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STEPHENSON HOUSE, HAMPSTEAD ROAD, LONDON

Proposed Mixed-Use Redevelopment of Existing Office

Delivery and Servicing Management Plan

Prepared on behalf of Lazari Investments Ltd

JDF/JLLS/16/3476/TN01

June 2017

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1 INTRODUCTION

- 1.1.1 RGP is instructed by Lazari Investments Ltd to provide transport planning advice in regard to the proposed mixed-use redevelopment located at Stephenson House, Hampstead Road, NW1 2PL.
- 1.1.2 The existing site currently comprises a 7-storey building containing a mix of land uses, including NHS offices (B1 use class), an NHS health centre (D1) and ground floor retail space (A1). The site has a total floor area of 18,128sqm GEA. Car parking is provided for the use of staff at basement level with capacity to accommodate up to 73 vehicles and the site also benefits from a dedicated loading bay adjacent to the car park access.
- 1.1.3 The proposals seek to refurbish and extend the existing building to provide an 8-storey mixed-use development comprising office, commercial and residential space. The site proposes a total floor area of 23,015sqmGEA, comprising 18,573sqm office space (B1), 992sqm retail space (A1 / A3) and 2,532sqm residential space (C3). Furthermore, the health centre use (flexible B1 / D1) would be retained on-site at ground floor level, comprising 918sqm. A total of 17 residential units would be provided, comprising the following:
 - (i) 1 x 1 bed flats;
 - (ii) 9 x 2 bed flats; and
 - (iii) 7 x 3 bed flats;
- 1.1.4 This Delivery and Servicing Management Plan (DSMP) applies to all uses on-site. A DSMP is a framework identifying the requirements to manage the transport impacts associated with the delivery of goods and the servicing of equipment generated by an organisation.
- 1.1.5 A DSMP needs to be bespoke to both the organisation and the site it is developed for. It should aim to improve the efficiency of activities such as deliveries, collection, servicing trips and catering, as appropriate to the organisation's activities.
- 1.1.6 A DSMP can provide improvements to procurement practices, supplier management, environmental management procedures, facilities management and safe and legal loading arrangements.
- 1.1.7 Once in place a DSMP will:
 - (i) Ensure that goods and services can be delivered and waste removed, in a safe, efficient and environmentally-friendly way;





- (ii) Identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods;
- (iii) Help cut congestion on town centre roads and ease pressure on the environment;
- (iv) improve the reliability of deliveries to the site concerned;
- (v) Reduce the operating costs of building occupants and freight companies; and
- (vi) Reduce the impact of freight activity on local residents and uses adjacent to the site.
- 1.1.8 A DSMP is therefore capable of providing benefits not just to the site occupier, but also to the local community and freight operator.
- 1.1.9 Furthermore, in policy terms, the Camden Development Policies document outlines servicing and delivery requirements for developments within LBC. **Policy DP20** considers servicing and deliveries. To minimise the impact of servicing and delivery vehicles on the local highway network, the Council expects developments:
 - (i) To accommodate deliveries on-site; and,
 - (ii) To be located in proximity to the TfL road network and major routes.
- 1.1.10 This DSMP accompanies a Transport Statement prepared by RGP (Reference: JDF/JLLS/16/3473) in support of the proposed refurbishment and extension to Stephenson House, Hampstead Road, London. The two documents should be read in conjunction.





2 SITE LOCATION AND DESCRIPTION

- 2.1.1 The site is located at the northwest corner of the Drummond Street / Hampstead Road junction, within the London Borough of Camden (LBC). The local area is characterised by a range of land uses, including leisure, commercial and residential. Regent's Park is located approximately 500m to the west of the site, whilst Euston rail station is located 350m to the east.
- 2.1.2 The site is located within the Central Activities Zone (CAZ), one of London's most competitive and attractive business locations, as such, the local area is largely characterised by office, retail and commercial uses, as well as some residential use.
- 2.1.3 As shown in **Photograph 1** below, the site currently accommodates a 7-storey office building (B1 use) with some retail (A1 use) and healthcare (flexible B1 / D1 use) floor space located on the ground floor. Vehicular access to the site is provided from Drummond Street at the site's southern frontage whilst pedestrian access is afforded from the southeast corner of the building.



Photograph 1: The Site from Drummond Street / Hampstead Road Junction

2.1.4 Vehicular access to the site is afforded from Drummond Street at the site's southern frontage where separate points of access are provided to the basement car park and loading bay. Access to the on-site car park is gained via separate entry and egress ramps from Drummond Street to the basement level of the site. The pedestrian entrance to the building is located at the southeast corner of the site in the vicinity of the Drummond Street / Hampstead Road junction.





- 2.1.5 The A400 Hampstead Road forms the eastern boundary of the site, providing a northsouth route towards Mornington Crescent to the north and Euston Road (A501) approximately 150 metres to the south. Furthermore, Hampstead Road forms part of the TfL red route network (TLRN) and affords a suitable route for HGVs to access the site. Stopping is not permitted along this section of the TfL red route between the hours of 08:00-19:00, Monday to Saturday.
- 2.1.6 There is a delivery bay marked on Hampstead Road at the site's eastern frontage which could accommodate loading activity associated with the office / retail uses on-site. Loading within this designated location on Hampstead Road is permitted only outside the hours of 08:00 and 16:00 with a maximum duration of 20 minutes. This bay also permits disabled parking for up to a maximum of 3 hours.
- 2.1.7 Approximately 160m to the west of the site, Drummond Street filters onto Langford Street which facilitates access to the A4021 and A501. Drummond Street facilitates two-way traffic and is subject to a 20-mph speed limit. Opposite the site, the southern side of the carriageway edge is aligned with restricted parking bays (Monday to Friday 08:30-18:30) with a maximum stay 2 hours.
- 2.1.8 The A501 Euston Road to the south provides a route towards the A5 and A40 at Marylebone to the west and the A1 in Islington to the east, each of which are accessible within 3km of the site. Owing to the proximity of a range of major highway links, the site is well located in terms of access to the wider strategic highway network.





3 DELIVERY VEHICLE ACCESS

- 3.1.1 Access to the on-site car park (located at basement level) is provided from Drummond Street at the site's southern frontage, approximately 60m to the west of its junction with Hampstead Road. The car park is available for the use of staff and provides both access and egress ramps via Drummond Street. Entry to the on-site car park is restricted via an electronic shutter system and there are 73 spaces currently available.
- 3.1.2 Under the development proposals, the number of parking spaces within the basement car park would be reduced to facilitate the additional office space and will provide 4 disabled parking spaces post-development. Additionally, the access / egress associated with the car park would be reduced to a single ramp from Drummond Street. Suitable access management would be installed to control access / egress to and from the car park to prevent conflicting movements on the access ramp. However, simultaneous access / egress movements would be an infrequent occurrence when considering the proposed capacity of the basement car park (i.e. just 4 car parking spaces and access for small delivery vehicles). Furthermore, an additional delivery and servicing area would be provided at basement level which is detailed within this section of the report.
- 3.1.3 The exiting kerb line at the access to the basement would be realigned as part of the proposed redevelopment of the basement car park. Dropped kerbs and tactile paving would be reinstated on the northern side of Drummond Street to ensure that pedestrian travel along this section of the footway is not compromised.
- 3.1.4 The site benefits from a dedicated off-street delivery and servicing bay at ground floor level which is also accessible from Drummond Street, immediately to the west of the car park's access. This facility measures 6.5m x 14m with a height clearance of 2.75m and is able to accommodate up to 4 LGVs at any given time, but would likely hold up to 2 vehicles owing to the space used to store refuse. Access to the delivery bay is controlled via a shutter system to prevent unauthorised use. The location of the delivery and servicing bay has been marked (in red) on the extract at **Figure 1**, whilst **photograph 2** displays the existing point of access to this facility.





Figure 1. Location of Delivery Bay On-Site



Photograph 2. Access to Delivery Bay from Drummond Street

3.1.5 The current delivery and servicing bay provided on-site would be retained following the development proposals and access will continue to be afforded from Drummond Street at the site's southern frontage. This facility would serve the office and continue to accommodate its refuse / recycling store.





- 3.1.6 The ground floor servicing area had previously operated a vehicle turn-table to enable delivery vehicles to egress this section of the site in a forward gear. This feature has not recently been operational, however, as part of the site's redevelopment, the vehicle turn-table would be reinstated. This would afford convenient egress for delivery vehicles utilising this area back onto Drummond Street in a forward gear. The majority of delivery vehicles would be directed to use this facility which would be maintained post-development.
- 3.1.7 The existing turn-table is located to the rear of the servicing area and its diameter measures 5.6m. RGP have undertaken an assessment to establish an appropriate delivery vehicle size in order to safely utilise the turn-table facility. As demonstrated by **Drawing 2016/3473/04**, a 'Mercedes Sprinter (Medium)' delivery van, measuring 5.91m in length and 2.56m in height would be capable of using the vehicle turn-table and would be sufficient to carry out the delivery requirements generated by the office and healthcare uses on-site.
- 3.1.8 Under the development proposals, the eastern section of the basement would be converted to office use, whilst 4 disabled parking bays would be retained on-site at the northern boundary of the basement. An allocated delivery and servicing area would be marked at the western boundary of the basement level and would be reserved for the use of delivery vehicles to undertake additional loading activity on-site.
- 3.1.9 RGP have undertaken a swept path assessment of the basement level, including its access ramp from Drummond Street and turning area, to identify the largest delivery vehicle that would be accommodated within this proposed servicing area. Additionally, this assessment demonstrates the required vehicle manoeuvre when accessing and egressing basement level of the site. This is illustrated by the below extracts, whilst the full drawing is attached hereto at **Drawing 2016/3473/001**.





Figure 7.1. Swept Path Assessment

- 3.1.10 As demonstrated by the attached drawing, the largest delivery vehicle which could be accommodated on-site is a 'car-derived van' which would deliver light supplies to the office within the basement area. The majority of deliveries would continue to take place via the site's existing ground floor delivery bay, accessible from Drummond Street.
- 3.1.11 The attached drawing also clearly demonstrates that cars could safely access the basement level via the access ramp, turn on-site, and egress back onto Drummond Street, without obstructing the disabled parking bays or servicing area.
- 3.1.12 In regard to loading on-street (in the unlikely event that HGVs would be required), there are opportunities for these arrangements to take place in the vicinity of the site from an on-street location.
- 3.1.13 Drummond Street prohibits delivery vehicles exceeding 5 tonnes and is subject to single yellow line road markings between a series of pay and display parking bays. Double red line markings are located on Drummond Street at the southeast corner of the site in the vicinity of its junction with Hampstead Road, forming part of the TLRN and stipulating 'no stopping' at this section of the highway.





- 3.1.14 These TfL red route markings continue along Hampstead Road at the site's eastern frontage, with the exception of a dedicated loading cage marked opposite the ground floor retail unit on-site. Loading activity on Hampstead Road outside of this loading area is prohibited at all times. This dedicated loading area could accommodate larger vehicle if required to service the site and is likely to be utilised for deliveries associated with the retail unit. Loading from this bay is permitted only between the hours of 08:00 and 16:00 with a maximum duration of 20 minutes.
- 3.1.15 It is anticipated that the vast majority of delivery vehicles using this facility would arrive at the site from Hampstead Road via the A501 Euston Road to the south. The A501 connects the site to a number of other major highway links such as the A4201, A400, A40 and A5.
- 3.1.16 The delivery and servicing arrangements would satisfy local policy (**Policy DP20** of the Camden Development Policies), as outlined in Section 1 of this report) in terms of the location of the site in context of Hampstead Road which forms part of the TfL red route network and the facilities provided on-site to accommodate delivery and servicing activity.





4 SERVICING

4.1 Office and Health Centre

- 4.1.1 Although the ultimate occupants of the site are yet to be confirmed, the building will primarily accommodate office and residential uses (use classes B1 / C3). Additionally, the ground floor retail units, restaurant and flexible B1 / D1 use (office and health centre) would be retained following the redevelopment of the site (use classes A1, A3 and B1 / D1).
- 4.1.2 In regard to deliveries associated with the office and health centre, the majority of delivery and servicing requirements generated by these uses could be accommodated by LGVs, such as cars and small vans, hence the servicing arrangements associated with the existing site would remain largely unchanged post-development. The largest delivery vehicle required to service these uses would comprise a Mercedes Sprinter (medium) van (5.91m in length and 2.56m in height). In the rare circumstance that a larger vehicle is considered necessary, these vehicles would be appropriately managed prior to utilising the on-street delivery bay at Hampstead Road.
- 4.1.3 There are no significant constraints at the site in terms of accommodating delivery vehicles and the building would continue to benefit from the provision of a dedicated off-street delivery bay, accessible at ground floor level from Drummond Street to the south, as well as at basement level of the site. There is a height clearance of 2.75m at the entrance to the ground floor delivery bay which can therefore accommodate the delivery vehicle outlined above. Access to the basement level has a height clearance of 1.98m and would therefore cater for smaller vans and cars.
- 4.1.4 All planned deliveries to the office would be received within the on-site loading bay, whereas sporadic deliveries (such as postal deliveries) would likely take place onstreet via Drummond Street at the site's southern boundary, at which there are also parking bays permitting loading activity which could accommodate LGV deliveries.
- 4.1.5 All waste and recycling associated with the office would be stored within the service yard until planned collections take place. Waste and recycling associated with the health centre would be managed separately and would also be stored on-site until planned collection times. These arrangements would be unchanged from current refuse collections which are undertaken momentarily from Drummond Street.

4.2 Retail and Residential Units

4.2.1 All delivery and servicing activity generated by the retail and residential units can be accommodated on-street via Hampstead Road at the site's eastern frontage. A marked loading cage, measuring approximately 16.8m in length, is provided adjacent to the ground floor retail unit, permitting loading activity between the hours of 08:00 and 16:00 (Monday to Saturday) for a maximum duration of 20 minutes, or any time outside the hours of 08:00 and 19:00.





4.2.2 Should deliveries to these uses occur simultaneously or require a greater duration of stay, additional capacity to load / unload is available on William Road at the site's northern boundary which is subject to single yellow line restrictions and permits vehicles up to 5 tonnes. In the unlikely event that the ground floor retail unit requires an occasional large delivery, HGVs can be accommodated within this marked loading bay on-street at Hampstead Road. **Photograph 3** illustrates a summary of these on-street restrictions.



Photograph 3. Loading Restrictions Enforced at Hampstead Road [Source: TfL]





5 DELIVERY FREQUENCY AND DURATION

5.1.1 The proposed development would generate a low level of delivery vehicle movements over the course of a typical week in order to service the site. This section seeks to identify any potential increase in the number of delivery vehicle trips to the site post-development.

5.2 Retail, Residential & Healthcare Uses

- 5.2.1 The size and frequency of delivery vehicles associated with the healthcare and retail uses would remain unchanged post-development. Deliveries generated by the healthcare centre would be infrequent, comprising medical supplies and small equipment, as well as general postal deliveries. The health centre is not subject to change from its existing operation.
- 5.2.2 In regard to the retail unit at ground floor level of the site, the proposed floor area would be marginally reduced from the existing 1,215sqm (GEA) to 992sqm. As such, the frequency of deliveries generated by this use to the site would also remain unchanged.
- 5.2.3 The retail unit currently operates a musical instrument store and the majority of supplies would be delivered with the use of LGVs. However, an infrequent use of HGVs would be utilised to transport larger goods and as detailed within Section 4, these would be accommodated on-street adjacent to the store entrance. It is anticipated that a maximum of 1 HGV delivery would occur on a weekly basis, however, would likely be significantly fewer over the course of a typical week. Approximately 1-2 deliveries would be generated by the current retail use per week. The duration of these deliveries would not exceed 20 minutes, in accordance with loading bay restrictions. The majority of deliveries generated by this use would be carried out using 7.5t panel vans.
- 5.2.4 The proposed residential units would not generate a significant number of deliveries, the majority of which would comprise postal and food deliveries. These deliveries would be accommodated on-street and the associated duration of loading activity would generally be less than 5 minutes per delivery.

5.3 Office Use

5.3.1 As part of the redevelopment of the site, the building would be extended and converted in areas to provide additional office space, to be increased from the existing 14,647sqm to 18,573sqm post-development.





- 5.3.2 In order to establish the likely number of deliveries to the site in relation to the office use, data derived from the TRICS database has been used. A multi modal trip generation assessment has been carried out as part of the Transport Statement prepared by RGP in support of the planning application and the trip rate values have also been used to calculate the likely number of delivery vehicle trips. Further details regarding the TRICS calculations and methodology are provided within the Transport Statement and the associated trip rates for the office use are attached hereto at **Appendix B**.
- 5.3.3 The TRICS data established as part of the trip generation assessment has been used to demonstrate the likely increase in delivery vehicle trips to the site (Figure 5.1).

	AM peak hour			PM peak hour			Total Daily			Total
	Arr	Dep	Two- way	Arr	Dep	Two- way	Arr	Dep	Two- way	Weekly Deliveries
Existing B1 Use (14,647sqm)	2	2	3	0	0	0	4	4	8	20
Proposed B1 Use (18,573sqm)	2	2	4	0	0	0	4	4	8	20
Net Impact	0	0	1	0	0	0	0	0	0	0

*Note: Discrepancies due to Rounding

Figure 5.1. Delivery Vehicle Frequencies (B1 Office)

5.3.4 As illustrated above, the proposed office would likely generate the same frequency of deliveries throughout the week as the existing office use, with up to 1 additional two-way trip during the AM peak hour (08:00-09:00) as a worst case. The retained delivery bay provided on-site, accessible via Drummond Street, could accommodate up to 4 LGVs at any given time which would be sufficient to cater for the anticipated deliveries detailed above even if they occurred simultaneously.

5.4 Summary

5.4.1 The existing site currently generates approximately 20 deliveries a week, inclusive of all uses on-site. It is anticipated that following the development proposals that the total number of delivery vehicle trips generated by the site would remain unchanged on a daily / weekly basis, with up to 1 additional occurrence in the AM peak hour. Additionally, a minimal number of deliveries would be generated sporadically by the residential units which would be carried out by cars / small vans. The majority of deliveries would be safely accommodated on-site, whilst the deliveries associated with the retail use would be safely accommodated within the loading bay on Hampstead Road. The proposed arrangements would therefore remain largely unchanged from the existing situation.





6 DELIVERY MANAGEMENT MEASURES

- 6.1.1 It is important that a range of measures are adopted by the site's occupants to ensure efficient and safe management of delivery and servicing vehicles to the site in order to minimise the impact of deliveries.
- 6.1.2 Owing to the sporadic nature of deliveries to the site, the site occupants would not contract regular freight operators to carry out delivery and servicing requirements, hence schemes such as Transport for London's Fleet Operator Recognition Scheme (FORS) would not necessarily be appropriate to commit to for the site.
- 6.1.3 Communication between the different uses on-site is essential to provide an effective approach to limiting the impact of deliveries and preventing capacity issues on the immediate highway network. For example, use of the on-site loading bay would likely have to be planned prior to the arrival of delivery vehicles, owing to this facility operating a shutter system.
- 6.1.4 In addition, a delivery schedule will be prepared in order to ensure deliveries do not overlap and hence ensure only one delivery vehicle is present on-site at any given time.
- 6.1.5 Deliveries associated with the proposed residential dwellings would not be centrally controlled, and would instead comprise individual deliveries, such as general post. This type of delivery is completed over a short duration of time (i.e. less than 5 minutes), thus would not generate increased pressure on the site's designated loading areas.
- 6.1.6 The retail use on-site would benefit from use of the on-street delivery bay provided on Hampstead Road, immediately opposite the entrance to the store, and it is not anticipated that this facility is typically used by any other local properties. This facility could accommodate multiple LGV deliveries simultaneously which would cater for the majority of the delivery and servicing requirements associated with this land use. Alternatively, if required, an HGV could carry out loading activity in this space and the retail manager would provide the lorry driver with clear instruction of the loading bay location prior to arrival. The retail manager would also input to the delivery schedule to avoid any potential conflict with the office use.
- 6.1.7 The appropriate management of each individual on-site use (with exception of the residential dwellings) would be responsible for monitoring delivery vehicle movements and ensuring compliance with this DSMP.





6.2 Waste Management

- 6.2.1 The existing refuse collection arrangements and waste management strategy would continue post-development whereby each individual use on-site would benefit from separate refuse stores, all of which would be located on ground floor level, affording convenient access to Drummond Street and Hampstead Road. Waste collections would take place on-street from these locations. The bin stores have been designed to be lockable and have drainage points to keep the area clean and secure.
- 6.2.2 Waste collections associated with the office and health centre would take place onstreet adjacent to the entrance of the ground floor loading bay at Drummond Street, whereas waste collections associated with the residential and retail uses would continue to take place on-street from Hampstead Road within the marked loading cage. Refuse generated by the commercial uses on-site would be collected by a contracted private company and a schedule would be agreed by the site management for shared refuse collections.
- 6.2.3 Refuse collections would be carried out using a 9.2m x 2.5m refuse vehicle. This is anticipated to be the largest vehicle required to service the site and would be safely accommodated on both Drummond Street to the south and Hampstead Road to the east.
- 6.2.4 Additionally, general management of the office use will be instructed to inform employees of the refuse / recycling processes to ensure that they are fully aware of the requirements. This approach will be maintained via up-to-date information placed on the staff notice board.





7 SUMMARY AND CONCLUSIONS

- 7.1.1 This Delivery and Servicing Management Plan sets out a number of clearly defined procedures relating to the delivery and servicing requirements associated with the proposed redevelopment at Stephenson House, Hampstead Road, London.
- 7.1.2 This report demonstrates the following:
 - (i) Servicing at the site will be undertaken by LGVs either on-site in the dedicated loading bays (for office use) or on-street from either Hampstead Road or Drummond Street (for other uses). HGV deliveries could also be accommodated in the delivery bay marked on Hampstead Road at the site's eastern frontage in the unlikely event they are required by the retail units on-site;
 - (ii) Safe and secure refuse stores will be provided on-site for each individual use, accessible from Drummond Street to south and Hampstead Road at the site's eastern boundary;
 - (iii) Appropriate refuse and recycling waste collections will be carried out onstreet from Drummond Street and Hampstead Road;
 - (iv) Deliveries and waste collection will be coordinated as far as is reasonable to ensure that only one vehicle is present at the site at a given time. Continuing communication will take place between the operative managers of each individual use at the site to provide further coordination and to inform of any anticipated changes to delivery schedules;
 - (v) Appropriate measures will be introduced to ensure that employees of the office use are fully aware of the refuse / recycling processes via the staff information board.



DRAWINGS









APPENDIX A



NOTES FOR ALL DRAWINGS:	Rev	Date	by	Description	Kev
This drawing is to be read in conjunction with the contract	А	09/06/2017	RL	Removal of section and elevation annotation	litoy
documents, including but not limited to all other drawings, specifications and schedules. This drawing shows the design					
intent only. This is not a fabrication drawing. Do not scale from					
and verified by the contractor on site. All dimensions and levels					
are subject to a site survey. Any discrepancies found in this drawing are to be reported to the Architect immediately. Any					
modifications to these drawings necessary to meet the					
with the Architect and issued for approval. Please refer to					
structural engineer's drawings, specifications and schedules for all structural design sizes and performance criteria © Marks Barfield					
Architects 2017					1

5 10 20		Client	Architect	Stephenson Ho	ouse		
Metres		Lazari Investments Limited	marks barfield architects	Drawing Title Proposed Lower Ground Floor General Arrangement Plan			
		Greater London House Hampstead Road London NW1 7QX	50 Bromells Road London SW4 0BG United Kingdom	Job no 601	Scale (@ A1) 1 : 200	Drawing No	Revision Status
	L T F	Tel +44 20 7388 5444 Fax +44 20 7388 6557	Tel +44 20 7501 0180 Fax +44 20 7498 7103	Date 02/06/17	Checked YB	A-0201-PL	A momaio





APPENDIX B

TRICS 7.3.3 240916 B17.41	(C) 2016 TRICS Cor	nsortium Ltd
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Licence No: 728001

Calculation Reference: AUDIT-728001-161118-1155

Friday 18/11/16

Page 1

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas: 01 GREATER LONDON CI CITY OF LONDON

2 days

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

Filtering Stage 2 selection:

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

Parameter:	Gross floor area
Actual Range:	1386 to 7567 (units: sqm)
Range Selected by User:	500 to 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
Friday	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	

2

1 1

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

Selected Location Sub Categories:	
Commercial Zone	
Built-Up Zone	

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.

TRICS	5 7.3.3 240916 B17.41 (C) 2016 TRICS Consort	ium Ltd	Friday 18/11/16
RGP	Mill Pool House Godalming		Licence No: 728001
	Filtering Stage 3 selection:		
	<u>Use Class:</u> B1	2 days	
	This data displays the number of surveys per Use has been used for this purpose, which can be four	Class classification within the selected set. The Use Classe nd within the Library module of ${\sf TRICS}^{{\sf B}}$.	s Order 2005
	Population within 1 mile: 25,001 to 50,000 50,001 to 100,000	1 days 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 a radius of 5-miles of selected survey sites.	within stated ranges of average cars owned per residentia	al dwelling,
	<u>Travel Plan:</u> No	2 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.

Godalming

LIST OF SITES relevant to selection parameters

RGP

Mill Pool House

1	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre		CITY OF LONDON
	Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	1386 sqm 21/10/09	Survey Type: MANUAL
2	CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON Town Centre Commercial Zone		CITY OF LONDON
	Total Gross floor area: Survey date: FRIDAY	9803 sqm 29/11/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CI-02-A-03	Lower PTAL
CN-02-A-01	High proportion of on-site car parking
CN-02-A-02	High Proportion of On-Site Car Parking
SK-02-A-02	High Proportion of On-Site Car Parking
WH-02-A-02	Lower PTAL

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.022	2	4477	0.000	2	4477	0.022
07:30 - 08:00	2	4477	0.045	2	4477	0.045	2	4477	0.090
08:00 - 08:30	2	4477	0.089	2	4477	0.034	2	4477	0.123
08:30 - 09:00	2	4477	0.123	2	4477	0.022	2	4477	0.145
09:00 - 09:30	2	4477	0.056	2	4477	0.022	2	4477	0.078
09:30 - 10:00	2	4477	0.022	2	4477	0.011	2	4477	0.033
10:00 - 10:30	2	4477	0.045	2	4477	0.045	2	4477	0.090
10:30 - 11:00	2	4477	0.034	2	4477	0.022	2	4477	0.056
11:00 - 11:30	2	4477	0.056	2	4477	0.022	2	4477	0.078
11:30 - 12:00	2	4477	0.011	2	4477	0.011	2	4477	0.022
12:00 - 12:30	2	4477	0.000	2	4477	0.034	2	4477	0.034
12:30 - 13:00	2	4477	0.034	2	4477	0.011	2	4477	0.045
13:00 - 13:30	2	4477	0.011	2	4477	0.000	2	4477	0.011
13:30 - 14:00	2	4477	0.022	2	4477	0.022	2	4477	0.044
14:00 - 14:30	2	4477	0.022	2	4477	0.056	2	4477	0.078
14:30 - 15:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:00 - 15:30	2	4477	0.045	2	4477	0.022	2	4477	0.067
15:30 - 16:00	2	4477	0.011	2	4477	0.056	2	4477	0.067
16:00 - 16:30	2	4477	0.011	2	4477	0.056	2	4477	0.067
16:30 - 17:00	2	4477	0.045	2	4477	0.056	2	4477	0.101
17:00 - 17:30	2	4477	0.067	2	4477	0.145	2	4477	0.212
17:30 - 18:00	2	4477	0.022	2	4477	0.056	2	4477	0.078
18:00 - 18:30	2	4477	0.000	2	4477	0.034	2	4477	0.034
18:30 - 19:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.793			0.782			1.575

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
07:30 - 08:00	2	4477	0.034	2	4477	0.034	2	4477	0.068
08:00 - 08:30	2	4477	0.022	2	4477	0.022	2	4477	0.044
08:30 - 09:00	2	4477	0.011	2	4477	0.011	2	4477	0.022
09:00 - 09:30	2	4477	0.011	2	4477	0.011	2	4477	0.022
09:30 - 10:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:00 - 10:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:30 - 11:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
11:00 - 11:30	2	4477	0.011	2	4477	0.011	2	4477	0.022
11:30 - 12:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:00 - 12:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:30 - 13:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
13:00 - 13:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
13:30 - 14:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
14:00 - 14:30	2	4477	0.011	2	4477	0.011	2	4477	0.022
14:30 - 15:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:00 - 15:30	2	4477	0.011	2	4477	0.011	2	4477	0.022
15:30 - 16:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:00 - 16:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:30 - 17:00	2	4477	0.022	2	4477	0.022	2	4477	0.044
17:00 - 17:30	2	4477	0.067	2	4477	0.067	2	4477	0.134
17:30 - 18:00	2	4477	0.022	2	4477	0.011	2	4477	0.033
18:00 - 18:30	2	4477	0.000	2	4477	0.011	2	4477	0.011
18:30 - 19:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.222			0.222			0.444

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30				4			2		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
07:30 - 08:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
08:00 - 08:30	2	4477	0.000	2	4477	0.011	2	4477	0.022
08:30 - 09:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:00 - 09:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:30 - 10:00	2	1177	0.000	2	4477	0.000	2	4477	0.000
10:00 - 10:30	2	4477	0.000	2	4477	0.011	2	4477	0.022
10.00 - 10.00	2	1/77	0.000	2	4477	0.000	2	4477	0.000
11:00 11:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
11.30 12.00	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:00 12:20	2	4477	0.000	2	4477	0.000	<u> </u>	4477	0.000
12.00 - 12.30	2	4477	0.000	<u> </u>	4477	0.000	<u> </u>	4477	0.000
12.30 - 13.00 12.00 - 12.20	2	4477	0.000	2	4477	0.000	2	4477	0.000
13.00 - 13.30	2	4477	0.000	2	4477	0.000	2	4477	0.000
13.30 - 14.00	2	4477	0.000	2	4477	0.000	2	4477	0.000
14.00 - 14.30	2	4477	0.000	2	4477	0.000	2	4477	0.000
14:30 - 15:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:00 - 15:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
15.30 - 10.00	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:00 - 10:30	2	44//	0.000	2	4477	0.000	2	4477	0.000
10:30 - 17:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
17:00 - 17:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
17:30 - 18:00	2	44//	0.000	2	4477	0.000	2	4477	0.000
18:00 - 18:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
18:30 - 19:00	Z	4477	0.000	2	4477	0.000	Z	4477	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.022			0.022			0.044

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
07:30 - 08:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
08:00 - 08:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
08:30 - 09:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:00 - 09:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:30 - 10:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:00 - 10:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:30 - 11:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
11:00 - 11:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
11:30 - 12:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:00 - 12:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:30 - 13:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
13:00 - 13:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
13:30 - 14:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
14:00 - 14:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
14:30 - 15:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:00 - 15:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:30 - 16:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:00 - 16:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:30 - 17:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
17:00 - 17:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
17:30 - 18:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
18:00 - 18:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
18:30 - 19:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.011	2	4477	0.000	2	4477	0.011
07:30 - 08:00	2	4477	0.022	2	4477	0.011	2	4477	0.033
08:00 - 08:30	2	4477	0.022	2	4477	0.000	2	4477	0.022
08:30 - 09:00	2	4477	0.022	2	4477	0.000	2	4477	0.022
09:00 - 09:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:30 - 10:00	2	4477	0.000	2	4477	0.011	2	4477	0.011
10:00 - 10:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:30 - 11:00	2	4477	0.011	2	4477	0.000	2	4477	0.011
11:00 - 11:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
11:30 - 12:00	2	4477	0.000	2	4477	0.011	2	4477	0.011
12:00 - 12:30	2	4477	0.011	2	4477	0.011	2	4477	0.022
12:30 - 13:00	2	4477	0.011	2	4477	0.011	2	4477	0.022
13:00 - 13:30	2	4477	0.022	2	4477	0.000	2	44//	0.022
13:30 - 14:00	2	4477	0.000	2	44//	0.000	2	44//	0.000
14:00 - 14:30	2	44//	0.000	2	44//	0.000	2	44//	0.000
14:30 - 15:00	2	4477	0.000	2	4477	0.011	2	44//	0.011
15:00 - 15:30	2	4477	0.000	2	44//	0.011	2	44//	0.011
15:30 - 16:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:00 - 16:30	2	4477	0.011	2	44//	0.000	2	44//	0.011
16:30 - 17:00	2	4477	0.000	2	4477	0.034	2	44//	0.034
17:00 - 17:30	2	4477	0.000	2	4477	0.011	2	4477	0.011
17:30 - 18:00	2	4477	0.000	2	44//	0.022	2	4477	0.022
18:00 - 18:30 19:20 10:00	2	4477	0.000	2	4477	0.000	2	44//	0.000
10.30 - 19.00 10.00 - 10.20	Ζ	4477	0.000	Ζ	4477	0.011	Ζ	4477	0.011
19.00 - 19.30									
20:00 20:20									
20.00 - 20.30									
21.00 - 21.00									
21.00 - 21.00									
27.00 - 22.00									
22.00 - 22.00									
22:30 - 23:00									
23.30 - 24.00									
Total Rates:			0 143			0 155			0 298
. star natos.			5.115			0.100			5.270

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.022	2	4477	0.000	2	4477	0.022
07:30 - 08:00	2	4477	0.045	2	4477	0.022	2	4477	0.067
08:00 - 08:30	2	4477	0.101	2	4477	0.022	2	4477	0.123
08:30 - 09:00	2	4477	0.145	2	4477	0.011	2	4477	0.156
09.00 - 09.30	2	4477	0.056	2	4477	0.022	2	4477	0.078
09:30 - 10:00	2	4477	0.022	2	4477	0.022	2	4477	0.033
10.00 - 10.30	2	4477	0.022	2	4477	0.045	2	4477	0.090
10:30 - 11:00	2	4477	0.034	2	4477	0.022	2	4477	0.056
11.00 - 11.30	2	4477	0.067	2	4477	0.022	2	4477	0.078
11:30 - 12:00	2	4477	0.007	2	4477	0.011	2	4477	0.022
12:00 - 12:30	2	4477	0.000	2	4477	0.011	2	4477	0.022
12:30 - 13:00	2	1177	0.000	2	4477	0.043	2	1/77	0.045
12:00 - 13:00	2	4477	0.034	2	4477	0.000	2	4477	0.043
13:30 - 14:00	2	4477	0.011	2	4477	0.000	2	4477	0.011
14.00 - 14.30	2	1177	0.034	2	1177	0.022	2	1/77	0.030
14.00 - 14.00 14.30 - 15.00	2	4477	0.022	2	4477	0.007	2	4477	0.007
15:00 15:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:30 - 16:00	2	4477	0.043	2	4477	0.054	2	4477	0.077
16:00 - 16:30	2	4477	0.034	2	4477	0.050	2	4477	0.070
16:30 17:00	2	4477	0.011	2	4477	0.007	2	4477	0.078
17:00 17:30	2	4477	0.022	2	4477	0.000	2	4477	0.070
17:30 18:00	2	4477	0.007	2	4477	0.201	2	4477	0.200
18:00 18:30	2	4477	0.011	2	4477	0.030	2	4477	0.007
18:30 10:00	2	4477	0.000	2	4477	0.034	2	4477	0.034
10.00 10.20	2	4477	0.000	۷	4477	0.000	۷	4477	0.000
19.00 - 19.30									
19.30 - 20.00									
20.00 - 20.30									
20.30 - 21.00									
21.00 - 21.30									
21.30 - 22.00									
22.00 - 22:30									
22:30 - 23:00									
23.00 - 23:30									
23:30 - 24:00			0.020			0.00/			1 / / -
Total Rates:			0.839			0.826			1.665

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.034	2	4477	0.011	2	4477	0.045
07:30 - 08:00	2	4477	0.101	2	4477	0.022	2	4477	0.123
08:00 - 08:30	2	4477	0.201	2	4477	0.056	2	4477	0.257
08:30 - 09:00	2	4477	0.145	2	4477	0.067	2	4477	0.212
09:00 - 09:30	2	4477	0.246	2	4477	0.045	2	4477	0.291
09:30 - 10:00	2	4477	0.201	2	4477	0.257	2	4477	0.458
10:00 - 10:30	2	4477	0.190	2	4477	0.201	2	4477	0.391
10:30 - 11:00	2	4477	0.223	2	4477	0.145	2	4477	0.368
11:00 - 11:30	2	4477	0.045	2	4477	0.201	2	4477	0.246
11:30 - 12:00	2	4477	0.145	2	4477	0.335	2	4477	0.480
12:00 - 12:30	2	4477	0.413	2	4477	0.491	2	4477	0.904
12:30 - 13:00	2	4477	0.514	2	4477	0.637	2	4477	1.151
13:00 - 13:30	2	4477	0.905	2	4477	0.793	2	4477	1.698
13:30 - 14:00	2	4477	0.637	2	4477	0.413	2	4477	1.050
14:00 - 14:30	2	4477	0.436	2	4477	0.179	2	4477	0.615
14:30 - 15:00	2	4477	0.268	2	4477	0.156	2	4477	0.424
15:00 - 15:30	2	4477	0.156	2	4477	0.201	2	4477	0.357
15:30 - 16:00	2	4477	0.112	2	4477	0.134	2	4477	0.246
16:00 - 16:30	2	4477	0.112	2	4477	0.145	2	4477	0.257
16:30 - 17:00	2	4477	0.101	2	4477	0.190	2	4477	0.291
17:00 - 17:30	2	4477	0.022	2	4477	0.346	2	4477	0.368
17:30 - 18:00	2	4477	0.022	2	4477	0.190	2	4477	0.212
18:00 - 18:30	2	4477	0.034	2	4477	0.089	2	4477	0.123
18:30 - 19:00	2	4477	0.045	2	4477	0.056	2	4477	0.101
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.308			5.360			10.668

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.034	2	4477	0.011	2	4477	0.045
07:30 - 08:00	2	4477	0.045	2	4477	0.000	2	4477	0.045
08:00 - 08:30	2	4477	0.223	2	4477	0.011	2	4477	0.234
08:30 - 09:00	2	4477	0.112	2	4477	0.022	2	4477	0.134
09:00 - 09:30	2	4477	0.134	2	4477	0.000	2	4477	0.134
09:30 - 10:00	2	4477	0.034	2	4477	0.011	2	4477	0.045
10:00 - 10:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:30 - 11:00	2	4477	0.022	2	4477	0.022	2	4477	0.044
11:00 - 11:30	2	4477	0.022	2	4477	0.123	2	4477	0.145
11:30 - 12:00	2	4477	0.011	2	4477	0.089	2	4477	0.100
12:00 - 12:30	2	4477	0.022	2	4477	0.034	2	4477	0.056
12:30 - 13:00	2	4477	0.045	2	4477	0.022	2	4477	0.067
13:00 - 13:30	2	4477	0.112	2	4477	0.011	2	4477	0.123
13:30 - 14:00	2	4477	0.045	2	4477	0.000	2	4477	0.045
14:00 - 14:30	2	4477	0.022	2	4477	0.000	2	4477	0.022
14:30 - 15:00	2	4477	0.011	2	4477	0.000	2	4477	0.011
15:00 - 15:30	2	4477	0.022	2	4477	0.000	2	4477	0.022
15:30 - 16:00	2	4477	0.011	2	4477	0.078	2	4477	0.089
16:00 - 16:30	2	4477	0.022	2	4477	0.056	2	4477	0.078
16:30 - 17:00	2	4477	0.022	2	4477	0.056	2	4477	0.078
17:00 - 17:30	2	4477	0.000	2	4477	0.257	2	4477	0.257
17:30 - 18:00	2	4477	0.022	2	4477	0.067	2	4477	0.089
18:00 - 18:30	2	4477	0.000	2	4477	0.045	2	4477	0.045
18:30 - 19:00	2	4477	0.000	2	4477	0.011	2	4477	0.011
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.993			0.926			1.919

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.168	2	4477	0.022	2	4477	0.190
07:30 - 08:00	2	4477	0.324	2	4477	0.000	2	4477	0.324
08:00 - 08:30	2	4477	0.648	2	4477	0.034	2	4477	0.682
08:30 - 09:00	2	4477	1.162	2	4477	0.011	2	4477	1,173
09:00 - 09:30	2	4477	0 491	2	4477	0.000	2	4477	0 491
09:30 - 10:00	2	4477	0 112	2	4477	0.005	2	4477	0.157
10.00 - 10.30	2	4477	0.101	2	4477	0.016	2	4477	0.157
10:30 - 11:00	2	4477	0.034	2	4477	0.022	2	4477	0.056
11.00 - 11.30	2	4477	0.123	2	4477	0.022	2	4477	0 302
11:30 - 12:00	2	4477	0.120	2	4477	0.175	2	4477	0.369
12:00 - 12:30	2	4477	0.000	2	4477	0.235	2	4477	0.007
12:30 - 13:00	2	1177	0.000	2	4477	0.043	2	1/77	0.659
12:00 - 13:00	2	4477	0.143	2	4477	0.246	2	4477	0.007
13:30 - 14:00	2	4477	0.134	2	4477	0.240	2	4477	0.000
14.00 - 14.30	2	1177	0.045	2	1177	0.011	2	1/77	0.030
14.00 - 14.00 14.30 - 15.00	2	4477	0.043	2	4477	0.000	2	4477	0.045
15:00 15:30	2	4477	0.134	2	4477	0.112	2	4477	0.240
15:30 - 16:00	2	4477	0.022	2	4477	0.011	2	4477	0.055
16:00 - 16:30	2	4477	0.054	2	4477	0.123	2	4477	0.137
16:30 17:00	2	4477	0.150	2	4477	0.223	2	4477	0.577
17:00 17:30	2	4477	0.130	2	4477	1 028	2	4477	1 151
17:30 18:00	2	4477	0.123	2	4477	0.536	2	4477	0.547
18:00 18:30	2	4477	0.011	2	4477	0.550	2	4477	0.347
18:30 10:00	2	4477	0.022	2	4477	0.143	2	4477	0.107
10.00 10.30	2	4477	0.030	2	4477	0.007	۷	4477	0.123
10.20 20.00									
19.30 - 20.00									
20.00 - 20.30									
20.30 - 21.00									
21.00 - 21.30									
21.30 - 22.00									
22.00 - 22:30									
22:30 - 23:00									
23.00 - 23:30									
23:30 - 24:00			4.200			4 000			0.4/0
Total Rates:			4.380			4.089			8.469

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
07:30 - 08:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
08:00 - 08:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
08:30 - 09:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:00 - 09:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
09:30 - 10:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:00 - 10:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
10:30 - 11:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
11:00 - 11:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
11:30 - 12:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:00 - 12:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
12:30 - 13:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
13:00 - 13:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
13:30 - 14:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
14:00 - 14:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
14:30 - 15:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:00 - 15:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
15:30 - 16:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:00 - 16:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
16:30 - 17:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
17:00 - 17:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
17:30 - 18:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
18:00 - 18:30	2	4477	0.000	2	4477	0.000	2	4477	0.000
18:30 - 19:00	2	4477	0.000	2	4477	0.000	2	4477	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30				4			2		
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									 I
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									 I
07:00 - 07:30	2	4477	0 201	2	4477	0.034	2	4477	0 235
07:30 - 08:00	2	4477	0.369	2	4477	0.000	2	4477	0.369
08:00 - 08:30	2	4477	0.871	2	4477	0.000	2	4477	0.007
08:30 - 09:00	2	4477	1 273	2	4477	0.018	2	4477	1 307
00.00 - 09.30	2	4477	0.625	2	4477	0.001	2	4477	0.625
09:30 - 10:00	2	4477	0.025	2	4477	0.000	2	4477	0.023
10.00 - 10.30	2	4477	0.143	2	4477	0.056	2	4477	0.201
10.00 - 10.00	2	4477	0.101	2	4477	0.030	2	4477	0.101
11:00 - 11:30	2	4477	0.000	2	4477	0.043	2	4477	0.101
11:30 - 12:00	2	4477	0.145	2	4477	0.302	2	4477	0.447
12.00 12.20	2	4477	0.143	2	4477	0.324	2	4477	0.407
12.00 - 12.30	2	4477	0.022	<u> </u>	4477	0.078	2	4477	0.100
12.30 - 13.00 12.00 - 12.20	2	4477	0.190	2	4477	0.030	2	4477	0.720
12.20 14.00	2	4477	0.240	2	4477	0.237	2	4477	0.303
13.30 - 14.00	2	4477	0.069	2	4477	0.011	2	4477	0.100
14.00 - 14.30	2	4477	0.007	2	4477	0.000	2	4477	0.007
14:30 - 15:00	2	4477	0.145	2	4477	0.112	2	4477	0.257
15:00 - 15:30	2	4477	0.045	2	4477	0.011	2	4477	0.056
15.30 - 10.00	2	4477	0.045	2	4477	0.201	2	4477	0.240
16:00 - 10:30	2	4477	0.179	2	4477	0.279	2	4477	0.458
10:30 - 17:00	2	4477	0.179	2	44//	0.480	2	44//	0.009
17:00 - 17:30	2	4477	0.123	2	4477	1.284	2	4477	1.407
17:30 - 18:00	2	4477	0.034	2	4477	0.603	2	4477	0.037
18:00 - 18:30	2	4477	0.022	2	4477	0.190	2	4477	0.212
18:30 - 19:00	2	4477	0.056	2	4477	0.078	Ζ	4477	0.134
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									40.00-
Total Rates:			5.373			5.016			10.389

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5

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			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	4477	0.268	2	4477	0.045	2	4477	0.313
07:30 - 08:00	2	4477	0.536	2	4477	0.056	2	4477	0.592
08:00 - 08:30	2	4477	1 195	2	4477	0.123	2	4477	1 318
08:30 - 09:00	2	4477	1 586	2	4477	0.123	2	4477	1 698
09.00 - 09.30	2	4477	0.927	2	4477	0.067	2	4477	0.994
09:30 - 10:00	2	4477	0.727	2	4477	0.007	2	4477	0.774
10.00 - 10.30	2	4477	0.307	2	4477	0.303	2	4477	0.704
10:30 - 11:00	2	4477	0.333	2	4477	0.302	2	4477	0.536
10.30 - 11.00	2	1177	0.324	2	1177	0.212	2	1177	0.330
11.30 - 12.00	2	4477	0.207	2	4477	0.514	2	4477	0.771
12:00 12:30	2	4477	0.302	2	4477	0.001	2	4477	1 072
12:00 - 12:00	2	4477	0.447	2	4477	1 105	2	4477	1.072
12.30 - 13.00	2	4477	0.740	2	4477	1.195	2	4477	2 2 2 4 3
12.20 14.00	2	4477	0.760	2	4477	0.447	2	4477	1 207
14.00 14.00	2	4477	0.700	<u> </u>	4477	0.447	2	4477	0.771
14.00 - 14.30	2	4477	0.525	2	4477	0.240	2	4477	0.771
14.30 - 15.00	2	4477	0.413	2	4477	0.279	2	4477	0.092
15.00 - 15.30	2	4477	0.240	2	4477	0.237	2	4477	0.503
15.30 - 10.00	2	4477	0.190	2	4477	0.391	2	4477	0.001
16.00 - 10.30	2	4477	0.313	2	4477	0.491	2	4477	1.042
10.30 - 17.00	2	4477	0.302	2	44//	0.700	2	4477	2.055
17.00 - 17.30	2	4477	0.212	2	4477	1.043	2	4477	2.000
17:30 - 18:00	2	4477	0.007	2	44//	0.871	2	44//	0.938
10.00 - 10.30	2	4477	0.000	2	4477	0.313	2	4477	0.309
10.30 - 19.00	۷	4477	0.101	۷	4477	0.145	Z	4477	0.240
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00			11.110			16.046			00.000
Total Rates:			11.663			11.360			23.023

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.

Parameter summary

Trip rate parameter range selected:	1386 - 7567 (units: sqm)
Survey date date range:	01/01/08 - 29/11/13
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:	5