# Arthur Stanley House
## Transport Assessment

Westbrook Partners / 1921 Mortimer Investments Limited

December 2017

# ARTHUR STANLEY HOUSE, TOTTENHAM STREET, LONDON W1T 4RN

**Proposed Mixed Use Development**

**Transport Assessment**
**On behalf of Westbrook Partners / 1921 Mortimer Investments Limited**

**December 2017**

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|---|---|
| Project: | Arthur Stanley House, Tottenham Street, London W1T 4RN<br>Proposed Mixed Use Development |
| Client: | Westbrook Partners / 1921 Mortimer Investments Limited |
| Document: | Transport Assessment |
| Crosby TP ref: | PC/P1745 TA i3 |
| Issue date: | 8 December 2017 |
| Status: | Final |
| Authorised by: | PC |



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# 1 INTRODUCTION

**1.1** Crosby Transport Planning Limited is instructed by Westbrook Partners / 1921 Mortimer Investments Limited to prepare this Transport Assessment in respect of development proposals at Arthur Stanley House, Tottenham Street, London W1T 4RN, situated within the London Borough of Camden (LB Camden)**.**

**1.2** The Arthur Stanley House building is a former University College of London Hospital NHS building comprising 5,548sqm GIA of vacant space, previously in use as D1 hospital (outpatients) with ancillary offices and educational use across ten floors. This report accompanies a detailed planning application for the refurbishment and redevelopment of the site to provide a mixed use scheme comprising 9 residential units (use Class C3) and 6,459sqm GIA of office space (use Class B1) including a healthcare use, with associated refuse and cycle stores (hereafter referred to as the 'Development'). It is proposed that the development will operate as 'car-free'. The location of the application site is shown in **Figure 1**.

**1.3** In October 2016 planning consent was granted on appeal (LB Camden planning reference 2015/0391/P) for a scheme comprising 12 residential units and 5,075sqm GIA of B1a office space, hereon referred to as 'the approved scheme'. Although the application was originally refused, there had been no highways reasons for refusal and the scheme was determined as having a negligible impact upon the surrounding transport network.

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

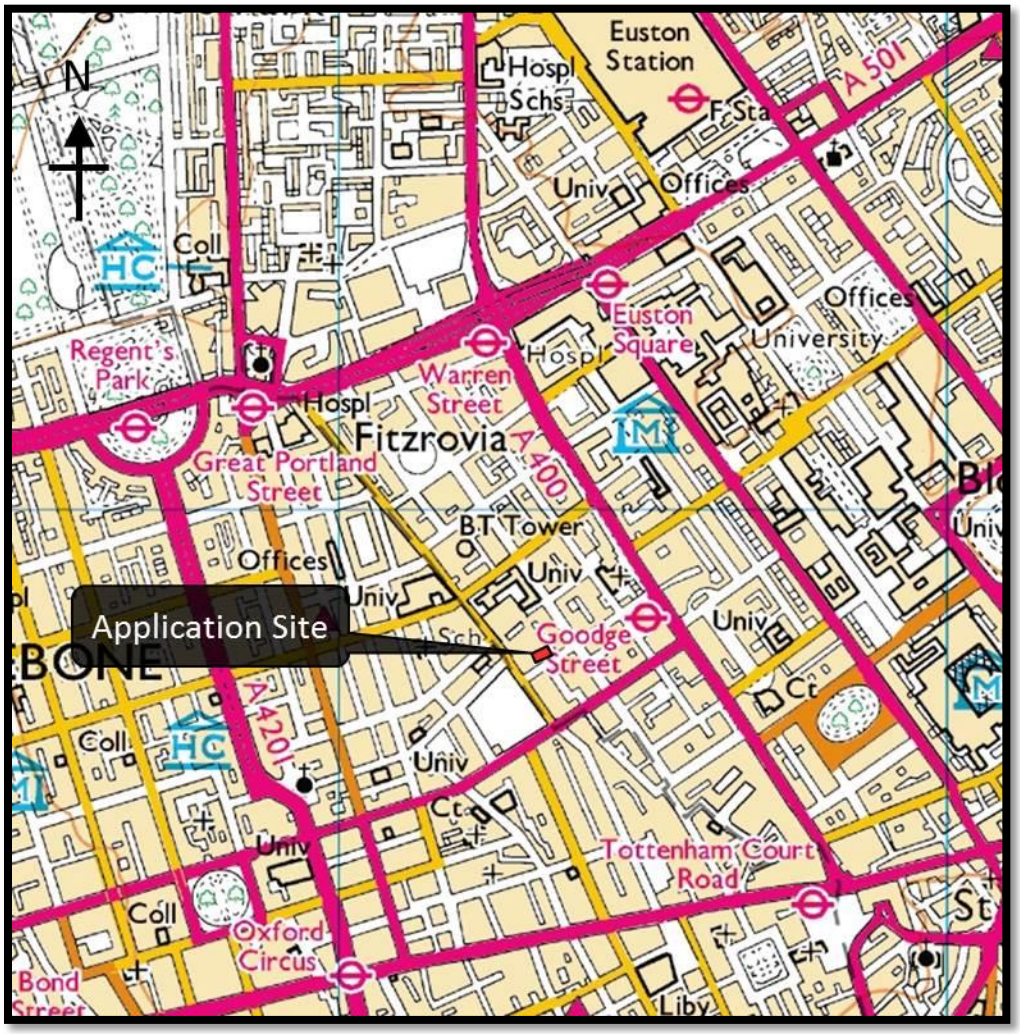



**Figure 1: Site Location**

## Pre-Application Consultation

**1.5** Pre-application discussions have previously been held with LB Camden. In relation to transport and highways matters, the principles of the scheme have previously been established through consultation for the approved scheme, for which the following pre-application advice was provided:-

- The site has a PTAL of 6b meaning access to public transport is 'excellent';
- The development is expected to be 'car free;'
- Cycle parking provision should be in accordance with LB Camden and TfL parking standards;
- A Construction Management Plan (CMP) should be secured via a S106 agreement;

- A Travel Plan should be secured via a S106 agreement; and
- A financial contribution towards highways works are likely and should be secured via a S106 agreement.

**Scope of Assessment**

**1.6** This Transport Assessment considers the transport implications of the proposed development and is set out as follows:-

- Section 2 provides an overview of the national, regional and local transport policies against which the development proposals will be assessed;
- Section 3 describes the site location and the surrounding highway network;
- Section 4 describes the accessibility of the development site by non-car modes of travel;
- Section 5 provides details of the development proposals including cycle parking and refuse collection strategy;
- Section 6 provides an overview of the likely person trip attraction of the proposed development and considers the resulting impact on travel modes;
- Section 7 considers the impact of the development person trips on the local transport network, and
- Section 8 provides a summary and conclusions to the report.

## 2 TRANSPORT POLICY

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

### National Policy

National Planning Policy Framework

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

**2.3** The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. 12 core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is to "actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

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

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

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

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

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

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

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

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

## Regional Policy

The London Plan (March 2016)

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

**2.9** Policy 6.3 (Assessing effects of development on transport capacity) states in relation to planning decisions that: *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network."*

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

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

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

## Local Policy

**2.13** In July 2017, the Camden Local Plan was adopted and replaced the Core Strategy and Development Policies planning documents. The Core Strategy was the central part of Camden Council's Development Plan and set out the key elements of the Council's vision for the borough to 2025. The Development Policies document supported the Core Strategy by setting out detailed planning criteria that the Council would use to determine applications for planning permission in the borough.

**2.14** As the Core Strategy and Development Policies formed part of the Development Plan during the time when the design of the scheme was being evolved, reference is made below to the relevant transport policies and objectives that were in place during that period.

### Camden Core Strategy 2010-2025

**2.15** Within the introduction, the Core Strategy stated in relation to Camden's transport that:-

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

**2.16** The Core Strategy contained a series of strategic objectives, with formal policies in place to deliver each objective.

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

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

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

**2.20** Policy CS11 promoted sustainable and efficient travel through *"the delivery of transport infrastructure and the availability of sustainable transport choices in order to support Camden's growth, reduce the environmental impact of travel, and relieve pressure on the borough's transport network".*

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

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

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

Camden Development Policies 2010-2025

**2.24** To deliver the aims of the Core Strategy, the Development Policies document included policies DP16 – DP21 for promoting sustainable and efficient transport. The key themes of these policies, which were of relevance to the development proposals during the design period, are summarised below:

**2.25** Policy DP16 (The transport implications of development) stated that the Council will seek to ensure that development is properly integrated with the transport network and is supported by adequate walking, cycling and public transport links.

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

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

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

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

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

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

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

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

**2.32** Reference was made to the need to refer to the 'Camden Planning Guidance CPG7: Transport' for further information on the need for and contents of Transport Assessment and Statement.

Camden Planning Guidance CPG7: Transport

**2.33** The Camden Planning Guidance supports the transport related policies in the Core Strategy and Development Policies documents and provides further thresholds above which the Council will require submission of a Transport Assessment.

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

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

Fitzrovia Area Action Plan (March 2014)

**2.36** The development site is identified in the Fitzrovia Area Action Plan (FAAP) as an 'Opportunity Site' whose priorities are "*to provide medical/healthcare uses, and for development to make a contribution towards the creation of public open space in association with the Middlesex Hospital Annex / Bedford Passage*."

**2.37** The FAAP states that the "*Council's preferred land use for this site is medical / healthcare use*" although if these uses are not required, then *"the council will expect permanent self-contained homes to be provided, including an appropriate contribution to affordable housing, with active uses or windows and entrances facing onto Tottenham Street.*"

**2.38** In relation to transport matters, the FAAP states that a priority for the development is to make a contribution towards the creation of public open space in association with the Middlesex Hospital Annex / Bedford Passage.

Adopted Camden Local Plan (July 2017)

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

**2.40** The plan underwent examination during late October 2016 and following further modifications, the Planning Inspector found the Local Plan to be sound. The Council decided to formally adopt the Local Plan on 3 July 2017 and the plan replaces the Council's Core Strategy and Development Policies planning documents.

**2.41** There are four transport policies with the Local Plan which are of relevance to this application, namely:

**2.42** Policy T1 (Prioritising walking, cycling and public transport) states that the Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

**2.43** Policy T2 (Parking and car-free development) states that the Council will limit the availability of parking and require all new developments in the borough to be car free.

**2.44** Policy T3 (Transport infrastructure) states that the Council will seek improvements to transport infrastructure in the borough.

**2.45** Policy T4 (Sustainable movement of goods and materials) states that the Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

**Overview**

**2.46** The proposed development provides a car-free scheme and maximises opportunities for the use of sustainable, non-car travel modes by providing an overall level of cycle parking in accordance with London Plan standards.

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

# 3 SITE LOCATION AND SURROUNDING HIGHWAY NETWORK

## Site Location and Use

**3.1** The location of the application site in the context of its local setting is shown in **Figure 2**. The site is largely rectangular in shape and is bounded to the south by Tottenham Street and to the east by Tottenham Mews. To the north, the site adjoins the Tottenham Mews Day Hospital site which was granted planning permission in December 2012 for C2 and D1 medical uses (reference planning application 2012/4786/P, see paragraph 3.8 below).

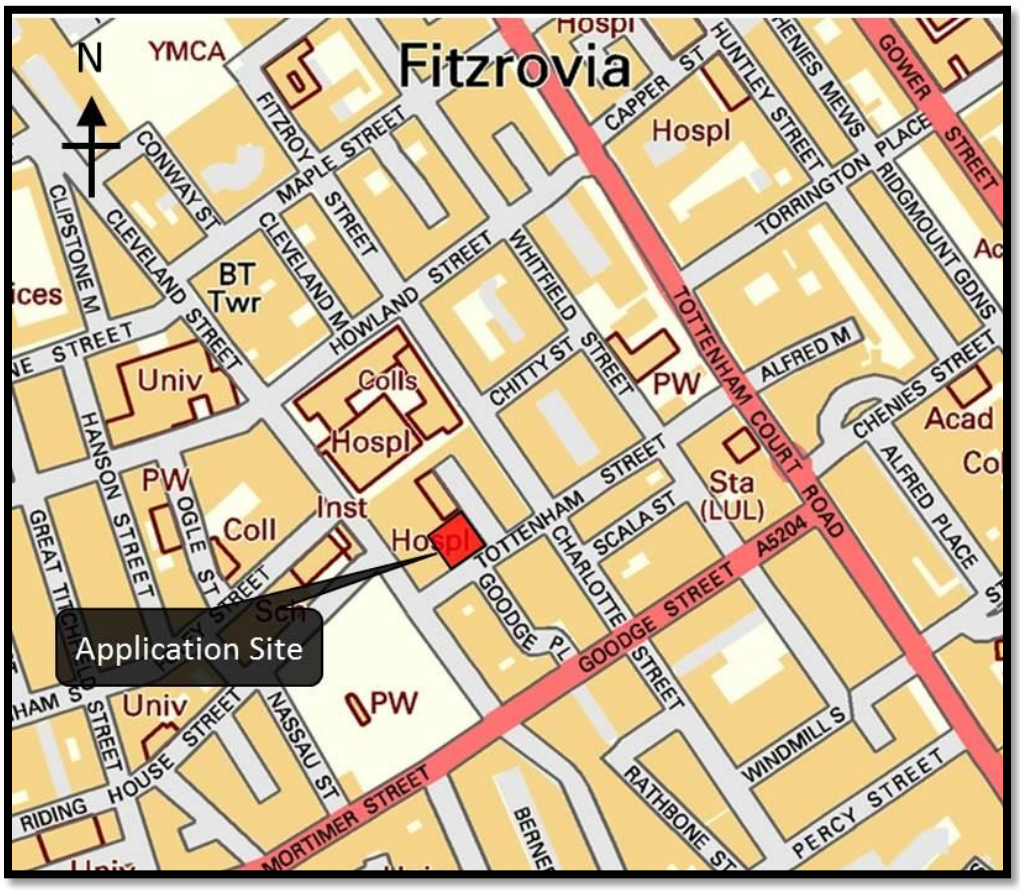



**Figure 2: The site in its local context**

**3.2** The area of the site is approximately 0.1 hectares and comprises the Arthur Stanley House building in its entirety. The building has two basement levels and eight storeys above ground totalling 5,548sqm GIA. The building was last in use as D1 hospital (outpatients) with ancillary offices and educational use. The building is now vacant but when occupied included a hydrotherapy pool, gymnasium, treatment and consulting rooms, canteen, research laboratories and medical school.

**3.3** The existing site is assumed to generate no trips, therefore this report will contain a worst case scenario in terms of trip generation assessment.

**3.4** The site is located within the Howland Street Character Area and the Charlotte Street Conservation Area. The surrounding area comprises a variety of commercial and residential uses, generally with four storey terrace buildings to the south and more modern blocks of similar scale to the north.

**Surrounding Highway Network**

**3.5** The development site fronts onto Tottenham Street which is a 6.0 metre wide road that connects Tottenham Court Road in the northeast to Cleveland Street in the southwest. Between the junctions with Charlotte Street and Cleveland Street, Tottenham Street is one-way westbound only and is located within LB Camden's Controlled Parking Zone CA-E. The street is lit, with standard width footways provided along both sides of the carriageway.

**3.6** Directly in front of Arthur Stanley House are three on-street disabled parking bays located on Tottenham Street. Along the southern side of Tottenham Street between Charlotte Street and Cleveland Street are three on-street 'pay and display' parking bays with a maximum duration of stay of two hours, and four 'resident permit holders only' parking bays which apply Monday to Saturday 08:30 to 18:30. Where parking bays are not located, there are single or double yellow line parking restrictions in force.

**3.7** Tottenham Mews is an access-only street providing general and servicing access to a range of commercial and residential uses fronting onto Tottenham Mews. The exit from Tottenham Mews is restricted to right-turn only by virtue of the one-way operation along Tottenham Street. Single yellow line parking restrictions are in place, between the hours of 08:30 to 18:30 Monday to Saturday.

**Nearby Planning Applications**

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

**3.9** The approved scheme would provide a Mental Health Resource Centre (MHRC) including recovery centre, consultation and activity rooms (Class D1) and 6 x 1 bed short-stay bedrooms (Class C2), following demolition of the existing two storey MHRC building (Class D1). The scheme is splayed back to provide a route which will connect Tottenham Mews to the future 'Bedford Passage' east-west route. This would allow non-car access to Tottenham Mews from the north. The scheme is car-free with an ambulance-only parking area located at the frontage. Accompanying swept path analysis demonstrates that an ambulance would continue to be able to turn within the Mews.

**3.10** The Council secured provision of a 'shared' surface within the Mews by way of a S106 agreement contribution. These public realm improvements would include creating a shared space adjacent to the front of the building in granite setts, an entry feature part way down the Mews to slow vehicle traffic (such as a speed bump or a change in paving material) and implementing uniform street furniture (such as benches) to prevent on-street parking. The removal of the footway and the creation of a shared surface would also enable small service vehicles to continue to turn at the end of the Mews.

**3.11** There is no evidence that the approved development has begun and consequently it is assumed that this permission has now lapsed.

**3.12** Construction has recently been completed at the adjacent site known as '73-75 Charlotte Street and 34-38 Tottenham Street and 4 Tottenham Mews' which was granted conditional planning permission subject to a S106 agreement in November 2012 (planning reference 2012/2045/P).

**3.13** The scheme comprises a part 3/4/5 and 6 storey building plus basement level for a mixed use, car-free, development comprising 11 residential units (Class C3) and 253sqm of office (Class B1) floorspace at part basement and ground floor level, following demolition of the existing buildings.

**3.14** The S106 agreement included a £12,240 contribution towards highway works that includes the future resurfacing of Tottenham Mews at its entrance from Tottenham Street. Recent site inspections indicate that these Tottenham Mews highway works have been completed.

**3.15** In January 2017, a detailed planning application for redevelopment of the Middlesex Hospital Annex at 44 Cleveland Street was submitted to LB Camden (planning reference 2017/0415/L). The site is located at the northern end of Tottenham Mews, and reprovides the historical east-west Bedford Passage between Cleveland Street and Charlotte Street.

**3.16** The scheme comprises the redevelopment of the site to provide 50 private/affordable residential units and 4,129sqm GIA of B1 business space, with associated refuse and cycle stores and landscaping. The development is to operate as car-free. The planning application was approved on 6 July 2017.

### Road Safety

**3.17** For the approved scheme application, collision data was requested from TfL for the most recent three year period. The study area included Tottenham Street, including the junctions with Charlotte Street and Cleveland Street, and the length of Tottenham Mews.

**3.18** TfL advised that there had been no reported collisions within the study area within the time period requested. They also advised that the last reported collision was in 2004.

**3.19** As there have been no reported collisions within the study area for ten years, it can be concluded that there are no inherent road safety problems on the network surrounding the site.

# 4 ACCESSIBILITY BY NON-CAR MODES

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

## Walking

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

**4.3** Although a footpath is provided along the site's eastern frontage along Tottenham Mews, uses further to the north and east access directly onto the mews with no separation from vehicles. The nature of Tottenham Mews is therefore one of a shared space, with limited vehicle movements and low speeds resulting in an area that is conducive for safe pedestrian movements.

## Cycling

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

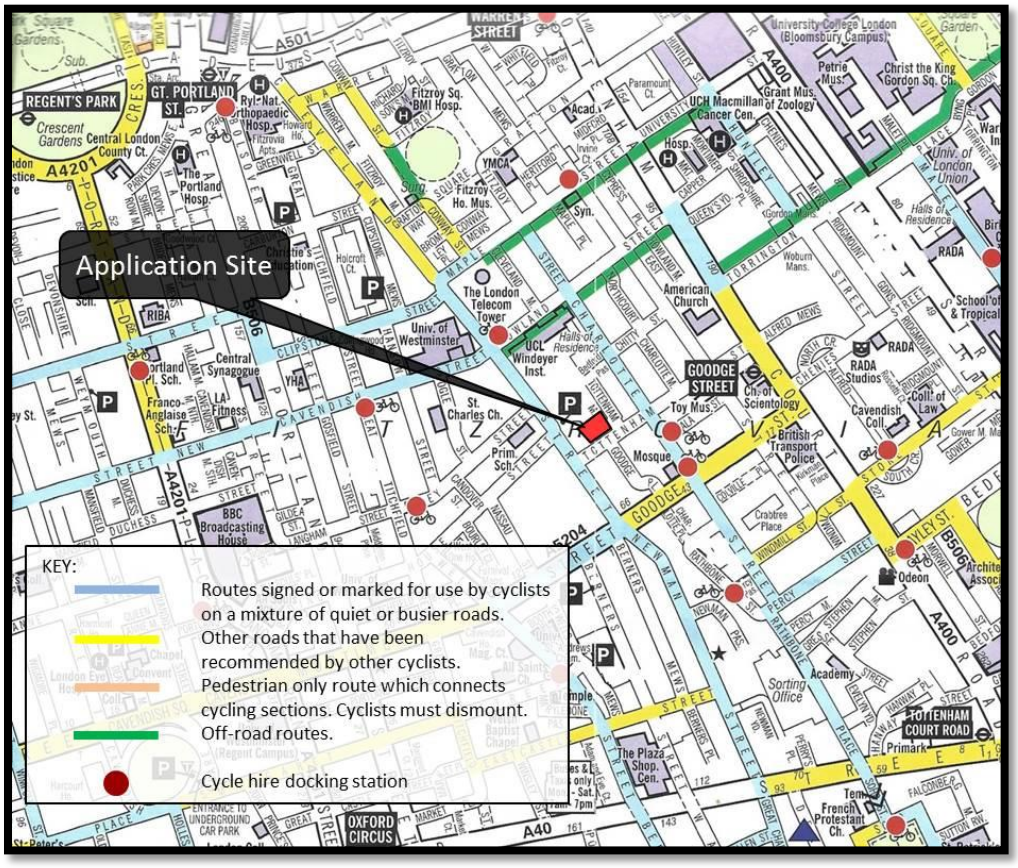



**Figure 3: Local cycle routes** **(extract from TfL 'Cycling in Central London' 2015)**

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

## Public Transport

<u>Bus</u>

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

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

**4.8** The nearest bus stop (TfL stop reference A – Goodge Street) is located on Tottenham Court Road, a 220 metre walk distance from the site. This stop provides access to seven regular daily northbound bus services towards key London destinations including Kings Cross, Warren Street, Hampstead Heath, Wood Green, Stoke Newington and North Finchley. For southbound services, the nearest bus stop is provided on Gower Street (TfL stop reference C – Torrington Place) some 500 metres from the site, providing regular services towards Hammersmith, Putney Heath, Pimlico, Trafalgar Square, Victoria and Notting Hill Gate.

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

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

| Service | TfL Stop Reference (walk distance) | Route Towards | Frequency (minutes) | | |
|---|---|---|---|---|---|
| | | | Week | Sat | Sun |
| 10 | A (230m) | Kings Cross | 7-11 | 7-11 | 11-13 |
| | C (500m) | Hammersmith | 7-10 | 8-12 | 11-12 |
| 14 | A (230m) | Warren Street | 3-7 | 7-10 | 10-14 |
| | C (500m) | Putney Heath | 4-8 | 6-9 | 9-13 |
| 24 | A (230m) | Hampstead Heath | 5-8 | 5-8 | 7-11 |
| | C (500m) | Pimlico | 4-8 | 6-9 | 6-10 |
| 25 | OJ (520m) | Ilford | 5-9 | 5-9 | 4-8 |
| 29 | A (230m) | Wood Green | 3-6 | 5-8 | 4-8 |
| | C (500m) | Trafalgar Square | 3-6 | 4-8 | 4-8 |
| 55 | OJ (520m) | Leyton | 5-8 | 6-10 | 9-12 |
| | OM (520m) | Oxford Circus | 5-9 | 7-11 | 8-12 |
| 73 | A (230m) | Stoke Newington | 2-6 | 2-6 | 5-7 |
| | C (500m) | Victoria | 3-7 | 3-7 | 4-7 |
| 88 | RD (620m) | Camden Town | 5-8 | 6-10 | 10-12 |
| | RF (650m) | Clapham Common | 6-10 | 6-10 | 11-12 |
| 98 | OM (520m) | Willesden | 5-7 | 6-10 | 8-12 |
| | OJ (700 m) | Russell Square | 5-8 | 7-11 | 6-10 |
| 134 | A (230m) | North Finchley | 3-7 | 3-6 | 6-8 |
| | C (500m) | Tottenham Court Road | 3-7 | 3-6 | 5-8 |
| 390 | A (230m) | Archway | 5-9 | 6-10 | 11-14 |
| | C (500m) | Notting Hill Gate | 6-10 | 6-10 | 10-12 |
| 453 | RF (650m) | Deptford Bridge | 4-8 | 6-10 | 9-12 |
| | RD (620m) | Marylebone | 4-8 | 7-10 | 9-12 |
| C2 | RD (620m) | Parliament Hill Fields | 6-10 | 7-10 | 8-12 |
| | RF (650m) | Victoria | 6-10 | 7-11 | 9-12 |

**Table 4.1: Summary of Bus Routes Serving the Site**

**4.11** Table 4.1 shows that the site benefits from access to 13 frequent daily bus services, from which it is evident that in terms of the quantity and frequency of service provision there are no demonstrable barriers to bus travel to/from the site. Based upon the average daily frequencies for each service, the total frequency of buses serving the site is 248 buses/hr during a weekday, 213 buses/hr during a Saturday and 173 buses/hr during a Sunday.

London Underground Rail

**4.12** In respect of rail services, PTAL assessment guidance states that a rail service can be considered accessible if the POI is within a 12 minute or 960 metre walk of a SAP. There are six London Underground stations located within a 960 metre walking distance of the site. The nearest station is Goodge Street, a 240 metre walk distance to the east of the site, which is served by the Northern line (Charing Cross branch).

**4.13** Warren Street station is located at the northern end of Tottenham Court Road and is a 720 metre walk distance from the application site. Warren Street station is served by the Victoria and Northern (Charing Cross branch) lines.

**4.14** Tottenham Court Road station is located at the southern end of Tottenham Court Road and is a 720 metre walk distance from the application site. Tottenham Court Road station is served by the Central and Northern (Charing Cross branch) lines. In December 2018, the station will also be served by the Elizabeth Line, being delivered by the Crossrail project.

**4.15** Great Portland Street station is located to the northwest of the application site, a 760 metre walk distance via Cleveland Street. Great Portland Street station provides access to the Metropolitan, Circle and Hammersmith & City lines.

**4.16** Oxford Circus station is located to the southwest of the application site and is an 820 metre walk distance from the application site. Oxford Street station provides access to the Bakerloo, Victoria and Central lines.

**4.17** Euston Square station is located an approximate 870 metre walk distance to the north of the application site. Euston Square station provides access to the same lines as Great Portland Street station, namely the Metropolitan, Circle and Hammersmith & City lines.

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

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

**Table 4.2: Summary of Weekday London Underground Service Frequencies**

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

PTAL

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

**Summary**

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

# 5 DEVELOPMENT PROPOSALS

**5.1** The development proposals comprise a mixed use scheme of 9 private residential units and 6,459sqm GIA of B1a office use. This compares to the approved scheme which comprises 12 residential units and 5,075sqm GIA of B1a office use. The layout of the proposed ground floor level is provided at **Appendix C**.

**5.2** It is proposed that the commercial office entrances will be at ground floor level directly from Tottenham Street, with the office building occupying mainly the central, southern and western sections of the site. The residential building is located within the eastern section of the site, with the main residential entrance located on Tottenham Mews. The schedule of accommodation for the residential element of the scheme is provided in Table 5.1.

| Unit | Private Market |
|---|---|
| 1 bed unit | 4 |
| 2 bed unit | 4 |
| 3 bed unit | 1 |
| **Total** | **9** |

**Table 5.1: Proposed Schedule of Residential Accommodation**

**5.3** The length of Tottenham Mews that fronts the office use will be amended to provide a widened footway alongside the building from 1.4m to 2.2m. The width of the adjoining section of carriageway would reduce from 5.2m to 4.4m. The width of the entry onto Tottenham Road would remain as 4.4m so existing swept path manoeuvres would remain unaffected. The detailed design of this area would incorporate the amendments to the existing footway as well as any surface treatments that would complement the wider aspirations to improve the public realm and create an attractive connection to the Bedford Passage. In keeping with recent planning consents for the adjacent developments, it is expected that the Council will wish secure these public realm works as a financial contribution way of a Section 106 Agreement obligation.

**5.4** The remainder of this section details the transport aspects of the scheme with reference to the drawing contained in Appendix C.

### Vehicle Access and Servicing

**5.5** It has been established that the site is highly accessible by public transport and has a PTAL rating of 6b. Consequently, in accordance with London Plan policy 6.13 and Local Plan policy T2, the opportunity has been taken to provide a 'car-free' scheme. Therefore, residents and office workers will not access the site by car and any visitors arriving by car will park within the publicly available spaces in the vicinity of the site.

**5.6** It is not expected that the development will generate a significant number of service vehicle movements and certainly less than the previous medical/healthcare use (as was accepted for the approved scheme). Tottenham Mews will enable access for planned deliveries by smaller delivery vehicles and will enable service vehicles to access plant areas that will require occasional, infrequent servicing and maintenance.

**5.7** Camden Council manages waste collection and their existing operations have been contracted out to Veolia since 2003. Their current contract runs until 2025. Discussions have previously been held with Veolia who advised that at present, due to the standard size of their vehicles and lack of space for turning within Tottenham Mews, refuse vehicles wait on Tottenham Street whilst operatives run ahead and pull out the refuse from Tottenham Mews to Tottenham Street, therefore refuse collection vehicles do not enter Tottenham Mews.

**5.8** For recycling collections, Veolia advised that vehicles reverse (with a reversing assistant) into Tottenham Mews from Tottenham Street. They previously confirmed that so long as vehicles could continue to reverse into Tottenham Mews from Tottenham Street, then they would foresee no concerns with the proposed development arrangements.

**5.9** The proposed scheme would therefore not affect Veolia's current refuse and recycling collection arrangements.

**5.10** The bin store for the residential use is to be located at basement level 1. Bins would be able to be wheeled step-free to the Tottenham Mews frontage via the main residential entrance and internal lift. The bin store for the office use is to be located within the lower basement level and would be brought to ground floor via an internal lift for on street collection. It is expected that a management company would be responsible for bringing the bins to and from the street on collection days.

**5.11** All future occupiers within the application site would be made aware of the refuse collection times.

### Car Parking

**5.12** In accordance with the Council's Development Plan policies, the development will be 'car free' meaning that no on-site residential or office parking will be provided. Occupants will not be entitled to apply for on-street parking permits although people with disabilities who are Blue Badge holders will be entitled to park in publicly-available on-street spaces without a parking permit. In accordance with adopted policy, occupants and residents will be prevented from applying for parking permits, which will be secured via a S106 legal agreement.

**5.13** Disabled and visitor parking is possible within the publicly-available spaces outside of the site, however we would expect a modal shift to non-car modes of travel due to the excellent accessibility of the site by public transport.

### Cycle Parking

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

**5.15** Minimum cycle parking standards for new developments are set out within Table 6.3 of the London Plan and are summarised below in Table 5.2.

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

**Table 5.2: London Plan Cycle Parking Minimum Standards**

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

- B1 Business Use (6,459sqm): 72 long stay and 11 short stay spaces; and
- C3 Dwellings: Market Housing (4 x 1 bed unit; 5 x 2+ bed units): 14 long stay spaces.

**5.17** The development proposals will provide a 72 space secure cycle store for the office use at basement 1 level. The spaces will be provided in the form of two-tier stands, with access via the main entrance from Tottenham Street and internal lift. An alternative access will be possible directly from Tottenham Mews via a straight stairwell with wheeling ramp. Lockers will be provided within the cycle store with seven individual changing and shower areas located adjacent to the cycle store.

**5.18** Short stay office visitor cycle parking will be provided in the form of Sheffield stands located alongside the building on the Tottenham Mews frontage. There will be space for 12 short stay spaces in the form of six Sheffield stands.

**5.19** A communal residential cycle parking store will be provided on the upper ground floor and accessible from the Tottenham Mews residential entrance via an internal stairwell with wheeling ramp. The entrance to the cycle parking store will be directly opposite the top of the stairwell, with a height difference to street level of just 1.5m. By virtue of the short internal distance to the cycle store and the small level difference, it is considered that this route would be more commodious for residents than using the adjacent lift. There will be 14 spaces provided within the cycle store in the form of two-tier stands.

**5.20** It can therefore been seen that the proposed cycle parking provision meets the minimum requirements of the adopted London Plan standards for both office and residential uses.

### Travel Plan

**5.21** A Framework Travel Plan has been prepared which accompanies the planning application as a separate document (also prepared by Crosby Transport Planning). It is intended that this document will be secured via the Section 106 Agreement.

**5.22** The Section 106 Agreement shall state (or similar) that the Travel Plan shall be approved prior to the first occupation of the site and the approved plan shall be followed, unless otherwise agreed with the Highway Authority.

### Construction Management Plan

**5.23** In order to ensure the safety of pedestrians and the free flow of traffic during the construction period, a draft Construction Management Plan (CMP) has been prepared by Crosby Transport Planning Limited which accompanies the planning application and will be secured via the Section 106 Agreement.

**5.24** The Section 106 Agreement shall state that the CMP shall be approved prior to any works starting on site and the approved plan (prepared in accordance with LB Camden's CMP pro-forma) shall be followed, unless otherwise agreed with the Highway Authority.

# 6 DEVELOPMENT TRIP GENERATION

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

### Person Trip Assessment

**6.2** For the approved scheme, the proprietary TRICS database was interrogated to establish appropriate peak hour and daily person trip generation rates for the proposed residential and office uses. A review of the current TRICS database indicates that the previously agreed trip rates would remain appropriate for use for the proposed development. For the purposes of this assessment therefore, the previously agreed trip rates for the approved scheme have been applied.

### Proposed Residential Use

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

**6.4** The previously derived weekday peak hour and daily person trip rates are summarised in Table 6.1 below and applied to the proposed 9 residential units. The original TRICS output files are contained in full in **Appendix D**.

| | AM Peak (8-9) | | | PM Peak (16-17) | | | Daily (7-19) | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arr | Dep | Tot | Arr | Dep | Tot | Arr | Dep | Tot |
| Person Trip Rate (per unit) | 0.31 | 0.67 | 0.98 | 0.52 | 0.19 | 0.71 | 2.46 | 2.69 | 5.15 |
| Person Trips (12 units) | 3 | 6 | 9 | 5 | 2 | 7 | 22 | 24 | 46 |

**Table 6.1: Person Trip Generation Assessment Summary – Residential Use**

### Proposed Office Use

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

**6.6** For the approved scheme, the TRICS database was interrogated for comparable sites within Greater London. Only car-free developments, or those with an overall on-site provision of less than 0.2spaces/100sqm, were selected. The previously agreed TRICS data is appended to this document as **Appendix E**, with the derived total person trip rates and corresponding trips summarised in Table 6.2.

| | AM Peak (8-9) | | | PM Peak (17-18) | | | Daily (7-19) | | |
|---|---|---|---|---|---|---|---|---|---|
| | Arr | Dep | Tot | Arr | Dep | Tot | Arr | Dep | Tot |
| Person Trip Rate (per 100sqm) | 3.00 | 0.21 | 3.21 | 0.31 | 2.81 | 3.12 | 12.64 | 12.32 | 24.96 |
| Person Trips (6,459sqm GFA) | 195 | 14 | 209 | 20 | 182 | 202 | 820 | 799 | 1619 |

**Table 6.2: Person Trip Generation Assessment Summary – Office Use**

### Development Trip Attraction

**6.7** Following the assessment of the person trip generation as described above, a breakdown of the likely modal share trip attraction of the person trips associated with the proposed development is provided in Table 6.3 below.

**6.8** It should be noted that for the approved scheme, the highways officer commented that *"whilst the overall trip numbers are not disputed, it is considered that the modal splits used are unrealistic. The figures presented suggest that there will be a high number of car trips to and from the site, despite the fact that no parking is to be provided. The vast majority of people travelling to and from this site will in reality travel by public transport or cycle. As such, there are likely to be very few car trips, other than a small number of taxis and deliveries by courier car vans."*

**6.9** Although on-street car parking will be possible within the vicinity of the site, it is accepted that the numbers doing so are likely to be statistically insignificant. Therefore for the purposes of providing a realistic modal share estimate and in order to address the above comments, the car driver modal share data derived from the TRICS analysis has been reduced to zero, with the other modal share values proportionally adjusted.

| | Daily (07:00 – 19:00) | | |
|---|---|---|---|
| | **Residential Use** | **B1a Office Use** | **Total Development** |
| Car Driver (single occupancy vehicle) | 0% | 0% | 0% |
| Passenger (car / taxi) | 22.3% | 3.1% | 3.7% |
| Bicycle | 5.9% | 1.7% | 2.3% |
| Walk | 37.4% | 49.1% | 48.6% |
| Public Transport (bus/tram/train) | 34.4% | 46.1% | 45.4% |
| Total | 100% | 100% | 100% |

**Table 6.3: Daily Person Modal Share Summary (two-way) based on adjusted TRICS analysis**

**6.10** The modal share proportions presented above have been applied to the total person trips presented in Table 6.3, with the resulting combined weekday AM, PM and daily trips by mode set out in Table 6.4.

| | Total Development Trips | | |
|---|---|---|---|
| | AM Peak Hour (08:00-09:00) | PM Peak Hour (17:00-18:00) | Total Daily (07:00-19:00) |
| Car Driver (single occupancy vehicle) | 0 | 0 | 0 |
| Passenger (car / taxi) | 8 | 8 | 62 |
| Bicycle | 5 | 5 | 38 |
| Walk | 106 | 101 | 809 |
| Public Transport (bus/tram/train) | 99 | 95 | 756 |
| Total | 218 | 209 | 1665 |

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

**6.11** Table 6.4 shows that the total number of person trips expected to be attracted by the development during a typical weekday is 1,665 trips. Less than 3% of these trips would be associated with the residential use.

# 7 IMPACT ASSESSMENT

**7.1** The impact of the development on the local highway network and public transport network is considered below.

## Local Highway Network

**7.2** There is no dedicated car parking proposed within the development. Future residents would not be permitted to apply for a residents parking permit unless they were a blue-badge holder. As established within Section 6, the total development would generate a statistically insignificant number of vehicle movements during the peak hours.

**7.3** There is likely to be a small number of taxis and deliveries for which the impact of the on the local road network would be negligible, particularly when one considers the most recent use of the site.

## Public Transport Network

**7.4** With reference to Table 6.4, some 96 person movements would be expected to take place on the local public transport network during the morning peak hour, and 95 person movements during the afternoon peak hour.

**7.5** It has been established that the site is highly accessible to local bus and underground rail services. During a typical weekday, the site is served by 248 buses per hour and 253 underground trains from the six nearby underground stations during the morning peak hour. An increase of 96 public transport users in the morning peak hour due to the development is equivalent to one additional passenger every 5 bus/rail service and therefore the impact is considered to be negligible.

## Cycling

**7.6** Based upon the TRICS analysis, some 5 cycle trips would be expected to be generated by the development during peak hours. It has been established that the development is located within the proximity of a number of cycle routes and on-site cycle parking is proposed in line with adopted London Plan standards.

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

# 8 SUMMARY AND CONCLUSIONS

## Summary

**8.1** Crosby Transport Planning Limited has been instructed by Westbrook Partners / 1921 Mortimer Investments Limited to prepare this Transport Assessment in respect of development proposals at Arthur Stanley House, Tottenham Street, London W1T 4RN, situated within the London Borough of Camden**.**

**8.2** This report accompanies a detailed planning application for development of a mixed use scheme comprising 9 private residential units and 6,459sqm GIA of B1a office space including a healthcare use, with associated refuse and cycle stores. It is proposed that the development will operate as 'car-free'.

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

## Conclusions

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

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

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

**8.7** Details of the development proposals are described within Section 5, which demonstrates that the overall level of cycle parking proposed on site is in accordance with adopted London Plan standards. The proposals will enable smaller servicing vehicles to continue to enter and leave Tottenham Mews in a forward gear and will complement the wider aspirations to improve the public realm and create an attractive connection to the Bedford Passage.

**8.8** Section 6 provides an overview of the likely person trip attraction of the proposed development. The total number of person trips expected to be attracted by the development during a typical weekday is 1,665 trips. Less than 3% of these trips would be associated with the residential use.

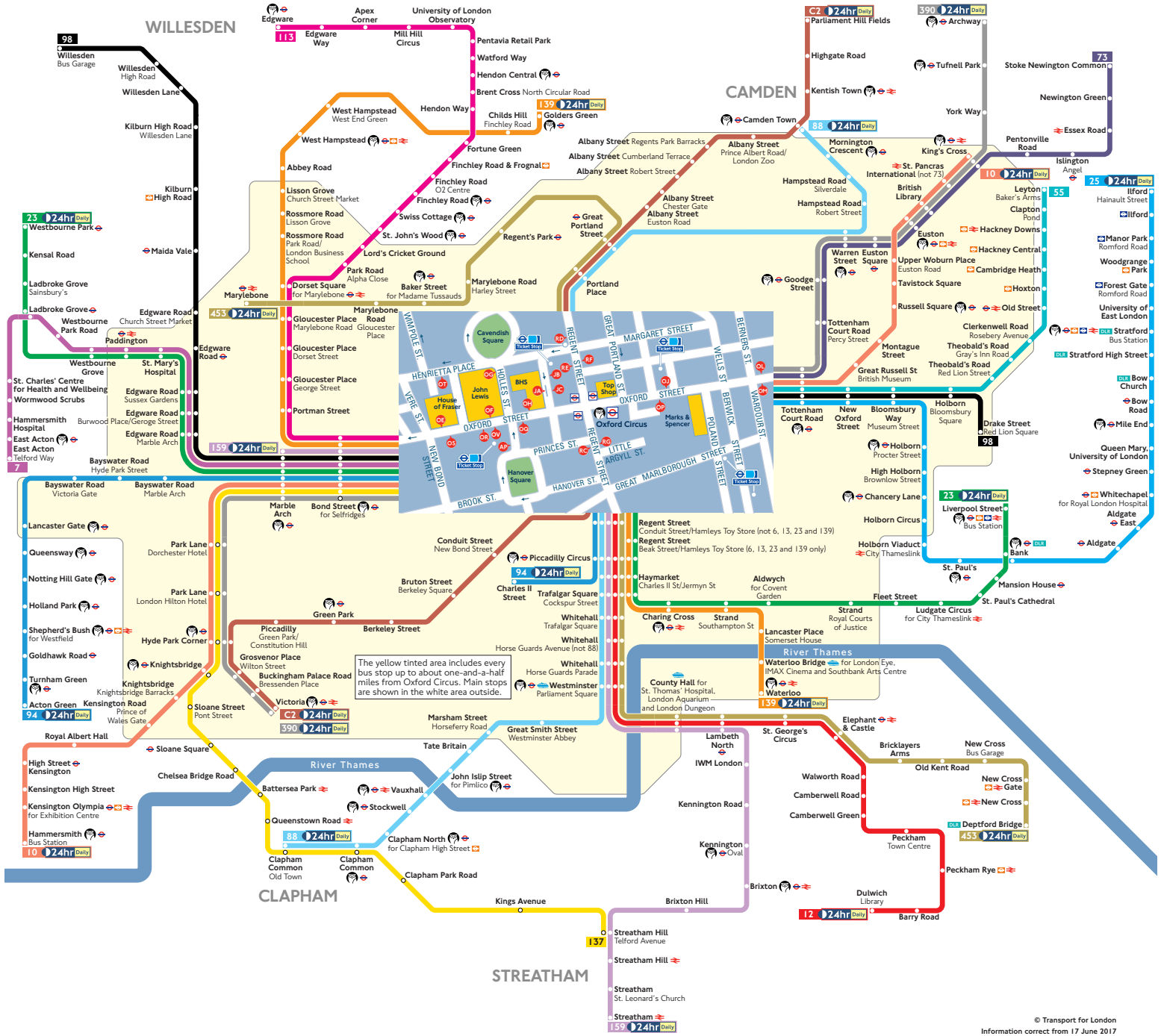
**8.9** Section 7 assesses the potential impact of the development upon the local transport network and concludes that the impacts would be negligible.

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

**APPENDIX A**

**TfL bus map**

# Buses from Oxford Circus




## Route finder

| Bus route | Towards | Bus stops |
|---|---|---|
| 7 | East Acton | QQ |
| 10 24hr Daily | Hammersmith | OP OR |
| | King's Cross | OP OJ |
| 12 24hr Daily | Dulwich | RF |
| 23 24hr Daily | Liverpool Street | QB RG |
| | Westbourne Park | QQ |
| 25 24hr Daily | Ilford | OG OJ |
| 55 | Leyton | OG OJ |
| 73 | Stoke Newington | OG OJ |
| 88 24hr Daily | Camden Town | RG RD |
| | Clapham Common | RF |
| 94 24hr Daily | Acton Green | OS RC |
| | Piccadilly Circus | QB RG |
| 98 | Holborn | OP OJ |
| | Willesden | QM OP QQ |
| 113 | Edgware | JB QV |
| 137 | Streatham Hill | JC QR |
| 139 24hr Daily | Golders Green | QV |
| | Waterloo | QB RG |
| 159 24hr Daily | Marble Arch | QQ RC |
| | Streatham | QB RG |
| 390 24hr Daily | Archway | OP OJ |
| | Victoria | OP QS |
| 453 24hr Daily | Deptford Bridge | RF |
| | Marylebone | RD |
| C2 24hr Daily | Parliament Hill Fields | RC RD |
| | Victoria | RF RG |

## Key

- Connections with London Underground
- Connections with London Overground
- Connections with TfL Rail
- Connections with National Rail
- Connections with DLR
- Connections with river boats
- Tube station with 24-hour service Friday and Saturday nights

## Ways to pay

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

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

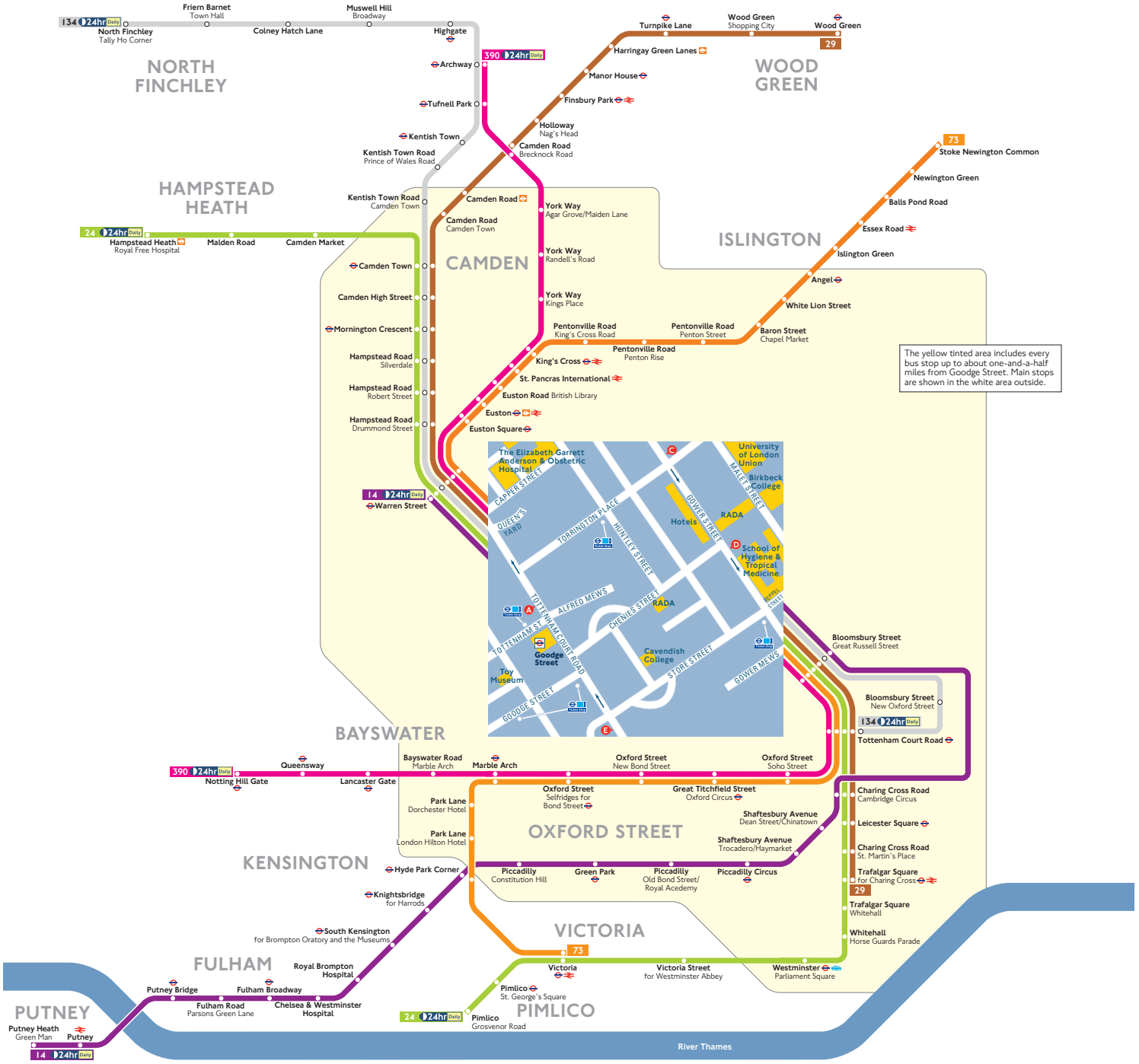
Sign up for an online account to top up online and see your travel history and spending.

TFL33055.05.17 (P)

# Buses from Goodge Street

## Route finder

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



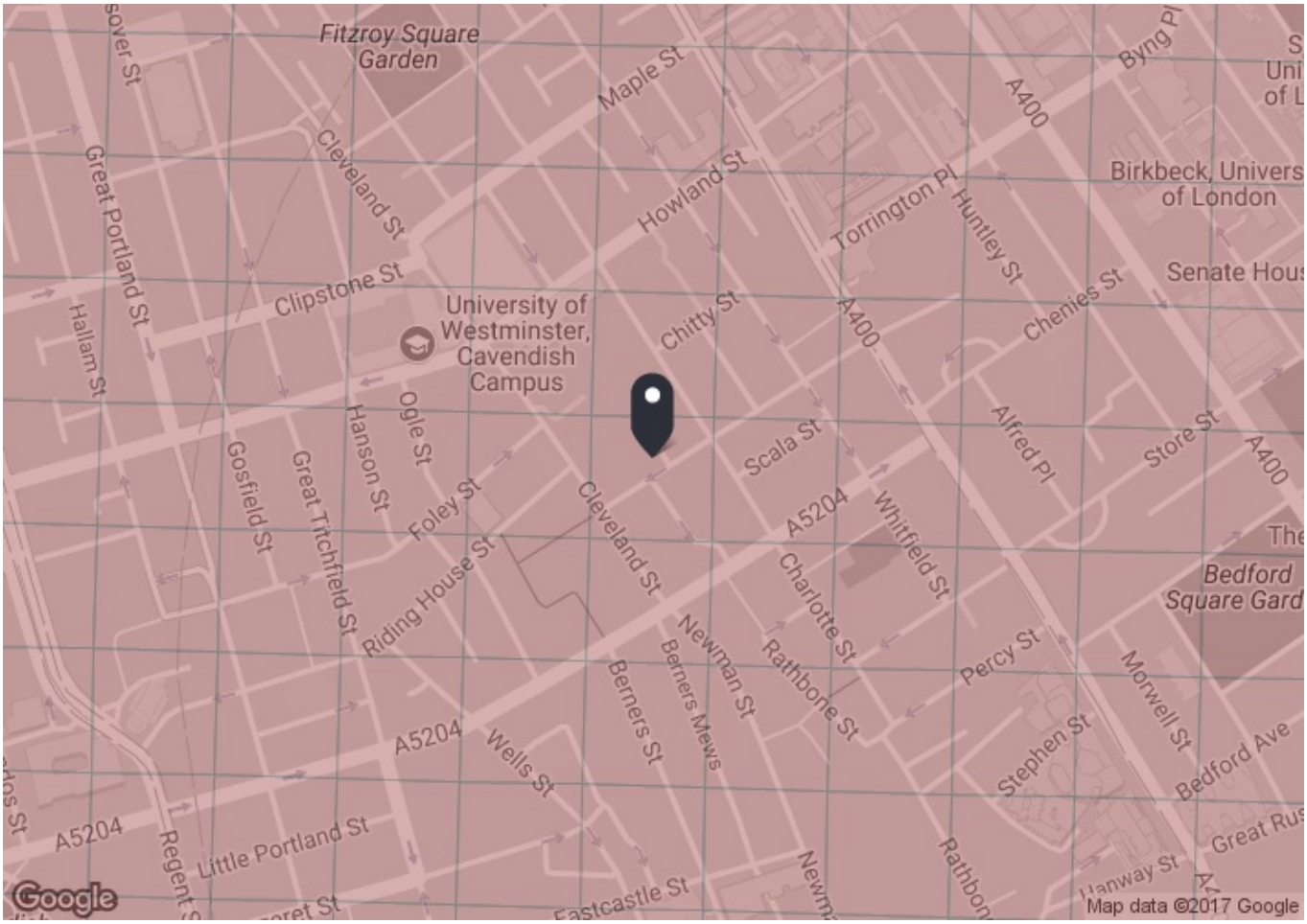


Information correct from July 2016

**APPENDIX B**

**PTAL Assessment**

TRANSPORT FOR LONDON




## PTAL output for Base Year
6b

Arthur Stanley House, 52 Tottenham St, Fitzrovia, London W1T, UK
Easting: **529347**, Northing: **181758**

Grid Cell: 86855

Report generated: 27/06/2017

**Map key - PTAL**

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

**Map layers**

PTAL (cell size: 100m)

Calculation Parameters

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

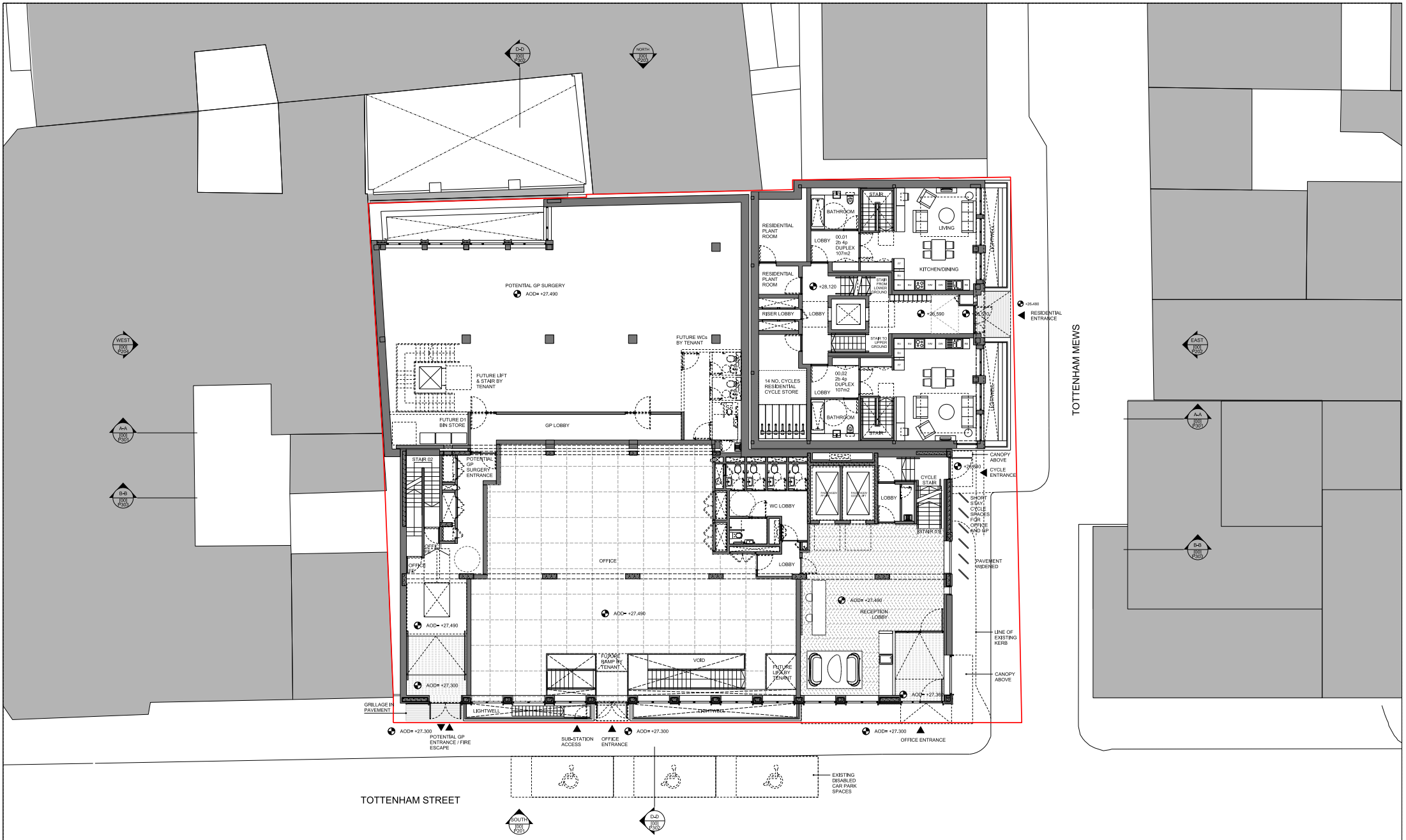
Calculation data

| Mode | Stop | Route | Distance (metres) | Frequency (vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| Bus | BROADCASTING HOUSE | C2 | 637.93 | 8 | 7.97 | 5.75 | 13.72 | 2.19 | 0.5 | 1.09 |
| Bus | BROADCASTING HOUSE | 88 | 637.93 | 9 | 7.97 | 5.33 | 13.31 | 2.25 | 0.5 | 1.13 |
| Bus | BROADCASTING HOUSE | 453 | 637.93 | 12 | 7.97 | 4.5 | 12.47 | 2.4 | 0.5 | 1.2 |
| Bus | OXFORD ST WARDOUR STREET | 98 | 533.89 | 9 | 6.67 | 5.33 | 12.01 | 2.5 | 0.5 | 1.25 |
| Bus | OXFORD ST WARDOUR STREET | 25 | 533.89 | 8 | 6.67 | 5.75 | 12.42 | 2.41 | 0.5 | 1.21 |
| Bus | OXFORD ST WARDOUR STREET | 55 | 533.89 | 10 | 6.67 | 5 | 11.67 | 2.57 | 0.5 | 1.28 |
| Bus | GOODGE STREET STATION | 10 | 232.08 | 4.5 | 2.9 | 8.67 | 11.57 | 2.59 | 0.5 | 1.3 |
| Bus | GOODGE STREET STATION | 24 | 232.08 | 10 | 2.9 | 5 | 7.9 | 3.8 | 0.5 | 1.9 |
| Bus | GOODGE STREET STATION | 134 | 232.08 | 12 | 2.9 | 4.5 | 7.4 | 4.05 | 0.5 | 2.03 |
| Bus | GOODGE STREET STATION | 390 | 232.08 | 8 | 2.9 | 5.75 | 8.65 | 3.47 | 0.5 | 1.73 |
| Bus | GOODGE STREET STATION | 73 | 232.08 | 18 | 2.9 | 3.67 | 6.57 | 4.57 | 1 | 4.57 |
| Bus | GOODGE STREET STATION | 29 | 232.08 | 15 | 2.9 | 4 | 6.9 | 4.35 | 0.5 | 2.17 |
| Bus | GOODGE STREET STATION | 14 | 232.08 | 13 | 2.9 | 4.31 | 7.21 | 4.16 | 0.5 | 2.08 |
| Bus | CHENIES STREET | 8 | 414.39 | 10 | 5.18 | 5 | 10.18 | 2.95 | 0.5 | 1.47 |
| LUL | Great Portland Street | 'Edgware-Hammersmith ' | 769.92 | 6 | 9.62 | 5.75 | 15.37 | 1.95 | 0.5 | 0.98 |
| LUL | Great Portland Street | 'Barking-Hammersmith ' | 769.92 | 6.34 | 9.62 | 5.48 | 15.11 | 1.99 | 0.5 | 0.99 |
| LUL | Great Portland Street | 'Hammersmith-Plaistow' | 769.92 | 1 | 9.62 | 30.75 | 40.37 | 0.74 | 0.5 | 0.37 |
| LUL | Great Portland Street | 'Amer-AldgateFast ' | 769.92 | 1 | 9.62 | 30.75 | 40.37 | 0.74 | 0.5 | 0.37 |
| LUL | Great Portland Street | 'Ches-AldgateFast ' | 769.92 | 2 | 9.62 | 15.75 | 25.37 | 1.18 | 0.5 | 0.59 |
| LUL | Great Portland Street | 'Uxbridge-AldSlow' | 769.92 | 5.33 | 9.62 | 6.38 | 16 | 1.87 | 0.5 | 0.94 |
| LUL | Great Portland Street | 'Watford-AldSfast ' | 769.92 | 3.67 | 9.62 | 8.92 | 18.55 | 1.62 | 0.5 | 0.81 |
| LUL | Great Portland Street | 'Aldg-WatfordSlow' | 769.92 | 3.67 | 9.62 | 8.92 | 18.55 | 1.62 | 0.5 | 0.81 |
| LUL | Great Portland Street | 'Ald-HarrowHill ' | 769.92 | 1.33 | 9.62 | 23.31 | 32.93 | 0.91 | 0.5 | 0.46 |
| LUL | Oxford Circus | 'QueensPk-El&Castle ' | 830.69 | 11.01 | 10.38 | 3.47 | 13.86 | 2.16 | 0.5 | 1.08 |
| LUL | Oxford Circus | 'El&Castle-Harrow&W' | 830.69 | 5.67 | 10.38 | 6.04 | 16.42 | 1.83 | 0.5 | 0.91 |
| LUL | Oxford Circus | 'StbridgePk-El&Castle' | 830.69 | 5 | 10.38 | 6.75 | 17.13 | 1.75 | 0.5 | 0.88 |
| LUL | Oxford Circus | 'Waterloo-QueensPk' | 830.69 | 1 | 10.38 | 30.75 | 41.13 | 0.73 | 0.5 | 0.36 |
| LUL | Oxford Circus | 'Waterloo-Harrow&W' | 830.69 | 0.33 | 10.38 | 91.66 | 102.04 | 0.29 | 0.5 | 0.15 |
| LUL | Oxford Circus | 'SevenSisters-Brixton' | 830.69 | 11.67 | 10.38 | 3.32 | 13.7 | 2.19 | 0.5 | 1.09 |
| LUL | Tottenham Court Road | 'Ealing-Epping ' | 563.18 | 3 | 7.04 | 10.75 | 17.79 | 1.69 | 0.5 | 0.84 |
| LUL | Tottenham Court Road | 'WRuislip-Epping ' | 563.18 | 3 | 7.04 | 10.75 | 17.79 | 1.69 | 0.5 | 0.84 |
| LUL | Tottenham Court Road | 'RuislipGar-Epping ' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'WhiteCity-Epping ' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'Epping-NActon ' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'Northolt-Epping ' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'Debden-WRuislip ' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'WhiteCity-Debden ' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'Debden-Northolt ' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'RuislipGdns-Debden ' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'Loughton-WRuislip ' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'NActon-Loughton ' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'RuislipGdns-Loughton' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'Loughton-WhiteCity' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'Loughton-Northolt ' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'Ealing-Loughton ' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'Ealing-NewburyPark' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'WRuislip-NewburyPark' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'NActon-NewburyPark' | 563.18 | 0.33 | 7.04 | 91.66 | 98.7 | 0.3 | 0.5 | 0.15 |
| LUL | Tottenham Court Road | 'Ealing-Hainault ' | 563.18 | 5 | 7.04 | 6.75 | 13.79 | 2.18 | 0.5 | 1.09 |
| LUL | Tottenham Court Road | 'Hainault-Nacton ' | 563.18 | 1.33 | 7.04 | 23.31 | 30.35 | 0.99 | 0.5 | 0.49 |
| LUL | Tottenham Court Road | 'Hainault-WRuislip ' | 563.18 | 3.33 | 7.04 | 9.76 | 16.8 | 1.79 | 0.5 | 0.89 |
| LUL | Tottenham Court Road | 'Hain-NP-RuislipGdns ' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'Hainault-WhiteCity' | 563.18 | 1.67 | 7.04 | 18.71 | 25.75 | 1.16 | 0.5 | 0.58 |
| LUL | Tottenham Court Road | 'Hainault-NP-Northolt' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'GrangeHill-WD-Eal ' | 563.18 | 1 | 7.04 | 30.75 | 37.79 | 0.79 | 0.5 | 0.4 |
| LUL | Tottenham Court Road | 'GrangeHill-Wdfd-Whit' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'GrangeHill-Wdfd-WRsp' | 563.18 | 0.67 | 7.04 | 45.53 | 52.57 | 0.57 | 0.5 | 0.29 |
| LUL | Tottenham Court Road | 'MillHill-Morden ' | 563.18 | 1.67 | 7.04 | 18.71 | 25.75 | 1.16 | 0.5 | 0.58 |

| Mode | Stop | Route | Distance (metres) | Frequency(vph) | Walk Time (mins) | SWT (mins) | TAT (mins) | EDF | Weight | AI |
|---|---|---|---|---|---|---|---|---|---|---|
| LUL | Tottenham Court Road | 'MillHillE-Kenningt' | 563.18 | 1.67 | 7.04 | 18.71 | 25.75 | 1.16 | 0.5 | 0.58 |
| LUL | Warren Street | 'HighBarnet-Morden' | 736.2 | 0.33 | 9.2 | 91.66 | 100.86 | 0.3 | 0.5 | 0.15 |
| LUL | Warren Street | 'WalthamstowC-Brixton' | 736.2 | 15 | 9.2 | 2.75 | 11.95 | 2.51 | 0.5 | 1.25 |
| LUL | Goodge Street | 'Morden-Edgware' | 241.83 | 4.67 | 3.02 | 7.17 | 10.2 | 2.94 | 0.5 | 1.47 |
| LUL | Goodge Street | 'Edgware-Kennington' | 241.83 | 8 | 3.02 | 4.5 | 7.52 | 3.99 | 1 | 3.99 |
| LUL | Goodge Street | 'HighBarnet-Kenningt' | 241.83 | 5.33 | 3.02 | 6.38 | 9.4 | 3.19 | 0.5 | 1.6 |
| | | | | | | | | | **Total Grid Cell AI:** | **55.73** |

**APPENDIX C**

**Proposed Ground Floor Layout**




KEY

Site Boundary

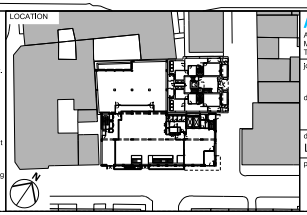
| REV | DATE | |
|---|---|---|
| P01 | 08/12/17 | Issue for Planning |

| CONSULTANTS | |
|---|---|
| CLIENT: | WESTBROOK PARTNERS |
| CONTRACTOR: | - |
| STRUCTURAL ENGINEER: | HEYNE TILLETT STEEL |
| MECHANICAL ENGINEER: | THORNTON REYNOLDS / GREEN BUILD |
| COST CONSULTANT: | LESLIE CLARK / CORE FIVE |
| PROJECT MANAGER: | RADCLIFFES CC |
| FIRE ENGINEER: | AFFINITY FIRE / FIRE RISK SOLUTIONS |
| APPROVED INSPECTOR: | BRCS |
| PLANNING CONSULTANT: | DP9 |

NOTE

1. Do not scale from this drawing.
2. All dimensions to be checked on site by the contractor and such dimensions to be his responsibility.
3. Report all drawing errors, omissions and discrepancies to the architect.
4. This document may be issued in an uncontrolled CAD format to enable others to use it as background information to make alterations and/or additions. In that instance the file will be accompanied by a PDF version. It is for those making such alterations and additions to ensure that they make use of current background information. AHMM Ltd accepts no liability for any such alterations or additions to the background information or arising out of changes to background information which occur prior to alterations of additions being made.

LOCATION




ALLFORD HALL MONAGHAN MORRIS
ARCHITECTS Ltd
MORELANDS, 5-23 OLD STREET LONDON EC1V 9HL
TEL 020 7251 5261 FAX 020 7251 5123 WEB WWW.AHMM.CO.UK


job title
ARTHUR STANLEY HOUSE

drawing title / location
GROUND FLOOR PLAN
PROPOSED PLAN

| drawn by | checked | scale | status |
|---|---|---|---|
| LV | GH | 1:100@A1; 1:200@A3 | PLANNING |

| project | zone | source | classification | drawing no. | revision |
|---|---|---|---|---|---|
| 15068 | | | (00)_P100 | | P01 |

**APPENDIX D**

**TRICS output – Residential**

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

| | | | |
|---|---|---|---|
| 01 | GREATER LONDON | | |
| | CN | CAMDEN | 1 days |
| | HK | HACKNEY | 1 days |
| | IS | ISLINGTON | 1 days |

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

Filtering Stage 2 selection:

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

| | |
|---|---|
| Parameter: | Number of dwellings |
| Actual Range: | 9 to 31 (units: ) |
| Range Selected by User: | 9 to 40 (units: ) |

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 21/11/13

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:

| | |
|---|---|
| Tuesday | 2 days |
| Friday | 1 days |

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

Selected survey types:

| | |
|---|---|
| Manual count | 3 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

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

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

Selected Location Sub Categories:

| | |
|---|---|
| Residential Zone | 2 |
| Built-Up Zone | 1 |

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

Filtering Stage 3 selection:

Use Class:

| | |
|---|---|
| C3 | 3 days |

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

Population within 1 mile:

| | |
|---|---|
| 50,001 to 100,000 | 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 | 3 days |

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

Car ownership within 5 miles:

| | |
|---|---|
| 0.5 or Less | 2 days |
| 0.6 to 1.0 | 1 days |

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

Travel Plan:

| | |
|---|---|
| No | 3 days |

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

LIST OF SITES relevant to selection parameters

1 CN-03-C-01 BLOCK OF FLATS CAMDEN
OVAL ROAD

REGENTS PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 12
Survey date: FRIDAY 07/11/08 Survey Type: MANUAL

2 HK-03-C-02 BLOCK OF FLATS HACKNEY
HOXTON

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

3 IS-03-C-01 FLATS ISLINGTON
RAMSEY WALK

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: TUESDAY 04/11/08 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 |
|---|---|
| HG-03-C-01 | Parking provision |
| IS-03-C-03 | " |
| KN-03-C-01 | " |
| NH-03-C-01 | " |
| RD-03-C-02 | " |
| TH-03-C-02 | " |
| WH-03-C-01 | " |

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 08:00 - 09:00 | 3 | 17 | 0.096 | 3 | 17 | 0.058 | 3 | 17 | 0.154 |
| 09:00 - 10:00 | 3 | 17 | 0.058 | 3 | 17 | 0.077 | 3 | 17 | 0.135 |
| 10:00 - 11:00 | 3 | 17 | 0.019 | 3 | 17 | 0.038 | 3 | 17 | 0.057 |
| 11:00 - 12:00 | 3 | 17 | 0.058 | 3 | 17 | 0.058 | 3 | 17 | 0.116 |
| 12:00 - 13:00 | 3 | 17 | 0.019 | 3 | 17 | 0.038 | 3 | 17 | 0.057 |
| 13:00 - 14:00 | 3 | 17 | 0.000 | 3 | 17 | 0.019 | 3 | 17 | 0.019 |
| 14:00 - 15:00 | 3 | 17 | 0.038 | 3 | 17 | 0.019 | 3 | 17 | 0.057 |
| 15:00 - 16:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 16:00 - 17:00 | 3 | 17 | 0.077 | 3 | 17 | 0.038 | 3 | 17 | 0.115 |
| 17:00 - 18:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 18:00 - 19:00 | 3 | 17 | 0.019 | 3 | 17 | 0.000 | 3 | 17 | 0.019 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.441 | | | 0.402 | | | 0.843 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 08:00 - 09:00 | 3 | 17 | 0.058 | 3 | 17 | 0.058 | 3 | 17 | 0.116 |
| 09:00 - 10:00 | 3 | 17 | 0.058 | 3 | 17 | 0.058 | 3 | 17 | 0.116 |
| 10:00 - 11:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 11:00 - 12:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 12:00 - 13:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 13:00 - 14:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 14:00 - 15:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 15:00 - 16:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 16:00 - 17:00 | 3 | 17 | 0.038 | 3 | 17 | 0.038 | 3 | 17 | 0.076 |
| 17:00 - 18:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 18:00 - 19:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.230 | | | 0.230 | | | 0.460 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

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

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

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

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.038 | 3 | 17 | 0.000 | 3 | 17 | 0.038 |
| 08:00 - 09:00 | 3 | 17 | 0.058 | 3 | 17 | 0.077 | 3 | 17 | 0.135 |
| 09:00 - 10:00 | 3 | 17 | 0.000 | 3 | 17 | 0.019 | 3 | 17 | 0.019 |
| 10:00 - 11:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 11:00 - 12:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 12:00 - 13:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 13:00 - 14:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 14:00 - 15:00 | 3 | 17 | 0.019 | 3 | 17 | 0.000 | 3 | 17 | 0.019 |
| 15:00 - 16:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 16:00 - 17:00 | 3 | 17 | 0.019 | 3 | 17 | 0.000 | 3 | 17 | 0.019 |
| 17:00 - 18:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 18:00 - 19:00 | 3 | 17 | 0.019 | 3 | 17 | 0.000 | 3 | 17 | 0.019 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.172 | | | 0.115 | | | 0.287 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.038 | 3 | 17 | 0.038 | 3 | 17 | 0.076 |
| 08:00 - 09:00 | 3 | 17 | 0.192 | 3 | 17 | 0.173 | 3 | 17 | 0.365 |
| 09:00 - 10:00 | 3 | 17 | 0.058 | 3 | 17 | 0.154 | 3 | 17 | 0.212 |
| 10:00 - 11:00 | 3 | 17 | 0.019 | 3 | 17 | 0.038 | 3 | 17 | 0.057 |
| 11:00 - 12:00 | 3 | 17 | 0.096 | 3 | 17 | 0.096 | 3 | 17 | 0.192 |
| 12:00 - 13:00 | 3 | 17 | 0.038 | 3 | 17 | 0.058 | 3 | 17 | 0.096 |
| 13:00 - 14:00 | 3 | 17 | 0.000 | 3 | 17 | 0.019 | 3 | 17 | 0.019 |
| 14:00 - 15:00 | 3 | 17 | 0.077 | 3 | 17 | 0.038 | 3 | 17 | 0.115 |
| 15:00 - 16:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 16:00 - 17:00 | 3 | 17 | 0.135 | 3 | 17 | 0.077 | 3 | 17 | 0.212 |
| 17:00 - 18:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 18:00 - 19:00 | 3 | 17 | 0.019 | 3 | 17 | 0.000 | 3 | 17 | 0.019 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.710 | | | 0.729 | | | 1.439 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.019 | 3 | 17 | 0.058 | 3 | 17 | 0.077 |
| 08:00 - 09:00 | 3 | 17 | 0.038 | 3 | 17 | 0.173 | 3 | 17 | 0.211 |
| 09:00 - 10:00 | 3 | 17 | 0.019 | 3 | 17 | 0.096 | 3 | 17 | 0.115 |
| 10:00 - 11:00 | 3 | 17 | 0.077 | 3 | 17 | 0.038 | 3 | 17 | 0.115 |
| 11:00 - 12:00 | 3 | 17 | 0.058 | 3 | 17 | 0.077 | 3 | 17 | 0.135 |
| 12:00 - 13:00 | 3 | 17 | 0.077 | 3 | 17 | 0.038 | 3 | 17 | 0.115 |
| 13:00 - 14:00 | 3 | 17 | 0.115 | 3 | 17 | 0.038 | 3 | 17 | 0.153 |
| 14:00 - 15:00 | 3 | 17 | 0.019 | 3 | 17 | 0.115 | 3 | 17 | 0.134 |
| 15:00 - 16:00 | 3 | 17 | 0.058 | 3 | 17 | 0.019 | 3 | 17 | 0.077 |
| 16:00 - 17:00 | 3 | 17 | 0.192 | 3 | 17 | 0.096 | 3 | 17 | 0.288 |
| 17:00 - 18:00 | 3 | 17 | 0.058 | 3 | 17 | 0.096 | 3 | 17 | 0.154 |
| 18:00 - 19:00 | 3 | 17 | 0.096 | 3 | 17 | 0.115 | 3 | 17 | 0.211 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.826 | | | 0.959 | | | 1.785 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.058 | 3 | 17 | 0.096 | 3 | 17 | 0.154 |
| 08:00 - 09:00 | 3 | 17 | 0.019 | 3 | 17 | 0.154 | 3 | 17 | 0.173 |
| 09:00 - 10:00 | 3 | 17 | 0.000 | 3 | 17 | 0.038 | 3 | 17 | 0.038 |
| 10:00 - 11:00 | 3 | 17 | 0.000 | 3 | 17 | 0.038 | 3 | 17 | 0.038 |
| 11:00 - 12:00 | 3 | 17 | 0.000 | 3 | 17 | 0.058 | 3 | 17 | 0.058 |
| 12:00 - 13:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 13:00 - 14:00 | 3 | 17 | 0.038 | 3 | 17 | 0.019 | 3 | 17 | 0.057 |
| 14:00 - 15:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 15:00 - 16:00 | 3 | 17 | 0.077 | 3 | 17 | 0.019 | 3 | 17 | 0.096 |
| 16:00 - 17:00 | 3 | 17 | 0.173 | 3 | 17 | 0.000 | 3 | 17 | 0.173 |
| 17:00 - 18:00 | 3 | 17 | 0.038 | 3 | 17 | 0.000 | 3 | 17 | 0.038 |
| 18:00 - 19:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.422 | | | 0.441 | | | 0.863 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.000 | 3 | 17 | 0.077 | 3 | 17 | 0.077 |
| 08:00 - 09:00 | 3 | 17 | 0.000 | 3 | 17 | 0.096 | 3 | 17 | 0.096 |
| 09:00 - 10:00 | 3 | 17 | 0.038 | 3 | 17 | 0.058 | 3 | 17 | 0.096 |
| 10:00 - 11:00 | 3 | 17 | 0.019 | 3 | 17 | 0.077 | 3 | 17 | 0.096 |
| 11:00 - 12:00 | 3 | 17 | 0.000 | 3 | 17 | 0.019 | 3 | 17 | 0.019 |
| 12:00 - 13:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 13:00 - 14:00 | 3 | 17 | 0.000 | 3 | 17 | 0.000 | 3 | 17 | 0.000 |
| 14:00 - 15:00 | 3 | 17 | 0.077 | 3 | 17 | 0.038 | 3 | 17 | 0.115 |
| 15:00 - 16:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 16:00 - 17:00 | 3 | 17 | 0.000 | 3 | 17 | 0.019 | 3 | 17 | 0.019 |
| 17:00 - 18:00 | 3 | 17 | 0.058 | 3 | 17 | 0.019 | 3 | 17 | 0.077 |
| 18:00 - 19:00 | 3 | 17 | 0.115 | 3 | 17 | 0.019 | 3 | 17 | 0.134 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.326 | | | 0.441 | | | 0.767 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

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

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.058 | 3 | 17 | 0.173 | 3 | 17 | 0.231 |
| 08:00 - 09:00 | 3 | 17 | 0.019 | 3 | 17 | 0.250 | 3 | 17 | 0.269 |
| 09:00 - 10:00 | 3 | 17 | 0.038 | 3 | 17 | 0.096 | 3 | 17 | 0.134 |
| 10:00 - 11:00 | 3 | 17 | 0.019 | 3 | 17 | 0.115 | 3 | 17 | 0.134 |
| 11:00 - 12:00 | 3 | 17 | 0.000 | 3 | 17 | 0.077 | 3 | 17 | 0.077 |
| 12:00 - 13:00 | 3 | 17 | 0.019 | 3 | 17 | 0.019 | 3 | 17 | 0.038 |
| 13:00 - 14:00 | 3 | 17 | 0.038 | 3 | 17 | 0.019 | 3 | 17 | 0.057 |
| 14:00 - 15:00 | 3 | 17 | 0.077 | 3 | 17 | 0.038 | 3 | 17 | 0.115 |
| 15:00 - 16:00 | 3 | 17 | 0.096 | 3 | 17 | 0.038 | 3 | 17 | 0.134 |
| 16:00 - 17:00 | 3 | 17 | 0.173 | 3 | 17 | 0.019 | 3 | 17 | 0.192 |
| 17:00 - 18:00 | 3 | 17 | 0.096 | 3 | 17 | 0.019 | 3 | 17 | 0.115 |
| 18:00 - 19:00 | 3 | 17 | 0.115 | 3 | 17 | 0.019 | 3 | 17 | 0.134 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.748 | | | 0.882 | | | 1.630 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 3 | 17 | 0.154 | 3 | 17 | 0.269 | 3 | 17 | 0.423 |
| 08:00 - 09:00 | 3 | 17 | 0.308 | 3 | 17 | 0.673 | 3 | 17 | 0.981 |
| 09:00 - 10:00 | 3 | 17 | 0.115 | 3 | 17 | 0.365 | 3 | 17 | 0.480 |
| 10:00 - 11:00 | 3 | 17 | 0.135 | 3 | 17 | 0.212 | 3 | 17 | 0.347 |
| 11:00 - 12:00 | 3 | 17 | 0.154 | 3 | 17 | 0.250 | 3 | 17 | 0.404 |
| 12:00 - 13:00 | 3 | 17 | 0.135 | 3 | 17 | 0.115 | 3 | 17 | 0.250 |
| 13:00 - 14:00 | 3 | 17 | 0.154 | 3 | 17 | 0.077 | 3 | 17 | 0.231 |
| 14:00 - 15:00 | 3 | 17 | 0.192 | 3 | 17 | 0.192 | 3 | 17 | 0.384 |
| 15:00 - 16:00 | 3 | 17 | 0.173 | 3 | 17 | 0.077 | 3 | 17 | 0.250 |
| 16:00 - 17:00 | 3 | 17 | 0.519 | 3 | 17 | 0.192 | 3 | 17 | 0.711 |
| 17:00 - 18:00 | 3 | 17 | 0.173 | 3 | 17 | 0.135 | 3 | 17 | 0.308 |
| 18:00 - 19:00 | 3 | 17 | 0.250 | 3 | 17 | 0.135 | 3 | 17 | 0.385 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 2.462 | | | 2.692 | | | 5.154 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 9 - 31 (units: ) |
| Survey date date range: | 01/01/06 - 21/11/13 |
| Number of weekdays (Monday-Friday): | 3 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 7 |

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

**APPENDIX E**

**TRICS output – B1a Office**

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

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

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

Filtering Stage 2 selection:

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

| | |
|---|---|
| Parameter: | Gross floor area |
| Actual Range: | 1215 to 7567 (units: sqm) |
| Range Selected by User: | 1000 to 8000 (units: sqm) |

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 29/11/13

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

Selected survey days:

| | |
|---|---|
| Wednesday | 1 days |
| Thursday | 1 days |
| Friday | 2 days |

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

Selected survey types:

| | |
|---|---|
| Manual count | 4 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

| | |
|---|---|
| Town Centre | 4 |

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

Selected Location Sub Categories:

| | |
|---|---|
| Commercial Zone | 2 |
| Built-Up Zone | 2 |

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

Filtering Stage 3 selection:

Use Class:

| | |
|---|---|
| B1 | 4 days |

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

Population within 1 mile:

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

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

Population within 5 miles:

| | |
|---|---|
| 250,001 to 500,000 | 1 days |
| 500,001 or More | 3 days |

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

Car ownership within 5 miles:

| | |
|---|---|
| 0.5 or Less | 3 days |
| 0.6 to 1.0 | 1 days |

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

Travel Plan:

| | |
|---|---|
| No | 4 days |

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

LIST OF SITES relevant to selection parameters

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

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

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

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

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

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

MANUALLY DESELECTED SITES

| Site Ref | Reason for Deselection |
|---|---|
| BT-02-A-02 | Parking provision |
| CN-02-A-01 | " |
| CN-02-A-02 | " |
| IS-02-A-01 | " |
| SK-02-A-02 | " |

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.091 | 4 | 3030 | 0.050 | 4 | 3030 | 0.141 |
| 08:00 - 09:00 | 4 | 3030 | 0.198 | 4 | 3030 | 0.058 | 4 | 3030 | 0.256 |
| 09:00 - 10:00 | 4 | 3030 | 0.091 | 4 | 3030 | 0.033 | 4 | 3030 | 0.124 |
| 10:00 - 11:00 | 4 | 3030 | 0.074 | 4 | 3030 | 0.074 | 4 | 3030 | 0.148 |
| 11:00 - 12:00 | 4 | 3030 | 0.083 | 4 | 3030 | 0.066 | 4 | 3030 | 0.149 |
| 12:00 - 13:00 | 4 | 3030 | 0.066 | 4 | 3030 | 0.058 | 4 | 3030 | 0.124 |
| 13:00 - 14:00 | 4 | 3030 | 0.033 | 4 | 3030 | 0.033 | 4 | 3030 | 0.066 |
| 14:00 - 15:00 | 4 | 3030 | 0.050 | 4 | 3030 | 0.066 | 4 | 3030 | 0.116 |
| 15:00 - 16:00 | 4 | 3030 | 0.050 | 4 | 3030 | 0.083 | 4 | 3030 | 0.133 |
| 16:00 - 17:00 | 4 | 3030 | 0.058 | 4 | 3030 | 0.107 | 4 | 3030 | 0.165 |
| 17:00 - 18:00 | 4 | 3030 | 0.099 | 4 | 3030 | 0.206 | 4 | 3030 | 0.305 |
| 18:00 - 19:00 | 4 | 3030 | 0.025 | 4 | 3030 | 0.066 | 4 | 3030 | 0.091 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.918 | | | 0.900 | | | 1.818 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.041 | 4 | 3030 | 0.033 | 4 | 3030 | 0.074 |
| 08:00 - 09:00 | 4 | 3030 | 0.033 | 4 | 3030 | 0.041 | 4 | 3030 | 0.074 |
| 09:00 - 10:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 | 4 | 3030 | 0.016 |
| 10:00 - 11:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 11:00 - 12:00 | 4 | 3030 | 0.017 | 4 | 3030 | 0.017 | 4 | 3030 | 0.034 |
| 12:00 - 13:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 13:00 - 14:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 14:00 - 15:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 | 4 | 3030 | 0.016 |
| 15:00 - 16:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 | 4 | 3030 | 0.016 |
| 16:00 - 17:00 | 4 | 3030 | 0.017 | 4 | 3030 | 0.017 | 4 | 3030 | 0.034 |
| 17:00 - 18:00 | 4 | 3030 | 0.083 | 4 | 3030 | 0.066 | 4 | 3030 | 0.149 |
| 18:00 - 19:00 | 4 | 3030 | 0.017 | 4 | 3030 | 0.033 | 4 | 3030 | 0.050 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.232 | | | 0.231 | | | 0.463 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 08:00 - 09:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 | 4 | 3030 | 0.016 |
| 09:00 - 10:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 | 4 | 3030 | 0.016 |
| 10:00 - 11:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 11:00 - 12:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 12:00 - 13:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 13:00 - 14:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 14:00 - 15:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 15:00 - 16:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 16:00 - 17:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 17:00 - 18:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 18:00 - 19:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.016 | | | 0.016 | | | 0.032 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 08:00 - 09:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 09:00 - 10:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 10:00 - 11:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 11:00 - 12:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 12:00 - 13:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 13:00 - 14:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 14:00 - 15:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 15:00 - 16:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 16:00 - 17:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 17:00 - 18:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 18:00 - 19:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.041 | 4 | 3030 | 0.008 | 4 | 3030 | 0.049 |
| 08:00 - 09:00 | 4 | 3030 | 0.074 | 4 | 3030 | 0.000 | 4 | 3030 | 0.074 |
| 09:00 - 10:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 |
| 10:00 - 11:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.000 | 4 | 3030 | 0.008 |
| 11:00 - 12:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 |
| 12:00 - 13:00 | 4 | 3030 | 0.017 | 4 | 3030 | 0.017 | 4 | 3030 | 0.034 |
| 13:00 - 14:00 | 4 | 3030 | 0.017 | 4 | 3030 | 0.000 | 4 | 3030 | 0.017 |
| 14:00 - 15:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.008 | 4 | 3030 | 0.008 |
| 15:00 - 16:00 | 4 | 3030 | 0.025 | 4 | 3030 | 0.017 | 4 | 3030 | 0.042 |
| 16:00 - 17:00 | 4 | 3030 | 0.008 | 4 | 3030 | 0.033 | 4 | 3030 | 0.041 |
| 17:00 - 18:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.066 | 4 | 3030 | 0.066 |
| 18:00 - 19:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.033 | 4 | 3030 | 0.033 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.190 | | | 0.198 | | | 0.388 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.116 | 4 | 3030 | 0.033 | 4 | 3030 | 0.149 |
| 08:00 - 09:00 | 4 | 3030 | 0.231 | 4 | 3030 | 0.041 | 4 | 3030 | 0.272 |
| 09:00 - 10:00 | 4 | 3030 | 0.091 | 4 | 3030 | 0.033 | 4 | 3030 | 0.124 |
| 10:00 - 11:00 | 4 | 3030 | 0.074 | 4 | 3030 | 0.074 | 4 | 3030 | 0.148 |
| 11:00 - 12:00 | 4 | 3030 | 0.091 | 4 | 3030 | 0.050 | 4 | 3030 | 0.141 |
| 12:00 - 13:00 | 4 | 3030 | 0.066 | 4 | 3030 | 0.066 | 4 | 3030 | 0.132 |
| 13:00 - 14:00 | 4 | 3030 | 0.041 | 4 | 3030 | 0.033 | 4 | 3030 | 0.074 |
| 14:00 - 15:00 | 4 | 3030 | 0.066 | 4 | 3030 | 0.074 | 4 | 3030 | 0.140 |
| 15:00 - 16:00 | 4 | 3030 | 0.074 | 4 | 3030 | 0.099 | 4 | 3030 | 0.173 |
| 16:00 - 17:00 | 4 | 3030 | 0.058 | 4 | 3030 | 0.116 | 4 | 3030 | 0.174 |
| 17:00 - 18:00 | 4 | 3030 | 0.099 | 4 | 3030 | 0.281 | 4 | 3030 | 0.380 |
| 18:00 - 19:00 | 4 | 3030 | 0.025 | 4 | 3030 | 0.099 | 4 | 3030 | 0.124 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.032 | | | 0.999 | | | 2.031 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.149 | 4 | 3030 | 0.025 | 4 | 3030 | 0.174 |
| 08:00 - 09:00 | 4 | 3030 | 0.404 | 4 | 3030 | 0.107 | 4 | 3030 | 0.511 |
| 09:00 - 10:00 | 4 | 3030 | 0.495 | 4 | 3030 | 0.248 | 4 | 3030 | 0.743 |
| 10:00 - 11:00 | 4 | 3030 | 0.380 | 4 | 3030 | 0.347 | 4 | 3030 | 0.727 |
| 11:00 - 12:00 | 4 | 3030 | 0.206 | 4 | 3030 | 0.462 | 4 | 3030 | 0.668 |
| 12:00 - 13:00 | 4 | 3030 | 1.122 | 4 | 3030 | 1.444 | 4 | 3030 | 2.566 |
| 13:00 - 14:00 | 4 | 3030 | 1.551 | 4 | 3030 | 1.130 | 4 | 3030 | 2.681 |
| 14:00 - 15:00 | 4 | 3030 | 0.800 | 4 | 3030 | 0.429 | 4 | 3030 | 1.229 |
| 15:00 - 16:00 | 4 | 3030 | 0.330 | 4 | 3030 | 0.421 | 4 | 3030 | 0.751 |
| 16:00 - 17:00 | 4 | 3030 | 0.215 | 4 | 3030 | 0.479 | 4 | 3030 | 0.694 |
| 17:00 - 18:00 | 4 | 3030 | 0.091 | 4 | 3030 | 0.569 | 4 | 3030 | 0.660 |
| 18:00 - 19:00 | 4 | 3030 | 0.074 | 4 | 3030 | 0.165 | 4 | 3030 | 0.239 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.817 | | | 5.826 | | | 11.643 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.157 | 4 | 3030 | 0.008 | 4 | 3030 | 0.165 |
| 08:00 - 09:00 | 4 | 3030 | 0.429 | 4 | 3030 | 0.025 | 4 | 3030 | 0.454 |
| 09:00 - 10:00 | 4 | 3030 | 0.182 | 4 | 3030 | 0.008 | 4 | 3030 | 0.190 |
| 10:00 - 11:00 | 4 | 3030 | 0.050 | 4 | 3030 | 0.025 | 4 | 3030 | 0.075 |
| 11:00 - 12:00 | 4 | 3030 | 0.025 | 4 | 3030 | 0.157 | 4 | 3030 | 0.182 |
| 12:00 - 13:00 | 4 | 3030 | 0.074 | 4 | 3030 | 0.050 | 4 | 3030 | 0.124 |
| 13:00 - 14:00 | 4 | 3030 | 0.140 | 4 | 3030 | 0.017 | 4 | 3030 | 0.157 |
| 14:00 - 15:00 | 4 | 3030 | 0.050 | 4 | 3030 | 0.058 | 4 | 3030 | 0.108 |
| 15:00 - 16:00 | 4 | 3030 | 0.025 | 4 | 3030 | 0.124 | 4 | 3030 | 0.149 |
| 16:00 - 17:00 | 4 | 3030 | 0.033 | 4 | 3030 | 0.173 | 4 | 3030 | 0.206 |
| 17:00 - 18:00 | 4 | 3030 | 0.017 | 4 | 3030 | 0.404 | 4 | 3030 | 0.421 |
| 18:00 - 19:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.091 | 4 | 3030 | 0.091 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 1.182 | | | 1.140 | | | 2.322 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.487 | 4 | 3030 | 0.017 | 4 | 3030 | 0.504 |
| 08:00 - 09:00 | 4 | 3030 | 1.865 | 4 | 3030 | 0.033 | 4 | 3030 | 1.898 |
| 09:00 - 10:00 | 4 | 3030 | 0.710 | 4 | 3030 | 0.033 | 4 | 3030 | 0.743 |
| 10:00 - 11:00 | 4 | 3030 | 0.215 | 4 | 3030 | 0.083 | 4 | 3030 | 0.298 |
| 11:00 - 12:00 | 4 | 3030 | 0.264 | 4 | 3030 | 0.314 | 4 | 3030 | 0.578 |
| 12:00 - 13:00 | 4 | 3030 | 0.124 | 4 | 3030 | 0.446 | 4 | 3030 | 0.570 |
| 13:00 - 14:00 | 4 | 3030 | 0.140 | 4 | 3030 | 0.248 | 4 | 3030 | 0.388 |
| 14:00 - 15:00 | 4 | 3030 | 0.173 | 4 | 3030 | 0.140 | 4 | 3030 | 0.313 |
| 15:00 - 16:00 | 4 | 3030 | 0.041 | 4 | 3030 | 0.256 | 4 | 3030 | 0.297 |
| 16:00 - 17:00 | 4 | 3030 | 0.248 | 4 | 3030 | 0.800 | 4 | 3030 | 1.048 |
| 17:00 - 18:00 | 4 | 3030 | 0.099 | 4 | 3030 | 1.494 | 4 | 3030 | 1.593 |
| 18:00 - 19:00 | 4 | 3030 | 0.058 | 4 | 3030 | 0.297 | 4 | 3030 | 0.355 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 4.424 | | | 4.161 | | | 8.585 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 08:00 - 09:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 09:00 - 10:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 10:00 - 11:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 11:00 - 12:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 12:00 - 13:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 13:00 - 14:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 14:00 - 15:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 15:00 - 16:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 16:00 - 17:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 17:00 - 18:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 18:00 - 19:00 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 | 4 | 3030 | 0.000 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 0.000 | | | 0.000 | | | 0.000 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.644 | 4 | 3030 | 0.025 | 4 | 3030 | 0.669 |
| 08:00 - 09:00 | 4 | 3030 | 2.294 | 4 | 3030 | 0.058 | 4 | 3030 | 2.352 |
| 09:00 - 10:00 | 4 | 3030 | 0.891 | 4 | 3030 | 0.041 | 4 | 3030 | 0.932 |
| 10:00 - 11:00 | 4 | 3030 | 0.264 | 4 | 3030 | 0.107 | 4 | 3030 | 0.371 |
| 11:00 - 12:00 | 4 | 3030 | 0.289 | 4 | 3030 | 0.470 | 4 | 3030 | 0.759 |
| 12:00 - 13:00 | 4 | 3030 | 0.198 | 4 | 3030 | 0.495 | 4 | 3030 | 0.693 |
| 13:00 - 14:00 | 4 | 3030 | 0.281 | 4 | 3030 | 0.264 | 4 | 3030 | 0.545 |
| 14:00 - 15:00 | 4 | 3030 | 0.223 | 4 | 3030 | 0.198 | 4 | 3030 | 0.421 |
| 15:00 - 16:00 | 4 | 3030 | 0.066 | 4 | 3030 | 0.380 | 4 | 3030 | 0.446 |
| 16:00 - 17:00 | 4 | 3030 | 0.281 | 4 | 3030 | 0.974 | 4 | 3030 | 1.255 |
| 17:00 - 18:00 | 4 | 3030 | 0.116 | 4 | 3030 | 1.898 | 4 | 3030 | 2.014 |
| 18:00 - 19:00 | 4 | 3030 | 0.058 | 4 | 3030 | 0.388 | 4 | 3030 | 0.446 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 5.605 | | | 5.298 | | | 10.903 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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

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

| | ARRIVALS | | | DEPARTURES | | | TOTALS | | |
|---|---|---|---|---|---|---|---|---|---|
| Time Range | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 | | | | | | | | | |
| 01:00 - 02:00 | | | | | | | | | |
| 02:00 - 03:00 | | | | | | | | | |
| 03:00 - 04:00 | | | | | | | | | |
| 04:00 - 05:00 | | | | | | | | | |
| 05:00 - 06:00 | | | | | | | | | |
| 06:00 - 07:00 | | | | | | | | | |
| 07:00 - 08:00 | 4 | 3030 | 0.949 | 4 | 3030 | 0.091 | 4 | 3030 | 1.040 |
| 08:00 - 09:00 | 4 | 3030 | 3.004 | 4 | 3030 | 0.206 | 4 | 3030 | 3.210 |
| 09:00 - 10:00 | 4 | 3030 | 1.477 | 4 | 3030 | 0.330 | 4 | 3030 | 1.807 |
| 10:00 - 11:00 | 4 | 3030 | 0.726 | 4 | 3030 | 0.528 | 4 | 3030 | 1.254 |
| 11:00 - 12:00 | 4 | 3030 | 0.586 | 4 | 3030 | 0.990 | 4 | 3030 | 1.576 |
| 12:00 - 13:00 | 4 | 3030 | 1.403 | 4 | 3030 | 2.022 | 4 | 3030 | 3.425 |
| 13:00 - 14:00 | 4 | 3030 | 1.890 | 4 | 3030 | 1.428 | 4 | 3030 | 3.318 |
| 14:00 - 15:00 | 4 | 3030 | 1.089 | 4 | 3030 | 0.710 | 4 | 3030 | 1.799 |
| 15:00 - 16:00 | 4 | 3030 | 0.495 | 4 | 3030 | 0.916 | 4 | 3030 | 1.411 |
| 16:00 - 17:00 | 4 | 3030 | 0.561 | 4 | 3030 | 1.601 | 4 | 3030 | 2.162 |
| 17:00 - 18:00 | 4 | 3030 | 0.305 | 4 | 3030 | 2.814 | 4 | 3030 | 3.119 |
| 18:00 - 19:00 | 4 | 3030 | 0.157 | 4 | 3030 | 0.685 | 4 | 3030 | 0.842 |
| 19:00 - 20:00 | | | | | | | | | |
| 20:00 - 21:00 | | | | | | | | | |
| 21:00 - 22:00 | | | | | | | | | |
| 22:00 - 23:00 | | | | | | | | | |
| 23:00 - 24:00 | | | | | | | | | |
| Total Rates: | | | 12.642 | | | 12.321 | | | 24.963 |

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

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

Parameter summary

| | |
|---|---|
| Trip rate parameter range selected: | 1215 - 7567 (units: sqm) |
| Survey date date range: | 01/01/06 - 29/11/13 |
| Number of weekdays (Monday-Friday): | 4 |
| Number of Saturdays: | 0 |
| Number of Sundays: | 0 |
| Surveys manually removed from selection: | 5 |

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