DECEMBER 2017

Transport Assessment

135-149 Shaftesbury Avenue, London

Iceni Projects Limited on behalf of

Capital Start Ltd

December 2017

ICENI PROJECTS LIMITED ON BEHALF OF CAPITAL START LTD

Transport Assessment 135-149 SHAFTESBURY AVENUE, LONDON

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EXECUTIVE SUMMARY

Capital Start Ltd has submitted a planning application for the redevelopment of 135-149 Shaftesbury Avenue, currently a standalone cinema (Use Class D1) located within the London Borough of Camden.

The proposed development is to provide a comprehensive refurbishment of the existing Grade II Listed building and the provision of a new 2 storey roof extension, new basement level to provide a 94-bed hotel (Class C1), four-screen cinema (Class D2), spa (sui generis), restaurant/bar (Class A3/A4) and roof top bar (Class A4).

The proposals and its site location along with the development type and scale ensure that the proposals support both national and local transport policy.

The site is well placed to encourage travel to the site to be undertaken by sustainable modes. The development proposals include a car-free scheme with no on-site parking provided. The development site is located in close proximity to existing public transport facilities given its PTAL 6b rating, as well as being accessible via both walking and cycling. Cycle parking is to be provided in accordance with LB Camden requirements.

The application represents an opportunity to enhance the site use along with the surrounding highway. Large vehicles including fire tenders, refuse and delivery vehicles can safely get within an appropriate distance of the proposed development. To improve the site further, it is proposed to include the provision of an on-footway layby facility for servicing and pick-up & drop-offs along the frontage of the site on Shaftesbury Avenue, whilst to the rear of the site, the relocation of the existing resident permit parking bays onto the adjacent side of New Compton Street is proposed, which in turn enables a dedicated loading bay to be provided.

A trip generation assessment has been undertaken which demonstrates that the trip generation associated with the proposed development will not have a negative impact on the surrounding transport network, and that the majority of daily trips will be undertaken utilising the sustainable modes of transport available.

The proposal will also include the adoption of a Travel Plan, Service Management Plan and Construction Management Plan, for the proposed use, in order to safely manage and mitigate the impacts of staff and visitor travel habits, the arrangements for servicing and deliveries, as well as vehicles associated with the construction period.

In summary, the site is considered to be suitably located for the proposed scheme, particularly in regards to sustainable modes of transport. The assessment undertaken within this report demonstrates that the proposed development will not have a significant or detrimental impact upon the local transport network. In view of the above we consider that there are no grounds to object to the application in terms of highways and transportation.

1. INTRODUCTION

1.1 This Transport Assessment (TA) has been produced by Iceni Projects Ltd on behalf of Capital Start Ltd in support of a planning application for the redevelopment of 135-149 Shaftesbury Avenue (the site). The site is located on the north side of Shaftesbury Avenue and comprises a standalone Listed Grade II building within cinema (Class D1) use.

1.2 The description for the proposed development is as follows;

The proposed development would result in the comprehensive refurbishment of the existing Grade II listed building and the provision of a new 2 storey roof extension and new basement level to provide a 94-bed hotel (Class C1), four-screen cinema (Class D2), spa (sui generis), restaurant/bar (Class A3/A4) and roof top bar (Class A4). The proposals would be car-free.

1.3 This assessment is informed by the requirements of London Borough of Camden Council (LBCC) as planning authority and principally follows the Transport for London (TfL) 'Best Practice' guidance document dated April 2010. The report has also been undertaken in accordance with the Department for Transport (DfT) document 'Transport evidence bases in plan making' (October 2014), which forms part of the Planning Practice Guidance.

1.4 Relevant policy guidance which has been considered includes the following documents:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG) – March 2014;
- The London Plan
- Emerging London Plan
- Camden Local Plan 2017
- Camden Planning Guidance CPG7 – Transport

1.5 The report is arranged as follows:

- **Section 2** provides an assessment of the existing site conditions, incorporating a description of the existing site use, local highway network, public transport accessibility, cycling and walking facilities and a highway safety assessment;
- **Section 3** provides a description of the development proposals, including access, servicing and refuse collection arrangements;
- **Section 4** considers the trip generation associated with the development site;

- **Section 5** provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of proposal; and
- **Section 6** sets out a summary and draws conclusions.

2. THE SITE AND SURROUNDING AREA

Site Description

2.1 The application site is located on the northwest side of Shaftesbury Avenue and is currently used as a cinema (Class D1). The area surrounding the site comprises of a mix of uses such as small businesses including local shops, bars and restaurants, professional business services, and residential dwellings.

2.2 The site is situated near to various throughways and desire lines which provide links to the shopping facilities, various forms of public transport and into Covent Garden where various leisure facilities and local amenities are available.

2.3 The site is bounded by New Compton Street, St Giles Passage, Shaftesbury Avenue and to the Stacey Street. A site location plan is shown at **Figure 1** below.

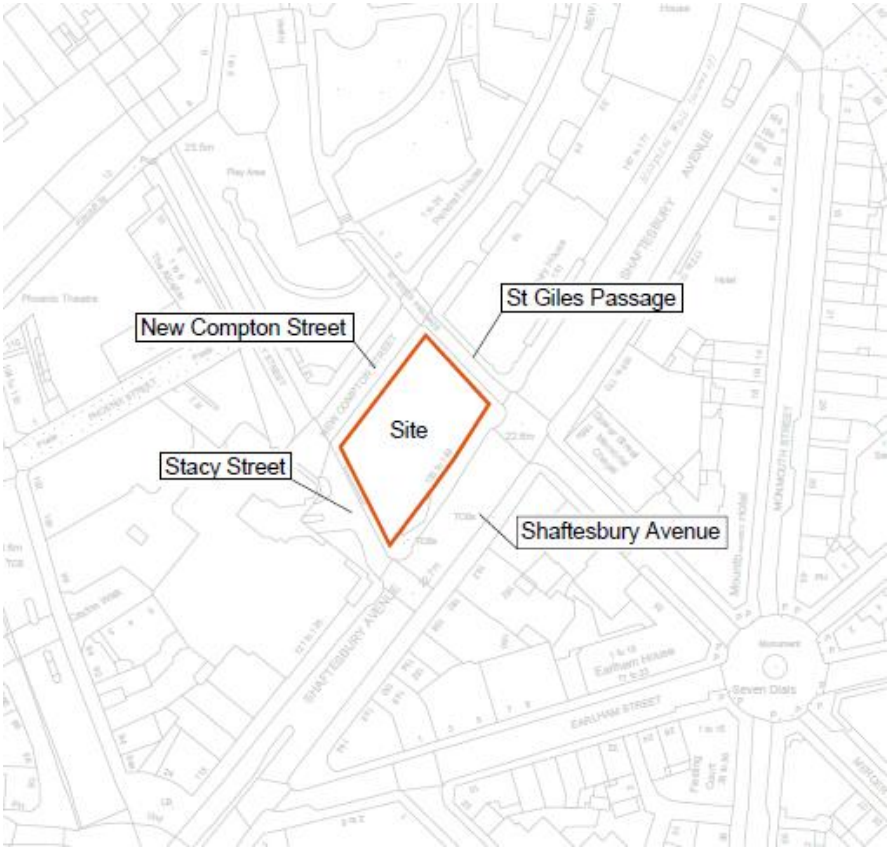


Figure 1: Site Location

Local Highway Network

Shaftesbury Avenue

2.4 Shaftesbury Avenue is a two-way single carriageway road running in a southwest – northeast direction. Within the vicinity of the site, the road is circa 9m wide, with footways and street lighting present. Crossing facilities, including zebra and signalised crossings, as well as dropped kerbs with tactile paving, are situated along the road which enables safe crossing paths for pedestrians accessing the various shop, restaurant and employment uses that are served directly from Shaftesbury Avenue. The road is subject to a 30mph speed restriction and a double yellow line parking restriction.

New Compton Street

2.5 New Compton Street is a circa 6m wide two-way single carriageway which abuts the northern boundary of the building / site. The road is subject to a 20mph speed limit and double yellow line restrictions, where on-street parking is not present.

2.6 Immediately adjacent to the site on-street parking exists on the southern side of the road for residents only, although this is in contrast to other parts of New Compton Street where the resident permit parking is on the northern side of New Compton Street. It is proposed to amend this as part of the proposed servicing strategy, further details are provided in section 3 of this report.

2.7 Adjacent to the site on New Compton Street is the Phoenix Garden, a community garden and registered charity, managed by volunteers, providing a habitat for urban wildlife and a privately managed space open to the public.

St Giles Passage

2.8 St Giles Passage abuts the eastern boundary of the building / site running in a north – south direction over approximately 55m. The road is 2.7m wide between two footways and is subject to a double yellow line parking restriction.

Stacey Street

2.9 Stacey Street is a circa 4m two-way single carriageway road subject to a 20mph speed limit and double yellow parking restriction, prohibiting parking at any time. It is also signposted to the south of Stacey Street near to the junction with Shaftesbury Avenue that no loading can occur between 8am – midnight. The road is subject to a 20mph speed limit and footways exist on both sides of the carriageway.

2.10 On the western side of Stacey Street is no.125 Shaftesbury Avenue. This site has been the subject of a planning application (ref: 2016/5202/P) for a Commercial Change of Use with Extension. This includes the remodelling, refurbishment and extension of the existing office building (Class B1) at

upper floor levels, roof level and within lightwells to provide 9,682sqm additional floorspace, including terraces, a new public route, a relocated office entrance (Charing Cross Road), rooftop plant and flexible retail uses (Classes A1/A3), along with associated highway, landscaping and public realm improvements. The Development would provide an off-street service yard at surface level, and a basement delivery bay.

LB Camden's West End Project

2.11 Consideration of the West End Project has also been undertaken, a scheme which was approved by Camden's Cabinet on 21 January 2015.

2.12 The project proposes to redevelop the Tottenham Court Road area, in order to improve safety, reduce pollution, widen pavements and improve journey times. With the Tottenham Court Road Crossrail station opening in December 2018, there will also be an increase in the number of people to the area.

2.13 The West End project aims to remove the one-way system operating on Tottenham Court Road, Gower Street, Bloomsbury Street and Charing Cross Road and replace it with two-way streets and protected cycle lanes. The proposals will therefore generate business and create new public spaces.

Public Transport

Public Transport Accessibility Levels (PTAL)

2.14 Public transport accessibility for sites within London is measured by using the methodology set out within TfL's 'Measuring Public Transport Accessibility Levels – April 2010' guidance document. The PTAL is measured using a range between 1a (Very Poor) to 6b (Excellent) as shown within Table 3 of the TfL guidance document shown below.

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

2.15 It has been identified that the proposed development site has a PTAI (Public Transport Accessibility Index) score of 83.72 which in context of the Index Range gives the site a PTAL score of 6b (Excellent). The summary of the PTAL report is attached as **Appendix A1**. Full details on public transport available within the vicinity of the site are provided below, which demonstrates this good level of access available.

Rail Services

2.16 PTAL calculation assumes that people will walk up to 960m (approximately 12m) to a rail or tube service. The closest rail station to the development is London Charing Cross, which is approximately 850m south east of the site.

2.17 London Charing Cross Station operates on the Southeastern line providing a service across London, Kent and parts of East Sussex. A full network map showing destinations available from London Charing Cross is attached at **Appendix A2**.

2.18 Furthermore, three London Underground stations are within the vicinity of the site which provides frequent services to a range of destinations throughout London. Taking each of these stations in turn:

- Leicester Square Underground Station is located approximately 300m south of the site and is served by the Northern and Piccadilly Line. This station can be accessed by a four-minute walk from the site.
- Covent Garden Underground Station is located approximately 400m south of the site and is served by the Piccadilly Line. The station can be access by a five-minute walk from the site.
- Tottenham Court Road Underground Station is located approximately 400m north of the site and is served by the Central and Northern Line. This station can be accessed by a five-minute walk from the site.
- Piccadilly Circus Underground Station is located approximately 650m south-west of the site and is served by the Bakerloo and Piccadilly Line. The station can be accessed by a nine-minute walk from the site.

2.19 It is therefore considered that the site has good levels of access to a wide range of rail services providing frequent connections both to London and the possibility of onward travel on a national scale.

Bus Services

2.20 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of bus infrastructure within the area. It should be noted that the PTAL calculation assumes that people will walk up to 640m (approximately eight minutes walking distance) to a bus service.

2.21 A range of bus stops serving various destinations across the city are located along Shaftesbury Avenue, Charing Cross Road and Tottenham Court Road. 14 bus services are accessible within 400m (a 5-minute walk) of the site, which operate to a range of destinations seven days a week. These services are shown at **Figure 2** below, which is taken from TfL's central London bus map.

The full plan is included at **Appendix A3**. Furthermore, an additional 15-night bus services are accessible within 400m of the site.

Figure 2: Bus Route Map

Pedestrians

2.22 The area surrounding the site has good pedestrian links with an established network of footways. Within the vicinity of the site, footways are of adequate width and sufficiently lit, providing good quality, safe connections to the surrounding area.

2.23 A number of safe crossing facilities are located within the vicinity of the site, including a zebra crossing along the site frontage and a signal controlled crossing approximately 100m south-west at the Cambridge circus Junction. All major roads and junctions in the area have some form of pedestrian crossing facilities such as signal controlled crossings, zebra crossings, dropped kerbs and tactile paving in order to further ensure safe access and crossing of the road.

2.24 Within the vicinity of the site there are a range of amenities within walking distance, including numerous theatres, shops, restaurants, bars and cafes. There is also a good range of public transport facilities located close by, as described earlier in this section.

2.25 It is therefore considered that there is good opportunity to undertake a number of trips by walking, for all if not some of the journey.

Cycling

2.26 Within the vicinity of the site there are a number of routes signed for use by cyclists, including Shaftesbury Avenue. In addition, there also a number of quieter roads within the surrounding area that have been recommended for use by other cyclists. A cycle route plan detailing these routes is shown at **Appendix A4**.

2.27 Furthermore, there are numerous cycle docking stations located within the vicinity of the site. The nearest docking station is located approximately 250m south east of the site at the Old Compton Street / Moor Street junction. There are also a number of additional docking stations in the vicinity of the site, including a further two within 450m.

Car Club Spaces

2.28 There are a number of 'Zipcar' Car Club spaces located within the vicinity of the site. One space is located along Shaftesbury Avenue approximately 80m east of the site, with a further space located at 450m north of the site at Soho Square. It is therefore considered that there is a good existing provision of car club spaces within the vicinity.

2011 Census Data

Travel to Work Workday Population

2.29 The 'travel to work workday population' 2011 Census Data for the middle super output area 'Camden 028' (which the site is located in) has been obtained. The results are summarised below:

Table 2.1 Travel to Work' Modal Share (2011 Census Data)

Method of Travel to Work	Camden 028
Underground, Metro, Light Rail, Tram	37.3%
Train	34.1%
Bus, Minibus or Coach	11.5%
Taxi	0.2%

Motorcycle, Scooter or Moped	1.2%
Driving a Car or Van	4.8%
Passenger in a Car or Van	0.4%
Bicycle	5.5%
On Foot	5%
Total	100.0%

NOTE: 2011 Census Data taken from Office for National Statistics Website in November 2016.

2.30 It can be seen from the **Table 2.1** above, that 93.4% of journeys to the area that the site is located in are undertaken by sustainable modes of transport, which is not unexpected given the location of the site and its proximity to facilities and other local amenities. It is therefore reasonable to assume that trips to the site will also be undertaken by sustainable modes.

Summary

2.31 It has been shown that the site is located in a highly accessible location with good footway and cycle links and is close to frequent bus, underground and rail services, which supply good area coverage. TfL has confirmed that the site has a PTAL of 6b which equates to excellent accessibility. The site therefore provides excellent opportunities to use modes other than the car and in particular will provide the opportunity to use sustainable modes of travel including walking and cycling.

3. PROPOSED DEVELOPMENT

3.1 The description for the proposed development is as follows;

The proposed development would result in the comprehensive refurbishment of the existing Grade II listed building and the provision of a new 2 storey roof extension and new basement level to provide a 94-bed hotel (Class C1), four-screen cinema (Class D2), spa (sui generis), restaurant/bar (Class A3/A4) and roof top bar (Class A4). The proposals would be car-free.

3.2 The hotel element of the scheme would be provided from first to sixth floors and would be setback from the front façade and parapet of the building. The upper two levels of hotel accommodation would be provided above the height of the existing parapet.

3.3 At ground level would the restaurant, as well as the hotel check in area and the entrance into the cinema at basement level via a large grand staircase. An informal 'pop up' space would also be provided at ground floor level to give the space life and flexibility for a range of cultural activities.

3.4 The cinema and spa would be provided at basement level with a large cinema lobby area providing access to the four screens. Providing the cinema lobby at basement level would ensure conflicts between hotel and restaurant guests would be minimised. It would also provide a sense of arrival for cinemagoers as they descend the grand staircase.

3.5 The proposed development will be car-free scheme. Cycle parking will however be provided for both staff and visitors. The provision of dedicated loading areas are provided for servicing, whilst coaches are to be prevented from accessing the site.

3.6 Any site works associated with the basement do not affect London Underground or Crossrail lines.

Site Access

3.7 Separate pedestrian accesses are proposed for the theatre and hotel/restaurant. Pedestrian access to the theatre/hotel/restaurant is located at the site frontage along Shaftesbury Avenue, in the south-eastern corner of the building. Given the site is located within close proximity of various modes of sustainable transport, it is proposed to provide a car-scheme and therefore no vehicular access will be created.

3.8 The proposed pedestrian entrances into the site are shown on the site layout plan included at **Appendix A5**. **Figure 3** below offers a snapshot of the access routes.

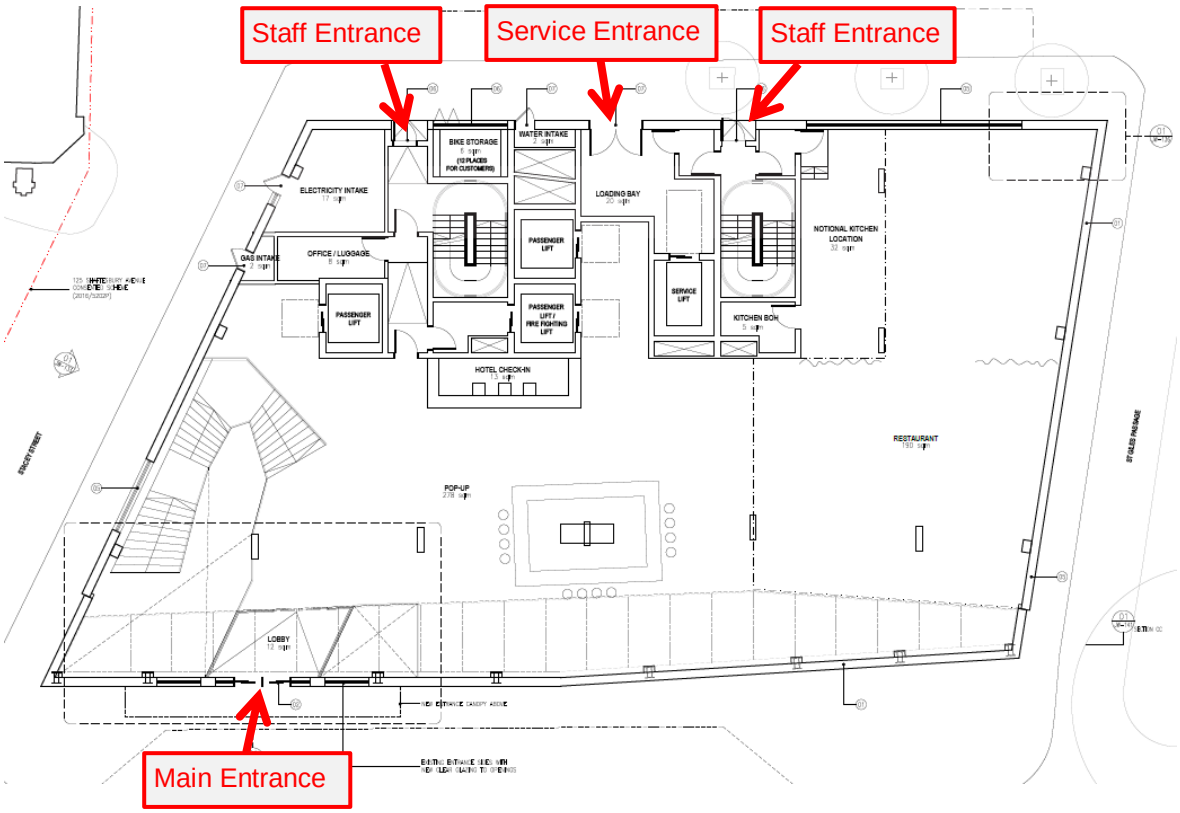


Figure 3: Proposed Access Routes

Parking Provision

3.9 As stated throughout this report, the development proposals include a car free scheme and therefore no car parking spaces are proposed.

3.10 As demonstrated in Section 2 of this report, the site is located within close proximity to existing public transport, in addition to having good local walking / cycling infrastructure. It has also been demonstrated through 2011 Census Data (see section/table) that people travelling to the area which the site is located in (Camden 028) do not travel by a private car, and therefore car parking spaces are not required. It is therefore reasonable to assume trips would not be undertaken by sustainable modes of travel.

Cycle Parking

3.11 The number of cycle parking spaces required for the Development accords with the LBC's policy requirements and are set out below. The total cycle spaces proposed for the Development are shown in Table 3.1.

Table 3.1 Application of LB Camden Cycle Parking Standards

Use	Minimum Requirement	Minimum Provision
C1 - HOTELS	Staff - from threshold of 500 sq m, 1 space per 500 sq m or part thereof. Resident - from threshold of 500 sq m, 1 space per 500 sq m or part thereof.	11 Long Stay 11 Short Stay
A3 - RESTAURANTS AND CAFES A4 - DRINKING ESTABLISHMENTS	Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Customer - from threshold of 500 sq m, 1 space per 250 sq m or part thereof.	1 Long Stay 1 Short Stay
D2 - RECREATION AND LEISURE	Staff - from threshold of 500 sq m, 1 space per 250 sq m or part thereof. Customer - from threshold of 500 sq m, 1 space per 250 sq m or part thereof.	3 Long Stay 3 Short Stay
TOTAL		15 Long Stay 15 Short Stay

NOTE: 2011 Census Data taken from Office for National Statistics Website in November 2016.

Staff cycle parking

3.12 The proposed uses of the development (Hotel, Cinema, Bar/Restaurant and Spa) will have access to the Staff Cycle store to the rear of the site, which has a provision for up to 15 spaces. This cycle store is available to all staff working in the development and accords with the long stay cycle parking requirements of LB Camden Council standards. These cycle spaces are accessed from the service access at the rear of the site.

3.13 Both cycle parking areas within the development are secure and can only be accessible by users of the development. The service lifts to both cycle parking areas are large enough to accommodate pedestrians and cycles.

Short stay cycle parking

3.14 The development will provide short stay parking for up to 15 cycles (i.e. 15no. Sheffield stands) near the front of the development. The location of the short stay spaces is conveniently located near the main entrance lobby. The spaces are also safe as passing pedestrian traffic on Shaftesbury Avenue offers natural surveillance. In addition, there are existing cycle parking spaces on Stacey Street, which are conveniently located for short term cycle parking for the development.

Servicing

3.15 As part of the proposed redevelopment of the site a more formal servicing strategy is proposed, given the ad hoc arrangements which are currently in place for the existing use. As part of this a Delivery & Servicing Plan is to be implemented (to be conditioned as part of any planning consent) with two intended locations for servicing; Shaftesbury Avenue and New Compton Street. An outline strategy for the proposed servicing arrangements has been submitted separately to this report

Shaftesbury Avenue

3.16 The development proposals include the provision of an on-footway layby facility for servicing and pick-up & drop-offs along the frontage of the site on Shaftesbury Avenue.

3.17 Following on site observations and measurements that were taken, the width of footway along the frontage of the site is 4m, which can be used to provide the layby. A build out at the priority junction of Stacey Street / Shaftesbury Avenue provides an additional 1m strip that can be used to provide the on-footway layby. **Figure 4** below shows the build-out.

Figure 4: Existing Build Out at Stacey Street / Shaftesbury Avenue Priority Junction

3.18 It is proposed to provide an on-footway layby facility which will prevent service vehicles and taxis parking on the Shaftesbury Avenue carriageway and obstructing traffic. **Figure 5** below shows an example of this type of layby facility, which is taken from the Tooley Street Case Study within TfL Kerbside loading guidance.

Figure 5: Tooley Street On-Footway Layby (example)

3.19 It can be seen from the above that the layby facility would be built at the same level as the footway, allowing it to be used as part of the footway when servicing is not being undertaken. In order to accord with the TFL Kerbside loading guidance document, 3m of footway is required. A total of 5m (footway and 1m strip available from build-out) can be used, and therefore a minimum 2m footway would be available behind the layby when servicing is not in operation, which is considered an acceptable width.

3.20 The proposed highway arrangement is shown below in **Figure 6**, with a copy of the full layout drawing attached at **Appendix A6**.

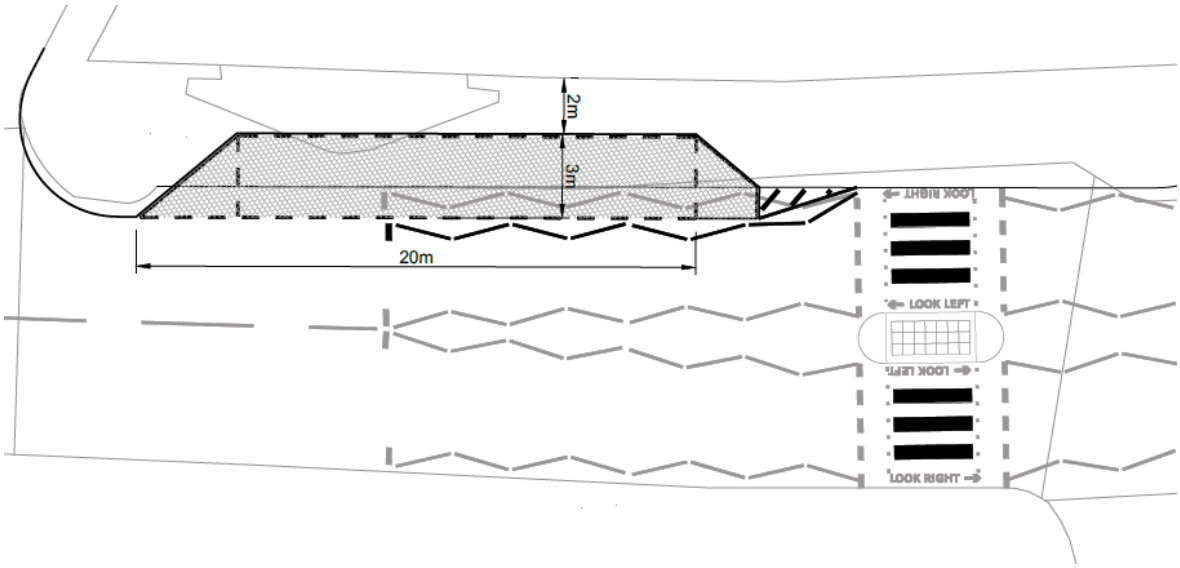


Figure 6: Proposed Highway Arrangement – Shaftesbury Avenue

3.21 In addition to the layby providing a safe and convenient area for service vehicle to arrive and depart from the site, it also provides a suitable area for pick-up and drop-offs, allowing vehicles such as taxis to wait off of Shaftesbury Avenue without affecting the through flow of traffic. The use of the layby for taxis would however be restricted to certain times of the day when no servicing movements are scheduled to occur at this location. Buses and coaches would not be permitted to use the facility at any time.

3.22 Similar arrangements are present on Shaftesbury Avenue to the west of the site, such as that shown below in **Figure 7**.

Figure 7: Existing Loading Bay on Shaftesbury Avenue (nr Wardour Street)

3.23 Camden High Street also has similar arrangements, as shown below in **Figure 8**.

3.24 In order to ensure that this option is feasible, the layby has been designed in accordance with TfL Kerbside loading guidance document and swept path analysis has been undertaken. The plan showing the proposed layby facility and associated SPA is included at **Appendix A6**. It has been demonstrated that a service vehicle is able to arrive and depart from the site in a forward gear.

3.25 It should be reiterated that some servicing of the existing use (cinema), including refuse collection, occurs along Shaftesbury Avenue and therefore providing the on-footway layby facility would improve existing traffic movements outside of the site.

New Compton Street

3.26 To the rear of the site, the relocation of the existing resident permit parking bays onto the adjacent side of New Compton Street is proposed. This aligns all of the resident permit parking bays to the northern side of New Compton Street, which in turn enables a dedicated loading bay to be provided. **Figure 9** below shows the existing arrangement, whilst **Figure 10** shows the proposed layout.

Figure 9: Existing Resident Permit Parking on New Compton Street

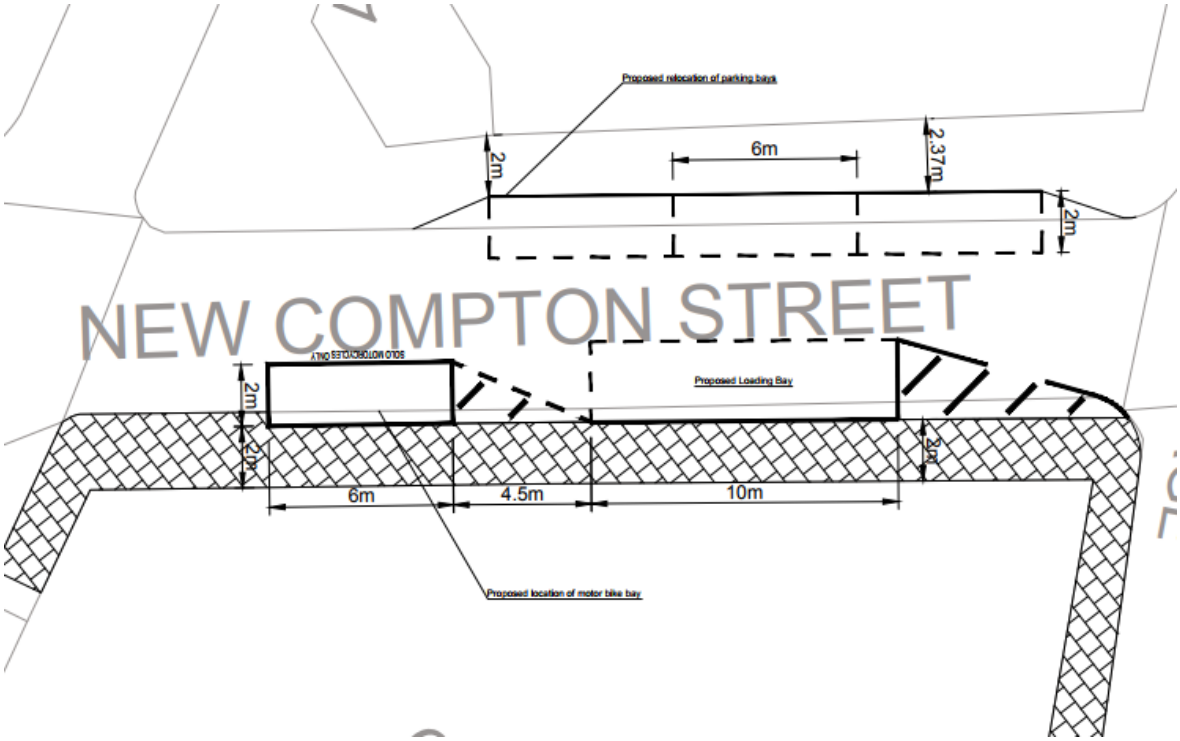


Figure 10: Proposed Highway Arrangement – New Compton Street

3.27 Again, the arrangement accords with the TfL Kerbside loading guidance document, provides a suitable footway width on both sides of New Compton Street and retains the same amount of existing car and motorcycle parking, which should therefore be considered acceptable

3.28 The plan showing the proposed arrangement and associated SPA is included at **Appendix A6**. It has been demonstrated that a service vehicle is able to arrive and depart New Compton Street at the rear of the site in a forward gear.

3.29 It should again be reiterated that servicing at the existing use (cinema), occurs along all sides of the site and therefore relocating the existing resident permit parking bays and motorcycle bay and providing the layby facility would improve existing traffic movements to the rear of the site.

Construction

3.30 An outline strategy for the Construction Management Plan has been submitted separately to this report. A summary of this is provided below.

3.31 We anticipate that construction will take up to 24 months, with the average number of vehicle movements per day during the respective construction phases expected to be as follows:

- **Demolition & Excavation:** Average of 15 loads per day (30 vehicle movements).
- **Construction:** Average of 10 loads per day (20 vehicle movements), peaking at 15 loads per day, i.e. 30 vehicle movements/per day.

3.32 Vehicle movements can be scheduled to occur at set times and therefore on average there would be two to three construction vehicle movements per hour. A range of delivery vehicles will be used to transport materials to and from the site, ranging from articulated HGVs to transit vans.

3.33 Appropriate routes for construction traffic to and from the site will be agreed with LB Camden and TfL prior to commencement of the works. Vehicles will be required to access the loading areas on Shaftesbury Avenue and New Compton Street.

3.34 Site working hours will be limited to Monday to Friday 08:00 to 18:00 hours. Weekend working is not envisaged but will be limited to 08:00 to 13:00 hours on Saturdays as required. Local residents within the vicinity of the site will be notified of any planned abnormal working hours issues.

3.35 Construction vehicle movements are to be coordinated and controlled through the Site Manager. There will be no deliveries before 08:00 daily, and no deliveries after 18:00.

3.36 Contractors will be employed who are registered under the ‘Considerate Constructors Scheme’. A Site Manager will be appointed to oversee the construction phase. Local residents will be provided with contact details for the construction team and receive regular updates throughout the construction phase.

4. TRIP GENERATION

4.1 This section of the report will outline the existing and proposed trip generation associated with this development and explains how suitable trip rates for the existing and proposed site uses have been derived to assess the capacity of the surrounding highway network. This section will compare the multi modal trips of the existing and proposed development to assess if the proposed development will have any material transport impact.

Extant Trip Generation

4.2 This section of the report will calculate the trip rate and multi modal trips for the existing cinema use at the site. The TRICS database has been interrogated to find the multi modal trips generation for similar sites. However, when examining the TRICS database, only one similar site was available. Whilst it is not normally considered accurate to undertake trip generation assessment based on one survey, on this occasion it is considered acceptable given the site is an Odeon multiplex cinema in the same area, with the same PTAL rating. The TRICs outputs are included in **Appendix A7** along with the calculated trip rates. **Table 4.1** below presents the number of multi modal trips which could be generated from the existing use.

Table 4.1 Multi-Modal Trip Generation of Existing Odeon Multiplex

	Number of Two-Way Trips					
Hour	*Taxis*	*Goods Vehicles*	*Cyclists*	*Pedestrians*	*Public Transport*	*Total*
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	4	0	0	11	19
14:00-15:00	0	1	0	0	1	6
15:00-16:00	0	0	0	16	28	46
16:00-17:00	0	0	0	27	26	53
17:00-18:00	0	3	0	50	29	81
18:00-19:00	0	0	0	157	61	230
19:00-20:00	0	0	0	39	14	53
20:00-21:00	1	0	0	171	64	246
21:00-22:00	3	0	0	123	68	194
22:00-23:00	1	0	0	1	5	8
23:00-00:00	0	0	0	66	102	170
Total	*6*	*9*	0	650	410	1,107
Percentage	*0.5%*	*0.8%*	*0%*	*58.7%*	*37.0%*	*100%*

Notes: Based on 713 seats / 3,713m^2 GFA. Numbers may not calculate due to rounding.

4.3 As shown in **Table 4.1** above the majority of the trips that could theoretically be generated by the existing use of the site are by underground, train and on foot. As the site has no existing off-street parking there are no existing vehicular trips generated by the site, other than for servicing.

Proposed Trip Generation

4.4 The proposed development is for a 94-bed hotel, bar / restaurant and a four screen cinema. The following section of this report explains the trip generation of each of the proposed uses and compares the proposed and net trip generation.

Hotel

4.5 The TRICS database has been used to derive trip rates for the proposed hotel use of the site based on similar sites in London. The full TRICS output is included in **Appendix A7** of this report. **Table 4.2** below presents the number of multi-modal trips expected to be generated by the proposed hotel use.

Table 4.2 Multi-Modal Trip Generation of Proposed Hotel

	Number of Two-Way Trips					
Hour	*Taxis*	*Goods Vehicles*	*Cyclists*	*Pedestrians*	*Public Transport*	*Total*
07:00-08:00	0	1	1	7	9	27
08:00-09:00	1	0	0	14	27	57
09:00-10:00	1	0	0	19	22	52
10:00-11:00	3	0	0	15	16	40
11:00-12:00	2	0	0	14	14	37
12:00-13:00	0	1	0	11	8	30
13:00-14:00	0	0	0	14	7	29
14:00-15:00	1	0	0	8	10	25
15:00-16:00	1	0	0	13	12	37
16:00-17:00	1	0	0	15	14	37
17:00-18:00	2	0	0	17	13	46
18:00-19:00	2	0	0	28	17	55
19:00-20:00	3	0	0	29	19	66
20:00-21:00	1	0	0	30	18	56
21:00-22:00	1	0	0	29	28	65
Total	*19*	*3*	*1*	*263*	*234*	*658*
Percentage	*2.9%*	*0.5%*	*0.2%*	*40.0%*	*35.6%*	*100%*

Notes: Based on 94 beds / 5,204m^2 GFA. Numbers may not calculate due to rounding.

Cinema

4.6 The TRICS database has been used to derive trip rates for the proposed cinema at the site based on similar sites in London. The full TRICS output is included in **Appendix A7** of this report. **Table 4.3** below shows the multi modal split for each transport mode and the corresponding number of trips generated by the proposed cinema for each transport mode.

Table 4.3 Multi-Modal Trip Generation of Proposed Cinema

	Number of Two-Way Trips					
Hour	*Taxis*	*Goods Vehicles*	*Cyclists*	*Pedestrians*	*Public Transport*	*Total*
12:00-13:00	0	0	0	0	0	0
13:00-14:00	0	2	0	0	4	7
14:00-15:00	0	1	0	0	1	2
15:00-16:00	0	0	0	6	10	17
16:00-17:00	0	0	0	10	10	20
17:00-18:00	0	1	0	18	11	30
18:00-19:00	0	0	0	57	22	84
19:00-20:00	0	0	0	14	5	20
20:00-21:00	1	0	0	62	23	90
21:00-22:00	1	0	0	45	25	71
22:00-23:00	1	0	0	1	2	3
23:00-00:00	0	0	0	24	37	62
Total	2	3	0	237	150	404
Percentage	*0.5%*	*0.8%*	*0%*	*58.7%*	*37.0%*	*100%*

Notes: Based on 260 seats / 1,475m^2 GFA. Numbers may not calculate due to rounding.

Bar / Restaurant

4.7 The TRICS database has been used to derive trip rates for the proposed Bar / Restaurant use of the site based on similar sites in London. The full TRICS output is included in **Appendix A7** at the end of this report.

4.8 **Table 4.4** overleaf shows the multi modal split for each transport mode and the corresponding number of trips generated by the proposed Bar / Restaurant in hourly and daily totals for each transport mode.

Table 4.4 Multi-Modal Trip Generation of Proposed Bar / Restaurant

	Number of Two-Way Trips					
Hour	*Taxis*	*Goods Vehicles*	*Cyclists*	*Pedestrians*	*Public Transport*	*Total*
07:00-08:00	0	0	0	0	0	0
08:00-09:00	0	0	0	0	0	0
09:00-10:00	0	0	0	0	0	0
10:00-11:00	0	0	1	39	8	51
11:00-12:00	0	0	2	34	13	54
12:00-13:00	3	0	1	73	30	127
13:00-14:00	2	1	0	87	35	144
14:00-15:00	1	0	0	66	26	109
15:00-16:00	1	0	0	74	27	127
16:00-17:00	1	0	1	93	32	141
17:00-18:00	2	0	0	123	42	179
18:00-19:00	11	0	1	153	59	241
19:00-20:00	14	0	1	176	47	264
20:00-21:00	10	0	0	164	39	240
21:00-22:00	6	0	1	164	27	218
22:00-23:00	3	0	0	108	34	162
23:00-24:00	7	0	0	118	26	162
Total	60	2	8	1,472	444	2,221
Percentage	*2.7%*	*0.1%*	*0.4%*	*66.3%*	*20.0%*	*100%*

Notes: Based on 695m^2 GFA. Numbers may not calculate due to rounding.

Total Proposed Multi Modal Generation

4.9 **Table 4.5** overleaf shows the total overall multi modal trips of the proposed development comprising of Hotel (with spa), cinema and bar / restaurant.

Table 4.5 Total Proposed multi modal trip generation

Mode	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)			Daily		
	Arrivals	Depart-ures	Totals	Arrivals	Depart-ures	Totals	Arrivals	Depart-ures	Totals
Public Transport	4	23	27	40	25	66	406	421	828
Taxi	1	1	1	2	2	4	41	41	81
Goods Vehicles	-	-	-	1	1	1	5	5	8
Bicycle	-	-	-	-	-	-	5	5	9
On foot	4	9	14	84	74	158	1,024	948	1,972
Total	13	43	57	137	118	255	1,666	1,616	3,283

Notes: Proposed hotel + cinema + bar/restaurant multi modal trips

4.10 As shown in **Table 4.5** above the vast majority of trips generated by the site are by bus, underground, train and on foot. There are a small number of vehicular trips generated in the AM and PM peak hour which are in relation to the residential use of the site. None of the other uses of the site will generate vehicular trips as the proposed does not provide any parking for the proposed retail and Spa use.

Multi Modal Trip Generation Net Impact

4.11 **Table 4.6** below shows the comparison in multi modal trips between the existing site use and proposed development during the weekday AM and PM peak hours, as well as daily.

Table 4.6 Total net multi modal trips

Mode	AM Peak (08:00-09:00)			PM Peak (18:00-19:00)			Daily		
	Arrivals	Depart-ures	Totals	Arrivals	Depart-ures	Totals	Arrivals	Depart-ures	Totals
Public Transport	4	23	27	23	13	37	221	196	418
Taxi	1	1	1	2	2	4	38	38	75
Goods Vehicles	-	-	-	-	-	-2	1	1	-1
Bicycle	-	-	-	-	-	-	5	5	9
On foot	4	9	14	59	49	108	684	639	1,322
Total	13	43	57	94	80	174	1,113	1,062	2,176

Notes: Comparison between Tables 4.1 and 4.5

4.12 As shown in **Tables 4.5 and 4.6** above, whilst an increase in the overall number of trips is expected as a result of the proposed development, the majority of trips are expected to be made by sustainable modes of travel and can be suitably accommodated without detriment to the surrounding transport network.

Summary

4.13 The trip generation assessment shows that whilst the proposed development does lead to an increase in multi modal trips generated by the proposed development, the majority of the change in trips is by active transport (walking and cycling) and public transport trips. Further, a large proportion of these trips would be linked with other uses nearby and therefore wouldn't be primary trips to the area.

4.14 The above trip generation assessment has also demonstrated that the proposed development scheme will generate a low-level of vehicular trips.

4.15 To summarise, the proposed car-free scheme, and the high level of accessibility of the site by sustainable modes, ensures that the proposed development is not attractive to car trips, with this not being the practical option for travel to the site. As such, the impact of the proposals on the local highway network is considered to be negligible, and would not have an impact on the existing daily fluctuations.

5. TRANSPORT POLICY

5.1 The proposed development is subject to both national and local planning policy guidance with respect to transportation and its impact upon the local environment and surrounding infrastructure. A number of policies are directly pertinent to this site and are set out below.

National Planning Policy Framework

5.2 The National Planning Policy Framework (NPPF), published in March 2012, supersedes all previous Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) and sets out the Government's core principles for the planning system in England, identifying that the purpose of the planning system is to contribute to the achievement of sustainable development.

5.3 Paragraph 14 states that:

"At the heart of the National Planning Policy Framework is a **presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision taking.

For **plan-making** this means that:

- Local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
  - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.[9]

For **decision-taking** this means:[10]

- Approving development proposals that accord with the development place without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, granting permissions unless:
  - any adverse impacts of doing so would significant and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  - specific policies in this Framework indicate development should be restricted.[9]

5.4 With regard to transport policy, the NPPF states in Paragraph 29 that:

> "Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives" and that "The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".

5.5 Paragraph 32 goes on to state that:

> "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment" and that "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".

5.6 As demonstrated in Section 2 of this report, the site provides good access for the use of sustainable modes of transport i.e. a number of amenities are within reasonable walking and cycling distance and there is good public transport infrastructure.

5.7 An assessment of the proposed movements associated to the land uses (as detailed in Section 4 of this report) demonstrates that the development will not generate significant movements and therefore would not have a negative impact on the surrounding transport and highway network.

National Planning Policy Guidance (NPPG) – March 2014

5.8 Information contained as part of the National Planning Policy Guidance (NPPG), provides advice for travel plans, transport assessments and statements in decision-taking.

> "Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."

5.9 This report follows the advice within the guidance and accords with providing the information which should be included as part of a Transport Assessment. A Travel Plan will be produced separately.

5.10 The site is located in an area with public transport accessibility providing opportunities for travel to be undertaken by modes other than the car.

5.11 The proposed development conforms with the NPPF policies being well located to the existing public transport facilities. The proposed development site is also well located to encourage cycle accessibility being adjacent to and linking with roads suitable for cycling.

London Plan

5.12 On the 10th March 2015, the Mayor adopted the Further Alterations to the London Plan (FALP). The FALP has been prepared primarily to address key housing and employment issues emerging from an analysis of census data released since the publication of the London Plan in July 2011.

5.13 On the whole, the amendments in Chapter 6 – Transport are not related to development policies, rather there is a firmer commitment for Transport for London / Local Authorities to deliver specific schemes and public transport, pedestrian and cycle infrastructure. The only amendments which relate to this application are the minimum cycle parking standards. With regards to cycle parking, the key change proposed is to introduce separate standards for all users, for short term (visitors) and long term (residents, staff etc).

5.14 There were further Minor Alterations to the London Plan (MALP) which were published on the 14th March 2016. These minor alterations reviewed the residential parking standards in parts of outer London with low public transport accessibility. As stated, the development proposals do not include any car parking provision.

Emerging London Plan

5.15 On 29th November 2017, the Mayor published the Draft new London Plan (the Mayor's spatial development strategy), which will form part of the development plan for Greater London. It is envisaged that the consultation period will be from 1st December 2017 through to 2nd March 2018. The Draft London Plan will go to Examination in Public (EiP) in autumn 2018 with final publication currently due in the autumn of 2019.

5.16 It's a strategic plan which shapes how London evolves and develops. All planning decisions should follow London Plan policies, and it sets a policy framework for local plans across London.

5.17 The current 2016 consolidation Plan is still the adopted Development Plan. However, the Draft London Plan is a material consideration in planning decisions. It gains more weight as it moves through the process to adoption, however the weight given to it is a matter for the decision maker.

5.18 The main ambition of the Draft London Plan is that 80% of all trips in London will be by foot, cycle, or public transport by 2041. The Plan provides a different approach as it specifies parking maximums, as opposed to parking minimums. The Plan wants the starting point for any development that is well connected to transit – or to future transit – to be 'car-free'.

5.19 In terms of pertinent Transport Policies in Section 10 of the Draft London Plan the following are the most relevant:

Policy T1 Strategic Approach to Transport

- Development Plans and development proposals should support:

  The delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041

  The proposed transport schemes set out in Section 10 (Table 10.1).

- All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

5.20 Given the car free nature of the proposed development, staff and visitors of the scheme will utilise the public transport network and walking and cycling routes.

Policy T5 Cycling

- Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:
- supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure
- securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards[144].
- Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.
- Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.
- Where flexible commercial uses are proposed and exact uses are not determined at the point of application, the highest potential applicable cycle parking standard should be applied.
- Where the final land use of a development is not determined at the point of application, the highest potential applicable cycle parking standard should be applied.
- A minimum of two short-stay and two long-stay cycle parking spaces must be provided for all land uses in all locations with the exception of Class C3-C4 uses and Class A uses where the size threshold specified in Table 10.2 has not been met

5.21 Both short stay and long stay cycle parking will be provided as part of the proposed development.

Policy T6 Car Parking

A. Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.
B. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').
C. The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.
D. Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.
E. Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles.
F. Adequate provision should be made for efficient deliveries and servicing.
G. A Car Park Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on car parking management and car parking design.
H. Boroughs wishing to adopt borough-wide or other area-based car-free policies will be supported. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential land uses in any part of London.
I. Where sites are redeveloped, existing parking provision should be reduced to reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.

5.22 Car free development is proposed and therefore accords with policy T6.

Camden Local Plan 2017

5.23 The Camden Local Plan was adopted by the Council on 3 July 2017 and has replaced the Core Strategy and Camden Development Policies documents as the basis for planning decisions and future development in the borough. The development policies set out within this document provide detailed planning criteria that Camden use to determine planning applications for planning permission in the borough. The policies within this document that are pertinent to this proposal are identified below:

Policy T1 Prioritising walking, cycling and public transport

The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking
In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:
a. improve the pedestrian environment by supporting high quality public realm improvement works;
b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;
c. are easy and safe to walk through ('permeable');
d. are adequately lit;
e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and
f. contribute towards bridges and water crossings where appropriate.

Cycling
In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:
g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;
h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development; i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers; j. is easy and safe to cycle through ('permeable'); and
k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Public Transport
In order to safeguard and promote the provision of public transport in the borough we will seek to ensure that development contributes towards improvements to bus network infrastructure including access to bus stops, shelters, passenger seating, waiting areas, signage and timetable information. Contributions will be sought where the demand for bus services generated by the development is likely to exceed existing capacity. Contributions may also be sought towards the improvement of other forms of public transport in major developments where appropriate.

Where appropriate, development will also be required to provide for interchanging between different modes of transport including facilities to make interchange easy and convenient for all users and maintain passenger comfort.

5.24 Whilst the proposals do not include making changes or improvements to local transport links, it has been demonstrated throughout this report that the site is situated in an extremely accessible location, where various sustainable transport links, including a number of walking and cycling routes, are available within a short walk. It has also been demonstrated that the site is located within close

proximity to a number of car club spaces, which further promotes travelling to the site by sustainable modes and not by a private car.

Policy T2 Parking and car-free development

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:
a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;
b. limit on-site parking to:
i. spaces designated for disabled people where necessary, and/or
ii. essential operational or servicing needs;
c. support the redevelopment of existing car parks for alternative uses;
and
d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.

5.25 As stated, the proposed development does not include any on or off-street car parking spaces. It is not considered to have an impact on any of the above and therefore accords with the policy.

5.26 The site is located within central London, where various forms of public transport links are available. Therefore, to further prevent travel to the site being undertaken by the private car, no car parking is being provided. However, cycle parking is being provided as part of the development.

Policy T3 Transport infrastructure

The Council will seek improvements to transport infrastructure in the borough.
We will:
a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and
b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance;

5.27 The proposed development would not detrimentally affect local or strategic infrastructure, in terms of either the existing network or proposed improvement projects.

5.28 As stated, no car parking is being provided at the site and it is highly unlikely travel to the site will be undertaken via a private car. Therefore, the development traffic will not have a negligible impact on the existing highway network. With regards to vulnerable uses, provision will be made at each pedestrian access into the site.

Policy T4 Sustainable movement of goods and materials

The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:
a. encourage the movement of goods and materials by canal, rail and bicycle where possible;
b. protect existing facilities for waterborne and rail freight traffic and;
c. promote the provision and use of freight consolidation facilities.
Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:
d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;
e. accommodate goods vehicles on site; and
f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.

5.29 Movement of goods and materials have been assessed for the most practical way the site can be serviced. As outlined within section 3 of this report, servicing will be undertaken within dedicated laybys at the front and rear of the site, which will cause minimal impact on traffic passing the site. Deliveries and servicing will be managed to ensure vehicles do not arrive at the site at the same time and cause obstruction. Furthermore, swept path analysis has been undertaken in order to ensure appropriate vehicles can arrive and depart from the site safely and efficiently.

Camden Planning Guidance CPG7 - Transport

5.30 The Camden Planning Guidance has been produced as a Supplementary Planning Document (SPD) to support the policies in the Local Development Framework (LDF). Chapter 7 of the document relates to Transport and covers the following;

1. Assessing transport capacity
2. Travel Plans
3. Delivery and Servicing Management Plans
4. Car free and car capped development
5. On-site car parking
6. Vehicle access
7. Streets and public spaces
8. Cycling facilities
9. Minicab offices.

5.31 The SPD has therefore been considered as part of this TA and the development proposals.

6. SUMMARY AND CONCLUSIONS

6.1 This Transport Assessment (TA) has been produced by Iceni Projects Ltd on behalf of Capital Start Ltd in support of a planning application for the redevelopment of 135-149 Shaftesbury Avenue (the site). The site is located on the north side of Shaftesbury Avenue and comprises a standalone Listed Grade II building within cinema (Class D1) use.

6.2 The description for the proposed development is as follows;

The proposed development would result in the comprehensive refurbishment of the existing Grade II listed building and the provision of a new 2 storey roof extension and new basement level to provide a 94-bed hotel (Class C1), four-screen cinema (Class D2), spa (sui generis), restaurant/bar (Class A3/A4) and roof top bar (Class A4). The proposals would be car-free.

6.3 This TA demonstrates that the development site is located in close proximity to existing public transport facilities, as well as being accessible via both walking and cycling. The site is, therefore, well placed to encourage travel to the site to be undertaken by sustainable modes.

6.4 The development site and its location along with the development type and scale ensure that the proposals support both national and local transport policy.

6.5 The development proposals include a car-free scheme and therefore no on-site parking is provided. Cycle parking is to be provided in accordance with LB Camden requirements.

6.6 Large vehicles including fire tenders and refuse vehicles can safely get within an appropriate distance of the proposed development.

6.7 A trip generation assessment has been undertaken which demonstrates that the trip generation associated with the proposed development will not a negative impact on the surrounding network, and the majority of trips will be undertaken utilising the sustainable modes of transport available.

6.8 The proposal will also include the adoption of a Travel Plan for the proposed use, which can be secured by way of a planning condition and will set out measures to promote sustainable travel and enforce the restrictions of travel to the site by private car.

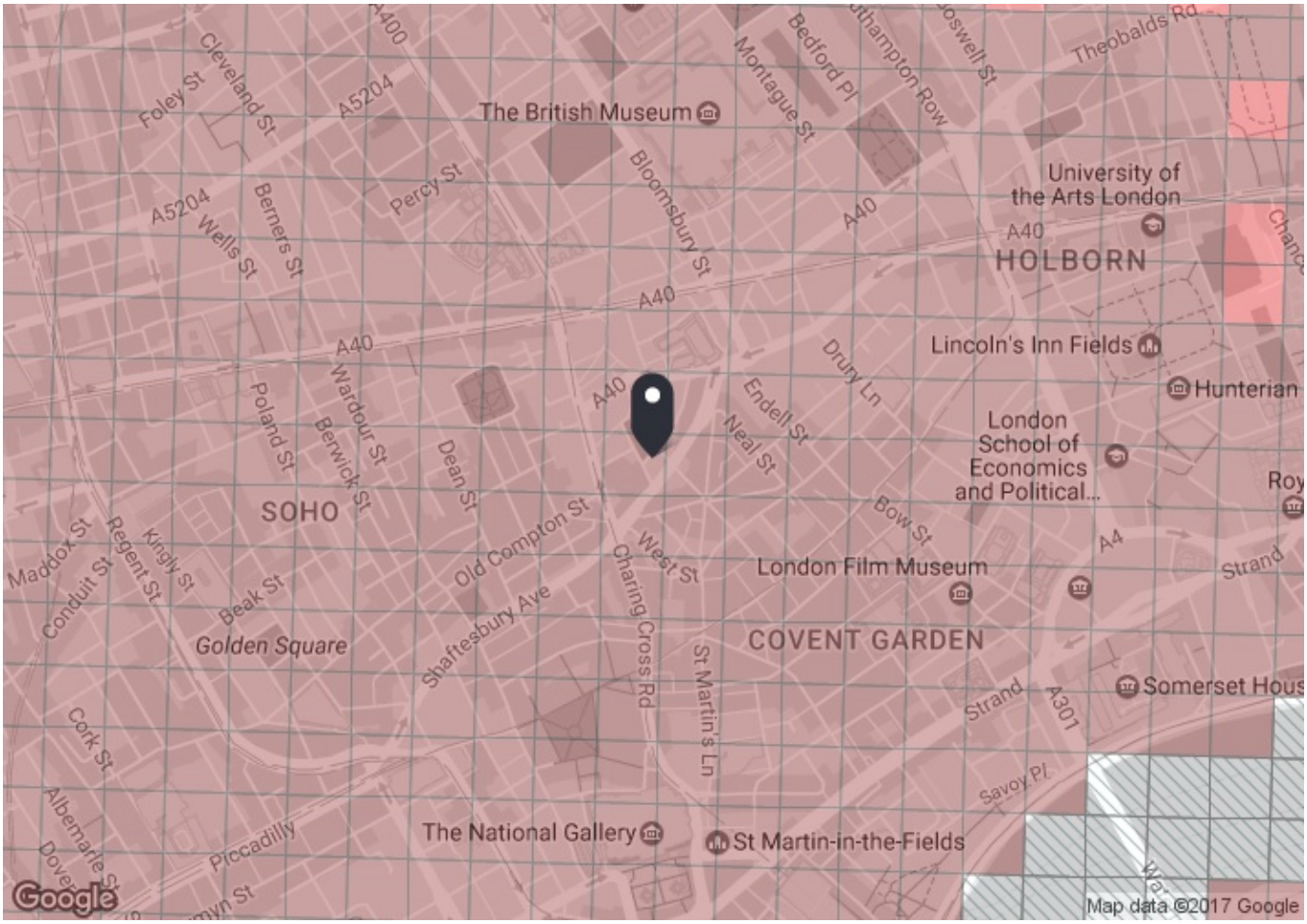
6.9 The proposal will also include the adoption of a Construction Management Plan for the proposed use, which can be secured by way of a planning condition and will set out measures to manage and mitigate the impacts of construction, as well as enforce the restrictions to working hours and times for associated vehicle movements.

6.10 The proposal will also include the adoption of a Service Management Plan for the proposed use, which can be secured by way of a planning condition and will set out measures to safely and efficiently manage deliveries associated with the proposed uses at the site.

6.11 In summary, the site is considered to be suitably located for the proposed scheme, particularly in regards to sustainable modes of transport. The assessment undertaken within this report demonstrates that the proposed development will not have a significant or detrimental impact upon the local transport network.

A1. PTAL

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

WC2H 8AH
Shaftesbury Ave, London WC2H 8AH, UK
Easting: **529977**, Northing: **181149**

Grid Cell: 83811

Report generated: 05/04/2017

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	SHAFTESBURY AVE FRESHWAT	38	61.76	10	0.77	5	5.77	5.2	0.5	2.6
Bus	SHAFTESBURY AVE FRESHWAT	14	61.76	13	0.77	4.31	5.08	5.91	1	5.91
Bus	SHAFTESBURY AVE FRESHWAT	19	61.76	8	0.77	5.75	6.52	4.6	0.5	2.3
Bus	BLOOMSBURY NEW OXFORD ST	171	436.77	7.5	5.46	6	11.46	2.62	0.5	1.31
Bus	FOYLES/CAMBRIDGE CIRCUS	24	109.03	10	1.36	5	6.36	4.71	0.5	2.36
Bus	FOYLES/CAMBRIDGE CIRCUS	29	109.03	15	1.36	4	5.36	5.59	0.5	2.8
Bus	FOYLES/CAMBRIDGE CIRCUS	176	109.03	8.5	1.36	5.53	6.89	4.35	0.5	2.18
Bus	TOTTENHAM COURT RD STAND	1	329.14	8	4.11	5.75	9.86	3.04	0.5	1.52
Bus	NEW OXFORD ST CENTRE PNT	10	390.79	4.5	4.88	8.67	13.55	2.21	0.5	1.11
Bus	NEW OXFORD ST CENTRE PNT	8	390.79	10	4.88	5	9.88	3.03	0.5	1.52
Bus	NEW OXFORD ST CENTRE PNT	98	390.79	9	4.88	5.33	10.22	2.94	0.5	1.47
Bus	NEW OXFORD ST CENTRE PNT	390	390.79	8	4.88	5.75	10.63	2.82	0.5	1.41
Bus	NEW OXFORD ST CENTRE PNT	73	390.79	18	4.88	3.67	8.55	3.51	0.5	1.75
Bus	NEW OXFORD ST CENTRE PNT	25	390.79	8	4.88	5.75	10.63	2.82	0.5	1.41
Bus	NEW OXFORD ST CENTRE PNT	55	390.79	10	4.88	5	9.88	3.03	0.5	1.52
Bus	ST GILES HIGH STREET	134	291.43	12	3.64	4.5	8.14	3.68	0.5	1.84
Bus	ST GILES HIGH STREET	242	291.43	6.5	3.64	6.62	10.26	2.92	0.5	1.46
LUL	Piccadilly Circus	'QueensPk-El&Castle'	709.54	11.01	8.87	3.47	12.34	2.43	0.5	1.22
LUL	Piccadilly Circus	'El&Castle-Harrow&W'	709.54	5.67	8.87	6.04	14.91	2.01	0.5	1.01
LUL	Piccadilly Circus	'StbridgePk-El&Castle'	709.54	5	8.87	6.75	15.62	1.92	0.5	0.96
LUL	Piccadilly Circus	'Waterloo-QueensPk'	709.54	1	8.87	30.75	39.62	0.76	0.5	0.38
LUL	Piccadilly Circus	'Waterloo-Harrow&W'	709.54	0.33	8.87	91.66	100.53	0.3	0.5	0.15
LUL	Leicester Square	'Cockfosters-LHRT4LT'	382.63	4.67	4.78	7.17	11.96	2.51	0.5	1.25
LUL	Leicester Square	'RayLane-Cockfosters'	382.63	3.67	4.78	8.92	13.71	2.19	0.5	1.09
LUL	Leicester Square	'LHRT4LT-ArnosGrove'	382.63	4.67	4.78	7.17	11.96	2.51	0.5	1.25
LUL	Leicester Square	'ArnosGrove-RayLane'	382.63	0.33	4.78	91.66	96.44	0.31	0.5	0.16
LUL	Leicester Square	'ArnosGrove-Nthfields'	382.63	3	4.78	10.75	15.53	1.93	0.5	0.97
LUL	Leicester Square	'Nthfields-Cockfoster'	382.63	1	4.78	30.75	35.53	0.84	0.5	0.42
LUL	Leicester Square	'LHRT5-Cockfosters'	382.63	6	4.78	5.75	10.53	2.85	0.5	1.42
LUL	Leicester Square	'Uxbridge-Cockfosters'	382.63	3.67	4.78	8.92	13.71	2.19	0.5	1.09
LUL	Leicester Square	'Ruislip-Cockfosters'	382.63	2.33	4.78	13.63	18.41	1.63	0.5	0.81
LUL	Leicester Square	'ArnosGrove-Uxbridge'	382.63	1	4.78	30.75	35.53	0.84	0.5	0.42
LUL	Leicester Square	'Oakwood-Uxbridge'	382.63	0.33	4.78	91.66	96.44	0.31	0.5	0.16
LUL	Leicester Square	'Oakwood-Ruislip'	382.63	0.33	4.78	91.66	96.44	0.31	0.5	0.16
Rail	Charing Cross	'BRNHRST-CHRX 1C90'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'GRVSEND-CHRX 1D50'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 1D52'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 1D54'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-HASTING 1H10'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'CHRX-HASTING 1H24'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'HASTING-CHRX 1H52'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'OREE-CHRX 1H68'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'HASTING-CHRX 1H90'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'OREE-CHRX 1H92'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'HAYS-CHRX 1K90'	762.81	1.33	9.54	23.31	32.84	0.91	0.5	0.46
Rail	Charing Cross	'ASHFKY-CHRX 1W90'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'DOVERP-CHRX 1W92'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 1W94'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 2A08'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'GRVSEND-CHRX 2A22'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'SLADEGN-CHRX 2B14'	762.81	2	9.54	15.75	25.29	1.19	0.5	0.59
Rail	Charing Cross	'GRVSEND-CHRX 2C06'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'DARTFD-CHRX 2C08'	762.81	2.33	9.54	13.63	23.16	1.3	1	1.3
Rail	Charing Cross	'DARTFD-CHRX 2D10'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'GRVSEND-CHRX 2D12'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 2D14'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'SIDCUP-CHRX 2D16'	762.81	1	9.54	30.75	40.29	0.74	0.5	0.37
Rail	Charing Cross	'GLNGHMK-CHRX 2D22'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Charing Cross	'SVNOAKS-CHRX 2F06'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'ORPNGTN-CHRX 2F10'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'SVNOAKS-CHRX 2F20'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'ORPNGTN-CHRX 2F88'	762.81	1.33	9.54	23.31	32.84	0.91	0.5	0.46
Rail	Charing Cross	'ORPNGTN-CHRX 2F94'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'ORPNGTN-CHRX 2F98'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-TUNWELL 2H08'	762.81	1.67	9.54	18.71	28.25	1.06	0.5	0.53
Rail	Charing Cross	'CHRX-TUNWELL 2H10'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'TUNWELL-CHRX 2H56'	762.81	1	9.54	30.75	40.29	0.74	0.5	0.37
Rail	Charing Cross	'TUNWELL-CHRX 2H60'	762.81	1.67	9.54	18.71	28.25	1.06	0.5	0.53
Rail	Charing Cross	'HAYS-CHRX 2K08'	762.81	1	9.54	30.75	40.29	0.74	0.5	0.37
Rail	Charing Cross	'CHRX-GLNGHMK 2L10'	762.81	1.67	9.54	18.71	28.25	1.06	0.5	0.53
Rail	Charing Cross	'CHRX-GLNGHMK 2L12'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-CRFD 2M10'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-DARTFD 2M14'	762.81	1.33	9.54	23.31	32.84	0.91	0.5	0.46
Rail	Charing Cross	'CHRX-SLADEGN 2M16'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-GRVSEND 2N12'	762.81	1.67	9.54	18.71	28.25	1.06	0.5	0.53
Rail	Charing Cross	'CHRX-GRVSEND 2N14'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-DOVERP 2R10'	762.81	1	9.54	30.75	40.29	0.74	0.5	0.37
Rail	Charing Cross	'CHRX-RAMSGTE 2R12'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'CHRX-RAMSGTE 2R18'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-ASHFKY 2R20'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-TONBDG 2R90'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-SVNOAKS 2S10'	762.81	1.67	9.54	18.71	28.25	1.06	0.5	0.53
Rail	Charing Cross	'CHRX-SVNOAKS 2S12'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CHRX-ORPNGTN 2S92'	762.81	0.67	9.54	45.53	55.06	0.54	0.5	0.27
Rail	Charing Cross	'CHRX-HAYS 2V10'	762.81	2	9.54	15.75	25.29	1.19	0.5	0.59
Rail	Charing Cross	'RAMSGTE-CHRX 2W10'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 2W12'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 2W20'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'CNTBW-CHRX 2W22'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
Rail	Charing Cross	'STROOD-CHRX 2D56'	762.81	0.33	9.54	91.66	101.19	0.3	0.5	0.15
LUL	Tottenham Court Road	'Ealing-Epping'	306.84	3	3.84	10.75	14.59	2.06	0.5	1.03
LUL	Tottenham Court Road	'Epping-Wruislip'	306.84	3	3.84	10.75	14.59	2.06	0.5	1.03
LUL	Tottenham Court Road	'RuislipGar-Epping'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'WhiteCity-Epping'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'Epping-NActon'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'Northolt-Epping'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'WhiteCity-Debden'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'Debden-Northolt'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'RuislipGdns-Debden'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'Loughton-WRuislip'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'NActon-Loughton'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'Loughton-WhiteCity'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'Loughton-Northolt'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'Ealing-Loughton'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'Ealing-NewburyPark'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'NActon-NewburyPark'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'Hainault-Ealing'	306.84	5.33	3.84	6.38	10.21	2.94	0.5	1.47
LUL	Tottenham Court Road	'Hainault-Nacton'	306.84	1.33	3.84	23.31	27.14	1.11	0.5	0.55
LUL	Tottenham Court Road	'Hainault-WRuislip'	306.84	3.33	3.84	9.76	13.59	2.21	0.5	1.1
LUL	Tottenham Court Road	'RuislipGdns-NP-Hain'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'Hainault-WhiteCity'	306.84	1.67	3.84	18.71	22.55	1.33	0.5	0.67
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'GrangeHill-WD-Eal'	306.84	1	3.84	30.75	34.59	0.87	0.5	0.43
LUL	Tottenham Court Road	'GrangeHill-Wdfd-Whit'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Tottenham Court Road	'GrangeHill-Wdfd-WRsp'	306.84	0.67	3.84	45.53	49.36	0.61	0.5	0.3
LUL	Tottenham Court Road	'Morden-Edgware'	306.84	4.67	3.84	7.17	11.01	2.72	0.5	1.36
LUL	Tottenham Court Road	'HighBarnet-Morden'	306.84	0.33	3.84	91.66	95.49	0.31	0.5	0.16
LUL	Tottenham Court Road	'Kennington-Edgware'	306.84	14.67	3.84	2.79	6.63	4.52	1	4.52
LUL	Tottenham Court Road	'HighBarnet-Kenningt'	306.84	5.33	3.84	6.38	10.21	2.94	0.5	1.47
LUL	Tottenham Court Road	'MillHill-Morden'	306.84	1.67	3.84	18.71	22.55	1.33	0.5	0.67
LUL	Tottenham Court Road	'MillHillE-Kenningt'	306.84	1.67	3.84	18.71	22.55	1.33	0.5	0.67
LUL	Holborn	'Debden-WRuislip'	787.46	0.33	9.84	91.66	101.5	0.3	0.5	0.15
LUL	Holborn	'Oakwood-RayLane'	787.46	0.33	9.84	91.66	101.5	0.3	0.5	0.15
									Total Grid Cell AI:	**83.72**

A2. RAIL MAP

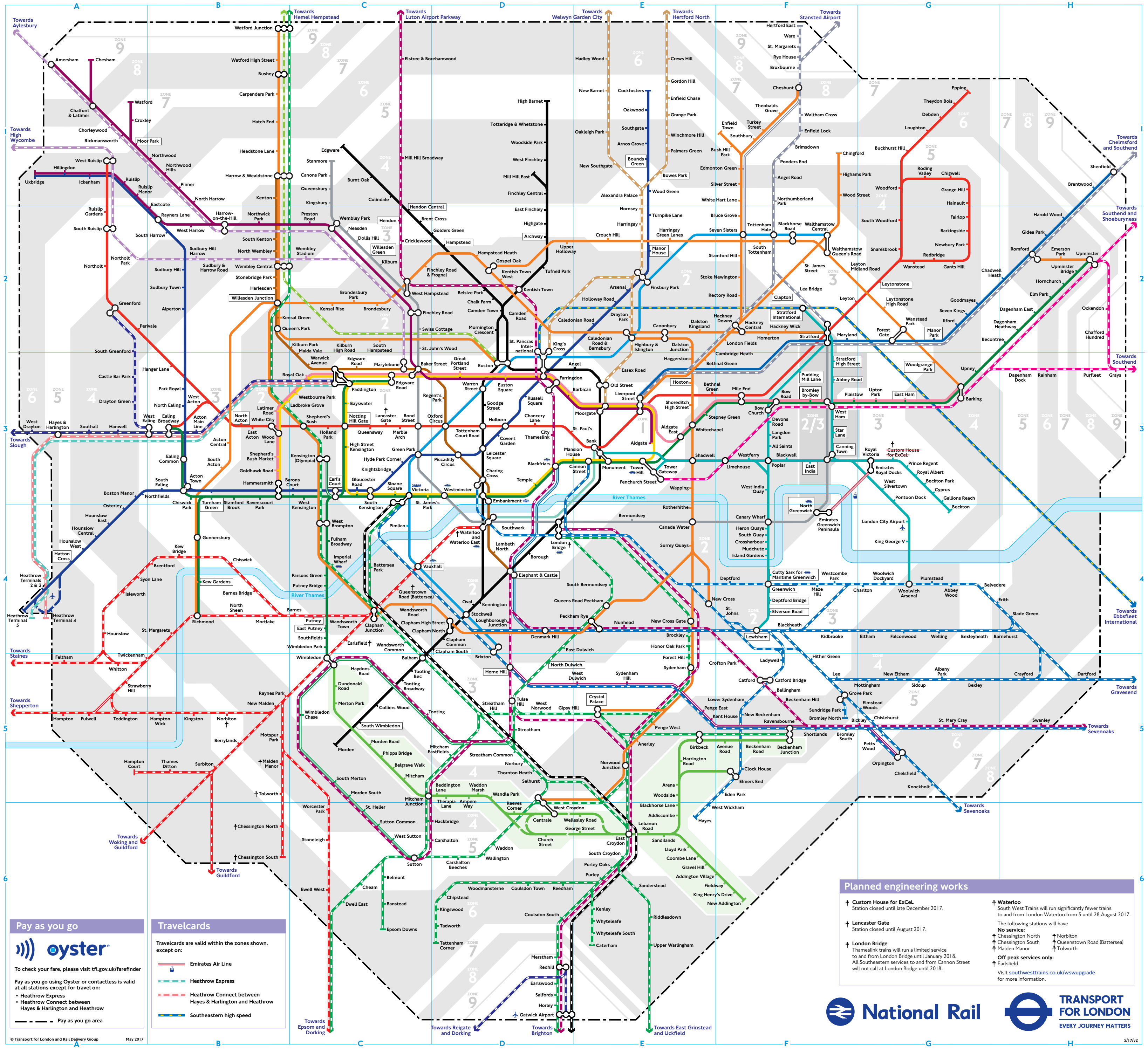
London's Rail & Tube services

Key to lines and symbols

- Bakerloo
- Central
- Circle
- District (limited service)
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- London Overground
- London Trams
- TfL Rail
- Emirates Air Line cable car

- Chiltern Railways
- c2c
- Gatwick Express
- Great Northern
- Great Western Railway
- Greater Anglia (peak hours only)
- Heathrow Connect
- Heathrow Express
- London Midland
- Southern (peak hours only)
- Southeastern (peak hours only)
- Southeastern high speed
- South West Trains (peak hours only)
- Thameslink (peak hours only)

- London Trams fare zone
- Stratford — Station in both fare zones
- Interchange stations
- Airport
- Riverboat services
- Victoria Coach Station



Pay as you go

oyster

To check your fare, please visit tfl.gov.uk/farefinder

Pay as you go using Oyster or contactless is valid at all stations except for travel on:

- Heathrow Express
- Heathrow Connect between Hayes & Harlington and Heathrow

Pay as you go area

Travelcards

Travelcards are valid within the zones shown, except on:

- Emirates Air Line
- Heathrow Express
- Heathrow Connect between Hayes & Harlington and Heathrow
- Southeastern high speed

Planned engineering works

Custom House for ExCeL
Station closed until late December 2017.

Lancaster Gate
Station closed until August 2017.

London Bridge
Thameslink trains will run a limited service to and from London Bridge until January 2018. All Southeastern services to and from Cannon Street will not call at London Bridge until 2018.

Waterloo
South West Trains will run significantly fewer trains to and from London Waterloo from 5 until 28 August 2017.

The following stations will have
No service:
- Chessington North
- Chessington South
- Malden Manor
- Norbiton
- Queenstown Road (Battersea)
- Tolworth

Off peak services only:
- Earlsfield

Visit southwesttrains.co.uk/wswupgrade for more information.

tfl.gov.uk

nationalrail.co.uk

National Rail

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

5/17/v2

Find your station

Station Name	Grid Square
A	
Abbey Road	F3
Abbey Wood	G4
Acton Central	B3
Acton Main Line	B3
Acton Town	B3
Addington Village	E6
Addiscombe	E6
Albany Park	G5
Aldgate	E3
Aldgate East	E3
Alexandra Palace	E1
All Saints	F3
Alperton	B2
Amersham	A1
Ampere Way	D5
Anerley	E5
Angel	E3
Angel Road	F1
Archway	D2
Arena	E5
Arnos Grove	E1
Arsenal	E2
Avenue Road	F5
B	
Baker Street	C3
Balham	C5
Bank	E3
Banstead	C6
Barbican	D3
Barking	G3
Barkingside	G2
Barnehurst	H4
Barnes	C4
Barnes Bridge	B4
Barons Court	C3
Battersea Park	C4
Bayswater	C3
Beckenham Hill	F5
Beckenham Junction	F5
Beckenham Road	F5
Beckton	G4
Beckton Park	G3
Becontree	H2
Beddington Lane	D5
Belgrave Walk	C5
Bellingham	F5
Belmont	C6
Belsize Park	D2
Belvedere	G4
Bermondsey	E4
Berrylands	B5
Bethnal Green (LU)	E3
Bethnal Green	E3
Bexley	G5
Bexleyheath	G4
Bickley	G5
Birkbeck	E5
Blackfriars	D3
Blackheath	F4
Blackhorse Lane	E6
Blackhorse Road	F2
Blackwall	F3
Bond Street	C3
Borough	D4
Boston Manor	A3
Bounds Green	E1
Bow Church	F3
Bowes Park	E1
Bow Road	F3
Brent Cross	C2
Brentford	B4
Brentwood	H1
Brimsdown	F1
Brixton	D4
Brockley	E4
Bromley-by-Bow	F3

Station Name	Grid Square
B *continued*	
Bromley North	F5
Bromley South	F5
Brondesbury	C2
Brondesbury Park	C2
Broxbourne	F1
Bruce Grove	F2
Buckhurst Hill	G1
Burnt Oak	C1
Bushey	B1
Bush Hill Park	F1
C	
Caledonian Road	E2
Caledonian Road & Barnsbury	E2
Cambridge Heath	E2
Camden Road	D2
Camden Town	D2
Canada Water	E4
Canary Wharf	F4
Canning Town	F3
Cannon Street	E3
Canonbury	E2
Canons Park	C1
Carpenders Park	B1
Carshalton	D6
Carshalton Beeches	D6
Castle Bar Park	A3
Caterham	E6
Catford	F5
Catford Bridge	F5
Centrale	D6
Chadwell Heath	H2
Chafford Hundred	H2
Chalfont & Latimer	A1
Chalk Farm	D2
Chancery Lane	D3
Charing Cross	D3
Charlton	G4
Cheam	C6
Chelsfield	G5
Chesham	A1
Cheshunt	F1
Chessington North †	B6
Chessington South †	B6
Chigwell	G1
Chingford	F1
Chipstead	D6
Chislehurst	G5
Chiswick	B4
Chiswick Park	B3
Chorleywood	A1
Church Street	D6
City Thameslink	D3
Clapham Common	D4
Clapham High Street	D4
Clapham Junction	C4
Clapham North	D4
Clapham South	D4
Clapton	F2
Clock House	F5
Cockfosters	E1
Colindale	C1
Colliers Wood	C5
Coombe Lane	E6
Coulsdon South	D6
Coulsdon Town	D6
Covent Garden	D3
Crayford	H5
Crews Hill	E1
Cricklewood	C2
Crofton Park	F5
Crossharbour	F4
Crouch Hill	E2
Croxley	A1
Crystal Palace	E5
Custom House for ExCeL †	G3
Cutty Sark for Maritime Greenwich	F4
Cyprus	G3

Station Name	Grid Square
D	
Dagenham Dock	H3
Dagenham East	H2
Dagenham Heathway	H2
Dalston Junction	E2
Dalston Kingsland	E2
Dartford	H5
Debden	G1
Denmark Hill	D4
Deptford	F4
Deptford Bridge	F4
Devons Road	F3
Dollis Hill	C2
Drayton Green	A3
Drayton Park	E2
Dundonald Road	C5
E	
Ealing Broadway	B3
Ealing Common	B3
Earl's Court	C3
Earlsfield †	C4
Earlswood	D6
East Acton	B3
Eastcote	B2
East Croydon	E6
East Dulwich	D4
East Finchley	D2
East Ham	G3
East India	F3
East Putney	C4
Eden Park	F5
Edgware	C1
Edgware Road	C3
Edmonton Green	F1
Elephant & Castle	D4
Elmers End	F5
Elm Park	H2
Elmstead Woods	G5
Elstree & Borehamwood	C1
Eltham	G4
Elverson Road	F4
Embankment	D3
Emerson Park	H2
Emirates Greenwich Peninsula	F4
Emirates Royal Docks	G3
Enfield Chase	E1
Enfield Lock	F1
Enfield Town	F1
Epping	G1
Epsom Downs	C6
Erith	H4
Essex Road	E3
Euston	D3
Euston Square	D3
Ewell East	C6
Ewell West	C6
F	
Fairlop	G2
Falconwood	G4
Farringdon	D3
Feltham	A5
Fenchurch Street	E3
Fieldway	F6
Finchley Central	D1
Finchley Road	C2
Finchley Road & Frognal	C2
Finsbury Park	E2
Forest Gate	G2
Forest Hill	E5
Fulham Broadway	C4
Fulwell	A5
G	
Gallions Reach	G3
Gants Hill	G2
Gatwick Airport	D6
George Street	E6

Station Name	Grid Square
G *continued*	
Gidea Park	H2
Gipsy Hill	D5
Gloucester Road	C3
Golders Green	D2
Goldhawk Road	B3
Goodge Street †	D3
Goodmayes	G2
Gordon Hill	E1
Gospel Oak	D2
Grange Hill	G1
Grange Park	E1
Gravel Hill	E6
Grays	H3
Great Portland Street	D3
Greenford	A2
Green Park	C3
Greenwich	F4
Grove Park	F5
Gunnersbury	B4
H	
Hackbridge	D6
Hackney Central	F2
Hackney Downs	F2
Hackney Wick	F2
Hadley Wood	E1
Haggerston	E3
Hainault	G1
Hammersmith	B3
Hampstead	D2
Hampstead Heath	D2
Hampton	A5
Hampton Court	A5
Hampton Wick	B5
Hanger Lane	B3
Hanwell	A3
Harlesden	B2
Harold Wood	H2
Harringay	E2
Harringay Green Lanes	E2
Harrington Road	E5
Harrow & Wealdstone	B1
Harrow-on-the-Hill	B2
Hatch End	B1
Hatton Cross	A4
Haydons Road	C5
Hayes	E6
Hayes & Harlington	A3
Headstone Lane	B1
Heathrow Terminals 2 & 3	A4
Heathrow Terminal 4	A4
Heathrow Terminal 5	A4
Hendon	C2
Hendon Central	C2
Herne Hill	D5
Heron Quays	F4
Hertford East	F1
Highams Park	F1
High Barnet	D1
Highbury & Islington	E2
Highgate	D2
High Street Kensington	C3
Hillingdon	A1
Hither Green	F5
Holborn	D3
Holland Park	C3
Holloway Road	E2
Homerton	F2
Honor Oak Park	E5
Horley	D6
Hornchurch	H2
Hornsey	E2
Hounslow	A4
Hounslow Central	A4
Hounslow East	A4
Hounslow West	A4
Hoxton	E3
Hyde Park Corner	C3

Station Name	Grid Square
I	
Ickenham	A1
Ilford	G2
Imperial Wharf	C4
Island Gardens	F4
Isleworth	A4
K	
Kenley	E6
Kennington	D4
Kensal Green	B2
Kensal Rise	C2
Kensington (Olympia)	C3
Kent House	E5
Kentish Town	D2
Kentish Town West	D2
Kenton	B1
Kew Bridge	B4
Kew Gardens	B4
Kidbrooke	F4
Kilburn	C2
Kilburn High Road	C2
Kilburn Park	C2
King George V	G4
King Henry's Drive	F6
King's Cross	D3
Kingsbury	C1
Kingston	B5
Kingswood	D6
Knightsbridge	C3
Knockholt	G5
L	
Ladbroke Grove	C3
Ladywell	F5
Lambeth North	D4
Lancaster Gate †	C3
Langdon Park	F3
Latimer Road	B3
Lea Bridge	F2
Lebanon Road	E6
Lee	F5
Leicester Square	D3
Lewisham	F4
Leyton	F2
Leyton Midland Road	F2
Leytonstone	G2
Leytonstone High Road	G2
Limehouse	F3
Liverpool Street	E3
Lloyd Park	E6
London Bridge †	D4
London City Airport	G4
London Fields	F2
Loughborough Junction	D4
Loughton	G1
Lower Sydenham	F5
M	
Maida Vale	C2
Malden Manor †	B5
Manor House	E2
Manor Park	G2
Mansion House	D3
Marble Arch	C3
Maryland	F2
Marylebone	C3
Maze Hill	F4
Merstham	D6
Merton Park	C5
Mile End	F3
Mill Hill Broadway	C1
Mill Hill East	D1
Mitcham	C5
Mitcham Eastfields	D5
Mitcham Junction	C5
Monument	E3
Moor Park	A1
Moorgate	E3

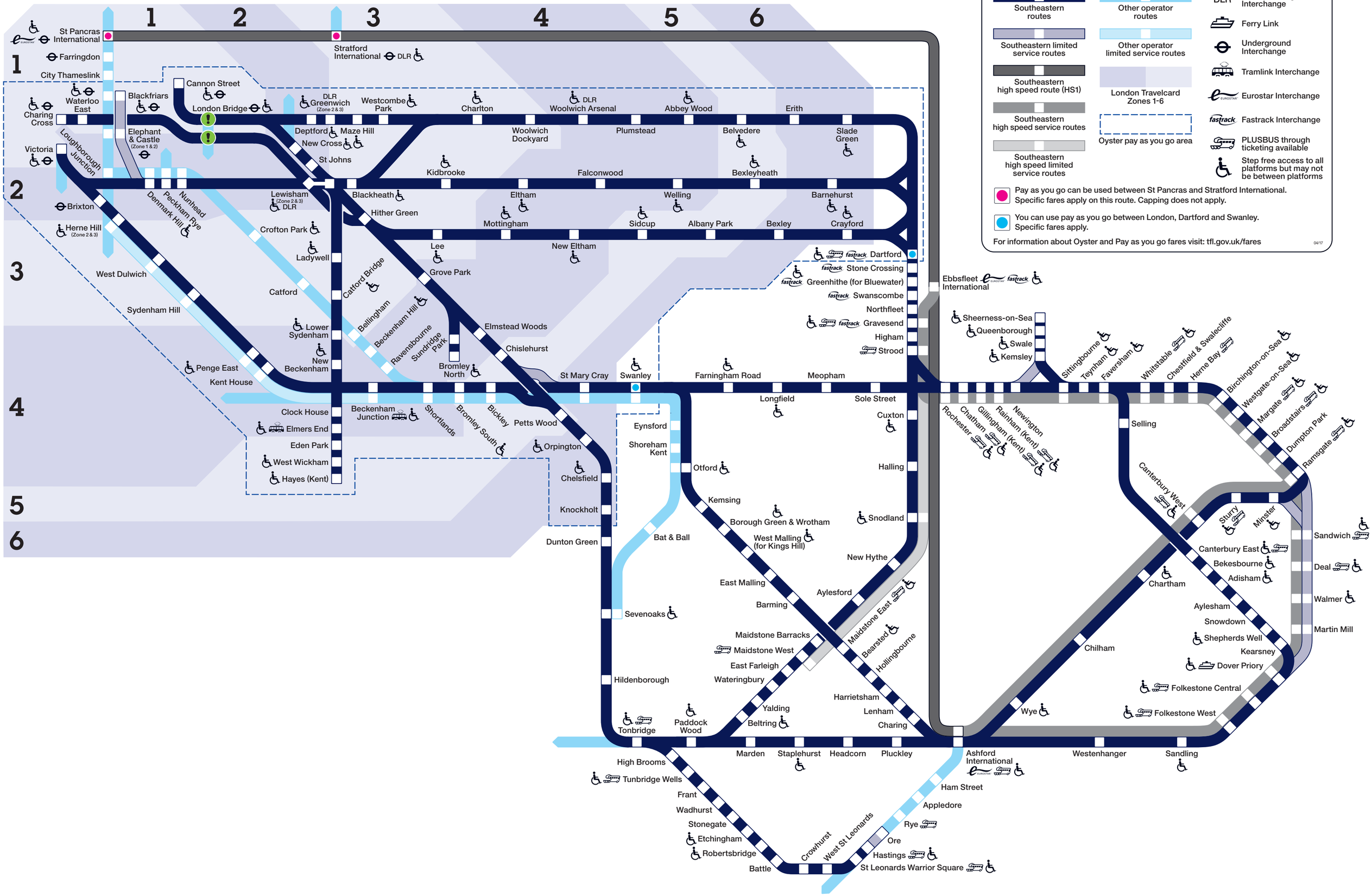
Station Name	Grid Square
M *continued*	
Morden	C5
Morden Road	C5
Morden South	C5
Mornington Crescent	D2
Mortlake	B4
Motspur Park	B5
Mottingham	G5
Mudchute	F4
N	
Neasden	C2
New Addington	F6
New Barnet	E1
New Beckenham	F5
Newbury Park	G2
New Cross	E4
New Cross Gate	E4
New Eltham	G5
New Malden	B5
New Southgate	E1
Norbiton †	B5
Norbury	D5
North Acton	B3
North Dulwich	D5
North Ealing	B3
Northfields	A3
North Greenwich	F4
North Harrow	B1
Northolt	A2
Northolt Park	A2
North Sheen	B4
Northumberland Park	F1
North Wembley	B2
Northwick Park	B2
Northwood	B1
Northwood Hills	B1
Norwood Junction	E5
Notting Hill Gate	C3
Nunhead	E4
O	
Oakleigh Park	E1
Oakwood	E1
Ockendon	H2
Old Street	E3
Orpington	G5
Osterley	A4
Oval	D4
Oxford Circus	D3
P	
Paddington	C3
Palmers Green	E1
Park Royal	B3
Parsons Green	C4
Peckham Rye	E4
Penge East	E5
Penge West	E5
Perivale	A2
Petts Wood	G5
Phipps Bridge	C5
Piccadilly Circus	D3
Pimlico	C4
Pinner	B1
Plaistow	F3
Plumstead	G4
Ponders End	F1
Pontoon Dock	G3
Poplar	F3
Preston Road	C2
Prince Regent	G3
Pudding Mill Lane	F3
Purfleet	H3
Purley	E6
Purley Oaks	E6
Putney	C4
Putney Bridge	C4

Station Name	Grid Square
Q	
Queensbury	C1
Queen's Park	B2
Queens Road Peckham	E4
Queenstown Road (Battersea) †	C4
Queensway	C3
R	
Rainham	H3
Ravensbourne	F5
Ravenscourt Park	B3
Rayners Lane	B2
Raynes Park	B5
Rectory Road	F2
Redbridge	G2
Redhill	D6
Reedham	D6
Reeves Corner	D6
Regent's Park	D3
Richmond	B4
Rickmansworth	A1
Riddlesdown	E6
Roding Valley	G1
Romford	H2
Rotherhithe	E4
Royal Albert	G3
Royal Oak	C3
Royal Victoria	G3
Ruislip	A1
Ruislip Gardens	A2
Ruislip Manor	A1
Russell Square	D3
Rye House	F1
S	
St. Helier	C6
St. James Street	F2
St. James's Park	C3
St. Johns	F4
St. John's Wood	C2
St. Margarets (London)	B4
St. Margarets (Herts)	F1
St. Mary Cray	G5
St. Pancras International	D2
St. Paul's	D3
Salfords	D6
Sanderstead	E6
Sandilands	E6
Selhurst	D5
Seven Kings	G2
Seven Sisters	F2
Shadwell	E3
Shenfield	H1
Shepherd's Bush	C3
Shepherd's Bush Market	B3
Shoreditch High Street	E3
Shortlands	F5
Sidcup	G5
Silver Street	F1
Slade Green	H4
Sloane Square	C3
Snaresbrook	G2
South Acton	B3
Southall	A3
South Bermondsey	E4
Southbury	F1
South Croydon	E6
South Ealing	B3
Southfields	C4
South Greenford	A2
South Hampstead	C2
South Harrow	B2
Southgate	E1
South Kensington	C3
South Kenton	B2
South Merton	C5
South Quay	F4
South Ruislip	A2
South Tottenham	F2

Station Name	Grid Square
S *continued*	
Southwark	D4
South Wimbledon	C5
South Woodford	G2
Stamford Brook	B3
Stamford Hill	F2
Stanmore	C1
Star Lane	F3
Stepney Green	E3
Stockwell	D4
Stoke Newington	F2
Stonebridge Park	B2
Stoneleigh	C6
Stratford	F2
Stratford High Street	F3
Stratford International	F2
Strawberry Hill	A5
Streatham	D5
Streatham Common	D5
Streatham Hill	D5
Sudbury & Harrow Road	B2
Sudbury Hill	B2
Sudbury Hill Harrow	B2
Sudbury Town	B2
Sundridge Park	F5
Surbiton	B5
Surrey Quays	E4
Sutton	C6
Sutton Common	C6
Swanley	H5
Swiss Cottage	C2
Sydenham	E5
Sydenham Hill	E5
Syon Lane	A4
T	
Tadworth	D6
Tattenham Corner	D6
Teddington	A5
Temple	D3
Thames Ditton	B5
Theobalds Grove	F1
Therapia Lane	D5
Theydon Bois	G1
Thornton Heath	D5
Tolworth †	B5
Tooting	C5
Tooting Bec	C5
Tooting Broadway	C5
Tottenham Court Road	D3
Tottenham Hale	F2
Totteridge & Whetstone	D1
Tower Gateway	E3
Tower Hill	E3
Tufnell Park	D2
Tulse Hill	D5
Turkey Street	F1
Turnham Green	B3
Turnpike Lane	E2
Twickenham	A5
U	
Upminster	H2
Upminster Bridge	H2
Upney	G3
Upper Holloway	D2
Upper Warlingham	E6
Upton Park	G3
Uxbridge	A1
V	
Vauxhall	C4
Victoria	C3

Station Name	Grid Square
W	
Waddon	D6
Waddon Marsh	D5
Wallington	D6
Waltham Cross	F1
Walthamstow Central	F2
Walthamstow Queen's Road	F2
Wandle Park	D5
Wandsworth Common	C4
Wandsworth Road	C4
Wandsworth Town	C4
Wanstead	G2
Wanstead Park	G2
Wapping	E3
Ware	F1
Warren Street	D3
Warwick Avenue	C3
Waterloo †	D4
Watford	A1
Watford High Street	B1
Watford Junction	B1
Welling	G4
Wellesley Road	E6
Wembley Park	C2
Wembley Stadium	C2
West Acton	B3
Wembley Central	B2
Westbourne Park	C3
West Brompton	C4
Westcombe Park	F4
West Croydon	D6
West Drayton	A3
West Dulwich	E5
West Ealing	B3
Westferry	F3
West Finchley	D1
West Ham	F3
West Hampstead	C2
West Harrow	B2
West India Quay	F3
Westminster	D3
West Norwood	D5
West Ruislip	A1
West Kensington	C3
West Silvertown	G3
West Sutton	C6
West Wickham	E6
White City	B3
Whitechapel	E3
White Hart Lane	F1
Whitton	A5
Whyteleafe	E6
Whyteleafe South	E6
Willesden Green	C2
Willesden Junction	B2
Wimbledon	C5
Wimbledon Chase	C5
Wimbledon Park	C4
Winchmore Hill	E1
Woodford	G1
Woodgrange Park	G3
Wood Green	E1
Wood Lane	B3
Woodmansterne	D6
Woodside	E5
Woodside Park	D1
Wood Street	F1
Woolwich Arsenal	G4
Woolwich Dockyard	G4
Worcester Park	C6

Southeastern network map



From August 2016 – Charing Cross services start calling at London Bridge, Cannon Street services will not stop at London Bridge until January 2018

- Southeastern routes
- Southeastern limited service routes
- Southeastern high speed route (HS1)
- Southeastern high speed service routes
- Southeastern high speed limited service routes
- Other operator routes
- Other operator limited service routes
- London Travelcard Zones 1-6
- Oyster pay as you go area

- DLR Docklands Light Rail Interchange
- Ferry Link
- Underground Interchange
- Tramlink Interchange
- Eurostar Interchange
- Fastrack Interchange
- PLUSBUS through ticketing available
- Step free access to all platforms but may not be between platforms

Pay as you go can be used between St Pancras and Stratford International. Specific fares apply on this route. Capping does not apply.

You can use pay as you go between London, Dartford and Swanley. Specific fares apply.

For information about Oyster and Pay as you go fares visit: tfl.gov.uk/fares

04/17

A3. BUS MAP

8 Route running every day from early morning until late at night
159 24-hour route, seven days a week
Night buses are shown on a separate map
521 Route or section of route NOT running all day or every day
812 Bus Passes, Travelcards and Oystercards are not accepted
X68 Non-stop section of route
7 Route terminus, showing the approximate position of the first stop; the alighting point or last stop may be different
Underground line and station
London Overground line and station
Docklands Light Railway line and station
National Rail line and station
London River Services pier
Transport for London Visitor Information Centre
Bus station
Coach station
Place of interest
Public building
0
0.25
0.5
0.75 Mile
0
1 Kilometre
N
S
E
W
South Hampstead
Primrose Hill
Camden Town
Barnsbury
Islington
Hoxton
Haggerston
Somers Town
Pentonville
Finsbury
Shoreditch
St. John's Wood
Regent's Park
Euston
St. Pancras
Clerkenwell
West Kilburn
Maida Hill
Maida Vale
Lisson Grove
Marylebone
Barbican
Spitalfields
Holborn
City
Covent Garden
Soho
Mayfair
Bayswater
Notting Hill
Hyde Park
Kensington Gardens
Holland Park
Kensington
Knightsbridge
Green Park
St. James's Park
Westminster
Southwark
Newington
Bermondsey
West Kensington
Brompton
Belgravia
South Kensington
Earl's Court
West Brompton
Pimlico
Lambeth
Walworth
Chelsea
Vauxhall
Kennington
Nine Elms
Battersea Park
River Thames
For enlargement see right
see left for continuation to Hammersmith
A London Road, Elephant & Castle
1.12.45.53.63.68.100.148.155.168.171.172
176.188.344.360.363.453.468.C10.X68
B Bond Street station: Jubilee line not stopping July to early December 2014
E Embankment station: Bakerloo and Northern lines not stopping until early November 2014
G Gloucester Road station: Piccadilly line not stopping until mid December 2014

A4. CYCLE ROUTE MAP

ROUTE PLAN ROLL

JUNE 2016

LONDON CYCLE LANE MAP

MAP GRID	AREA
SOUTH WEST	Battersea
	Sloane Square
	Kensington
	Victoria ⇄
	Oval
	Stockwell
	Clapham
	Brixton
NORTH WEST	Notting Hill
	Bayswater
	Paddington
	Maida Vale
	Marylebone ⇄
	Swiss Cottage
	Camden Town
	Kentish Town
	Angel
CENTRAL	St Pancras ⇄
	Kings Cross ⇄
	Holborn
	Oxford Circus
	Soho
	Covent Garden
	Westminster
	Charring Cross ⇄
	Waterloo ⇄
	Blackfriars ⇄
	Elephant & Castle
	London Bridge ⇄
	Fenchurch Street ⇄
	Cannon Street ⇄
	Liverpool Street ⇄
	St Paul's
	Clerkenwell

MAP GRID	AREA
CENTRAL	Old Street
	Bank
	City of London
SOUTH EAST	Peckham
	Deptford
	Greenwich
	Bermondsey
	Camberwell
NORTH EAST	Canary Wharf
	Poplar
	Limehouse
	Shadwell
	Whitechapel
	Stepney Green
	Mile End
	Hackney
	Dalston

MAP DESIGNED BY @RICHCOUSINS WWW.RICHCOUSINS.COM

This simple schematic map of Central London's cycle lanes provides information on:

- QUALITY OF CYCLE LANE INFRASTRUCTURE
- KEY ROUTES
- JOURNEY TIMES
- POPULAR DESTINATIONS

in a quick easy to understand manner.

OUR MISSION

To encourage and support those who wish to travel by their own free wheels

CENTRAL

PICK UP FOR LATER: BAKERYS: **Beyond Bread** Fitzrovia **W1T 1SB** • **Aux Pains de Papy** Kings Cross **WC1X 8EB** **GREENGROCERS: The Fruit Tree** Great Suffolk Street **SE1 1PE** **BUTCHERS: Porterford Butchers** City of London **EC4M 9BJ** • **The Ginger Pig** Borough Market **SE1 1TL** • **Smithfield Butchers** Smithfield Market **EC1A 9LF** **DESTINATIONS: CAFES: Kaffeine** Fitzrovia **W1W 7QJ** • **Bloomsbury Coffee House** Gordon Square **WC1H 9RE** • **Prufrock** Hatton Garden **EC1N 7TE** • **Ozone Coffee Roasters** Old Street **EC2A 4AQ** • **Briki** Exmouth Market **EC1R 4QL** **BIKE SHOPS: Fully Charged Electric Bike Shop** Bermondsey Street **SE1 3JW** • **Action Bikes** Embankment **WC2N 6NN** • **Cloud 9 Cycles** Bloomsbury Street **WC1E 7DB** • **Fullcity Cycles** Hatton Garden **EC1N 7TR**

NORTH WEST

PICK UP FOR LATER: BAKERYS: **Paul Rhodes** Notting Hill **W11 3HY** **BUTCHERS: Sheepdrove** Maida Vale **W9 1SZ** • **Abasto** Connaught Village **W2 2BB** • **C Lidgate** Notting Hill **W11 4UA** **DESTINATIONS: CAFES:** **D1 Coffee** Maida Vale **NW8 8JN** • **The Coffee Jar** Camden **NW1 7PP** • **Kipferl Cafe & Kitchen** Angel **N1 8ED** **BIKE SHOPS: Micycle** Barnsbury Street **N1 1TP**

SOUTH WEST

PICK UP FOR LATER: BAKERYS: **The Old Post Office Bakery** Clapham **SW9 9PH** • **Poilane** Belgravia **SW1W 9PA** **BUTCHERS: M.Moen & Sons** Clapham Common **SW4 0JA** • **Dugard & Daughters** Herne Hill **SE24 0EZ** • **Jones Butchers** Herne Hill **SE24 0NT** **DESTINATIONS: CAFES: Federation Coffee** Brixton **SW9 8PS** • **Brickwood Coffee & Bread** Clapham **SW4 7AB** • **Italo** Vauxhall **SW8 1TE** • **Coffee Affair** Battersea **SW8 4LP** • **Tomtom Coffee House** Ebury Street **SW1W 9QD** **BIKE SHOPS: Brixton Cycles** Brixton **SW9 6AG** • **Apex Cycles** Clapham **SW4 7UR** • **Balfe's Bikes** Kennington **SE11 4LD**

SOUTH EAST

PICK UP FOR LATER: BAKERYS: **The Hill Bakery & Deli** Camberwell **SE5 8SY** • **St Johns** Maltby Street **SE1 2HQ** **GREENGROCERS: Tayshaw** Maltby Street **SE1 2EZ** • **South East Fruits** Maltby Street **SE16 4RP** • **Crusons** Camberwell **SE5 8QU** **BUTCHERS: Bells & Sons** Bermondsey **SE16 3UQ** **DESTINATIONS: CAFES: The Waiting Room Coffee Bar** Deptford **SE8 3PQ** • **Small White Elephant** Peckham **SE15 4SE** **BIKE SHOPS: Jozef's Cycles & Repairs** Commercial Way **SE15 1PY** • **Machine Cycling Café** Willow Walk **SE1 4TW**

NORTH EAST

PICK UP FOR LATER: BAKERYS: **Better Health Bakery** Haggerston **E8 4ED** • **E5 Bakehouse** London Fields **E8 3PH** • **Rinkoff** Whitechapel **E1 3BS** • **Yeast** London Fields **E8 3RL** **GREENGROCERS: Hussey's** Wapping **E1W 2RL** • **Hoxton Fruit & Veg** Hoxton **N1 6RA** • **Newington Green Fruit and Vegetables** Newington Green **N1 4QY** **BUTCHERS: Hussey's** Wapping **E1W 2RL** • **Hill & Szrok** Broadway Market **E8 4QJ** • **Ginger Pig** Victoria Park Village **E9 7HJ** **DESTINATIONS: CAFES: Climpson and Sons Cafe** Broadway Market **E8 4PH** • **Taylor St Baristas** Canary Wharf **E14 4PZ** • **Reilly Rocket** Dalston **E8 4AU** • **Exmouth Coffee Company** Aldgate East **E1 7QX** **BIKE SHOPS: London Bike Kitchen** Hoxton Street **N1 5QA** • **Mamachari** Dalston **E8 3DL** • **Bikeworks** Whitechapel **E1 5QJ** • **Giant Store** Canary Wharf **E14 9JP**

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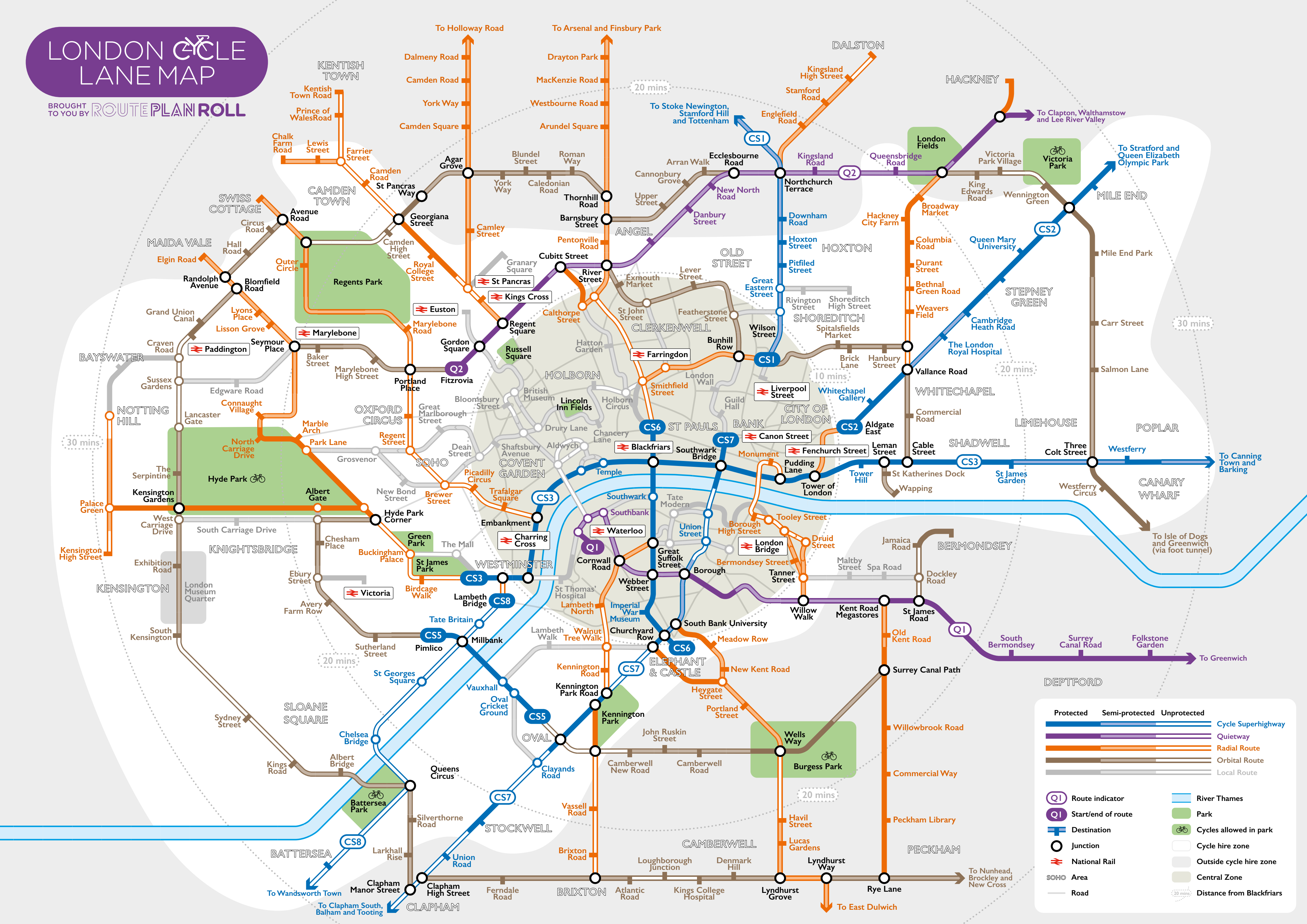
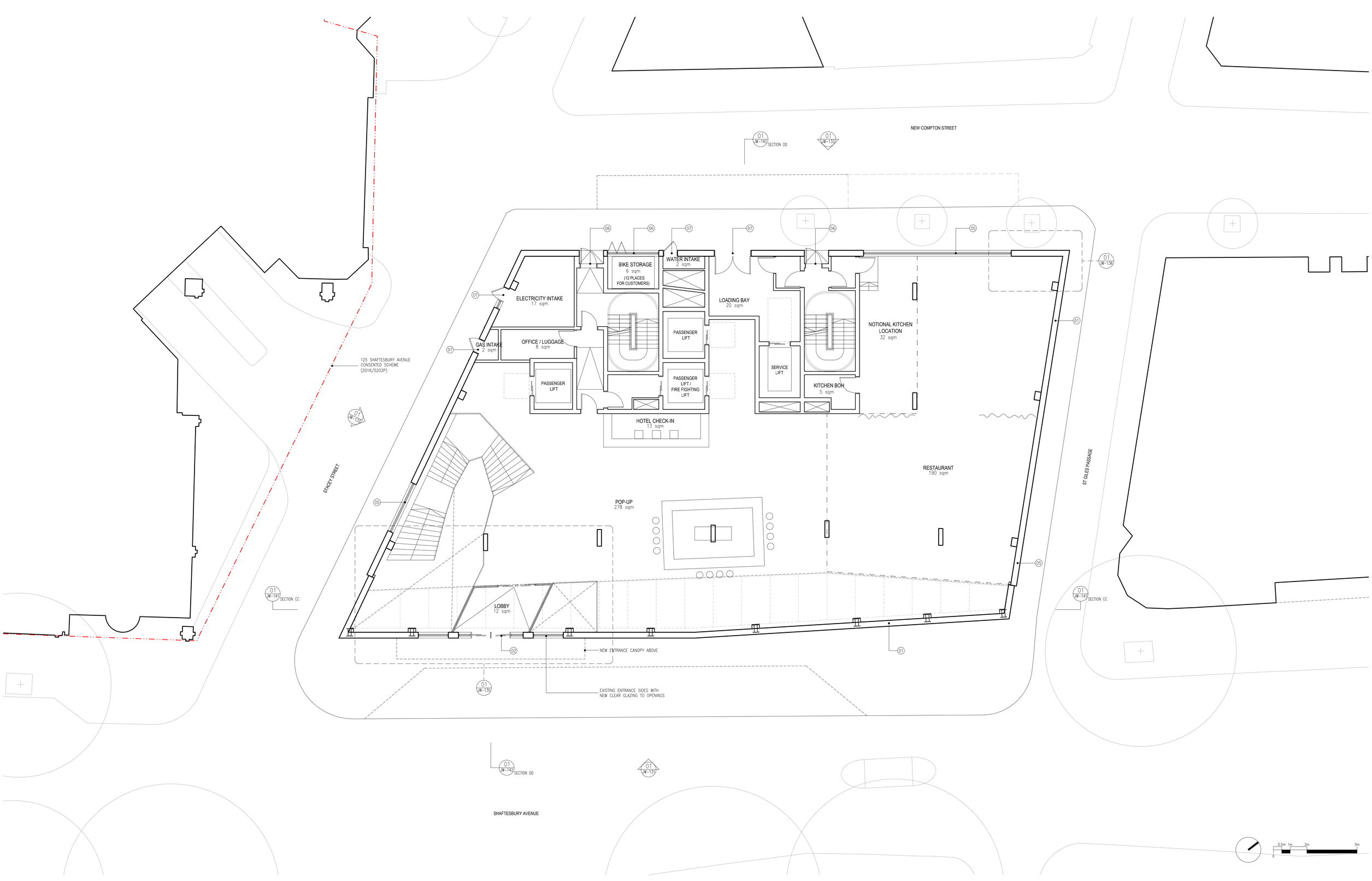
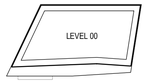

LONDON CYCLE LANE MAP
BROUGHT TO YOU BY ROUTE PLAN ROLL
To Holloway Road
To Arsenal and Finsbury Park
DALSTON
HACKNEY
KENTISH TOWN
Kentish Town Road
Prince of Wales Road
Chalk Farm Road
Lewis Street
Farrier Street
Camden Road
Dalmeny Road
Camden Road
York Way
Camden Square
Drayton Park
MacKenzie Road
Westbourne Road
Arundel Square
20 mins
To Stoke Newington, Stamford Hill and Tottenham
Kingsland High Street
Stamford Road
Englefield Road
CS1
To Clapton, Walthamstow and Lee River Valley
London Fields
Victoria Park
Victoria Park Village
To Stratford and Queen Elizabeth Olympic Park
Agar Grove
St Pancras Way
CAMDEN TOWN
Georgiana Street
Blundell Street
Roman Way
York Way
Caledonian Road
Thornhill Road
Barnsbury Road
Arran Walk
Ecclesbourne Road
Cannonbury Grove
Upper Street
Kingsland Road
Q2
Queensbridge Road
Northchurch Terrace
New North Road
King Edwards Road
Wennington Green
MILE END
SWISS COTTAGE
Avenue Road
Circus Road
Hall Road
MAIDA VALE
Elgin Road
Camden High Street
Royal College Street
Camley Street
Pentonville Road
ANGEL
Danbury Street
Downham Road
Broadway Market
Hackney City Farm
Columbia Road
Queen Mary University
CS2
Mile End Park
Outer Circle
Regents Park
Granary Square
St Pancras
Kings Cross
Cubitt Street
River Street
OLD STREET
Hoxton Street
HOXTON
Pitfiled Street
Durant Street
Randolph Avenue
Blomfield Road
Lyons Place
Lisson Grove
Grand Union Canal
Euston
Marylebone Road
Regent Square
Calthorpe Street
Exmouth Market
Lever Street
Great Eastern Street
Rivington Street
Shoreditch High Street
SHOREDITCH
Bethnal Green Road
Weavers Field
STEPNEY GREEN
St John Street
Featherstone Street
CLERKENWELL
Spitalsfields Market
Cambridge Heath Road
Carr Street
30 mins
Craven Road
Paddington
Seymour Place
Marylebone
Gordon Square
Russell Square
Hatton Garden
Farringdon
Bunhill Row
Wilson Street
CS1
The London Royal Hospital
Brick Lane
Hanbury Street
BAYSWATER
Baker Street
Marylebone High Street
Portland Place
Q2
Fitzrovia
HOLBORN
London Wall
10 mins
Vallance Road
20 mins
Salmon Lane
Sussex Gardens
Edgware Road
Smithfield Street
Liverpool Street
Whitechapel Gallery
WHITECHAPEL
NOTTING HILL
Lancaster Gate
Connaught Village
OXFORD CIRCUS
Great Marlborough Street
Bloomsbury Street
British Museum
Lincoln Inn Fields
Holborn Circus
Guild Hall
CITY OF LONDON
Commercial Road
30 mins
Marble Arch
Drury Lane
Chancery Lane
CS6
ST PAULS
BANK
CS2
Aldgate East
LIMEHOUSE
POPLAR
North Carriage Drive
Park Lane
Regent Street
Dean Street
Shaftsbury Avenue
Aldwych
Blackfriars
CS7
Canon Street
Leman Street
Cable Street
SHADWELL
Three Colt Street
Westferry
Grosvenor
SOHO
COVENT GARDEN
Southwark Bridge
Monument
Fenchurch Street
Pudding Lane
CS3
To Canning Town and Barking
The Serpentine
Hyde Park
Piccadilly Circus
Temple
Tower Hill
St Katherines Dock
St James Garden
Tower of London
Wapping
Westferry Circus
CANARY WHARF
Kensington Gardens
Albert Gate
New Bond Street
Brewer Street
Trafalgar Square
CS3
Southwark
Tate Modern
Palace Green
West Carriage Drive
Hyde Park Corner
Embankment
Southbank
Tooley Street
South Carriage Drive
KNIGHTSBRIDGE
Chesham Place
Green Park
The Mall
Charring Cross
Waterloo
Union Street
Borough High Street
Druid Street
Jamaica Road
BERMONDSEY
To Isle of Dogs and Greenwich (via foot tunnel)
Kensington High Street
Buckingham Palace
Q1
London Bridge
Exhibition Road
St James Park
WESTMINSTER
Cornwall Road
Great Suffolk Street
Borough
Bermondsey Street
Maltby Street
Spa Road
Dockley Road
KENSINGTON
London Museum Quarter
Ebury Street
Victoria
Birdcage Walk
CS3
Lambeth Bridge
CS8
St Thomas' Hospital
Lambeth North
Webber Street
Tanner Street
Willow Walk
Kent Road Megastores
St James Road
Q1
Avery Farm Row
Tate Britain
Imperial War Museum
South Bank University
Old Kent Road
South Bermondsey
Surrey Canal Road
Folkstone Garden
To Greenwich
South Kensington
CS5
Pimlico
Millbank
Lambeth Walk
Walnut Tree Walk
Churchyard Row
Meadow Row
CS6
Sutherland Street
20 mins
ELEPHANT & CASTLE
CS7
New Kent Road
Surrey Canal Path
DEPTFORD
St Georges Square
Vauxhall
Kennington Road
Oval Cricket Ground
Kennington Park Road
Heygate Street
SLOANE SQUARE
CS5
Kennington Park
Portland Street
Willowbrook Road
Sydney Street
OVAL
John Ruskin Street
Wells Way
Chelsea Bridge
Clayands Road
Camberwell New Road
Camberwell Road
Burgess Park
Kings Road
Albert Bridge
Queens Circus
Commercial Way
Battersea Park
CS7
20 mins
Silverthorne Road
STOCKWELL
Vassell Road
Havil Street
Peckham Library
CAMBERWELL
BATTERSEA
CS8
Larkhall Rise
Union Road
Brixton Road
Lucas Gardens
PECKHAM
Loughborough Junction
Denmark Hill
Lyndhurst Way
To Nunhead, Brockley and New Cross
Clapham Manor Street
Clapham High Street
Ferndale Road
BRIXTON
Atlantic Road
Kings College Hospital
Lyndhurst Grove
Rye Lane
To Wandsworth Town
To Clapham South, Balham and Tooting
CLAPHAM
To East Dulwich
Protected
Semi-protected
Unprotected
Cycle Superhighway
Quietway
Radial Route
Orbital Route
Local Route
Q1 Route indicator
Q1 Start/end of route
Destination
Junction
National Rail
SOHO Area
Road
River Thames
Park
Cycles allowed in park
Cycle hire zone
Outside cycle hire zone
Central Zone
20 mins Distance from Blackfriars

A5. SITE LAYOUT PLAN



DO NOT SCALE THIS DRAWING ALL DIMENSIONS MUST BE CHECKED ON SITE INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION

KEY PLAN



NOTES

(01) RETAINED EXISTING WALL
(02) PROPOSED GLAZED AUTOMATIC SLIDING DOORS
(03) EXISTING WINDOW REGLAZED
(04) EXISTING BRICKED-UP APERTURE OPENED-UP, NEW CLEAR GLAZING TO OPENING
(05) NEW APERTURE WITH CLEAR GLAZING WITHIN EXISTING
(06) SOLID METAL DOOR/CLADDING PANEL
(07) VENTILATED METAL DOOR/CLADDING PANEL
(08) NEW ENTRANCE CANOPY
(09) GLAZED BALCONY PARTITION
(10) GLAZED ROOF
(11) GLAZED SMOKE VENT
(12) STRUCTURAL STEEL PLATE
(13) GLAZING WITH MESH OR FRIT TO CREATE 'CURTAIN' EFFECT
(14) CLEAR GLAZING
(15) FRITTED GLAZING
(16) CLEAR GLASS BALUSTRADE

REV	DATE	DESCRIPTION	DRN	CHK
P01	15.12.17	PLANNING APPLICATION	CDS	JWH

DRAWING TITLE
PROPOSED PLANS
LEVEL 00 PLAN

SCALE 1:100@A1 / 1:200@A3 — A1 SHEET

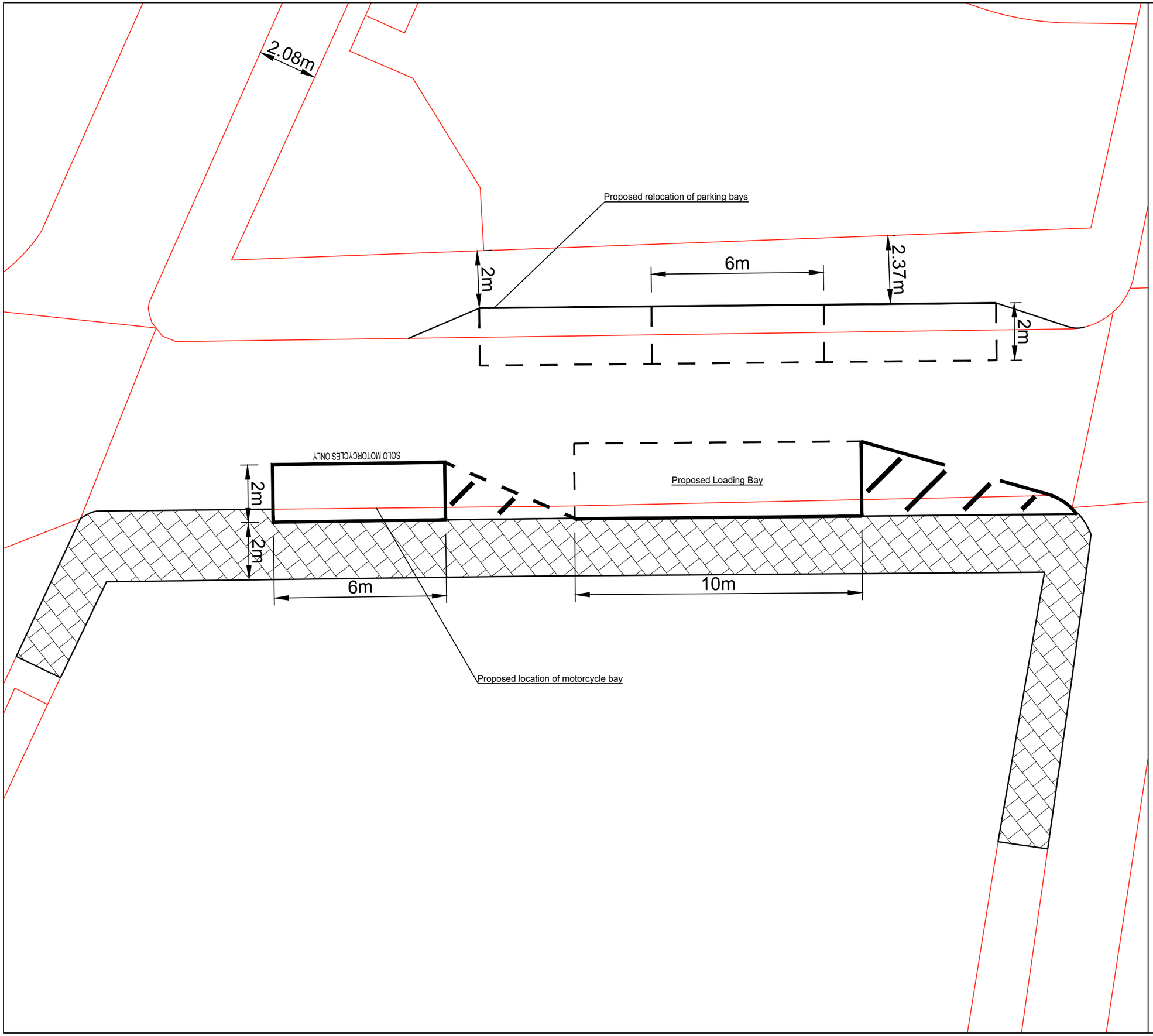
STATUS
PLANNING

DRAWING NO 2818–JW–113 — REV P01

jestico + whiles
Sutton Yard 65 Goswell Road London EC1V 7EN
t +44 (0) 20 7380 0382 w jestico+whiles.com
architecture + interior design london + prague

CLIENT
CAPITAL START LTD

PROJECT
135–149 SHAFTESBURY AVENUE,
LONDON



Notes;

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2.Street furniture to be considered

Notes;

Existing footway to be considered

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London, WC2H 0JR

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F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

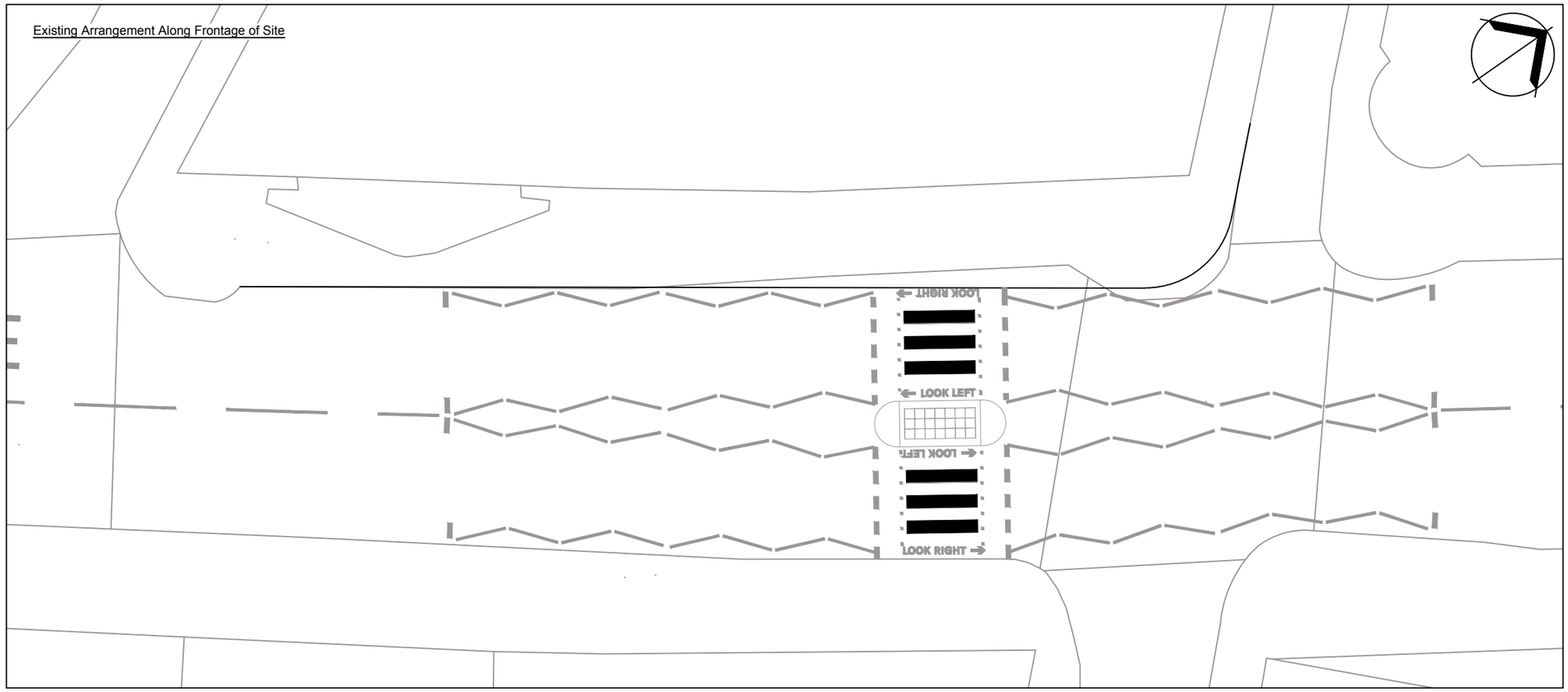
Proposed Car Parking and loading Arrangment On New Crompton Street

Drawn By	Checked By	Approved By
FA	RB 24/11/2017	ME 24/11/2017

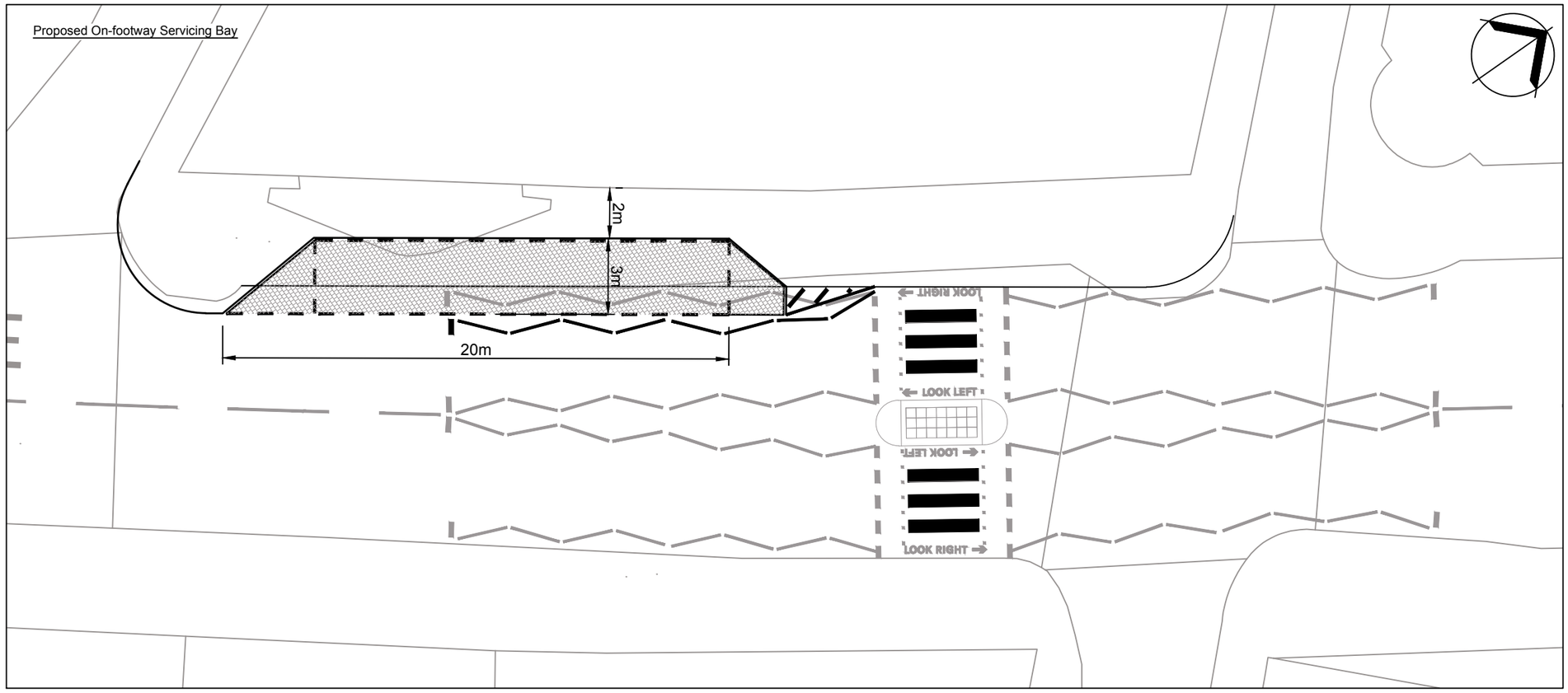
Scale @ A3	Date
1:125	24/11/2017

Project No.	Drawing No.	Rev.
17-T012	06	-

Existing Arrangement Along Frontage of Site



Proposed On-footway Servicing Bay



Notes;

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2.Street Furniture to be considered

TfL Kerbside Loading Guidance - Tooley Street case study

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Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

Proposed Lay-by Arrangement Plan

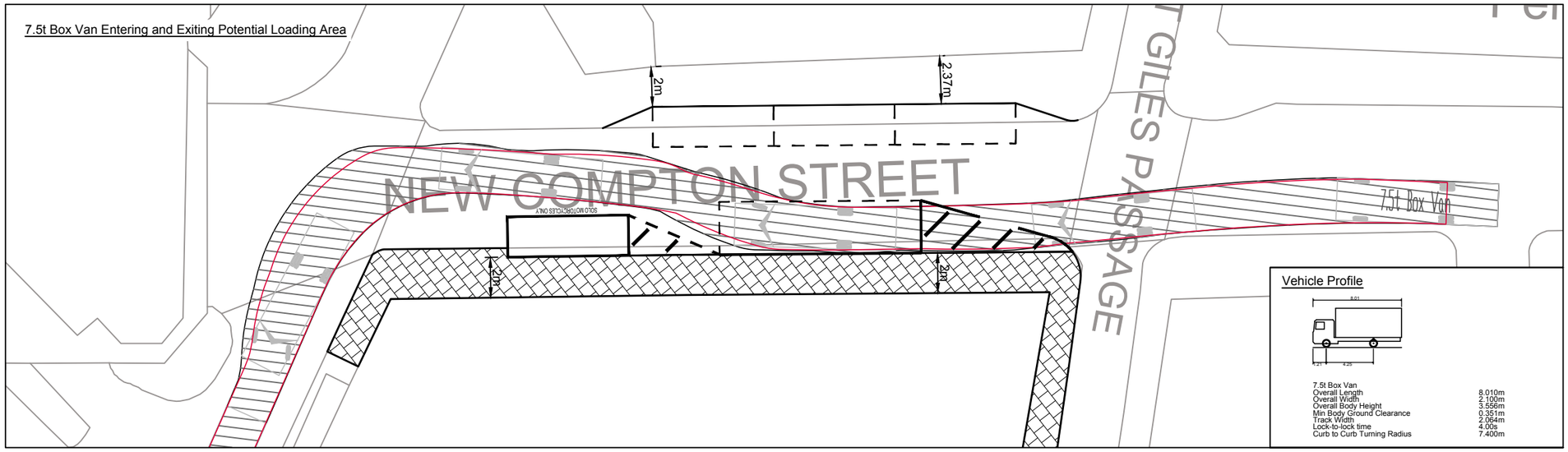
(Shaftesbury Avenue)

Drawn By	Checked By	Approved By
TG	RB 22/02/2017	ME 22/02/2017

Scale @ A3	Date	
1:200	22/02/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	08	-

A6. SWEPT PATH ANALYSIS

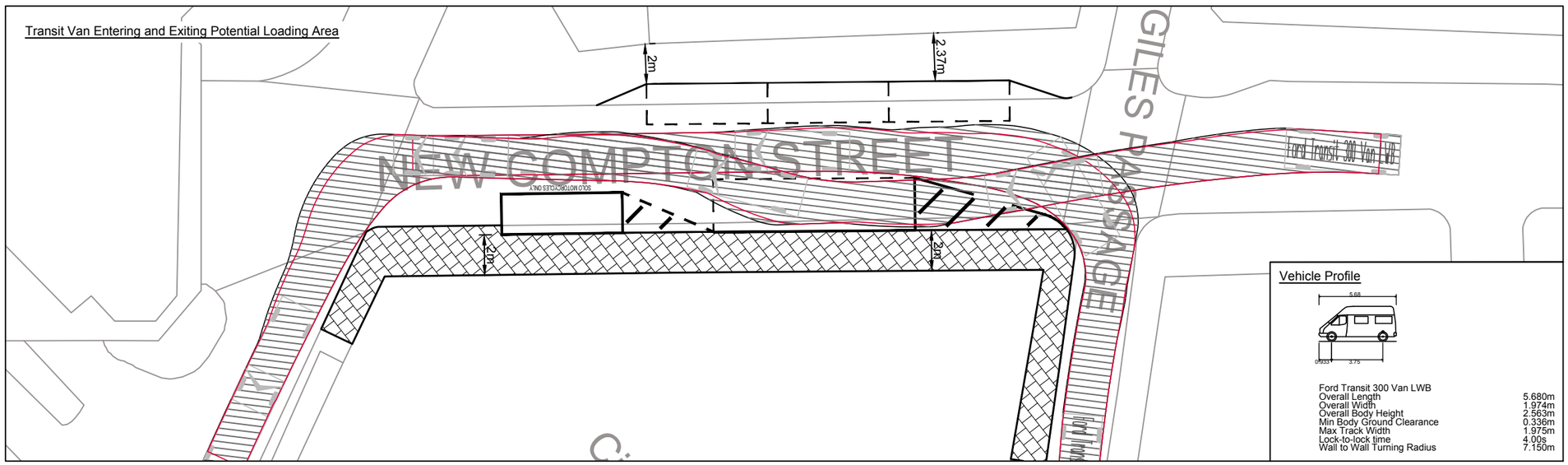
7.5t Box Van Entering and Exiting Potential Loading Area



Vehicle Profile

7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

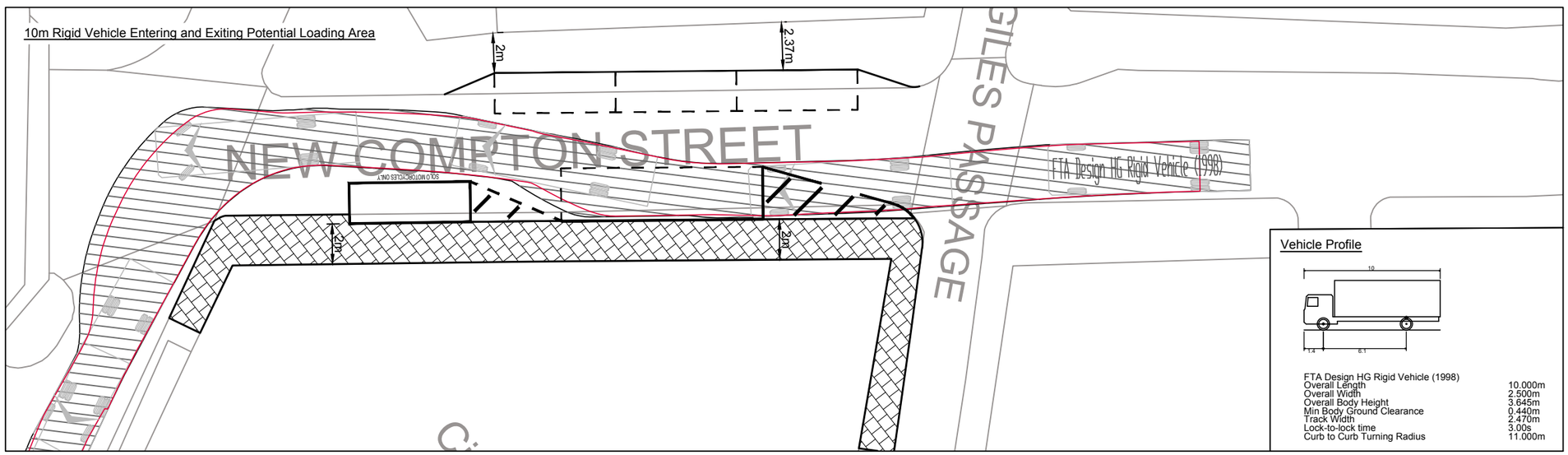
Transit Van Entering and Exiting Potential Loading Area



Vehicle Profile

Ford Transit 300 Van LWB	
Overall Length	5.680m
Overall Width	1.974m
Overall Body Height	2.563m
Min Body Ground Clearance	0.336m
Max Track Width	1.975m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	7.150m

10m Rigid Vehicle Entering and Exiting Potential Loading Area



Vehicle Profile

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

Notes;

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2.Street furniture to be considered

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mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

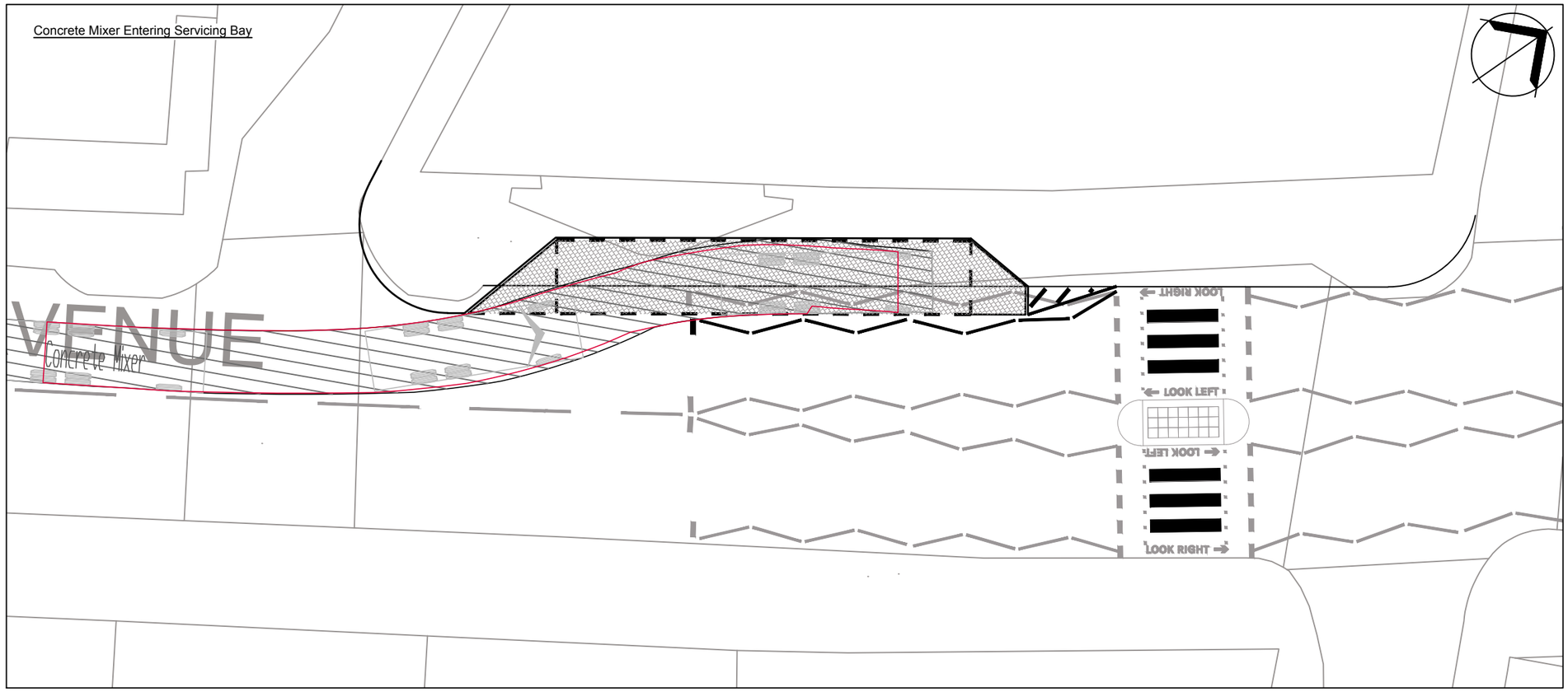
Swept Path Analysis

(7.5t Box Van, Transit Van & 10m Rigid Vehicle)

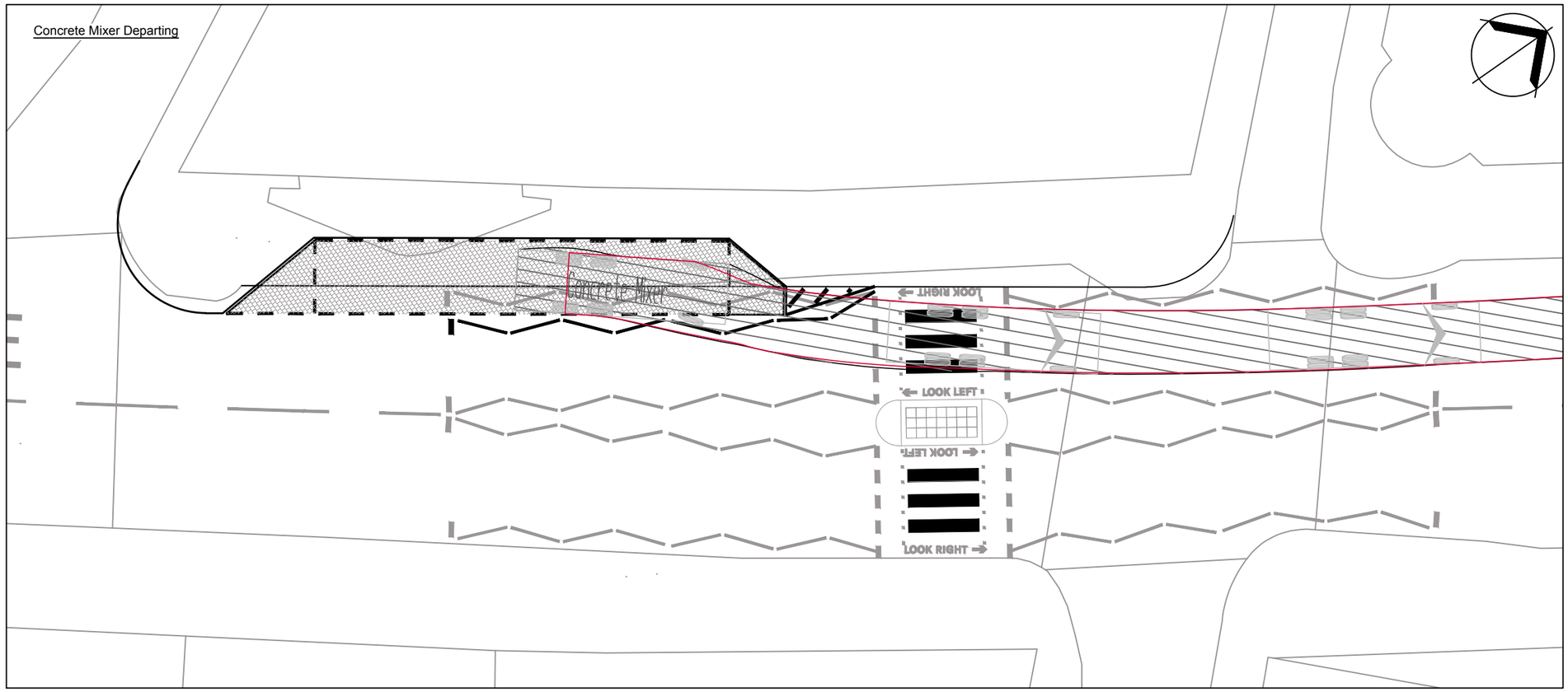
Drawn By	Checked By	Approved By
FA	RB 24/11/2017	ME 24/11/2017

Scale @ A3	Date	
1:250	24/11/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	07	-

Concrete Mixer Entering Servicing Bay



Concrete Mixer Departing



Notes;

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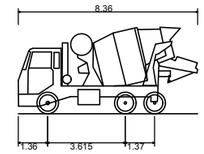
Vehicle Profile



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8.210m

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Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

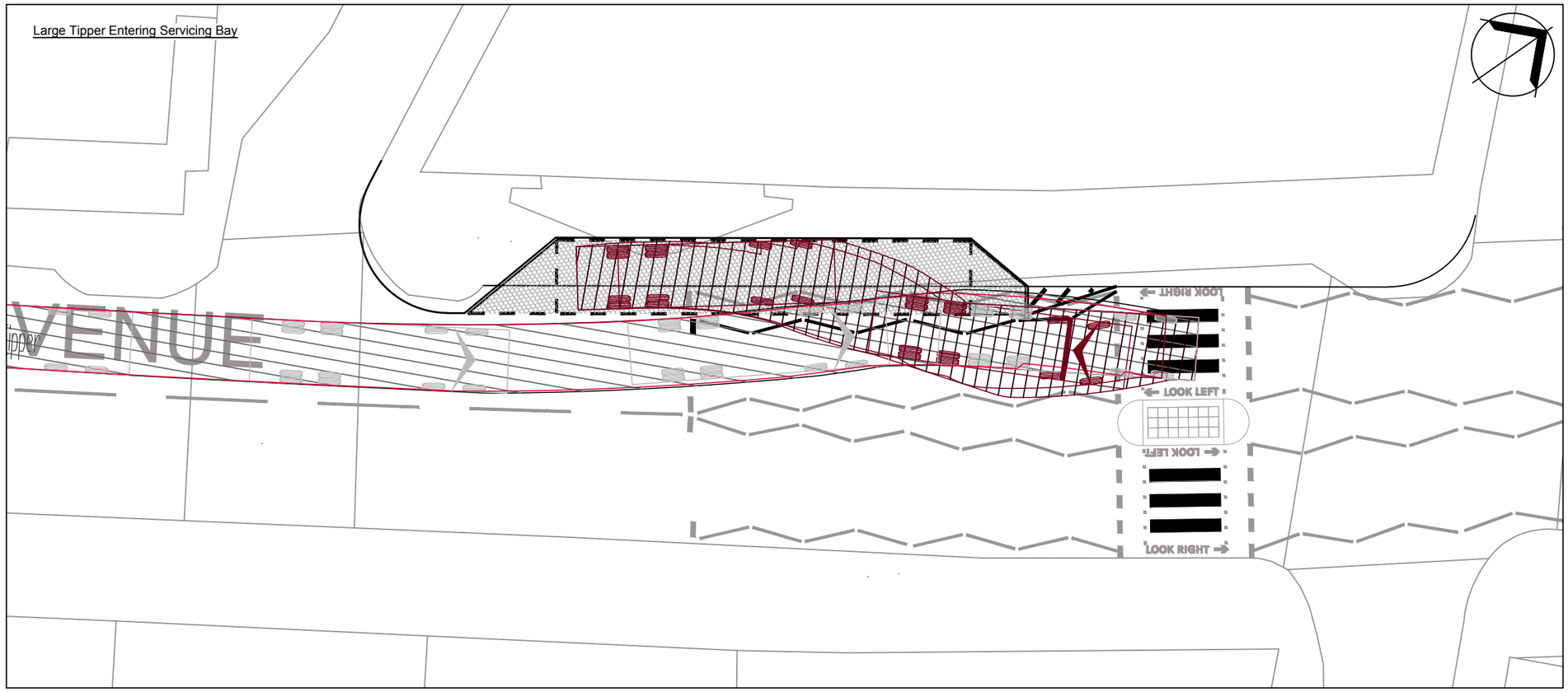
Swept Path Analysis

(Concrete Mixer)

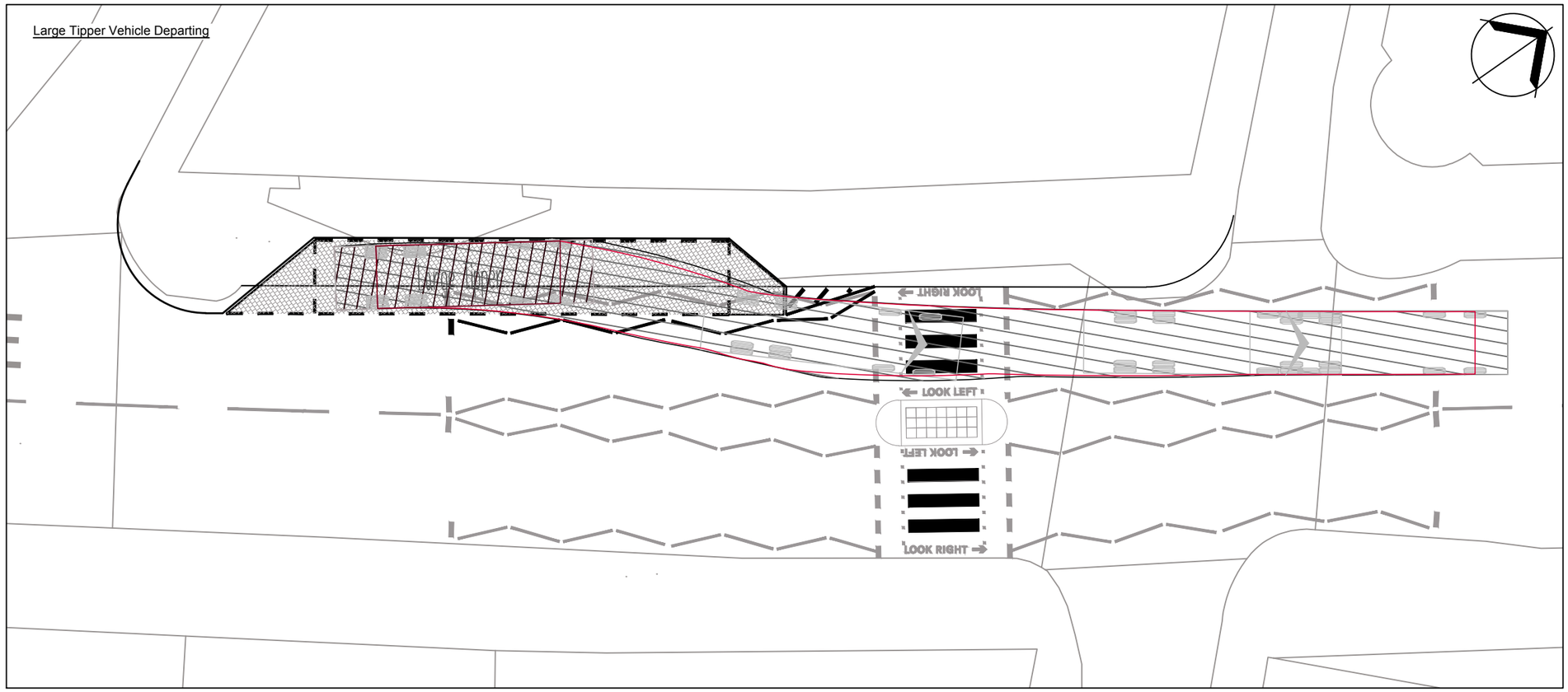
Drawn By	Checked By	Approved By
FA	EF 18/12/2017	ME 29/11/2017

Scale @ A3	Date	
1:200	18/12/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12.1	-

Large Tipper Entering Servicing Bay



Large Tipper Vehicle Departing



Notes;

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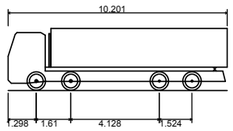
Vehicle Profile



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	11.550m

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Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

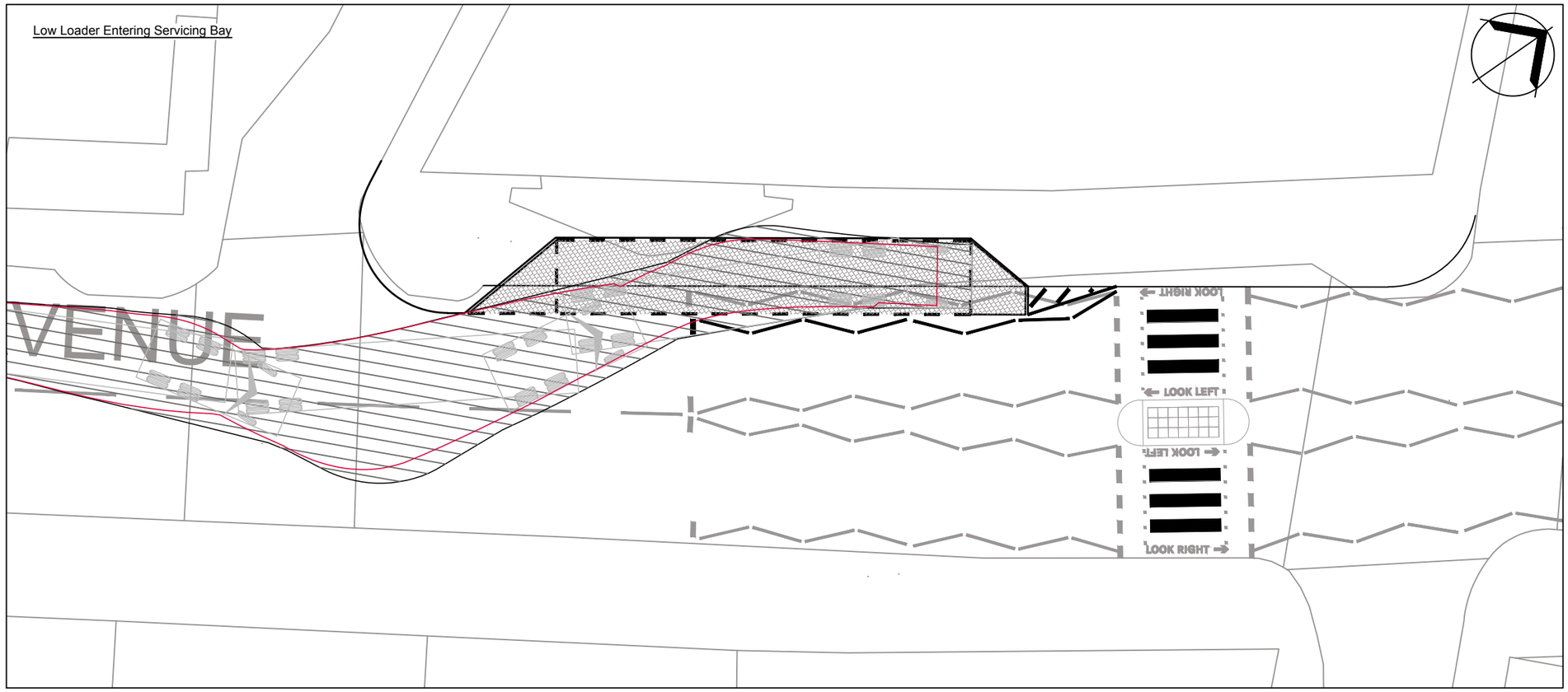
Swept Path Analysis

(Large Tipper)

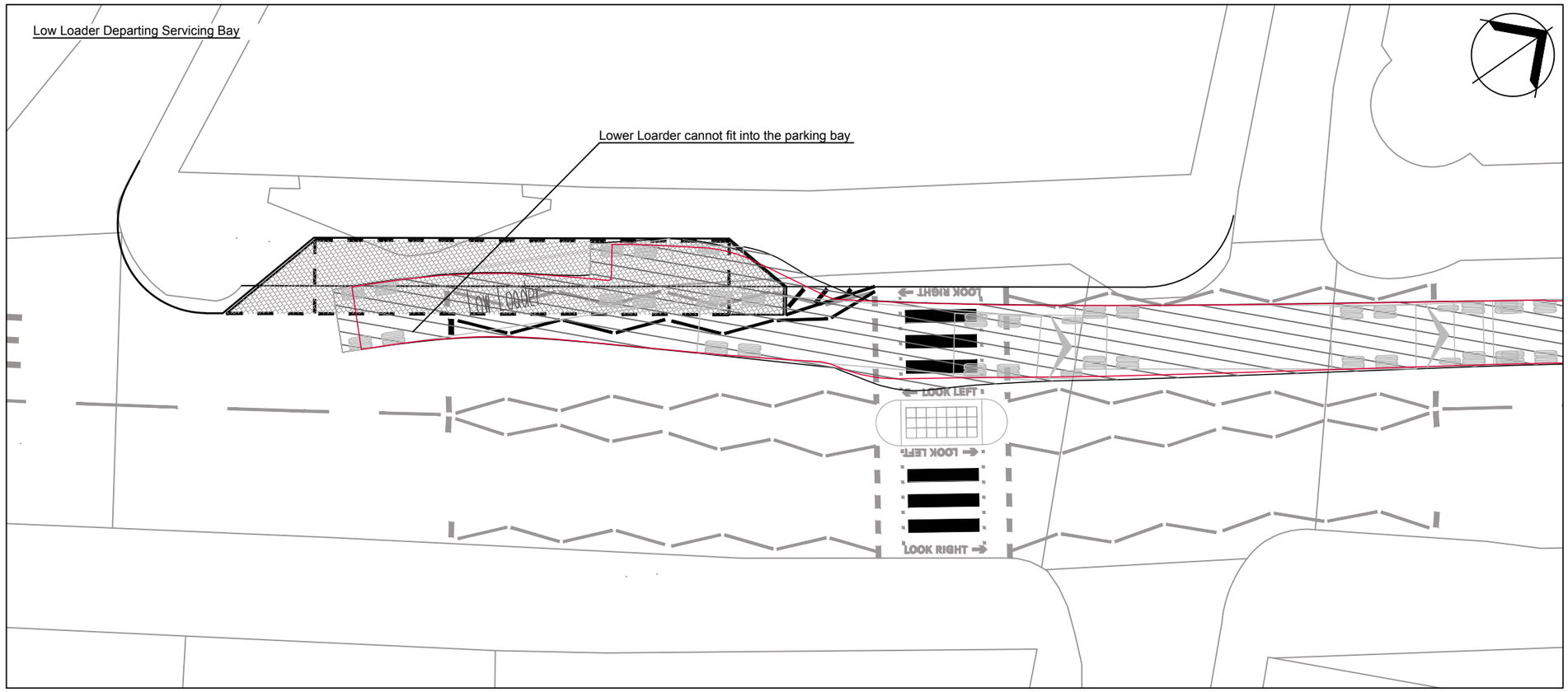
Drawn By	Checked By	Approved By
FA	EF 18/12/2017	ME 18/12/2017

Scale @ A3	Date	
1:200	18/12/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12.2	-

Low Loader Entering Servicing Bay



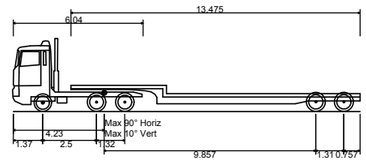
Low Loader Departing Servicing Bay



Notes;

1.Based upon the Ordnance Survey's (1:1250) Map with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved.

Vehicle Profile



Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.990m

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Client

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Project

Odeon Cinema, Shaftesbury Avenue, London

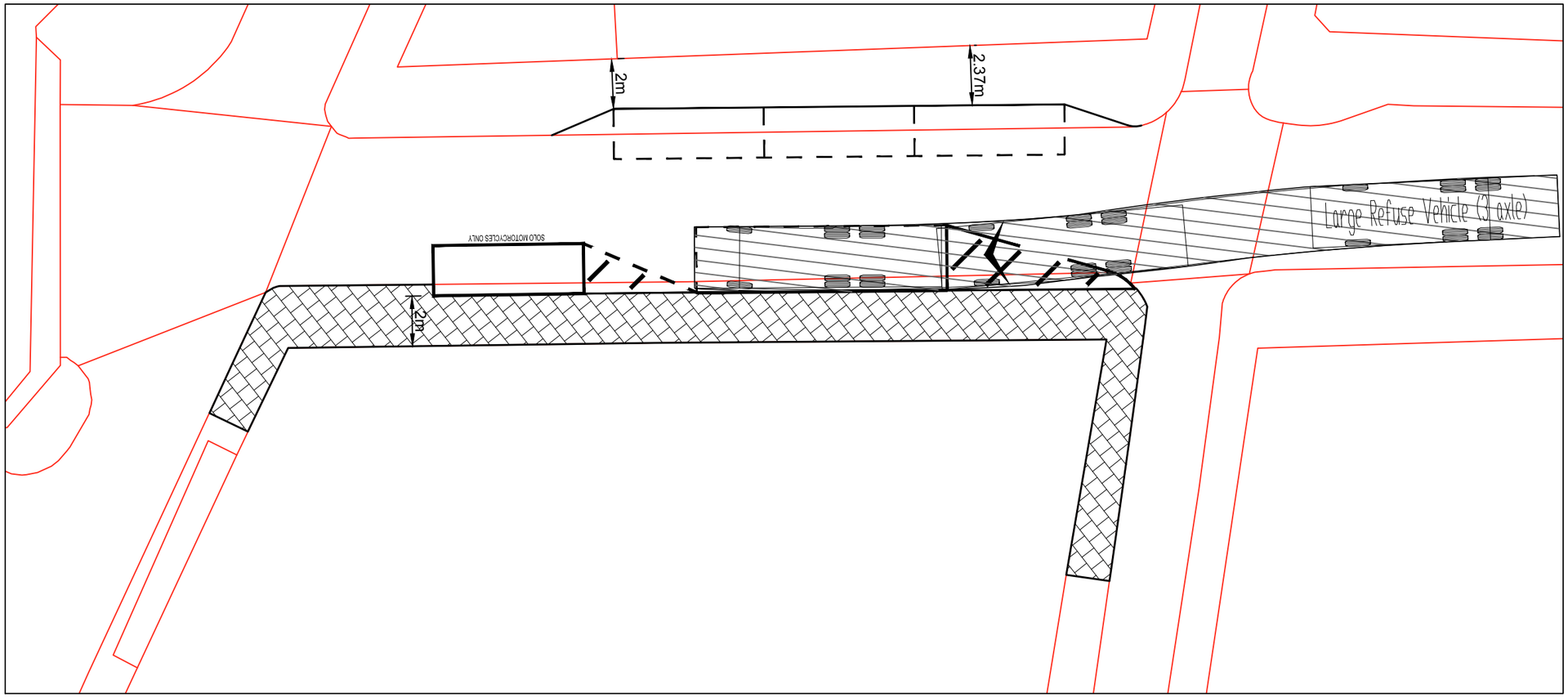
Title

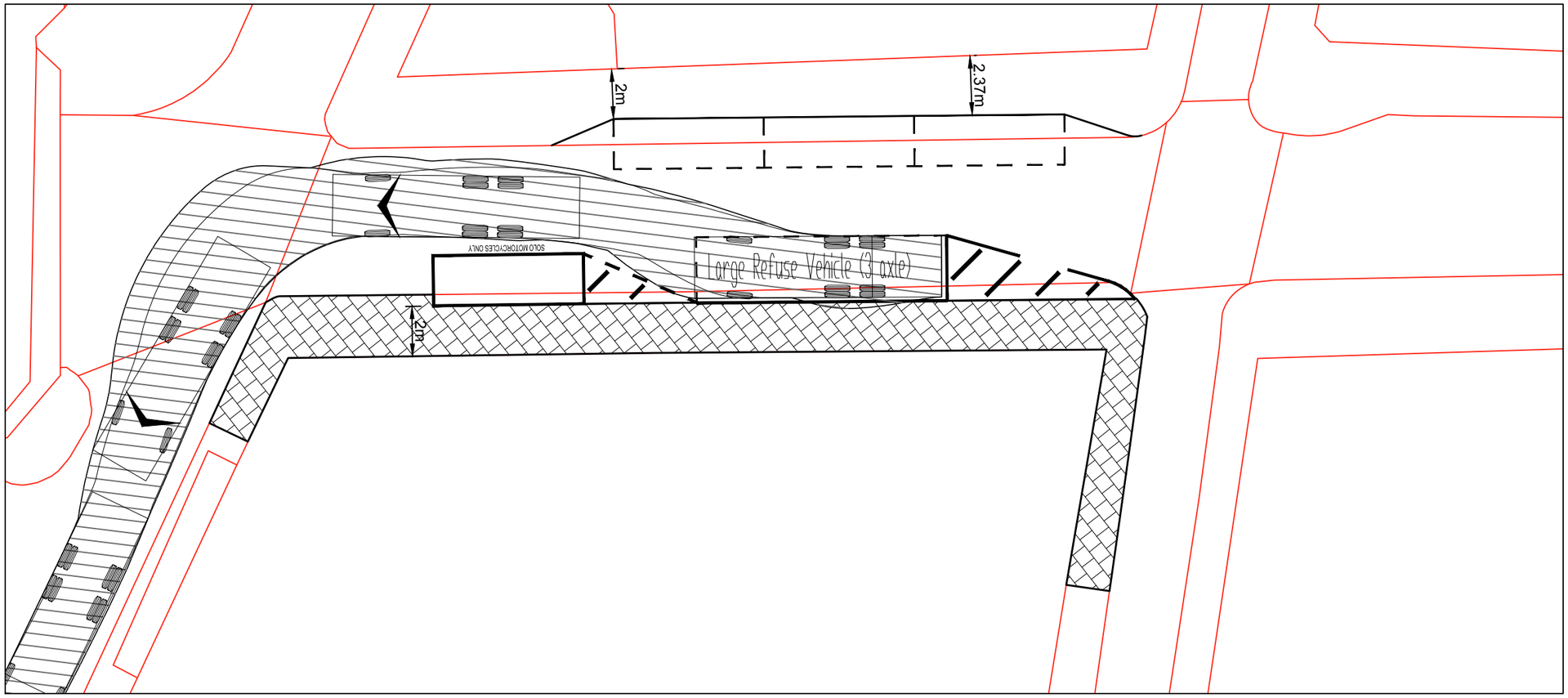
Swept Path Analysis

(Low Loader)

Drawn By	Checked By	Approved By
FA	EF 18/12/2017	ME 18/12/2017

Scale @ A3	Date	
1:200	18/12/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12.3	-





Notes;

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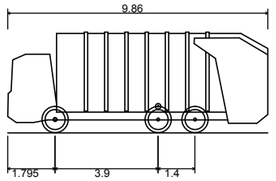
2.Street furniture to be considered

Notes;

Existing footway to be considered

Vehicle Profile



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Iceni Projects
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mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

Proposed Car Parking and loading Arrangment On New Crompton Street

Drawn By	Checked By	Approved By
FA	RB 24/11/2017	ME 24/11/2017

Scale @ A3	Date
1:125	24/11/2017

Project No.	Drawing No.	Rev.
17-T012	12.4	-

A7. TRICS

Calculation Reference: AUDIT-751001-171219-1259

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : A - MULTIPLEX CINEMAS
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
CN CAMDEN 1 days

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

Secondary Filtering selection:

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

Parameter: Number of seats
Actual Range: 545 to 545 (units:)
Range Selected by User: 545 to 545 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 23/10/09

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:
Friday 1 days

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

Selected survey types:
Manual count 1 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

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

Selected Location Sub Categories:
Built-Up Zone 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.

Secondary Filtering selection:

Use Class:
D2 1 days

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

Population within 1 mile:
50,001 to 100,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
500,001 or More 1 days

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

Car ownership within 5 miles:
0.5 or Less 1 days

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 1 days

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

PTAL Rating:
6b (High) Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1 CN-07-A-01 ODEON CAMDEN
TOTTENHAM COURT RD

BLOOMSBURY
Town Centre
Built-Up Zone
Total Number of seats: 545
Survey date: FRIDAY *23/10/09* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.009	1	545	0.004	1	545	0.013
14:00 - 15:00	1	545	0.002	1	545	0.002	1	545	0.004
15:00 - 16:00	1	545	0.002	1	545	0.004	1	545	0.006
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.002	1	545	0.002	1	545	0.004
18:00 - 19:00	1	545	0.004	1	545	0.006	1	545	0.010
19:00 - 20:00	1	545	0.000	1	545	0.002	1	545	0.002
20:00 - 21:00	1	545	0.006	1	545	0.002	1	545	0.008
21:00 - 22:00	1	545	0.002	1	545	0.002	1	545	0.004
22:00 - 23:00	1	545	0.000	1	545	0.002	1	545	0.002
23:00 - 24:00	1	545	0.000	1	545	0.004	1	545	0.004
Total Rates:			0.027			0.030			0.057

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.000	1	545	0.000	1	545	0.000
14:00 - 15:00	1	545	0.000	1	545	0.000	1	545	0.000
15:00 - 16:00	1	545	0.000	1	545	0.000	1	545	0.000
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.000	1	545	0.000	1	545	0.000
18:00 - 19:00	1	545	0.000	1	545	0.000	1	545	0.000
19:00 - 20:00	1	545	0.000	1	545	0.000	1	545	0.000
20:00 - 21:00	1	545	0.002	1	545	0.000	1	545	0.002
21:00 - 22:00	1	545	0.002	1	545	0.002	1	545	0.004
22:00 - 23:00	1	545	0.000	1	545	0.002	1	545	0.002
23:00 - 24:00	1	545	0.000	1	545	0.000	1	545	0.000
Total Rates:			0.004			0.004			0.008

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.004	1	545	0.002	1	545	0.006
14:00 - 15:00	1	545	0.000	1	545	0.002	1	545	0.002
15:00 - 16:00	1	545	0.000	1	545	0.000	1	545	0.000
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.002	1	545	0.002	1	545	0.004
18:00 - 19:00	1	545	0.000	1	545	0.000	1	545	0.000
19:00 - 20:00	1	545	0.000	1	545	0.000	1	545	0.000
20:00 - 21:00	1	545	0.000	1	545	0.000	1	545	0.000
21:00 - 22:00	1	545	0.000	1	545	0.000	1	545	0.000
22:00 - 23:00	1	545	0.000	1	545	0.000	1	545	0.000
23:00 - 24:00	1	545	0.000	1	545	0.000	1	545	0.000
Total Rates:			0.006			0.006			0.012

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

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

Parameter summary

Trip rate parameter range selected:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.000	1	545	0.000	1	545	0.000
14:00 - 15:00	1	545	0.000	1	545	0.000	1	545	0.000
15:00 - 16:00	1	545	0.000	1	545	0.000	1	545	0.000
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.000	1	545	0.000	1	545	0.000
18:00 - 19:00	1	545	0.000	1	545	0.000	1	545	0.000
19:00 - 20:00	1	545	0.000	1	545	0.000	1	545	0.000
20:00 - 21:00	1	545	0.000	1	545	0.000	1	545	0.000
21:00 - 22:00	1	545	0.000	1	545	0.000	1	545	0.000
22:00 - 23:00	1	545	0.000	1	545	0.000	1	545	0.000
23:00 - 24:00	1	545	0.000	1	545	0.000	1	545	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.000	1	545	0.000	1	545	0.000
14:00 - 15:00	1	545	0.000	1	545	0.000	1	545	0.000
15:00 - 16:00	1	545	0.000	1	545	0.000	1	545	0.000
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.000	1	545	0.000	1	545	0.000
18:00 - 19:00	1	545	0.000	1	545	0.000	1	545	0.000
19:00 - 20:00	1	545	0.000	1	545	0.000	1	545	0.000
20:00 - 21:00	1	545	0.000	1	545	0.000	1	545	0.000
21:00 - 22:00	1	545	0.000	1	545	0.000	1	545	0.000
22:00 - 23:00	1	545	0.000	1	545	0.000	1	545	0.000
23:00 - 24:00	1	545	0.000	1	545	0.000	1	545	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.009	1	545	0.004	1	545	0.013
14:00 - 15:00	1	545	0.004	1	545	0.002	1	545	0.006
15:00 - 16:00	1	545	0.002	1	545	0.002	1	545	0.004
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.002	1	545	0.002	1	545	0.004
18:00 - 19:00	1	545	0.009	1	545	0.007	1	545	0.016
19:00 - 20:00	1	545	0.000	1	545	0.002	1	545	0.002
20:00 - 21:00	1	545	0.013	1	545	0.002	1	545	0.015
21:00 - 22:00	1	545	0.002	1	545	0.002	1	545	0.004
22:00 - 23:00	1	545	0.000	1	545	0.002	1	545	0.002
23:00 - 24:00	1	545	0.000	1	545	0.004	1	545	0.004
Total Rates:			0.041			0.029			0.070

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.000	1	545	0.000	1	545	0.000
14:00 - 15:00	1	545	0.000	1	545	0.000	1	545	0.000
15:00 - 16:00	1	545	0.018	1	545	0.004	1	545	0.022
16:00 - 17:00	1	545	0.029	1	545	0.009	1	545	0.038
17:00 - 18:00	1	545	0.035	1	545	0.035	1	545	0.070
18:00 - 19:00	1	545	0.145	1	545	0.075	1	545	0.220
19:00 - 20:00	1	545	0.039	1	545	0.015	1	545	0.054
20:00 - 21:00	1	545	0.088	1	545	0.152	1	545	0.240
21:00 - 22:00	1	545	0.123	1	545	0.050	1	545	0.173
22:00 - 23:00	1	545	0.000	1	545	0.002	1	545	0.002
23:00 - 24:00	1	545	0.000	1	545	0.092	1	545	0.092
Total Rates:			0.477			0.434			0.911

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.002	1	545	0.002	1	545	0.004
14:00 - 15:00	1	545	0.000	1	545	0.000	1	545	0.000
15:00 - 16:00	1	545	0.007	1	545	0.004	1	545	0.011
16:00 - 17:00	1	545	0.011	1	545	0.000	1	545	0.011
17:00 - 18:00	1	545	0.011	1	545	0.006	1	545	0.017
18:00 - 19:00	1	545	0.009	1	545	0.009	1	545	0.018
19:00 - 20:00	1	545	0.004	1	545	0.004	1	545	0.008
20:00 - 21:00	1	545	0.004	1	545	0.009	1	545	0.013
21:00 - 22:00	1	545	0.024	1	545	0.009	1	545	0.033
22:00 - 23:00	1	545	0.000	1	545	0.004	1	545	0.004
23:00 - 24:00	1	545	0.000	1	545	0.029	1	545	0.029
Total Rates:			0.072			0.076			0.148

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.007	1	545	0.004	1	545	0.011
14:00 - 15:00	1	545	0.000	1	545	0.002	1	545	0.002
15:00 - 16:00	1	545	0.018	1	545	0.009	1	545	0.027
16:00 - 17:00	1	545	0.015	1	545	0.011	1	545	0.026
17:00 - 18:00	1	545	0.013	1	545	0.011	1	545	0.024
18:00 - 19:00	1	545	0.033	1	545	0.035	1	545	0.068
19:00 - 20:00	1	545	0.009	1	545	0.004	1	545	0.013
20:00 - 21:00	1	545	0.040	1	545	0.037	1	545	0.077
21:00 - 22:00	1	545	0.051	1	545	0.011	1	545	0.062
22:00 - 23:00	1	545	0.000	1	545	0.004	1	545	0.004
23:00 - 24:00	1	545	0.000	1	545	0.114	1	545	0.114
Total Rates:			0.186			0.242			0.428

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.000	1	545	0.000	1	545	0.000
14:00 - 15:00	1	545	0.000	1	545	0.000	1	545	0.000
15:00 - 16:00	1	545	0.000	1	545	0.000	1	545	0.000
16:00 - 17:00	1	545	0.000	1	545	0.000	1	545	0.000
17:00 - 18:00	1	545	0.000	1	545	0.000	1	545	0.000
18:00 - 19:00	1	545	0.000	1	545	0.000	1	545	0.000
19:00 - 20:00	1	545	0.000	1	545	0.000	1	545	0.000
20:00 - 21:00	1	545	0.000	1	545	0.000	1	545	0.000
21:00 - 22:00	1	545	0.000	1	545	0.000	1	545	0.000
22:00 - 23:00	1	545	0.000	1	545	0.000	1	545	0.000
23:00 - 24:00	1	545	0.000	1	545	0.000	1	545	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.009	1	545	0.006	1	545	0.015
14:00 - 15:00	1	545	0.000	1	545	0.002	1	545	0.002
15:00 - 16:00	1	545	0.026	1	545	0.013	1	545	0.039
16:00 - 17:00	1	545	0.026	1	545	0.011	1	545	0.037
17:00 - 18:00	1	545	0.024	1	545	0.017	1	545	0.041
18:00 - 19:00	1	545	0.042	1	545	0.044	1	545	0.086
19:00 - 20:00	1	545	0.013	1	545	0.007	1	545	0.020
20:00 - 21:00	1	545	0.044	1	545	0.046	1	545	0.090
21:00 - 22:00	1	545	0.075	1	545	0.020	1	545	0.095
22:00 - 23:00	1	545	0.000	1	545	0.007	1	545	0.007
23:00 - 24:00	1	545	0.000	1	545	0.143	1	545	0.143
Total Rates:			0.259			0.316			0.575

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

*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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00	1	545	0.000	1	545	0.000	1	545	0.000
13:00 - 14:00	1	545	0.018	1	545	0.009	1	545	0.027
14:00 - 15:00	1	545	0.004	1	545	0.004	1	545	0.008
15:00 - 16:00	1	545	0.046	1	545	0.018	1	545	0.064
16:00 - 17:00	1	545	0.055	1	545	0.020	1	545	0.075
17:00 - 18:00	1	545	0.061	1	545	0.053	1	545	0.114
18:00 - 19:00	1	545	0.196	1	545	0.127	1	545	0.323
19:00 - 20:00	1	545	0.051	1	545	0.024	1	545	0.075
20:00 - 21:00	1	545	0.145	1	545	0.200	1	545	0.345
21:00 - 22:00	1	545	0.200	1	545	0.072	1	545	0.272
22:00 - 23:00	1	545	0.000	1	545	0.011	1	545	0.011
23:00 - 24:00	1	545	0.000	1	545	0.239	1	545	0.239
Total Rates:			0.776			0.777			1.553

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:	545 - 545 (units:)
Survey date date range:	01/01/09 - 23/10/09
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : C - PUB/RESTAURANT
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	HG	HARINGEY	1 days
	LB	LAMBETH	1 days
	WH	WANDSWORTH	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
06	WEST MIDLANDS		
	WO	WORCESTERSHIRE	1 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 220 to 1000 (units: sqm)
Range Selected by User: 175 to 2384 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 20/05/17

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

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days
Sunday	1 days

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

Selected survey types:

Manual count	7 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	7

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	1
Development Zone	1
Built-Up Zone	3
High Street	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.

Secondary Filtering selection:

Use Class:

A4	6 days
C1	1 days

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

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
500,001 or More	4 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	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	7 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.

PTAL Rating:

No PTAL Present	3 days
6a Excellent	2 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 BR-06-C-01 WETHERSPOON BRISTOL CITY
THE WATERFRONT
HARBOURSIDE
BRISTOL
Town Centre
Development Zone
Total Gross floor area: 327 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 CI-06-C-01 PUB/RESTAURANT CITY OF LONDON
CORNHILL

CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 700 sqm
Survey date: WEDNESDAY *13/11/13* *Survey Type: MANUAL*

3 HG-06-C-01 WETHERSPOON HARINGEY
HIGH ROAD

WOOD GREEN
Town Centre
Built-Up Zone
Total Gross floor area: 1000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

4 LB-06-C-01 PUB/RESTAURANT LAMBETH
CORNWALL ROAD

WATERLOO
Town Centre
Built-Up Zone
Total Gross floor area: 220 sqm
Survey date: WEDNESDAY *22/06/16* *Survey Type: MANUAL*

5 LC-06-C-04 PUB/RESTAURANT LANCASHIRE
ST JAMES STREET

BURNLEY
Town Centre
Built-Up Zone
Total Gross floor area: 600 sqm
Survey date: THURSDAY *29/09/16* *Survey Type: MANUAL*

6 WH-06-C-01 PUB/RESTAURANT WANDSWORTH
WANDSWORTH HIGH ST

WANDSWORTH
Town Centre
High Street
Total Gross floor area: 400 sqm
Survey date: TUESDAY *26/11/13* *Survey Type: MANUAL*

7 WO-06-C-02 SLUG & LETTUCE WORCESTERSHIRE
THE CROSS

WORCESTER
Town Centre
High Street
Total Gross floor area: 417 sqm
Survey date: SUNDAY *25/05/14* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.246	7	523	0.191	7	523	0.437
11:00 - 12:00	7	523	0.573	7	523	0.300	7	523	0.873
12:00 - 13:00	7	523	2.129	7	523	0.764	7	523	2.893
13:00 - 14:00	7	523	1.365	7	523	1.092	7	523	2.457
14:00 - 15:00	7	523	1.092	7	523	0.628	7	523	1.720
15:00 - 16:00	7	523	1.419	7	523	0.983	7	523	2.402
16:00 - 17:00	7	523	0.546	7	523	0.846	7	523	1.392
17:00 - 18:00	7	523	0.573	7	523	0.600	7	523	1.173
18:00 - 19:00	7	523	1.665	7	523	2.102	7	523	3.767
19:00 - 20:00	7	523	2.238	7	523	2.484	7	523	4.722
20:00 - 21:00	7	523	2.238	7	523	2.320	7	523	4.558
21:00 - 22:00	7	523	1.528	7	523	1.774	7	523	3.302
22:00 - 23:00	7	523	0.710	7	523	1.692	7	523	2.402
23:00 - 24:00	7	523	0.819	7	523	1.774	7	523	2.593
Total Rates:			17.141			17.550			34.691

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.218	7	523	0.218	7	523	0.436
13:00 - 14:00	7	523	0.109	7	523	0.109	7	523	0.218
14:00 - 15:00	7	523	0.082	7	523	0.082	7	523	0.164
15:00 - 16:00	7	523	0.055	7	523	0.055	7	523	0.110
16:00 - 17:00	7	523	0.082	7	523	0.082	7	523	0.164
17:00 - 18:00	7	523	0.136	7	523	0.136	7	523	0.272
18:00 - 19:00	7	523	0.764	7	523	0.764	7	523	1.528
19:00 - 20:00	7	523	0.983	7	523	0.983	7	523	1.966
20:00 - 21:00	7	523	0.710	7	523	0.710	7	523	1.420
21:00 - 22:00	7	523	0.382	7	523	0.437	7	523	0.819
22:00 - 23:00	7	523	0.246	7	523	0.246	7	523	0.492
23:00 - 24:00	7	523	0.491	7	523	0.491	7	523	0.982
Total Rates:			4.258			4.313			8.571

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.027	7	523	0.027	7	523	0.054
12:00 - 13:00	7	523	0.027	7	523	0.000	7	523	0.027
13:00 - 14:00	7	523	0.027	7	523	0.055	7	523	0.082
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	7	523	0.000	7	523	0.000	7	523	0.000
20:00 - 21:00	7	523	0.027	7	523	0.027	7	523	0.054
21:00 - 22:00	7	523	0.000	7	523	0.000	7	523	0.000
22:00 - 23:00	7	523	0.000	7	523	0.000	7	523	0.000
23:00 - 24:00	7	523	0.000	7	523	0.000	7	523	0.000
Total Rates:			0.108			0.109			0.217

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.000	7	523	0.000	7	523	0.000
13:00 - 14:00	7	523	0.000	7	523	0.000	7	523	0.000
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	7	523	0.000	7	523	0.000	7	523	0.000
20:00 - 21:00	7	523	0.000	7	523	0.000	7	523	0.000
21:00 - 22:00	7	523	0.000	7	523	0.000	7	523	0.000
22:00 - 23:00	7	523	0.000	7	523	0.000	7	523	0.000
23:00 - 24:00	7	523	0.000	7	523	0.000	7	523	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.055	7	523	0.027	7	523	0.082
11:00 - 12:00	7	523	0.218	7	523	0.027	7	523	0.245
12:00 - 13:00	7	523	0.055	7	523	0.055	7	523	0.110
13:00 - 14:00	7	523	0.000	7	523	0.055	7	523	0.055
14:00 - 15:00	7	523	0.027	7	523	0.000	7	523	0.027
15:00 - 16:00	7	523	0.000	7	523	0.055	7	523	0.055
16:00 - 17:00	7	523	0.055	7	523	0.055	7	523	0.110
17:00 - 18:00	7	523	0.000	7	523	0.027	7	523	0.027
18:00 - 19:00	7	523	0.055	7	523	0.055	7	523	0.110
19:00 - 20:00	7	523	0.082	7	523	0.055	7	523	0.137
20:00 - 21:00	7	523	0.000	7	523	0.027	7	523	0.027
21:00 - 22:00	7	523	0.000	7	523	0.082	7	523	0.082
22:00 - 23:00	7	523	0.000	7	523	0.027	7	523	0.027
23:00 - 24:00	7	523	0.000	7	523	0.000	7	523	0.000
Total Rates:			0.547			0.547			1.094

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.328	7	523	0.246	7	523	0.574
11:00 - 12:00	7	523	0.573	7	523	0.328	7	523	0.901
12:00 - 13:00	7	523	2.647	7	523	0.737	7	523	3.384
13:00 - 14:00	7	523	1.719	7	523	1.501	7	523	3.220
14:00 - 15:00	7	523	1.447	7	523	0.928	7	523	2.375
15:00 - 16:00	7	523	2.156	7	523	1.583	7	523	3.739
16:00 - 17:00	7	523	0.710	7	523	1.419	7	523	2.129
17:00 - 18:00	7	523	0.928	7	523	1.064	7	523	1.992
18:00 - 19:00	7	523	1.774	7	523	2.320	7	523	4.094
19:00 - 20:00	7	523	2.948	7	523	2.948	7	523	5.896
20:00 - 21:00	7	523	2.620	7	523	2.647	7	523	5.267
21:00 - 22:00	7	523	1.883	7	523	2.020	7	523	3.903
22:00 - 23:00	7	523	0.819	7	523	2.020	7	523	2.839
23:00 - 24:00	7	523	0.710	7	523	1.829	7	523	2.539
Total Rates:			21.262			21.590			42.852

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	2.566	7	523	3.084	7	523	5.650
11:00 - 12:00	7	523	3.302	7	523	1.556	7	523	4.858
12:00 - 13:00	7	523	6.987	7	523	3.575	7	523	10.562
13:00 - 14:00	7	523	5.895	7	523	6.578	7	523	12.473
14:00 - 15:00	7	523	4.940	7	523	4.585	7	523	9.525
15:00 - 16:00	7	523	5.786	7	523	4.858	7	523	10.644
16:00 - 17:00	7	523	6.523	7	523	6.823	7	523	13.346
17:00 - 18:00	7	523	9.389	7	523	8.297	7	523	17.686
18:00 - 19:00	7	523	11.245	7	523	10.808	7	523	22.053
19:00 - 20:00	7	523	14.274	7	523	10.999	7	523	25.273
20:00 - 21:00	7	523	12.118	7	523	11.490	7	523	23.608
21:00 - 22:00	7	523	12.118	7	523	11.408	7	523	23.526
22:00 - 23:00	7	523	6.932	7	523	8.624	7	523	15.556
23:00 - 24:00	7	523	8.515	7	523	8.515	7	523	17.030
Total Rates:			110.590			101.200			211.790

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.355	7	523	0.218	7	523	0.573
11:00 - 12:00	7	523	0.328	7	523	0.464	7	523	0.792
12:00 - 13:00	7	523	1.201	7	523	0.491	7	523	1.692
13:00 - 14:00	7	523	1.010	7	523	0.846	7	523	1.856
14:00 - 15:00	7	523	0.819	7	523	0.682	7	523	1.501
15:00 - 16:00	7	523	1.174	7	523	1.146	7	523	2.320
16:00 - 17:00	7	523	1.201	7	523	0.628	7	523	1.829
17:00 - 18:00	7	523	0.491	7	523	0.491	7	523	0.982
18:00 - 19:00	7	523	0.819	7	523	0.764	7	523	1.583
19:00 - 20:00	7	523	1.638	7	523	1.064	7	523	2.702
20:00 - 21:00	7	523	1.010	7	523	1.037	7	523	2.047
21:00 - 22:00	7	523	0.901	7	523	0.791	7	523	1.692
22:00 - 23:00	7	523	0.682	7	523	1.174	7	523	1.856
23:00 - 24:00	7	523	0.082	7	523	1.365	7	523	1.447
Total Rates:			11.711			11.161			22.872

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.437	7	523	0.082	7	523	0.519
11:00 - 12:00	7	523	0.764	7	523	0.273	7	523	1.037
12:00 - 13:00	7	523	1.801	7	523	0.764	7	523	2.565
13:00 - 14:00	7	523	2.102	7	523	1.010	7	523	3.112
14:00 - 15:00	7	523	0.901	7	523	1.337	7	523	2.238
15:00 - 16:00	7	523	0.846	7	523	0.710	7	523	1.556
16:00 - 17:00	7	523	1.910	7	523	0.901	7	523	2.811
17:00 - 18:00	7	523	3.275	7	523	1.801	7	523	5.076
18:00 - 19:00	7	523	3.930	7	523	2.975	7	523	6.905
19:00 - 20:00	7	523	1.883	7	523	2.156	7	523	4.039
20:00 - 21:00	7	523	0.928	7	523	2.675	7	523	3.603
21:00 - 22:00	7	523	0.409	7	523	1.801	7	523	2.210
22:00 - 23:00	7	523	0.628	7	523	2.429	7	523	3.057
23:00 - 24:00	7	523	0.136	7	523	2.102	7	523	2.238
Total Rates:			19.950			21.016			40.966

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.000	7	523	0.000	7	523	0.000
13:00 - 14:00	7	523	0.000	7	523	0.000	7	523	0.000
14:00 - 15:00	7	523	0.000	7	523	0.000	7	523	0.000
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.000	7	523	0.000	7	523	0.000
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	7	523	0.000	7	523	0.000	7	523	0.000
20:00 - 21:00	7	523	0.000	7	523	0.000	7	523	0.000
21:00 - 22:00	7	523	0.000	7	523	0.000	7	523	0.000
22:00 - 23:00	7	523	0.000	7	523	0.000	7	523	0.000
23:00 - 24:00	7	523	0.000	7	523	0.000	7	523	0.000
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.791	7	523	0.300	7	523	1.091
11:00 - 12:00	7	523	1.092	7	523	0.737	7	523	1.829
12:00 - 13:00	7	523	3.002	7	523	1.255	7	523	4.257
13:00 - 14:00	7	523	3.111	7	523	1.856	7	523	4.967
14:00 - 15:00	7	523	1.719	7	523	2.020	7	523	3.739
15:00 - 16:00	7	523	2.020	7	523	1.856	7	523	3.876
16:00 - 17:00	7	523	3.111	7	523	1.528	7	523	4.639
17:00 - 18:00	7	523	3.766	7	523	2.293	7	523	6.059
18:00 - 19:00	7	523	4.749	7	523	3.739	7	523	8.488
19:00 - 20:00	7	523	3.521	7	523	3.221	7	523	6.742
20:00 - 21:00	7	523	1.938	7	523	3.712	7	523	5.650
21:00 - 22:00	7	523	1.310	7	523	2.593	7	523	3.903
22:00 - 23:00	7	523	1.310	7	523	3.603	7	523	4.913
23:00 - 24:00	7	523	0.218	7	523	3.466	7	523	3.684
Total Rates:			31.658			32.179			63.837

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	3.739	7	523	3.657	7	523	7.396
11:00 - 12:00	7	523	5.186	7	523	2.647	7	523	7.833
12:00 - 13:00	7	523	12.691	7	523	5.622	7	523	18.313
13:00 - 14:00	7	523	10.726	7	523	9.989	7	523	20.715
14:00 - 15:00	7	523	8.133	7	523	7.533	7	523	15.666
15:00 - 16:00	7	523	9.962	7	523	8.352	7	523	18.314
16:00 - 17:00	7	523	10.398	7	523	9.825	7	523	20.223
17:00 - 18:00	7	523	14.083	7	523	11.681	7	523	25.764
18:00 - 19:00	7	523	17.822	7	523	16.921	7	523	34.743
19:00 - 20:00	7	523	20.824	7	523	17.222	7	523	38.046
20:00 - 21:00	7	523	16.676	7	523	17.877	7	523	34.553
21:00 - 22:00	7	523	15.311	7	523	16.103	7	523	31.414
22:00 - 23:00	7	523	9.061	7	523	14.274	7	523	23.335
23:00 - 24:00	7	523	9.443	7	523	13.810	7	523	23.253
Total Rates:			164.055			155.513			319.568

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL CARS
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.191	7	523	0.082	7	523	0.273
11:00 - 12:00	7	523	0.082	7	523	0.027	7	523	0.109
12:00 - 13:00	7	523	0.273	7	523	0.027	7	523	0.300
13:00 - 14:00	7	523	0.164	7	523	0.300	7	523	0.464
14:00 - 15:00	7	523	0.464	7	523	0.328	7	523	0.792
15:00 - 16:00	7	523	0.764	7	523	0.655	7	523	1.419
16:00 - 17:00	7	523	0.164	7	523	0.546	7	523	0.710
17:00 - 18:00	7	523	0.191	7	523	0.300	7	523	0.491
18:00 - 19:00	7	523	0.136	7	523	0.328	7	523	0.464
19:00 - 20:00	7	523	0.409	7	523	0.164	7	523	0.573
20:00 - 21:00	7	523	0.464	7	523	0.328	7	523	0.792
21:00 - 22:00	7	523	0.300	7	523	0.437	7	523	0.737
22:00 - 23:00	7	523	0.218	7	523	0.273	7	523	0.491
23:00 - 24:00	7	523	0.027	7	523	0.191	7	523	0.218
Total Rates:			3.847			3.986			7.833

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:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL LGVS
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.055	7	523	0.055	7	523	0.110
11:00 - 12:00	7	523	0.300	7	523	0.218	7	523	0.518
12:00 - 13:00	7	523	0.027	7	523	0.109	7	523	0.136
13:00 - 14:00	7	523	0.055	7	523	0.027	7	523	0.082
14:00 - 15:00	7	523	0.000	7	523	0.027	7	523	0.027
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.000	7	523	0.000	7	523	0.000
17:00 - 18:00	7	523	0.027	7	523	0.027	7	523	0.054
18:00 - 19:00	7	523	0.000	7	523	0.000	7	523	0.000
19:00 - 20:00	7	523	0.000	7	523	0.000	7	523	0.000
20:00 - 21:00	7	523	0.000	7	523	0.000	7	523	0.000
21:00 - 22:00	7	523	0.082	7	523	0.082	7	523	0.164
22:00 - 23:00	7	523	0.000	7	523	0.000	7	523	0.000
23:00 - 24:00	7	523	0.000	7	523	0.000	7	523	0.000
Total Rates:			0.546			0.545			1.091

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

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

Parameter summary

Trip rate parameter range selected:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT
MULTI-MODAL MOTOR CYCLES
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	1	600	0.000	1	600	0.000	1	600	0.000
08:00 - 09:00	1	600	0.000	1	600	0.000	1	600	0.000
09:00 - 10:00	1	600	0.000	1	600	0.000	1	600	0.000
10:00 - 11:00	7	523	0.000	7	523	0.000	7	523	0.000
11:00 - 12:00	7	523	0.000	7	523	0.000	7	523	0.000
12:00 - 13:00	7	523	0.000	7	523	0.027	7	523	0.027
13:00 - 14:00	7	523	0.055	7	523	0.000	7	523	0.055
14:00 - 15:00	7	523	0.000	7	523	0.027	7	523	0.027
15:00 - 16:00	7	523	0.000	7	523	0.000	7	523	0.000
16:00 - 17:00	7	523	0.055	7	523	0.055	7	523	0.110
17:00 - 18:00	7	523	0.027	7	523	0.027	7	523	0.054
18:00 - 19:00	7	523	0.000	7	523	0.027	7	523	0.027
19:00 - 20:00	7	523	0.000	7	523	0.000	7	523	0.000
20:00 - 21:00	7	523	0.000	7	523	0.000	7	523	0.000
21:00 - 22:00	7	523	0.027	7	523	0.000	7	523	0.027
22:00 - 23:00	7	523	0.000	7	523	0.027	7	523	0.027
23:00 - 24:00	7	523	0.000	7	523	0.000	7	523	0.000
Total Rates:			0.164			0.190			0.354

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

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

Parameter summary

Trip rate parameter range selected:	220 - 1000 (units: sqm)
Survey date date range:	01/01/09 - 20/05/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-751001-171129-1139

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1200 to 3600 (units: sqm)
Range Selected by User: 1080 to 9850 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 26/09/16

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

Selected survey days:

Monday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2

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	1
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.

Secondary Filtering selection:

Use Class:

C1	1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	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	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 DS-06-A-02 JURY'S INN DERBYSHIRE
KING STREET

DERBY
Town Centre
Commercial Zone
Total Gross floor area: 1200 sqm
Survey date: TUESDAY *19/07/11* *Survey Type: MANUAL*

2 GM-06-A-08 IBIS GREATER MANCHESTER
PORTLAND STREET

MANCHESTER
Town Centre
Built-Up Zone
Total Gross floor area: 3600 sqm
Survey date: MONDAY *26/09/16* *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
GR-06-A-01	incompatible site wrt parking arrangements
TV-06-A-04	incompatible site wrt parking arrangements
WL-06-A-02	incompatible site wrt parking arrangements

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.125	2	2400	0.438	2	2400	0.563
08:00 - 09:00	2	2400	0.333	2	2400	0.958	2	2400	1.291
09:00 - 10:00	2	2400	0.313	2	2400	0.625	2	2400	0.937
10:00 - 11:00	2	2400	0.396	2	2400	0.583	2	2400	0.979
11:00 - 12:00	2	2400	0.271	2	2400	0.458	2	2400	0.729
12:00 - 13:00	2	2400	0.104	2	2400	0.167	2	2400	0.271
13:00 - 14:00	2	2400	0.229	2	2400	0.083	2	2400	0.312
14:00 - 15:00	2	2400	0.167	2	2400	0.083	2	2400	0.250
15:00 - 16:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
16:00 - 17:00	2	2400	0.167	2	2400	0.125	2	2400	0.292
17:00 - 18:00	2	2400	0.521	2	2400	0.146	2	2400	0.667
18:00 - 19:00	2	2400	0.396	2	2400	0.188	2	2400	0.584
19:00 - 20:00	2	2400	0.104	2	2400	0.146	2	2400	0.250
20:00 - 21:00	2	2400	0.146	2	2400	0.083	2	2400	0.229
21:00 - 22:00	2	2400	0.271	2	2400	0.063	2	2400	0.333
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.563			4.166			7.729

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.042	2	2400	0.042	2	2400	0.084
08:00 - 09:00	2	2400	0.063	2	2400	0.042	2	2400	0.104
09:00 - 10:00	2	2400	0.042	2	2400	0.063	2	2400	0.104
10:00 - 11:00	2	2400	0.083	2	2400	0.083	2	2400	0.166
11:00 - 12:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
12:00 - 13:00	2	2400	0.042	2	2400	0.042	2	2400	0.084
13:00 - 14:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
14:00 - 15:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
15:00 - 16:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
16:00 - 17:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
17:00 - 18:00	2	2400	0.063	2	2400	0.042	2	2400	0.104
18:00 - 19:00	2	2400	0.063	2	2400	0.083	2	2400	0.145
19:00 - 20:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
20:00 - 21:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
21:00 - 22:00	2	2400	0.042	2	2400	0.042	2	2400	0.084
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.521			0.522			1.043

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

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

Parameter summary

Trip rate parameter range selected:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.000	2	2400	0.000	2	2400	0.000
08:00 - 09:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
09:00 - 10:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
10:00 - 11:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
11:00 - 12:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
14:00 - 15:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
15:00 - 16:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
16:00 - 17:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
17:00 - 18:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
18:00 - 19:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
19:00 - 20:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
20:00 - 21:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
21:00 - 22:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
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.

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Parameter summary

Trip rate parameter range selected:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.000	2	2400	0.000	2	2400	0.000
08:00 - 09:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
09:00 - 10:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
10:00 - 11:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
11:00 - 12:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
14:00 - 15:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
15:00 - 16:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
16:00 - 17:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
17:00 - 18:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
18:00 - 19:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
19:00 - 20:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
20:00 - 21:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
21:00 - 22:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.000	2	2400	0.000	2	2400	0.000
08:00 - 09:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
09:00 - 10:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
10:00 - 11:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
11:00 - 12:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.021	2	2400	0.000	2	2400	0.021
14:00 - 15:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
15:00 - 16:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
16:00 - 17:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
17:00 - 18:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
18:00 - 19:00	2	2400	0.042	2	2400	0.021	2	2400	0.063
19:00 - 20:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
20:00 - 21:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
21:00 - 22:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.063			0.021			0.084

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.125	2	2400	0.667	2	2400	0.792
08:00 - 09:00	2	2400	0.479	2	2400	1.521	2	2400	2.000
09:00 - 10:00	2	2400	0.333	2	2400	0.979	2	2400	1.312
10:00 - 11:00	2	2400	0.479	2	2400	0.750	2	2400	1.229
11:00 - 12:00	2	2400	0.271	2	2400	0.688	2	2400	0.959
12:00 - 13:00	2	2400	0.104	2	2400	0.229	2	2400	0.333
13:00 - 14:00	2	2400	0.354	2	2400	0.104	2	2400	0.458
14:00 - 15:00	2	2400	0.250	2	2400	0.104	2	2400	0.354
15:00 - 16:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
16:00 - 17:00	2	2400	0.250	2	2400	0.188	2	2400	0.438
17:00 - 18:00	2	2400	0.729	2	2400	0.167	2	2400	0.896
18:00 - 19:00	2	2400	0.604	2	2400	0.292	2	2400	0.896
19:00 - 20:00	2	2400	0.188	2	2400	0.188	2	2400	0.376
20:00 - 21:00	2	2400	0.229	2	2400	0.104	2	2400	0.333
21:00 - 22:00	2	2400	0.333	2	2400	0.063	2	2400	0.395
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.749			6.064			10.813

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.000	2	2400	0.000	2	2400	0.000
08:00 - 09:00	2	2400	0.000	2	2400	0.125	2	2400	0.125
09:00 - 10:00	2	2400	0.021	2	2400	0.146	2	2400	0.167
10:00 - 11:00	2	2400	0.125	2	2400	0.354	2	2400	0.479
11:00 - 12:00	2	2400	0.188	2	2400	0.146	2	2400	0.334
12:00 - 13:00	2	2400	0.208	2	2400	0.292	2	2400	0.500
13:00 - 14:00	2	2400	0.479	2	2400	0.521	2	2400	1.000
14:00 - 15:00	2	2400	0.417	2	2400	0.542	2	2400	0.959
15:00 - 16:00	2	2400	0.313	2	2400	0.167	2	2400	0.479
16:00 - 17:00	2	2400	0.521	2	2400	0.250	2	2400	0.771
17:00 - 18:00	2	2400	0.292	2	2400	0.250	2	2400	0.542
18:00 - 19:00	2	2400	0.750	2	2400	0.688	2	2400	1.438
19:00 - 20:00	2	2400	0.479	2	2400	0.604	2	2400	1.083
20:00 - 21:00	2	2400	0.896	2	2400	0.438	2	2400	1.334
21:00 - 22:00	2	2400	0.771	2	2400	0.042	2	2400	0.813
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.459			4.565			10.024

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

*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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.000	2	2400	0.042	2	2400	0.042
08:00 - 09:00	2	2400	0.000	2	2400	0.063	2	2400	0.062
09:00 - 10:00	2	2400	0.000	2	2400	0.042	2	2400	0.042
10:00 - 11:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
11:00 - 12:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.042	2	2400	0.042	2	2400	0.084
14:00 - 15:00	2	2400	0.042	2	2400	0.000	2	2400	0.042
15:00 - 16:00	2	2400	0.000	2	2400	0.042	2	2400	0.042
16:00 - 17:00	2	2400	0.021	2	2400	0.000	2	2400	0.021
17:00 - 18:00	2	2400	0.021	2	2400	0.000	2	2400	0.021
18:00 - 19:00	2	2400	0.063	2	2400	0.000	2	2400	0.062
19:00 - 20:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
20:00 - 21:00	2	2400	0.042	2	2400	0.021	2	2400	0.063
21:00 - 22:00	2	2400	0.042	2	2400	0.000	2	2400	0.042
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.272			0.251			0.523

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	2400	0.042	2	2400	0.000	2	2400	0.042
08:00 - 09:00	2	2400	0.146	2	2400	0.000	2	2400	0.146
09:00 - 10:00	2	2400	0.021	2	2400	0.042	2	2400	0.063
10:00 - 11:00	2	2400	0.021	2	2400	0.104	2	2400	0.125
11:00 - 12:00	2	2400	0.042	2	2400	0.063	2	2400	0.104
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.083	2	2400	0.000	2	2400	0.083
14:00 - 15:00	2	2400	0.021	2	2400	0.000	2	2400	0.021
15:00 - 16:00	2	2400	0.042	2	2400	0.000	2	2400	0.042
16:00 - 17:00	2	2400	0.000	2	2400	0.104	2	2400	0.104
17:00 - 18:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
18:00 - 19:00	2	2400	0.083	2	2400	0.000	2	2400	0.083
19:00 - 20:00	2	2400	0.083	2	2400	0.000	2	2400	0.083
20:00 - 21:00	2	2400	0.042	2	2400	0.000	2	2400	0.042
21:00 - 22:00	2	2400	0.021	2	2400	0.000	2	2400	0.021
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.647			0.312			0.959

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.000	2	2400	0.000	2	2400	0.000
08:00 - 09:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
09:00 - 10:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
10:00 - 11:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
11:00 - 12:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.021	2	2400	0.021	2	2400	0.042
14:00 - 15:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
15:00 - 16:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
16:00 - 17:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
17:00 - 18:00	2	2400	0.021	2	2400	0.000	2	2400	0.021
18:00 - 19:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
19:00 - 20:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
20:00 - 21:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
21:00 - 22:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.021			0.063

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.042	2	2400	0.042	2	2400	0.084
08:00 - 09:00	2	2400	0.146	2	2400	0.063	2	2400	0.208
09:00 - 10:00	2	2400	0.021	2	2400	0.083	2	2400	0.104
10:00 - 11:00	2	2400	0.021	2	2400	0.104	2	2400	0.125
11:00 - 12:00	2	2400	0.042	2	2400	0.063	2	2400	0.104
12:00 - 13:00	2	2400	0.000	2	2400	0.000	2	2400	0.000
13:00 - 14:00	2	2400	0.146	2	2400	0.063	2	2400	0.208
14:00 - 15:00	2	2400	0.063	2	2400	0.000	2	2400	0.062
15:00 - 16:00	2	2400	0.042	2	2400	0.042	2	2400	0.084
16:00 - 17:00	2	2400	0.021	2	2400	0.104	2	2400	0.125
17:00 - 18:00	2	2400	0.042	2	2400	0.000	2	2400	0.042
18:00 - 19:00	2	2400	0.146	2	2400	0.000	2	2400	0.146
19:00 - 20:00	2	2400	0.083	2	2400	0.000	2	2400	0.083
20:00 - 21:00	2	2400	0.083	2	2400	0.021	2	2400	0.104
21:00 - 22:00	2	2400	0.063	2	2400	0.000	2	2400	0.062
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.959			0.582			1.541

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
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	2	2400	0.167	2	2400	0.708	2	2400	0.875
08:00 - 09:00	2	2400	0.625	2	2400	1.708	2	2400	2.333
09:00 - 10:00	2	2400	0.375	2	2400	1.208	2	2400	1.583
10:00 - 11:00	2	2400	0.625	2	2400	1.208	2	2400	1.833
11:00 - 12:00	2	2400	0.500	2	2400	0.896	2	2400	1.396
12:00 - 13:00	2	2400	0.313	2	2400	0.521	2	2400	0.833
13:00 - 14:00	2	2400	1.000	2	2400	0.688	2	2400	1.688
14:00 - 15:00	2	2400	0.729	2	2400	0.646	2	2400	1.375
15:00 - 16:00	2	2400	0.375	2	2400	0.229	2	2400	0.604
16:00 - 17:00	2	2400	0.792	2	2400	0.542	2	2400	1.334
17:00 - 18:00	2	2400	1.063	2	2400	0.417	2	2400	1.479
18:00 - 19:00	2	2400	1.542	2	2400	1.000	2	2400	2.542
19:00 - 20:00	2	2400	0.750	2	2400	0.792	2	2400	1.542
20:00 - 21:00	2	2400	1.208	2	2400	0.563	2	2400	1.770
21:00 - 22:00	2	2400	1.167	2	2400	0.104	2	2400	1.271
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.229			11.229			22.458

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:	1200 - 3600 (units: sqm)
Survey date date range:	01/01/09 - 26/09/16
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	3

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