MIDDLESEX HOSPITAL ANNEX, 44 CLEVELAND STREET, LONDON W1T 4JT

Proposed Mixed Use Development

Transport Assessment
On behalf of University College London Hospitals Charity

January 2017

Crosby Transport Planning Limited
19 Terrace Road
Walton on Thames
Surrey KT12 2SR
T: 01932 220464
E: contact@crosbytp.com
W: www.crosbytp.com

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Crosby Transport Planning Limited
19 Terrace Road
Walton on Thames
Surrey KT12 2SR
T: 01932 220464
E: contact@crosbytp.com
W: www.crosbytp.com

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1 INTRODUCTION

1.1 Crosby Transport Planning is instructed by University College London Hospitals Charity (UCLHC) to prepare this Transport Assessment in respect of development proposals at Middlesex Hospital Annex, 44 Cleveland Street, London W1T 4JT, situated within the London Borough of Camden (LB Camden)**.**

1.2 Middlesex Hospital Annex is a former University College of London Hospital NHS Trust building that was last in use for medical purposes in 2006 as an outpatient facility, comprising a total gross floor area of 6,815sqm (73,360sqft) of D1 use.

1.3 This report accompanies a detailed planning application for the redevelopment of the site to provide a mixed use scheme comprising 50 private/affordable residential units and 4,129sqm GIA (44,446sqft GIA) of B1 business space, with associated refuse and cycle stores and landscaping. It is proposed that the development will operate as 'car-free'. The location of the application site is shown in **Figure 1**.

1.4 This report has been prepared with due regard to the National Planning Policy Framework Planning Practice Guidance *'Travel plans, transport assessments and statements in decision-taking'*, Transport for London's (TfL) *'Transport Assessment Guidance'* and '*Camden Planning Guidance CPG7: Transport'*.

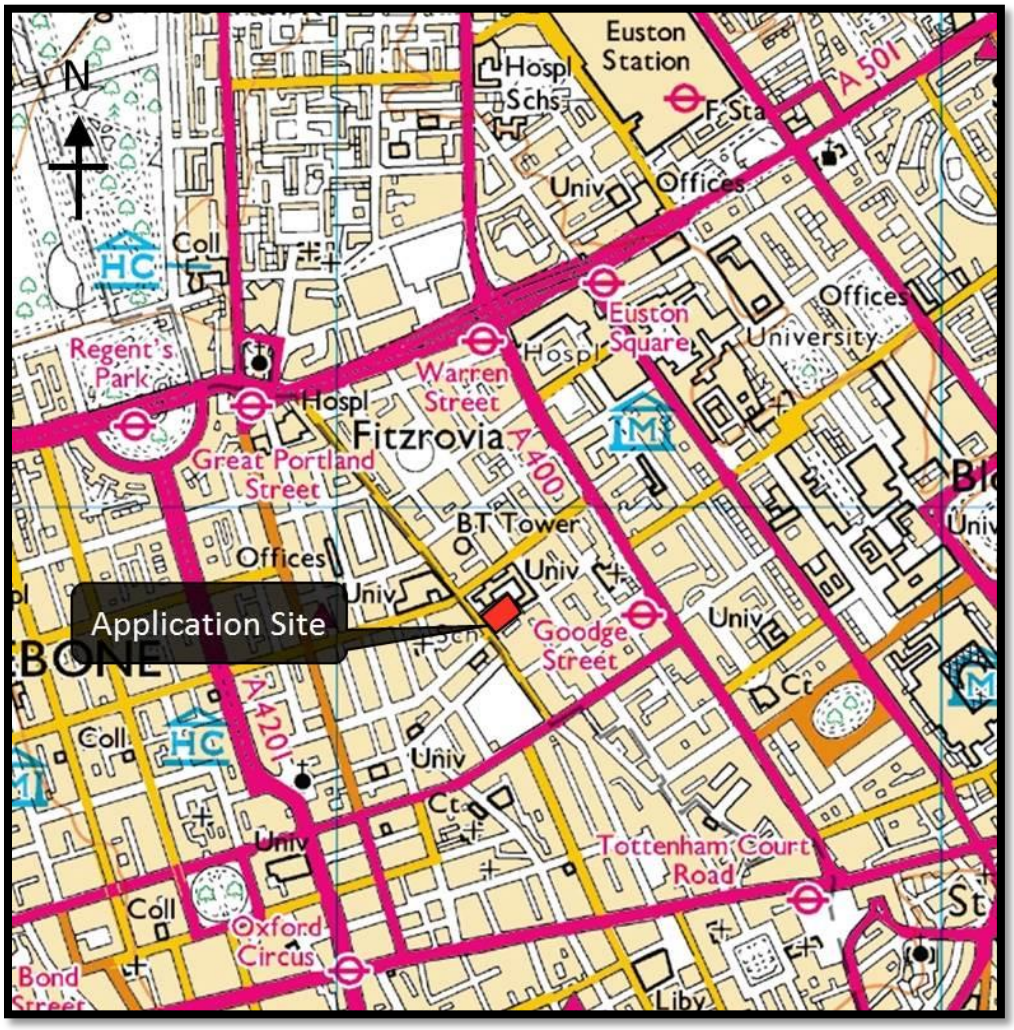


Figure 1: Site Location

Pre-Application Consultation

1.5 An extensive series of pre-application meetings has been held between the design team and LB Camden officers between March and November 2016. The discussions have largely focussed on the appropriate land uses for the site, the quantum of housing proposed, the design approach to public realm and the scheme's detailed design. Where transport and highways matters have been discussed, officers have provided the following feedback and advice:-

- The site has a PTAL of 6b meaning access to public transport is 'excellent';
- The development is expected to be 'car free;'
- Cycle parking provision should be in accordance with London Plan standards and Camden (CPG7) design requirements

- Lifts should be large enough where necessary to accommodate bikes;
- Visitor cycle parking needs to be near the commercial main entrance or sufficiently sign-posted if elsewhere;
- Residential visitor cycle parking could be mixed with commercial use visitor cycle parking;
- A separate entrance for commercial use cyclists would be preferable to save them going through the lobby;
- Servicing arrangements need to consider the zig-zag lines (no stopping at any time) along Cleveland Street;
- The removal of the two existing crossovers will provide a pedestrian permeability improvement;
- Consideration can be given to relocating the zebra crossing in the context of the new passageway;
- An assessment of expected trip to and from the site will be required; and
- A draft Construction Management Plan will need to be submitted with the planning application.

1.6 During the pre-application stage, the proposals were also presented to the Camden Design Review Panel (CDRP) which noted that the development presents an opportunity for the creation of a new 'Bedford Passage' pedestrian path and that high quality place making along this path should be an important design objective.

Scope of Assessment

1.7 This Transport Statement considers the transport implications of the proposed development and is set out as follows:-

- Section 2 provides an overview of the national, regional and local transport policies against which the development proposals will be assessed;
- Section 3 describes the site location and the surrounding highway network;
- Section 4 describes the accessibility of the development site by non-car modes of travel;
- Section 5 provides details of the development proposals including cycle parking and refuse collection strategy;

- Section 6 provides an overview of the likely person trip attraction of the proposed development and considers the resulting impact on travel modes;
- Section 7 considers the impact of the development person trips on the local transport network, and
- Section 8 provides a summary and conclusions to the report.

2 TRANSPORT POLICY

2.1 This section provides an overview of the national, regional and local transport planning policies that are relevant to the development proposals.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) was published in March 2012 by the Department for Communities and Local Government and is now the primary source of national planning guidance in England. NPPF contains the Coalition Government's strategies for economic, environmental and social planning policies in England and it is designed to be a single, tightly focused document setting out national planning priorities.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. 12 core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is to *"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."*

2.4 Paragraph 32 addresses the relationship between development and sustainable transport as follows:

> *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
>
> - *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*

- *safe and suitable access to the site can be achieved for all people; and*

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

2.5 The NPPF goes on to state at paragraph 35 that *"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:*

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport."*

2.6 The NPPF goes on to say at paragraph 36 that *'A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan'.*

2.7 Off-street car parking is referred to in paragraph 39, which says that in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

Regional Policy

The London Plan – Consolidated with alterations since 2011 (March 2016)

2.8 The London Plan prepared by the Greater London Authority provides policies to integrate transport and land-use planning within Greater London.

2.9 Policy 6.3 (Assessing effects of development on transport capacity) states in relation to planning decisions 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."*

2.10 Policy 6.9B (Cycling) states with regard to planning decisions that developments should provide secure, integrated and accessible cycle parking facilities in line with the minimum standards and provide on-site changing facilities and showers for cyclists.

2.11 Policy 6.10B (Walking) states with regard to planning decisions that: *"Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space."*

2.12 Policy 6.13 (Parking) states "*The Mayor wishes to see an appropriate balance struck between promoting new development and preventing excessive car parking provision that can undermine walking, cycling and public transport use." W*ith regard to planning decisions Policy 6.13C and D refers to parking standards that should be applied to planning applications.

Local Policy

Local Development Framework, Camden Core Strategy 2010-2025

2.13 The Core Strategy is the central part of LB Camden's Local Development Framework (LDF) and sets out the key elements of the Council's vision for the borough to 2025.

2.14 Within the introduction, the Core Strategy states in relation to Camden's transport that:-

- *"the number of people cycling in Camden increased dramatically over the last decade, while walking accounts for nearly half of the journeys taken by Camden residents, almost twice the national average;*
- *the borough has extensive coverage by bus, tube and suburban rail;*
- *Camden also has three major mainline railway stations (King's Cross, Euston and St Pancras) and a gateway to/from mainland Europe in the Eurostar terminal at St Pancras;*
- *56% of Camden households have no access to a car or van."*

2.15 The Core Strategy contains a series of strategic objectives, with formal policies in place to deliver each objective.

2.16 The first strategic objective of Camden Council is for a sustainable Camden that adapts to a growing population. In order to reduce the environmental impact of transport in the borough and to make Camden a better place to walk and cycle, Core Strategy Policy CS11 is of relevance.

2.17 The third strategic objective is for a connected Camden community where people lead active, healthy lives. In order to reduce congestion and pollution in the borough by encouraging more walking and cycling and less motor traffic, Core Strategy Policies CS3 and CS11 are considered to be of relevance

2.18 Policy CS3 refers to promoting appropriate development in highly accessible areas. These areas are considered to be suitable for the provision of uses including homes and offices and are particularly suitable for uses that are likely to significantly increase the demand for travel.

2.19 Policy CS11 promotes sustainable and efficient travel through *"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".*

2.20 In relation to improving strategic transport infrastructure, Policy CS11 states that the Council will support growth in Camden through improvements to facilities at Camden's London Underground and Overground stations. The Council will also protect existing and future transport infrastructure, including walking and cycling routes, against removal or severance.

2.21 To promote walking, cycling and public transport, Policy CS11 states that the Council will improve public spaces and pedestrian links across the borough, including by focusing public realm investment in Camden's town centres and the Central London area, and extending the 'Legible London' scheme. Furthermore, cycle facilities will continue to be improved by increasing the availability of cycle parking, helping to deliver the London Cycle Hire Scheme and enhancing cycle links. The Council also commits to working with TfL to improve the bus network and deliver related infrastructure.

2.22 To make private transport more sustainable, Policy CS11 states that the Council will expand the availability of car clubs and minimise provision for private parking in new developments, in particular through car free developments in the borough's most accessible location and seek car-capped developments where the provision of additional on-street parking would be harmful to parking conditions.

Local Development Framework – Camden Development Policies 2010-2025

2.23 Camden Council's Development Policies document supports the Core Strategy by setting out detailed planning criteria that the Council will use to determine applications for planning permission in the borough. To deliver the aims of the Core Strategy, the Development Policies document includes policies DP16 – DP21 for promoting sustainable and efficient transport. The key themes of these policies, which are of relevance to this planning application, are summarised below:

2.24 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.

2.25 Policy DP17 (Walking, cycling and public transport) states that development should make suitable provision for pedestrians, cyclists and public transport users. Where appropriate, provision may include convenient, safe and well-signalled routes, cycle parking and workplace showers and lockers.

2.26 Policy DP18 (Parking standards and limiting the availability of car parking) states that the Council will seek to ensure that developments provide the minimum necessary parking provision, with car free development expected in central areas. Development should comply with Council's car and cycle parking standards.

2.27 Policy DP18 also states that the Council will limit any on-site car parking to spaces for disabled people and any operational or servicing needs. No on-street parking permits will be issued and a legal agreement will be put in place to ensure that future occupants are aware that they are not entitled to on-street parking permits.

2.28 Policy DP20 (Movement of goods and materials) relates to developments that would generate significant movement of goods or materials both during construction and in operation and advises that the Council will expect such developments to minimise the movement of goods and materials by road, and consider alternatives such as rail and canal links. The Council will also expect such developments to be located close to the Transport for London Road Network (TLRN) or other major roads.

2.29 Policy DP21 (Development connecting to the highway network) states that the Council will expect developments to be linked in a way that avoids the use of local roads by through traffic and ensures the use of the most appropriate roads in accordance with Camden's road hierarchy. In order to protect the safety of users, all connections to the highway network should be designed with appropriate sightlines, visibility splays and queuing distances.

2.30 Appendix 1 gives guidance on the scale of development that is likely to generate a significant travel demand and thus would require either a Transport Assessment or Transport Statement. The following criteria are of relevance to the development proposals:-

Land Use	Guideline threshold for minimum transport information	Guideline threshold for Transport Assessment
B1 - Business	1,000sqm GFA or more	2,500sqm GFA or more
C3 - Dwellings	10 units or more	80 units or more

Table 2.1: Summary of Camden Council thresholds for transport assessments and statements.

2.31 Reference is made to the need to refer to the 'Camden Planning Guidance CPG7: Transport' for further information on the need for and contents of Transport Assessments and Statements.

Camden Planning Guidance CPG7: Transport

2.32 The Camden Planning Guidance supports the transport related policies in the LDF and provides further thresholds above which the Council will require submission of a Transport Assessment.

2.33 Paragraph 2.5 states that the use class and floorspace relationships in Appendix 1 of the Camden Development Policies document are simply guidelines and sets out more specific travel characteristics that should be applied (having regard to any existing travel generated by activity on the development site). In relation to person trips criteria, it is stated that a Transport Assessment will be required if the development generates more than 1,000 person trips per day or more than 100 person trips during the morning (07:00-10:00) or evening (16:00-19:00) peaks.

2.34 The guidance also outlines the requirements that must be covered within Travel Plans and Delivery and Servicing Management plans. There is also advice regarding car parking requirements, vehicle access and cycle parking design. This assessment and the design proposals have been developed in accordance with the guidance contained within this document.

Fitzrovia Area Action Plan (March 2014)

2.35 The development site is identified in the Fitzrovia Area Action Plan (FAAP) as 'Opportunity Site no. 2' and is identified as being a potential site suitable for predominantly housing, including affordable housing, if the established medical/healthcare uses are no longer required.

2.36 The FAAP states that the site forms a key element of the Bedford Passage group of sites and development should allow for public access through the Bedford Passage in order to provide a link to Tottenham Mews and through to Cleveland Street.

Draft Camden Local Plan (submitted for examination June 2016)

2.37 The emerging Draft Camden Local Plan (CLP) sets out similar key objectives to those contained in the adopted development plan. The Council's overall objective is to create the conditions for growth to provide the homes, jobs and other facilities to meet LB Camden's identified needs.

2.38 When adopted, this plan will replace the Council's current Core Strategy and Development Policies planning documents. The emerging plan underwent examination during late October (18th -20th and 25th) 2016 and the Inspector published a post hearing note on the 2nd November 2016 confirming the scope of the additional work/actions that the Council agreed to undertake and her interim views on the further main modifications necessary to make the Camden Local Plan sound. To date these additional work/actions and further main modifications are yet to be published for consultation.

2.39 Two draft transport policies that can be considered of relevance to this application are:

- Draft Policy T1: Prioritising Walking, Cycling and Public Transport; and
- Draft Policy T2: Car-free Development and Limiting the Availability of Parking.

Overview

2.40 The proposed development provides a car-free scheme and maximises opportunities for the use of sustainable travel modes by providing an overall level of cycle parking in accordance with London Plan minimum standards. The development allows for the creation of the Bedford Passage which forms a key aspiration of the Council and will greatly enhance public access through the site and connectivity to the surrounding areas.

2.41 The proposed development is therefore considered to be consistent with relevant national, regional and local transport planning policy.

3 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

Site Location and Use

3.1 The location of the application site in the context of its local setting is shown in **Figure 2**. The site is located along the eastern side of Cleveland Street which represents the Camden-Westminster local authority boundary. Howland Street and New Cavendish Street form a signalised junction with Cleveland Street some 60 metres to the northwest. Tottenham Street and Tottenham Mews are located to the south, with Charlotte Street located to the east.

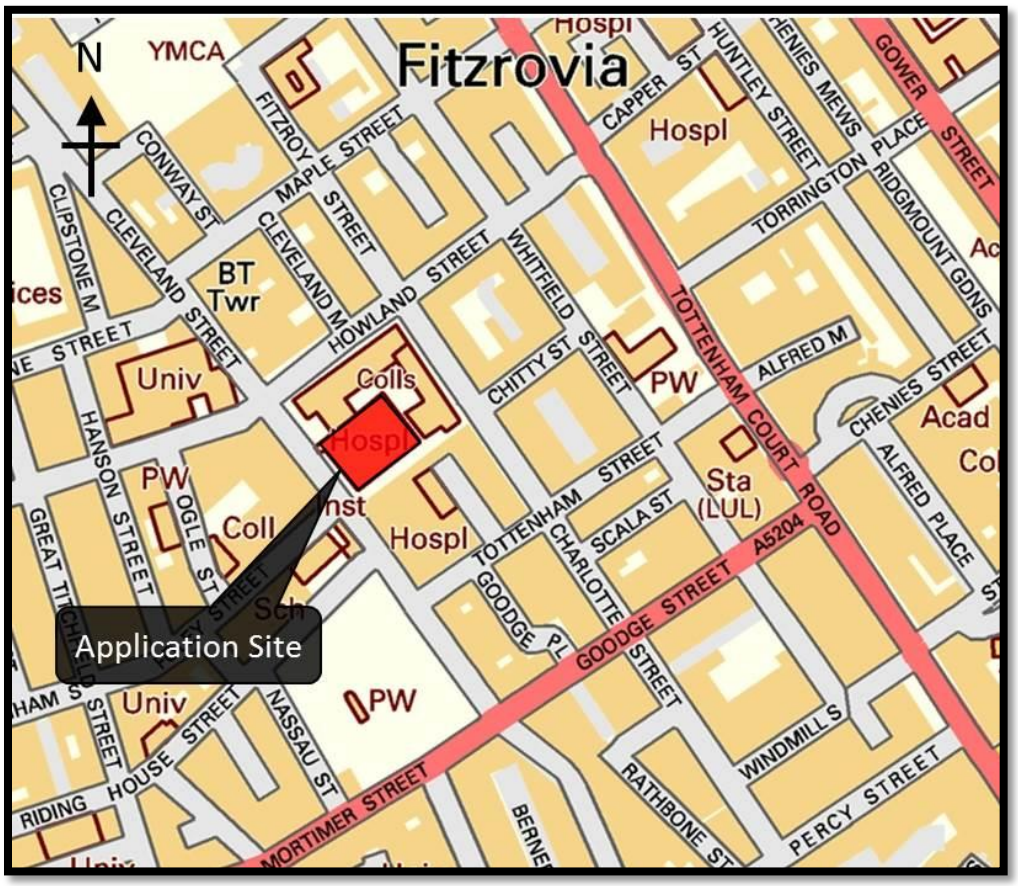


Figure 2: The site in its local context

3.2 The site is bounded by Cleveland Street to the west and by the modern Sainsbury's Wellcome Centre building to the north. The eight-storey Astor College forms the site's eastern boundary. Tottenham Mews, which contains a range of workshop and warehouse buildings is located immediately to the southeast of the site, with a commercial office building known as Middlesex House forming the site's southwestern boundary. On the opposite side of Cleveland Street lie the King and Queen public house, art gallery and restaurants with residential use above. Further to the south along Cleveland Street lies the cleared former Middlesex Hospital site, now redeveloped as Fitzroy Place.

3.3 The site is located within the Howland Street Character Area and the Charlotte Street Conservation Area. By virtue of its central London location, the surrounding area comprises a broad mix of uses including commercial and residential uses.

3.4 The area of the site is 0.305 hectares and comprises the listed 18th Century former Strand Union Workhouse which is four storeys in height and fronts onto Cleveland Street. Behind the Workhouse, two 19th Century wings of a similar height extend eastwards, forming a courtyard arrangement. A further two three-storey wings constructed in the 19th Century sit on the site boundaries to the north and south, referred to as North and South Houses respectively.

3.5 All of the buildings on site are no longer in permanent use and are in a poor aesthetic condition as a consequence. Camelot property guardians are presently using parts of the buildings as temporary accommodation for city workers. The site is presently boarded up, but restricted access is available for the temporary occupants and associated on-street servicing and refuse collections.

3.6 The building was last in use by UCLH for medical purposes in 2006 and when in full use provided outpatient facilities comprising a total gross floor area of 6,815sqm of D1 use.

3.7 For the purposes of the trip generation analysis contained at section 6 of this report, the previous and existing site uses are assumed to generate a negligible number of trips. Therefore this report will adopt a robust assessment in terms of net trip generation.

Surrounding Highway Network

3.8 The development site fronts onto Cleveland Street which is a 700 metre long one-way road that routes between the A5204 Mortimer Street to the south and the A501 Euston Road to the north. From its junction with Mortimer Street to the junction with Clipstone Street/Maple Street, Cleveland Street is one-way northbound. From its junction with Euston Road to Maple Street, Cleveland Street is one-way southbound, with all traffic turning eastbound onto Maple Street which continues eastbound to Tottenham Court Road.

3.9 In the vicinity of the site, between the junctions with Howland Street/New Cavendish Street and Foley Street, Cleveland Street is 5.5 metres in width, one-way, with street lighting and 2.5m-3.0m wide footways provided along both sides of the carriageway.

3.10 Directly along the site frontage onto Cleveland Street, a zebra crossing with associated zig-zag (no stopping at any time) road markings is located. To the north and south of the zebra crossing zig-zag markings, single yellow line parking restrictions are in place, between the hours of 08:30 to 20:30 Monday to Saturday. Along Tottenham Street to the south, on-street 'pay and display' parking bays with a maximum duration of stay of two hours, and 'resident permit holders only' parking bays which apply Monday to Saturday 08:30 to 18:30, are provided. Generally in the area, where parking bays are not located, there are single or double yellow line parking restrictions in force.

3.11 Directly opposite the site to the west, Foley Street forms a priority controlled junction with Cleveland Street. The exit from Foley Street is restricted to left-turn only by virtue of the one-way operation along both Foley Street and Cleveland Street.

Nearby Planning Applications

3.12 There are a number of schemes in the vicinity of the site that have recently been granted planning permission and are of relevance to the proposed scheme.

Astor College (2015/1139/P)

3.13 Astor College is adjacent to the east of the site at 99 Charlotte Street, W1T 4QB. The planning permission is for the refurbishment of the existing student accommodation (sui generis) comprising 2 storey upper ground floor front extension, 8 storey rear extension and front central bay extended forward to provide an additional 60 bedrooms. The permission is also for the relocation of the main access, provision of a ground floor café (A3) and the reopening of the Bedford Passage as a formal 3.7 metre wide shared surface. The Bedford Passage, which would remain private until the Middlesex Hospital Annex development is completed, would also accommodate fire tender access to the rear of the Middlesex Hospital Annex.

3.14 The proposals also include the removal of the existing five parking spaces, consequently no car parking will be provided. The scheme was granted planning permission (and is subject to S106 legal agreement) on the 27th August 2015. The committee report noted that the long term aspiration for the Bedford Passage *"is for a largely vehicle free route and it is likely bollards would be required to ensure vehicles do not enter the passage. A requirement for permanent vehicle control would be included in the legal agreement"*

Courtauld Building (14/11660/FULL)

3.15 Courtauld Building is opposite the Middlesex Hospital Annex at 91 Riding House Street, London W1, located within the London Borough of Westminster. The planning application was for the refurbishment of the building including installation of replacement access ramp on Foley Street elevation. The accompanying Transport Statement concluded that the scheme would have minimal traffic and transportation impacts. The car-free scheme was granted permission on the 20th January 2015 and at the time of writing construction is underway.

Middlesex Hospital (11/08831/FULL)

3.16 The former comprehensive Middlesex Hospital (11/08831/FULL) site at Mortimer Street, W1W 7EY (LB Westminster) lies to the south of the Middlesex Annex Site.

3.17 Planning permission was granted in March 2012 for the development of nine to eleven storey buildings plus two basement levels for mixed use purposes comprising 291 residential units (Class C3), office (Class B1), retail (Class A1), financial and professional services (Class A2), restaurant (Class A3) and community/health uses (Class D1); creation of new open space; new vehicular and pedestrian accesses; works to the public highway and basement car and cycle parking.

3.18 When considering the application, the highways department deemed the public transport provision in the area to be sufficient to accommodate the impact of the development.

Arthur Stanley House (Appeal Decision APP/X5210/W/15/3141159)

3.19 An application (2015/0391/P) was submitted and refused (despite a recommendation for approval in the Officer's report) by LB Camden for the redevelopment of the neighbouring Arthur Stanley House (ASH) at 40 Tottenham Street W1T 4RN on the 2nd of July 2015. The scheme comprised the refurbishment of the existing eight-storey ASH building and new build elements to the rear facing Tottenham Mews to enable a change of use from health care (Class D1) to a car-free mixed use development comprising office floor space (Class B1), flexible office (Class B1)/ health care (Class D1) floorspace at ground floor level and 12 residential units (Class C3).

3.20 Although the scheme was refused, there were no highways reasons for refusal and the scheme was determined as having a negligible impact upon the surrounding transport network. An appeal was subsequently lodged and following a hearing in September 2016 the Inspector issued her decision to allow the appeal and grant planning permission on the 13th October 2016.

Tottenham Mews Day Hospital

3.21 In December 2012, Camden Council resolved to grant planning permission (reference 2012/4786/P) subject to a S106 agreement, for the erection of a 5 storey building at the Tottenham Mews Day Hospital site, located immediately to the north of Arthur Stanley House.

3.22 The scheme provides a Mental Health Resource Centre (MHRC) including recovery centre, consultation and activity rooms (Class D1) and 6 x 1 bed short-stay bedrooms (Class C2), following demolition of the existing two storey MHRC building (Class D1). The approved scheme is splayed back to provide a route which will connect Tottenham Mews to the future 'Bedford Passage' east-west route. The scheme is car-free.

Road Safety

3.23 Personal injury accident (PIA) data has been obtained from TfL for the most recently available three year period (up to the end of June 2016). The area within this study includes the length of Cleveland Street between and including the junctions with New Cavendish Street/Howland Street and Tottenham Street and includes the junctions with Foley Street and Riding House Street. The data is contained in full within **Appendix A**.

3.24 Three PIAs occurred during this period, two of which were in the vicinity of the Cleveland Street junction with New Cavendish Street and Howland Street, with the other on Tottenham Street at the junction with Goodge Place. In terms of severity, all three accidents were classified as 'slight'.

3.25 Of the three PIAs, one occurred at the Cleveland Street junction with New Cavendish Street/Howland Street in fine, dry and dark conditions when a car drove into the rear of a cyclist that was waiting at the signalised junction, causing the cyclist to be knocked off. A second PIA occurred 20 metres to the south the same junction in light and wet conditions when a passenger in a light goods vehicle opened the door into the path of an oncoming cyclist, causing the cyclist to fall off.

3.26 The accident at the Tottenham Street junction with Goodge Place occurred in dry and fine conditions when a light goods vehicle that was turning left hit a parked car which in turn clipped a pedestrian.

3.27 The accident data does not therefore identify any clear pattern associated with pedestrians, cyclists, lighting, weather or road surface condition. Individual driver or passenger error was a key cause of each PIA. Consequently, it may reasonably be concluded that the most recently available three year record of personal injury accidents does not indicate any inherent road safety problems on the network surrounding the site.

4 ACCESSIBILITY BY NON-CAR MODES

4.1 This section considers the location of the development site with respect to its accessibility to the surrounding non-car transport network.

Walking

4.2 The site is located in an established built-up area surrounded by residential and commercial properties and therefore benefits from the extensive pedestrian infrastructure present in the locality. There are few barriers to walking, with standard width footways, dropped kerbs, tactile paving and adequate street lighting along both sides of Cleveland Street and at all junctions within the vicinity of the site, thus benefitting able-bodied pedestrians as well as those with reduced mobility or visual impairment.

4.3 As stated previously, a zebra crossing is provided directly along the site frontage onto Cleveland Street. To the north at the signalised junction with New Cavendish Street and Howland Street, full pedestrian crossing facilities are provided.

Cycling

4.4 There are a number of cycle routes in the surrounding area which form part of the TfL-published London Cycle Network (LCN). Cleveland Street and Charlotte Street are both classified by TfL as quieter roads that have been recommended by other cyclists. **Figure 3** shows the cycle network in the vicinity of the site.

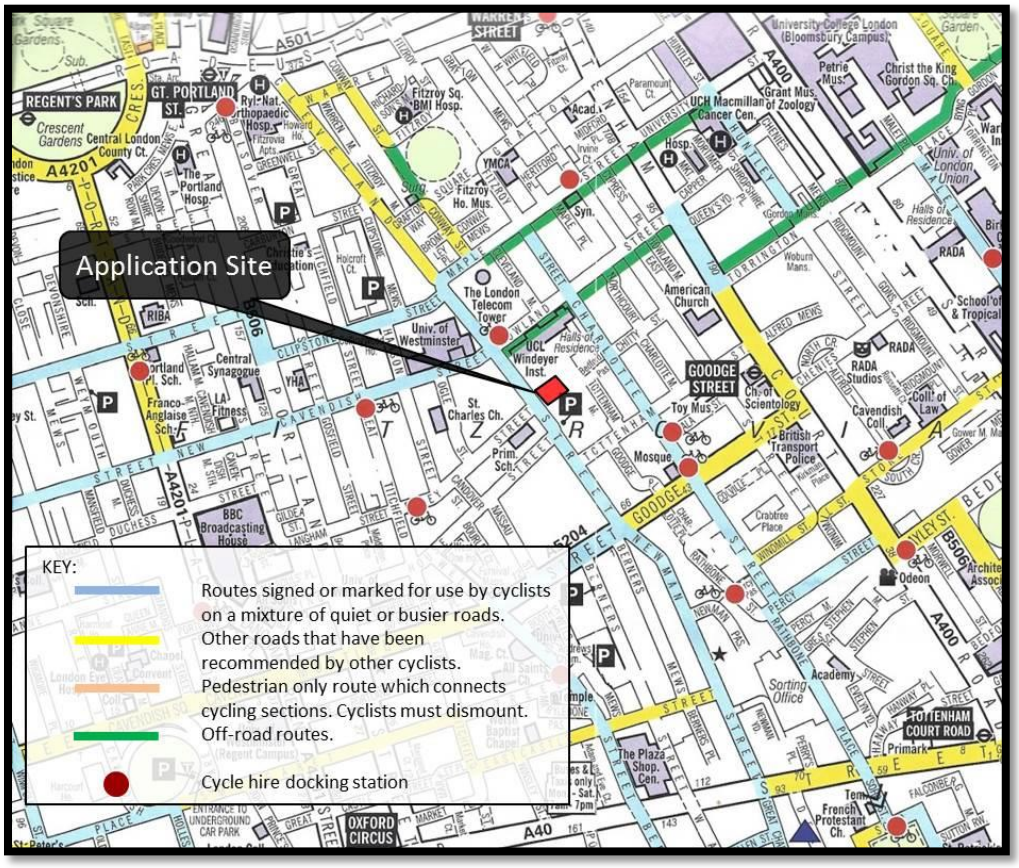


Figure 3: Local Cycle Routes **(extract from TfL 'Cycling in Central London' 2015)**

4.5 Within the vicinity of the application site, there are several London Cycle Hire docking stations located, the nearest being at Howland Street (30 stands), Scala Street (21 cycle stands) and Charlotte Street (14 stands).

Public Transport

Bus

4.6 When considering access by public transport, a PTAL assessment is a standard tool for quantifying the accessibility of a Point of Interest (POI). The PTAL methodology is adopted by TfL for this purpose.

4.7 TfL PTAL guidance states that for a bus route to be included in the assessment, the POI must be within an 8 minute walk or 640m of a Service Access Point (SAP), assuming a walk speed of 4.8kph.

4.8 The nearest bus stop (TfL stop reference A – Goodge Street) is located on Tottenham Court Road, a 380 metre walk distance from the site. This stop provides access to seven regular daily northbound bus services towards key London destinations including Kings Cross, Warren Street, Hampstead Heath, Wood Green, Stoke Newington and North Finchley. For southbound services, the nearest bus stop is provided on Gower Street (TfL stop reference C – Torrington Place) some 660 metres from the site, providing regular services towards Hammersmith, Putney Heath, Pimlico, Trafalgar Square, Victoria and Notting Hill Gate.

4.9 There are a further seven bus service available within a 640 metre walk distance of the site which can be accessed from stops at Oxford Street and Regent Street.

4.10 Published bus route maps outlining the bus services which operate in the vicinity of the site are shown in **Appendix B**. A summary of the bus services and their frequencies is shown in Table 4.1 below.

Service	TfL Stop Reference (walk distance)	Route Towards	Frequency (minutes)		
			Week	Sat	Sun
10	A (390m)	Kings Cross	7-11	7-11	11-13
	C (660m)	Hammersmith	7-10	8-12	11-12
14	A (390m)	Warren Street	3-7	7-10	10-14
	C (660m)	Putney Heath	4-8	6-9	9-13
18	G (530m)	Sudbury	2-6	2-6	6-10
	H (530m)	Euston	2-6	3-7	6-10
24	A (390m)	Hampstead Heath	5-8	5-8	7-11
	C (660m)	Pimlico	4-8	6-9	6-10
27	G (530m)	Chiswick Business Park	7-10	7-10	11-13
	H (530m)	Chalk Farm	7-10	7-10	11-13
29	A (390m)	Wood Green	3-6	5-8	4-8
	C (660m)	Trafalgar Square	3-6	4-8	4-8
30	G (530m)	Marble Arch	7-11	9-12	11-13
	H (530m)	Hackney Wick	7-11	9-12	11-13
73	A (390m)	Stoke Newington	2-6	2-6	5-7
	C (660m)	Victoria	3-7	3-7	4-7
88	RD (460m)	Camden Town	5-8	6-10	10-12
	RF (490m)	Clapham Common	6-10	6-10	11-12
134	A (390m)	North Finchley	3-7	3-6	6-8
	C (660m)	Tottenham Court Road	3-7	3-6	5-8
205	G (530m)	Paddington	6-10	9-13	10-13
	H (530m)	Bow Church	6-10	9-13	10-13
390	A (390m)	Archway	5-9	6-10	11-14
	C (660m)	Notting Hill Gate	6-10	6-10	10-12
453	RD (460m)	Deptford Bridge	4-8	6-10	9-12
	RF (490m)	Marylebone	4-8	7-10	9-12
C2	RD (460m)	Parliament Hill Fields	6-10	7-10	8-12
	RF (490m)	Victoria	6-10	7-11	9-12

Table 4.1: Summary of Bus Routes Serving the Site

4.11 Table 4.1 shows that the site benefits from access to 14 frequent daily bus services, from which it is evident that in terms of the quantity and frequency of service provision there are no demonstrable barriers to bus travel to/from the site. Based upon the average daily frequencies for each service, the total frequency of buses serving the site is 270 buses/hr during a weekday, 238 buses/hr during a Saturday and 180 buses/hr during a Sunday.

London Underground Rail

4.12 In respect of rail services, PTAL assessment guidance states that a rail service can be considered accessible if the POI is within a 12 minute or 960 metre walk of a SAP. There are six London Underground stations located within a 960 metre walking distance of the site. The nearest station is Goodge Street, a 360 metre walk distance to the east of the site, which is served by the Northern line (Charing Cross branch).

4.13 Warren Street station is located at the northern end of Tottenham Court Road and is a 630 metre walk distance from the application site. Warren Street station is served by the Victoria and Northern (Charing Cross branch) lines.

4.14 Tottenham Court Road station is located at the southern end of Tottenham Court Road and is a 800 metre walk distance from the application site. Tottenham Court Road station is served by the Central and Northern (Charing Cross branch) lines.

4.15 Great Portland Street station is located to the northwest of the application site, a 550 metre walk distance directly via Cleveland Street. Great Portland Street station provides access to the Metropolitan, Circle and Hammersmith & City lines.

4.16 Oxford Circus station is located to the southwest of the application site and is an 780 metre walk distance from the application site. Oxford Street station provides access to the Bakerloo, Victoria and Central lines.

4.17 Euston Square station is located an approximate 780 metre walk distance to the north of the application site. Euston Square station provides access to the same lines as Great Portland Street station, namely the Metropolitan, Circle and Hammersmith & City lines.

4.18 The frequencies of the London Underground lines which are served by the stations in the vicinity of the application site are summarised below in Table 4.2 for the typical weekday AM peak period (07:00-10:00), midday peak (12:00-14:00) and PM peak period (16:00-19:00).

London Underground Line	Station(s)	Direction	Weekday Average Frequency (trains/hour)		
			07:00-10:00	12:00-14:00	16:00-19:00
Bakerloo	Oxford Circus	Northbound	21	20	21
		Southbound	21	20	21
Central	Oxford Circus Tottenham Court Rd	Westbound	27	24	27
		Eastbound	27	24	29
Circle	Euston Square Gt Portland St.	Westbound	6	6	6
		Eastbound	6	6	6
Hammersmith & City	Euston Square Gt Portland St.	Westbound	6	6	6
		Eastbound	6	6	6
Metropolitan	Euston Square Gt Portland St.	Westbound	13	8	15
		Eastbound	13	8	15
Northern	Warren Street Goodge Street Tottenham Court Rd	Northbound	21	18	21
		Southbound	21	18	21
Victoria	Warren Street Oxford Circus	Northbound	32	24	32
		Southbound	33	24	33

Table 4.2: Summary of Weekday London Underground Service Frequencies

4.19 It can be seen from Table 4.2 that the site is accessible to an average total of 253 trains/hour during the AM peak period, 212 trains/hour during the midday peak period and 259 trains/hour during the PM peak period.

PTAL

4.20 Due to the wide range and high frequency of public transport services which operate in the surrounding area, the site is afforded with an 'excellent' PTAL rating of 6b which is the highest possible rating. The details of the PTAL calculation for the site are contained within **Appendix C**, which is calculated from TfL's online Planning Information Database.

Summary

4.21 In summary, the site is situated within a highly accessible location close to numerous public transport links and local amenities and is consequently considered to be very well connected by non-car modes of travel.

5 DEVELOPMENT PROPOSALS

5.1 The development proposals comprise the part demolition of the existing annex buildings on site, with the listed part of the annex known as "Workhouse" and adjacent North and South House buildings fronting onto Cleveland Street being retained and refurbished for high quality market and affordable housing units.

5.2 Within the north and eastern parts of the site (i.e. to the rear of the retained Workhouse and North and South Houses) a new-build block of between 3-8 storeys in height will be erected. The new building will include 4,129sqm GIA (44,446sqft) of B1 business use across the lower floors and C3 affordable housing units on the floors above. The site plan is provided at **Appendix D**.

5.3 A schedule of accommodation for the residential element of the scheme is provided in Table 5.1.

	Private Market	Affordable / Legacy	Total
1 bed unit (flat/duplex)	1	18	19
2 bed unit (flat/duplex)	4	7	11
3 bed unit (flat/duplex/townhouse)	3	15	18
4 bed unit	2	0	2
Total	10	40	50

Table 5.1: Proposed Schedule of Residential Accommodation

5.4 Along the southern boundary of the site, the scheme will provide high quality public and private amenity space and will restore the historic "Bedford Passage" which will run between Cleveland Street and Charlotte Street.

5.5 Additionally, the proposed development will deliver further public open space through the creation of the "Workhouse Yard" using the space defined by the new build to the rear of the retained Workhouse building. Private amenity space for the market housing and shared amenity space for the affordable housing will also be incorporated into the scheme

5.6 The remainder of this section details the transport aspects of the scheme with reference to the drawing contained in Appendix D.

Car Parking and Access

5.7 It has been established that the site is highly accessible by public transport and has a PTAL rating of 6b. Consequently, in accordance with the Council's LDF Development Plan policy DP18 and CS11, and the London Plan policy 6.13, the development will be 'car free' meaning that no on-site parking will be provided. Occupants will not be entitled to apply for on-street parking permits although people with disabilities who are Blue Badge holders will be entitled to park in publicly-available on-street spaces without a parking permit. In accordance with policy DP18, occupants and residents will be prevented from applying for parking permits, which will be secured via a S106 legal agreement.

5.8 Disabled, as well as visitor parking, is possible within the publicly-available on-street spaces within the vicinity of the site, however a modal shift to non-car modes of travel due would be expected due to the excellent accessibility of the site by public transport.

5.9 Presently there are two vehicular accesses to the site from Cleveland Street, consisting of a separate entrance and exit with associated vehicular dropped kerb crossovers. These accesses are historic and it is understood that due to the constrained nature of the site, neither of these accesses were utilised regularly when the site was last in use as an outpatients facility.

5.10 For the proposed development, the historic gates into the site will be retained but only for pedestrian access. The constrained nature of the site means that these accesses will not be suitable for vehicular access, as is the case at present, and therefore the dropped kerb crossovers will be reinstated as level footway.

5.11 A new crossover is proposed some 6 metres to the south of the existing southern access, which will provide access to the new Bedford Passage. The new dropped kerb crossover will enable access into the site for emergency vehicles and delivery vehicles. Collapsible bollards will be located some 10 metres into the site from the back edge of the footway to prevent vehicles from driving further into the site. This is similar to the arrangements agreed at the other end of Bedford Passage for the Astor College site in is keeping with the Council's aspirations for the Bedford Passage to be a "*largely vehicle free route*".

5.12 The design of the scheme and the provision of the Bedford Passage will also facilitate access to the site directly from Charlotte Street, via the Astor College section of the Bedford Passage. As stated in section 3, the Astor College scheme accommodates fire tender access to the rear of development site.

5.13 The creation of the Bedford Passage will also enable a link into the southeastern corner of the site from the northern end of Tottenham Mews. Vehicles are able to drive to the northern end of Tottenham Mews, although the link into the site itself would be for pedestrians only.

5.14 The proposed construction works may result in damage to the footway along the site frontage and in any event, works will be required as a result of the dropped kerb crossovers becoming redundant and a new crossover being incorporated as part of the Bedford Passage. The relocation of a street lighting column and illuminated road sign that are in line with the Bedford Passage access will also form part of the Bedford Passage works within the highway. On-site inspections suggest that the resultant alterations to the kerbs should not require Traffic Management Order amendments as the existing road markings would remain appropriate.

Cycle Parking

5.15 LB Camden's cycle parking standards are based on those used by Transport for London (TfL) as set out within the current London Plan.

5.16 Minimum cycle parking standards for new developments are set out within Table 6.3 of the London Plan, which are summarised in Table 5.2 below.

Land Use	Long Stay Cycle Parking Standard	Short Stay
B1 – Business Offices	Inner/central London: 1 space per 90sqm	First 5,000sqm: 1 space per 500sqm. Thereafter: 1 space per 5,000sqm
C3 – Dwellings (all)	1 space per studio and 1 bedroom unit. 2 spaces per all other dwellings	1 space per 40 units

Table 5.2: London Plan Cycle Parking Minimum Standards

5.17 Based on the standards set out within the London Plan, the minimum cycle parking requirements for the proposed scheme are as follows:

- B1 Business Use (4,129sqm): 46 long stay and 9 short stay spaces;
- C3 Dwellings: Market Housing (1 x 1 bed unit; 9 x 2+ bed units): 19 long stay spaces; and
- C3 Dwellings: Legacy/Affordable Housing: (18 x 1 bed units; 22 2+ bed units): 62 long stay and 2 short stay spaces.

5.18 Cycle parking for the B1 business use will be provided at basement level where a minimum of 46 spaces will be provided in accordance with London Plan standards. Showers and changing facilities will be provided in the proximity of the cycle store at basement level. Access to the cycle store will be possible via either a service lift or a set of steps with cycle guide rail, both located along the eastern perimeter of the building.

5.19 A communal cycle parking store for the private market housing will be provided at basement level, whilst a separate communal cycle store for the affordance and legacy units will be provided at ground floor level. Both cycle stores will provide a quantum of cycle spaces in accordance with the London Plan minimum standards.

5.20 Short stay cycle parking spaces for visitors will be provided in the form of Sheffield stands and will be located within the Bedford Passage public realm, in the vicinity of the B1 business use entrance. As advised at the pre-application stage, the visitor cycle parking for the business and residential uses will be combined together.

Delivery and Servicing Plan

5.21 It is not expected that the development will generate a significant number of service vehicle movements and certainly less than the previous D1 medical use. Deliveries and servicing will be possible from either end of the Bedford Passage or from the northern end of Tottenham Mews.

5.22 It would be expected that the majority of deliveries would be able to take place from Cleveland Street, where single yellow line restrictions are in place to the north and south of the zebra crossing zig-zag markings. There are no loading restrictions in place along Cleveland Street in the vicinity of the site, with the exception of the zig-zag markings. Cleveland Street is relatively lightly trafficked and of sufficient width such that waiting vehicles do not normally lead to any obstruction.

5.23 Notwithstanding the above, the proposed access arrangements onto Cleveland Street that form part of the Bedford Passage proposals will enable access into the site for planned delivery and servicing vehicles of up to 10 metres in length. CPG7 *states "Normally, all vehicles must be able to enter and leave the site in a forward facing direction. If in exceptional cases this is not possible, the service area must be designed to enable vehicles to reverse off the highway rather than onto it."*

5.24 Due to the constrained nature of the site and the Council's aspirations for the Bedford Passage to be a largely traffic free route, it will not be possible for delivery vehicles to enter and leave the site in a forward gear. Historically, this was also the case for the previous hospital use where the constrained nature of the site generally restricted vehicular access.

5.25 The development proposals will therefore improve upon the previous arrangements by enabling vehicles to pull into the site off Cleveland Street by reversing into the site, as illustrated within **Appendix E**.

5.26 Refuse and recycling bins for the office and residential uses are to be stored in separate bin storage areas within the basement level. All future occupiers within the application site will be made aware of the Council's collection times. In advance of collections, the on-site building management company will be responsible for wheeling bins to a bin holding area located within the ground floor of South House, directly adjacent to the back edge of the public footway.

5.27 Refuse vehicles will be able to pull up along Cleveland Street immediately to the south of the zig-zag markings to collect the refuse and recycling. This is presently the case for the existing on-site property guardians and is understood to have been the case for the previous hospital use.

5.28 Bin operatives will be provided with a code or key fob that will enable access into the bin holding area directly from the adjacent footway. The wheel distance from the entrance to the bin holding area to the rear of the refuse vehicle would be some 11 metres (i.e. effectively the length of the refuse vehicle).

5.29 Following collection of refuse and recycling, the bins will be returned to the respective storage areas by the on-site building management company.

5.30 It is therefore considered that the proposed scheme would not adversely affect the current refuse and recycling collection arrangements along Cleveland Street.

5.31 Due to the nature of the use compared to the previous use, it is not considered necessary for a Delivery and Servicing Plan to be secured through the S106 agreement.

Travel Plan

5.32 A Framework Travel Plan has been prepared which accompanies the planning application as a separate document (also prepared by Crosby Transport Planning). It is intended that this document will form part of the Section 106 Agreement.

Draft Construction Management Plan

5.33 In order to ensure the safety of pedestrians and the free flow of traffic during the construction period, a draft Construction Management Plan (CMP) has been prepared by Crosby Transport Planning Limited which accompanies the planning application and will be secured via legal agreement.

5.34 As a contractor has not yet been appointed, the completion of a 'Construction Management Plan Pro-forma' is not possible at this stage. Therefore a draft construction management plan has been provided which sets out details of access arrangements and measures that the appointed contractor will implement. A projection of the size and number of vehicle movements is also provided, along with a review of local routes to and from the site.

6 DEVELOPMENT TRIP GENERATION

6.1 This section considers the likely number of person trips that will be associated with the proposed development.

Person Trip Assessment

6.2 To calculate the trip attraction of the proposed development, the proprietary TRICS (v7.3.3) database has been interrogated to establish appropriate peak hour and daily person trip generation rates for the proposed residential and business uses.

Proposed Residential Use

6.3 It is considered that the car-free nature of the development, coupled with the parking restrictions currently in place and the accessibility to public transport facilities and local amenities, means that residents would be highly unlikely to own a car if they do not have a space and are not entitled to a permit. Clearly this is a material consideration for potential residents when deciding to purchase or rent a property.

6.4 For the 50 residential units, the derived weekday peak hour and daily person trip rates are summarised in Table 6.1 below. It should be noted that the *'mixed private/non-private housing', 'affordable/local authority flats'* and '*mixed private housing (Flats & Houses)*' TRICS categories were initially interrogated, however due to the insufficient numbers of comparable sites contained within the categories, the *'flats privately owned'* category has been utilised. It is considered that this will provide an equally robust analysis of the residential development. It should also be noted that only car-free developments of up to 100 units, situated within *'town centre'* or '*edge of town centre*' locations within Greater London were selected. The TRICS output files are contained in full in **Appendix F**.

	AM Peak (08:00-09:00)			PM Peak (19:00-20:00)			Daily (07:00-21:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Total Person Trip Rate (per unit)	0.079	0.395	0.474	0.379	0.069	0.448	1.825	1.865	3.690
Total Person Trips (50 units)	4	20	24	19	3	22	91	93	185

Table 6.1: Person Trip Generation Assessment Summary – Residential Use

Proposed Business Use

6.5 Similar to the residential use, it is considered that the car-free nature of the development coupled with the parking restrictions currently in place and the accessibility to public transport facilities and local amenities, would mean that office workers would be highly unlikely to regularly travel by car if they do not have a space.

6.6 For the 4,129sqm GIA of business floor space, the TRICS database has been interrogated for comparable sites within Greater London. It should be noted that only car-free '*town centre*' or '*edge of town centre'* sites of up to 10,000sqm were selected. The associated TRICS data is appended to this document as **Appendix G**, with the derived total person trip rates summarised in Table 6.2.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00-19:00)		
	Arr	Dep	Tot	Arr	Dep	Tot	Arr	Dep	Tot
Person Trip Rate (per 100sqm)	3.004	0.206	3.210	0.305	2.814	3.119	12.642	12.321	24.963
Person Trips (4,129sqm GIA)	124	9	133	13	116	129	522	509	1031

Table 6.2: Person Trip Generation Assessment Summary – Business Use

Development Trip Attraction

6.7 Following the assessment of the person trip generation as described above, a breakdown of the likely modal share trip attraction of the person trips associated with the proposed development is provided in Table 6.3 below. This is based upon the derived TRICS analysis for each of the proposed uses contained within Appendices F and G.

6.8 The scheme will be secured as car-free meaning residents and workers will not be able to park on site and will not be permitted to apply for on-street parking permits. Although disabled, visitor and office related car parking will be possible within the surrounding publicly available on-street parking, the numbers choosing to do so are considered to be negligible given the associated cost and restricted duration of stay possible (maximum 2 hours). Consequently, in order to reflect the car-free nature of the scheme, 'vehicle occupants' are assumed to be passengers.

	Daily (07:00 – 19:00)		
	Residential Use	**B1 Business Use**	**Total Development**
Vehicle Occupant (assumed passenger)	12.1%	8.1%	8.7%
Bicycle	3.1%	1.6%	1.8%
Walk	35.3%	46.6%	44.9%
Public Transport (bus/tram/train)	49.5%	43.7%	44.6%
Total	100%	100%	100%

Table 6.3: Daily Person Modal Share Summary (two-way)

6.9 The modal share proportions presented above have been applied to the total person trips presented in Tables 6.1 and 6.2, with the resulting combined weekday AM, PM and daily trips by mode set out in Table 6.4.

	Total Development Trips		
	AM Peak Hour (08:00-09:00)	PM Peak Hour (17:00-18:00)	Total Daily (07:00-19:00)
Vehicle Occupant (assumed passenger)	14	13	106
Bicycle	3	3	22
Walk	70	68	546
Public Transport (bus/tram/train)	70	67	542
Total	157	151	1216

Table 6.4: Total Person Trips by Mode (two-way)

6.10 Table 6.4 shows that the total number of person trips expected to be attracted by the development during a typical weekday is 1,216 trips. Less than 15% of these trips would be associated with the residential use.

6.11 The following section considers the impact of these movements on the local transport network.

7 IMPACT ASSESSMENT

7.1 The impact of the development on the local highway network and public transport network is considered below. As stated in paragraph 3.7, the previous and existing site uses are assumed to generate a negligible number of trips. Therefore this assessment adopts a robust assessment in terms of net trip generation.

Local Highway Network

7.2 There is no dedicated car parking proposed within the development as agreed with LB Camden during pre-application dialogue. Future occupants would not be permitted to apply for a residents parking permit and Blue Badge holders would be entitled to park in publicly-available on-street spaces without a parking permit.

7.3 It is not expected that the development would generate more service vehicle movements that the previous outpatients use. However, the scheme will incorporate access amendments that will result in vehicles being able to manoeuvre into the site off Cleveland Street.

7.4 The impact of the development on the local road network is considered to be negligible at worst, particularly when one considers the significant beneficial effects of the creation of the Bedford Passage.

Public Transport Network

7.5 With reference to Table 6.4, some 70 person movements would be expected to take place on the local public transport network during the morning peak hour, and 67 person movements during the afternoon peak hour.

7.6 It has been established that the site is highly accessible to local bus and underground rail services. During a typical weekday, the site is served by 270 buses per hour and 253 underground trains from the six nearby underground stations during the morning peak hour. An increase of 70 public transport users in the morning peak hour due to the development is equivalent to one additional passenger every 7.5 bus/rail service and therefore the impact is considered to be negligible.

Cycling

7.7 Based upon the TRICS analysis, some 3 cycle trips would be expected to be generated by the development during peak hours. It has been established that the development is located within the proximity of a number of cycle routes and on-site cycle parking is proposed in line with adopted London Plan minimum standards.

7.8 Therefore, measures are in place which would encourage occupants to travel by bicycle to and from the development. Furthermore, the applicant proposes to implement a Travel Plan which would monitor and implement necessary measures to further encourage bicycle use.

8 SUMMARY AND CONCLUSIONS

Summary

8.1 Crosby Transport Planning has been instructed by University College of London Hospitals Charity to prepare this Transport Assessment in respect of development proposals at Middlesex Hospital Annex, 44 Cleveland Street, London W1T 4JT, situated within the London Borough of Camden**.**

8.2 This report accompanies a detailed planning application for the redevelopment of the site to provide a mixed use scheme comprising 50 private/affordable residential units and 4,129sqm GIA (44,446sqft GIA) of B1 business space, with associated refuse and cycle stores and landscaping. It is proposed that the development will operate as 'car-free'.

8.3 This report provides an assessment of the transport implications of the proposed mixed use development.

Conclusions

8.4 Section 2 provides an overview of the national, regional and local transport and land use policies against which the development proposals will be assessed and concludes that the proposed development is consistent with relevant national, regional and local transport planning policy.

8.5 Section 3 describes the site location and the surrounding highway network from which it is evident that the local highway network has comprehensive on-street parking controls and has no inherent road safety problems.

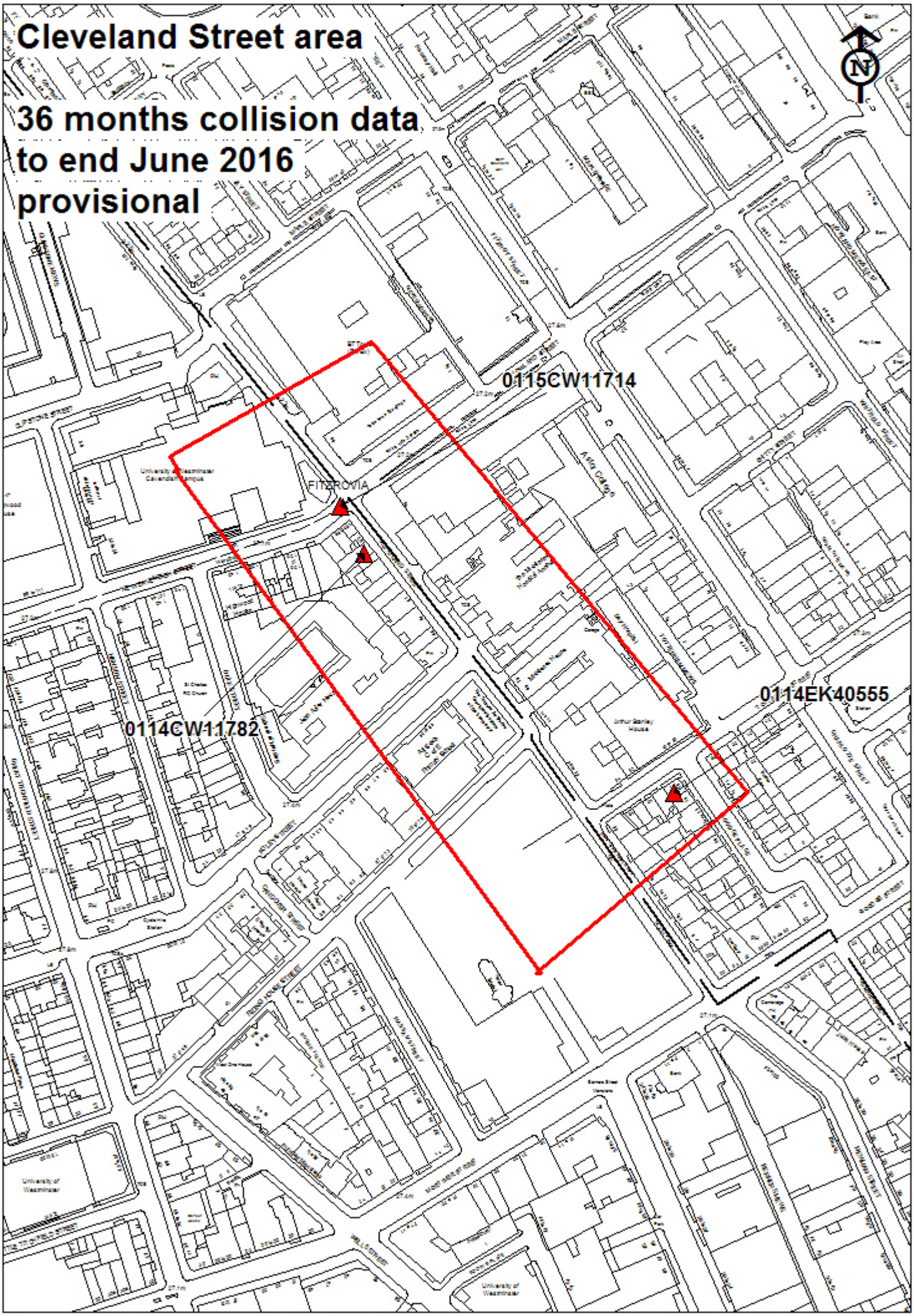
8.6 Section 4 describes the accessibility of the development site by non-car modes of travel, concluding that the site is situated within a highly accessible location close to numerous bus and London Underground rail services. The application site scores an 'excellent' PTAL rating of 6b which is the highest possible rating.

8.7 Details of the development proposals are described within Section 5, which demonstrates that the overall level of cycle parking proposed on site meets adopted London Plan standards. The proposals will enable servicing vehicles to enter the site and will greatly enhance the public realm through the creation of a traffic-free Bedford Passage. On-site bin store management will enable bin collections to take place from Cleveland Street in accordance with previous arrangements.

8.8 Section 6 provides an overview of the likely person trip attraction of the proposed development and Section 7 assesses the potential impact of the development upon the local transport network and concludes that the impacts would be negligible.

8.9 The development would therefore not give rise to any adverse transport impacts and is supported by transport planning policies at national, regional and local level.

APPENDIX A:
Personal Injury Accident Data



Scale : 1:2000

Created: 30-NOV-2016

36 months to end June 2016 provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Cleveland Street area (P)	36 MTS TO JUN-2016	3

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

36 months to end June 2016 provisional

MP01 GIS AREA Cleveland Street area (P) — 36 MTS TO JUN-2016 SORTED BY DATE

	1	2	3
Accident Reference	0114EK40555	0114CW11782	0115CW11714
Day	MONDAY	TUESDAY	TUESDAY
Date	07/07/2014	18/11/2014	10/11/2015
Time	12:25	11:20	17:00
Light Conditions	LIGHT	LIGHT	DARK
Road Surface	DRY	WET	DRY
Severity	SLIGHT	SLIGHT	SLIGHT
Conflict			
Pedestrian Location	0		
Contributory Factors (* denotes pre 2005)	406 V002 A 403 V002 A 405 V002 A	904 V001 A 405 V001 A 406 V001 A	308 V002 A 405 V002 A 406 V002 A 602 V002 A
Easting/Northing	529340 181730	529210 181830	529200 181850

Pedestrian	1	33 %
Wet	1	33 %
Dark	1	33 %

Site Diagram

Severity / Months To	12 06/2014	12 06/2015	12 06/2016	**Total**	**Pct**
Fatal	0	0	0	**0**	**0.0 %**
Serious	0	0	0	**0**	**0.0 %**
Slight	0	2	1	**3**	**100.0 %**
Total	**0**	**2**	**1**	**3**	
Pct	**0.0 %**	**66.7 %**	**33.3 %**		

36 months to end June 2016 provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
MP01 GIS AREA Cleveland Street area (P)	36 MTS TO JUN-2016	3

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

36 months to end June 2016 provisional

MP01 GIS AREA Cleveland Street area (P) — 36 MTS TO JUN-2016 SORTED BY DATE

1 0114EK40555 MON 07/07/14 12:25 LIGHT GOODGE PLACE J/W TOTTENHAM STREET 02 CELL 529000/181500 529340 / 181730

POLICE - OVER COU ROAD-DRY WEATHER-FINE ONE-WAY ST T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

PED STANDING BY V1 WITH MEATAL POLES UP AGAINST V1, V2 PASSED HITTING V1 AND CLIPPING PED

CASUALTY 001 (001) (70 Yrs - M W1T) SLIGHT PEDESTRIAN STANDING

VEHICLE 001 (002) CAR (70 Yrs - M W1T) PARKED P TO P JCT CLEARED
BT - DRV NOT CONTACTED O/S HIT FIRST
HIT PARKED VEH

VEHICLE 002 (001) GDS =< 3.5T (? Yrs - U UNKN) TURNING LEFT NE TO SE JCT CLEARED
BT - DRV NOT CONTACTED N/S HIT FIRST

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 403 (POOR TURN OR MANOEUVRE)

---

2 0114CW11782 TUE 18/11/14 11:20 LIGHT CLEVELAND STREET 20M SOUTH EAST J/W HOWLAND STREET 01 NODE 769 529210 / 181830

POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

PASSENGER IN V1 OPENED DOOR INTO PATH OF V2 WHO HIT THE DOOR & FELL OFF

CASUALTY 001 (002) (27 Yrs - M SE4) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (22 Yrs - M CR2) GOING AHEAD HELD UP SE TO NW JNY PART OF WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (27 Yrs - M SE4) GOING AHEAD OTHER SE TO NW JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST

V001 A 904 (VEHICLE DOOR OPENED OR CLOSED NEGLIGENTLY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V001 A 405 (FAILED TO LOOK PROPERLY)

---

36 months to end June 2016 provisional

MP01 GIS AREA Cleveland Street area (P) 36 MTS TO JUN-2016 SORTED BY DATE

3 0115CW11714 TUE 10/11/15 17:00 DARK CLEVELAND STREET J/W NEW CAVENDISH STREET 01 NODE 769 529200 / 181850

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 FOLLOWING TO CLOSE DROVE INTO REAR OF V1 & KNOCKED RIDER V1 OFF & THEN D/A WITHOUT GIVING DETAILS

CASUALTY 001 (001) (16 Yrs - M N7) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) PEDAL CYCLE (16 Yrs - M N7) GOING AHEAD OTHER NW TO SE JCT MID
BT - NOT APPLICABLE BACK HIT FIRST

VEHICLE 002 (001) CAR (? Yrs - M UNKN) GOING AHEAD OTHER NW TO SE JCT MID
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 308 (FOLLOWING TOO CLOSE)
V002 A 405 (FAILED TO LOOK PROPERLY)
V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

End of Accidents for MP01 GIS AREA Cleveland Street area (P)

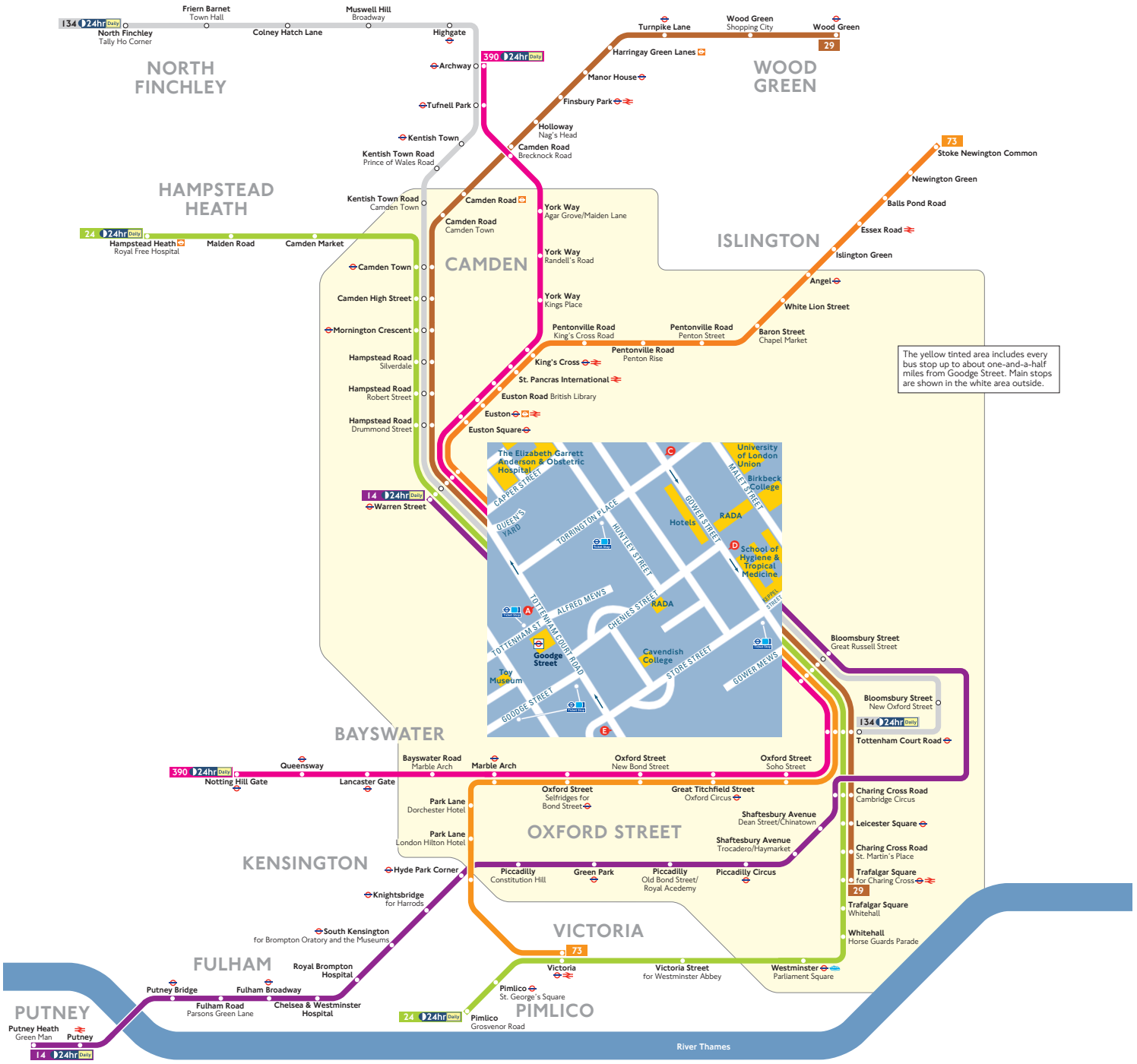
End of Report

APPENDIX B:
TfL Bus Maps

Buses from Goodge Street

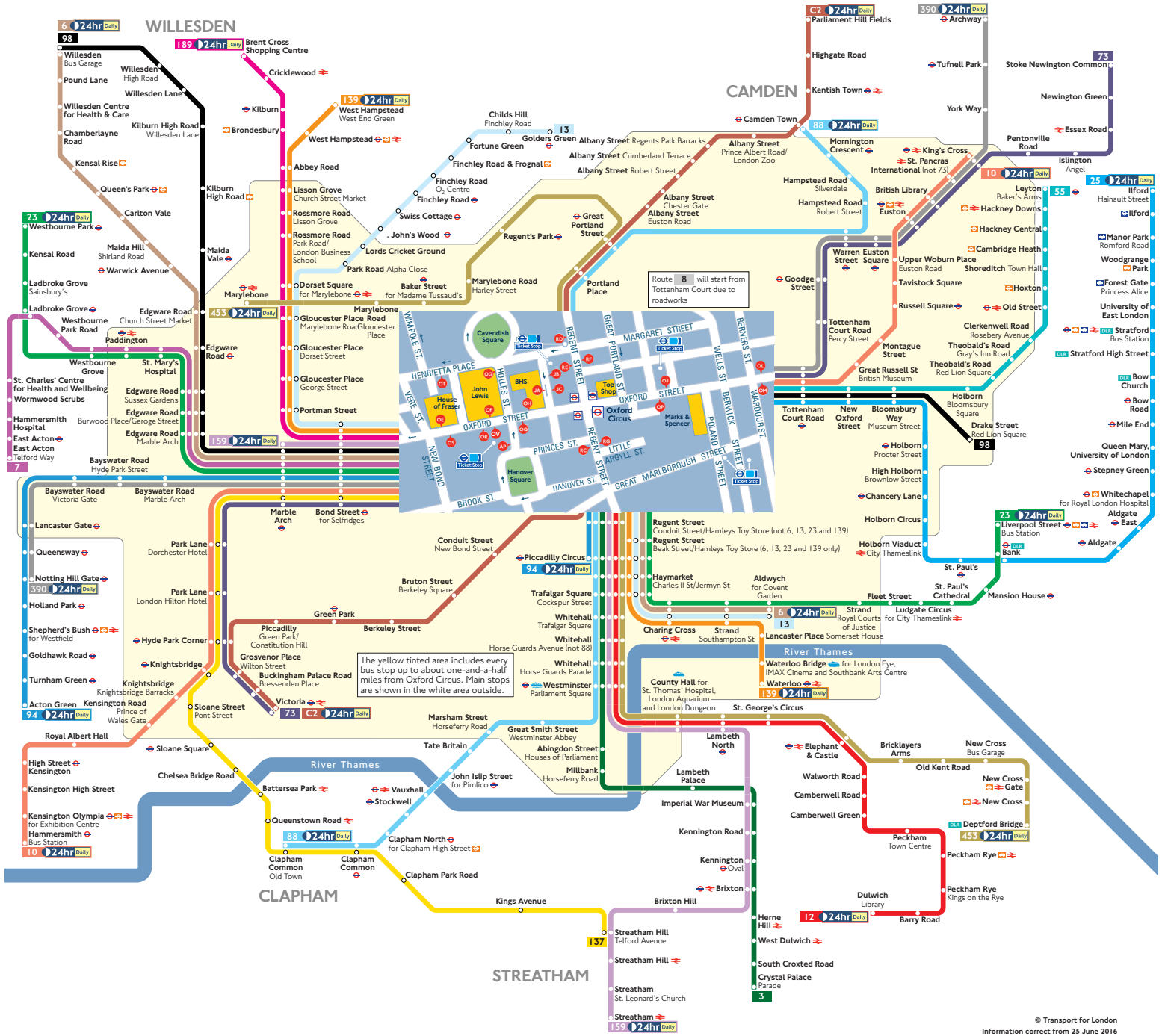
Route finder

Bus route	Towards	Bus stops
14 24hr Daily	Putney Heath	C D
	Warren Street	A E
24 24hr Daily	Hampstead Heath	A E
	Pimlico	C D
29	Trafalgar Square	C D
	Wood Green	A E
73	Stoke Newington	A E
	Victoria	C D
134 24hr Daily	North Finchley	A E
	Tottenham Court Road	C D
390 24hr Daily	Archway	A E
	Notting Hill Gate	C D



Information correct from July 2016

Buses from Oxford Circus



Route finder

Bus route	Towards	Bus stops
3	Crystal Palace	RF
6 24hr Daily	Aldwych	OE RG
	Willesden	OQ
7	East Acton	OQ
10 24hr Daily	Hammersmith	OP OR
	King's Cross	OF OJ
12 24hr Daily	Dulwich	RF
13	Aldwych	OE RG
	Golders Green	OV
23 24hr Daily	Liverpool Street	OE RG
	Westbourne Park	OQ
25 24hr Daily	Ilford	OG OJ
55	Leyton	OG OJ
73	Stoke Newington	OF OJ
	Victoria	OP OR
88 24hr Daily	Camden Town	RG RD
	Clapham Common	RF
94 24hr Daily	Acton Green	OS RC
	Piccadilly Circus	OE RG
98	Holborn	OF OJ
	Willesden	OM OP QC
137	Streatham Hill	JG OR
139 24hr Daily	Waterloo	OE RG
	West Hampstead	OV
159 24hr Daily	Marble Arch	OQ RC
	Streatham	OE RG
189 24hr Daily	Brent Cross	JB OV
390 24hr Daily	Archway	OF OJ
	Notting Hill Gate	OP OS
453 24hr Daily	Deptford Bridge	RF
	Marylebone	RD
C2 24hr Daily	Parliament Hill Fields	RG RD
	Victoria	RF RG

Key

- Connections with London Underground
- Connections with London Overground
- Connections with TfL Rail
- Connections with National Rail
- DLR Connections with Docklands Light Railway
- Connections with river boats

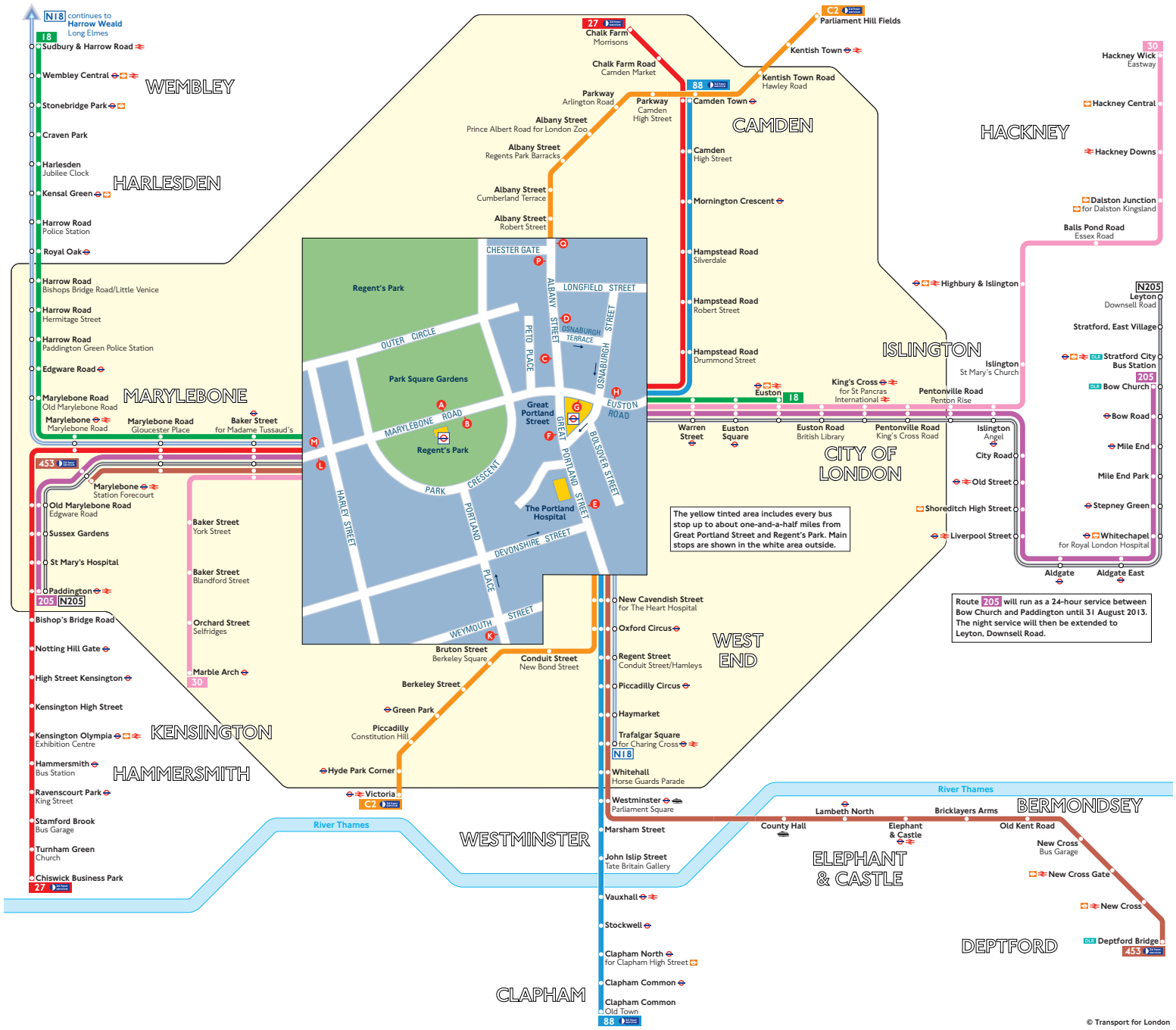
Ways to pay

Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

TFL31953.07.16 (P)

Buses from Great Portland Street and Regent's Park



Key

18 Day buses in black
N18 Night buses in blue
Connections with London Underground
Connections with London Overground
Connections with National Rail
DLR Connections with Docklands Light Railway
Connections with river boats

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

Route finder

Day buses including 24-hour services

Bus route		Towards	Bus stops
18		Euston	A H M
		Sudbury	B G L
27	24 hour service	Chalk Farm	A H M
		Chiswick Business Park	B G L
30		Hackney Wick	A H M
		Marble Arch	B G L
88	24 hour service	Camden Town	F H K
		Clapham Common	E
205		Bow Church	A H M
		Paddington	B G L
453	24 hour service	Deptford Bridge	A E M
		Marylebone	B F K L
C2	24 hour service	Parliament Hill Fields	C F K P
		Victoria	D E Q

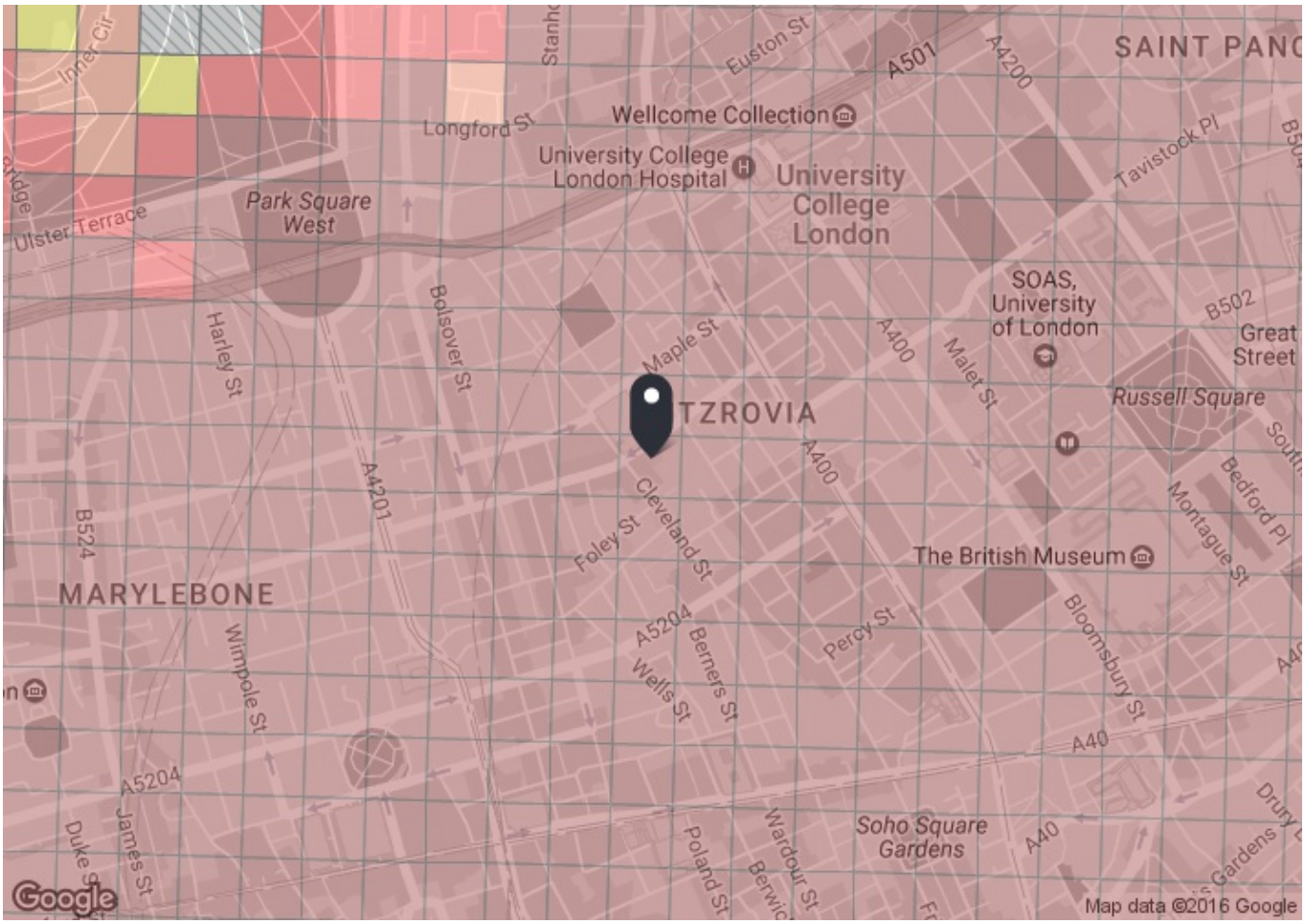
Night buses

Bus route	Towards	Bus stops
N18	Harrow Weald	B F K L
	Trafalgar Square	A E M
N205	Leyton	A H M
	Paddington	B G L

TFL26820.07.13 (P)

APPENDIX C:
PTAL Assessment

TRANSPORT FOR LONDON



PTAL output for 2021 (Forecast)
6b

W1T 4JT
Fitzrovia, London W1T 4JT, UK

Easting: 529250, Northing: 181851

Grid Cell: 87361

Report generated: 07/12/2016

This information is produced using forecasting tools and is subject to uncertainty

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	PORTLAND PL NEW C'DISH S	C2	470.4	8.28	5.88	5.62	11.5	2.61	0.5	1.3
Bus	PORTLAND PL NEW C'DISH S	88	470.4	9.32	5.88	5.22	11.1	2.7	0.5	1.35
Bus	PORTLAND PL NEW C'DISH S	453	470.4	12.42	5.88	4.42	10.3	2.91	0.5	1.46
Bus	GOODGE STREET STATION	10	452.72	4.66	5.66	8.44	14.1	2.13	0.5	1.06
Bus	GOODGE STREET STATION	24	452.72	10.35	5.66	4.9	10.56	2.84	0.5	1.42
Bus	GOODGE STREET STATION	134	452.72	12.42	5.66	4.42	10.07	2.98	0.5	1.49
Bus	GOODGE STREET STATION	390	452.72	8.28	5.66	5.62	11.28	2.66	0.5	1.33
Bus	GOODGE STREET STATION	73	452.72	18.63	5.66	3.61	9.27	3.24	1	3.24
Bus	GOODGE STREET STATION	29	452.72	15.52	5.66	3.93	9.59	3.13	0.5	1.56
Bus	GOODGE STREET STATION	14	452.72	13.46	5.66	4.23	9.89	3.03	0.5	1.52
Bus	GREAT PORTLAND ST STN	30	526.06	7.76	6.58	5.86	12.44	2.41	0.5	1.21
Bus	GREAT PORTLAND ST STN	18	526.06	17.6	6.58	3.71	10.28	2.92	0.5	1.46
Bus	GREAT PORTLAND ST STN	27	526.06	8.28	6.58	5.62	12.2	2.46	0.5	1.23
Bus	GREAT PORTLAND ST STN	205	526.06	8.28	6.58	5.62	12.2	2.46	0.5	1.23
Bus	CHENIES STREET	8	634.48	10.35	7.93	4.9	12.83	2.34	0.5	1.17
LUL	Great Portland Street	'Edgware-Hammersmith '	600.24	8	7.5	4.5	12	2.5	0.5	1.25
LUL	Great Portland Street	'Hammersmith-Edgware '	600.24	8	7.5	4.5	12	2.5	0.5	1.25
LUL	Great Portland Street	'Barking-Hammersmith '	600.24	8	7.5	4.5	12	2.5	0.5	1.25
LUL	Great Portland Street	'Hammersmith-Barking '	600.24	8	7.5	4.5	12	2.5	0.5	1.25
LUL	Great Portland Street	'AMRSHM-ALDGT F '	600.24	2	7.5	15.75	23.25	1.29	0.5	0.65
LUL	Great Portland Street	'AMRSHM-ALDGT SF '	600.24	2	7.5	15.75	23.25	1.29	0.5	0.65
LUL	Great Portland Street	'ALDGT-AMRSHM S '	600.24	4	7.5	8.25	15.75	1.9	0.5	0.95
LUL	Great Portland Street	'CHSHM-ALDGT F '	600.24	2	7.5	15.75	23.25	1.29	0.5	0.65
LUL	Great Portland Street	'ALDGT-CHSHM S '	600.24	2	7.5	15.75	23.25	1.29	0.5	0.65
LUL	Great Portland Street	'UXBRDG-ALDGT SF '	600.24	2	7.5	15.75	23.25	1.29	0.5	0.65
LUL	Great Portland Street	'ALDGT-UXBRDG S '	600.24	6	7.5	5.75	13.25	2.26	0.5	1.13
LUL	Great Portland Street	'ALDGT-WATFDJ S '	600.24	4	7.5	8.25	15.75	1.9	0.5	0.95
LUL	Regent's Park	'QueensPk-El&Castle '	763.16	11.01	9.54	3.47	13.01	2.31	0.5	1.15
LUL	Regent's Park	'El&Castle-Harrow&W'	763.16	5.67	9.54	6.04	15.58	1.93	0.5	0.96
LUL	Regent's Park	'StbridgePk-El&Castle'	763.16	5	9.54	6.75	16.29	1.84	0.5	0.92
LUL	Regent's Park	'Waterloo-QueensPk'	763.16	1	9.54	30.75	40.29	0.74	0.5	0.37
LUL	Regent's Park	'Waterloo-Harrow&W'	763.16	0.33	9.54	91.66	101.2	0.3	0.5	0.15
Rail	Tottenham Court Road	'SHENFLD-PADTON '	730.14	7.33	9.13	4.84	13.97	2.15	0.5	1.07
Rail	Tottenham Court Road	'ABBEYW-PADTON '	730.14	7.33	9.13	4.84	13.97	2.15	1	2.15
Rail	Tottenham Court Road	'ABBEYW-HTRW4 '	730.14	3.33	9.13	9.76	18.89	1.59	0.5	0.79
Rail	Tottenham Court Road	'SHENFLD-RDNGSTN '	730.14	2	9.13	15.75	24.88	1.21	0.5	0.6
Rail	Tottenham Court Road	'MDNHEAD-SHENFLD '	730.14	1.33	9.13	23.31	32.43	0.92	0.5	0.46
Rail	Tottenham Court Road	'HTRW4-SHENFLD '	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
Rail	Tottenham Court Road	'MDNHEAD-ABBEYW'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
Rail	Tottenham Court Road	'PADTON-GIDEAPK '	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
Rail	Tottenham Court Road	'PADTON-WWARSL '	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
Rail	Tottenham Court Road	'WDRAYTN-ABBEYW'	730.14	1.33	9.13	23.31	32.43	0.92	0.5	0.46
Rail	Tottenham Court Road	'WDRAYTN-SHENFLD '	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
Rail	Tottenham Court Road	'RDNGSTN-ABBEYW'	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
Rail	Tottenham Court Road	'HTRW4-WWARSL '	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Epping '	730.14	3	9.13	10.75	19.88	1.51	0.5	0.75
LUL	Tottenham Court Road	'WRuislip-Epping '	730.14	3	9.13	10.75	19.88	1.51	0.5	0.75
LUL	Tottenham Court Road	'RuislipGar-Epping '	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'WhiteCity-Epping '	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon '	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'Northolt-Epping '	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Tottenham Court Road	'Debden-WRuislip '	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'WhiteCity-Debden '	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'Debden-Northolt '	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'RuislipGdns-Debden '	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'Loughton-WRuislip '	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'NActon-Loughton '	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27

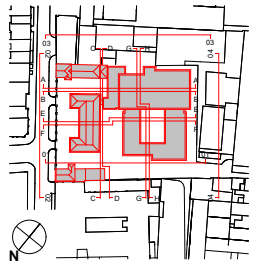
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Tottenham Court Road	'Loughton-WhiteCity'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Tottenham Court Road	'Loughton-Northolt'	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Loughton'	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'Ealing-NewburyPark'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'NActon-NewburyPark'	730.14	0.33	9.13	91.66	100.79	0.3	0.5	0.15
LUL	Tottenham Court Road	'Hainault-Ealing'	730.14	5.33	9.13	6.38	15.51	1.93	0.5	0.97
LUL	Tottenham Court Road	'Hainault-Nacton'	730.14	1.33	9.13	23.31	32.43	0.92	0.5	0.46
LUL	Tottenham Court Road	'Hainault-WRuislip'	730.14	3.33	9.13	9.76	18.89	1.59	0.5	0.79
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Tottenham Court Road	'WhiteCity-Hainault'	730.14	1.67	9.13	18.71	27.84	1.08	0.5	0.54
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'GrangeHill-WD-Eal'	730.14	1	9.13	30.75	39.88	0.75	0.5	0.38
LUL	Tottenham Court Road	'GrangeHill-Wdfd-Whit'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Tottenham Court Road	'GrangeHill-Wdfd-WRsp'	730.14	0.67	9.13	45.53	54.65	0.55	0.5	0.27
LUL	Warren Street	'WalthamstowC-Brixton'	613.84	35.29	7.67	1.6	9.27	3.24	0.5	1.62
LUL	Goodge Street	'Kennington-Edgware'	462.48	30	5.78	1.75	7.53	3.98	1	3.98
LUL	Goodge Street	'HighBarnet-Kenn'	462.48	15	5.78	2.75	8.53	3.52	0.5	1.76
									Total Grid Cell AI:	**61.75**

APPENDIX D:
Proposed Site Layout

Notes

- All dimensions to be checked on site
- Do not scale off this drawing
- All dimensions are shown in mm unless otherwise stated
- Refer to drawing issue sheet for purpose of issue
- If in doubt ask
- © Llewelyn Davies

Key plan



0 2 4 6 8 10 Metres

No.	Revisions Description	Date	By
	FOR PLANNING	17.01.13	GC

Structural Consultant	AECOM	020 7061 7000
Services Consultant	Arup	020 7636 1531
Cost Consultant	Equals Consulting	020 7580 3360
Planning Consultant	TEMPLE	020 7394 3700

Project Title
Middlesex Hospital Annex

Client
University College London Hospitals Charity (UCLHC)

Drawing Title
General Arrangement Level 00

Project Number	Drawing Number	Revision
LD15 078.00	P_GA_00	/

Scale @ A1
1:200

Date
18/01/2017

Architects

LLEWELYN DAVIES
3rd floor I 3-5 Rathbone Place I London I W1T 1HJ
T +44(0)20 7907 7900 I E london@ldavies.com
www.ldavies.com

APPENDIX E:
Swept Path Analysis

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.503m
Overall Body Height	3.648m
Min Body Ground Clearance	0.440m
Track Width	2.473m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	11.000m

University College
London Hospitals Charity

Middlesex
Hospital Annex

Vehicle Swept Path
(10m Rigid)

SCALE	DRAWN BY	JOB No.	DWG No.
1:200 @ A3	RS	P1615	P1687/TA Appendix E

Crosby
Transport Planning

19 Terrace Road, Walton on Thames, Surrey KT12 2SR
Telephone: 01932 220464
Email: contact@crosbytp.com

APPENDIX F:
TRICS Output - Residential

Calculation Reference: AUDIT-750001-161207-1231

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	SK	SOUTHWARK	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Number of dwellings
Actual Range:	9 to 29 (units:)
Range Selected by User:	9 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 23/04/15

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

Selected survey days:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
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	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:

C3	2 days

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

Population within 1 mile:

50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	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:

Yes	1 days
No	1 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 HK-03-C-02 BLOCK OF FLATS HACKNEY
HOXTON

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

2 SK-03-C-02 BLOCK OF FLATS SOUTHWARK
LAMB WALK

BERMONDSEY
Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY 23/04/15 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
HM-03-C-01	Excessive Parking Provision
HO-03-C-02	"
KN-03-C-01	"
KN-03-C-03	"
SK-03-C-01	"
WH-03-C-01	"

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.026	2	19	0.026	2	19	0.052
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.026	2	19	0.026	2	19	0.052
13:00 - 14:00	2	19	0.026	2	19	0.000	2	19	0.026
14:00 - 15:00	2	19	0.026	2	19	0.053	2	19	0.079
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.026	2	19	0.026	2	19	0.052
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.026	2	19	0.026	2	19	0.052
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.156			0.157			0.313

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.026	2	19	0.026	2	19	0.052
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.026	2	19	0.026	2	19	0.052
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.052			0.052			0.104

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.026	2	19	0.026
08:00 - 09:00	2	19	0.000	2	19	0.026	2	19	0.026
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.026	2	19	0.000	2	19	0.026
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	0.000
19:00 - 20:00	1	29	0.034	1	29	0.000	1	29	0.034
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.052			0.112

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.079	2	19	0.079	2	19	0.158
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.026	2	19	0.026	2	19	0.052
13:00 - 14:00	2	19	0.026	2	19	0.000	2	19	0.026
14:00 - 15:00	2	19	0.053	2	19	0.079	2	19	0.132
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.026	2	19	0.026	2	19	0.052
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.026	2	19	0.026
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.210			0.236			0.446

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.132	2	19	0.132
08:00 - 09:00	2	19	0.026	2	19	0.184	2	19	0.210
09:00 - 10:00	2	19	0.000	2	19	0.026	2	19	0.026
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.026	2	19	0.026
12:00 - 13:00	2	19	0.053	2	19	0.000	2	19	0.053
13:00 - 14:00	2	19	0.000	2	19	0.026	2	19	0.026
14:00 - 15:00	2	19	0.000	2	19	0.026	2	19	0.026
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.105	2	19	0.026	2	19	0.131
17:00 - 18:00	2	19	0.053	2	19	0.132	2	19	0.185
18:00 - 19:00	2	19	0.158	2	19	0.053	2	19	0.211
19:00 - 20:00	1	29	0.103	1	29	0.000	1	29	0.103
20:00 - 21:00	1	29	0.069	1	29	0.103	1	29	0.172
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.567			0.734			1.301

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.132	2	19	0.132
08:00 - 09:00	2	19	0.000	2	19	0.079	2	19	0.079
09:00 - 10:00	2	19	0.026	2	19	0.026	2	19	0.052
10:00 - 11:00	2	19	0.000	2	19	0.026	2	19	0.026
11:00 - 12:00	2	19	0.026	2	19	0.000	2	19	0.026
12:00 - 13:00	2	19	0.026	2	19	0.000	2	19	0.026
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.053	2	19	0.026	2	19	0.079
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.079	2	19	0.000	2	19	0.079
18:00 - 19:00	2	19	0.053	2	19	0.000	2	19	0.053
19:00 - 20:00	1	29	0.103	1	29	0.069	1	29	0.172
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.366			0.358			0.724

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.105	2	19	0.105
08:00 - 09:00	2	19	0.053	2	19	0.105	2	19	0.158
09:00 - 10:00	2	19	0.026	2	19	0.158	2	19	0.184
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.026	2	19	0.026	2	19	0.052
14:00 - 15:00	2	19	0.079	2	19	0.053	2	19	0.132
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.026	2	19	0.000	2	19	0.026
17:00 - 18:00	2	19	0.132	2	19	0.000	2	19	0.132
18:00 - 19:00	2	19	0.105	2	19	0.000	2	19	0.105
19:00 - 20:00	1	29	0.138	1	29	0.000	1	29	0.138
20:00 - 21:00	1	29	0.034	1	29	0.034	1	29	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.619			0.481			1.100

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL COACH PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.000	2	19	0.000
08:00 - 09:00	2	19	0.000	2	19	0.000	2	19	0.000
09:00 - 10:00	2	19	0.000	2	19	0.000	2	19	0.000
10:00 - 11:00	2	19	0.000	2	19	0.000	2	19	0.000
11:00 - 12:00	2	19	0.000	2	19	0.000	2	19	0.000
12:00 - 13:00	2	19	0.000	2	19	0.000	2	19	0.000
13:00 - 14:00	2	19	0.000	2	19	0.000	2	19	0.000
14:00 - 15:00	2	19	0.000	2	19	0.000	2	19	0.000
15:00 - 16:00	2	19	0.000	2	19	0.000	2	19	0.000
16:00 - 17:00	2	19	0.000	2	19	0.000	2	19	0.000
17:00 - 18:00	2	19	0.000	2	19	0.000	2	19	0.000
18:00 - 19:00	2	19	0.000	2	19	0.000	2	19	0.000
19:00 - 20:00	1	29	0.000	1	29	0.000	1	29	0.000
20:00 - 21:00	1	29	0.000	1	29	0.000	1	29	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.237	2	19	0.237
08:00 - 09:00	2	19	0.053	2	19	0.184	2	19	0.237
09:00 - 10:00	2	19	0.053	2	19	0.184	2	19	0.237
10:00 - 11:00	2	19	0.000	2	19	0.026	2	19	0.026
11:00 - 12:00	2	19	0.026	2	19	0.000	2	19	0.026
12:00 - 13:00	2	19	0.026	2	19	0.000	2	19	0.026
13:00 - 14:00	2	19	0.026	2	19	0.026	2	19	0.052
14:00 - 15:00	2	19	0.079	2	19	0.053	2	19	0.132
15:00 - 16:00	2	19	0.053	2	19	0.026	2	19	0.079
16:00 - 17:00	2	19	0.026	2	19	0.000	2	19	0.026
17:00 - 18:00	2	19	0.211	2	19	0.000	2	19	0.211
18:00 - 19:00	2	19	0.158	2	19	0.000	2	19	0.158
19:00 - 20:00	1	29	0.241	1	29	0.069	1	29	0.310
20:00 - 21:00	1	29	0.034	1	29	0.034	1	29	0.068
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.986			0.839			1.825

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	19	0.000	2	19	0.395	2	19	0.395
08:00 - 09:00	2	19	0.079	2	19	0.395	2	19	0.474
09:00 - 10:00	2	19	0.132	2	19	0.289	2	19	0.421
10:00 - 11:00	2	19	0.000	2	19	0.026	2	19	0.026
11:00 - 12:00	2	19	0.026	2	19	0.026	2	19	0.052
12:00 - 13:00	2	19	0.105	2	19	0.026	2	19	0.131
13:00 - 14:00	2	19	0.053	2	19	0.053	2	19	0.106
14:00 - 15:00	2	19	0.132	2	19	0.158	2	19	0.290
15:00 - 16:00	2	19	0.053	2	19	0.026	2	19	0.079
16:00 - 17:00	2	19	0.158	2	19	0.053	2	19	0.211
17:00 - 18:00	2	19	0.289	2	19	0.132	2	19	0.421
18:00 - 19:00	2	19	0.316	2	19	0.079	2	19	0.395
19:00 - 20:00	1	29	0.379	1	29	0.069	1	29	0.448
20:00 - 21:00	1	29	0.103	1	29	0.138	1	29	0.241
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.825			1.865			3.690

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

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

Parameter summary

Trip rate parameter range selected:	9 - 29 (units:)
Survey date date range:	01/01/08 - 23/04/15
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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

APPENDIX G:
TRICS Output – B1 Business

Calculation Reference: AUDIT-750001-161207-1247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	3 days
	WH	WANDSWORTH	1 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	1215 to 7567 (units: sqm)
Range Selected by User:	408 to 10000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 29/11/13

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

Selected survey days:

Wednesday	1 days
Thursday	1 days
Friday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4

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

Selected Location Sub Categories:

Commercial Zone	2
Built-Up Zone	2

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

Filtering Stage 3 selection:

Use Class:

B1	4 days

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

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	3 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	3 days
0.6 to 1.0	1 days

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

Travel Plan:

No	4 days

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

LIST OF SITES relevant to selection parameters

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

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

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

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

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CN-02-A-01	Parking Provision
CN-02-A-02	"
SK-02-A-02	"

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.091	4	3030	0.050	4	3030	0.141
08:00 - 09:00	4	3030	0.198	4	3030	0.058	4	3030	0.256
09:00 - 10:00	4	3030	0.091	4	3030	0.033	4	3030	0.124
10:00 - 11:00	4	3030	0.074	4	3030	0.074	4	3030	0.148
11:00 - 12:00	4	3030	0.083	4	3030	0.066	4	3030	0.149
12:00 - 13:00	4	3030	0.066	4	3030	0.058	4	3030	0.124
13:00 - 14:00	4	3030	0.033	4	3030	0.033	4	3030	0.066
14:00 - 15:00	4	3030	0.050	4	3030	0.066	4	3030	0.116
15:00 - 16:00	4	3030	0.050	4	3030	0.083	4	3030	0.133
16:00 - 17:00	4	3030	0.058	4	3030	0.107	4	3030	0.165
17:00 - 18:00	4	3030	0.099	4	3030	0.206	4	3030	0.305
18:00 - 19:00	4	3030	0.025	4	3030	0.066	4	3030	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.918			0.900			1.818

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.041	4	3030	0.033	4	3030	0.074
08:00 - 09:00	4	3030	0.033	4	3030	0.041	4	3030	0.074
09:00 - 10:00	4	3030	0.008	4	3030	0.008	4	3030	0.016
10:00 - 11:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
11:00 - 12:00	4	3030	0.017	4	3030	0.017	4	3030	0.034
12:00 - 13:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
13:00 - 14:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
14:00 - 15:00	4	3030	0.008	4	3030	0.008	4	3030	0.016
15:00 - 16:00	4	3030	0.008	4	3030	0.008	4	3030	0.016
16:00 - 17:00	4	3030	0.017	4	3030	0.017	4	3030	0.034
17:00 - 18:00	4	3030	0.083	4	3030	0.066	4	3030	0.149
18:00 - 19:00	4	3030	0.017	4	3030	0.033	4	3030	0.050
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.232			0.231			0.463

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.000	4	3030	0.000	4	3030	0.000
08:00 - 09:00	4	3030	0.008	4	3030	0.008	4	3030	0.016
09:00 - 10:00	4	3030	0.008	4	3030	0.008	4	3030	0.016
10:00 - 11:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
11:00 - 12:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
12:00 - 13:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
13:00 - 14:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
14:00 - 15:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
15:00 - 16:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
16:00 - 17:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
17:00 - 18:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
18:00 - 19:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.000	4	3030	0.000	4	3030	0.000
08:00 - 09:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
09:00 - 10:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
10:00 - 11:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
11:00 - 12:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
12:00 - 13:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
13:00 - 14:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
14:00 - 15:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
15:00 - 16:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
16:00 - 17:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
17:00 - 18:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
18:00 - 19:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.041	4	3030	0.008	4	3030	0.049
08:00 - 09:00	4	3030	0.074	4	3030	0.000	4	3030	0.074
09:00 - 10:00	4	3030	0.000	4	3030	0.008	4	3030	0.008
10:00 - 11:00	4	3030	0.008	4	3030	0.000	4	3030	0.008
11:00 - 12:00	4	3030	0.000	4	3030	0.008	4	3030	0.008
12:00 - 13:00	4	3030	0.017	4	3030	0.017	4	3030	0.034
13:00 - 14:00	4	3030	0.017	4	3030	0.000	4	3030	0.017
14:00 - 15:00	4	3030	0.000	4	3030	0.008	4	3030	0.008
15:00 - 16:00	4	3030	0.025	4	3030	0.017	4	3030	0.042
16:00 - 17:00	4	3030	0.008	4	3030	0.033	4	3030	0.041
17:00 - 18:00	4	3030	0.000	4	3030	0.066	4	3030	0.066
18:00 - 19:00	4	3030	0.000	4	3030	0.033	4	3030	0.033
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.190			0.198			0.388

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.116	4	3030	0.033	4	3030	0.149
08:00 - 09:00	4	3030	0.231	4	3030	0.041	4	3030	0.272
09:00 - 10:00	4	3030	0.091	4	3030	0.033	4	3030	0.124
10:00 - 11:00	4	3030	0.074	4	3030	0.074	4	3030	0.148
11:00 - 12:00	4	3030	0.091	4	3030	0.050	4	3030	0.141
12:00 - 13:00	4	3030	0.066	4	3030	0.066	4	3030	0.132
13:00 - 14:00	4	3030	0.041	4	3030	0.033	4	3030	0.074
14:00 - 15:00	4	3030	0.066	4	3030	0.074	4	3030	0.140
15:00 - 16:00	4	3030	0.074	4	3030	0.099	4	3030	0.173
16:00 - 17:00	4	3030	0.058	4	3030	0.116	4	3030	0.174
17:00 - 18:00	4	3030	0.099	4	3030	0.281	4	3030	0.380
18:00 - 19:00	4	3030	0.025	4	3030	0.099	4	3030	0.124
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.032			0.999			2.031

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.149	4	3030	0.025	4	3030	0.174
08:00 - 09:00	4	3030	0.404	4	3030	0.107	4	3030	0.511
09:00 - 10:00	4	3030	0.495	4	3030	0.248	4	3030	0.743
10:00 - 11:00	4	3030	0.380	4	3030	0.347	4	3030	0.727
11:00 - 12:00	4	3030	0.206	4	3030	0.462	4	3030	0.668
12:00 - 13:00	4	3030	1.122	4	3030	1.444	4	3030	2.566
13:00 - 14:00	4	3030	1.551	4	3030	1.130	4	3030	2.681
14:00 - 15:00	4	3030	0.800	4	3030	0.429	4	3030	1.229
15:00 - 16:00	4	3030	0.330	4	3030	0.421	4	3030	0.751
16:00 - 17:00	4	3030	0.215	4	3030	0.479	4	3030	0.694
17:00 - 18:00	4	3030	0.091	4	3030	0.569	4	3030	0.660
18:00 - 19:00	4	3030	0.074	4	3030	0.165	4	3030	0.239
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.817			5.826			11.643

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.157	4	3030	0.008	4	3030	0.165
08:00 - 09:00	4	3030	0.429	4	3030	0.025	4	3030	0.454
09:00 - 10:00	4	3030	0.182	4	3030	0.008	4	3030	0.190
10:00 - 11:00	4	3030	0.050	4	3030	0.025	4	3030	0.075
11:00 - 12:00	4	3030	0.025	4	3030	0.157	4	3030	0.182
12:00 - 13:00	4	3030	0.074	4	3030	0.050	4	3030	0.124
13:00 - 14:00	4	3030	0.140	4	3030	0.017	4	3030	0.157
14:00 - 15:00	4	3030	0.050	4	3030	0.058	4	3030	0.108
15:00 - 16:00	4	3030	0.025	4	3030	0.124	4	3030	0.149
16:00 - 17:00	4	3030	0.033	4	3030	0.173	4	3030	0.206
17:00 - 18:00	4	3030	0.017	4	3030	0.404	4	3030	0.421
18:00 - 19:00	4	3030	0.000	4	3030	0.091	4	3030	0.091
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.182			1.140			2.322

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.487	4	3030	0.017	4	3030	0.504
08:00 - 09:00	4	3030	1.865	4	3030	0.033	4	3030	1.898
09:00 - 10:00	4	3030	0.710	4	3030	0.033	4	3030	0.743
10:00 - 11:00	4	3030	0.215	4	3030	0.083	4	3030	0.298
11:00 - 12:00	4	3030	0.264	4	3030	0.314	4	3030	0.578
12:00 - 13:00	4	3030	0.124	4	3030	0.446	4	3030	0.570
13:00 - 14:00	4	3030	0.140	4	3030	0.248	4	3030	0.388
14:00 - 15:00	4	3030	0.173	4	3030	0.140	4	3030	0.313
15:00 - 16:00	4	3030	0.041	4	3030	0.256	4	3030	0.297
16:00 - 17:00	4	3030	0.248	4	3030	0.800	4	3030	1.048
17:00 - 18:00	4	3030	0.099	4	3030	1.494	4	3030	1.593
18:00 - 19:00	4	3030	0.058	4	3030	0.297	4	3030	0.355
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.424			4.161			8.585

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.000	4	3030	0.000	4	3030	0.000
08:00 - 09:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
09:00 - 10:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
10:00 - 11:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
11:00 - 12:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
12:00 - 13:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
13:00 - 14:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
14:00 - 15:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
15:00 - 16:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
16:00 - 17:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
17:00 - 18:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
18:00 - 19:00	4	3030	0.000	4	3030	0.000	4	3030	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.644	4	3030	0.025	4	3030	0.669
08:00 - 09:00	4	3030	2.294	4	3030	0.058	4	3030	2.352
09:00 - 10:00	4	3030	0.891	4	3030	0.041	4	3030	0.932
10:00 - 11:00	4	3030	0.264	4	3030	0.107	4	3030	0.371
11:00 - 12:00	4	3030	0.289	4	3030	0.470	4	3030	0.759
12:00 - 13:00	4	3030	0.198	4	3030	0.495	4	3030	0.693
13:00 - 14:00	4	3030	0.281	4	3030	0.264	4	3030	0.545
14:00 - 15:00	4	3030	0.223	4	3030	0.198	4	3030	0.421
15:00 - 16:00	4	3030	0.066	4	3030	0.380	4	3030	0.446
16:00 - 17:00	4	3030	0.281	4	3030	0.974	4	3030	1.255
17:00 - 18:00	4	3030	0.116	4	3030	1.898	4	3030	2.014
18:00 - 19:00	4	3030	0.058	4	3030	0.388	4	3030	0.446
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.605			5.298			10.903

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	4	3030	0.949	4	3030	0.091	4	3030	1.040
08:00 - 09:00	4	3030	3.004	4	3030	0.206	4	3030	3.210
09:00 - 10:00	4	3030	1.477	4	3030	0.330	4	3030	1.807
10:00 - 11:00	4	3030	0.726	4	3030	0.528	4	3030	1.254
11:00 - 12:00	4	3030	0.586	4	3030	0.990	4	3030	1.576
12:00 - 13:00	4	3030	1.403	4	3030	2.022	4	3030	3.425
13:00 - 14:00	4	3030	1.890	4	3030	1.428	4	3030	3.318
14:00 - 15:00	4	3030	1.089	4	3030	0.710	4	3030	1.799
15:00 - 16:00	4	3030	0.495	4	3030	0.916	4	3030	1.411
16:00 - 17:00	4	3030	0.561	4	3030	1.601	4	3030	2.162
17:00 - 18:00	4	3030	0.305	4	3030	2.814	4	3030	3.119
18:00 - 19:00	4	3030	0.157	4	3030	0.685	4	3030	0.842
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.642			12.321			24.963

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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.