out the recommended footway widths, anything less than 600 pedestrians per hour (pph) is considered to be a low flow.

3.30 In terms of Tower Court, it is clear that the pedestrian flow does not exceed approximately 350pph at any time throughout the week. Consequently, it is understood that Tower Court has a low level of pedestrian activity at present.

Static Activity Survey

3.31 Pedestrian Comfort Level Assessments consider the impact street furniture and the amount of space on the footway has on pedestrians' behaviour, and whilst the buffers defined for each type of street furniture (discuss in more detail subsequently) include for the average amount of "static activity", such as people waiting, queuing, taking photographs etc., if there is an unusual amount of static activity because people are standing or waiting in areas they usually would not, then an additional static survey is required.

3.32 The Pedestrian Activity Survey footage showed that pedestrians would gather outside the theatre, particularly by the bollards just outside the theatre foyer, when a show lets out for various reasons, such as gather together their group of friends or family. Consequently, it was decided to undertake a Static Activity Survey to understand the impact of this.

3.33 The PCL Guidance Document recommends using a half-hourly "snap shot" method, whereby the observer records with an "x" on a printed map all pedestrians who are standing still within the survey area, however in the case of Ambassadors Theatre crowding only occurs at pre-show and show letting out times, so we have looked at these occurrences in particular.

Pre-show Static Activity

3.34 In the period before the evening showing of Stomp on Thursday 24th September 2015, the busiest period of static activity on Tower Court occurs at approximately 7:29pm. A large group, that appears to be an organised educational trip, arrives on site at approximately 7:13pm, and just 23 minutes later they have vacated Tower Court and entered the theatre. This is shown in **Figure 3.1** overleaf.

Figure 3.1: Pre-show Static Activity Results (Thursday 24th September 2015)

3.35 It can be seen from **Figure 3.2** that there are no more than 60 pedestrians congregated in Tower Court at its busiest period.

3.36 Careful consideration of the survey video footage has shown that this large gathering of school or college groups is an abnormality when compared to the other pre-show periods. An example of this is the pre-show period prior to the 8:00pm showing of Stomp on Friday 25th September 2015, for which the static activity is shown in **Figure 3.3** below.

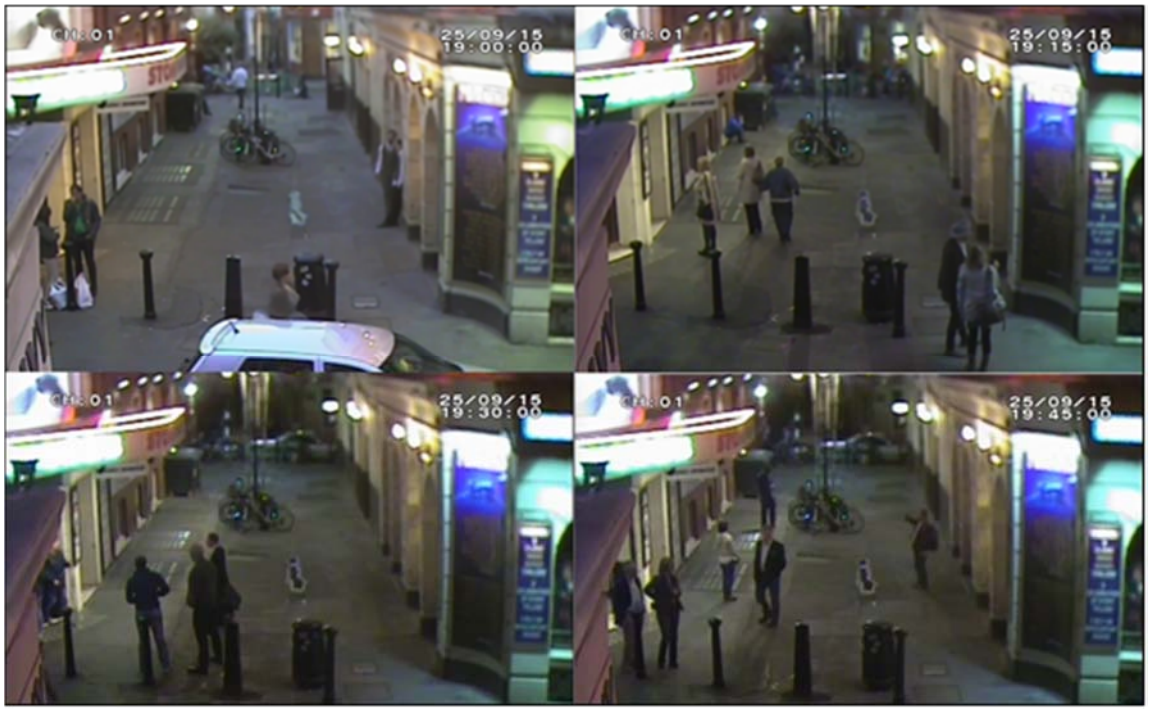

Figure 3.2: Pre-show Static Activity Results (Friday 25th September 2015)

3.37 It can be seen that the static activity observed on Thursday does not occur at the same time on a Friday night and is a more irregular occurrence.

Post-show Static Activity

3.38 On Thursday 24th September 2015, the matinee showing of Stomp let out at approximately 4:42pm, with the last of the theatre visitors departing the area at 5:02pm. Consequently, we have taken five-minute snap shots of the static activity at Tower Court. These snap shots are shown in **Figure 3.3**, with the results in **Table 3.10** overleaf.

Figure 3.3: Post-show Static Activity Results (Thursday 24th September 2015)

Time of Snap Shot	Number of Static Pedestrians
04:47pm	37
04:52pm	37
04:57pm	8
05:02pm	4

Table 3.10: Static Activity Results (Thursday 24th September 2015)

3.39 It can be seen that the main static activity is two groups that gather in Tower Court when the theatre lets out. The first group closest to the bollards on West Street consists of 14 pedestrians, and the second group slightly north of the first consists of 16 pedestrians. Group 1 has dissipated by 4:53pm, and Group 2 dissipates by 4:57pm meaning the obstruction lasts only 15 minutes, in which time the flow of pedestrians traversing down the alleyway is very low.

3.40 Similarly, on the surveyed Saturday, the matinee showing of Stomp let out at approximately 4:42pm, with the last of the theatre visitors departing the area at 4:56pm. Consequently, we have taken 5 minute snap shot of the static activity at Tower Court. These snap shots are shown in **Figure 3.4** with the results show in **Table 3.11** overleaf.

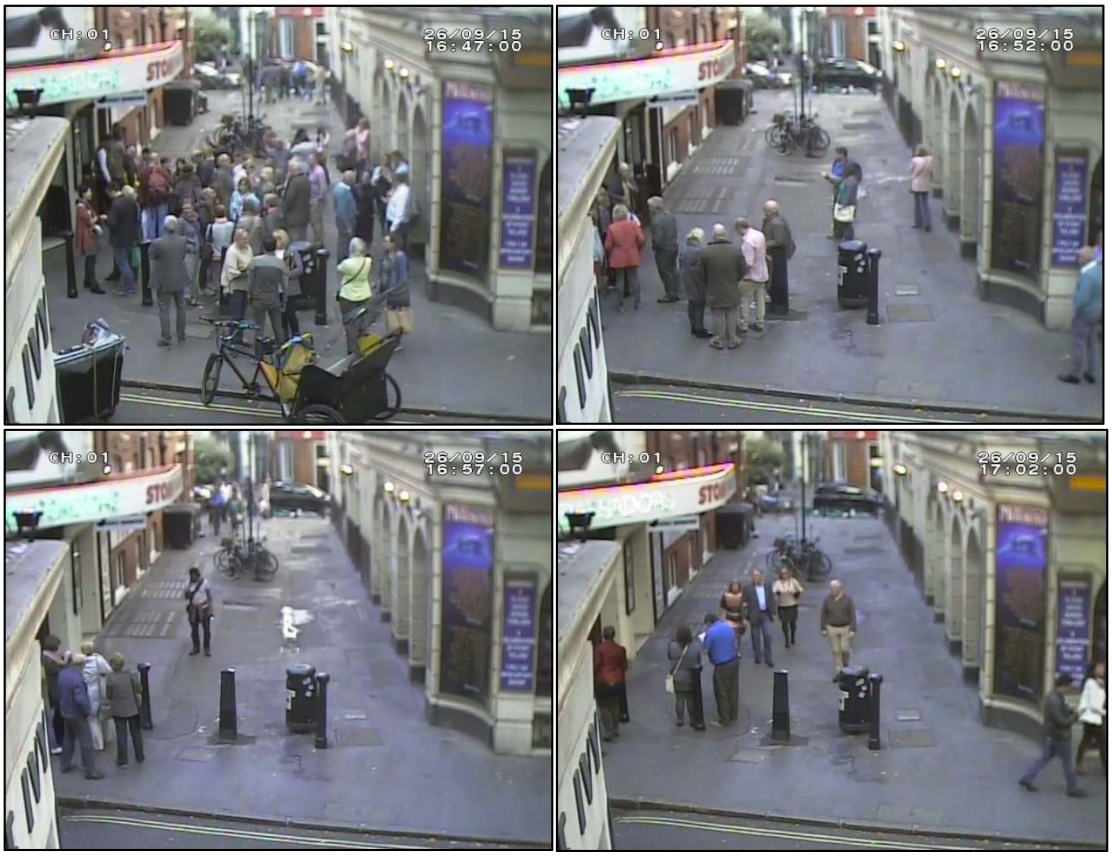

Figure 3.4: Post-show Static Activity Results (Saturday 26th September 2015)

Time of Snap Shot	Number of Static Pedestrians
04:47pm	36
04:52pm	6
04:57pm	1
05:02pm	0

Table 3.11: Static Activity Results (Saturday 26th September 2015)

3.41 It can be seen that theatre visitors gather in the middle of Tower Court when the show lets out, but this group dissipates by 4:51pm and again, the pedestrian flow traversing the alleyway is very low during this time.

Conclusions to Static Activity Survey

3.42 The Static Activity Survey has demonstrated that whilst some gathering of pedestrians does occur at pre-show and show letting out times, these groups do not take long to

dissipate and clear Tower Court, and the temporary obstruction caused is minimal due to the low level of non-theatre pedestrian traffic using the alleyway.

3.43 It is noted that at present there is very little public space, such as foyer or bar space, provided within the theatre. The current audience front of house space is made up of the entrance lobby, the Stalls Bar and the Circle Bar, which equates to just 32sqm. The development proposals, discussed in greater detail in the Transport Statement, include for improvements to the existing audience front of house areas, and will provide a total of approximately 562sqm of public space in which theatregoers can gather pre and post-show.

3.44 It is therefore reasonable to assume that, a large proportion of theatregoers who currently queue or gather outside of the theatre and in Tower Court, will choose to wait inside the theatre at one of the two bars or within the large foyer area. This will lessen the presence of static activity on Tower Court and further aid the operation of the footway.

4 Step 3: Collection of Measurements

4.1 In order to undertake the Pedestrian Comfort Level Assessment, the clear footway width of the study area needs to be calculated. Clear footway width is defined as the space available for walking after street furniture and its associated buffers are taken into account. Buffers of 200mm are assumed for any building edge or kerb edge and the majority of street furniture, and after taking into account these elements, any footway width that is less than the standard body ellipse of 0.6m is to be identified and discounted from overall the clear footway width.

4.2 A site visit was conducted on Friday 9th September 2015 in order to take measurements of the footway width and any street furniture. Photos of the site are shown in **Figure 4.1** below.

Figure 4.1: Photos of Tower Court

4.3 It can be seen that the existing street furniture includes two Sheffield stands and a lamppost in the centre of Tower Court, and a small out-build at the Tower Street end of the alleyway.

4.4 In order to assess individual locations within Tower Street as well as the overall pedestrian comfort for the area, individual locations were identified within the study area where any of the following occurred:

- A location with the typical footway width for the site where no street furniture is present;
- Locations where full footway width changes and there is no street furniture;
- Location which include the typical street furniture;
- Locations where there are high levels of people waiting; and
- Locations where the street furniture is no aligned parallel to the building edge, or where there are more than two pieces within a length of three metres.

4.5 Consequently, seven assessment locations were identified in accordance with the above criteria, and measurements were taken of the overall footway width at each location. The details of each location and its characteristics are contained in **Table 4.1** below.

Location	Type	Total Width (m)	Building Edges?	Any Unusable Width (<0.6m) (m)
A	Full footway width changes	7.86	Yes	0.00
B	Full footway width	6.03	Yes	0.00
C	Street furniture (single)	6.02	Yes	0.00
D	Street furniture (single)	5.93	Yes	0.00
E	Street furniture (single)	5.92	Yes	0.00
F	Full footway width	5.85	Yes	0.00
G	Full footway width changes	8.49	Yes	0.00

Table 4.1: Details of the Identified Assessment Locations

4.6 It can be seen that Tower Court has an average total width of 6.59m, or 5.95m if you discount location A and G that represent the slightly wider mouths of the alleyway, and gives a more conservative assessment.

4.7 Appendix B of the PCL Guidance Document sets out the recommended widths based on the flow of pedestrians in pedestrians per hour (pph), and indicates that a width of 5.95m would comfortably accommodate flows of up to 2,000pph.

4.8 Secondly, measurements of the identified street furniture located in the study area were taken, including the allowance of buffers for each piece of furniture, as shown in **Table 4.2** overleaf.

4.9 All locations had an initial 400mm buffer value due to the walls either side of the footway (200mm for each wall), however the guidance states that if street furniture is

places against the wall or kerb edge, the street furniture will act as a new wall or kerb edge, meaning the buffer is not counted twice. This is applicable to the out-build located near the northern end of Tower Court.

4.10 With regards to the two Sheffield stands, the guidance states that if the cycle stand is positioned perpendicular to the road, the reduction in clear footway width is approximately 2,500mm, which encompasses the stands themselves as well as any associated buffers.

Location	Type	Width of Furniture (m)	Buffer (m)	Total Width of Street Furniture and Zones (m)
A	N/A	-	-	-
B	N/A	-	-	-
C	Out-build	0.74	0.00	0.74
D	Lamppost	0.20	0.40	0.60
E	2 x Cycle Stands	2.50	0.00	2.50
F	N/A	-	-	-
G	N/A	-	-	-

Table 4.2: Details of any Street Furniture and its Associated Buffers

4.11 Using the total footway width calculated in **Table 4.1** and taking into consideration the street furniture widths shown in **Table 4.2**, **Table 4.3** below shows the total clear footway width at the seven identified locations.

Location	Total Width (m)	Total Building Edge Buffers (m)	Total Width of Street Furniture, Including Buffers (m)	Total Clear Footway Width (m)
A	7.86	0.40	-	7.46
B	6.03	0.40	-	5.63
C	6.02	0.40	0.74	4.88
D	5.93	0.40	0.60	4.93
E	5.92	0.40	2.50	3.02
F	5.85	0.40	-	5.45
G	8.49	0.40	-	8.09

Table 4.3: Calculation of the Clear Footway Width at each Assessment Location

4.12 It can be seen that Tower Court has an average clear footway width of 5.64m, or 4.68m if you exclude location A and G which represent the wider mouths of the alleyway, giving a more conservative assessment.

4.13 The above measurements are illustrated in **Figure 4.2** overleaf, not including any associated building line or street furniture buffers.

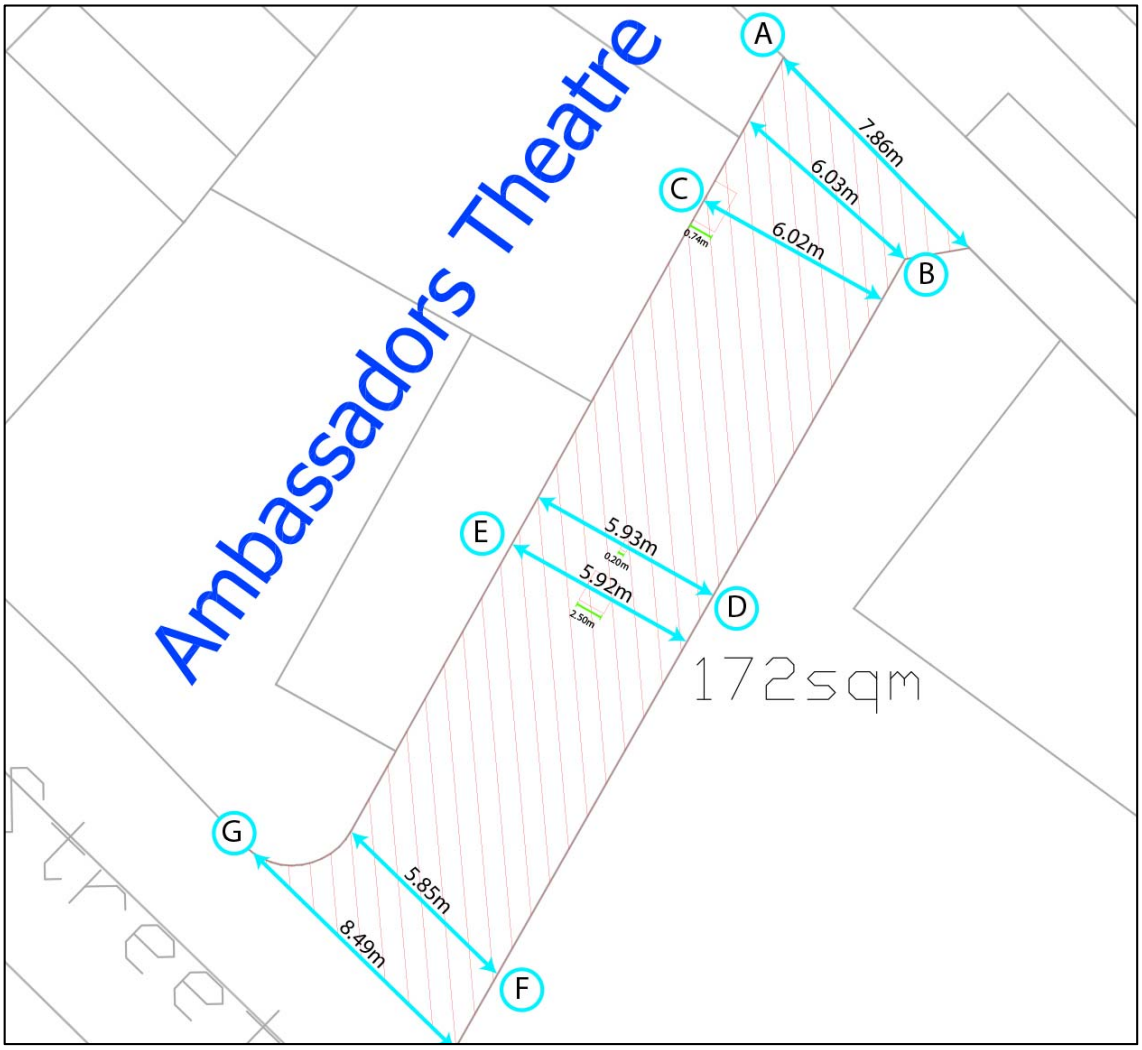

Figure 4.2: Summary of Measurements Taken On-Site

5 Step 4: Spreadsheet Assessment and PCL Results

Spreadsheet Assessment

5.1 The activity data and measurement data where entered into Transport for London's 'Pedestrian Comfort Level Guidance: Spreadsheet' which accompanies the guidance document, for calculation of the Pedestrian Comfort Level for each location.

5.2 As set out in Section 1, Pedestrian Comfort Levels (PCL) classify the level of comfort experienced by pedestrians based upon the level of crowding experienced on the street, and is measured in pedestrians per metre of clear footway per minute (ppmm).

5.3 The Pedestrian Comfort Levels and their meaning are set out in **Table 5.1** below.

PCL Rating	ppmm	Percentage Restricted Movement	Description
A+	< 3	3%	Comfortable for all areas
A	3 to 5	13%	
A-	6 to 8	22%	
B+	9 to 11	31%	B+ Recommended minimum for all areas
B	12 to 14	41%	
B-	15 to 17	50%	
C+	18 to 20	59%	Increasingly uncomfortable
C	21 to 23	69%	
C-	24 to 26	78%	
D	37 to 35	100%	Very uncomfortable
E	> 35	100%	

Table 5.1: Pedestrian Comfort Level Ratings

5.4 The Spreadsheet Assessment print sheets are contained in **Appendix D3**, and the results of the assessment are discussed subsequently.

Pedestrian Comfort Level Assessment Results

5.5 The Pedestrian Comfort Level (PCL) results are contained in **Table 5.2** below.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Location A	A+	A+	A+	A+	A+	A+	A+
Location B	A+	A+	A+	A+	A+	A+	A+
Location C	A+	A+	A+	A+	A+	A+	A+
Location D	A+	A+	A+	A+	A+	A+	A+
Location E	A+	A+	A+	A+	A+	A+	A+
Location F	A+	A+	A+	A+	A+	A+	A+
Location G	A+	A+	A+	A+	A+	A+	A+

Table 5.2: Pedestrian Comfort Level Assessment Results

5.6 It can be seen that all assessed locations were identified as being comfortable, with less than 3 pedestrians per metre of clear footway per minute (ppmm) and less than 3% restricted movement. This rating indicates that at all assessed locations, the

pedestrian environment is very comfortable with plenty of space for people to walk at the speed and route they choose.

Conclusion

5.7 It has been demonstrated that with the existing level of pedestrian activity, the existing footway provisions provide comfortable walking conditions for users.

6 Impact of the Development Proposals

6.1 The proposals for the redevelopment of Ambassadors Theatre includes for two things which may alter the Pedestrian Comfort Levels on Tower Court:

i) The existing theatre has a total of 397 seats, and the proposals include for up to 475 seats, a maximum increase of 20% which is likely to generate more pedestrian movements; and

ii) As set out in Section 1, the proposals also include for the stepping forward of the existing building line into a portion of Tower Court, which will reduce the clear footway width.

6.2 A further Spreadsheet Assessment was undertaken to consider the reduction in clear footway width, as well as the impact of the additional seats by adding an additional 100 pedestrians to the flows at each assessment location, thus representing a conservative assessment.

6.3 Step 3 of the process was repeated by collection measurements from an AutoCAD layout plan. These measurements and identified locations are shown in **Figure 6.1** overleaf.

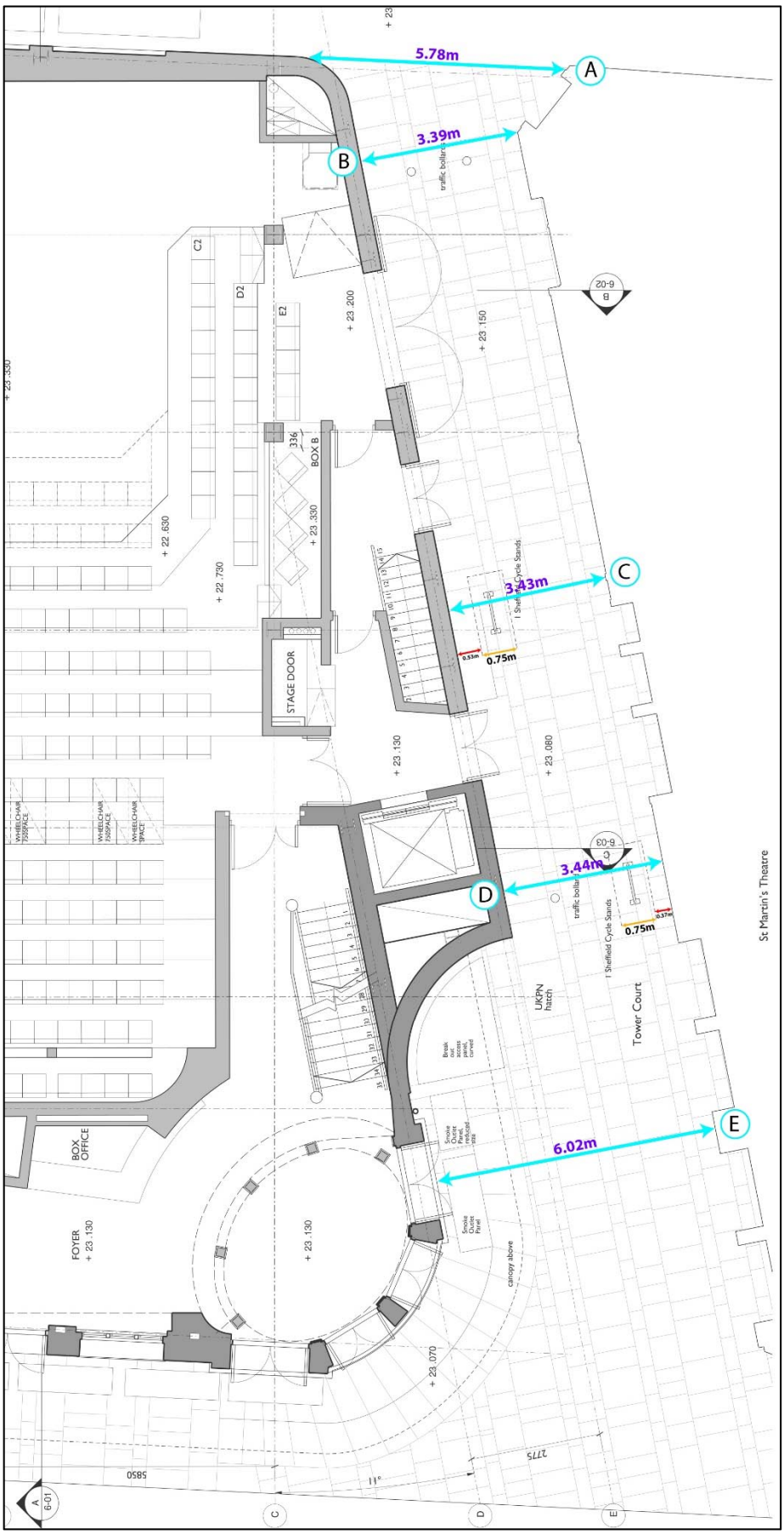

Figure 6.1: Summary of Proposed Layout Measurements

6.4 The print sheets are contained in **Appendix D4** and the results are summarised in **Table 6.1** below.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Location A	A+	A+	A+	A+	A+	A+	A+
Location B	A+	A+	A+	A+	A+	A+	A+
Location C	A+	A+	A+	A+	A+	A+	A+
Location D	A+	A+	A+	A+	A+	A+	A+
Location E	A+	A+	A+	A+	A+	A+	A+

Table 6.1: Projected Pedestrian Comfort Level Assessment Results

6.5 It can be seen the all assessment locations are very comfortable with plenty of space for people to walk at the speed and the routes that they choose, with less than 3ppmm and less than 3% restricted movement.

Sensitivity Test

6.6 It is noted that currently the show times at Ambassadors Theatre and the adjacent St Martin's Theatre are staggered, meaning the two theatres do not let out at the same time, however we have considered a situation where both theatres were to let out at the same time by adding an additional 500 pedestrians to each location as a Sensitivity Test. The results are shown in **Table 6.2** below, with the print sheet included at the end of **Appendix D4**.

Assessment Location	Highest Observed Flow	Sensitivity Test Flow	Sensitivity Test PCL Rating
Location A	203	703	A+
Location B	203	703	A
Location C	203	703	A
Location D	224	724	A
Location E	224	724	A+

Table 6.2: Sensitivity Test Pedestrian Comfort Level Assessment Results

6.7 It can be seen that even with an additional 500 pedestrians using Tower Court with the reduction in clear footway width, which represents an extreme and unlikely scenario, all assessed locations were identified as being comfortable, with less than 5ppmm and less than 13% restricted movement. This rating indicates that at all assessed locations, the pedestrian environment is very comfortable with plenty of space for people to walk at the speed and route they choose.

6.8 It is also noted that even with the reduction in overall footway width, all seven assessment locations continue to exceed the minimum width for low flow areas of 2.9m.

7 Conclusions

7.1 This report has been prepared on behalf of Delfont Mackintosh Theatres in order to support the application for the proposed redevelopment of the existing Ambassadors Theatre, West Street in the London Borough of Camden.

7.2 The existing Ambassadors Theatre is situated on West Street, just south of the A400 Shaftesbury Avenue. West Street is one-way south eastbound from its junction with Shaftesbury Avenue, located close to the junction of the A400 Shaftesbury Avenue/A400 Charing Cross Road.

7.3 The proposals for the redevelopment of the theatre include for the stepping forward of the existing building line into a portion of Tower Court, an alleyway which runs adjacent to the theatre, linking West Street and Tower Street. Pre-application discussion with the London Borough of Camden Council indicated that they would wish to see a Pedestrian Comfort Level Assessment be undertaken for Tower Court in order to understand the existing pedestrian comfort levels and assess the impact of the proposed reduction of public highway.

7.4 Therefore, this report has set out the methodology and the results of the Pedestrian Comfort Level Assessment at Tower Court, which has been undertaken in accordance with Transport for London's 'Pedestrian Comfort Guidance for London' Guidance Document.

7.5 The Pedestrian Activity Survey which was undertaken between Monday 21st September and Sunday 27th September 2015 inclusive, and included both show days and non-show days, showed that in the context of TfL's 'Pedestrian Comfort Guidance for London' guidance document, Tower Court sees low flows of pedestrian movements throughout the surveyed week.

7.6 The Static Activity Survey which was undertaken to consider the impact of theatregoers queuing or congregating within Tower Court, and the results demonstrated that whilst some gathering of pedestrians does occur at show letting out times, these groups do not take long to dissipate and clear Tower Court, and the temporary obstruction caused is minimal due to the low level of non-theatre pedestrian traffic using the alleyway.

7.7 It was noted that at present there is a very small amount of audience front of house space within the theatre itself, and that the development proposals include for upgrades to these facilities and an increase in available floor space. It is therefore reasonable to assume that, a large proportion of theatregoers who currently queue or

gather outside of the theatre and in Tower Court, will choose to wait inside the theatre at one of the two bars or the large foyer area. This will lessen the presence of static activity on Tower Court and further aid the operation of the footway.

7.8 The Pedestrian Comfort Level assessment showed that with the existing level of pedestrian activity, the existing footway provisions provide the highest level of comfortable walking conditions for users.

7.9 The proposals for the redevelopment of Ambassadors Theatre includes for an additional 100 seats, and tor the stepping forward of the existing building line into a portion of Tower Court, which would reduce the clear footway width. The PCL assessment was undertaken again to reflect these projected impacts and all assessment locations showed to continue to be very comfortable with next to no restricted movement.

7.10 A Sensitivity Test was undertaken to consider an extreme scenario whereby the Ambassadors Theatre and the adjacent St Martin's Theatre let out at the same time. The results of this test showed that all assessed locations continued to be categorised as being comfortable with plenty of space for people to walk at the speed and route they choose.

7.11 It should be noted that even with the reduction in overall footway width, all seven assessment locations continue to exceed the minimum width for low flow areas of 2.9m, as indicated in Appendix B of the PCL Guidance Document.

7.12 We therefore conclude that it is clear that the additional footfall and reducing in clear footway width would not materially impact the Pedestrian Comfort Level at all seven assessment locations, with the indicated amendment to the location of the two Sheffield stands in place.

APPENDIX D1: Ambassadors Theatre and St Martin's Theatre Show Listings for w/c Monday 21st September 2015