Northwood Investors

Templar House

Transport Statement

Issue | 19 December 2018

Job number

Ove Arup & Partners Ltd
13 Fitzroy Street
London
W1T 4BQ
United Kingdom
www.arup.com

ARUP

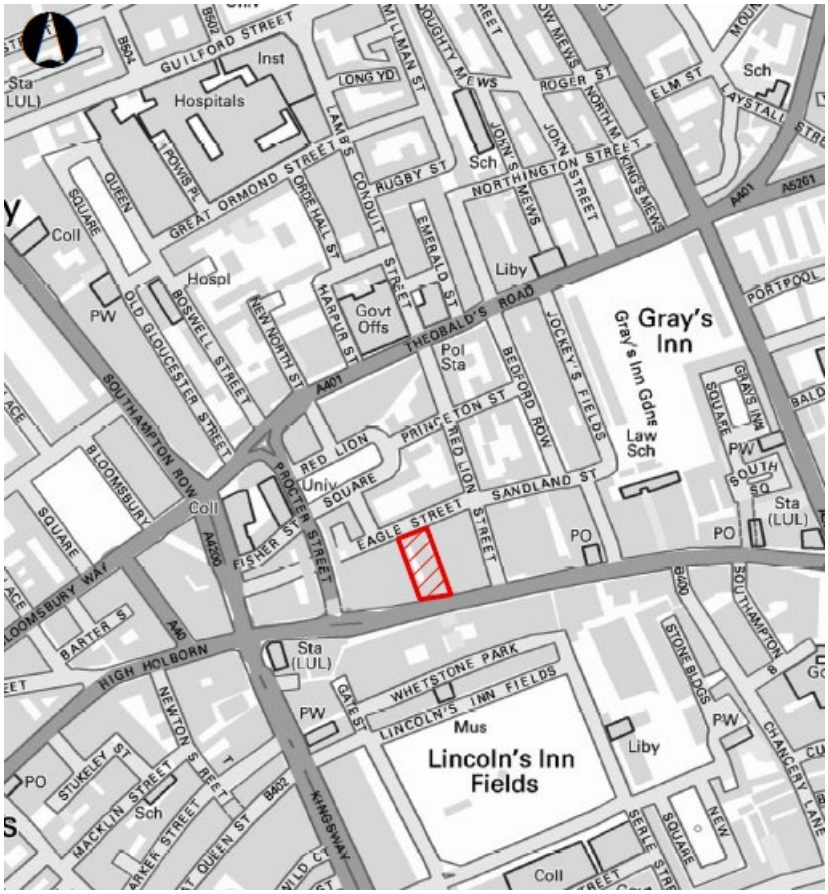
Contents

Appendix C: Trip Generation and Mode Share
Appendix D:Transport Impact
Appendix E: PTAL Report
Appendix F: TRICS Output

1 Introduction

Arup has been appointed by Northwood Investors to provide transport planning advice in relation to the proposed redevelopment of Templar House, an existing office development located in the London Borough of Camden (hereafter referred to as LBC). The location of the site is shown in **Figure 1**.

Figure 1: Site Location



The proposed development includes the refurbishment of the existing building, which comprises 14,213sqm gross external area (GEA), with 13,449sqm of office use and 764sqm of ground floor retail. The redevelopment will comprise of 13,708sqm GEA of office space and 678sqm GEA of retail.

1.1 Report Structure

Following this introductory section, the remainder of the report is structured as follows:

- **Section 2** summarises the current national, regional and local transport planning policy relevant to this proposal;
- **Section 3** provides a description of the existing development;
- A review of the existing local transport network is provided in **Section 4**;

- **Section 5** provides a description of the proposed development, including land use and access design;
- An overview of the servicing and waste management strategy for the proposed development is provided in **Section 6**;
- **Section 7** presents the trip generation of the proposed development and the distribution of these trips across different transport modes;
- **Section 8** outlines the anticipated transport effects of the proposed development. This section will also describe any mitigation measures required as a result of the additional trips generated; and
- **Section 9** provides a summary and conclusions.

1.2 Planning Background

In 2015, Arup was appointed by Northwood Investors to prepare a Transport Assessment which accompanied a planning application for a new build. The planning application was for the demolition of the existing building and erection of two new buildings, which could comprise office and residential use. This proposal was not granted planning permission and since then the client has decided to refurbish the building into new office space.

2 Policy Context

A comprehensive review of the relevant national, regional and local transport policy and planning guidance documents which this development has been assessed against has been undertaken. This review is shown in **Appendix A.**

3 Existing Development

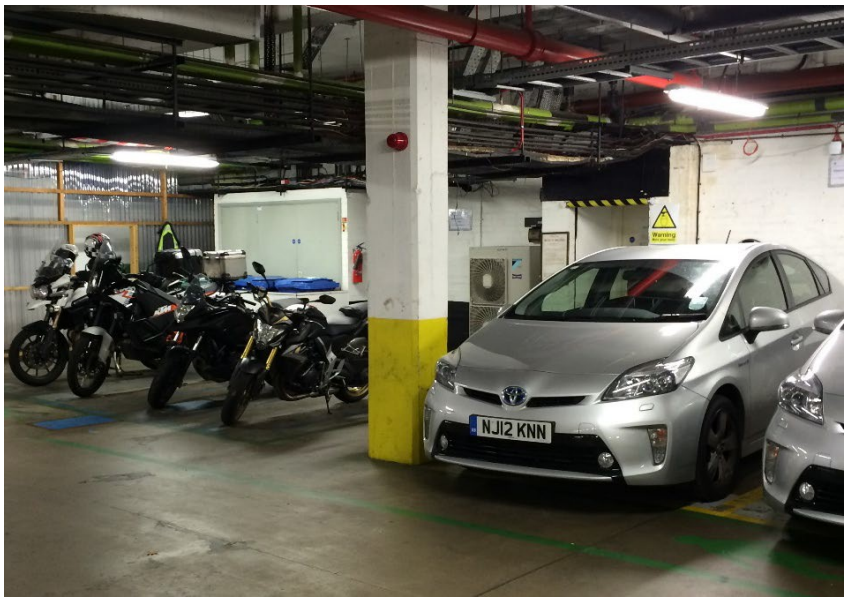
The following section describes the existing development site, including the existing land use, access, parking facilities and servicing and waste arrangements.

3.1 Site Location, Existing Land Use and Access

Templar House comprises of a ten-storey office building with a GEA of 14,213sqm, located in Camden. The site is bounded to the north by Eagle Street, High Holborn to the south and adjoining buildings to the east and west. The building was previously occupied by Transport for London (TfL) however the building is currently vacant.

Car, motorcycle and bicycle parking is located at basement level (shown in **Figure 2**). The car parking includes reserved disabled, VIP and Facilities Management space. Changing rooms and lockers for employees cycling to work are also located within the basement, as well as waste storage space.

Figure 2: Basement Car Park



The basement is accessed from Eagle Street via a private ramp, to the north of the site, (shown in **Figure 3**). The main pedestrian access to the site is from High Holborn, with other access points being available on Eagle Street.

Figure 3: Access Ramp to Basement Car Park

3.2 Parking and On-site Facilities

There is currently provision for 33 cycle parking spaces and five motorcycle parking spaces on-site, located within the basement (shown in **Figure 4**).

Figure 4: Cycle Parking

There is disabled parking space reserved which can accommodate between one to two vehicles, space for two vehicles which are designated as 'reserved parking', five spaces allocated for VIP parking, two spaces for Facilities Management vans and six standard car parking spaces (i.e. around 15 spaces in total excluding the

Facilities Management van spaces). In addition, space for informal parking is available down one side of the vehicle entrance/exit ramp.

It should be noted that although there are two disabled parking spaces there is no lift access to the building from the basement at present, as well as this the ramp to the basement is currently not DDA compliant.

3.3 Servicing and Waste Arrangements

Servicing and Waste Collection currently takes place on High Holborn for the existing retail offering. Restrictions on High Holborn prevent loading Monday – Friday from 7am-10am and from 4pm-7pm. Therefore, servicing for this development takes place outside of these hours.

The office servicing and waste collection currently takes place on Eagle Street, which has no loading restrictions, with servicing vehicles parking on-street on a single yellow line.

4 Existing Transport

A review of the existing transport network surrounding the proposed development has been undertaken. The following section summaries the existing transport networks. A full description of the existing transport conditions can be found in **Appendix B.**

The Public Transport Accessibility Level (PTAL) of the proposed development is 6b, meaning the site is rated as excellent.

The site is within 960m of three London Underground stations - Holborn, Chancery Lane and Tottenham Court Road. There are no National Rail stations within 960m walking distance of the proposed development.

There are 26 bus services which operate from the available bus stops within a 640m walking distance of the proposed development.

The proposed development is highly accessible on foot. All roads in the immediate vicinity (High Holborn, Eagle Street, Red Lion Street and Procter Street) have good quality footways.

There are a number of cycle routes available in the vicinity of the proposed development. According to TfL's Central London cycle map, Red Lion Street and the section of High Holborn immediately to the south of the site are 'quieter roads that have been recommended by other cyclists'.

There are several public cycling facilities located within the immediate vicinity of the proposed development. As well as this there are also six London Cycle Hire docking stations within a 500m walk from the site.

As mentioned previously the site is bound to the south by High Holborn (the A40), the north by Eagle Street and by Proctor Street to the west.

5 Development Proposals

5.1 Introduction

This section provides a description of the proposed development including proposals for pedestrian, cycle and delivery and servicing access as well as cycle parking facilities.

The existing Templar House building comprises of a ten-storey office led development with a GEA of 14,213sqm (i.e. 13,449sqm GEA office plus 764sqm GEA retail). Templar House was previously occupied by TfL, however it has recently been vacated. The proposed scheme comprises the refurbishment of the building to provide new office space with a small amount of retail offering. The basement car park will be converted to new office use. The area schedule for the proposed development is as follows:

- Office – 13,708sqm GEA;
- Retail – 678sqm GEA.

The proposed development will provide an uplift in office floorspace, than the existing building, as shown in **Table 3**.

Table 3 : GEA Office Floorspace Uplift

Land Use	**Area GEA(m²)**
Existing B1 Office	13,449
Proposed B1 Office	13,708
Difference	+259

The ground floor layout of the proposed development is shown in **Drawing THR-AST-00-00-DR-A-GA-1001** (to the rear of this report).

5.2 Proposed Access

Pedestrians will continue to be able to access the offices from High Holborn via a sliding door. Pedestrians will be able to access the retail offering via High Holborn.

Cyclists associated with the retail element of the development will be able to access the site via High Holborn. Cyclists associated with the office space of the development will access the site via Eagle Street.

Delivery and servicing vehicles for the office will serve the proposed development as per the existing arrangements. That is, by parking on the single yellow lines on Eagle Street where there are no loading restrictions. Deliveries and servicing associated with the retail units will serve these via High Holborn as per current arrangements.

5.3 Proposed Parking

5.3.1 Cycle Parking

Long Stay

The Draft London Plan standard has been applied to the uplift in GEA office space floor area, to ascertain the required number of long-stay cycle parking spaces, this is shown in **Table 4**.

Table 4: Cycle Parking Standards

Land Use	Uplift GEA Including Supporting Areas (m²)	Minimum Cycle Parking Standard	Additional Proposed Long-Stay Cycle Parking Provision	Current Re-provided Long-Stay Parking Provision
B1 Office	+259	Inner/central London: one space per 75m² = **3 spaces**	3	33
			36	
Total	**+259**	**-**	**36**	

The London Plan standard requires an additional three spaces to be provided as a result of the office area uplift; this is in addition to the 33 spaces already provided. Therefore, there is a requirement of a total of 36 spaces for the development.

As part of the refurbishment there will be provision of a total of 84 long stay cycle parking spaces, which will be provided in a cycle store directly accessed from Eagle Street on the ground floor.

Short Stay

Due to the lack of public realm within the site boundary, it is not possible to provide short stay cycle parking as part of the proposed development.

The possibility of providing short stay cycle parking on the footway on Eagle Street and High Holborn was discussed with LBC's transport officers at the pre-application stage for the previous planning application but it was decided that this would not be a viable option due to the reduction in effective footway width the installation of cycle parking would create. Instead, it is proposed that a contribution towards cycle parking improvements in the local area will be explored as part of the planning agreement.

5.3.2 Car Parking

The proposed development will be car-free. As such, there will be no car parking provided on site. The proposed development is situated in an area which has an 'excellent' PTAL rating and is therefore highly accessible by public transport and is also well connected by footways and cycle routes. Any car or private vehicle

users with mobility issues will be able to use the on-street parking spaces within the surrounding area.

6 Servicing and Waste

6.1 Introduction

This section outlines the servicing and waste management strategies for the proposed development. The quantum of land uses of the proposed development are set out in **Table 5**.

Table 5: Templar House Area Schedule

Land Use	Area GEA (m²)	Area NIA (m²)
Office (B1)	13,708	9,422
Retail (A1/A3)	678	635
Total	14,386	10,057

6.2 Servicing

6.2.1 Service Vehicle Trip Generation

Delivery and servicing vehicle trips for Templar House have been calculated using an Arup in-house vehicle generation tool developed to utilise Arup research and other survey information from similar developments in London and the United Kingdom.

It is estimated that there will be a total of 29 service vehicle trips per day with three arrivals in the peak hour (0900-1000). As there is no vehicle access proposed on-site, servicing of the refurbished building will be undertaken on-street (along Eagle Street) in line with the existing servicing strategy of the site.

As for many developments within central London, servicing of the site is anticipated to be made by 6m transit vans with the remainder of the deliveries by 8m and 10m lorries.

6.2.2 Servicing Access

For the proposed office, it is proposed to keep the same delivery and servicing arrangements as for the existing office. Servicing of and deliveries to the existing building will continue to be managed from the on-street single yellow lines immediately outside Eagle Street.

Servicing of the retail units will take place on-street via High Holborn, as per existing arrangements.

6.3 Waste Management

6.3.1 Office Waste Management

The office waste generation and storage requirements have been determined with reference to the following publications:

- British Standard 5906:2005 Waste management in buildings – code of practice Waste Storage Requirements;
- Camden Planning Guidance, Design, Chapter 10, Waste and Recycling Storage; and
- A guide to Developers of Commercial and Residential Premises in the London Borough of Camden, May 2005.

6.3.2 Assumptions

The following assumptions have been applied to calculate commercial waste generated within the development:

- Office staff density 8m² per person NIA;
- Office staff generate 50 litres of waste per week;
- On-site facilities management (FM) team to process waste throughout the day;
- Office and A3 retail uses have separate waste stores and waste disposal; and
- Two-day waste storage has been provided (for resilience) based on daily waste collections.

6.3.3 Waste Generation and Storage

Applying the assumptions stated above, the waste generation for the proposed office use is provided in **Table 6**.

Table 6: Two-day Office Waste Generation

Waste stream	A1 retail (m³)	Office (m³)	Total (m³)
Residual	0.17	3.17	3.91
Paper	0.38	12.15	12.53
Cardboard	0.57	1.31	1.88
Plastic	0.19	1.12	1.31
Aluminium	0.00	0.37	0.37
Glass	0.04	0.00	0.04
Food Waste	0.07	0.00	0.07
Total	**1.42**	**18.69**	**20.11**

Table 7 shows how the B1 office waste generation for the building will be stored. To reduce the storage space required for non-recoverable waste, a 1,100 litre euro bin compactor (such as Pakawaste LF1100) will be used to compact waste to allow a greater volume of waste to be stored in a fewer number of euro bins.

Table 7: Office Waste Storage Requirements

Waste stream	Two-day volume (m^3)	Two-day compacted volume (m^3)	1,100 litre bins	100kg bales	660 litre bins
Residual	3.74	1.25	2	-	-
Paper	12.15	6.07	-	7	-
Cardboard	1.31	0.33	-	2	-
Plastic	1.12	0.37	-	1	-
Aluminium	0.37	0.37	-	-	1
Glass	0.00	0.00	-	-	-
Food Waste	0.00	0.00	-	-	-
Total	**18.69**	**8.39**	**2**	**10**	**1**

A waste store for the office land use is provided on the ground floor, on the Eagle Street side of the development. This will contain a baler for paper / cardboard / plastic, five pallets (two bales per pallet), a wheelie bin and the waste bins (two 1,100 litre bins and one 660 litre bin).

6.3.4 Retail Waste Management

Waste storage for the existing retail units will be within the demise of each unit.

6.3.5 Waste Collection

The office waste collection will take place on Eagle Street with the lorries pulling up within 10m of the waste storage area and collecting the waste.

Waste collection of the retail units will take place on-street via High Holborn, as per existing arrangements. On collection days the bins will be presented on street for collection, this is the responsibility of each retail unit.

7 Trip Generation and Mode Share

A detailed analysis of trip generation and modal split for Templar House has been undertaken, the results of which are shown in **Appendix C.**

8 Transport Impact

An assessment of the net transport impact of the proposed development on the individual modes of transport based on the changes in trip generation has been undertaken. This assessment is shown in **Appendix D.**

In summary the findings of this analysis show that the proposed development will have a marginal impact on the surrounding transport network.

9 Summary and Conclusions

9.1 Summary

This Transport Statement has been prepared in support of the planning application for the redevelopment of the Templar House site, located in the London Borough of Camden (LBC). The existing site currently comprises 13,449m^2 GEA of office accommodation and 764m^2 GEA of retail use.

The proposed scheme involves refurbishment of the existing building to provide a mix of uses comprising 13,708m^2 GEA of office (Class B1) and 678m^2 GEA of retail (Class A1/A3).

The site benefits from a Public Transport Accessibility Level (PTAL) rating of 6b (excellent) and is within a convenient walk of 26 bus routes and Holborn, Chancery Lane and Tottenham Court Road London Underground stations.

In line with the Mayor's London Plan, it is proposed that the development will be car-free and there will be provision for 84 long-stay cycle parking spaces.

Servicing for all land uses will continue to take place on-street via both Eagle Street and High Holborn. Vehicles will park on-street on single yellow lines, and service the building. It is expected that up to 29 servicing trips per day will be generated by the proposed development, of which three would arrive in the peak hour (9am-10am).

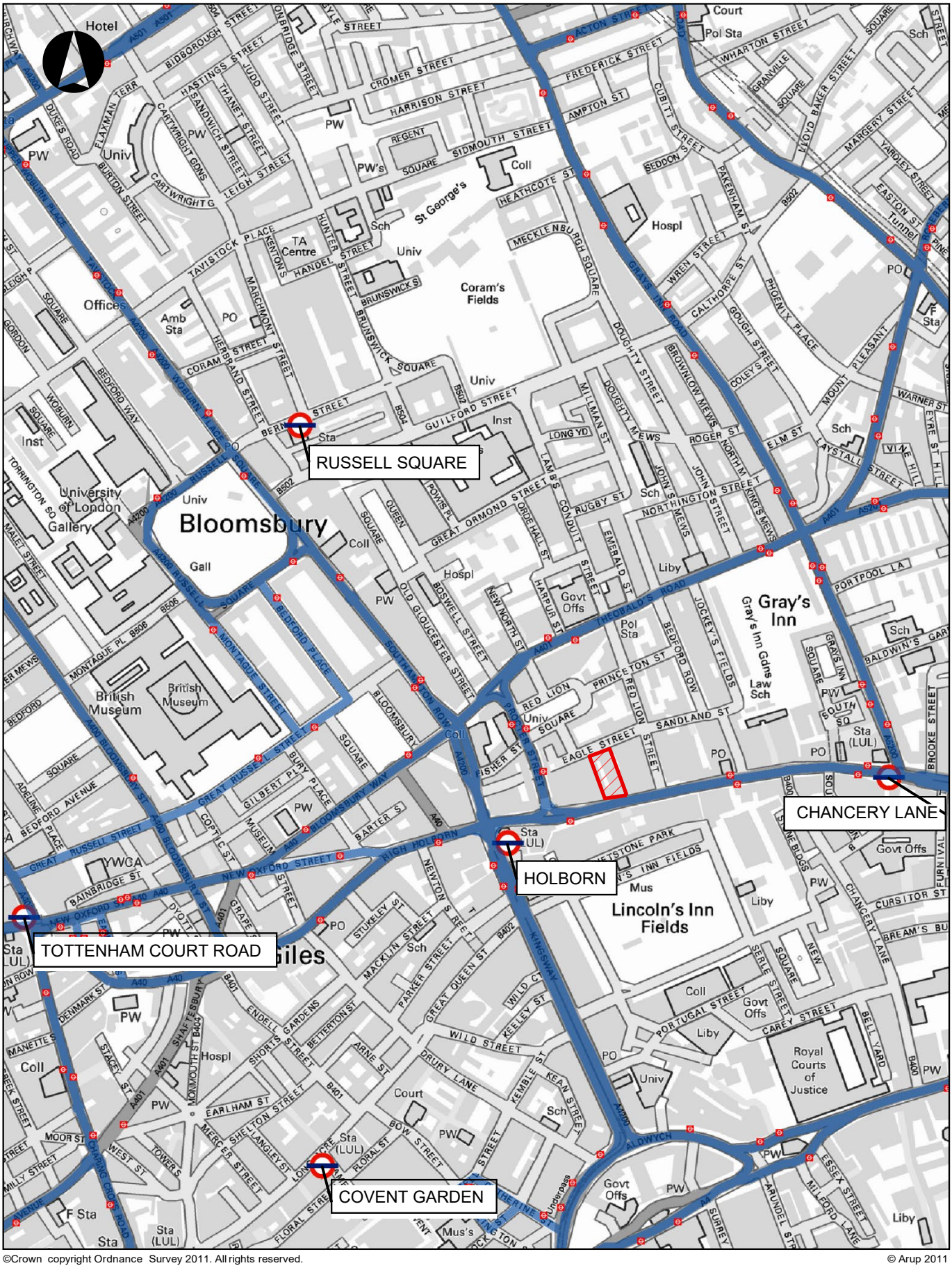
The trip generation for the proposed development indicates that there will be a net increase of 10 extra trips in the AM peak hour and 8 extra trips in the PM peak hour. This is expected to have a marginal impact on the local traffic and transport networks and so no mitigation is considered necessary.

9.2 Conclusion

In conclusion, this Transport Statement demonstrates that the proposed development of the Templar House site can be accommodated within the existing traffic and transport infrastructure surrounding the development site. Furthermore, the development will contribute toward encouraging sustainable transport options in the borough.

Figures

Figure 5: Public Transport Network



Legend

- Site Location
- Underground
- London Bus Stops
- Bus Routes

0 50 100 200 300 400

Metres

Templar House

LOCAL PUBLIC TRANSPORT

FIGURE **5**

Figure 7: Cycle Routes

Legend

Site Location

London Cycle Guide

- Off Carriage
- Signed Route
- Advisory
- Park or Canal Route
- Pedestrian Link

0 25 50 100 150 200 Metres

Templar House
LOCAL CYCLE NETWORK

FIGURE 7

Drawings

Drawing 1: **THR-AST-00-00-DR-A-GA-1001 proposed ground floor**

01 GROUND FLOOR PLAN

1:200

0 2 4 6 8 10 m

Scale 1:200

DRAFT
21/11/2018

rev	description	date	dr	ap
1	For Information	12/10/2018	AL	NG
2	Stage 2	02.11.2018	AL	NG

Revisions

Originall by	Designed By	Approved By	Issue Date
ASTUDIO	AL	NG	25/09/18

astudio

The Tower Building, 8th Floor, 11 York Road, London SE1 7NX
T: ++44(0)207 401 4100 W: www.astudio.co.uk E-mail: info@astudio.co.uk

Client

PLATFORM

Project

TEMPLAR HOUSE REFURBISHMENT

Drawing

GROUND FLOOR
GENERAL ARRANGEMENT PLAN

BIM Status

Scale

-

Project number

17007

Issue status

PRELIMINARY

Drawing number

THR-AST- 00-00-DR-A-GA-1001 2

Project Orig. Zone Location Type Role Class Sequence REV

Disclaimer

A1

Sheet size

Appendix A

Policy Context

2 Policy Context

This section outlines the relevant national, regional and local transport policy and planning guidance documents upon which the proposed development will be assessed.

2.1 National Policy

2.1.1 The National Planning Policy Framework (2018)

The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and sets out the government's planning policies for England and how they are expected to be applied.

The NPFF states that developments should:

- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- Create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.1.2 Planning Practice Guidance (2017)

The Planning Practice Guidance (PPG) is a collection of planning documents published by the Department for Communities and Local Government (DCLG) (first in March 2014, which were consequently updated in July 2017). The documents contain specific guidance on Travel Plans, Transport Assessments and Statements which provides advice on when they are required and what they should contain. The relevant points to note are:

- Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development to promote sustainable development. They are required for all developments which generate significant amounts of movements;
- The development of Travel Plans and Transport Assessments or Transport Statements should be an iterative process as each may influence the other; and

- Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the NPPF.

2.2 Regional Policy

2.2.1 The Draft London Plan (2017)

The Draft London Plan was produced in 2017 to build upon and amend the existing policies set out in the previous 2016 document. The document states that development plans and / or proposals should:

- Support the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, bicycle or public transport by 2041;
- Promote reducing car dominance, ownership and use;
- Identify opportunities to improve the balance of space given to people to dwell, walk, cycle and travel on public transport so space is efficiently used;
- Demonstrate how they will deliver improvements to the ten Healthy Streets Indicators in line with TfL guidance; and
- Demonstrate how they will be permeable by foot and cycle, connecting to local walking and cycling networks as well as public transport.

The Plan also outlines cycle parking provision requirements which should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. These standards are shown in **Table 8** in **Section 5.4**.

2.2.2 The Draft London Plan (August 2018)

As stated earlier, the Draft London Plan was published in 2017 and, following an independent Examination in Public (EiP), will eventually replace The London Plan (2016). Greater London Authority officers are currently registering all representations received and preparing a report which will summarise the main issues arising from the last public consultation, after which it is expected to undergo an EiP in early 2019.

On 13 August 2018 the Mayor published a version of the draft Plan that includes his minor suggested changes. These suggested changes have been prepared following a review of consultation responses, and consist of clarifications, corrections and factual updates to the draft Plan that will help inform the EiP.

The Draft London Plan states that development plans and/or proposals should:

- Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities, increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity to support the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, bicycle or public transport by 2041;
- promote reducing car dominance, ownership and use, road danger, severance, vehicle emissions and noise;

- identify opportunities to improve the balance of space given to people to dwell, walk, cycle and travel on public transport so space is efficiently used;
- demonstrate how they will deliver improvements to the ten Healthy Streets Indicators in line with Transport for London (TfL) guidance; and
- demonstrate how they will be permeable by foot and cycle, connecting to local walking and cycling networks as well as public transport.

2.3 Local Policy

2.3.1 Camden Local Plan (LBC, 2017)

LB Camden's Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010). The Plan ensures Camden continues to have upto-date planning policies that respond to changing circumstances and the borough's unique characteristics and contribute to delivering the Camden Plan and other local priorities

The Local Plan has several policies in place, which are:

- To promote sustainable transport by prioritising walking, cycling and public transport in the borough;
- In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists;
- To limit the availability of parking and require all new developments in the borough to be car-free; and
- To promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road.

2.4 Policy Compliance

The proposed development is considered to meet the objectives of current, national, regional and local policy for a number of reasons:

- The site has excellent accessibility to public transport, with many local bus and London Underground services available within a short walking distance from the site (see **Section 4.1**);
- Secure cycle parking and associated facilities for cyclists will be provided to encourage this sustainable mode of travel (see **Section 5.3.2**); and
- The proposal does not include the provision of car parking (see **Section 5.3.4**).

Appendix B

Existing Transport

3 Existing Transport

3.3 Public Transport

An overview of the existing public transport network surrounding the proposed development is provided in **Figure 5** (to the rear of this report).

3.3.1 PTAL

The Public Transport Accessibility Level (PTAL) of the proposed development has been calculated using Transport for London's (TfL) WebCAT tool. Using this tool, the proposed site has a PTAL rating of 6b, as illustrated in **Figure 6** . This is rated as 'Excellent' (with 1a being the lowest accessibility and 6b being the highest accessibility).

Figure 6: PTAL

The complete PTAL report for the site is included as **Appendix E**.

3.3.2 London Underground

There are three London Underground (LU) stations within 960m walking distance of the proposed development. These are:

- Holborn (265m);
- Chancery Lane (380m); and

- Tottenham Court Road (940m).

These stations provide access to the Central, Northern and Piccadilly lines. A summary of these services and their frequencies is provided in **Table 1**.

Table 1: London Underground Services

Line	Origin/Destination	Frequency*
Central	Hainault / Epping – Leytonstone – Stratford – Mile End – Liverpool Street – Bank – St Paul's – Oxford Circus – Marble Arch – White City – Ealing Broadway / West Ruislip	Every 2 to 3 minutes
Northern	Edgware/High Barnet – Camden Town – Euston - Kings' Cross St Pancras – Bank – Moorgate/Tottenham Court Road – Waterloo – Kennington - Morden	Every 2 to 4 minutes
Piccadilly	Uxbridge – Acton Town – Hammersmith – Green Park – Leicester Square – King's Cross St Pancras – Finsbury Park – Cockfosters	Every 2 to 4 minutes

**Peak hour frequency per direction*

3.3.3 National Rail Services

There are no National Rail stations within 960m walking distance of the proposed development. However, several National Rail stations are reachable via the London Underground services from Holborn and Tottenham Court Road, such as King's Cross and St Pancras Nation Rail Stations. These stations are directly accessible on the Piccadilly line. Charing Cross, Waterloo and Euston National Rail stations are directly accessible via the Northern Line.

3.3.4 London Buses

There are 26 bus services available from bus stops within 640m walking distance of the proposed development. Further information on bus routes serving the site and their frequencies are provided in **Table 2**.

Table *2*: Bus Services

Route No.	Route	Frequency*
1	Canada Water Bus Station – Tottenham Court Road Station	Every 8 – 10 minutes
8	Bow Church – Tottenham Court Road Station	Every 4 – 8 minutes
14	Warren Street Station – Putney Heath / Green Man	Every 7 – 10 minutes
17	London Bridge – Archway Station / Holloway Road	Every 6 – 10 minutes
19	Battersea Bridge/Hester Road – Finsbury Park Interchange	Every 6 – 10 minutes
24	Grosvenor Road – Hampstead Heath	Every 8 – 10 minutes
25	Holles Street (Marylebone) - Hainault Street (Ilford)	Every 5 – 9 minutes
29	Trafalgar Square – Charing Cross Station	Every 4 – 8 minutes
38	Victoria Bus Stations – Lea Bridge Roundabout (Hackney)	Every 4 – 8 minutes
45	Poynders Road / Kings Avenue to King's Cross Station / York Way	Every 7 – 10 minutes
46	Lancaster Gate Station – St Bartholomew's Hospital	Every 9 – 12 minutes
55	Holles Street (Marylebone) – Leyton Green	Every 4 – 8 minutes
59	Wharfdale Road/London Canal Museum (near King's Cross) – Streatham Hill	Every 4 – 8 minutes
68	Euston Station – West Norwood Station	Every 6 – 10 minutes
91	Northumberland Avenue/Trafalgar Square – Rosebery Gardens (Crouch End)	Every 6 – 10 minutes
98	Pound Lane/Willesden Bus Garage – Russell Square Station	Every 5 – 8 minutes
134	Tottenham Court Road Station – Tally Ho Corner	Every 5 – 8 minutes
168	Dunton Road (Southwark) – South End Green (Hampstead Heath)	Every 6 – 10 minutes
171	Museum Street – Catford Garage (Bellingham)	Every 7 – 10 minutes
176	Tottenham Court Road Station – Penge / Pawleyne Arms	Every 8 – 12 minutes

188	Russell Square Station – North Greenwich Station	Every 5 – 9 minutes
242	New Oxford Street – Homerton Hospital (Homerton)	Every 6 – 10 minutes
243	Waterloo Station/Tension Way – Wood Green Station	Every 5 – 8 minutes
341	Glover Drive / Ikea – County Hall	Every 6 – 10 minutes
521	London Bridge Station – Waterloo Station / Mepham Street	Every 2 – 5 minutes
X68	Southampton Row (Holborn) – West Croydon Bus Station	Every 13 – 15 minutes

**Peak hour frequency per direction*

The bus routes outlined above are served by the following bus stops (approximate walking distances shown in brackets):

- Grays Inn Road Chancery Lane (600m);
- Conway Hall/Red Lion Square (300m);
- High Holborn Procter Street (40m);
- British Museum (600m);
- Holborn Station Kingsway (250m); and
- Bloomsbury St / Shaftsbury Avenue (600m).

3.4 Pedestrian Facilities

The proposed development is highly accessible on foot. All roads in the immediate vicinity (High Holborn, Eagle Street, Red Lion Street and Procter Street) have good quality pavements. The local pedestrian network is heavily used in the morning and evening peak periods, primarily by commuters travelling between the nearby London Underground stations and various commercial or retail premises.

High traffic flows are experienced on High Holborn and Procter Street. Red Lion Street has lighter traffic flows and Eagle Street has very low traffic flows due to being a non-through route for vehicles.

Four signalised pedestrian crossings are located in the vicinity of the proposed development and enable pedestrian movement across High Holborn and other large roads in the vicinity of the site. These are:

- High Holborn: south of the site, there is a signalised pedestrian crossing almost directly opposite the main pedestrian entrance and another further east beyond Red Lion Street, opposite Great Turnstile a pedestrian-only

link off the south side of High Holborn. These crossings facilitate pedestrian crossing movements to the south side of High Holborn; and

- High Holborn / Procter Street and High Holborn/Southampton Row/Kingsway: west of the site. These crossings enable key connections to destinations west of the site.

3.5 Cyclist Facilities

3.5.1 Cycle Routes

There are a number of cycle routes available in the vicinity of the proposed development. According to TfL's Central London cycle map, Red Lion Street and the section of High Holborn immediately to the south of the site are 'quieter roads that have been recommended by other cyclists'. Further to the east and the west of High Holborn are sections described as 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads'. This includes London Cycle Network Route 6 which runs from Camden Square to the north to Elephant and Castle to the south and crosses High Holborn at Bloomsbury Court/Newton Street, to the west of Kingsway. All cycle routes are shown on **Figure 7**(to the rear of this report).

3.5.2 Public Cycle Parking

There are several public cycle parking facilities available at a number of locations in the immediate vicinity of the proposed development. These stands are located at:

- High Holborn/Procter Street junction island;
- The pedestrian through route between Eagle Street and Procter Street;
- Red Lion Street; and
- Procter Street.

As with the majority of central London locations, public cycle parking in the vicinity of the site is generally oversubscribed and there is a lack of available spaces at peak times.

3.5.3 London Cycle Hire

The closest London Cycle Hire docking stations to the site are (approximate walking distances and number of docking station spaces shown in brackets):

- Red Lion Street, Holborn (60m, 35 docking station spaces);
- Southampton Place, Holborn (300m, 18 docking station spaces);
- Red Lion Square, Holborn (350m, 15 docking station spaces);
- Theobalds Road, Holborn (390m, 25 docking station spaces);
- Newton Street, Covent Garden (400m, 24 docking station spaces); and

- Sardinia Street, Holborn (460m, 24 docking station spaces).

3.6 Local Highway Network

The block which the proposed development is part of is bounded by the following roads:

- **High Holborn (the A40):** runs along the southern edge of the proposed development. From the junction with Procter Street to the west to the junction with Chancery Lane to the east, High Holborn is two-way with a single general traffic lane and a bus lane in each direction. The street generally experiences heavy traffic flows. Loading restrictions are in operation which prevent loading Monday – Friday from 7am-10am and from 4pm-7pm.
- **Eagle Street:** runs along the northern edge of the proposed development. This is a cul-de-sac and is very lightly trafficked. Vehicular access onto Eagle Street is at its eastern end, from Red Lion Street, which runs north-south. Vehicles can exit Eagle Street either via Dane Street (a one-way street towards the western end of Eagle Street) or by turning around in Eagle Street and exiting back onto Red Lion Street. Traffic is two-way although vehicles would only exit Eagle Street if they had made a turning movement within the street. No centre line markings are present except at the junction with Red Lion Street.
- **Procter Street:** to the west of the site. Procter Street (the A40) is a one-way road which connects Theobalds Road (the A401) with High Holborn (the A40). Traffic travels in a north to south direction. It has two general traffic lanes, and a bus lane on either side.
- In the wider area, the highway network comprises a combination of narrow, quiet roads and larger roads which form more strategic routes. Gray's Inn Road, Theobalds Road, Proctor Street and Southampton Row are all key local roads which, with High Holborn, form the strategic routes in the local area. Gray's Inn Road (the A5200) runs north-south and connects to High Holborn to the east. Theobald's Road (the A401) runs east-west and is around 200m north of the site. Procter Street (part of the A40, one-way in this section) runs north-south and connects to High Holborn to the west of the site and Southampton Row (the A4200) also runs north-south and is situated slightly further west than Procter Street.

3.6.1 Parking

There are currently around 15 car parking spaces on site as well as two spaces for Facilities Management vans (the full breakdown of parking at the existing development is described in **Section 3.2**). On Eagle Street there are two on-street pay and display car parking bays which could each accommodate two cars, one immediately outside the site and one slightly further to the east. There are two further pay and display car parking bays which could each accommodate a single car on Dane Street.

There are three accessible off-street car parks in proximity to the site:

- Holborn Gate (430m on Southampton Buildings) – 32 parking bays;
- Bloomsbury Square (500m on Bloomsbury Square) 450 parking bays including two disabled bays; and
- Parker (530m on Parker Mews) – 330 parking bays including two disabled bays.

On-street motorcycle parking is provided on Sandlands Street (260m east of the site) and around Red Lion Square (220m north of the site). Off-street motorcycle parking is available at the three off-street car parks listed above.

3.7 Future Transport Proposals

3.7.1 Tube Upgrade Plan

A comprehensive renewal of the 'deep Tube' lines (including the Piccadilly, Bakerloo, Central and Waterloo & City lines) is being planned by TfL and is expected to be delivered in the 2020s. TfL plans to refurbish the Piccadilly line first, with the introduction of modern trains planned for 2022 and full modernisation planned to be completed by 2025. Since 2013, the frequency along the core section of the Central line has been 34 trains per hour. The 85 trains in operation on the Central line were refurbished in 2012.

TfL plans to increase frequencies on the Northern line to at least 30 trains per hour by 2022. In addition, a new extension of the Northern line from Kennington to Battersea Power Station via Nine Elms is also planned and would be delivered by 2020.

Capacity increases are also planned for the Victoria and Jubilee lines, the DLR and London Overground and trams.

3.7.2 Crossrail

Crossrail will provide a rail connection through central London linking Reading, Maidenhead and Heathrow Airport in the west to Shenfield and Abbey Wood in the east. An intermediate stop will be provided at Farringdon station. When complete, it is planned that over 140 trains per hour will flow through the Farringdon interchange when it becomes a link between Thameslink, Crossrail and London Underground services. Farringdon will be the only station from which passengers will be able to access all three networks. Farringdon will become one of Britain's busiest train stations, and will be a key link in bringing passengers from outer London to the business hubs in the City and Canary Wharf.

It is expected that Crossrail services will commence by Autumn 2019.

3.7.3 Four Lines Modernisation

The Circle, District, Hammersmith & City and Metropolitan lines are being

upgraded under the Four Lines Modernisation plan with new technology reducing journey times and increasing capacity. The plan is due for completion in 2023.

Modern, air-conditioned S-stock trains are now in operation across the Circle, District, Hammersmith & City and Metropolitan lines. The new trains are longer and more spacious, with bigger doors, creating extra space for more people to get on and off at stations, speeding up journeys. The new trains are also walk-through with air conditioning, as well as improved audio and visual information, dedicated wheelchair spaces and colour-contrasting interiors.

Work to install a new signalling and control system began in the summer of 2016, eventually allowing trains to be driven automatically with a train operator in the cab to open and close the doors and to be run more frequently. Frequencies of up to 32 trains per hour are expected, representing a 33% increase in peak-hour capacity.

Appendix C

Trip Generation and Mode Share

7 Trip Generation and Mode Share

7.1 Introduction

This section provides a detailed analysis of trip generation and modal split carried out for Templar House (the existing building and the proposed development). For the purposes of this study, the trip generation of the existing development has been estimated for the AM and PM commuter peaks which are between 08:00 and 09:00 and 17:00 and 18:00. The TRICS assessment has been undertaken on the office space of the proposed development as it is assumed that all retail trips will be linked trips and therefore will not generate any new additional trips.

Full details of the sites on which the trip generation was based is available in **Appendix F**.

7.2 Existing Development

7.2.1 Trip Generation

The trip generation methodology for the existing office land use is based on the TRICS database, which predicts trip rates and modal split of developments based on survey information of comparable sites. TRICS is a recognised database widely used by transport professionals, TfL and London boroughs.

The selection of comparable sites in TRICS has considered key site characteristics including land use, PTAL rating of five or six, location, size of development and provision of parking facilities. The following three central London sites have been identified as suitable for assessment:

- CN-02-A-03 Fitzroy Street (Camden)
- HM-02-A-01 Queen Caroline Street (Hammersmith and Fulham)
- WH-02-A-02 Battersea Park Road (Wandsworth)

The average person trip rates of the four TRICS sites have been calculated and are presented in **Table 8**.

Table 8: Office Person Trip Rates (per 100m² GEA)

Trip Rate	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Average Trip Rate	3.30	0.37	3.67	0.23	2.91	3.15

The trip rates shown in **Table 8** have been applied to the office floor area of the existing development (13,449m² GEA). The resulting estimated peak hour person trips are provided in **Table 9.**

Table 9: Existing Office Person Trip Generation

Person Trips	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Existing Office	444	50	494	31	392	423

7.2.2. Mode Split

The mode split for the existing office land use was based on 2011 census data for the workday population method of journey to work data for the five-middle layer super output areas surrounding the site. The following adjustments were made in order to calculate the mode split:

- The car mode split was adjusted to reflect the level of car parking available in the existing development, the remaining portion of the mode split was proportionally distributed across public transport modes.

The resulting mode split is presented in **Table 10**.

Table 10: 2011 Census Method-of-Travel-to-Work Office Modal Splits

Mode	Census Mode Split	Adjusted Mode Split
Underground	36%	38%
Train	30%	32%
Bus	12%	13%
Taxi	0%	0%
Motorcycle	1%	1%
Car Driver	6%	2%
Car Passenger	1%	<1%
Bicycle	6%	6%
Walk	6%	6%
Other	0%	0%
Total	100%	100%

The predicted trips presented in **Table 9** have been applied to the mode split outlined in **Table 10**. The resulting trips allocated by mode are shown in **Table 11**.

Table 11: Existing Office Multi-Modal Trip Generation

Mode of Transport	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Underground	169	19	188	12	149	161
Train	140	16	156	10	124	134
Bus	58	6	64	4	51	55

Taxi	1	0	1	0	1	1
Motorcycle	6	1	7	0	6	6
Car Driver	9	1	10	1	8	8
Car Passenger	4	0	5	0	4	4
Bicycle	26	3	29	2	23	25
Walk	29	3	32	2	25	27
Other	1	0	1	0	1	1
Total	444	50	494	31	391	423

Figures in table are subject to rounding.

7.3 Proposed Development

7.3.1 Office Land Use Trip Generation

The trip rates presented in **Table 8** for the existing office development have also been applied to the proposed office development as they are considered to be applicable to both. The trip rates have been applied to the 13,708 GEA office floor area of the proposed development and the resulting person trips are contained in **Table 12**.

Table 12: Proposed Office Person Trip Generation

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Proposed Office Person Trips	452	51	503	32	399	431

7.3.2 Office Land Use Mode Split

The mode split for the proposed office is based on that of the existing office presented in **Section 7.2** the car mode split has been further adjusted to take into account that no car parking will be provided for the office land use. The remaining portion of the mode split was proportionally distributed across public transport modes.

Table 13: Adjusted Office Modal Splits

Mode	Adjusted Mode Split
Underground	39%
Train	33%
Bus	13%
Taxi	0%
Motorcycle	1%

Car Driver	0%
Car Passenger	0%
Bicycle	6%
Walk	6%
Other	0%
Total	100%

The predicted trips presented in **Table 11** have been applied to the mode split outlined in **Table 13**. The resulting trips allocated by mode are shown in **Table 14**.

Table 14: Proposed Office Multi-Modal Trip Generation

Mode of Transport	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Underground	177	20	197	13	156	169
Train	148	17	164	10	130	141
Bus	61	7	67	4	54	58
Taxi	1	0	1	0	1	1
Motorcycle	7	1	7	0	6	6
Car Driver	<1	0	<1	0	<1	<1
Car Passenger	<1	0	<1	0	<1	<1
Bicycle	26	3	29	2	23	25
Walk	29	3	32	2	26	28
Other	1	0	1	0	1	1
Total	452	51	503	32	399	431

Figures in table are subject to rounding.

7.4 Net Trip Generation

The net office trip generation has been obtained by subtracting the existing office multi-modal trip generation (**Table 11**) from the proposed one (**Table 14**). This is shown in **Table 15**.

Table 15: Net Office Multi-Modal Trip Generation

Mode of Transport	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Underground	+8	+1	+9	+1	+7	+8
Train	+7	+1	+8	+1	+6	+7
Bus	+3	0	+3	0	+3	+3

Mode of Transport	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0
Car Driver	-8	-1	-9	-1	-7	-7
Car Passenger	-3	0	-4	0	-3	-3
Bicycle	0	0	1	0	0	0
Walk	+1	0	+1	0	0	+1
Other	0	0	0	0	0	0
Total	**+9**	**+1**	**+10**	**+1**	**+8**	**+8**

Figures in table are subject to rounding.

Appendix D

Transport Impact

8 Transport Impact

8.1 Overview

This section assesses the net transport impact of the proposed development on the individual modes of transport based on the changes in trip generation described in **Section 7**. The assessment considers the AM peak hour inbound trips between 08:00 and 09:00 and the PM peak hour outbound trips between 17:00 and 18:00 when the transport impact is predicted to be the greatest in the vicinity of the site.

Table 15 presents the forecast net change in trips distributed by mode for the AM and PM hours.

8.2 Committed Schemes

No review of the local committed schemes has been undertaken as part of the transport impact assessment as it is not deemed necessary. This is because the proposed development is served by a high number of public transport services (both current and future), as extensively outlined in **Section 4.1**, and any cumulative effects would be effectively dispersed across the local transport networks.

8.3 Impact on the Local Pedestrian Network

The proposed development will generate a net increase of one walking-only inbound trip during the AM peak hour. However, as the final leg of all public transport journeys to the proposed development will be made on foot, the net increase in walking trips will amount to an extra 19 inbound trips. In the PM peak hour there will be a net increase of 16 additional outbound walking trips.

In the context of the existing pedestrian network described in **Section 4.2**, it is considered that the additional walking trips generated by the development in the AM and PM peak hours will not sufficiently impact on local footway capacities.

8.4 Impact on the Local Cycle Network

It is predicted that there will be no net increase of inbound and outbound cycle trips each during the AM and PM peak hour. Therefore, there will be no material impact to the existing cycle network. The proposed development will provide on-site long-stay parking, with additional off-site, on-street public cycle parking in the vicinity so if there are any additional cycle trips associated with the site in the future there are facilities to ensure there will be no impact on the cycle network.

8.5 Impact on the Public Transport Network

8.5.1 Impact on the Rail Network and London Underground

To assess the net impact at station level, the additional Underground trips were split between the stations within 960m walking distance of the site. As there is no information for the distribution of trips for the existing site, the distribution is based on the number tube arrivals during the AM peak hour at each of these stations.

To ensure a robust assessment of the impact of the proposed development on the London Underground network and as there are no National Rail stations within 960m of the site, all rail trips have also been assigned to the Underground in order to present a 'worst case' assessment of the impact of the proposed development on the Underground network.

There will be a net increase of 17 rail and London Underground two-way trips in the AM peak hour and 15 rail and London Underground two-way trips in the PM peak hour as a result of the proposed development. It is assumed that all additional trips will arrive at the stations outlined in **Section 4.1.2** in the peak hours.

The resulting distribution and distributed trips are shown in **Table 16** and **Table 17**.

Table 16: Distribution of Additional London Underground Trips in the AM Peak Hour (including National Rail Trips)

Station	Number of AM Peak Train Arrivals (All Directions)	Distribution	Net Increase in Trips (Inbound)	Net Increase in Trips (Outbound)	Additional Passengers / Train
Holborn	48	52%	8	1	0.2
Chancery Lane	24	26%	4	1	0.2
Tottenham Court Road	20	22%	3	<1	0.2

Table 17: Distribution of Additional London Underground Trips in the PM Peak Hour (including National Rail Trips)

Station	Number of AM Peak Train Arrivals (All Directions)	Distribution	Net Increase in Trips (Inbound)	Net Increase in Trips (Outbound)	Additional Passengers / Train
Holborn	48	52%	1	7	0.2
Chancery Lane	24	26%	<1	4	0.2
Tottenham Court Road	20	22%	<1	3	0.2

These increases equate to less than one additional passenger per train, which is considered marginal and will be accommodated within the existing train, station and line capacities.

8.6 Impact on Other Transport Networks

The trip distribution suggests that there would be three fewer car trips in both the AM inbound peak period and PM peak outbound peak hour, this is due to the reduced parking provision. There will be no additional motorcycle trip anticipated in both the AM inbound peak period and PM peak outbound period.

Likewise, the expected three additional inbound bus trips in the AM and PM peak period can be accommodated by the existing bus network.

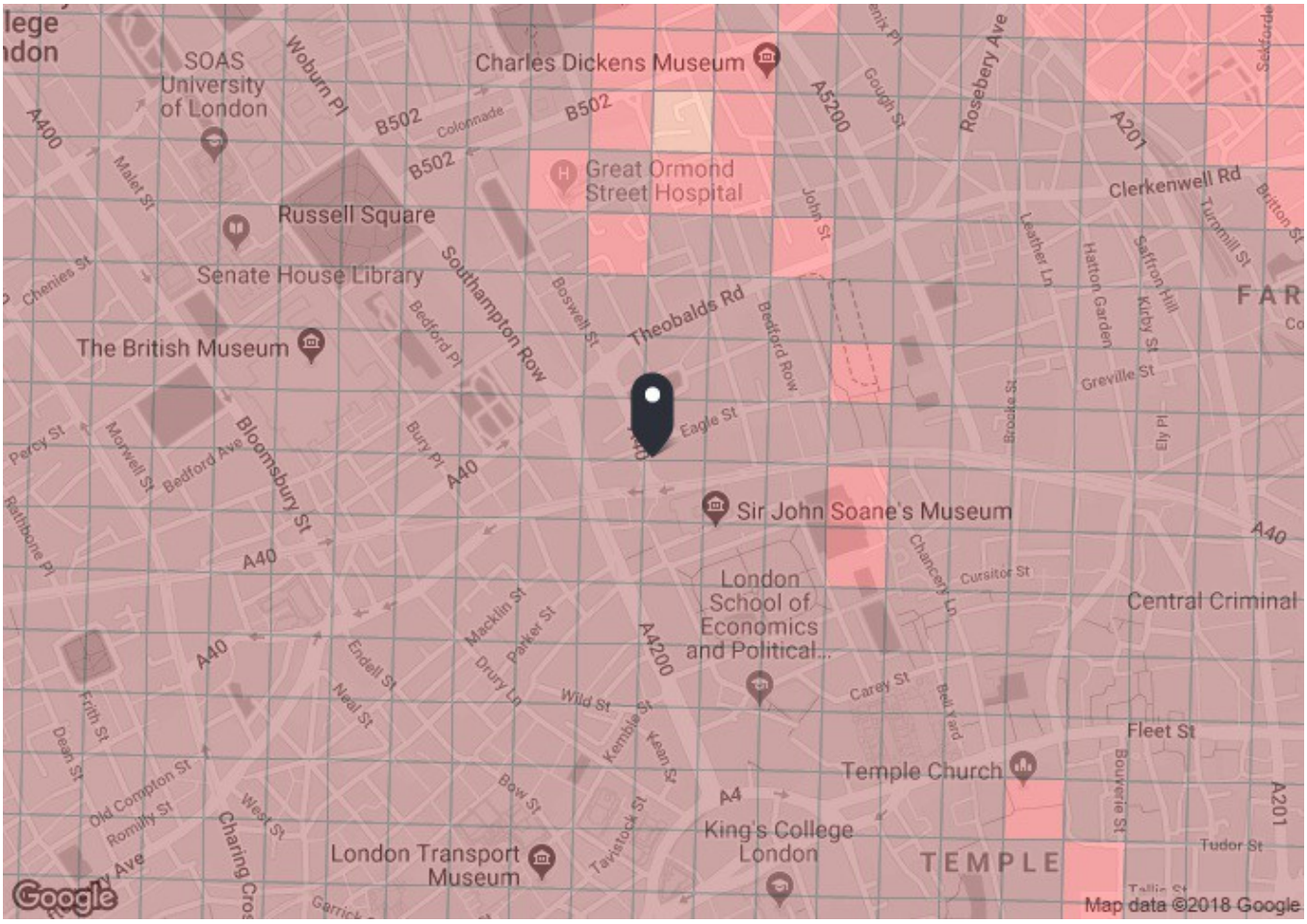
8.7 Mitigation

The increase in trips as a result of the proposed development is expected to have a marginal impact on the local transport networks and so no mitigation is considered necessary.

Appendix E

PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

WC1V 6NU
London WC1V 6NU, UK
Easting: 53061 , Northing: 181591

Grid Cell: 85852

Report generated: 26/1/2018

Mapkey-PTAL

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

Map layers

PTAL (cell s ize: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance(metres)	Frequency(vph)	WalkTime(mins)	SWT (mins)	TAT(mins)	EDF	Weight	AI
Bus	GRAYSINN RD CHANCERYLN	46	571.82	6	7.15	7	14.15	2.12	0.5	1.06
Bus	GRAYSINN RD CHANCERYLN	17	571.82	7.5	7.15	6	13.15	2.28	0.5	1.14
Bus	GRAYSINN RD CHANCERYLN	45	571.82	7	7.15	6.29	13.43	2.23	0.5	1.12
Bus	GRAYSINN RD CHANCERYLN	341	571.82	6	7.15	7	14.15	2.12	0.5	1.06
Bus	CONWAYHALL	38	337.4	10	4.22	5	9.22	3.25	0.5	1.63
Bus	CONWAYHALL	19	337.4	8	4.22	5.75	9.97	3.01	0.5	1.5
Bus	CONWAYHALL	55	337.4	10	4.22	5	9.22	3.25	0.5	1.63
Bus	HIGH HOLBORN PROCTERST	8	37.77	10	0.47	5	5.47	5.48	0.5	2.74
Bus	HIGH HOLBORN PROCTERST	521	37.77	27	0.47	3.1	3.58	8.37	1	8.37
Bus	HIGH HOLBORN PROCTERST	242	37.77	6.5	0.47	6.62	7.09	4.23	0.5	2.12
Bus	HIGH HOLBORN PROCTERST	25	37.77	8	0.47	5.75	6.22	4.82	0.5	2.41
Bus	HOLBORN STATIONKINGSWAY	59	248.48	10	3.1	5	8.1	3.7	0.5	1.85
Bus	HOLBORN STATIONKINGSWAY	243	248.48	1	3.1	4.73	7.83	3.83	0.5	1.91
Bus	HOLBORN STATIONKINGSWAY	91	248.48	9	3.1	5.33	8.44	3.55	0.5	1.78
Bus	HOLBORN STATIONKINGSWAY	1	248.48	8	3.1	5.75	8.86	3.39	0.5	1.69
Bus	HOLBORN STATIONKINGSWAY	68	248.48	9	3.1	5.33	8.44	3.55	0.5	1.78
Bus	HOLBORN STATIONKINGSWAY	X68	248.48	4	3.1	9.5	12.61	2.38	0.5	1.19
Bus	HOLBORN STATIONKINGSWAY	188	248.48	8	3.1	5.75	8.86	3.39	0.5	1.69
Bus	HOLBORN STATIONKINGSWAY	171	248.48	7.75	3.1	5.87	8.98	3.34	0.5	1.67
Bus	HOLBORN STATIONKINGSWAY	168	248.48	9	3.1	5.33	8.44	3.55	0.5	1.78
Bus	BLOOMSBURYST SHAFTESBURYAVE	24	638.16	10	7.98	5	12.98	2.31	0.5	1.16
Bus	BLOOMSBURYST SHAFTESBURYAVE	134	638.16	12	7.98	4.5	12.48	2.4	0.5	1.2
Bus	BLOOMSBURYST SHAFTESBURYAVE	29	638.16	15	7.98	4	1 .98	2.5	0.5	1.25
Bus	BLOOMSBURYST SHAFTESBURYAVE	176	638.16	8.5	7.98	5.53	13.51	2.22	0.5	1.1
Bus	BLOOMSBURYST SHAFTESBURYAVE	14	638.16	13	7.98	4.31	12.28	2.44	0.5	1.22
Bus	BRITISH MUSEUM	98	569.58	9	7.12	5.33	12.45	2.41	0.5	1.2
LUL	TottenhamCourt Road	'Morden-Edgware '	878.3	4.67	10.98	7.17	18.15	1.65	0.5	0.83
LUL	TottenhamCourt Road	'HighBarnet-Morden'	878.3	0.33	10.98	91.66	102.64	0.29	0.5	0.15
LUL	TottenhamCourt Road	'Kennington-Edgware '	878.3	14.67	10.98	2.79	13.77	2.18	0.5	1.09
LUL	TottenhamCourt Road	'HighBarnet-Kenningt '	878.3	5.33	10.98	6.38	17.36	1.73	0.5	0.86
LUL	TottenhamCourt Road	'MillHill-Morden'	878.3	1.67	10.98	18.71	29.69	1.01	0.5	0.51
LUL	TottenhamCourt Road	'MillHillE-Kenningt '	878.3	1.67	10.98	18.71	29.69	1.01	0.5	0.51
LUL	ChanceryLane	'Debden-WRuislip '	489.3	0.33	6.12	91.66	97.78	0.31	0.5	0.15
LUL	ChanceryLane	'Ealing-Loughton'	489.3	1	6.12	30.75	36.87	0.81	0.5	0.41
LUL	Holborn	'Epping-Ealing '	205.01	3	2.56	10.75	13.31	2.25	0.5	1.13
LUL	Holborn	'Epping-Wruislip '	205.01	3	2.56	10.75	13.31	2.25	0.5	1.13
LUL	Holborn	'RuislipGar-Epping '	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'WhiteCity-Epping '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Epping-NActon'	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'Epping-Northolt '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'WhiteCity-Debden '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Debden-Northolt '	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'RuislipGdns-Debden'	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Loughton-WRuislip '	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'NActon-Loughton'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'RuislipGdns-Loughton'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'Loughton-WhiteCity'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'Loughton-Northolt '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Ealing-NewburyPark'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'WRuislip-NewburyPark'	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'NActon-NewburyPark'	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Hainault-Ealing '	205.01	5.33	2.56	6.38	8.94	3.36	0.5	1.68
LUL	Holborn	'Hainault-Nacton'	205.01	1.33	2.56	23.31	25.87	1.16	0.5	0.58
LUL	Holborn	'Hainault-WRuislip '	205.01	3.33	2.56	9.76	12.32	2.43	0.5	1.22
LUL	Holborn	'RuislipGdns-NP-Hain'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'Hainault-WhiteCity'	205.01	1.67	2.56	18.71	21.28	1.41	0.5	0.7
LUL	Holborn	'Hainault-NP-Northolt'	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'GrangeHill-WD-Eal '	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45

Mode	Stop	Route	Distance(metres)	Frequency(vph)	Walk Time(mins)	SWT (mins)	TAT(mins)	EDF	Weight	AI
LUL	Holborn	'GrangeHill-Wdfd-Whit'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'GrangeHill-Wdfd-WRsp'	205.01	0.67	2.56	45.53	48.09	0.62	0.5	0.31
LUL	Holborn	'Cockfosters-LHRT4LT '	205.01	4.67	2.56	7.17	9.74	3.08	0.5	1.54
LUL	Holborn	'RayLane-Cockfosters '	205.01	3.67	2.56	8.92	1 .49	2.61	0.5	1.31
LUL	Holborn	'LHRT4LT-ArnosGrove '	205.01	4.67	2.56	7.17	9.74	3.08	0.5	1.54
LUL	Holborn	'ArnosGrove-RayLane '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'ArnosGrove-Nthfields'	205.01	3	2.56	10.75	13.31	2.25	0.5	1.13
LUL	Holborn	'Oakwood-RayLane '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Nthfields-Cockfoster'	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'LHRT5-Cockfosters '	205.01	6	2.56	5.75	8.31	3.61	1	3.61
LUL	Holborn	'Uxbridge-Cockfosters'	205.01	3.67	2.56	8.92	1 .49	2.61	0.5	1.31
LUL	Holborn	'Ruislip-Cockfosters '	205.01	2.33	2.56	13.63	16.19	1.85	0.5	0.93
LUL	Holborn	'ArnosGrove-Uxbridge '	205.01	1	2.56	30.75	33.31	0.9	0.5	0.45
LUL	Holborn	'Oakwood-Uxbridge '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
LUL	Holborn	'Oakwood-Ruislip '	205.01	0.33	2.56	91.66	94.22	0.32	0.5	0.16
									Total Grid Cell AI:	**77.12**

Appendix F

TRICS Output

Calculation Reference: AUDIT-701001-181123-1104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	WH	WANDSWORTH	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:	1215 to 26639 (units: sqm)
Range Selected by User:	186 to 120000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 04/07/18

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
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	3

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	3

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:

B1	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

5 Very Good	1 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 **CN-02-A-03** **PLANNING & ENGINEERING** **CAMDEN**
FITZROY STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 26639 sqm
Survey date: WEDNESDAY *06/12/17* *Survey Type: MANUAL*

2 **HM-02-A-01** **REGUS OFFICES** **HAMMERSMITH AND FULHAM**
QUEEN CAROLINE STREET
HAMMERSMITH

Town Centre
Built-Up Zone
Total Gross floor area: 2036 sqm
Survey date: MONDAY *13/11/17* *Survey Type: MANUAL*

3 **WH-02-A-02** **OFFICES** **WANDSWORTH**
BATTERSEA PARK ROAD
BATTERSEA

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.020	3	9963	0.003	3	9963	0.023
07:30 - 08:00	3	9963	0.020	3	9963	0.017	3	9963	0.037
08:00 - 08:30	3	9963	0.040	3	9963	0.017	3	9963	0.057
08:30 - 09:00	**3**	**9963**	**0.084**	3	9963	0.010	**3**	**9963**	**0.094**
09:00 - 09:30	3	9963	0.023	3	9963	0.007	3	9963	0.030
09:30 - 10:00	3	9963	0.040	3	9963	0.003	3	9963	0.043
10:00 - 10:30	3	9963	0.010	3	9963	0.020	3	9963	0.030
10:30 - 11:00	3	9963	0.020	3	9963	0.010	3	9963	0.030
11:00 - 11:30	3	9963	0.037	3	9963	0.037	3	9963	0.074
11:30 - 12:00	3	9963	0.017	3	9963	0.013	3	9963	0.030
12:00 - 12:30	3	9963	0.027	3	9963	0.017	3	9963	0.044
12:30 - 13:00	3	9963	0.013	3	9963	0.017	3	9963	0.030
13:00 - 13:30	3	9963	0.013	3	9963	0.007	3	9963	0.020
13:30 - 14:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
14:00 - 14:30	3	9963	0.003	3	9963	0.007	3	9963	0.010
14:30 - 15:00	3	9963	0.003	3	9963	0.013	3	9963	0.016
15:00 - 15:30	3	9963	0.010	3	9963	0.013	3	9963	0.023
15:30 - 16:00	3	9963	0.003	3	9963	0.027	3	9963	0.030
16:00 - 16:30	3	9963	0.003	3	9963	0.013	3	9963	0.016
16:30 - 17:00	3	9963	0.007	3	9963	0.020	3	9963	0.027
17:00 - 17:30	3	9963	0.007	3	9963	0.037	3	9963	0.044
17:30 - 18:00	3	9963	0.010	**3**	**9963**	**0.057**	3	9963	0.067
18:00 - 18:30	3	9963	0.013	3	9963	0.043	3	9963	0.056
18:30 - 19:00	3	9963	0.003	3	9963	0.017	3	9963	0.020
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.429			0.428			0.857

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 26639 (units: sqm)
Survey date date range:	01/01/12 - 04/07/18
Number of weekdays (Monday-Friday):	3
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 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
07:30 - 08:00	3	9963	0.007	3	9963	0.003	3	9963	0.010
08:00 - 08:30	3	9963	0.013	3	9963	0.007	3	9963	0.020
08:30 - 09:00	**3**	**9963**	**0.017**	3	9963	0.003	3	9963	0.020
09:00 - 09:30	3	9963	0.007	3	9963	0.000	3	9963	0.007
09:30 - 10:00	3	9963	0.010	3	9963	0.000	3	9963	0.010
10:00 - 10:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
10:30 - 11:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
11:00 - 11:30	3	9963	0.017	**3**	**9963**	**0.013**	**3**	**9963**	**0.030**
11:30 - 12:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
12:00 - 12:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
12:30 - 13:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
13:00 - 13:30	3	9963	0.007	3	9963	0.003	3	9963	0.010
13:30 - 14:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:00 - 14:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:30 - 15:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
15:00 - 15:30	3	9963	0.000	3	9963	0.003	3	9963	0.003
15:30 - 16:00	3	9963	0.003	3	9963	0.013	3	9963	0.016
16:00 - 16:30	3	9963	0.000	3	9963	0.007	3	9963	0.007
16:30 - 17:00	3	9963	0.003	3	9963	0.010	3	9963	0.013
17:00 - 17:30	3	9963	0.000	3	9963	0.013	3	9963	0.013
17:30 - 18:00	3	9963	0.007	3	9963	0.007	3	9963	0.014
18:00 - 18:30	3	9963	0.007	3	9963	0.010	3	9963	0.017
18:30 - 19:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.110			0.107			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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
07:30 - 08:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
08:00 - 08:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
08:30 - 09:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
09:00 - 09:30	**3**	**9963**	**0.010**	3	9963	0.003	**3**	**9963**	**0.013**
09:30 - 10:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
10:00 - 10:30	3	9963	0.000	3	9963	0.003	3	9963	0.003
10:30 - 11:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
11:00 - 11:30	3	9963	0.000	**3**	**9963**	**0.007**	3	9963	0.007
11:30 - 12:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
12:00 - 12:30	3	9963	0.003	3	9963	0.000	3	9963	0.003
12:30 - 13:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
13:00 - 13:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
13:30 - 14:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:00 - 14:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:30 - 15:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
15:00 - 15:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
15:30 - 16:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
16:00 - 16:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
16:30 - 17:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
17:00 - 17:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
17:30 - 18:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
18:00 - 18:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
18:30 - 19:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.022			0.022			0.044

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

*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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.040	3	9963	0.000	3	9963	0.040
07:30 - 08:00	3	9963	0.040	3	9963	0.003	3	9963	0.043
08:00 - 08:30	3	9963	0.124	3	9963	0.000	3	9963	0.124
08:30 - 09:00	**3**	**9963**	**0.167**	3	9963	0.000	3	9963	0.167
09:00 - 09:30	3	9963	0.164	3	9963	0.013	3	9963	0.177
09:30 - 10:00	3	9963	0.047	3	9963	0.003	3	9963	0.050
10:00 - 10:30	3	9963	0.047	3	9963	0.020	3	9963	0.067
10:30 - 11:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
11:00 - 11:30	3	9963	0.020	3	9963	0.003	3	9963	0.023
11:30 - 12:00	3	9963	0.013	3	9963	0.007	3	9963	0.020
12:00 - 12:30	3	9963	0.010	3	9963	0.010	3	9963	0.020
12:30 - 13:00	3	9963	0.007	3	9963	0.030	3	9963	0.037
13:00 - 13:30	3	9963	0.013	3	9963	0.020	3	9963	0.033
13:30 - 14:00	3	9963	0.000	3	9963	0.010	3	9963	0.010
14:00 - 14:30	3	9963	0.000	3	9963	0.007	3	9963	0.007
14:30 - 15:00	3	9963	0.007	3	9963	0.000	3	9963	0.007
15:00 - 15:30	3	9963	0.010	3	9963	0.010	3	9963	0.020
15:30 - 16:00	3	9963	0.000	3	9963	0.020	3	9963	0.020
16:00 - 16:30	3	9963	0.003	3	9963	0.007	3	9963	0.010
16:30 - 17:00	3	9963	0.000	3	9963	0.030	3	9963	0.030
17:00 - 17:30	3	9963	0.000	3	9963	0.077	3	9963	0.077
17:30 - 18:00	3	9963	0.003	**3**	**9963**	**0.177**	**3**	**9963**	**0.180**
18:00 - 18:30	3	9963	0.000	3	9963	0.167	3	9963	0.167
18:30 - 19:00	3	9963	0.000	3	9963	0.087	3	9963	0.087
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.715			0.701			1.416

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.020	3	9963	0.003	3	9963	0.023
07:30 - 08:00	3	9963	0.030	3	9963	0.017	3	9963	0.047
08:00 - 08:30	3	9963	0.054	3	9963	0.020	3	9963	0.074
08:30 - 09:00	**3**	**9963**	**0.090**	3	9963	0.010	**3**	**9963**	**0.100**
09:00 - 09:30	3	9963	0.033	3	9963	0.010	3	9963	0.043
09:30 - 10:00	3	9963	0.040	3	9963	0.003	3	9963	0.043
10:00 - 10:30	3	9963	0.020	3	9963	0.023	3	9963	0.043
10:30 - 11:00	3	9963	0.023	3	9963	0.013	3	9963	0.036
11:00 - 11:30	3	9963	0.043	3	9963	0.040	3	9963	0.083
11:30 - 12:00	3	9963	0.017	3	9963	0.013	3	9963	0.030
12:00 - 12:30	3	9963	0.033	3	9963	0.020	3	9963	0.053
12:30 - 13:00	3	9963	0.017	3	9963	0.020	3	9963	0.037
13:00 - 13:30	3	9963	0.027	3	9963	0.017	3	9963	0.044
13:30 - 14:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
14:00 - 14:30	3	9963	0.007	3	9963	0.007	3	9963	0.014
14:30 - 15:00	3	9963	0.007	3	9963	0.017	3	9963	0.024
15:00 - 15:30	3	9963	0.013	3	9963	0.017	3	9963	0.030
15:30 - 16:00	3	9963	0.003	3	9963	0.033	3	9963	0.036
16:00 - 16:30	3	9963	0.003	3	9963	0.013	3	9963	0.016
16:30 - 17:00	3	9963	0.013	3	9963	0.030	3	9963	0.043
17:00 - 17:30	3	9963	0.010	3	9963	0.040	3	9963	0.050
17:30 - 18:00	3	9963	0.010	**3**	**9963**	**0.067**	3	9963	0.077
18:00 - 18:30	3	9963	0.013	3	9963	0.057	3	9963	0.070
18:30 - 19:00	3	9963	0.010	3	9963	0.020	3	9963	0.030
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.539			0.513			1.052

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.043	3	9963	0.030	3	9963	0.073
07:30 - 08:00	3	9963	0.114	3	9963	0.084	3	9963	0.198
08:00 - 08:30	3	9963	0.241	3	9963	0.127	3	9963	0.368
08:30 - 09:00	3	9963	0.214	3	9963	0.157	3	9963	0.371
09:00 - 09:30	3	9963	0.201	3	9963	0.161	3	9963	0.362
09:30 - 10:00	3	9963	0.241	3	9963	0.147	3	9963	0.388
10:00 - 10:30	3	9963	0.238	3	9963	0.288	3	9963	0.526
10:30 - 11:00	**3**	**9963**	**0.271**	3	9963	0.298	3	9963	0.569
11:00 - 11:30	3	9963	0.130	3	9963	0.110	3	9963	0.240
11:30 - 12:00	3	9963	0.228	3	9963	0.238	3	9963	0.466
12:00 - 12:30	3	9963	0.100	3	9963	0.238	3	9963	0.338
12:30 - 13:00	3	9963	0.264	**3**	**9963**	**0.328**	**3**	**9963**	**0.592**
13:00 - 13:30	3	9963	0.264	3	9963	0.224	3	9963	0.488
13:30 - 14:00	3	9963	0.271	3	9963	0.231	3	9963	0.502
14:00 - 14:30	3	9963	0.147	3	9963	0.067	3	9963	0.214
14:30 - 15:00	3	9963	0.117	3	9963	0.064	3	9963	0.181
15:00 - 15:30	3	9963	0.027	3	9963	0.070	3	9963	0.097
15:30 - 16:00	3	9963	0.033	3	9963	0.080	3	9963	0.113
16:00 - 16:30	3	9963	0.050	3	9963	0.057	3	9963	0.107
16:30 - 17:00	3	9963	0.033	3	9963	0.067	3	9963	0.100
17:00 - 17:30	3	9963	0.043	3	9963	0.084	3	9963	0.127
17:30 - 18:00	3	9963	0.047	3	9963	0.137	3	9963	0.184
18:00 - 18:30	3	9963	0.017	3	9963	0.104	3	9963	0.121
18:30 - 19:00	3	9963	0.020	3	9963	0.050	3	9963	0.070
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.354			3.441			6.795

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.037	3	9963	0.000	3	9963	0.037
07:30 - 08:00	3	9963	0.090	3	9963	0.007	3	9963	0.097
08:00 - 08:30	3	9963	0.201	3	9963	0.003	3	9963	0.204
08:30 - 09:00	3	9963	0.228	3	9963	0.010	3	9963	0.238
09:00 - 09:30	**3**	**9963**	**0.251**	3	9963	0.010	3	9963	0.261
09:30 - 10:00	3	9963	0.077	3	9963	0.027	3	9963	0.104
10:00 - 10:30	3	9963	0.070	3	9963	0.033	3	9963	0.103
10:30 - 11:00	3	9963	0.040	3	9963	0.023	3	9963	0.063
11:00 - 11:30	3	9963	0.033	3	9963	0.013	3	9963	0.046
11:30 - 12:00	3	9963	0.017	3	9963	0.027	3	9963	0.044
12:00 - 12:30	3	9963	0.023	3	9963	0.054	3	9963	0.077
12:30 - 13:00	3	9963	0.060	3	9963	0.050	3	9963	0.110
13:00 - 13:30	3	9963	0.050	3	9963	0.027	3	9963	0.077
13:30 - 14:00	3	9963	0.043	3	9963	0.050	3	9963	0.093
14:00 - 14:30	3	9963	0.023	3	9963	0.027	3	9963	0.050
14:30 - 15:00	3	9963	0.027	3	9963	0.043	3	9963	0.070
15:00 - 15:30	3	9963	0.027	3	9963	0.050	3	9963	0.077
15:30 - 16:00	3	9963	0.007	3	9963	0.043	3	9963	0.050
16:00 - 16:30	3	9963	0.020	3	9963	0.057	3	9963	0.077
16:30 - 17:00	3	9963	0.013	3	9963	0.067	3	9963	0.080
17:00 - 17:30	3	9963	0.020	3	9963	0.130	3	9963	0.150
17:30 - 18:00	3	9963	0.013	**3**	**9963**	**0.298**	**3**	**9963**	**0.311**
18:00 - 18:30	3	9963	0.000	3	9963	0.187	3	9963	0.187
18:30 - 19:00	3	9963	0.000	3	9963	0.070	3	9963	0.070
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.370			1.306			2.676

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
07:30 - 08:00	3	9963	0.007	3	9963	0.003	3	9963	0.010
08:00 - 08:30	3	9963	0.013	3	9963	0.007	3	9963	0.020
08:30 - 09:00	**3**	**9963**	**0.017**	3	9963	0.003	3	9963	0.020
09:00 - 09:30	3	9963	0.007	3	9963	0.000	3	9963	0.007
09:30 - 10:00	3	9963	0.010	3	9963	0.000	3	9963	0.010
10:00 - 10:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
10:30 - 11:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
11:00 - 11:30	3	9963	0.017	**3**	**9963**	**0.013**	**3**	**9963**	**0.030**
11:30 - 12:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
12:00 - 12:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
12:30 - 13:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
13:00 - 13:30	3	9963	0.007	3	9963	0.003	3	9963	0.010
13:30 - 14:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:00 - 14:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:30 - 15:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
15:00 - 15:30	3	9963	0.000	3	9963	0.003	3	9963	0.003
15:30 - 16:00	3	9963	0.003	3	9963	0.013	3	9963	0.016
16:00 - 16:30	3	9963	0.000	3	9963	0.007	3	9963	0.007
16:30 - 17:00	3	9963	0.003	3	9963	0.010	3	9963	0.013
17:00 - 17:30	3	9963	0.000	3	9963	0.013	3	9963	0.013
17:30 - 18:00	3	9963	0.007	3	9963	0.007	3	9963	0.014
18:00 - 18:30	3	9963	0.007	3	9963	0.010	3	9963	0.017
18:30 - 19:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.110			0.107			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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
07:30 - 08:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
08:00 - 08:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
08:30 - 09:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
09:00 - 09:30	**3**	**9963**	**0.010**	3	9963	0.003	**3**	**9963**	**0.013**
09:30 - 10:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
10:00 - 10:30	3	9963	0.000	3	9963	0.003	3	9963	0.003
10:30 - 11:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
11:00 - 11:30	3	9963	0.000	**3**	**9963**	**0.007**	3	9963	0.007
11:30 - 12:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
12:00 - 12:30	3	9963	0.003	3	9963	0.000	3	9963	0.003
12:30 - 13:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
13:00 - 13:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
13:30 - 14:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:00 - 14:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:30 - 15:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
15:00 - 15:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
15:30 - 16:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
16:00 - 16:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
16:30 - 17:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
17:00 - 17:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
17:30 - 18:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
18:00 - 18:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
18:30 - 19:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.022			0.022			0.044

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

*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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.040	3	9963	0.000	3	9963	0.040
07:30 - 08:00	3	9963	0.040	3	9963	0.003	3	9963	0.043
08:00 - 08:30	3	9963	0.124	3	9963	0.000	3	9963	0.124
08:30 - 09:00	**3**	**9963**	**0.167**	3	9963	0.000	3	9963	0.167
09:00 - 09:30	3	9963	0.164	3	9963	0.013	3	9963	0.177
09:30 - 10:00	3	9963	0.047	3	9963	0.003	3	9963	0.050
10:00 - 10:30	3	9963	0.047	3	9963	0.020	3	9963	0.067
10:30 - 11:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
11:00 - 11:30	3	9963	0.020	3	9963	0.003	3	9963	0.023
11:30 - 12:00	3	9963	0.013	3	9963	0.007	3	9963	0.020
12:00 - 12:30	3	9963	0.010	3	9963	0.010	3	9963	0.020
12:30 - 13:00	3	9963	0.007	3	9963	0.030	3	9963	0.037
13:00 - 13:30	3	9963	0.013	3	9963	0.020	3	9963	0.033
13:30 - 14:00	3	9963	0.000	3	9963	0.010	3	9963	0.010
14:00 - 14:30	3	9963	0.000	3	9963	0.007	3	9963	0.007
14:30 - 15:00	3	9963	0.007	3	9963	0.000	3	9963	0.007
15:00 - 15:30	3	9963	0.010	3	9963	0.010	3	9963	0.020
15:30 - 16:00	3	9963	0.000	3	9963	0.020	3	9963	0.020
16:00 - 16:30	3	9963	0.003	3	9963	0.007	3	9963	0.010
16:30 - 17:00	3	9963	0.000	3	9963	0.030	3	9963	0.030
17:00 - 17:30	3	9963	0.000	3	9963	0.077	3	9963	0.077
17:30 - 18:00	3	9963	0.003	**3**	**9963**	**0.177**	**3**	**9963**	**0.180**
18:00 - 18:30	3	9963	0.000	3	9963	0.167	3	9963	0.167
18:30 - 19:00	3	9963	0.000	3	9963	0.087	3	9963	0.087
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.715			0.701			1.416

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.020	3	9963	0.003	3	9963	0.023
07:30 - 08:00	3	9963	0.030	3	9963	0.017	3	9963	0.047
08:00 - 08:30	3	9963	0.054	3	9963	0.020	3	9963	0.074
08:30 - 09:00	**3**	**9963**	**0.090**	3	9963	0.010	**3**	**9963**	**0.100**
09:00 - 09:30	3	9963	0.033	3	9963	0.010	3	9963	0.043
09:30 - 10:00	3	9963	0.040	3	9963	0.003	3	9963	0.043
10:00 - 10:30	3	9963	0.020	3	9963	0.023	3	9963	0.043
10:30 - 11:00	3	9963	0.023	3	9963	0.013	3	9963	0.036
11:00 - 11:30	3	9963	0.043	3	9963	0.040	3	9963	0.083
11:30 - 12:00	3	9963	0.017	3	9963	0.013	3	9963	0.030
12:00 - 12:30	3	9963	0.033	3	9963	0.020	3	9963	0.053
12:30 - 13:00	3	9963	0.017	3	9963	0.020	3	9963	0.037
13:00 - 13:30	3	9963	0.027	3	9963	0.017	3	9963	0.044
13:30 - 14:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
14:00 - 14:30	3	9963	0.007	3	9963	0.007	3	9963	0.014
14:30 - 15:00	3	9963	0.007	3	9963	0.017	3	9963	0.024
15:00 - 15:30	3	9963	0.013	3	9963	0.017	3	9963	0.030
15:30 - 16:00	3	9963	0.003	3	9963	0.033	3	9963	0.036
16:00 - 16:30	3	9963	0.003	3	9963	0.013	3	9963	0.016
16:30 - 17:00	3	9963	0.013	3	9963	0.030	3	9963	0.043
17:00 - 17:30	3	9963	0.010	3	9963	0.040	3	9963	0.050
17:30 - 18:00	3	9963	0.010	**3**	**9963**	**0.067**	3	9963	0.077
18:00 - 18:30	3	9963	0.013	3	9963	0.057	3	9963	0.070
18:30 - 19:00	3	9963	0.010	3	9963	0.020	3	9963	0.030
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.539			0.513			1.052

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.043	3	9963	0.030	3	9963	0.073
07:30 - 08:00	3	9963	0.114	3	9963	0.084	3	9963	0.198
08:00 - 08:30	3	9963	0.241	3	9963	0.127	3	9963	0.368
08:30 - 09:00	3	9963	0.214	3	9963	0.157	3	9963	0.371
09:00 - 09:30	3	9963	0.201	3	9963	0.161	3	9963	0.362
09:30 - 10:00	3	9963	0.241	3	9963	0.147	3	9963	0.388
10:00 - 10:30	3	9963	0.238	3	9963	0.288	3	9963	0.526
10:30 - 11:00	**3**	**9963**	**0.271**	3	9963	0.298	3	9963	0.569
11:00 - 11:30	3	9963	0.130	3	9963	0.110	3	9963	0.240
11:30 - 12:00	3	9963	0.228	3	9963	0.238	3	9963	0.466
12:00 - 12:30	3	9963	0.100	3	9963	0.238	3	9963	0.338
12:30 - 13:00	3	9963	0.264	**3**	**9963**	**0.328**	**3**	**9963**	**0.592**
13:00 - 13:30	3	9963	0.264	3	9963	0.224	3	9963	0.488
13:30 - 14:00	3	9963	0.271	3	9963	0.231	3	9963	0.502
14:00 - 14:30	3	9963	0.147	3	9963	0.067	3	9963	0.214
14:30 - 15:00	3	9963	0.117	3	9963	0.064	3	9963	0.181
15:00 - 15:30	3	9963	0.027	3	9963	0.070	3	9963	0.097
15:30 - 16:00	3	9963	0.033	3	9963	0.080	3	9963	0.113
16:00 - 16:30	3	9963	0.050	3	9963	0.057	3	9963	0.107
16:30 - 17:00	3	9963	0.033	3	9963	0.067	3	9963	0.100
17:00 - 17:30	3	9963	0.043	3	9963	0.084	3	9963	0.127
17:30 - 18:00	3	9963	0.047	3	9963	0.137	3	9963	0.184
18:00 - 18:30	3	9963	0.017	3	9963	0.104	3	9963	0.121
18:30 - 19:00	3	9963	0.020	3	9963	0.050	3	9963	0.070
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.354			3.441			6.795

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.037	3	9963	0.000	3	9963	0.037
07:30 - 08:00	3	9963	0.090	3	9963	0.007	3	9963	0.097
08:00 - 08:30	3	9963	0.201	3	9963	0.003	3	9963	0.204
08:30 - 09:00	3	9963	0.228	3	9963	0.010	3	9963	0.238
09:00 - 09:30	**3**	**9963**	**0.251**	3	9963	0.010	3	9963	0.261
09:30 - 10:00	3	9963	0.077	3	9963	0.027	3	9963	0.104
10:00 - 10:30	3	9963	0.070	3	9963	0.033	3	9963	0.103
10:30 - 11:00	3	9963	0.040	3	9963	0.023	3	9963	0.063
11:00 - 11:30	3	9963	0.033	3	9963	0.013	3	9963	0.046
11:30 - 12:00	3	9963	0.017	3	9963	0.027	3	9963	0.044
12:00 - 12:30	3	9963	0.023	3	9963	0.054	3	9963	0.077
12:30 - 13:00	3	9963	0.060	3	9963	0.050	3	9963	0.110
13:00 - 13:30	3	9963	0.050	3	9963	0.027	3	9963	0.077
13:30 - 14:00	3	9963	0.043	3	9963	0.050	3	9963	0.093
14:00 - 14:30	3	9963	0.023	3	9963	0.027	3	9963	0.050
14:30 - 15:00	3	9963	0.027	3	9963	0.043	3	9963	0.070
15:00 - 15:30	3	9963	0.027	3	9963	0.050	3	9963	0.077
15:30 - 16:00	3	9963	0.007	3	9963	0.043	3	9963	0.050
16:00 - 16:30	3	9963	0.020	3	9963	0.057	3	9963	0.077
16:30 - 17:00	3	9963	0.013	3	9963	0.067	3	9963	0.080
17:00 - 17:30	3	9963	0.020	3	9963	0.130	3	9963	0.150
17:30 - 18:00	3	9963	0.013	**3**	**9963**	**0.298**	**3**	**9963**	**0.311**
18:00 - 18:30	3	9963	0.000	3	9963	0.187	3	9963	0.187
18:30 - 19:00	3	9963	0.000	3	9963	0.070	3	9963	0.070
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.370			1.306			2.676

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.134	3	9963	0.000	3	9963	0.134
07:30 - 08:00	3	9963	0.341	3	9963	0.003	3	9963	0.344
08:00 - 08:30	3	9963	0.806	3	9963	0.010	3	9963	0.816
08:30 - 09:00	**3**	**9963**	**1.174**	3	9963	0.033	3	9963	1.207
09:00 - 09:30	3	9963	1.161	3	9963	0.054	3	9963	1.215
09:30 - 10:00	3	9963	0.525	3	9963	0.043	3	9963	0.568
10:00 - 10:30	3	9963	0.314	3	9963	0.064	3	9963	0.378
10:30 - 11:00	3	9963	0.157	3	9963	0.057	3	9963	0.214
11:00 - 11:30	3	9963	0.117	3	9963	0.094	3	9963	0.211
11:30 - 12:00	3	9963	0.090	3	9963	0.057	3	9963	0.147
12:00 - 12:30	3	9963	0.087	3	9963	0.120	3	9963	0.207
12:30 - 13:00	3	9963	0.080	3	9963	0.214	3	9963	0.294
13:00 - 13:30	3	9963	0.094	3	9963	0.214	3	9963	0.308
13:30 - 14:00	3	9963	0.117	3	9963	0.130	3	9963	0.247
14:00 - 14:30	3	9963	0.050	3	9963	0.070	3	9963	0.120
14:30 - 15:00	3	9963	0.057	3	9963	0.167	3	9963	0.224
15:00 - 15:30	3	9963	0.074	3	9963	0.264	3	9963	0.338
15:30 - 16:00	3	9963	0.030	3	9963	0.197	3	9963	0.227
16:00 - 16:30	3	9963	0.070	3	9963	0.321	3	9963	0.391
16:30 - 17:00	3	9963	0.040	3	9963	0.358	3	9963	0.398
17:00 - 17:30	3	9963	0.057	3	9963	0.686	3	9963	0.743
17:30 - 18:00	3	9963	0.030	**3**	**9963**	**1.214**	**3**	**9963**	**1.244**
18:00 - 18:30	3	9963	0.030	3	9963	0.790	3	9963	0.820
18:30 - 19:00	3	9963	0.010	3	9963	0.311	3	9963	0.321
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.645			5.471			11.116

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.171	3	9963	0.000	3	9963	0.171
07:30 - 08:00	3	9963	0.432	3	9963	0.010	3	9963	0.442
08:00 - 08:30	3	9963	1.007	3	9963	0.013	3	9963	1.020
08:30 - 09:00	3	9963	1.402	3	9963	0.043	3	9963	1.445
09:00 - 09:30	**3**	**9963**	**1.412**	3	9963	0.064	3	9963	1.476
09:30 - 10:00	3	9963	0.602	3	9963	0.070	3	9963	0.672
10:00 - 10:30	3	9963	0.385	3	9963	0.097	3	9963	0.482
10:30 - 11:00	3	9963	0.197	3	9963	0.080	3	9963	0.277
11:00 - 11:30	3	9963	0.151	3	9963	0.107	3	9963	0.258
11:30 - 12:00	3	9963	0.107	3	9963	0.084	3	9963	0.191
12:00 - 12:30	3	9963	0.110	3	9963	0.174	3	9963	0.284
12:30 - 13:00	3	9963	0.141	3	9963	0.264	3	9963	0.405
13:00 - 13:30	3	9963	0.144	3	9963	0.241	3	9963	0.385
13:30 - 14:00	3	9963	0.161	3	9963	0.181	3	9963	0.342
14:00 - 14:30	3	9963	0.074	3	9963	0.097	3	9963	0.171
14:30 - 15:00	3	9963	0.084	3	9963	0.211	3	9963	0.295
15:00 - 15:30	3	9963	0.100	3	9963	0.314	3	9963	0.414
15:30 - 16:00	3	9963	0.037	3	9963	0.241	3	9963	0.278
16:00 - 16:30	3	9963	0.090	3	9963	0.378	3	9963	0.468
16:30 - 17:00	3	9963	0.054	3	9963	0.425	3	9963	0.479
17:00 - 17:30	3	9963	0.077	3	9963	0.816	3	9963	0.893
17:30 - 18:00	3	9963	0.043	**3**	**9963**	**1.512**	**3**	**9963**	**1.555**
18:00 - 18:30	3	9963	0.030	3	9963	0.977	3	9963	1.007
18:30 - 19:00	3	9963	0.010	3	9963	0.381	3	9963	0.391
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.021			6.780			13.801

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.274	3	9963	0.033	3	9963	0.307
07:30 - 08:00	3	9963	0.616	3	9963	0.114	3	9963	0.730
08:00 - 08:30	3	9963	1.425	3	9963	0.161	3	9963	1.586
08:30 - 09:00	**3**	**9963**	**1.874**	3	9963	0.211	**3**	**9963**	**2.085**
09:00 - 09:30	3	9963	1.810	3	9963	0.248	3	9963	2.058
09:30 - 10:00	3	9963	0.930	3	9963	0.224	3	9963	1.154
10:00 - 10:30	3	9963	0.689	3	9963	0.428	3	9963	1.117
10:30 - 11:00	3	9963	0.492	3	9963	0.391	3	9963	0.883
11:00 - 11:30	3	9963	0.345	3	9963	0.261	3	9963	0.606
11:30 - 12:00	3	9963	0.365	3	9963	0.341	3	9963	0.706
12:00 - 12:30	3	9963	0.254	3	9963	0.442	3	9963	0.696
12:30 - 13:00	3	9963	0.428	3	9963	0.642	3	9963	1.070
13:00 - 13:30	3	9963	0.448	3	9963	0.502	3	9963	0.950
13:30 - 14:00	3	9963	0.435	3	9963	0.425	3	9963	0.860
14:00 - 14:30	3	9963	0.228	3	9963	0.177	3	9963	0.405
14:30 - 15:00	3	9963	0.214	3	9963	0.291	3	9963	0.505
15:00 - 15:30	3	9963	0.151	3	9963	0.412	3	9963	0.563
15:30 - 16:00	3	9963	0.074	3	9963	0.375	3	9963	0.449
16:00 - 16:30	3	9963	0.147	3	9963	0.455	3	9963	0.602
16:30 - 17:00	3	9963	0.100	3	9963	0.552	3	9963	0.652
17:00 - 17:30	3	9963	0.130	3	9963	1.017	3	9963	1.147
17:30 - 18:00	3	9963	0.104	**3**	**9963**	**1.894**	3	9963	1.998
18:00 - 18:30	3	9963	0.060	3	9963	1.305	3	9963	1.365
18:30 - 19:00	3	9963	0.040	3	9963	0.539	3	9963	0.579
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			11.633			11.440			23.073

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.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL Servicing Vehicles

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
07:30 - 08:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
08:00 - 08:30	3	9963	0.007	**3**	**9963**	**0.007**	3	9963	0.014
08:30 - 09:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
09:00 - 09:30	**3**	**9963**	**0.010**	3	9963	0.003	3	9963	0.013
09:30 - 10:00	3	9963	0.003	3	9963	0.003	3	9963	0.006
10:00 - 10:30	3	9963	0.000	3	9963	0.007	3	9963	0.007
10:30 - 11:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
11:00 - 11:30	3	9963	0.000	3	9963	0.007	3	9963	0.007
11:30 - 12:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
12:00 - 12:30	3	9963	0.010	3	9963	0.007	**3**	**9963**	**0.017**
12:30 - 13:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
13:00 - 13:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
13:30 - 14:00	3	9963	0.003	3	9963	0.000	3	9963	0.003
14:00 - 14:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
14:30 - 15:00	3	9963	0.000	3	9963	0.003	3	9963	0.003
15:00 - 15:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
15:30 - 16:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
16:00 - 16:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
16:30 - 17:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
17:00 - 17:30	3	9963	0.003	3	9963	0.003	3	9963	0.006
17:30 - 18:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
18:00 - 18:30	3	9963	0.000	3	9963	0.000	3	9963	0.000
18:30 - 19:00	3	9963	0.000	3	9963	0.000	3	9963	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.042			0.043			0.085

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.*