

# STEPHENSON HOUSE, HAMPSTEAD ROAD, LONDON

Proposed Mixed Use Redevelopment

**Transport Statement** 

Prepared on behalf of Lazari Investments Ltd

# WTT/JLLS/16/3473/TS01

June 2017

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2016/3474/001 2016/3474/004

## 1 INTRODUCTION

### 1.1 Background

- 1.1.1 RGP is instructed by Lazari Investments Ltd to provide transport planning advice in regard to the proposed mixed-use redevelopment of Stephenson House, Hampstead Road, NW1 2PL.
- 1.1.2 The site is located at the northwest corner of the Hampstead Road (A400) / Drummond Street junction within the London Borough of Camden (LBC). The site is bounded by office/commercial buildings to the north and west, Hampstead Road (A400) to the east and Drummond Street to the south. The local area is highly accessible via public transport, including Warren Street London Underground Station located approximately 200 metres south of the site.
- 1.1.3 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 (flexible B1 / 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.
- 1.1.4 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.
- 1.1.5 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;

- 1.1.6 A total of 4 car parking spaces (to be reserved for disabled parking only) would be retained at basement level of the site, as well as sufficient cycle parking in accordance with current policy requirements. The proposals would represent a reduction of 69 car parking spaces and it is therefore considered appropriate as part of the proposals to reduce the car park access from separate access / egress lanes to a single lane. Suitable access management would be installed to control access / egress to and from the car park to prevent conflicting movements on the access ramp. Vehicular access to the site would continue to be provided from Drummond Street and deliveries and servicing activity would also continue to be accommodated as existing. A copy of the proposed site layout and floor plans is shown on the plan attached hereto at **Appendix A**.
- 1.1.7 Pre-application discussions were held with the London Borough of Camden (LBC) on 24<sup>th</sup> February 2017 regarding an initial extension proposal that retained 15 car parking spaces on-site at basement level. The Council raised concerns regarding the proposed level of car and cycle parking in reflection of local policy requirements.
- 1.1.8 After further pre-application engagement with LBC, dated 24<sup>th</sup> March 2017, it was subsequently agreed that parking would be limited to the provision of 4 disabled car parking spaces only, within the basement level of the site. It was also outlined by the Council that the proposed level of cycle parking should be reviewed in order to meet the minimum requirements defined by the London Plan cycle parking standards. It was agreed by LBC that a provision of short-stay cycle parking spaces could be provided at street level and a separate cycle store would be allocated for the use of the proposed residential units. Furthermore, the Council accepted that an additional servicing area could be allocated within the basement, accessible from Drummond Street, whilst a vehicle turn-table would be reinstated on-site and would be operational within the ground floor level delivery and servicing area.
- 1.1.9 A Travel Plan and Delivery & Servicing Management Plan have also been prepared by RGP as part of the planning application and should be read in conjunction with this Transport Statement. The Travel Plan details measures that would be implemented at the site to promote sustainable travel modes and deter private car travel, whilst the Delivery and Servicing Management Plan details measures to minimise the impact of delivery and servicing activity on the surrounding area.

## 1.2 Report Structure

- 1.2.1 The principal focus of this report is to consider the operation of the proposed mixeduse development, principally in regard to the anticipated trip generation and the operation of the site in terms of servicing and deliveries, accessibility by public transport and disabled access. The remainder of this Transport Statement comprises the following sections:
  - (i) **Section 2**: Policy Review;
  - (ii) Section 3: Baseline Conditions;

- (iii) Section 4: Existing Site Operation;
- (iv) Section 5: Proposed Site Operation and Net Impact;
- (v) **Section 6**: Parking Arrangements;
- (vi) **Section 7**: Servicing Arrangements;
- (vii) Section 8: Summary and Conclusions.

## 2 POLICY REVIEW

2.1.1 This section of the report summarises the key transport policy information at a national, regional and local level. These policies are assessed in relation to the scale and type of development proposed, as well as the site's location.

### 2.2 The National Policy Planning Framework

- 2.2.1 The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how these are expected to be enforced. It urges the local planning authorities to support development which facilitates the use of sustainable modes of transport.
- 2.2.2 Paragraph 32 outlines the basic transport requirements that developments should provide, and states that "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;
  - (ii) safe and suitable access to the site can be achieved for all people; and
  - (iii) improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."
- 2.2.3 In context with the above paragraph, 'Severe' is defined as critical or dangerous, and again should be considered in the context of the local area.
- 2.2.4 The development complies with the above in that a Transport Statement has been provided which fully assesses the impact of the proposed development.
- 2.2.5 Furthermore the NPPF recommends that planning policies aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.
- 2.2.6 The development site is situated within a vibrant area, close to many attractors and transport hubs enabling staff and visitors to reach their ultimate destination by walking, cycling or public transport.

### 2.3 National Planning Practice Guidance (March 2014)

2.3.1 The National Planning Practice Guidance (NPPG) provides additional information to support the NPPF. In relation to Travel Plans, Transport Assessments and Transport Statements it notes that:

"They support national planning policy which sets out that planning should actively manage patterns of growth in order 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."

2.3.2 The production of this Transport Statement provides an assessment of the proposed development in the context of its location and proposed use.

#### 2.4 London Plan (Revised March 2016)

- 2.4.1 **Policy 6.1** of The London Plan states that the Mayor will encourage patterns and forms of development that reduce the need to travel, especially by car, whilst **Policy 6.14** underlines the Mayor's intention to encourage servicing and deliveries in ways that minimise congestion.
- 2.4.2 **Policy 2.15** relates to town centres and details that town centre developments should enhance the vitality and viability of the centre, promote access by public transport, walking and cycling; and reduce delivery, servicing and road user conflict.
- 2.4.3 The site is conveniently located in terms of access by London Underground, National Rail and local bus services. Additionally, there is high quality pedestrian and cycle infrastructure provided throughout the local area, thus satisfying the aims of the above policy.
- 2.4.4 **Policy 6.13C** 'Parking' of the London Plan states that maximum parking standards should be applied to planning applications. The site is located within the Central Activities Zone (CAZ) as defined in the London Plan. Therefore, the maximum car parking standards for employment uses (B1) equate to 1 space per 1,000 1,500 sqm GIA and up to 1 car parking space per 60sqm GIA for retail uses (A3).
- 2.4.5 It should be noted that Paragraph 6A.4 of the Parking Addendum to Chapter 6, relating to retail parking standards, states that "The starting point for meeting parking demand for new retail development should be use of existing public off-street provision. Parking needs should be assessed taking account of the reduction in demand associated with linked trips".

- 2.4.6 Accordingly, a total of 4 disabled car parking spaces would be retained for the office use at the basement of the site which equates to a reduction of 69 car parking spaces in comparison to the existing provision. This accords with aspirations of the London Plan in context of the sites location, whilst also providing sufficient provision to accommodate disabled users of the site.
- 2.4.7 For the residential (C3) element of the development, a total of 17 units are proposed comprising a mix of 1, 2 and 3 bed flats. Residential parking standards outlined in the London Plan take into account a site's PTAL rating and supporting information within the London Plan states that "all developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than one space per unit". The site is located in an area represented by a PTAL rating of 6b, which is the highest achievable.
- 2.4.8 Therefore, owing to the site's PTAL rating of 6b, significantly less than 1 space per unit should be provided based on the above guidance. As such, all proposed residential units on-site would comprise car-free dwellings owing to the site's highly accessible location in context of the local public transport network as agreed during pre-application engagement with LBC, thus adhering to policy outline within the London Plan.
- 2.4.9 Cycle parking standards pertaining to all proposed uses at the site are also contained within the 'Parking addendum to Chapter 6' of the London Plan. The document provides minimum standards which developments must adhere to. Figure 2.2 below summarises both long stay and short stay cycle parking standards.

Cycle Parking Standards									
Use	Long Stay	Short Stay							
Retail (A3)	1 space per 175sqm	1 space per 40sqm							
Office (B1)	1 space per 90sqm	1 space per 500sqm							
Residential (C3)	1 space per 1 bed unit 2 spaces per 2+ bed units	1 space per 40 units							

Figure 2.2: Cycle Parking Standards (The London Plan)

2.4.10 As part of the development proposals sufficient cycle storage space would be provided at the basement and ground floor levels of the site, in accordance with these standards, to accommodate all users of the site, full details of which are contained within section 6.3 of this report.

## 2.5 LBC's Planning Policies

2.5.1 The London Borough of Camden's Local Development Framework is made of up of a number of planning policies and strategic documents for the Borough, including the Core Strategy (2010-2025) and Camden Development Policies (2010-2025).

2.5.2 The Core Strategy sets out the planning vision and strategy for LBC. The overall vision for the Strategy is that:

"Camden will be a borough of opportunity"

- 2.5.3 Based upon its vision, the Strategy also identifies four key objectives to achieve for the LBC. These include:
  - (i) "A sustainable Camden that adapts to a growing population;
  - (ii) A strong Camden community that includes everyone;
  - (iii) A connected Camden community where people lead active, healthy lifestyles;
  - (iv) A safe Camden that is a vibrant part of our world city."
- 2.5.4 A number of relevant policies pertaining to the site are contained within LBC's 'Camden Development Policies (2010-2025)'. Section 2 of the Development Policies provides a number of notable policies in relation to transport, notably policies **DP16** and **DP17**. **Policy DP16** for example indicates that developments must be "properly integrated with the transport network and supported by adequate walking, cycling and public transport links". The site is well located to allow for convenient walking, cycling and public transport trips which are discussed further in Section 3 of this report.
- 2.5.5 Parking is considered within **Policy DP18**, stating the Council's intentions to ensure that developments provide the minimum parking provision necessary, in accordance with the London Plan. The policy goes on to underline where the need for some parking is accepted, the Council will seek to limit on-site provision for designated disabled bays, servicing needs as well as limiting designated bays for occupiers of the site. Details regarding the LBC's parking details are provided within Section 6 of this report.
- 2.5.6 **Policy DP20** considers servicing and deliveries. To minimise the impact of servicing and delivery vehicles on the local highway network, the Council expects developments that generate a significant movement of goods by road to:
  - (i) Accommodate deliveries on-site; and,
  - (ii) Be located in proximity to the TfL road network and major routes.
- 2.5.7 The application site meets both of these criteria, providing on-site servicing and being in immediate proximity to the A400 (part of the TLRN).

### Camden Emerging Local Plan (2017)

- 2.5.8 The Camden Draft Local Plan is currently under review and is scheduled to be adopted on the 26<sup>th</sup> June 2017. This document will supersede the current *Camden Development Policies* document.
- 2.5.9 **Policy T1** of the Drat Local Plan outlines the Council's objectives to prioritise walking, cycling and public transport. New developments should meet the needs of pedestrians and cyclists to assist in creating a safe and accessible environment to promote active modes of transport.
- 2.5.10 Comments provided by LBC during pre-application discussions referred to **Policy T2** of the emerging Local plan which relates to the requirement for car-free developments within the borough. **Policy T2** of the Camden Draft Local Plan states that "the Council will limit the availability of parking and require all new developments in the borough to be car-free with the exception of wheelchair accessible parking". This policy objective is also supported by current guidance provided within the current *Camden Planning Guidance 7: Transport* (CPG7) document.
- 2.5.11 The Draft Local Plan refers to the existing *CPG7* document for guidance on disabled and cycle parking standards, which in turn states that Appendix 2 of the *Camden Development Policies* document should be referred to. The parking standards for disabled and cycle parking therefore do not appear subject to change following the adoption of the Local Plan.
- 2.5.12 Further consideration of the parking requirements set out in the emerging Local Plan is given within section 6.2 of this report.
- 2.5.13 **Policy T3** provides development guidelines relating to public transport infrastructure and states that development proposals would not be permitted which are contrary to the safeguarding of strategic infrastructure improvement projects. Additionally, new developments should protect existing and proposed transport infrastructure. The proposed extension to Stephenson House would not impact existing or proposed transport infrastructure and would have a negligible impact on the local pedestrian, road and public transport networks.
- 2.5.14 Furthermore, in relation to delivery and servicing arrangements, **Policy T4** states that proposed development comprising over 2,500 sqm will be required to submit a Delivery and Servicing Management Plan (DSMP) as part of a planning application to promote the sustainable movement of goods. RGP has therefore prepared a DSMP in support of the proposed extension, which should be read in conjunction with this Transport Statement.

## 3 SITE LOCATION AND ACCESSIBILITY CREDENTIALS

#### 3.1 Site Location

- 3.1.1 The site is located at the northwest corner of the Hampstead Road (A400) / Drummond Street junction, within the London Borough of Camden. As shown on Plan 01, the site is bound by office / commercial buildings to its north and west, Hampstead Road on its eastern side and Drummond Street to its south.
- 3.1.2 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.
- 3.1.3 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

3.1.4 Hampstead Road (A400), which forms a route adjacent to the eastern boundary of the site, connecting users between Mornington Crescent to its north (circa 900 metres) and Euston Road (A501) approximately 150 metres to the south of the site which affords access across Central London. In the immediate vicinity of the site, Hampstead Road forms a two-way carriageway and a designated TfL red route (TLRN). Immediately to the east of the site is a loading bay / blue badge holders bay with parking restrictions enforced between the hours of 08:00 – 19:00 (maximum stay 20 minutes for loading and maximum stay 3 hours for disabled parking).

3.1.5 Drummond Street forms a signalised junction with Hampstead Road at the southeastern corner of the site. Approximately 160 metres to the west of the site, Drummond Street filters onto Langford Street which facilitates access to the A4021 and A501. Drummond Street forms a two-way carriageway which is subject to a 20-mph speed limit and is a designated TfL red route at its eastern section in the vicinity of Hampstead Road. 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.

#### 3.2 Access

3.2.1 Vehicular access to the site is provided from the northern side of Drummond Street by way of separate 'in' and 'out' entrances, as shown in **Photograph 2** below.



Photograph 2: Site Access

3.2.2 The ramped arrangement facilitates access to a basement car parking area, capable of accommodating up to 73 vehicles. As shown in **Photographs 3** and **4**, the access affords a good level of visibility to the signalised junction with Hampstead Road (east) and to the west.



Photographs 3 and 4: Visibility splays east (L) and west (R)

3.2.3 Immediately adjacent to the car park access (to the west) is a separate loading bay which currently caters for the majority of deliveries and servicing generated by the site. **Photograph 5**, below, shows the loading bay at the site which measures 6.5m x 14m and has capacity to accommodate 4 light goods vehicles (LGVs).



Photograph 5: Loading bay

## 3.3 Accessibility Credentials

3.3.1 In order to establish the potential for future end users (i.e. staff, residents and visitors) of the proposed development to travel by sustainable travel modes, in accordance with relevant national (The National Planning Policy Framework), regional (The London Plan) and local (Camden Local Development Framework) transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site is provided within this section of the report.

- 3.3.2 Considering the site's Central London location, it is likely that public transport and 'active' modes of travel such as walking and cycling would form the principal mode of travel by all users to reach the site and to complete local trips during the day.
- 3.3.3 In order to gain an understanding of how journeys would be made to and from the proposed development by sustainable means of travel, a review of the existing provision of transport infrastructure and services has been undertaken.

### Walking and Cycling

- 3.3.4 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively which are considered the preferred maximum distances as outlined in *Guidelines for Providing Journeys on Foot* (2000).
- 3.3.5 Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Over short distances, especially in urban areas such as Camden, cycling is often quicker and cheaper than using a car and more flexible than public transport.
- 3.3.6 The site benefits from excellent public footway provision in its immediate vicinity. Footways are provided on both sides of the carriageway on both Hampstead Road and Drummond Street along their entireties. The footways are well-lit, in excess of 5 metres in width and afford a good level of access to the site, as shown in **Photographs 6** and **7** below.



Photographs 6 and 7: Footway Provision

3.3.7 A number of designated crossing points with dropped kerbs and tactile paving are provided throughout the locality. For example, pedestrian crossing facilities are located at the signalised junction with Hampstead Road / Drummond Street at the southeast corner of the site, as shown in **Photograph 8**.



Photograph 8: Pedestrian Crossing at Hampstead Road / Drummond Street Junction

- 3.3.8 The footways on Hampstead Road and Drummond Street continue both to the north and south of the site providing access to a number of likely services and facilities including, local bus stops (within 80 metres of the site), Warren Street Underground Station (circa 200 metres), London Euston Underground and Rail Station (circa 285 metres), University College Hospital (circa 315 metres), University College London (circa 400 metres), Regents Park (circa 750 metres) and Maria Fidelis Convent Lower School (circa 160 metres from the site).
- 3.3.9 In terms of cycle infrastructure, a number of dedicated cycle routes can be found in the local area, as shown on **Plan 01**. A dedicated cycle route is provided to the south of the site from Torrington Place at its junction with the A400 and continues east towards the A5200 Grays Inn Road.
- 3.3.10 It is considered that the local highway network in the vicinity of the site offers a safe and convenient environment for on-road cycling for skilled and confident cyclists. As shown on **Photograph 9**, for example, Drummond Street offers a preferred on-road route connecting users between the signalised junction with Hampstead Road to its east and Albany Street (A4021) to its west.



Photograph 9: Drummond Street

3.3.11 The site will continue to provide dedicated cycle storage facilities within the building in line with local policy, although there is also a good provision of on-street cycle stands locally. There are several 'Sheffield style' stands located opposite the site on Drummond Street, illustrated by **Photograph 10** below.



Photograph 10: Cycle stands on Drummond Street

3.3.12 Santander cycle hire offers short-term bicycle rental throughout Central London, with approximately 10,000 bicycles at more than 700 conveniently located docking stations. Operated by TfL, these facilities are particularly popular with commuters and those visiting from outside London and hence would likely be utilised by some staff travelling to the site, residents and visitors.

3.3.13 A number of Santander cycle hire stations are situated in close proximity to the site, including a station located adjacent to the local bus stops on Drummond Street (**Photograph 11**). **Plan 01**, attached hereto, illustrates the locations of the closest cycle hire facilities to the site.



Photograph 11: Santander cycle hire station

3.3.14 For recreational cycling, Regents Park also offers a number of off-road cycle trails which would be particularly attractive to prospective residents of the site.

#### Bus

- 3.3.15 The nearest bus stops to the site are located on Hampstead Road (A400) approximately 80 metres south of the site (less than a minute by foot).
- 3.3.16 The bus stops, known as Drummond Street Stops R/U/S/T, serve bus routes 24, 27, 29, N29, 88, 134 and N279 which provide frequent (every 5 minutes) services to a number a range of destinations such as North Finchley, Hampstead Heath, Camden Town Station, Tottenham Court Road Station, Leicester Square and Clapham.
- 3.3.17 Both northbound and southbound stops provide up-to-date timetable information for passengers and benefit from bus shelters, as shown in **Photographs 12** and **13** below.



Photographs 12 and 13: Drummond Street bus stops southbound (L) and northbound (R)

3.3.18 **Figure 3.1** below provides a summary of the bus services from Drummond Street Stops R/U/S/T, full details of which can be found online at: <u>https://tfl.gov.uk/modes/buses/</u>

	Bus Timetable Summary									
Service	Route Summary	Typical Frequency	Hours of Operation							
24	Pimlico – Hampstead Heath	Mon-Sun: every 5-13 minutes	Mon-Sun: 24 hours							
27	Chiswick Business Park – Chalk Farm	Mon-Fri: every 6-10 minutes Sat: every 7-11 minutes Sun: every 10-14 minutes	Mon-Sun: 24 hours							
29	Trafalgar Square – Wood Green	Mon-Sun: every 8-10 minutes	Mon-Sun: 05:48- 00:48							
N29	Trafalgar Square – Enfield	Sun Ni-Fri Morn: every 7-8 minutes Fri Ni-Sun Morn: every 3-4 minutes	Sun Ni-Fri Morn: 00:56-05:41 Fri Ni-Sun Morn: 01:01-05:48							
88	Clapham Common – Camden Town	Mon-Fri: 6-10 minutes Sat: 7-11 minutes Sun: 10-13 minutes	Mon-Sun: 24 hours							
134	Tottenham Court Road – North Finchley	Mon-Fri: 4-7 minutes Sat: 6-10 minutes Sun: 4-8 minutes	Mon-Sun: 24 hours							
N279	Trafalgar Square – Waltham Cross	Sun Ni-Fri Morn: 20 minutes Fri Ni-Sun Morn: 11-12 minutes	Sun Ni-Fri Morn: 00:38-05:36 Fri Ni-Sun Morn: 00:45-05:36							

Figure 3.1: Local Bus Information (Drummond Street Bus Stops)

3.3.19 As summarised, a high frequency of services to an extensive range of destinations is available from within close proximity to the site (approximately 55 services in each direction calling during the peak hour), including frequent night bus services. These bus stops would provide convenient services for residents, staff and visitors travelling to and from the site to a range of destinations throughout central and north London and also provide connections to major rail stations such as London Euston and Kings Cross St Pancras.

#### Rail

- 3.3.20 The site benefits from being within 1 kilometre of several London Underground Stations and London Euston Rail Station, as shown on **Plan 01**.
- 3.3.21 Warren Street Underground Station is the nearest underground station to the site (circa 200 metres, or a 2 minute walk) situated centrally on both the Northern and Victoria lines which provide direct services to major public transport interchanges including Euston, Edgware, Waterloo and Clapham.
- 3.3.22 Additionally, Euston Square located circa 350 metres (a 4 minute walk) south-east of the site provides access to the Circle, Hammersmith and City and Metropolitan lines where a wide range of destinations within Central London can be reached.
- 3.3.23 London Euston Rail Station is situated approximately 285 metres to the east of the site providing a gateway to a number of destinations across England. Figure 3.2 below provides a summary of the rail services from London Euston, full details of which can be found online at: <u>http://www.nationalrail.co.uk/</u>.

London Euston Rail Timetable Summary								
Destination	Typical Duration	Typical Frequency						
Glasgow Central	4 hrs 31 mins	2 per hour						
Birmingham New Street	1 hr 24 mins	5 per hour						
Manchester Piccadilly	2 hrs 8 mins	3 per hour						
Liverpool Lime Street	1 hr 14 mins	1 per hour						
Tring	43 mins	4 per hour						
Milton Keynes Central	35 mins	8 per hour						
Watford Junction	22 mins	8 per hour						
Wembley Central	21 mins	4 per hour						

Figure 3.2: London Euston Rail Summary

3.3.24 As shown, frequent and desirable rail services can be reached from London Euston. On this basis, it is anticipated that rail would offer a primary method of travel to/from the site for staff, visitors and residents. The routes listed above include numerous suburban services which would likely be particularly beneficial for commuting journeys.

#### 3.4 PTAL Assessment

- 3.4.1 To assess the current Public Transport Accessibility Level (PTAL) available at the development site, RGP has carried out a site specific PTAL assessment, undertaken through Web-CAT which is a web-based Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services.
- 3.4.2 This assessment has been undertaken in accordance with the guidance methodology contained within 'Assessing Transport Connectivity in London', a TfL report published in April 2015. The results of the PTAL assessment for the site, based on TfL's online tool, are attached hereto at **Appendix B**.
- 3.4.3 The site has an Accessibility Index of 54.08, which corresponds to a PTAL rating of 6b, representing the highest level of accessibility to the public transport network. The site has excellent provision for and access to a range of local facilities and amenities whilst the public transport available locally caters for the daily travel needs of all future occupiers and visitors to the site.

## 3.5 Car Club Schemes

- 3.5.1 Car clubs allow users to become members with a company offering a scheme that provides access to cars and vans in local communities. Car club vehicles can be found in designated parking bays in many towns and cities across the UK.
- 3.5.2 Since the development proposes limited car parking on the site, car clubs offer a potential travel option that residents may choose for some trips when the use of the car is essential, reducing the need to own a private car.
- 3.5.3 The location of existing car club vehicles in the vicinity of the site are displayed on **Plan 01**. As shown, 10 Zipcar Car Club vehicles are located within 1 kilometre of the site. 1 vehicle is located on Warren Street (circa 225 metres from the site) – the closest car club vehicle to the site, 1 vehicle is located on Melton Street (circa 285 metres from the site), 2 vehicles along Albany Street and a further vehicle can be found on Endsleigh Street. Additionally, a number of City Car Club (Enterprise) vehicles can also be found in the local area.
- 3.5.4 Further information regarding car clubs in the London Borough of Camden can be found at: <u>http://www.zipcar.co.uk/londoncamden</u> or <u>https://www.enterprisecarclub.co.uk/</u>.

#### 3.6 Summary

3.6.1 In summary, RGP consider that the accessibility credentials of the proposed development are particularly good, as highlighted by the site's 'excellent' PTAL score, providing occupiers and visitors to the site with numerous opportunities to travel by sustainable modes. It is anticipated that the extensive range of public transport services will act as the primary mode of transport for travel to/from the site. The Travel Plan prepared by RGP details further measures to encourage greater uptake of sustainable travel modes.

## 4 EXISTING SITE OPERATION

### 4.1 Overview

- 4.1.1 It is important to consider the potential trips to be generated by the additional office and residential space in comparison to the site's existing operation. The following sections assess the existing and proposed uses of the building in terms of its multi-modal trip generation potential, with a view to establishing the likely change in the number of trips to the site as a result of the altered use of the building.
- 4.1.2 The existing site comprises a 7 storey building operating as an office (Use Class B1) with a ground floor retail unit (A1) operating as a shop selling musical instruments and an NHS health centre (flexible B1 / D1 use). Pedestrian access to the office use is provided at the southeast corner of the site, whilst the entrances to the health centre and retail unit are located to the south at Drummond Street and the east at Hampstead Road respectively. The site comprises a total floor area of 18,128qm GEA, of which 14,647sqm is currently in office use.
- 4.1.3 There is currently a car park on-site provided at basement level with capacity to accommodate 73 vehicles, accessible from Drummond Street to the south. These parking facilities are reserved for the exclusive use of staff at the site. Additionally, there is a dedicated delivery and servicing bay located on-site, with the vehicle access available adjacent to the entrance to the car park.

## 4.2 Retail and Health Centre Use

- 4.2.1 Under the proposals, the existing retail unit located at ground floor level along the site's eastern frontage would be retained, but with the basement level converted to office space. Furthermore, there would be one ancillary café (A1 use) provided at the corner of Hampstead Road and Drummond Street, and a restaurant (A3 use) would be provided along Drummond Street. The total retail area on-site would be reduced from 1,215sqm to 992sqm. The operation of the existing health centre at ground floor level would remain unchanged post-development, although the space allocated to this use would also be reduced from 2,266sqm to 918sqm.
- 4.2.2 Although the ultimate occupier of these units is not yet known, the nature of such retail uses does not typically generate 'primary trips' to a development. Instead, people visiting are likely to do so as part of an existing journey and hence these would represent 'pass-by' or 'linked' trips as opposed to new trips on the network.
- 4.2.3 Retail uses such as these are common throughout central London, with numerous such facilities within the local area. Hence customers generally choose to visit a shop which is conveniently located for them, with minimal deviation from their existing journey to their ultimate destination.

- 4.2.4 Moreover, customers desiring access to shops by car would typically choose to travel to a retail area which does provide car parking. No car parking would be provided for the proposed retail uses and hence minimal vehicular traffic, other than service vehicle activity, would be anticipated in relation to the retail units.
- 4.2.5 The health centre and retail unit located on-site would be retained and but reduced in terms of floor area. Since the healthcare and retail units would continue to operate in the same manner as the existing site, this element of the development proposals would remain largely unchanged and as such is omitted from the following trip generation assessments. This is considered to be a robust approach when considering that the area of these uses on-site would be reduced and the proposed cafes would act primarily as an ancillary use. Hence, this element of the proposed site would likely represent a benefit to the local highway network.

### 4.3 Office Use

- 4.3.1 The existing office use at the site comprises a total of 14,647sqm GEA across 7 storeys and currently contains 73 staff car parking spaces at basement level. To establish the likely operation of the existing site from a trip generation perspective, RGP has carried out the following assessment using the Trip Rate Information Computer System (TRICS). This is a database used to estimate the trip generation potential for new developments across a range of land uses. The TRICS database was therefore interrogated for the purpose of this report to identify and evaluate the trip generation of the existing and proposed uses of the site.
- 4.3.2 In order to establish the likely trip generation credentials of the existing site, a multimodal TRICS assessment has been undertaken based on the following selection criteria:
  - (i) Regions: Greater London;
  - (ii) Land Use: Employment, Office;
  - (iii) Survey Days: Weekday only;
  - (iv) Selected Locations: Town Centre;
  - (v) Use Classes: B1;
- 4.3.3 The 4 sites selected from the above criteria are located within central London, each with a PTAL rating of 6b to achieve a comparable modal split in terms of access to local public transport services. Additionally, some of the sites examined within this assessment contain a level of on-site car parking, with the average parking / office space ratio comparable to that of the application site.

4.3.4 It is also worth noting that 2 of the selected sites are also located within the London Borough of Camden and that 3 sites were manually deselected from the TRICS site selection process as a result of either locational incompatibilities or a low PTAL rating which made them unrepresentative from a trip generation perspective. **Figure 4.1** illustrates some of the key characteristics of each TRICS site used to form this assessment, in comparison to the application site.

Site	London Borough	Floor Area (sqm)	Parking (per 100sqm)	PTAL	Local Highway	Distance from Application Site
Stephenson House (Development Site)	Camden	18,128	73 (0.43)	6b	A400	-
Clerkenwell (WC1X 8HN)	Camden	5,299	33 (0.62)	6b	A40	Approx. 2km
Holborn (EC1N 6SN)	Camden	4,062	40 (0.98)	6b	A40	Approx. 2.5km
Bank (EC4N 6JJ)	City of London	1,386	2 (0.14)	6b	A10	Approx. 3.5km
Monument (EC3R 8AJ)	City of London	7,567	0	6b	A3211	Approx. 4km
TRIICS Average	-	4,579	0.44	6b	-	Approx. 3km

Figure 4.1. Summary of TRICS Sites

- 4.3.5 As demonstrated above, the office sites considered for this assessment are of a comparable location in terms of proximity to the highway network, accessibility to the public transport network and average level of on-site car parking, all within highly accessible Central London locations.
- 4.3.6 **Figure 4.2** provides a multi-modal trip generation summary based on the trip rates derived from the TRICS database and the full TRICS outputs are attached at **Appendix C**.

	AM peak hour			PM	PM peak hour			Total Daily		
	Arr	Dep	Two- way	Arr	Dep	Two- way	Arr	Dep	Two- way	
Vehicles	30	10	41	10	27	37	191	175	366	
Taxis	3	2	6	6	6	12	53	41	94	
Walk / Public Transport	368	21	389	29	380	408	1829	1737	3566	
Walk	44	14	58	14	57	71	900	861	1761	
Train / Underground	256	3	259	10	263	273	722	686	1408	
Bus / Tram / Coach	54	4	58	3	50	53	153	146	299	
Cycle	15	0	15	1	10	11	54	44	98	
All Movements	402	30	432	39	412	451	2068	1942	4014	

\*\*Note: Discrepancies Due to Rounding

Figure 4.2. Existing Trip Generation (Office Use - 14,647sqm)

4.3.7 As summarised above, the existing site is likely to generate a total of 4,014 two-way movements by all modes over the course of a typical weekday. This would comprise 432 movements during the AM peak hour and 451 during the PM peak hour, by all modes.

- 4.3.8 It is anticipated that 366 two-way vehicle movements are likely to be generated during the course of a typical weekday comprising 41 two-way movements during the AM peak hour and 37 during the PM peak hour. It is anticipated that 94 of the daily two-way vehicle movements consist of taxi trips to / from the site.
- 4.3.9 The daily two-way vehicular movements represent approximately 9% of the total modal split, whilst 46% would travel to and from the site via active modes of transport such as walking and cycling, with the remaining 43% utilising public transport.

## 5 PROPOSED SITE OPERATION AND NET IMPACT

### 5.1 Overview

- 5.1.1 As part of the development proposals, an additional floor of office space would be provided and a refurbishment of the existing building would be undertaken, representing an increase in office space of 3,926sqm, providing a total of 18,573sqm GEA post-development. As detailed previously, the retail units and health centre would be reduced in floor area.
- 5.1.2 The building's footprint would not be significantly altered under the proposals, however, a large section of the basement level is proposed to be converted to provide additional office space. To facilitate this change of use, the on-site car park would be reduced from a total of 73 spaces to 4 disabled spaces only. The existing delivery and servicing bay would be retained on-site following the proposals.

### 5.2 Office Use

- 5.2.1 As a result of the significant reduction in parking proposed at the site, to best represent the proposed office use at Stephenson House, a further TRICS assessment has been carried out from which 2 sites have been examined. Both of these sites are within central London locations with a PTAL rating of 6b. One of the surveyed sites operates as a car-free development, whilst the other provides 2 staff car parking spaces (0.14 spaces per 100sqm). The proposed on-site parking provision would be reduced from 73 spaces to 4, representing a ratio of 0.02 car parking spaces per 100sqm. The selected TRICS sites still present a level of vehicle activity and it is therefore considered that these sites are representative of Stephenson House in terms of the proposed parking arrangements.
- 5.2.2 In order to establish the likely trip generation credentials of the existing site, a multimodal TRICS assessment has been undertaken based on the following selection criteria:
  - (i) Regions: Greater London;
  - (ii) Land Use: Employment, Office;
  - (iii) Survey Days: Weekday only;
  - (iv) Selected Locations: Town Centre;
  - (v) Use Classes: B1;

- 5.2.3 The sites were further interrogated to identify the comparability from an accessibility perspective (i.e. high PTAL rating and limited parking). It is worth noting that 5 sites were removed from the TRICS site selection process as a result of disproportionate level of car parking or a low PTAL rating.
- 5.2.4 **Figure 5.1** provides a multi-modal trip generation summary based on the trip rates derived from the TRICS database and the full TRICS outputs are attached at **Appendix D**.

	AM peak hour			PM peak hour			Total Daily		
	Arr	Dep	Two- way	Arr	Dep	Two- way	Arr	Dep	Two- way
All Vehicles (Excluding Deliveries)	39	10	50	17	37	54	147	145	293
Taxis	6	6	12	17	14	31	41	41	82
Walk / Public Transport	471	37	508	37	456	493	2010	1956	3966
Walk	64	23	87	8	100	108	986	996	1981
Train / Underground	336	8	345	25	290	315	813	759	1573
Bus / Tram / Coach	62	6	68	4	60	64	184	172	356
Cycle	8	0	8	0	6	6	27	29	55
All Movements	517	44	560	52	504	556	2166	2110	4276

\*\*Note: Discrepancies Due to Rounding

### Figure 5.1. Proposed Trip Generation (Office Use - 18,573sqm)

5.2.5 As illustrated above, the proposed office would generate in the region of 4,276 twoway movements over the course of a typical weekday, inclusive of all modes. This figure includes a total of 293 two-way vehicular trips, with 54 of these occurring during the PM peak hour, representing a worst-case scenario.

## 5.3 Residential

- 5.3.1 The proposals include an element of residential development within the site (use class C3). It is proposed that a total of 17 units would be provided in the form of 1, 2 and 3 bedroom flatted apartments, between floors 1-7. A third of the residential dwellings would be allocated as affordable housing. These units would comprise the following composition:
  - (i) 1 x 1 bed flats;
  - (ii) 9 x 2 bed flats; and
  - (iii) 7 x 3 bed flats;

- 5.3.2 An additional interrogation of the TRICS database has been carried out to determine the likely multi-modal trip rates and associated trip generation that would result from these residential units based on comparable sites. It should be noted that these units would not be allocated any off-street parking provision. The full TRICS outputs associated with the residential units are attached at **Appendix E** and the search criteria used as part of this assessment is as flows:
  - (i) Regions: Greater London;
  - (ii) Land Use: Residential, Flats Privately Owned;
  - (iii) Survey Days: Weekdays;
  - (iv) Selected Locations: Edge of Town Centre;
  - (v) Use Classes: C3;
  - (vi) Car Ownership Within 5 Miles: 0.5 or Less.
- 5.3.3 From the above categories, 2 sites were selected from the TRICS database located in comparable Central London areas including Southwark and Islington. Each of these sites contain limited / zero parking (average of 0.17 spaces per dwelling) with an average bedroom composition of 2 bedrooms per dwelling. Furthermore, each of the sites used to form this assessment are within locations characterised by a PTAL rating of 6a or 6b.
- 5.3.4 It should be noted that 2 sites were removed from this assessment due to a disproportionate level of on-site parking (greater than 1 space per dwelling).
- 5.3.5 **Figure 5.2** provides a summary of the multi-modal trip generation used to establish the likely operation of the proposed 17 residential units on-site, derived from the trip rates obtained from TRICS.

	AM peak hour		PM peak hour			Total Daily			
	Arr	Dep	Two- way	Arr	Dep	Two- way	Arr	Dep	Two- way
Vehicles	0	0	0	0	0	0	4	4	8
Taxis	0	0	0	0	0	0	2	2	4
Walk / Public Transport	0	2	4	3	1	3	16	19	36
Walk	0	1	2	1	1	1	9	12	21
Train / Underground	0	1	1	1	0	1	4	4	8
Bus / Tram / Coach	0	1	1	1	0	1	3	3	6
Cycle	0	0	0	0	0	0	1	1	2
All Movements	1	3	4	3	1	4	20	24	45

\*Note discrepancies Due to Rounding

#### Figure 5.2. Proposed Trip Generation (17 Residential Units)

- 5.3.6 As demonstrated above, the residential units would likely generate a daily total of 8 two-way vehicular movements to the site, 4 of which would comprise taxi journeys. None of these trips would occur during the peak hour periods.
- 5.3.7 Over the course of the day, there would be a total of 45 two-way movements across all modes with 4 of these occurring during both the AM and PM peak hours.

#### 5.4 Net Impact

5.4.1 To determine the net impact of the development proposals, the anticipated traffic generation has been compared with that generated by the existing site to illustrate the likely additional trips to / from the site from a multi-modal perspective. **Figure 5.3**, provides a summary of the net impact of the development. This assessment includes both the office and residential elements of the proposed development.

	AM peak hour			PM peak hour			Total Daily		
	Arr	Dep	Two- way	Arr	Dep	Two- way	Arr	Dep	Two- way
Vehicles	9	0	9	6	10	16	-40	-25	-65
Taxis	3	4	7	10	9	19	-9	2	-7
Walk / Public Transport	103	19	123	12	78	88	197	238	436
Walk	20	10	31	-5	44	38	95	146	241
Train / Underground	80	6	86	15	27	43	95	78	173
Bus / Tram / Coach	9	3	12	2	11	13	35	29	64
Cycle	-6	0	-6	- 1	-4	-5	-27	-14	-41
All Movements	115	17	132	16	93	109	118	192	307

			-
Figure	5.3	Net	Impact
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- 5.4.2 As demonstrated in **Figure 5.3**, the proposals would generate in the region of 307 additional two-way movements over the course of a typical weekday, inclusive of all modes of transport. This represents a maximum increase of 132 two-way movements during the course of the AM peak hour.
- 5.4.3 In terms of vehicular activity, a daily reduction of 65 two-way vehicular movements would be anticipated. It is however noted that there would be a marginal increase in vehicle trips during the peak hours. As the proposed site would significantly limit onsite car parking, it is considered that the peak hour data above represents an anomaly. It is identified that the survey undertaken at one of the TRICS sites has identified an unrepresentative proportion of car arrivals (rather than taxi journeys) arriving and remaining at the site, which is considered to be an inconstancy as the site does not contain any parking.
- 5.4.4 It is worth noting that the additional bus journeys made to / from the site would have a negligible impact on the existing capacity of the local bus network. There are approximately 55 peak hour bus services available from the nearest bus stops and 64 seats provided on each of the modern 'Routemaster Buses'. The additional trips generated by bus would equate to an additional 1.16 passengers per service on average and an increase of 1.82% in terms of existing capacity as a worst case (AM peak hour).

#### 5.5 Summary

5.5.1 The trip generation associated with the proposed development, in terms of all modes, would not represent a significant increase. Furthermore, there would be a net reduction in two-way vehicle movements to the site over the course of a typical weekday, thus representing a benefit to the local highway network.

5.5.2 Furthermore, it is worth noting that the retail units are unlikely to generate any vehicle trips over the course of the day, but would benefit from pass-by trade associated with pedestrians in the local area, as well as internal trade from the office use at the site, as both uses would operate in a complimentary manner. The trip generation associated with the retail and healthcare uses on-site would remain largely unchanged post-development.

## 6 ACCESS AND PARKING ARRANGEMENTS

#### 6.1 Access Arrangements

- 6.1.1 The existing site provides a car park at basement level, accessible from Drummond Street to the south. The car park is available for the use of staff and affords both access and egress lanes via Drummond Street. Entry to the on-site car park is restricted via an electronic shutter system and there are 73 spaces currently available.
- 6.1.2 As part of the development proposals, the level of on-site car parking within the basement would be reduced by 69 spaces to provide a total of 4 spaces post-development. These spaces would be reserved as disabled parking bays for the shared use of the site.
- 6.1.3 Access to the basement car park would continue to be afforded from Drummond Street, however, the access would be reduced to a single lane only which is considered suitable to cater for the minimal number of car parking spaces that would be retained within the basement. Hence the use of the ramp would become far less frequent. Notwithstanding this, suitable access management would be installed to control access / egress to and from the car park to prevent conflicting movements on the access ramp. It is anticipated that access would be restricted in a similar manner to the current shutters provided and electronic key-pad entry which allows cyclists to enter. The proposed residential units would comprise car-free flatted dwellings, in line with local and regional policy.
- 6.1.4 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.

## 6.2 Car Parking Standards

## Camden Development Policies (2010)

- 6.2.1 When considering the required level of car parking on-site, local factors should be considered. For example, the application site is within a location categorised by a PTAL rating of 6b (the highest achievable) owing to its close proximity to a range of rail stations and bus stops. The local area also benefits from an excellent provision of walking and cycle infrastructure.
- 6.2.2 The relevant regional and local car parking standards are contained within the London Plan and the and the Camden Development Policies document (2010) and have been assessed, with a summary of these standards provided in **Figure 6.1** below. All standards detailed below refer to a maximum provision.

Use Class	London Plan	Camden Development Policies
B1 (Office)	1 space per 1,500sqm (GIA)	1 staff space per 1,500 sqm
A1 / A3 (Retail)	Disabled parking only	1 staff space per 1,500 sqm
C3 (Residential)	<ul> <li>1-2 beds: Less than 1 space per unit</li> <li>3 beds: up to 1.5 spaces per unit</li> <li>** All developments should aim for significantly less than 1 space</li> </ul>	0.5 spaces per dwelling
D1 (Healthcare)	Individual assessment	1 space per 1,500sqm

Figure 6.1. London Plan and LBC Car Parking Standards

6.2.3 Based on the above standards, the proposed site could provide up to a maximum of 20 car parking spaces based on the LBC policy and up to a maximum of 14 spaces based on London Plan policy. The office use could provide a maximum of 12 standard car parking spaces based on London Plan and LBC policy and a minimum of 5% of capacity should be provided as disabled parking bays.

## Camden Emerging Local Plan (2017)

- 6.2.4 As outlined previously in this report, the Camden Draft Local Plan is currently under review and is scheduled to be adopted on 26<sup>th</sup> June 2017. This document will supersede the current *Camden Development Policies* document. Comments provided by LBC refer to **Policy T2** of the emerging Local plan which relates to the requirement for car-free developments within the borough.
- 6.2.5 **Policy T2** of the Camden Draft Local Plan (2016) states that "the Council will limit the availability of parking and require all new developments in the borough to be car-free with the exception of wheelchair accessible parking". This policy objective is also supported by current guidance provided within the current *Camden Planning Guidance 7: Transport* (CPG7) document.
- 6.2.6 The Draft Local Plan refers to the existing *CPG7* document for guidance on disabled and cycle parking standards, which in turn states that Appendix 2 of the *Camden Development Policies* document should be referred to. The parking standards for disabled and cycle parking therefore do not appear subject to change following the adoption of the Local Plan.
- 6.2.7 A total of 4 spaces would therefore be provided post-development, to be reserved as disabled bays for use of the development. The significant reduction in the level of onsite parking would represent a benefit to the local highway network and the proposals adhere to policy relating to car parking provision contained in both the London Plan and Camden Development Policies. Additionally, there is a marked loading bay located at the site's eastern frontage on Hampstead Road which permits disabled parking for up to a maximum duration of 3 hours. This bay could be utilised by visitors to the site requiring disabled parking.

6.2.8 Owing to the site's location in terms of its proximity to Euston station, Warren Street station, local bus services and high quality walking / cycle infrastructure, the site is able to operate with minimal parking thus assisting local and London-wide policy objectives in reducing the level of car use and ownership. There are however pay and display parking bays provided on Drummond Street which would accommodate other visitor parking if required.

## 6.3 Cycle Parking

6.3.1 Cycle parking standards are also contained within the policy documents outlined above which quote a minimum provision for developments to design for. These minimum standards are outlined below in Figure 6.2 and the corresponding required provision is outlined in Figure 6.3.

Use Class	London Plan	Camden Development Policies
B1 (Office)	1 long-stay space per 90sqm 1 short-stay space per 500sqm	From a threshold of 500sqm: 1 staff space per 250sqm & spaces reserved for 10% of expected visitors
A1 / A3 (Retail)	1 long-stay space per 175sqm 1 short stay space per 40sqm	From a threshold of 500sqm: 1 staff space per 250sqm 1 customer space per 250sqm
C3 (Residential)	1 space per studio / 1 bed apartment 2 spaces for all other apartments 1 short stay space per 40 units	1 space per unit From a threshold of 20 units: 1 space per 10 units
D1 (Healthcare)	1 long stay space per 5 staff 1 short stay space per 3 staff	From a threshold of 500sqm: 1 staff space per 250sqm 1 visitor space per 250sqm

## Figure 6.2. Minimum Cycle Parking Standards

Use Class	London Plan	Camden Development Policies
B1 (Office) 16,709 sqm GIA	185 long-stay spaces 33 short-stay spaces	66 spaces
A1 / A3 (Retail) 975 sqm GIA	5 long-stay spaces 24 short stay spaces	3 staff spaces 3 customer spaces
C3 (Residential)	1 space (1 bed apartments) 32 spaces (all other apartments)	17 spaces
D1 (Healthcare) 904 sqm GIA	1 long stay space 1 short stay space	3 staff space 3 visitor space
Total	282 spaces	95 spaces

## Figure 6.3. Required Provision

6.3.2 Based on the above cycle parking standards, the site is required to provide a minimum of 95 cycle parking spaces as defined by guidance within the Camden Development Policies and 282 spaces based on standards outlined within the London Plan, based on gross internal area (GIA) measurements which are referred to in the London Plan guidance.
- 6.3.3 As outlined by LBC during pre-application discussions, the site will provide cycle parking in line with the minimum requirements defined by the London Plan cycle parking standards. It is therefore proposed that the site would provide a total of 282 cycle parking spaces.
- 6.3.4 There would be a cycle store located at basement level adjacent to the service yard, containing 219 spaces which would be available for use of the commercial element of the site (office, retail and health centre). These on-site cycle parking spaces would continue to be accessed via the existing ramp from Drummond Street to the basement level of the site.
- 6.3.5 Furthermore, there would be 15 Sheffield style cycle stands, with capacity to securely hold 30 bicycles, provided on-street at ground floor level which would serve as short-stay cycle parking for the commercial uses and would be utilised by visitors to the site. 11 of these stands (with capacity to hold 22 bicycles) would be provided on Hampstead Road adjacent to the main retail unit at ground floor, whilst a further 4 stands (with capacity for 8 bicycles) would be provided on Drummond Street, adjacent to the health centre and smaller retail unit.
- 6.3.6 A separate cycle store would be allocated to prospective residents of the site, providing capacity for 33 bicycles. The proposals would therefore provide a level of cycle parking in line with the standards outlined in the London Plan. The locations of the proposed cycle parking for all uses on-site are illustrated on the site plan attached at **Appendix A**.
- 6.3.7 The proposed cycle parking would be provided in the form of 'Camden' style cycle stands, in line with LBC design standards as outlined within the CPG7 document. The guidance states that:

"The Council recommends the use of either "Camden" or Sheffield for the provision of off-street cycle parking... The "Camden" stand is a new form of Sheffield Stand, which is now used for all new cycle parking installed on Camden's public highway. Developers are encouraged to use it in place of the Sheffield stand although the Sheffield stand is still acceptable."

- 6.3.8 The on-site cycle stores would be secure and benefit from a good level of CCTV surveillance. Lockers and shower rooms would be provided on-site for use of the office within the basement level.
- 6.3.9 Additionally, there is also a significant provision of cycle parking provided on-street in the vicinity of the site which would accommodate any additional cycle parking required, although it is considered that the proposed on-site provision would be in excess of the demand anticipated.
- 6.3.10 In summary, the site would provide cycle parking in accordance with the London Plan, with a total capacity of 282 spaces for the combined uses on-site. The proposed level of cycle parking therefore satisfies the required quantity as outlined by the Council during pre-application discussions.

### 7 SERVICING ARRANGEMENTS

- 7.1.1 This section outlines the key elements of the proposals in terms of the delivery and servicing arrangements. A Delivery and Servicing Management Plan (DSMP) has also been prepared to accompany this Transport Statement (reference: JDF/JLLS/16/3473/DSMP) and provides further detail regarding the proposed delivery requirements of the site. These documents should therefore be read in conjunction.
- 7.1.2 The existing site benefits from an off-street delivery and servicing bay at ground floor level, accessed via Drummond Street which serves the office / health centre elements of the building. The delivery bay is located immediately to the west of the basement car park access and operates a shutter system to prevent unauthorised vehicle entry to the site. This facility has capacity to accommodate LGVs which are utilised to carry out the delivery requirement associated with the on-site uses. Any larger vehicles are required to undertake deliveries on-street, in accordance with existing carriageway restrictions. Furthermore, it is likely that courier visits, for example, which cannot be reasonably accommodated by the site also take place on-street.
- 7.1.3 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 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 TfL red route and stipulating 'no stopping' at this section of the highway.
- 7.1.4 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 measures 16.8m and could accommodate larger vehicles if required to service the site and would be utilised for deliveries associated with the retail unit. Loading on Hampstead Road is permitted 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. It is anticipated that this bay is currently utilised by the ground floor music shop for deliveries and would continue to serve the retail unit at this location post-development and since the floor area would be reduced, the level of delivery activity would be less intensive.
- 7.1.5 Under the proposals to redevelop the site, the existing delivery and servicing bay at ground floor level would be retained, affording the continued use of this facility to carry out the majority of the servicing requirements generated by the site. This area would also accommodate the refuse / recycling store for the office use. A separate bin store for the residential units would be provided at the north-east corner of the site.
- 7.1.6 It should be noted that this facility had previously operated a vehicle turn-table to enable delivery vehicles to egress the ground floor servicing area 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.

- 7.1.7 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 2016/3473/004**, 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.
- 7.1.8 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 additional area allocated for delivery and servicing activity would be marked at the western boundary of the basement level and would be reserved for the use of delivery vehicles only.
- 7.1.9 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

7.1.10 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.

- 7.1.11 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.
- 7.1.12 The size of delivery vehicles would not change post-development and only a slight increase in the frequency of deliveries would be generated in association with the office use. The retail element of the site and healthcare centre would remain unchanged from their current operation, and as such, would continue to generate the same level of delivery activity as the existing site. Although it is not anticipated that deliveries would increase in frequency for these uses, any additional deliveries would be accommodated at the site and managed accordingly.
- 7.1.13 These uses require a minimal frequency of deliveries to the site, the majority of which would be carried out by LGVs with loads likely to include stationary, couriers, and general healthcare equipment for example. In the unlikely event that larger delivery vehicles would be required, the delivery bay marked on Hampstead Road to the east would be utilised. This bay would also continue to provide for deliveries associated with the music store located at the ground floor level of the site.
- 7.1.14 In regard to deliveries generated by the office use, 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.

	AM peak hour			PM peak hour			Т	otal Da	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 7.2. Delivery Vehicle Frequencies (B1 Office)

- 7.1.15 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.
- 7.1.16 Furthermore, in policy terms, the Camden Development Policies document outlines servicing and delivery requirements for developments within LBC. As detailed in Section 2 of this report, **Policy DP20** considers servicing and deliveries. To minimise the impact of servicing and delivery vehicles on the local highway network, the Council expects developments which generate a significant level of delivery vehicle activity:
  - (i) To accommodate deliveries on-site; and,

- (ii) To be located in proximity to the TfL road network and major routes.
- 7.1.17 Notwithstanding the fact that the proposals would not generate a substantial increase in delivery activity, the delivery and servicing arrangements would satisfy local policy owing to the location of the site in context of Hampstead Road which forms part of the TLRN and the facilities provided on-site to accommodate delivery and servicing activity.

### 8 SUMMARY AND CONCLUSIONS

- 8.1.1 This Transport Statement has considered the transport planning implications associated with the proposed extension and refurbishment to the existing site at Stephenson House, Hampstead Road, London, to provide office, residential and retail space.
- 8.1.2 RGP make the following conclusions of this Transport Statement:
  - (i) The proposals would accord with national, regional and local transport policy;
  - (ii) The site is well located to benefit from a high standard of pedestrian, cycle and public transport infrastructure, as is demonstrated by its PTAL score of 6b, representing the highest level of accessibility;
  - (iii) Trips made to / from the site by all modes would generate a net increase of 307 two-way trips. A net increase of 436 trips by walking, cycling and public transport would likely occur. These could be easily accommodated by the existing public transport provisions on the local network and the impact on service capacity would be negligible.
  - (iv) The proposals would result in a net reduction of 65 total two-way vehicle movements at the site over the course of a typical weekday, which would likely comprise taxi pick-up / drop-off activity and courier visits associated with the office space. This represents an improvement to the existing highway network locally to the site owing to the proposed reduction in the level of onsite car parking;
  - (v) The proposals would reduce the level of on-site car parking from a total of 73 spaces to 4, which would be reserved for disabled parking only, for the shared use of the site. The car park access would be reduced to a single lane and 282 cycle parking spaces (249 for the commercial uses and 33 for residential) would be provided in accordance with the standards defined within the London Plan;
  - (vi) The on-site delivery and servicing bay at ground floor level would be retained for use of the office and health centre and the vehicle turn-table would be refurbished for future operation. Deliveries associated with the residential and retail uses would be safely accommodated within the dedicated loading bay provided on Hampstead Road. An additional delivery and servicing area would also be provided on-site at basement level for the use of smaller vehicles;

- 8.1.3 Overall, this report demonstrates that the proposed development would not have a demonstrable impact on the local highway network and so there are no impediments on transport and highway grounds that should prevent the granting of planning permission.
- 8.1.4 A Travel Plan and a Delivery & Servicing Management have been prepared to accompany the application and should be read in conjunction with this Transport Assessment.



# PLANS





# 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					

5 10 20	Client	Architect	Stephenson Ho	ouse					
Metres	Lazari Investments Limited	marks barfield architects	Drawing Title Proposed I	_ower Ground	r 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			
	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 momation			





## **APPENDIX B**





PTAL output for Base Year 6b	
NW1 2PL Hampstead Rd, Kings Cross, London NW1 2PL, UK Easting: 529192, Northing: 182518	
Grid Cell: 90919	
Report generated: 04/01/2017	
Calculation Parameters	
Dayof Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus ReliabilityFactor	2.0
LU Station Max. Walk Access Time (mins)	12
LU ReliabilityFactor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail ReliabilityFactor	0.75



Calcu	lation data									
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	A
Bus	WARREN STREET STATION	10	341.65	4.5	4.27	8.67	12.94	2.32	0.5	1.16
Bus	WARREN STREET STATION	390	341.65	8	4.27	5.75	10.02	2.99	0.5	1.5
Bus	WARREN STREET STATION	30	341.65	7.5	4.27	6	10.27	2.92	0.5	1.46
Bus	WARREN STREET STATION	73	341.65	18	4.27	3.67	7.94	3.78	0.5	1.89
Bus	WARREN STREET STATION	18	341.65	17	4.27	3.76	8.04	3.73	0.5	1.87
Bus	WARREN STREET STATION	14	341.65	13	4.27	4.31	8.58	3.5	0.5	1.75
Bus	WARREN STREET STATION	205	341.65	8	4.27	5.75	10.02	2.99	0.5	1.5
Bus	NATIONAL TEMPERANCE HOSP	24	180.35	10	2.25	5	7.25	4.14	0.5	2.07
Bus	NATIONAL TEMPERANCE HOSP	134	180.35	12	2.25	4.5	6.75	4.44	0.5	2.22
Bus	NATIONAL TEMPERANCE HOSP	29	180.35	15	2.25	4	6.25	4.8	1	4.8
Bus	NATIONAL TEMPERANCE HOSP	88	180.35	9	2.25	5.33	7.59	3.95	0.5	1.98
Bus	NATIONAL TEMPERANCE HOSP	27	180.35	8	2.25	5.75	8	3.75	0.5	1.87
Bus	ALBANY ST CHESTER GATE	C2	489.09	8	6.11	5.75	11.86	2.53	0.5	1.26
LUL	Regent's Park	'QueensPk-El&Castle'	827.11	11.01	10.34	3.47	13.81	2.17	0.5	1.09
LUL	Regent's Park	'El&Castle-Harrow&W'	827.11	5.67	10.34	6.04	16.38	1.83	0.5	0.92
LUL	Regent's Park	'StbridgePk-El&Castle'	827.11	5	10.34	6.75	17.09	1.76	0.5	0.88
LUL	Regent's Park	'Waterloo-QueensPk'	827.11	1	10.34	30.75	41.09	0.73	0.5	0.37
LUL	Regent's Park	'Waterloo-Harrow&W'	827.11	0.33	10.34	91.66	102	0.29	0.5	0.15
LUL	Warren Street	'HighBarnet-Morden'	331.01	0.33	4.14	91.66	95.8	0.31	0.5	0.16
LUL	Warren Street	'MillHill-Morden'	331.01	1.67	4.14	18.71	22.85	1.31	0.5	0.66
LUL	Warren Street	'MillHillE-Kenningt'	331.01	1.67	4.14	18.71	22.85	1.31	0.5	0.66
LUL	Warren Street	'WalthamstowC-Brixton'	331.01	15	4.14	2.75	6.89	4.36	1	4.36
LUL	Euston Square	'Hammersmith-Edgware'	480.55	6	6.01	5.75	11.76	2.55	0.5	1.28
LUL	Euston Square	'Barking-Hammersmith'	480.55	6.34	6.01	5.48	11.49	2.61	0.5	1.31
LUL	Euston Square	'Hammersmith-Plaistow'	480.55	1	6.01	30.75	36.76	0.82	0.5	0.41
LUL	Euston Square	'Amer-AldgateFast'	480.55	1	6.01	30.75	36.76	0.82	0.5	0.41
LUL	Euston Square	'Ches-AldgateFast'	480.55	2	6.01	15.75	21.76	1.38	0.5	0.69
LUL	Euston Square	'Uxbridge-AldSlow'	480.55	5.33	6.01	6.38	12.39	2.42	0.5	1.21
LUL	Euston Square	'Watford-AldSfast '	480.55	3.67	6.01	8.92	14.93	2.01	0.5	1
LUL	Euston Square	'Aldg-WatfordSlow'	480.55	3.67	6.01	8.92	14.93	2.01	0.5	1
LUL	Euston Square	'Ald-HarrowHill '	480.55	1.33	6.01	23.31	29.31	1.02	0.5	0.51
Rail	Euston	'BLICHLY-EUSION 2804'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	WAIFDJ-EUSTON 2006	833.42	0.67	10.42	45.53	55.94	0.54	0.5	0.27
Rail	Euston	'EUSTON-MKNSCEN 2K21'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'EUSTON-TRING2111'	833.42	0.67	10.42	45.53	55.94	0.54	0.5	0.27
Rail	Euston	EUSTON-TRING 2119	833.42	1.33	10.42	23.31	33.7Z	0.89	0.5	0.44
Rail	Euston	"	000.42	0.67	10.42	40.00	55.94	0.54	0.5	0.27
Rail	Euston	TRING-EUSTON 2002	033.42	1	10.42	30.75	41.17	0.73	0.5	0.36
Rail	Euston	IRING-EUSTON 2W26'	033.42	0.33	10.42	91.00	102.08	0.29	0.5	0.15
Rail	Euston	'BLICHLY-EUSION 2W57'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	TRUGBY-EUSTON 2009	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	MKNSCEN-EUSTON 2W93	833.42	0.33	10.42	91.66 91.66	102.08	0.29	0.5	0.15
D-2	Fundam		000.40	0.67	10.42	11.00	20.4	1.04	0.5	0.07
Rail	Euston	WAIFJDC-EUSION 2006	833.42	2.67	10.42	11.99	22.4	1.34	0.5	0.67
Rail	Euston	EUSTON-WAIFJDC 2086'	033.42	3	10.42	10.75	21.17	1.42	1	1.42
LUL	Eusion		033.42	9 14 67	10.42	4.00	14.0	2.07	0.5	1.03
LUL	Euston		033.42	14.0/	10.42	2.19	19.67	2.21	0.5	1.14
LUL	Eusion		033.42	4	10.42	0.20	17.50	1.07	0.5	0.8
LUL	Euston	Iviorden-Edgware'	033.42	4.0/	10.42	7.17	17.59	1./1	0.5	0.85
LUL	Euston	Nennington-Edgware'	033.42	14.07	10.42	2.19	13.27	2.27	0.5	1.14
LUL	Euston	HighBarnet-Kenningt'	033.42	0.33	10.42	0.38	10.8	1.79	0.5	0.89
LUL	Eusion	Seven Sisters-Brixton	033.42	11.0/	10.42	3.32	13.74	2.18	U.D	1.09
									Iotal Grid Cell Al:	54.08



# APPENDIX C

Calculation Reference: AUDIT-728001-170105-0156

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREA	ATER LONDON	
	CI	CITY OF LONDON	2 days
	CN	CAMDEN	2 days

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

Secondary Filtering 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.

Include all surveys

Parameter:	Gross floor area
Actual Range:	1386 to 7567 (units: sqm)
Range Selected by User:	408 to 10000 (units: sqm)

Public Transport Provision: Selection by:

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.

2 days
1 days
1 days

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

Selected survey types:	
Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:	
Town Centre	
Edge of Town Centre	

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.

3 1

1 3

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	7.3.4 030117 B17.45 (C) 2017 TRICS Consortiu	ım Ltd	Thursday 05/01/17
			Page 2
RGP	Mill Pool House Godalming		Licence No: 728001
	Secondary Filtering selection:		
	Secondary Pritering Selection.		
	Use Class:		
	B1	4 days	
	I his data displays the number of surveys per Use the has been used for this number of surveys per Use to	Jass classification within the selected set. The Use C	lasses Urder 2005
	has been used for this purpose, which can be foun		
	Population within 1 mile:		
	25,001 to 50,000	1 days	
	50,001 to 100,000	3 days	
	This data displays the number of selected surveys	within stated 1-mile radii of population.	
	Population within 5 miles:		
	500,001 or More	4 days	
	This data displays the number of selected surveys	within stated 5-mile radii of population.	
	Car ownorship within 5 miles:		
	0.5 or Less	2 days	
	0.6 to 1.0	2 days	
	This data displays the number of selected surveys	within stated ranges of average cars owned per resid	dential dwelling,
	within a radius of 5-miles of selected survey sites.		
	Travel Plan:		
	No	4 davs	
	This data displays the number of surveys within the	e selected set that were undertaken at sites with Tra	avel Plans in place,
	and the number of surveys that were undertaken a	it sites without Travel Plans.	
	<u>r rac Nating.</u> No PTAL Present	2 days	
	6b (High) Excellent	2 days	

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Godalming

RGP

Mill Pool House

1	CI-02-A-01 OFFICES 50 CANNON STREET CITY OF LONDON BANK Town Centre		CITY OF LONDON
2	Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY CI-02-A-02 OFFICES GRACECHURCH STREET MONUMENT CITY OF LONDON	1386 sqm 21/10/09	Survey Type: MANUAL CITY OF LONDON
3	Town Centre Commercial Zone Total Gross floor area: Survey date: FRIDAY CN-02-A-01 OFFICES ELY PLACE HOLBORN CIRCUS	9803 sqm 29/11/13	Survey Type: MANUAL CAMDEN
4	Edge of Town Centre Built-Up Zone Total Gross floor area: Survey date: THURSDAY CN-02-A-02 OFFICES GRAYS INN ROAD	4062 sqm 23/10/08	Survey Type: MANUAL CAMDEN
	CLERKENWELL Town Centre Built-Up Zone Total Gross floor area: Survey date: WEDNESDAY	6056 sqm 22/10/08	Survey Type: MANUAL

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

### MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CI-02-A-03	PTAL rating too low
SK-02-A-02	Location not comparable
WH-02-A-02	PTAL rating too low

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	4	4579	0.011	4	4579	0.000	4	4579	0.011
07:30 - 08:00	4	4579	0.038	4	4579	0.033	4	4579	0.071
08:00 - 08:30	4	4579	0.093	4	4579	0.049	4	4579	0.142
08:30 - 09:00	4	4579	0.115	4	4579	0.022	4	4579	0.137
09:00 - 09:30	4	4579	0.109	4	4579	0.049	4	4579	0.158
09:30 - 10:00	4	4579	0.071	4	4579	0.011	4	4579	0.082
10:00 - 10:30	4	4579	0.104	4	4579	0.071	4	4579	0.175
10:30 - 11:00	4	4579	0.055	4	4579	0.044	4	4579	0.099
11:00 - 11:30	4	4579	0.093	4	4579	0.082	4	4579	0.175
11:30 - 12:00	4	4579	0.044	4	4579	0.055	4	4579	0.099
12:00 - 12:30	4	4579	0.044	4	4579	0.066	4	4579	0.110
12:30 - 13:00	4	4579	0.060	4	4579	0.033	4	4579	0.093
13:00 - 13:30	4	4579	0.060	4	4579	0.022	4	4579	0.082
13:30 - 14:00	4	4579	0.044	4	4579	0.071	4	4579	0.115
14:00 - 14:30	4	4579	0.027	4	4579	0.049	4	4579	0.076
14:30 - 15:00	4	4579	0.076	4	4579	0.038	4	4579	0.114
15:00 - 15:30	4	4579	0.060	4	4579	0.055	4	4579	0.115
15:30 - 16:00	4	4579	0.076	4	4579	0.093	4	4579	0.169
16:00 - 16:30	4	4579	0.016	4	4579	0.055	4	4579	0.071
16:30 - 17:00	4	4579	0.027	4	4579	0.033	4	4579	0.060
17:00 - 17:30	4	4579	0.044	4	4579	0.087	4	4579	0.131
17:30 - 18:00	4	4579	0.027	4	4579	0.098	4	4579	0.125
18:00 - 18:30	4	4579	0.011	4	4579	0.060	4	4579	0.071
18:30 - 19:00	4	4579	0.000	4	4579	0.016	4	4579	0.016
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.305			1.192			2.497

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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	4	4579	0.000	4	4579	0.000	4	4579	0.000
07:30 - 08:00	4	4579	0.027	4	4579	0.022	4	4579	0.049
08:00 - 08:30	4	4579	0.011	4	4579	0.011	4	4579	0.022
08:30 - 09:00	4	4579	0.011	4	4579	0.005	4	4579	0.016
09:00 - 09:30	4	4579	0.011	4	4579	0.016	4	4579	0.027
09:30 - 10:00	4	4579	0.011	4	4579	0.000	4	4579	0.011
10:00 - 10:30	4	4579	0.033	4	4579	0.011	4	4579	0.044
10:30 - 11:00	4	4579	0.016	4	4579	0.016	4	4579	0.032
11:00 - 11:30	4	4579	0.022	4	4579	0.038	4	4579	0.060
11:30 - 12:00	4	4579	0.022	4	4579	0.011	4	4579	0.033
12:00 - 12:30	4	4579	0.016	4	4579	0.000	4	4579	0.016
12:30 - 13:00	4	4579	0.022	4	4579	0.016	4	4579	0.038
13:00 - 13:30	4	4579	0.000	4	4579	0.005	4	4579	0.005
13:30 - 14:00	4	4579	0.000	4	4579	0.005	4	4579	0.005
14:00 - 14:30	4	4579	0.011	4	4579	0.011	4	4579	0.022
14:30 - 15:00	4	4579	0.022	4	4579	0.027	4	4579	0.049
15:00 - 15:30	4	4579	0.027	4	4579	0.022	4	4579	0.049
15:30 - 16:00	4	4579	0.038	4	4579	0.005	4	4579	0.043
16:00 - 16:30	4	4579	0.005	4	4579	0.000	4	4579	0.005
16:30 - 17:00	4	4579	0.011	4	4579	0.011	4	4579	0.022
17:00 - 17:30	4	4579	0.033	4	4579	0.033	4	4579	0.066
17:30 - 18:00	4	4579	0.011	4	4579	0.005	4	4579	0.016
18:00 - 18:30	4	4579	0.000	4	4579	0.005	4	4579	0.005
18:30 - 19:00	4	4579	0.000	4	4579	0.005	4	4579	0.005
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.360			0.280			0.640

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
07:30 - 08:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
08:00 - 08:30	4	4579	0.011	4	4579	0.011	4	4579	0.022
08:30 - 09:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
09:00 - 09:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
09:30 - 10:00	4	4579	0.011	4	4579	0.005	4	4579	0.016
10:00 - 10:30	4	4579	0.005	4	4579	0.005	4	4579	0.010
10:30 - 11:00	4	4579	0.000	4	4579	0.005	4	4579	0.005
11:00 - 11:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
11:30 - 12:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
12:00 - 12:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
12:30 - 13:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
13:00 - 13:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
13:30 - 14:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
14:00 - 14:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
14:30 - 15:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
15:00 - 15:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
15:30 - 16:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
16:00 - 16:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
16:30 - 17:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
17:00 - 17:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
17:30 - 18:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
18:00 - 18:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
18:30 - 19:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.027			0.026			0.053

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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	4	4579	0.000	4	4579	0.000	4	4579	0.000
07:30 - 08:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
08:00 - 08:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
08:30 - 09:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
09:00 - 09:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
09:30 - 10:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
10.00 - 10.30	4	4579	0.000	4	4579	0.000	4	4579	0.000
10:30 - 11:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
11.00 - 11.30	4	4579	0.000	4	4579	0,000	4	4579	0.000
11:30 - 12:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
12:00 - 12:30	4	4579	0.000		4579	0.000	4	4579	0.000
12:30 - 13:00	4	4579	0.000	4	/570	0.000	4	4579	0.000
12.00 - 13.00	4	4579	0.000	4	4579	0.000	4	4579	0.000
13.30 - 14.00	4	4579	0.000		/570	0.000		4579	0.000
14.00 - 14.00	4	4579	0.000	4	4579	0.000	4	4579	0.000
14:30 15:00	4	4570	0.000	4	4570	0.000	4	4570	0.000
15:00 15:30	4	4570	0.000	4	4570	0.000	4	4570	0.000
15:30 - 16:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
16:00 16:30	4	4570	0.000	4	4570	0.000	4	4570	0.000
16:30 17:00	4	4570	0.000	4	4570	0.000	4	4570	0.000
17:00 17:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
17:20 19:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
18:00 18:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
18:30 10:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
10:00 10:20	4	4377	0.000	4	4377	0.000	4	4377	0.000
10.20 20.00									
19.30 - 20.00									
20.00 - 20.30									
20.30 - 21.00									
21.00 - 21:30								<u> </u>	
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00			0.000			0.000			0.000
Total Rates:			0.000			0.000			0.000

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

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

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	4	4579	0.011	4	4579	0.000	4	4579	0.011
07:30 - 08:00	4	4579	0.027	4	4579	0.005	4	4579	0.032
08:00 - 08:30	4	4579	0.033	4	4579	0.000	4	4579	0.033
08:30 - 09:00	4	4579	0.066	4	4579	0.000	4	4579	0.066
09:00 - 09:30	4	4579	0.082	4	4579	0.000	4	4579	0.082
09:30 - 10:00	4	4579	0.033	4	4579	0.005	4	4579	0.038
10:00 - 10:30	4	4579	0.022	4	4579	0.011	4	4579	0.033
10:30 - 11:00	4	4579	0.011	4	4579	0.005	4	4579	0.016
11:00 - 11:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
11:30 - 12:00	4	4579	0.000	4	4579	0.011	4	4579	0.011
12:00 - 12:30	4	4579	0.011	4	4579	0.011	4	4579	0.022
12:30 - 13:00	4	4579	0.016	4	4579	0.011	4	4579	0.027
13:00 - 13:30	4	4579	0.011	4	4579	0.000	4	4579	0.011
13:30 - 14:00	4	4579	0.005	4	4579	0.000	4	4579	0.005
14:00 - 14:30	4	4579	0.005	4	4579	0.000	4	4579	0.005
14:30 - 15:00	4	4579	0.000	4	4579	0.005	4	4579	0.005
15:00 - 15:30	4	4579	0.011	4	4579	0.011	4	4579	0.022
15:30 - 16:00	4	4579	0.005	4	4579	0.011	4	4579	0.016
16:00 - 16:30	4	4579	0.016	4	4579	0.011	4	4579	0.027
16:30 - 17:00	4	4579	0.000	4	4579	0.022	4	4579	0.022
17:00 - 17:30	4	4579	0.005	4	4579	0.038	4	4579	0.043
17:30 - 18:00	4	4579	0.000	4	4579	0.033	4	4579	0.033
18:00 - 18:30	4	4579	0.000	4	4579	0.044	4	4579	0.044
18:30 - 19:00	4	4579	0.000	4	4579	0.066	4	4579	0.066
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.370			0.300			0.670

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

1386 - 7567 (units: sqm)
01/01/08 - 29/11/13
4
0
0
0
3

### 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			
	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	4	4579	0.011	4	4579	0.000	4	4579	0.011
07:30 - 08:00	4	4579	0.049	4	4579	0.027	4	4579	0.076
08:00 - 08:30	4	4579	0.104	4	4579	0.044	4	4579	0.148
08:30 - 09:00	4	4579	0.131	4	4579	0.016	4	4579	0.147
09:00 - 09:30	4	4579	0.115	4	4579	0.060	4	4579	0.175
09:30 - 10:00	4	4579	0.082	4	4579	0.011	4	4579	0.093
10:00 - 10:30	4	4579	0.147	4	4579	0.082	4	4579	0.229
10:30 - 11:00	4	4579	0.071	4	4579	0.055	4	4579	0.126
11:00 - 11:30	4	4579	0.115	4	4579	0.109	4	4579	0.224
11:30 - 12:00	4	4579	0.071	4	4579	0.071	4	4579	0.142
12:00 - 12:30	4	4579	0.060	4	4579	0.087	4	4579	0.147
12:30 - 13:00	4	4579	0.082	4	4579	0.049	4	4579	0.131
13:00 - 13:30	4	4579	0.060	4	4579	0.022	4	4579	0.082
13:30 - 14:00	4	4579	0.049	4	4579	0.076	4	4579	0.125
14:00 - 14:30	4	4579	0.049	4	4579	0.066	4	4579	0.115
14:30 - 15:00	4	4579	0.115	4	4579	0.055	4	4579	0.170
15:00 - 15:30	4	4579	0.082	4	4579	0.087	4	4579	0.169
15:30 - 16:00	4	4579	0.115	4	4579	0.104	4	4579	0.219
16:00 - 16:30	4	4579	0.022	4	4579	0.066	4	4579	0.088
16:30 - 17:00	4	4579	0.022	4	4579	0.033	4	4579	0.055
17:00 - 17:30	4	4579	0.049	4	4579	0.115	4	4579	0.164
17:30 - 18:00	4	4579	0.022	4	4579	0.104	4	4579	0.126
18:00 - 18:30	4	4579	0.011	4	4579	0.060	4	4579	0.071
18:30 - 19:00	4	4579	0.000	4	4579	0.022	4	4579	0.022
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.634			1.421			3.055

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

1386 - 7567 (units: sqm)
01/01/08 - 29/11/13
4
0
0
0
3

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

$\begin{tabular}{ c c c c c c c c c c c c c c c c c c c$		ARRIVALS		DEPARTURES			TOTALS			
Time Range      Days      GFA      Rate      Days      GFA      Rate      Days      GFA      Rate        00:00 - 00:30 <td></td> <td>No.</td> <td>Ave.</td> <td>Trip</td> <td>No.</td> <td>Ave.</td> <td>Trip</td> <td>No.</td> <td>Ave.</td> <td>Trip</td>		No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	Rate
00:30 0:100      Image: state s	00:00 - 00:30									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	00:30 - 01:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:00 - 01:30									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	01:30 - 02:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:00 - 02:30									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	02:30 - 03:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:00 - 03:30									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	03:30 - 04:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	04:00 - 04:30									
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	04:30 - 05:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05:00 - 05:30									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	05:30 - 06:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	06:00 - 06:30									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	06:30 - 07:00									
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07:00 - 07:30	4	4579	0.022	4	4579	0.022	4	4579	0.044
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	07:30 - 08:00	4	4579	0.076	4	4579	0.011	4	4579	0.087
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	08:00 - 08:30	4	4579	0.137	4	4579	0.044	4	4579	0.181
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	08:30 - 09:00	4	4579	0.164	4	4579	0.049	4	4579	0.213
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	09:00 - 09:30	4	4579	0.240	4	4579	0.060	4	4579	0.300
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	09:30 - 10:00	4	4579	0.186	4	4579	0.158	4	4579	0.344
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	10:00 - 10:30	4	4579	0.186	4	4579	0.180	4	4579	0.366
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	10:30 - 11:00	4	4579	0.180	4	4579	0.109	4	4579	0.289
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	11:00 - 11:30	4	4579	0.098	4	4579	0.169	4	4579	0.267
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	11:30 - 12:00	4	4579	0.109	4	4579	0.246	4	4579	0.355
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12:00 - 12:30	4	4579	0.442	4	4579	0.601	4	4579	1.043
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	12:30 - 13:00	4	4579	0.650	4	4579	0.977	4	4579	1.627
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13:00 - 13:30	4	4579	1.125	4	4579	1.108	4	4579	2.233
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	13:30 - 14:00	4	4579	0.666	4	4579	0.519	4	4579	1.185
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14:00 - 14:30	4	4579	0.426	4	4579	0.306	4	4579	0.732
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	14:30 - 15:00	4	4579	0.568	4	4579	0.142	4	4579	0.710
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	15:00 - 15:30	4	4579	0.399	4	4579	0.175	4	4579	0.574
16:00 - 16:30    4    4579    0.126    4    4579    0.137    4    4579    0.263      16:30 - 17:00    4    4579    0.098    4    4579    0.131    4    4579    0.229      17:00 - 17:30    4    4579    0.076    4    4579    0.207    4    4579    0.283      17:30 - 18:00    4    4579    0.022    4    4579    0.180    4    4579    0.202      18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.202      18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.164      18:30 - 19:00    4    4579    0.022    4    4579    0.087    4    4579    0.109      19:00 - 19:30	15:30 - 16:00	4	4579	0.093	4	4579	0.131	4	4579	0.224
16:30 - 17:00    4    4579    0.098    4    4579    0.131    4    4579    0.229      17:00 - 17:30    4    4579    0.076    4    4579    0.207    4    4579    0.283      17:30 - 18:00    4    4579    0.022    4    4579    0.180    4    4579    0.202      18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.202      18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.164      18:30 - 19:00    4    4579    0.022    4    4579    0.087    4    4579    0.109      19:00 - 19:30	16:00 - 16:30	4	4579	0.126	4	4579	0.137	4	4579	0.263
17:00 - 17:30    4    4579    0.076    4    4579    0.207    4    4579    0.283      17:30 - 18:00    4    4579    0.022    4    4579    0.180    4    4579    0.202      18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.164      18:30 - 19:00    4    4579    0.022    4    4579    0.131    4    4579    0.164      18:30 - 19:00    4    4579    0.022    4    4579    0.087    4    4579    0.109      19:00 - 19:30	16:30 - 17:00	4	4579	0.098	4	4579	0.131	4	4579	0.229
17:30 - 18:00    4    4579    0.022    4    4579    0.180    4    4579    0.202      18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.164      18:30 - 19:00    4    4579    0.022    4    4579    0.087    4    4579    0.164      19:00 - 19:30    -    -    -    -    -    -    -    -    -    109      19:30 - 20:00    -	17:00 - 17:30	4	4579	0.076	4	4579	0.207	4	4579	0.283
18:00 - 18:30    4    4579    0.033    4    4579    0.131    4    4579    0.164      18:30 - 19:00    4    4579    0.022    4    4579    0.087    4    4579    0.109      19:00 - 19:30    -	17:30 - 18:00	4	4579	0.022	4	4579	0.180	4	4579	0.202
18:30 - 19:00    4    4579    0.022    4    4579    0.087    4    4579    0.109      19:00 - 19:30 <td>18:00 - 18:30</td> <td>4</td> <td>4579</td> <td>0.033</td> <td>4</td> <td>4579</td> <td>0.131</td> <td>4</td> <td>4579</td> <td>0.164</td>	18:00 - 18:30	4	4579	0.033	4	4579	0.131	4	4579	0.164
19:00 - 19:30    19:30 - 20:00    19:30 - 20:30    19:30 - 20:30    100 <td< td=""><td>18:30 - 19:00</td><td>4</td><td>4579</td><td>0.022</td><td>4</td><td>4579</td><td>0.087</td><td>4</td><td>4579</td><td>0.109</td></td<>	18:30 - 19:00	4	4579	0.022	4	4579	0.087	4	4579	0.109
19:30 - 20:00    100	19:00 - 19:30									
20:00 - 20:30	19:30 - 20:00									
20:30 - 21:00	20:00 - 20:30									
21:00 - 21:30	20:30 - 21:00									
21:30 - 22:00	21:00 - 21:30									
22:00 - 22:30	21:30 - 22:00									
	22:00 - 22:30									
22:30 - 23:00	22:30 - 23:00									
23:00 - 23:30	23:00 - 23:30									
23:30 - 24:00	23:30 - 24:00									
Total Rates:      6.144      5.880      12.024	Total Rates:	I		6.144			5.880			12.024

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3
#### 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	4	4579	0.038	4	4579	0.011	4	4579	0.049
07:30 - 08:00	4	4579	0.044	4	4579	0.005	4	4579	0.049
08:00 - 08:30	4	4579	0.175	4	4579	0.011	4	4579	0.186
08:30 - 09:00	4	4579	0.191	4	4579	0.016	4	4579	0.207
09:00 - 09:30	4	4579	0.164	4	4579	0.000	4	4579	0.164
09:30 - 10:00	4	4579	0.066	4	4579	0.027	4	4579	0.093
10:00 - 10:30	4	4579	0.016	4	4579	0.011	4	4579	0.027
10:30 - 11:00	4	4579	0.016	4	4579	0.016	4	4579	0.032
11:00 - 11:30	4	4579	0.016	4	4579	0.066	4	4579	0.082
11:30 - 12:00	4	4579	0.016	4	4579	0.060	4	4579	0.076
12:00 - 12:30	4	4579	0.016	4	4579	0.016	4	4579	0.032
12:30 - 13:00	4	4579	0.022	4	4579	0.033	4	4579	0.055
13:00 - 13:30	4	4579	0.055	4	4579	0.011	4	4579	0.066
13:30 - 14:00	4	4579	0.022	4	4579	0.005	4	4579	0.027
14:00 - 14:30	4	4579	0.022	4	4579	0.027	4	4579	0.049
14:30 - 15:00	4	4579	0.055	4	4579	0.011	4	4579	0.066
15:00 - 15:30	4	4579	0.033	4	4579	0.027	4	4579	0.060
15:30 - 16:00	4	4579	0.022	4	4579	0.066	4	4579	0.088
16:00 - 16:30	4	4579	0.022	4	4579	0.087	4	4579	0.109
16:30 - 17:00	4	4579	0.011	4	4579	0.044	4	4579	0.055
17:00 - 17:30	4	4579	0.005	4	4579	0.180	4	4579	0.185
17:30 - 18:00	4	4579	0.016	4	4579	0.158	4	4579	0.174
18:00 - 18:30	4	4579	0.000	4	4579	0.076	4	4579	0.076
18:30 - 19:00	4	4579	0.000	4	4579	0.033	4	4579	0.033
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.043			0.997			2.040

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

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

#### 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			
	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	4	4579	0.169	4	4579	0.016	4	4579	0.185
07:30 - 08:00	4	4579	0.300	4	4579	0.011	4	4579	0.311
08:00 - 08:30	4	4579	0.612	4	4579	0.016	4	4579	0.628
08:30 - 09:00	4	4579	1.136	4	4579	0.005	4	4579	1.141
09:00 - 09:30	4	4579	0.895	4	4579	0.011	4	4579	0.906
09:30 - 10:00	4	4579	0.431	4	4579	0.033	4	4579	0.464
10:00 - 10:30	4	4579	0.153	4	4579	0.066	4	4579	0.219
10:30 - 11:00	4	4579	0.066	4	4579	0.071	4	4579	0.137
11:00 - 11:30	4	4579	0.147	4	4579	0.120	4	4579	0.267
11:30 - 12:00	4	4579	0.098	4	4579	0.229	4	4579	0.327
12:00 - 12:30	4	4579	0.044	4	4579	0.060	4	4579	0.104
12:30 - 13:00	4	4579	0.109	4	4579	0.295	4	4579	0.404
13:00 - 13:30	4	4579	0.076	4	4579	0.169	4	4579	0.245
13:30 - 14:00	4	4579	0.044	4	4579	0.060	4	4579	0.104
14:00 - 14:30	4	4579	0.060	4	4579	0.027	4	4579	0.087
14.30 - 15.00	4	4579	0 126	4	4579	0.158	4	4579	0.284
15:00 - 15:30	4	4579	0.066	4	4579	0.066	4	4579	0 132
15:30 - 16:00	4	4579	0.044	4	4579	0.137	4	4579	0.181
16:00 - 16:30	4	4579	0 109	4	4579	0.218	4	4579	0.327
16:30 - 17:00	4	4579	0.093	4	4579	0.366	4	4579	0.459
17.00 - 17.30	4	4579	0.060	4	4579	0 797	4	4579	0.857
17:30 - 18:00	4	4579	0.011	4	4579	0.999	4	4579	1.010
18:00 - 18:30	4	4579	0.049	4	4579	0.562	4	4579	0.611
18:30 - 19:00	4	4579	0.033	4	4579	0.191	4	4579	0.224
19:00 - 19:30		1017	01000	•	,	0	· ·		0.221
19:30 - 20:00									
20.00 - 20.30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4,931			4,683			9.614

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

#### 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	4	4579	0.000	4	4579	0.000	4	4579	0.000
07:30 - 08:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
08:00 - 08:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
08:30 - 09:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
09:00 - 09:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
09:30 - 10:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
10:00 - 10:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
10:30 - 11:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
11:00 - 11:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
11:30 - 12:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
12:00 - 12:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
12:30 - 13:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
13:00 - 13:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
13:30 - 14:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
14:00 - 14:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
14:30 - 15:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
15.00 - 15.30	4	4579	0,000	4	4579	0,000	4	4579	0.000
15:30 - 16:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
16:00 - 16:30	4	4579	0,000	4	4579	0.000	4	4579	0.000
16:30 - 17:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
17.00 - 17.30	4	4579	0,000	4	4579	0.000	4	4579	0.000
17:30 - 18:00	4	4579	0.000	4	4579	0.000	4	4579	0.000
18:00 - 18:30	4	4579	0.000	4	4579	0.000	4	4579	0.000
18:30 - 19:00	4	4579	0,000	4	4579	0.000	4	4579	0.000
19:00 - 19:30		1077	0.000		1077	0.000		1077	0.000
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22.00 - 22.00									
22:30 - 23:00									
23.00 - 23.30									
23.30 - 24.00									
Total Rates:			0.000			0.000			0.000
			5.000			5.005			5.000

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

#### 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									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	4579	0 207	4	4579	0.027	4	4579	0 234
07:30 - 08:00	4	4579	0.207	4	4579	0.027	4	4579	0.254
08:00 - 08:30	4	4579	0.344		4579	0.010	4	4579	0.300
08:30 09:00	4	4577	1 2 2 7	4	4570	0.027	4	4570	1 3/10
00:00 00:20	4	4579	1.527	4	4579	0.022	4	4579	1.347
09.00 - 09.30 00.20 10.00	4	4579	0.407	4	4579	0.011	4	4579	0.557
10:00 10:20	4	4379	0.497	4	4379	0.000	4	4379	0.007
10.00 - 10.30	4	4379	0.109	4	4379	0.070	4	4379	0.243
10:30 - 11:00	4	4579	0.082	4	4579	0.087	4	4579	0.109
11:00 - 11:30	4	4579	0.164	4	4579	0.186	4	4579	0.350
11:30 - 12:00	4	4579	0.115	4	4579	0.289	4	4579	0.404
12:00 - 12:30	4	4579	0.060	4	4579	0.076	4	4579	0.136
12:30 - 13:00	4	4579	0.131	4	4579	0.328	4	4579	0.459
13:00 - 13:30	4	4579	0.131	4	4579	0.180	4	4579	0.311
13:30 - 14:00	4	4579	0.066	4	4579	0.066	4	4579	0.132
14:00 - 14:30	4	4579	0.082	4	4579	0.055	4	4579	0.137
14:30 - 15:00	4	4579	0.180	4	4579	0.169	4	4579	0.349
15:00 - 15:30	4	4579	0.098	4	4579	0.093	4	4579	0.191
15:30 - 16:00	4	4579	0.066	4	4579	0.202	4	4579	0.268
16:00 - 16:30	4	4579	0.131	4	4579	0.306	4	4579	0.437
16:30 - 17:00	4	4579	0.104	4	4579	0.410	4	4579	0.514
17:00 - 17:30	4	4579	0.066	4	4579	0.977	4	4579	1.043
17:30 - 18:00	4	4579	0.027	4	4579	1.158	4	4579	1.185
18:00 - 18:30	4	4579	0.049	4	4579	0.639	4	4579	0.688
18:30 - 19:00	4	4579	0.033	4	4579	0.224	4	4579	0.257
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									
T D .			5 974			5.684			11 658

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3

#### 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	4	4579	0.251	4	4579	0.049	4	4579	0.300
07:30 - 08:00	4	4579	0.497	4	4579	0.060	4	4579	0.557
08:00 - 08:30	4	4579	1.059	4	4579	0.115	4	4579	1.174
08:30 - 09:00	4	4579	1.687	4	4579	0.087	4	4579	1.774
09:00 - 09:30	4	4579	1.496	4	4579	0.131	4	4579	1.627
09:30 - 10:00	4	4579	0.797	4	4579	0.235	4	4579	1.032
10:00 - 10:30	4	4579	0.524	4	4579	0.349	4	4579	0.873
10:30 - 11:00	4	4579	0.344	4	4579	0.257	4	4579	0.601
11:00 - 11:30	4	4579	0.377	4	4579	0.464	4	4579	0.841
11:30 - 12:00	4	4579	0.295	4	4579	0.617	4	4579	0.912
12:00 - 12:30	4	4579	0.573	4	4579	0.775	4	4579	1.348
12:30 - 13:00	4	4579	0.879	4	4579	1.365	4	4579	2.244
13:00 - 13:30	4	4579	1.327	4	4579	1.310	4	4579	2.637
13:30 - 14:00	4	4579	0.786	4	4579	0.661	4	4579	1.447
14:00 - 14:30	4	4579	0.562	4	4579	0.426	4	4579	0.988
14:30 - 15:00	4	4579	0.863	4	4579	0.371	4	4579	1.234
15:00 - 15:30	4	4579	0.590	4	4579	0.366	4	4579	0.956
15:30 - 16:00	4	4579	0.278	4	4579	0.448	4	4579	0.726
16:00 - 16:30	4	4579	0.295	4	4579	0.519	4	4579	0.814
16:30 - 17:00	4	4579	0.224	4	4579	0.595	4	4579	0.819
17:00 - 17:30	4	4579	0.197	4	4579	1.338	4	4579	1.535
17:30 - 18:00	4	4579	0.071	4	4579	1.474	4	4579	1.545
18:00 - 18:30	4	4579	0.093	4	4579	0.874	4	4579	0.967
18:30 - 19:00	4	4579	0.055	4	4579	0.399	4	4579	0.454
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			14.120			13.285			27.405

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):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	3



# **APPENDIX D**

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

No. Ave. Trip No. Ave. Trip No. Ave.	Trim
	Пр
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									
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	0.011	2	4477	0.011	2	4477	0.022
08:30 - 09:00	2	4477	0,000	2	4477	0,000	2	4477	0.000
00.00 - 09.30	2	4477	0.000	2	4477	0.000	2	4477	0.000
07.00 - 07.00	2	1177	0.000	2	4477	0.000	2	4477	0.000
10.00 - 10.30	2	4477	0.000	2	4477	0.000	2	4477	0.022
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	<u> </u>	4477	0.000	2	4477	0.000
12.00 - 12.30	2	4477	0.000	<u> </u>	4477	0.000	2	4477	0.000
12.30 - 13.00 12.00 - 12.20	2	4477	0.000	<u> </u>	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	<u> </u>	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	44//	0.000	2	4477	0.000	2	4477	0.000
15:00 - 15:30	2	44//	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	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	44//	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:			0.022			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	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	0.000	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	ΤΟΤΑ		TOTALS	ALS	
	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	4477	0.022	
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	0.011	2	4477	0.011	
15:00 - 15:30	2	4477	0.000	2	4477	0.011	2	4477	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	4477	0.000	2	4477	0.011	
16:30 - 17:00	2	4477	0.000	2	4477	0.034	2	4477	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	4477	0.022	2	4477	0.022	
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	0.011	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:			0.143			0.155			0.298	

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		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	0.011	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	0.067	2	4477	0.011	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	0.045	2	4477	0.045
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	0.034	2	4477	0.022	2	4477	0.056
14:00 - 14:30	2	4477	0.022	2	4477	0.067	2	4477	0.089
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	0.034	2	4477	0.079
15:30 - 16:00	2	4477	0.034	2	4477	0.056	2	4477	0.090
16:00 - 16:30	2	4477	0.011	2	4477	0.067	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	0.067	2	4477	0.201	2	4477	0.268
17:30 - 18:00	2	4477	0.011	2	4477	0.056	2	4477	0.067
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:			0.839			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
13.00 - 13.30	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	44//	0.000	2	4477	0.000
17:00 - 17:30	2	4477	0.000	2	44//	0.000	2	4477	0.000
1/:30 - 18:00	2	4477	0.000	2	44//	0.000	2	44//	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									
Z3.30 - 24:00			0.000			0.000			0.000
TUTAL 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									
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	0 201	2	4477	0.034	2	4477	0 235
07:30 - 08:00	2	4477	0.201	2	4477	0.004	2	4477	0.200
07:00 - 08:30	2	4477	0.307	2	4477	0.000	2	4477	0.007
00:00 - 00:00	2	1177	1 273	2	4477	0.043	2	4477	1 307
00:00 00:30	2	4477	0.625	2	4477	0.034	2	4477	0.625
09.00 - 09.30	2	4477	0.025	2	4477	0.000	2	4477	0.023
10.00 10.20	2	4477	0.145	<u> </u>	4477	0.050	2	4477	0.201
10.00 - 10.30	2	4477	0.101	2	4477	0.030	<u> </u>	4477	0.157
10.30 - 11.00	2	4477	0.030	2	4477	0.045	2	4477	0.101
11:00 - 11:30	2	4477	0.145	2	4477	0.302	2	4477	0.447
11:30 - 12:00	2	4477	0.145	2	4477	0.324	2	4477	0.469
12:00 - 12:30	2	4477	0.022	2	4477	0.078	2	4477	0.100
12:30 - 13:00	2	4477	0.190	2	4477	0.536	2	4477	0.726
13:00 - 13:30	2	4477	0.246	2	4477	0.257	2	4477	0.503
13:30 - 14:00	2	4477	0.089	2	4477	0.011	2	4477	0.100
14:00 - 14:30	2	4477	0.067	2	4477	0.000	2	44//	0.067
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	44//	0.056
15:30 - 16:00	2	4477	0.045	2	44//	0.201	2	44//	0.246
16:00 - 16:30	2	4477	0.179	2	4477	0.279	2	4477	0.458
16:30 - 17:00	2	4477	0.179	2	4477	0.480	2	4477	0.659
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	0.637
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	2	4477	0.134
19:00 - 19:30		L							ļ
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00		ļ							ļ
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:			5.373			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	0.016	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
10.00 - 10.00	2	4477	0.333	2	4477	0.302	2	4477	0.037
11.00 11.30	2	4477	0.324	2	4477	0.212	2	4477	0.330
11.00 - 11.30	2	4477	0.237	2	4477	0.514	2	4477	0.003
12:00 12:00	2	4477	0.302	2	4477	0.001	2	4477	1 072
12.00 - 12.30	2	4477	0.447	2	4477	1 105	2	4477	1.072
12:30 - 13:00 12:00 - 12:20	2	4477	0.748	2	44//	1.195	2	44//	1.943
13.00 - 13.30	2	4477	0.740	2	4477	1.030	∠ 	4477	2.234
13.30 - 14.00	2	4477	0.700	<u> </u>	4477	0.447	2	4477	0.771
14:00 - 14:30	2	4477	0.525	2	44//	0.240	2	44//	0.771
14:30 - 15:00	2	4477	0.413	2	4477	0.279	2	4477	0.692
15:00 - 15:30	2	4477	0.240	2	4477	0.201	2	4477	0.503
15:30 - 16:00	2	4477	0.190	2	44//	0.391	2	44//	0.581
10:00 - 10:30	2	4477	0.313	<u> </u>	4477	0.491	2	4477	0.804
10:30 - 17:00	2	4477	0.302	2	44//	0.700	2	4477	1.002
17:00 - 17:30	2	4477	0.212	2	4477	1.843	2	44//	2.055
17:30 - 18:00	2	4477	0.067	2	4477	0.871	2	44//	0.938
18:00 - 18:30	2	4477	0.056	2	4477	0.313	2	4477	0.369
18:30 - 19:00	2	4477	0.101	2	4477	0.145	2	4477	0.246
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:			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.

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

Parameter summary

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



# **APPENDIX E**

Calculation Reference: AUDIT-728001-170516-0517

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas: 01 GREATER LONDON

GRE	ATER LONDON	
IS	ISLINGTON	1 days
SK	SOUTHWARK	1 days

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

Secondary Filtering 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.

Include all surveys

Parameter:	Number of dwellings
Actual Range:	29 to 157 (units: )
Range Selected by User:	9 to 530 (units: )

Public Transport Provision: Selection by:

Date Range: 01/01/09 to 30/11/16

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.

2 days

<u>Selected survey days:</u> Thursday

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	Locat	tions:
Edge of	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:	
Development 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 7.4.1 250317 B17.49 (C) 2017 TRICS Consortiu	ım Ltd	Tuesday 16/05/17
RGP	Mill Pool House Godalming		Page 2 Licence No: 728001
	Secondary Filtering selection		
	Secondary i itering selection.		
	<u>Use Class:</u> C3	2 days	
	This data displays the number of surveys per Use ( has been used for this purpose, which can be foun	Class classification within the selected set. The Use Clas d within the Library module of TRICS®.	ses Order 2005
	Population within 1 mile:		
	100,001 or More	2 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 resider	itial dwelling,
	Travel Plan:		
	Yes	2 days	
	This data displays the number of surveys within the and the number of surveys that were undertaken a	e selected set that were undertaken at sites with Trave at sites without Travel Plans.	l Plans in place,
	PTAL Rating:		
	6a Excellent	1 days	
	6b (High) Excellent	T days	

This data displays the number of selected surveys with PTAL Ratings.

TRICS	7.4.1	250317 B17.49 (C) 2017 TR	RICS Consortiu	m Ltd		Tuesday	16/05/17 Page 3
RGP	Mill P	ool House Godalming				Licence	No: 728001
	<u>LIST</u>	OF SITES relevant to selection p	parameters				
	1	IS-03-C-04 BLOCK CITY ROAD	OF FLATS		ISLINGTON		
	2	ISLINGTON Edge of Town Centre Development Zone Total Number of dwellings: Survey date: THURSDA SK-03-C-02 LAMB WALK	Y DF FLATS	157 14/07/16	Survey Type: MANUAL SOUTHWARK		
		BERMONDSEY Edge of Town Centre Built-Up Zone Total Number of dwellings: Survey date: THURSDA	Y	29 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
KI-03-C-02	Too Much Parking
SK-03-C-01	Too Much Parking

# 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.011	2	93	0.011	2	93	0.022	
08:00 - 09:00	2	93	0.011	2	93	0.005	2	93	0.016	
09:00 - 10:00	2	93	0.011	2	93	0.022	2	93	0.033	
10:00 - 11:00	2	93	0.005	2	93	0.011	2	93	0.016	
11:00 - 12:00	2	93	0.027	2	93	0.022	2	93	0.049	
12:00 - 13:00	2	93	0.016	2	93	0.016	2	93	0.032	
13:00 - 14:00	2	93	0.038	2	93	0.038	2	93	0.076	
14:00 - 15:00	2	93	0.005	2	93	0.011	2	93	0.016	
15:00 - 16:00	2	93	0.005	2	93	0.005	2	93	0.010	
16:00 - 17:00	2	93	0.038	2	93	0.038	2	93	0.076	
17:00 - 18:00	2	93	0.005	2	93	0.005	2	93	0.010	
18:00 - 19:00	2	93	0.016	2	93	0.016	2	93	0.032	
19:00 - 20:00	2	93	0.011	2	93	0.011	2	93	0.022	
20:00 - 21:00	2	93	0.016	2	93	0.016	2	93	0.032	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:	· · · · · ·		0.215			0.227			0.442	

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:	29 - 157 (units: )
Survey date date range:	01/01/09 - 30/11/16
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:	2

# 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.011	2	93	0.011	2	93	0.022	
08:00 - 09:00	2	93	0.005	2	93	0.005	2	93	0.010	
09:00 - 10:00	2	93	0.005	2	93	0.005	2	93	0.010	
10:00 - 11:00	2	93	0.005	2	93	0.005	2	93	0.010	
11:00 - 12:00	2	93	0.011	2	93	0.011	2	93	0.022	
12:00 - 13:00	2	93	0.005	2	93	0.005	2	93	0.010	
13:00 - 14:00	2	93	0.016	2	93	0.016	2	93	0.032	
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000	
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000	
16:00 - 17:00	2	93	0.011	2	93	0.011	2	93	0.022	
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000	
18:00 - 19:00	2	93	0.016	2	93	0.016	2	93	0.032	
19:00 - 20:00	2	93	0.005	2	93	0.005	2	93	0.010	
20:00 - 21:00	2	93	0.016	2	93	0.016	2	93	0.032	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.106 0.106 0.21									0.212	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

## 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000	
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000	
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000	
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000	
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000	
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000	
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000	
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000	
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000	
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000	
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000	
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000	
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000	
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.000 0.000 0.000									0.000	

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

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

#### Parameter summary

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

# 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000	
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000	
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000	
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000	
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000	
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000	
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000	
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000	
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000	
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000	
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000	
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000	
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000	
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.000 0.000 0.000									0.000	

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

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

#### Parameter summary

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

# 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.005	2	93	0.022	2	93	0.027	
08:00 - 09:00	2	93	0.000	2	93	0.011	2	93	0.011	
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000	
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000	
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000	
12:00 - 13:00	2	93	0.005	2	93	0.011	2	93	0.016	
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000	
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000	
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000	
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000	
17:00 - 18:00	2	93	0.016	2	93	0.000	2	93	0.016	
18:00 - 19:00	2	93	0.005	2	93	0.000	2	93	0.005	
19:00 - 20:00	2	93	0.005	2	93	0.011	2	93	0.016	
20:00 - 21:00	2	93	0.011	2	93	0.000	2	93	0.011	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.047 0.055 0.1									0.102	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

## 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.011	2	93	0.011	
08:00 - 09:00	2	93	0.005	2	93	0.005	2	93	0.010	
09:00 - 10:00	2	93	0.016	2	93	0.032	2	93	0.048	
10:00 - 11:00	2	93	0.000	2	93	0.016	2	93	0.016	
11:00 - 12:00	2	93	0.022	2	93	0.032	2	93	0.054	
12:00 - 13:00	2	93	0.022	2	93	0.016	2	93	0.038	
13:00 - 14:00	2	93	0.038	2	93	0.038	2	93	0.076	
14:00 - 15:00	2	93	0.005	2	93	0.011	2	93	0.016	
15:00 - 16:00	2	93	0.005	2	93	0.005	2	93	0.010	
16:00 - 17:00	2	93	0.054	2	93	0.027	2	93	0.081	
17:00 - 18:00	2	93	0.005	2	93	0.005	2	93	0.010	
18:00 - 19:00	2	93	0.000	2	93	0.022	2	93	0.022	
19:00 - 20:00	2	93	0.005	2	93	0.011	2	93	0.016	
20:00 - 21:00	2	93	0.022	2	93	0.005	2	93	0.027	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:	otal Rates: 0.199 0.236 0									

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

# 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.011	2	93	0.059	2	93	0.070	
08:00 - 09:00	2	93	0.016	2	93	0.086	2	93	0.102	
09:00 - 10:00	2	93	0.011	2	93	0.048	2	93	0.059	
10:00 - 11:00	2	93	0.011	2	93	0.022	2	93	0.033	
11:00 - 12:00	2	93	0.048	2	93	0.043	2	93	0.091	
12:00 - 13:00	2	93	0.032	2	93	0.032	2	93	0.064	
13:00 - 14:00	2	93	0.022	2	93	0.048	2	93	0.070	
14:00 - 15:00	2	93	0.011	2	93	0.032	2	93	0.043	
15:00 - 16:00	2	93	0.048	2	93	0.016	2	93	0.064	
16:00 - 17:00	2	93	0.081	2	93	0.070	2	93	0.151	
17:00 - 18:00	2	93	0.043	2	93	0.043	2	93	0.086	
18:00 - 19:00	2	93	0.086	2	93	0.070	2	93	0.156	
19:00 - 20:00	2	93	0.043	2	93	0.054	2	93	0.097	
20:00 - 21:00	2	93	0.065	2	93	0.065	2	93	0.130	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.528 0.688 1									1.216	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

#### 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.005	2	93	0.027	2	93	0.032	
08:00 - 09:00	2	93	0.000	2	93	0.032	2	93	0.032	
09:00 - 10:00	2	93	0.005	2	93	0.022	2	93	0.027	
10:00 - 11:00	2	93	0.016	2	93	0.022	2	93	0.038	
11:00 - 12:00	2	93	0.005	2	93	0.022	2	93	0.027	
12:00 - 13:00	2	93	0.005	2	93	0.016	2	93	0.021	
13:00 - 14:00	2	93	0.005	2	93	0.005	2	93	0.010	
14:00 - 15:00	2	93	0.005	2	93	0.011	2	93	0.016	
15:00 - 16:00	2	93	0.016	2	93	0.005	2	93	0.021	
16:00 - 17:00	2	93	0.005	2	93	0.005	2	93	0.010	
17:00 - 18:00	2	93	0.043	2	93	0.005	2	93	0.048	
18:00 - 19:00	2	93	0.032	2	93	0.005	2	93	0.037	
19:00 - 20:00	2	93	0.022	2	93	0.011	2	93	0.033	
20:00 - 21:00	2	93	0.000	2	93	0.011	2	93	0.011	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.164 0.199 0								0.363		

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

## 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.022	2	93	0.032	2	93	0.054	
08:00 - 09:00	2	93	0.016	2	93	0.054	2	93	0.070	
09:00 - 10:00	2	93	0.000	2	93	0.038	2	93	0.038	
10:00 - 11:00	2	93	0.022	2	93	0.043	2	93	0.065	
11:00 - 12:00	2	93	0.005	2	93	0.027	2	93	0.032	
12:00 - 13:00	2	93	0.005	2	93	0.000	2	93	0.005	
13:00 - 14:00	2	93	0.005	2	93	0.011	2	93	0.016	
14:00 - 15:00	2	93	0.016	2	93	0.011	2	93	0.027	
15:00 - 16:00	2	93	0.000	2	93	0.005	2	93	0.005	
16:00 - 17:00	2	93	0.011	2	93	0.005	2	93	0.016	
17:00 - 18:00	2	93	0.054	2	93	0.005	2	93	0.059	
18:00 - 19:00	2	93	0.032	2	93	0.000	2	93	0.032	
19:00 - 20:00	2	93	0.059	2	93	0.005	2	93	0.064	
20:00 - 21:00	2	93	0.011	2	93	0.005	2	93	0.016	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.258 0.241 0.4									0.499	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

## 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000	
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000	
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000	
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000	
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000	
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000	
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000	
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000	
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000	
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000	
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000	
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000	
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000	
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.000 0.000 0.000									0.000	

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

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

#### Parameter summary

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

#### 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.027	2	93	0.059	2	93	0.086	
08:00 - 09:00	2	93	0.016	2	93	0.086	2	93	0.102	
09:00 - 10:00	2	93	0.005	2	93	0.059	2	93	0.064	
10:00 - 11:00	2	93	0.038	2	93	0.065	2	93	0.103	
11:00 - 12:00	2	93	0.011	2	93	0.048	2	93	0.059	
12:00 - 13:00	2	93	0.011	2	93	0.016	2	93	0.027	
13:00 - 14:00	2	93	0.011	2	93	0.016	2	93	0.027	
14:00 - 15:00	2	93	0.022	2	93	0.022	2	93	0.044	
15:00 - 16:00	2	93	0.016	2	93	0.011	2	93	0.027	
16:00 - 17:00	2	93	0.016	2	93	0.011	2	93	0.027	
17:00 - 18:00	2	93	0.097	2	93	0.011	2	93	0.108	
18:00 - 19:00	2	93	0.065	2	93	0.005	2	93	0.070	
19:00 - 20:00	2	93	0.081	2	93	0.016	2	93	0.097	
20:00 - 21:00	2	93	0.011	2	93	0.016	2	93	0.027	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:	al Rates: 0.427 0.441 0.6									

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

# 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		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.043	2	93	0.151	2	93	0.194	
08:00 - 09:00	2	93	0.038	2	93	0.188	2	93	0.226	
09:00 - 10:00	2	93	0.032	2	93	0.140	2	93	0.172	
10:00 - 11:00	2	93	0.048	2	93	0.102	2	93	0.150	
11:00 - 12:00	2	93	0.081	2	93	0.124	2	93	0.205	
12:00 - 13:00	2	93	0.070	2	93	0.075	2	93	0.145	
13:00 - 14:00	2	93	0.070	2	93	0.102	2	93	0.172	
14:00 - 15:00	2	93	0.038	2	93	0.065	2	93	0.103	
15:00 - 16:00	2	93	0.070	2	93	0.032	2	93	0.102	
16:00 - 17:00	2	93	0.151	2	93	0.108	2	93	0.259	
17:00 - 18:00	2	93	0.161	2	93	0.059	2	93	0.220	
18:00 - 19:00	2	93	0.156	2	93	0.097	2	93	0.253	
19:00 - 20:00	2	93	0.134	2	93	0.091	2	93	0.225	
20:00 - 21:00	2	93	0.108	2	93	0.086	2	93	0.194	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 1.200 1.420 2.6									2.620	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.022	2	93	0.027	2	93	0.049	
08:00 - 09:00	2	93	0.016	2	93	0.048	2	93	0.064	
09:00 - 10:00	2	93	0.000	2	93	0.022	2	93	0.022	
10:00 - 11:00	2	93	0.005	2	93	0.032	2	93	0.037	
11:00 - 12:00	2	93	0.000	2	93	0.027	2	93	0.027	
12:00 - 13:00	2	93	0.005	2	93	0.000	2	93	0.005	
13:00 - 14:00	2	93	0.005	2	93	0.005	2	93	0.010	
14:00 - 15:00	2	93	0.016	2	93	0.011	2	93	0.027	
15:00 - 16:00	2	93	0.000	2	93	0.005	2	93	0.005	
16:00 - 17:00	2	93	0.011	2	93	0.005	2	93	0.016	
17:00 - 18:00	2	93	0.027	2	93	0.005	2	93	0.032	
18:00 - 19:00	2	93	0.032	2	93	0.000	2	93	0.032	
19:00 - 20:00	2	93	0.054	2	93	0.005	2	93	0.059	
20:00 - 21:00	2	93	0.005	2	93	0.005	2	93	0.010	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.198 0.197 0.3									0.395	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000
08:00 - 09:00	2	93	0.000	2	93	0.005	2	93	0.005
09:00 - 10:00	2	93	0.000	2	93	0.011	2	93	0.011
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000
13:00 - 14:00	2	93	0.000	2	93	0.005	2	93	0.005
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000
17:00 - 18:00	2	93	0.022	2	93	0.000	2	93	0.022
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.022 0.021 0.04									0.043

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000	
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000	
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000	
10:00 - 11:00	2	93	0.011	2	93	0.000	2	93	0.011	
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000	
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000	
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000	
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000	
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000	
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000	
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000	
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000	
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000	
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates: 0.011 0.000 0.01									0.011	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.005	2	93	0.005
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000
09:00 - 10:00	2	93	0.000	2	93	0.005	2	93	0.005
10:00 - 11:00	2	93	0.005	2	93	0.011	2	93	0.016
11:00 - 12:00	2	93	0.005	2	93	0.000	2	93	0.005
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000
17:00 - 18:00	2	93	0.005	2	93	0.000	2	93	0.005
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000
19:00 - 20:00	2	93	0.005	2	93	0.000	2	93	0.005
20:00 - 21:00	2	93	0.005	2	93	0.000	2	93	0.005
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.025 0.021 0.0									0.046

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS				DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip	
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.005	2	93	0.027	2	93	0.032	
08:00 - 09:00	2	93	0.000	2	93	0.032	2	93	0.032	
09:00 - 10:00	2	93	0.005	2	93	0.022	2	93	0.027	
10:00 - 11:00	2	93	0.016	2	93	0.022	2	93	0.038	
11:00 - 12:00	2	93	0.005	2	93	0.022	2	93	0.027	
12:00 - 13:00	2	93	0.005	2	93	0.016	2	93	0.021	
13:00 - 14:00	2	93	0.005	2	93	0.005	2	93	0.010	
14:00 - 15:00	2	93	0.005	2	93	0.011	2	93	0.016	
15:00 - 16:00	2	93	0.016	2	93	0.005	2	93	0.021	
16:00 - 17:00	2	93	0.005	2	93	0.005	2	93	0.010	
17:00 - 18:00	2	93	0.043	2	93	0.005	2	93	0.048	
18:00 - 19:00	2	93	0.032	2	93	0.005	2	93	0.037	
19:00 - 20:00	2	93	0.022	2	93	0.011	2	93	0.033	
20:00 - 21:00	2	93	0.000	2	93	0.011	2	93	0.011	
21:00 - 22:00										
22:00 - 23:00										
23:00 - 24:00										
Total Rates:			0.164			0.199			0.363	

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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS				DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.000 0.000 0.00									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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2

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

	ARRIVALS			[	DEPARTURES	5	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	93	0.000	2	93	0.000	2	93	0.000
08:00 - 09:00	2	93	0.000	2	93	0.000	2	93	0.000
09:00 - 10:00	2	93	0.000	2	93	0.000	2	93	0.000
10:00 - 11:00	2	93	0.000	2	93	0.000	2	93	0.000
11:00 - 12:00	2	93	0.000	2	93	0.000	2	93	0.000
12:00 - 13:00	2	93	0.000	2	93	0.000	2	93	0.000
13:00 - 14:00	2	93	0.000	2	93	0.000	2	93	0.000
14:00 - 15:00	2	93	0.000	2	93	0.000	2	93	0.000
15:00 - 16:00	2	93	0.000	2	93	0.000	2	93	0.000
16:00 - 17:00	2	93	0.000	2	93	0.000	2	93	0.000
17:00 - 18:00	2	93	0.000	2	93	0.000	2	93	0.000
18:00 - 19:00	2	93	0.000	2	93	0.000	2	93	0.000
19:00 - 20:00	2	93	0.000	2	93	0.000	2	93	0.000
20:00 - 21:00	2	93	0.000	2	93	0.000	2	93	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 0.000 0.000 0									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

29 - 157 (units: )
01/01/09 - 30/11/16
2
0
0
0
2