A Planning Application by

CAREBROOK LIMITED

In respect of

2-6 Camden High Street, Camden

Transport Statement

February 2019

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

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1 INTRODUCTION

1.1 Transport Planning Associates (TPA) has been commissioned by Carebrook Limited to provide transport and highways advice in support of the planning application for the extension of the existing office building at 2-6 Camden High Street, Camden.

1.2 The proposed scheme comprises a two-storey extension above the existing third floor level and an extension of the existing floors to the rear towards Bayham Place. The proposed extension would provide circa 777m^2 of additional B1 office space, giving a total of 1,313m^2 of office while retaining the existing 200m^2 of retail. The location of the site is shown in **Figure 1.1**:

Figure 1.1 Site Location

Source: Openstreet.com

Background

1.3 A pre-application form was submitted to Camden Council by the applicant with regards to initial proposals for development in November 2017 and can be found in **Appendix A**. The pre application advice[1] stated that:

> ***"The proposed scheme does not indicate the retention of car parking provision and as such is understood to meet the Council's car free development requirements as outlined in Local Plan policy T2".***
>
> ***"Through Local Plan policy T1 the Council seeks to ensure that development provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning guidance. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;***
>
> ***Where there is 500sqm or more of additional floorspace proposed, cycle parking requirements apply to the entire completed floorspace of the building. London Plan cycle parking standards require 1 long-stay cycle space per 90sqm and 1 short-stay space per 500 sqm of B1 floorspace. Non-food A1 requirements are 1 short-stay space per 250sqm and 1 short-stay space per 125sqm".*** [2]

Scope of the Report

1.4 This Transport Statement has been prepared to consider the highway and transport aspects of the proposed extension. This report will describe the proposed extension, set out the likely trip generation and attraction associated with the proposals and consider the impact, if any, on the surrounding transport network.

1.5 The remainder of this report is set out as follows:

- Chapter 2: Baseline Conditions
- Chapter 3: Proposed Development
- Chapter 4: National and Local Planning Policies
- Chapter 5: Trip Generation and Development Impact
- Chapter 6: Framework Construction Traffic Management Plan
- Chapter 7: Summary & Conclusion

[1] Pre-Application Advice Enquiry, dated 12 February 2018 refers
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Report Conclusion

1.6 This report concludes that the proposed development will have no impact on the local highway network and no noticeable impact on the local public transport network. It is therefore considered that there are no transport and highways reasons for refusing the planning application.

2 BASELINE CONDITIONS

Site Location and Description

2.1 The site is located at 2-6 Camden High Street and lies within a predominantly employment are with mixed land uses. The site is located in a town centre location.

2.2 The existing building is a four story purpose built commercial building, constructed in the 1970's and situated on the east side of Camden High Street. The ground floor is currently in A1 use, with a Gross Floor Area (GFA) of approximately 290m^2, with the remainder of the building in B1 use, with a total GFA of approximately 536m^2.

2.3 There are currently six car parking spaces to the rear of the building accessed from Bayham Place.

2.4 Servicing for both the retail store and offices is via the existing loading bay on Camden High Street, while refuse collection is via Bayham Place.

Pedestrian Access

2.5 Pedestrian access to the site is from Camden High Street, where footways area provided along both sides of the carriageway. This is replicated along the surrounding local highway network. As mentioned above, the site is located on the east side of Camden High Street and the footways within the immediate vicinity of the site are over 3m in width. The footways link the site to the surrounding residential areas, employment sites, local shops and public transport services. The highway network in the vicinity of the site also benefits from street lighting.

2.6 A signal controlled pedestrian crossing is located approximately 15m to the north of the site which provides a safe crossing point across Camden High Street for pedestrians. Additional signal controlled crossings are provided at the Camden High Street / Crowndale Road junction, approximately 40m south of the site. These provide pedestrians with easy access to and from Harrington Square, Crowndale Road, Eversholt Street and Mornington Crescent London Underground station.

2.7 The pedestrian network links the site to adjacent residential areas, local shops and transport services as mentioned earlier. The Institute of Highways and Transportation's (IHT) publication *'Providing for Journeys on Foot, 2000'* suggests walking distances that reflect a scale of 'desirable, acceptable, preferred maximum' walking distances to local facilities, as illustrated in **Table 2.1.**

Table 2.1 IHT's Suggested Acceptable Walking Distances

	Town Centres (m)	Commuting/School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Source: Table 3.2. IHT: Providing for Journeys on Foot, 2000

2.8 The distance from the existing site to the closest amenities within the vicinity of the site is summarised within **Table 2.2**.

Table 2.2 Walking Distances to Local Amenities

Facility / Service	Name	Location	Walking Distance from the Site
Bus Stops	Bus services	Camden High Street	Approx. 70 m
Tube Station	Mornington Crescent	Hardwick Place	Approx. 50m
Local Convenience Store	Sainsbury's	Camden High Street	Approx. 5m
Local Public House	The Lyttlelton Arms	Hardwick Place	Approx. 35m

2.9 As indicated within the table above, the local amenities are all located within the 'acceptable' distances outlined by the IHT publication.

Cyclists

2.10 There are a number of cycle routes located close to the site, as shown in Figure 2.1. Table 2.3 summarises the cycle routes which are in close proximity to Camden High Street, while **Appendix B** shows the London cycle network.

Figure 2.1 Local Cycle Network

Table 2.3 Main Cycle Routes within the vicinity of the site

No.	Route
6	Camden - British Library - Russell Square - Waterloo Station
6a	Highgate Village - Gospel Oak - Camden - Euston - Leicester Square - Westminster - Waterloo Station

2.11 A number of Sheffield stands can also be found within the vicinity of the site however these are not sheltered or well protected. In addition to the local cycle routes there are two Barclays Docking Stations located at Harrington Square Gardens, which is approximately 250m south from the site, providing space for up to 64 bicycles. The two Santandar Docking Stations can be seen in the **Figure 2.2** below:

Figure 2.2 Santandar Docking Station

2.12 Camden Council through their initiative “Camden Cycle Skills” teaches those who work and live in Camden essential skills to cycle safely and responsibly. Beginners’ groups are held in the grounds of Haverstock School, approximately 20 minutes from the site. Furthermore with Camden’s bike loan scheme staff will be able to try for themselves, for free, for four weeks and then decide whether to buy themselves a bike or not.

Public Transport Accessibility

Bus Services

2.13 The area in which the site is located is served by a number of bus routes, operated by TfL, which allow connections to and from several London areas, including to the north Camden, Chalk Farm, Kentish Town, Hampstead, Highgate, Wood Green, Holloway and Hackney and to south Kensington, Westminster, Clapham, Holborn and the City.

2.14 **Appendix C** shows the location of bus stops and routes to and from Mornington Crescent. There are also further bus stops located near Camden Town Underground Station, all within 600m of the site. The table below shows a summary of bus routes from bus stop F which is the closest bus stop to the existing site (approximately 70m).

Table 2.4 Bus Route Summary

Route Number	Route	Mon-Fri
168	Hampstead Heath	Every 4-8 mins
253	Hackney Central	Every 4-8 mins

Source: http://tfl.gov.uk/travel-information/timetables

Rail Services

2.15 The site is in close proximity to Mornington Crescent Station. The station is on the Charing Cross branch of the Northern Line and lies between Euston and Camden Town, in Zone 2.

2.16 Within approximately 1km of the site there are two additional London Underground / Overground Stations. The first, to the south, London Euston, served by the Northern and Victoria Lines as well as Overground services. The second, Camden Road Station, which is again served by the Overground services.

2.17 Table 2.4 details train services to and from Mornington Crescent whilst table 2.5 details trains to and from London Euston and table 2.6 from Camden Road;

Table 2.4 Weekday Underground Services (Mornington Crescent)

Line	Direction	Monday - Friday			
		First Train	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Last Train
Northern	S/B Morden	05:47	6	18	00:25
	S/B Kennington via CX	05:52	18	15	00:10
	N/B Edgware	06:06	19	11	00:47
	N/B High Barnet	05:51	2	7	00:35
	N/B Mill Hill East	06:34	5	1	23:59

Table 2.5 Trains from/to London Euston railway station

Station	Destination
London Euston	Bangor (Gwynedd)
	Birmingham New Street
	Chester
	Crewe
	Edinburgh
	Glasgow Central
	Holyhead
	Lancaster
	Liverpool Lime Street
	Manchester Piccadilly
	Milton Keynes Central
	Northampton
	Preston (Lancs)
	Tring

Table 2.6 Weekday Underground Services (Camden Road)

Direction	Monday - Friday			
	First Train	AM Peak (08.00 - 09.00)	PM Peak (17.00 - 18.00)	Last Train
Stratford	06:02	8	8	23:47

Public Transport Accessibility Level

2.18 The accessibility of the site can be defined by using the Public Transport Accessibility Level (PTAL) methodology which calculates an Accessibility Index in order to quantify how accessible a site is by public transport services. PTAL is considered to be a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access and service frequency. The Accessibility Index of the site has been determined in accordance with TfL's Transport Assessment Best Practice Guidance, the full analysis can be found in **Appendix D**. TfL's PTAL (Base year) output for the proposed development is **6b (the best)**.

Local Highway Network

2.19 Camden High Street is illuminated and subject to a 20mph speed limit within the vicinity of the site.

2.20 Camden High Street runs in a north – south direction and links to Kentish Town Road to the north and the A501 to the south via Hampstead Road. The A501 approximately 500m south of the site, provides a direct connection into the City of London and the wider strategic highway network.

Parking Infrastructure

2.21 Parking in the area is generally restricted to residents. However, there are 16 car parking spaces available on Bayham Street for a maximum of two hours between the hours of 08:30-18:30 (Mon-Friday) and six spaces available on Arlington Road.

Figure 2.2 Parking on Bayham Street

Road Safety

2.22 PIA data (for the 36 months to 31st August 2017) was obtained from TfL for the area within the vicinity of the site. During this time period there was a total of one accident in the immediate area with a further five accidents approximately 100m from the site.

2.23 During the 36 months there were a total of six accidents within the vicinity of the site which equates to 0.17 accidents per month or one accident every six months.

2.24 A review of crashamp.co.uk identified that since August 2017 a further two accidents have occurred within 100m of the site, one resulting in slight injuries and one in serious injuries.

2.25 Based on the data and information available it is considered that there is not an accident problem in the vicinity of the site

Conclusion on Sustainable Transport Facilities

2.26 It is concluded that the site is served by excellent pedestrian infrastructure and public transport links, as demonstrated by the PTAL grade of 6b, the highest possible. The sustainable transport infrastructure in the area provides the opportunity for existing and future employees to walk, cycle or use public transport services for their journeys to and from the site.

3 PROPOSED DEVELOPMENT

Introduction

3.1 The proposed scheme comprises a two-storey extension above the existing third floor level and an extension of the existing floors to the rear towards Bayham Place. The proposed extension would provide circa 777m^2 of additional B1 office space, giving a total of 1,313m^2 of office while retaining the existing 200m^2 of retail.

3.2 The proposed site plan is shown on *Foundation Architecture Drawing P001* which is reproduced at **Appendix E.**

3.3 To reflect the location of the site, the scheme will not provide any car parking spaces, and will result in the loss of the six car parking spaces which are currently located at the rear of the building. As such the entire building will be car free.

Means of Access

Pedestrian and Cyclists

3.4 Pedestrian access to the site will be from Camden High Street as per existing situation as well as from Bayham Place. Footways are provided along both sides of the carriageway which are considered to have sufficient space to accommodate any additional pedestrian movements.

3.5 There will be 18 cycle parking spaces provided on site. These will be in the form of Josta two tier stands, which will be located within the building.

Vehicular

3.6 Refuse collection for the development will be taken from Bayham Street as per the existing arrangements. Refuse vehicles currently stop on Bayham Street just outside the unnamed service road which provides access to the rear of the site and also the adjoining buildings. The bin storage area within the proposed extension has been located so that the bins will be no more than 15m away from the highway boundary.

4 NATIONAL AND LOCAL PLANNING POLICIES

National Planning Policy Framework (2018)

4.1 The Government's revised *National Planning Policy Framework* (NPPF) was introduced on 24th July 2018, with Section 9 of the document considering '*Promoting Sustainable Transport*'.

4.2 Paragraph 103 suggests that:

> ***"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.***
>
> ***However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."***

4.3 In considering developments, paragraph 108 states:

> ***"In assessing sites that may be allocated for development in plans, or specific applications for developments, it should be ensured that:***
>
> ***a) Appropriate opportunities to promote sustainable transport mods can be – or have been – taken up, given the type of development and its location;***
>
> ***b) Safe and suitable access to the site can be achieved for all users; and***
>
> ***c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

4.4 It can be concluded that the development proposal by having access to high quality public transport facilities is in accordance with NPPF requirements.

The London Plan (2016)

4.5 The *London Plan*, concerning all the 32 London Boroughs and the City of London sets out policies to accommodate the expected growth of the city in a sustainable way covering the period up to 2031.

4.6 Chapter 6 of the London Plan sets out the 15 policies intended to support delivery of the plan's 6th objective which is to ensure that London is:

> ***"A city where it is easy, safe and convenient for everyone to access jobs opportunities and facilities with an efficient and effective transport system***

which actively encourages more walking and cycling and makes better use of the Thames, and supports delivery of all objectives of this plan."

4.7 With regard to assessing transport capacity, policy 6.3 states that:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network."

4.8 Policy 6.10 addresses the requirements for ensuring pedestrian accessibility to new developments, stating that:

"Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space."

4.9 Policy 6.12 contains the policy with regard to the road network capacity and how this should influence planning decisions and states that:

"'In assessing proposals for increasing road capacity, including new roads, the following criteria should be taken into account:

- ***The contribution of London's development/ regeneration;***
- ***The extent to which congestion is reduced;***
- ***How net benefit to London's environment can be provided;***
- ***How conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved; and,***
- ***How safety for all is improved."***

4.10 It can be concluded that the development proposal does not adversely affect safety on the transport network, being car free, and is therefore in accordance with the London Plan.

Camden Local Plan 2017

4.11 The current Camden Local Plan was adopted in July 2017 and ***"will play an essential role in the delivery of the Camden Plan, which sets out the Council's vision for the borough"***. The Local Plan states that ***"Between 2006 and 2014, trips by car in Camden reduced by 31%, whilst total motor vehicle trips reduced by 27%"***.

4.12 Policy T2 of the Camden Local Plan relates to parking and car-free developments and is shown below:

"Policy T2 Parking and car-free development

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

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

4.13 So as to comply with this policy it is proposed that no vehicular parking will be provided for the building and the existing parking spaces will be removed so that the entire building will be car free.

Cycle Parking

4.14 As mentioned in the pre-application advice:

"Where there is 500sqm or more of additional floor space proposed, cycle parking requirements apply to the entire completed floor space of the building. London Plan cycle parking standards require 1 long-stay cycle space per 90sqm and 1 short-stay space per 500 sqm of B1 floor space. Non-food A1 requirements are 1 short-stay space per 250sqm and 1 short-stay space per 125sqm"

4.15 As per guidance above, there will be 18 cycle spaces provided within the building for staff to use.

Conclusion.

4.16 It can be concluded that the development proposal are consistent with national, regional and local policy, by being located in a sustainable location and being car free.

5 TRIP GENERATION AND DEVELOPMENT IMPACT

Introduction

5.1 This section of the report considers the likely trip generation for all land uses and modes, of the proposed development.

Trip Generation

Existing Trip Office Trip Generation

5.2 The proposed development comprises increasing the total office floor area by circa 560m^2, while the existing retail floor area will remain the same. Therefore, for the purposes of this assessment we have only reviewed the likely change in the number of trips associated with the office element of the site, as retail trips will remain unchanged.

5.3 The TRICS database has been reviewed to establish suitable trip rates for the office element of the site. The parameters utilised in the selection of suitable proxy surveys for the office space included:

- TRICS Land Use Class 02 – Employment: A – Office;
- Surveyed on a weekday; and
- Located in a Town Centre

5.4 The resultant site selection is summarised within Table 5.1 with a copy of the full TRICS Report contained within **Appendix F.**

Table 5.1 TRICS Site Selection – Office

Reference	SQM	Location	Survey Date	Survey Day
CI-02-A-02	9803	City of London	29/11/13	Friday
CI-02-A-03	1951	City of London	29/11/13	Friday
WH-02-A-02	1215	Battersea	10/05/12	Thursday

5.5 The multimodal trip rates obtained from this site selection are summarised in Table 5.2.

Table 5.2 Office Trip Rates

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Pedestrian	0.391	0.047	0.438	0.093	0.577	0.670
Cyclist	0.075	0.000	0.075	0.000	0.065	0.065
Public Transport	2.310	0.009	2.319	0.093	1.789	1.882
Vehicles	0.195	0.046	0.241	0.065	0.186	0.251

Note: Trip rates per 100m²

5.6 The above trip rates have been applied to the existing office space of 536m² and the resulting trip generation is summarised in Tables 5.3:

Table 5.3 Existing Office Trip Generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Pedestrian	2	0	3	1	3	4
Cyclist	0	0	0	0	0	0
Public Transport	13	0	13	1	10	10
Vehicles	1	0	1	0	1	1

Note: Numbers rounded

Proposed Office Trip Generation

5.7 Applying the trip rates set out in Table 5.2 to the proposed additional office floor area of 777m² would result in the additional number of trips as set out in Table 5.4 below:

Table 5.4 Additional Office Space Trip Generation

Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
	Arrivals	**Departures**	**Two-Way**	**Arrivals**	**Departures**	**Two-Way**
Pedestrian	3	0	3	1	5	5
Cyclist	1	0	0	0	0	0
Public Transport	18	0	18	1	14	15
Vehicles	2	0	2	1	2	2

Note: Numbers rounded

5.8 Given that there will be no car parking provided as part of the proposed development it is reasonable to assume that those who are shown to drive based on the trip rates will use public transport instead, at is likely they will be traveling a further distance than is reasonable to walk or cycle. As such, allowing for the change of existing car drivers and 'future' car drivers to public transport the final number of trips to and from the site in the peak hours will be as shown in Table 5.5.

Table 5.5 Revised Trip Generation

Mode		AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
		Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Pedestrian	Existing	2	0	3	1	3	4
	Future	5	0	6	2	8	9
	Change	+3	0	+3	+1	+5	+5
Cyclist	Existing	0	0	0	0	0	0
	Future	1	0	0	0	0	0
	Change	+1	0	0	0	0	0
Public Transport	Existing	13	0	13	1	10	10
	Future	33	0	33	3	26	27
	Change	+20	0	+20	+2	+16	+17
Vehicles	Existing	1	0	1	0	1	1
	Future	0	0	0	0	0	0
	Change	-1	0	-1	0	-1	-1

Note: Future = Existing + Extension Trips. All vehicle trips transferred to public transport

Development Impact

5.9 As no car parking will be provided, it can be concluded that the development proposals will have no impact on the highway network. As such there are is no requirement to undertake junction capacity assessments.

5.10 Based on the pedestrian trip generation set out above there will be approximately three additional pedestrian trips in the AM peak and five in the PM peak. Therefore the increase in pedestrian movements is unlikely to be noticeable, and will result in an insignificant impact on the local pedestrian network. The overall impact of the development proposals will further reduce as pedestrian trips disperse through the area.

5.11 Based on the cycle trip generation set out above there will be a single additional cycle movement in the AM peak and no additional cycle trips in the PM peak. Therefore the increase in cycle movements is unlikely to be noticeable.

5.12 Based on the public transport trip generation calculations above there will be approximately 20 addition public transport trips in the AM peak and 17 in the PM peak. Given the level of public transport services in the area and the likely distribution of trips across the various services the increase in public transport users is unlikely to be noticeable, and will result in an insignificant impact on these services. The overall impact of the development proposals will further reduce as public transport trips disperse across the area.

6 FRAMEWORK CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Aims of this Report

6.1 On approval of the planning application a Construction Traffic Management Plan (CTMP) would be prepared and submitted to Camden Council for approval prior to commencing work on site.

6.2 The CTMP will address the specific traffic requirements of this site during expansion. The objective of the report will be set out mitigation measures to address potential traffic impact on the immediate highway network. The CTMP will also address the movement of both workforce and materials/equipment to and from the site with a view towards the following general objectives:

- Minimising the need to travel;
- Where travel is unavoidable, maximising the use of sustainable modes;
- Ensuring that residual highway trips avoid sensitive routes and sensitive periods of the day; and
- Ensuring that residual highway trips result in nil detriment to highway safety.

6.3 The CTMP will aim to outline the strategy to be undertaken to control journeys and deliveries to the site throughout the duration of the on-site works, and will outline, but not limited to, the following;

- Site access arrangements;
- The identification of routes for delivery vehicles to and from the primary highway network;
- Approach to consolidating deliveries;
- Hours when deliveries will be permitted;
- How deliveries will be managed; and
- The use of banksman and the movement of materials from vehicle to site.

7 SUMMARY & CONCLUSION

Summary

7.1 Transport Planning Associates have been appointed by Carebrook Limited to provide transport and highways advice and input into the proposed redevelopment of the existing office at 2-6 Camden High Street, Camden.

7.2 The proposed scheme comprises a two-storey extension above the existing third floor level and an extension of the existing floors to the rear towards Bayham Place. The proposed extension would provide circa 777m^2 of additional B1 office space, giving a total of 1,313m^2 of office while retaining the existing 200m^2 of retail.

7.3 The site is served by excellent pedestrian infrastructure and public transport links, as proved by the PTAL grade, the highest possible. It provides the opportunity for existing and future employees to walk or use public transport facilities for the majority of their journeys to and from the site, as an alternative to the car.

7.4 The development proposals will provide 18 cycle parking spaces and will remove the six associated car parking spaces to make the entire building a car free development.

7.5 The development proposals are consistent with national and local planning policy guidance, through the provision of a predominantly car free development located in a highly sustainable location.

7.6 As no car parking will be provided, it can be concluded that the development proposals will have no impact on the highway network

7.7 Based on the non-car mode trip generation calculations, the proposed extension to the building is unlikely to result in a noticeable number of pedestrian, cycle or public transport trips and will result in an insignificant impact on the sustainable transport services and infrastructure.

Conclusion

7.8 It is therefore considered that the proposed extension will have no noticeable impact on the local highway network and no noticeable impact on the local public transport network.

7.9 In conclusion, there are no transport and highways reasons for refusal of the planning application to extend the building.

APPENDIX A

Date: 12/02/2018
Our ref: 2017/6489/PRE
Contact: Thomas Sild
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Email: Thomas.Sild@camden.gov.uk

jclplanning@gmail.com

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Planning and Regeneration
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Dear Sir

Re: 2-6 Camden High Street, London NW1 0JH

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1. Drawings and documents

re lannin A lication ac – arious lans and isualisations

2. Proposal

he ro osal is or a t o store e tension a o e the e istin third loor le el and e tension o all e istin loors to the rear to ards Ba ha lace.

he round loor e tension ould ro ide circa 100s additional A1 retail loor s ace ith the e tension o the re ainin loors ro idin an additional c. 0 s o B1 o ice s ace.

here is no chan e o use ro osed ithin the site.

3. Site description

os. 2 6 Ca den oad is a our store ur ose uilt co ercial uildin constructed in the 1 0s and situated on the east side o Ca den i h Street. he round loor is currentl in A1 use ith the re ainder o the uildin in B1 usa e.

os. 2 6 Ca den oad sits ithin Ca den o n Conser ation Area and ad oins the Grade listed Ca den alace heatre 1A Ca den i h Street . he our store theatre uildin dates ro 1 00 and eatures a distincti e co er do e. Ca den alace heatre has current usa e as a concert enue and ni htclu no n as o o.

4. Relevant planning history

one rele ant or this site

Ad acent sites:

- 1A Ca den i h Street Ca den lace heatre 1 Ba ha Street 4 Cro ndale oad

Granted 2016/6959/P: Redevelopment involving change of use from offices (Class B1) and erection of 5 storey building with basement to provide 32 bedroom hotel (Class C1) following demolition of 65 Bayham Place and 1 Bayham Street (retention of façade) including change of use at 1st and 2nd floor of 74 Crowndale Road from pub (Class A4) to hotel (Class C1), mansard roof extension to 74 Crowndale Road, retention of ground floor of Hope & Anchor PH (Class A4), conversion of flytower to ancillary recording studio and hotel (C1), creation of terraces at 3rd and 4th floor level and erection of 4th floor glazed extension above roof of Koko to provide restaurant and bar to hotel (C1).

In progress 2017/6058/P: Redevelopment involving change of use from offices (Class B1) and erection of 5 storey building at the corner of Bayham Street and Bayham Place to provide pub at ground floor and private members club (Class Sui Generis) on upper floors following demolition of 65 Bayham Place, 1 Bayham Street (façade retained) and 74 Crowndale Road (façades retained), including enlargement of basement and sub-basement, retention of ground floor and basement of Hope & Anchor PH (Class A4), change of use at 1st and 2nd floor from pub (Class A4) to private members club (Class Sui Generis), mansard roof extension to 74 Crowndale Road, creation of terraces at 3rd and 4th floor level, relocation of chillers and air handling unit to 3rd floor plant enclosure with additional plant (5x a/c condensers and 1 cooling unit) at roof level, erection of glazed canopy to Camden High Street and Crowndale Road elevation and erection of 4th floor glazed extension above roof of KOKO to provide restaurant and bar to private members club (Sui Generis).

his is due to e resented to co ittee in Fe ruar 201 . he ne sche e is si ilar to the re ious a ro al in desi n ter s and ro oses alterations and e tensions ehind the rinci al theatre uildin and across the t o ad oinin uildin s alon Cro ndale oad and rontin Ba ha Street. isualisations indicate li ited direct i act on isi ilit and ie s o the theatre do e.

- 12 Ca den i h Street

Allowed at appeal, 2005, 2004/2866/P: Erection of a roof extension to form a new fifth floor to provide 4 x 1-bedroom self-contained flats.

er ission as re used the council due to concerns o er the i act on the listed theatre uildin urther alon at no. 1A. he a eal as allo ed and the ins ector did not a ree that its i act as su icientl detri ental to

- 4 56 Ba ha lace

2017/2739/P Granted 2017: Erection of a part 2 part 3 storey roof extension to provide 9 self-contained units(4 x 1 bed, 4 x 2 bed and 1 x 3 bed) and rear extension at second floor level together with associated works.

his site sits to the rear o the su ect site on Ba ha lace and the cu ulati e i act o the consented sche e ill e ta en into account in assessin ro osals or the rear o nos. 2 6 Ca den i h Street.

5. Relevant policies and guidance

National Planning Policy Framework 2012

The London Plan March 2016

Camden Local Plan 2017

olic A1 ana in the i act o de elo ent
olic D1 Desi n
olic D2 erita e
olic 1 rans ort
olic 2 ar in and car ree de elo ent

Camden Planning Guidance

C G1 Desi n 2015
C G6 A enit 2011
C G rans ort

Camden Town Conservation Area Appraisal and Management Strategy

6. Assessment

he e lannin issues are as ollo s:

- Desi n and herita e the i act o the ro osal on the host uildin the settin o the ad oinin listed uildin and that o ad acent listed uildin s and conser ation area
- A enit i act on nei h ourin a enit in ter s o da li ht outloo ri ac and echanical noise
- rans ort re uire ents in ter s o c cle ar in ro ision and construction ana e ent

o chan e o use ro osed.

Desi n and herita e

The Council's design policies are aimed at achieving the highest standard of design in all de elo ents includin here alterations and e tensions are ro osed. olic D1

o the ocal lan re uires de elo ent to e o the hi hest architectural and ur an desi n ualit hich i ro es the unction a earance and character o the area.

he Council ill e ect de elo ents to consider the character settin conte t and the or and scale o nei h ourin uildin s as ell as the character and ro ortions o the e istin uildin here alterations and e tensions are ro osed.

De elo ent ust reser e or enhance the historic en iron ent and herita e assets in accordance ith olic D2 erita e. he Council ill resist de elo ent outside o a conser ation area that causes har to the character or a earance o a conser ation area and resist de elo ent that ould cause har to the si ni icance o a listed uildin throu h an e ect on its settin .

he Council ill elco e hi h ualit conte orar desi n hich res onds to its conte t. Camden's Local Plan Document is supported by Su le entar lannin Guidance C G1 Desi n .

he Ca den o n Conser ation Area A raisal and ana e ent Strate notes that unsuccess ul chan es ithin the area ha e articularl ta en the or o ina ro riate uildin assin and detail and oor choice and use o aterials ith inade uate attention to the or and character o surroundin uildin s. t notes that hilst the co ercial area has to continue to ada t to chan in custo er de and and econo ic trends chan e ust e ana ed so as to retain the distincti e and aried character o this art o the Conser ation Area ith ne de elo ents contri utin ositi el to that ariet and distincti eness.

E tensions a o e roo le el

os. 2 6 Ca den i h Street is currentl a our store uildin ith ara et line a o e third loor le el ith a sin le store art idth lant roo set ac and o set to the side a ainst the ad oinin si store nos. 12 Ca den i h Street. he rinci al street ronta es to oth ront and rear are ro n ric ith the lant roo ein aced in ainted ric .

he e istin uildin sits ithin a lon er terrace ith a re ailin and relati el consistent uildin hei ht o our store s. he onl e ce tions to this roo line are the uildin s either side nos. 12 and the Ca den alace heatre .

Des ite the relati el neutral to nsca e ualit o the e istin uildin it has so e si licit in its or dra in ins iration ro the ronta es o the earl 1 th Centur to nhouses urther alon the terrace. t dis la s a stron ara et line at third loor le el at a co ara le hei ht to that re ailin alon the terrace.

t is noted that an additional loor on nos. 12 as allo ed on a eal in 2005 and the ins ector did not consider that this de elo ent ould i act ie s o the co er do e o the Ca den alace heatre .

he i act o the ro osed de elo ent at nos. 2 6 on the theatre is si ni icantl reater ho e er ein ad oined and ith a or ard set uildin line. As such the ro osed roo e tension on nos. 2 6 ould e si ni icantl ore intrusi e ith reater

direct i act on the ie in and settin o the do e and a reciation o the theatre. Site anal sis and streetsca e ie s o the ro osal indicate that the ro osed assin a o e the e istin ara et ill o scure isi ilit side ortions o the do e hen ie ed ro alon Ca den oad. his ro osal lessens the ro inence o the theatre as a land ar uildin .

As such the de elo ent as ro osed ould not onl e resisted throu h its har to the to nsca e ithin the conser ation area it ould e detri ental to the settin o the listed uildin o o .

he e istence o the ourth loor lant roo o set to one side does ser e to un alance the roo line o nos. 2 6 and there is so e sco e or re alance and i ro e ent at this le el. E tendin across at sin le store on the uildin line o the lant roo ith its si ni icant set ac to ull idth ould e an o ortunit to re alance the roo line ithout o scurin isi ilit o the do e. An ro osal at roo le el ust reall de onstrate that it is not lessenin the ro inence and settin o the theatre throu h its scale sitin and aterials.

ear e tensions

he ro osal see s to e tend out all e istin loors to the ull de th o the site at the rear alon Ba ha lace.

Ba ha lace and in s errace to the rear o the site ori inall ser ed as e s to the lar e to nhouses rontin Ca den i h Street. os. 4 56 are later 1 th centur co ercial uildin s re lacin earlier e s and arden s ace and uns athetic 20th centur rede elo ent o the lots has resulted in so e o the rear e s character ein eroded and sur ace le el ar in at the rear o nos. 12 has disru ted the continuit ith the ore o ious e s hierarch seen continuin alon in s errace urther north.

here is there ore an on oin need or the distinct hierarch o rinci al uildin s alon the i h Street ronta e ith s aller scale rear e s or in ill to e retained or enhanced in order to accord ith the o ecti e o stren thenin the character o the conser ation area.

t is noted that the e istin three store ictorian co ercial uildin s nos. 4 56 to the rear alon the eastern end o Ba ha lace ha e een consented to e e tended u three loors. hilst this ill not o scure ie s o the theatre alon Ca den i h Street it does ha e a earin on the otential or urther de elo ent alon Ba ha lace itsel .

E tendin nos. 2 6 across our loors to the rear at ull de th o the site ill disru t the e s character urther and create an o erl enclosed and dar Ba ha lace. E tendin to the rear at no ore than t o store s ith so e set ac ro the Ba ha lace a e ent ould e an o ortunit to restore so e o the lost e s hierarch ut retain so e distancin et een assin o the surroundin uildin s at a hi her le el.

Gi en the sli ht or ard uildin line o nos. 12 alon Ba ha lace there a e so e sco e or s all scale rear e tension at hi her loors to etter har onise these Ba ha lace ronta es. here a also e o ortunit or so e urther rear e tension close in to the corner ith the rear lan o the theatre.

aterials should enhance or reser e the e istin character and i en the redo inance o ric this ould e the reco ended acin aterial.

A enit

olic A1 o the ocal lan see s to ensure that de elo ent rotects the ualit o li e o occu iers and nei h ours onl rantin er ission to de elo ent that ould not har the a enit o nei h ourin residents. his includes ri ac outloo noise and i act on da li ht and sunli ht. Camden's Local Plan Document is su orted C G6 A enit .

oss o da li ht and sunli ht can e caused i s aces are o ershado ed de elo ent. o assess hether acce ta le le els o da li ht and sunli ht are a aila le to ha ita le outdoor a enit and o en s aces the Council ill ta e into account the ost recent uidance u lished the Buildin esearch Esta lish ent (currently the Building Research Establishment's Site Layout Planning for Daylight and Sunli ht – A Guide to Good ractice 2011 .

os. 4 56 Ba ha lace i ediatel to the rear o the site has een consented or residential use and it is understood that this consent has een i le ented. As such an ro osal ust de onstrate that it does not result in unacce ta le har to the a enit o the occu ants. E tendin out to ull de th across all loors ould li el result in si ni icant i act and as such it is reco ended that ull de th rear e tension is li ited to no hi her than irst loor le el.

rans ort

he ro osed sche e does not indicate the retention o car ar in ro ision and as such is understood to eet the Council's car free development requirements as outlined in ocal lan olic 2.

hrou h ocal lan olic 1 the Council see s to ensure that de elo ent ro ides or accessi le secure c cle ar in acilities e ceedin ini u standards outlined ithin the ondon lan a le 6.3 and desi n re uire ents outlined ithin our su le entar lannin uidance. i her le els o ro ision a also e re uired in areas ell ser ed c cle route in rastructure ta in into account the si e and location o the de elo ent

here there is 500s or ore o additional loors ace ro osed c cle ar in re uire ents a l to the entire co leted loors ace o the uildin . ondon lan c cle ar in standards re uire 1 lon sta c cle s ace er 0s and 1 short sta s ace er 500 s o B1 loors ace. on ood A1 re uire ents are 1 short sta s ace er 250s and 1 short sta s ace er 125s .

he lans ro ided do not indicate the si e or nature o ro osed c cle stora e at the site. C cle ar in should e ro ided o street ithin the oundar o the site. t needs to e accessi le in that e er one that uses a i e can easil store and re o e a i e ro the c cle ar in and secure in that oth heels and the ra e can easil e loc ed to the stand . Securit is a critical concern in the location desi n enclosure and sur eillance o all c cle ar in .

Construction ana e ent

Distur ance ro de elo ent can occur durin the construction hase. easures re uired to reduce the i act o de olition e ca ation and construction or s ust e outlined in a Construction ana e ent lan.

e ill re uire Construction ana e ent lans to identi the otential i acts o the construction hase and state ho an otential ne ati e i acts ill e iti ated.

he site at nos. 2 6 Ca den oad is si ni icantl constrained its surroundin s and location as such the construction o a ro osal o the scale sho n ould ha e si ni icant i acts on surroundin occu ants road and edestrian users. De endin on hen construction ta es lace there could also e cu ulati e i act to ether ith de elo ent ta in lace on ad acent sites.

7. Conclusion

his sche e to e tend the e istin uildin as ro osed is not considered to result in a desira le outco e or the site in desi n ter s and ould e detri ental to the settin o the ad oinin Ca den alace heatre and ider conser ation area.

It is crucial to the Council's ambition that development along Ca den i h Street contri utes to the o erall i ro e ent to the uilt en iron ent in this i ortant art o the orou h and ta es ad anta e o the in est ent that ill e rou ht ne de elo ent in these areas.

he sche e as resented ould e unacce ta le in desi n ter s and the rinci le o e tendin the e istin as ro osed ould not e su orted the Council. here is ho e er so e li ited sco e or roo le el e tension and e tension to the rear that respects the site's highly constrained nature.

he a enit i act o the sche e has not een addressed su icientl in the re a lication su ission and an uture ro osal ust a close attention to the i act on ad acent residential occu ants alon Ba ha lace.

An uture ro osal creatin ore than 500 s o additional loors ace ust ro ide ade uate c cle ar in ro ision ithin the site.

8. Planning application information

ou su it a lannin a lication hich addresses the outstandin issues detailed in this re ort satis actoril ould ad ise ou to su it the ollo in or a alid lannin a lication:

- Co leted or – Full lannin er ission
- An ordnance sur e ased location lan at 1:1250 scale denotin the a lication site in red.
- Floor plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Roof plans at a scale of 1:50 labelled 'existing' and 'proposed'
- Elevation drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Section drawings at a scale of 1:50 labelled 'existing' and 'proposed'
- Desi n and Access State ent
- Da li ht and Sunli ht Assess ent
- oise act Assess ent in relation to air conditionin lant
- Construction ana e ent lan
- Sa le hoto ra hs anu acturer details o aterials
- he a ro riate ee
- lease see su ortin in or ation or lannin a lications or ore in or ation.

e are le all re uired to consult on a lications ith indi iduals ho a e a ected the ro osals. e ould ut u a site notice on or near the site and ust allo 21 da s ro the consultation start date or res onses to e recei ed.

t is li el that that a ro osal o this si e ould e deter ined under dele ated o ers ho e er i ore than 3 o ections ro nei h ours or an o ection ro a local a enit rou is recei ed the a lication ill e re erred to the e ers Brie in anel should it e reco ended or a ro al o icers. For ore details clic here.

This document represents an initial informal officer view of your proposals based on the information available to us at this stage and would not be binding upon the Council, nor prejudice any future planning application decisions made by the Council.

ou ha e an ueries a out the a o e letter or the attached docu ent lease do not hesitate to contact ho as Sild on the nu er a o e.

Thank you for using Camden's pre a lication ad ice ser ice.

ours sincerel

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APPENDIX B

ROUTE PLAN ROLL

JUNE 2016

LONDON CYCLE LANE MAP

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

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

MAP DESIGNED BY @RICHCOUSINS WWW.RICHCOUSINS.COM

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

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

in a quick easy to understand manner.

OUR MISSION

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

CENTRAL

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

NORTH WEST

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

SOUTH WEST

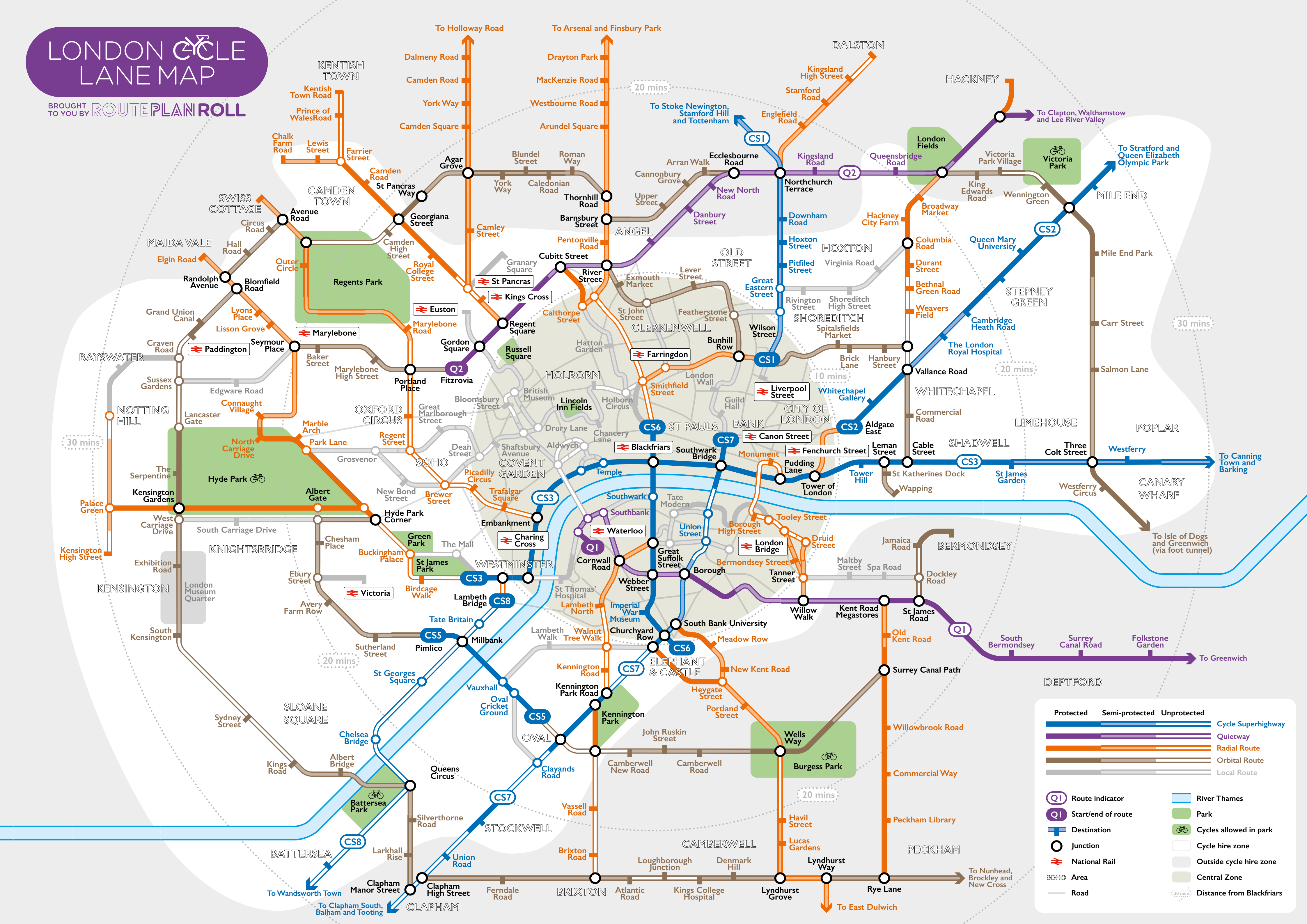
PICK UP FOR LATER: BAKERYS: **The Old Post Office Bakery** Clapham **SW9 9PH** • **Poilane** Belgravia **SW1W 9PA** **BUTCHERS: M.Moen & Sons** Clapham Common **SW4 0JA** • **Dugard & Daughters** Herne Hill **SE24 0EZ** • **Jones Butchers** Herne Hill **SE24 0NT** **DESTINATIONS: CAFES: Federation Coffee**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

SOUTH EAST

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

NORTH EAST

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


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

APPENDIX C

253 Hackney – Stamford Hill – Euston

253 Mondays to Thursdays

Hackney Central Station *Amhurst Rd.*	0520	0530	0540	0550	0559	0606	0613	0619	0626		0731		0846		1819
Clapton *Pond*	0525	0535	0545	0555	0604	0611	0618	0625	0632		0739		0854		1829
Stamford Hill Bwy *Clapton Common*	0531	0541	0551	0601	0610	0617	0625	0632	0639	*Then*	0750		0905	*Then*	1840
Manor House Station	0536	0546	0556	0606	0615	0623	0631	0638	0645	*about*	0759	*Then*	0914	*about*	1848
Finsbury Park Stn. *Seven Sisters Road*	0540	0550	0600	0610	0619	0627	0635	0642	0649	*every 6*	0804	*every 5*	0919	*every 6*	1853
Holloway *Camden Road*	0543	0553	0603	0613	0623	0631	0639	0646	0653	*minutes*	0810	*minutes*	0925	*minutes*	1859
Camden Road *Brecknock Road*	0546	0556	0606	0616	0627	0635	0643	0650	0657	*until*	0814	*until*	0929	*until*	1903
Camden Town Station *Camden Road*	0550	0600	0610	0621	0632	0640	0648	0655	0702		0821		0936		1909
Mornington Crescent Station	0553	0603	0613	0624	0635	0643	0651	0658	0705		0825		0940		1913
Euston Station *Bus Station*	0555	0605	0616	0627	0638	0646	0654	0701	0708		0828		0943		1916

Hackney Central Station *Amhurst Rd.*	1826		1946		0010
Clapton *Pond*	1836		1954		0016
Stamford Hill Bwy *Clapton Common*	1847	*Then*	2002	*Then*	0022
Manor House Station	1855	*about*	2009	*about*	0027
Finsbury Park Stn. *Seven Sisters Road*	1900	*every 6-7*	2013	*every 8*	0031
Holloway *Camden Road*	1906	*minutes*	2018	*minutes*	0035
Camden Road *Brecknock Road*	1910	*until*	2022	*until*	0038
Camden Town Station *Camden Road*	1916		2027		0042
Mornington Crescent Station	1920		2030		0045
Euston Station *Bus Station*	1923		2033		0047

253 Fridays

Hackney Central Station *Amhurst Rd.*	0520	0530	0540	0550	0559	0606	0613	0619	0626		0731		0846		1819
Clapton *Pond*	0525	0535	0545	0555	0604	0611	0618	0625	0632		0739		0854		1829
Stamford Hill Bwy *Clapton Common*	0531	0541	0551	0601	0610	0617	0625	0632	0639	*Then*	0750		0905	*Then*	1840
Manor House Station	0536	0546	0556	0606	0615	0623	0631	0638	0645	*about*	0759	*Then*	0914	*about*	1848
Finsbury Park Stn. *Seven Sisters Road*	0540	0550	0600	0610	0619	0627	0635	0642	0649	*every 6*	0804	*every 5*	0919	*every 6*	1853
Holloway *Camden Road*	0543	0553	0603	0613	0623	0631	0639	0646	0653	*minutes*	0810	*minutes*	0925	*minutes*	1859
Camden Road *Brecknock Road*	0546	0556	0606	0616	0627	0635	0643	0650	0657	*until*	0814	*until*	0929	*until*	1903
Camden Town Station *Camden Road*	0550	0600	0610	0621	0632	0640	0648	0655	0702		0821		0936		1909
Mornington Crescent Station	0553	0603	0613	0624	0635	0643	0651	0658	0705		0825		0940		1913
Euston Station *Bus Station*	0555	0605	0616	0627	0638	0646	0654	0701	0708		0828		0943		1916

Hackney Central Station *Amhurst Rd.*	1826		1946		0010
Clapton *Pond*	1836		1954		0016
Stamford Hill Bwy *Clapton Common*	1847	*Then*	2002	*Then*	0023
Manor House Station	1855	*about*	2009	*about*	0028
Finsbury Park Stn. *Seven Sisters Road*	1900	*every 6-7*	2013	*every 8*	0032
Holloway *Camden Road*	1906	*minutes*	2018	*minutes*	0036
Camden Road *Brecknock Road*	1910	*until*	2022	*until*	0039
Camden Town Station *Camden Road*	1916		2027		0043
Mornington Crescent Station	1920		2030		0046
Euston Station *Bus Station*	1923		2033		0048

253 Saturdays (also Good Friday)

Hackney Central Station *Amhurst Rd.*	0520	0530	0540	0550	0600	0609	0618	0628	0637	0646		0726	0733		1819	1826		0010
Clapton *Pond*	0525	0535	0545	0555	0605	0615	0624	0634	0643	0652		0732	0739		1827	1834		0016
Stamford Hill Bwy *Clapton Common*	0531	0541	0551	0601	0611	0621	0631	0641	0650	0659	*Then*	0739	0746	*Then*	1835	1842	*Then*	0023
Manor House Station	0536	0546	0556	0606	0616	0626	0637	0647	0656	0705	*about*	0745	0752	*about*	1842	1849	*about*	0028
Finsbury Park Stn. *Seven Sisters Road*	0540	0550	0600	0610	0620	0630	0641	0651	0700	0709	*every*	0749	0756	*every*	1846	1853	*every*	0032
Holloway *Camden Road*	0543	0553	0603	0613	0623	0633	0644	0654	0704	0713	*8*	0753	0800	*6*	1851	1858	*8*	0036
Camden Road *Brecknock Road*	0546	0556	0606	0616	0627	0637	0648	0658	0708	0717	*mins.*	0757	0804	*mins.*	1855	1902	*mins.*	0039
Camden Town Station *Camden Road*	0550	0600	0610	0620	0631	0641	0652	0702	0712	0721	*until*	0801	0808	*until*	1900	1907	*until*	0043
Mornington Crescent Station	0553	0603	0613	0623	0634	0644	0655	0705	0715	0724		0804	0811		1903	1910		0046
Euston Station *Bus Station*	0555	0605	0615	0625	0636	0646	0657	0707	0717	0726		0806	0813		1906	1913		0048

253 Sundays and other Public Holidays (except Christmas Day)

Hackney Central Station *Amhurst Rd.*	0520	0530	0540	0550	0600	0610	0620		0740	0749		0010
Clapton *Pond*	0525	0535	0545	0555	0605	0615	0626		0746	0755		0016
Stamford Hill Bwy *Clapton Common*	0531	0541	0551	0601	0611	0622	0633		0753	0802	*Then*	0022
Manor House Station	0536	0546	0556	0606	0616	0628	0639	*Then*	0759	0808	*about*	0027
Finsbury Park Stn. *Seven Sisters Road*	0540	0550	0600	0610	0620	0632	0643	*every 10*	0803	0812	*every 8*	0031
Holloway *Camden Road*	0543	0553	0603	0613	0624	0636	0647	*minutes*	0807	0816	*minutes*	0035
Camden Road *Brecknock Road*	0546	0556	0606	0616	0628	0640	0651	*until*	0811	0820	*until*	0038
Camden Town Station *Camden Road*	0550	0600	0610	0621	0633	0645	0656		0816	0825		0042
Mornington Crescent Station	0553	0603	0613	0624	0636	0648	0659		0819	0828		0045
Euston Station *Bus Station*	0555	0605	0615	0626	0638	0650	0701		0821	0830		0047

253 Euston – Stamford Hill – Hackney

253 Mondays to Thursdays

Euston Station *Bus Station*	0525	0535	0545	0555	0605	0615	0622	0629	0636		1000		1942		2038
Mornington Crescent Station	0527	0537	0547	0558	0608	0618	0625	0632	0639		1005		1947		2043
Camden Town Station *Camden Road*	0530	0540	0550	0601	0611	0621	0628	0635	0642	*Then*	1010	*Then*	1952	*Then*	2048
Camden Road *Brecknock Road*	0534	0544	0554	0605	0615	0626	0633	0640	0647	*about*	1016	*about*	1958	*about*	2054
Holloway *Nag's Head (Parkhurst Road)*	0537	0547	0557	0608	0618	0629	0636	0643	0650	*every 5-6*	1020	*every 6*	2002	*every 7*	2058
Finsbury Park Stn. *Seven Sisters Road*	0541	0551	0601	0612	0622	0633	0640	0647	0654	*minutes*	1026	*minutes*	2008	*minutes*	2104
Manor House Station	0544	0554	0604	0615	0626	0637	0644	0651	0658	*until*	1031	*until*	2013	*until*	2108
Stamford Hill Bwy *Clapton Common*	0549	0559	0610	0621	0632	0643	0650	0657	0704		1039		2020		2115
Clapton *Pond*	0555	0606	0617	0628	0639	0650	0657	0704	0711		1048		2030		2123
Hackney Central Station *Amhurst Rd.*	0601	0613	0625	0636	0647	0658	0705	0712	0719		1057		2039		2131

Euston Station *Bus Station*	2046		0030
Mornington Crescent Station	2051		0033
Camden Town Station *Camden Road*	2056	*Then*	0037
Camden Road *Brecknock Road*	2102	*about*	0041
Holloway *Nag's Head (Parkhurst Road)*	2105	*every 8*	0044
Finsbury Park Stn. *Seven Sisters Road*	2111	*minutes*	0048
Manor House Station	2115	*until*	0052
Stamford Hill Bwy *Clapton Common*	2122		0058
Clapton *Pond*	2130		0104
Hackney Central Station *Amhurst Rd.*	2138		0110

253 Fridays

Euston Station *Bus Station*	0525	0535	0545	0555	0605	0615	0622	0629	0636		1000		1942		2038
Mornington Crescent Station	0527	0537	0547	0558	0608	0618	0625	0632	0639		1005		1947		2043
Camden Town Station *Camden Road*	0530	0540	0550	0601	0611	0621	0628	0635	0642	*Then*	1010	*Then*	1952	*Then*	2048
Camden Road *Brecknock Road*	0534	0544	0554	0605	0615	0626	0633	0640	0647	*about*	1016	*about*	1958	*about*	2054
Holloway *Nag's Head (Parkhurst Road)*	0537	0547	0557	0608	0618	0629	0636	0643	0650	*every 5-6*	1020	*every 6*	2002	*every 7*	2058
Finsbury Park Stn. *Seven Sisters Road*	0541	0551	0601	0612	0622	0633	0640	0647	0654	*minutes*	1026	*minutes*	2008	*minutes*	2104
Manor House Station	0544	0554	0604	0615	0626	0637	0644	0651	0658	*until*	1031	*until*	2013	*until*	2108
Stamford Hill Bwy *Clapton Common*	0549	0559	0610	0621	0632	0643	0650	0657	0704		1039		2020		2115
Clapton *Pond*	0555	0606	0617	0628	0639	0650	0657	0704	0711		1048		2030		2123
Hackney Central Station *Amhurst Rd.*	0601	0613	0625	0636	0647	0658	0705	0712	0719		1057		2039		2132

Euston Station *Bus Station*	2046		0030
Mornington Crescent Station	2051		0033
Camden Town Station *Camden Road*	2056	*Then*	0037
Camden Road *Brecknock Road*	2102	*about*	0042
Holloway *Nag's Head (Parkhurst Road)*	2105	*every 8*	0045
Finsbury Park Stn. *Seven Sisters Road*	2111	*minutes*	0049
Manor House Station	2115	*until*	0053
Stamford Hill Bwy *Clapton Common*	2122		0059
Clapton *Pond*	2129		0106
Hackney Central Station *Amhurst Rd.*	2138		0112

253 Saturdays (also Good Friday)

Euston Station *Bus Station*	0525	0535	0545	0555	0605	0615	0625	0635	0645		0821		1838		0030
Mornington Crescent Station	0527	0537	0547	0557	0607	0617	0627	0637	0647		0823		1842		0033
Camden Town Station *Camden Road*	0530	0540	0550	0600	0610	0619	0629	0639	0649		0825	*Then*	1846	*Then*	0037
Camden Road *Brecknock Road*	0534	0544	0554	0604	0614	0624	0634	0644	0654	*Then*	0830	*about*	1854	*about*	0042
Holloway *Nag's Head (Parkhurst Road)*	0537	0547	0557	0607	0617	0627	0637	0647	0657	*every 8*	0833	*every 6*	1858	*every 8*	0045
Finsbury Park Stn. *Seven Sisters Road*	0541	0551	0601	0611	0621	0631	0641	0651	0701	*minutes*	0837	*minutes*	1904	*minutes*	0049
Manor House Station	0544	0554	0604	0614	0625	0635	0645	0655	0705	*until*	0841	*until*	1908	*until*	0053
Stamford Hill Bwy *Clapton Common*	0549	0559	0609	0620	0631	0641	0651	0701	0711		0847		1915		0059
Clapton *Pond*	0554	0604	0614	0625	0636	0646	0656	0706	0716		0852		1922		0106
Hackney Central Station *Amhurst Rd.*	0600	0610	0621	0632	0643	0653	0703	0713	0723		0859		1931		0112

253 Sundays and other Public Holidays (except Christmas Day)

Euston Station *Bus Station*	0525	0535	0545	0555	0605	0615		0825	0834		0030
Mornington Crescent Station	0527	0537	0547	0557	0607	0617		0827	0836		0033
Camden Town Station *Camden Road*	0530	0540	0550	0600	0610	0619		0829	0838	*Then*	0037
Camden Road *Brecknock Road*	0534	0544	0554	0604	0614	0623	*Then*	0833	0842	*about*	0041
Holloway *Nag's Head (Parkhurst Road)*	0537	0547	0557	0607	0617	0626	*every 10*	0836	0845	*every 8*	0044
Finsbury Park Stn. *Seven Sisters Road*	0541	0551	0601	0611	0621	0630	*minutes*	0840	0849	*minutes*	0048
Manor House Station	0544	0554	0604	0614	0625	0634	*until*	0844	0853	*until*	0051
Stamford Hill Bwy *Clapton Common*	0549	0559	0609	0620	0631	0640		0850	0859		0057
Clapton *Pond*	0554	0604	0614	0625	0636	0645		0855	0904		0102
Hackney Central Station *Amhurst Rd.*	0600	0610	0620	0631	0642	0651		0901	0911		0108

168 Hampstead Heath – Euston – Old Kent Road

168 Mondays to Fridays

Hampstead Heath *South End Green*	0500		0600	0610	0620		1944	1954	2004	2014		2104		0000
Belsize Park Station	0502		0602	0612	0622		1947	1957	2007	2017		2107		0003
Chalk Farm Station	0505		0605	0615	0625	*Then*	1950	2000	2010	2020		2110		0006
Camden Town Station *Camden Road*	0510	*Then*	0610	0620	0630	*about*	1955	2005	2015	2025	*Then*	2115	*Then*	0011
Euston Station *Eversholt Street*	0516	*every 12*	0616	0626	0636	*every 7-8*	2003	2013	2023	2033	*every 10*	2123	*every 11*	0019
Holborn Station *Kingsway*	0523	*minutes*	0623	0633	0643	*minutes*	2013	2023	2033	2041	*minutes*	2131	*minutes*	0027
Waterloo Station *Waterloo Road*	0529	*until*	0629	0639	0649	*until*	2021	2031	2040	2048	*until*	2138	*until*	0034
Elephant & Castle *London Road*	0532		0632	0642	0652		2027	2035	2044	2052		2142		0038
Bricklayer's Arms *New Kent Road*	0535		0635	0645	0655		2033	2039	2048	2056		2146		0042
Old Kent Road *Tesco*	0538		0638	0648	0658		2036	2042	2051	2059		2149		0045

168 Saturdays (also Good Friday)

Hampstead Heath *South End Green*	0500		0824	0832	0840	0848	0856	0904	0912	0920		1008	1016	1024		1608
Belsize Park Station	0502		0826	0834	0842	0850	0858	0907	0915	0923		1011	1019	1027		1611
Chalk Farm Station	0505		0829	0837	0845	0853	0901	0910	0919	0927		1015	1023	1031	*Then*	1615
Camden Town Station *Camden Road*	0510	*Then*	0834	0842	0850	0858	0907	0916	0925	0933	*Then*	1021	1029	1037	*every*	1621
Euston Station *Eversholt Street*	0516	*every 12*	0840	0848	0856	0904	0914	0923	0932	0941	*every 8*	1029	1037	1045	*8*	1629
Holborn Station *Kingsway*	0523	*minutes*	0847	0855	0904	0914	0923	0933	0942	0952	*minutes*	1040	1048	1056	*mins.*	1640
Waterloo Station *Waterloo Road*	0529	*until*	0853	0901	0911	0921	0930	0940	0950	1000	*until*	1048	1056	1104	*until*	1648
Elephant & Castle *London Road*	0532		0856	0908	0918	0928	0937	0947	0957	1007		1055	1104	1113		1657
Bricklayer's Arms *New Kent Road*	0535		0859	0912	0922	0932	0941	0951	1001	1011		1059	1109	1118		1702
Old Kent Road *Tesco*	0538		0902	0915	0925	0935	0944	0954	1004	1014		1102	1112	1121		1705
Hampstead Heath *South End Green*	1616		1800		1854	1904	1914	1925	1936	1947	1958	2009	2020	2031		0000
Belsize Park Station	1619		1803		1857	1907	1917	1928	1939	1950	2001	2012	2023	2034		0003
Chalk Farm Station	1623		1807		1901	1911	1921	1932	1943	1954	2004	2015	2026	2037	*Then*	0006
Camden Town Station *Camden Road*	1629	*Then*	1813	*Then*	1907	1917	1927	1938	1949	2000	2010	2020	2031	2042	*every*	0011
Euston Station *Eversholt Street*	1637	*every 8*	1821	*every 9*	1915	1925	1935	1946	1957	2008	2018	2028	2039	2050	*11*	0019
Holborn Station *Kingsway*	1648	*minutes*	1832	*minutes*	1926	1936	1946	1957	2008	2018	2028	2038	2048	2058	*mins.*	0027
Waterloo Station *Waterloo Road*	1656	*until*	1840	*until*	1934	1944	1954	2005	2015	2025	2035	2045	2055	2105	*until*	0034
Elephant & Castle *London Road*	1705		1849		1943	1953	2003	2009	2019	2029	2039	2049	2059	2109		0038
Bricklayer's Arms *New Kent Road*	1711		1855		1949	1959	2007	2013	2023	2033	2043	2053	2103	2113		0042
Old Kent Road *Tesco*	1714		1858		1952	2002	2010	2016	2026	2036	2046	2056	2106	2116		0045

168 Sundays and other Public Holidays (except Christmas Day)

Hampstead Heath *South End Green*	0500		0700		0824	0836	0848	0900	0912	0924	0936	0948	1000	1012		1200
Belsize Park Station	0502		0702		0826	0838	0850	0903	0915	0927	0939	0951	1003	1015		1203
Chalk Farm Station	0505		0705		0829	0841	0853	0906	0918	0930	0942	0954	1007	1019	*Then*	1207
Camden Town Station *Camden Road*	0510	*Then*	0710	*Then*	0834	0846	0858	0912	0924	0936	0948	1000	1013	1026	*every*	1214
Euston Station *Eversholt Street*	0516	*every 15*	0716	*every 12*	0840	0852	0904	0918	0930	0942	0954	1007	1020	1033	*12*	1221
Holborn Station *Kingsway*	0523	*minutes*	0723	*minutes*	0847	0859	0913	0927	0939	0952	1005	1018	1031	1044	*mins.*	1232
Waterloo Station *Waterloo Road*	0529	*until*	0729	*until*	0853	0905	0920	0934	0947	1000	1013	1026	1039	1052	*until*	1240
Elephant & Castle *London Road*	0532		0732		0856	0911	0926	0940	0954	1008	1021	1034	1047	1100		1248
Bricklayer's Arms *New Kent Road*	0535		0735		0859	0914	0929	0943	0958	1013	1026	1039	1052	1105		1253
Old Kent Road *Tesco*	0538		0738		0902	0917	0932	0946	1001	1016	1029	1042	1055	1108		1256
Hampstead Heath *South End Green*	1212	1224	1236	1248		1900	1912	1924	1936	1948	2000	2012	2024	2036	2048	2100		0000
Belsize Park Station	1215	1227	1239	1251		1903	1915	1927	1939	1951	2003	2015	2027	2039	2051	2103		0003
Chalk Farm Station	1219	1231	1243	1255	*Then*	1907	1919	1931	1943	1955	2006	2018	2030	2042	2054	2106	*Then*	0006
Camden Town Station *Camden Road*	1226	1238	1250	1302	*every*	1914	1926	1938	1950	2002	2012	2023	2035	2047	2059	2111	*every*	0011
Euston Station *Eversholt Street*	1233	1245	1257	1310	*12*	1922	1934	1946	1958	2010	2020	2031	2043	2055	2107	2119	*12*	0019
Holborn Station *Kingsway*	1244	1256	1309	1322	*mins.*	1934	1946	1958	2010	2020	2030	2040	2051	2103	2115	2127	*mins.*	0027
Waterloo Station *Waterloo Road*	1252	1304	1317	1330	*until*	1942	1954	2006	2017	2027	2037	2047	2058	2110	2122	2134	*until*	0034
Elephant & Castle *London Road*	1300	1313	1326	1339		1951	2003	2013	2023	2033	2043	2053	2103	2115	2127	2138		0038
Bricklayer's Arms *New Kent Road*	1306	1319	1332	1345		1957	2007	2017	2027	2037	2047	2057	2107	2119	2131	2142		0042
Old Kent Road *Tesco*	1309	1322	1335	1348		2000	2010	2020	2030	2040	2050	2100	2110	2122	2134	2145		0045

168 Old Kent Road – Euston – Hampstead Heath

168 Mondays to Fridays

Old Kent Road *Tesco*	0545	0557	0609		0643	0649	0656		1941	1951		2024	2035	2046	2057	2107		0025
Bricklayer's Arms *New Kent Road*	0548	0600	0612		0646	0652	0659		1945	1955		2028	2039	2050	2101	2110		0028
Elephant & Castle *London Road*	0551	0603	0615	*Then*	0649	0655	0702	*Then*	1951	2001	*Then*	2034	2045	2056	2105	2114	*Then*	0032
Waterloo Station *Tenison Way*	0554	0606	0618	*about*	0652	0658	0705	*about*	1956	2006	*every*	2039	2050	2101	2109	2118	*every*	0036
Holborn Station *Kingsway*	0559	0611	0623	*every*	0659	0706	0714	*every*	2003	2013	*11*	2046	2057	2106	2114	2123	*11*	0041
Euston Station *Eversholt Street*	0606	0618	0630	*10*	0710	0718	0726	*7-8*	2013	2023	*mins.*	2056	2107	2115	2123	2132	*mins.*	0050
Camden Town Station *High Street*	0610	0622	0634	*mins.*	0714	0722	0730	*mins.*	2019	2029	*until*	2102	2112	2120	2128	2137	*until*	0055
Chalk Farm Station	0614	0626	0638	*until*	0718	0726	0736	*until*	2024	2034		2107	2117	2125	2133	2142		0100
Belsize Park Station	0617	0629	0641		0721	0730	0742		2027	2037		2110	2120	2128	2136	2145		0103
Hampstead Heath *South End Green*	0621	0633	0645		0726	0736	0748		2031	2041		2114	2124	2132	2140	2149		0107

168 Saturdays (also Good Friday)

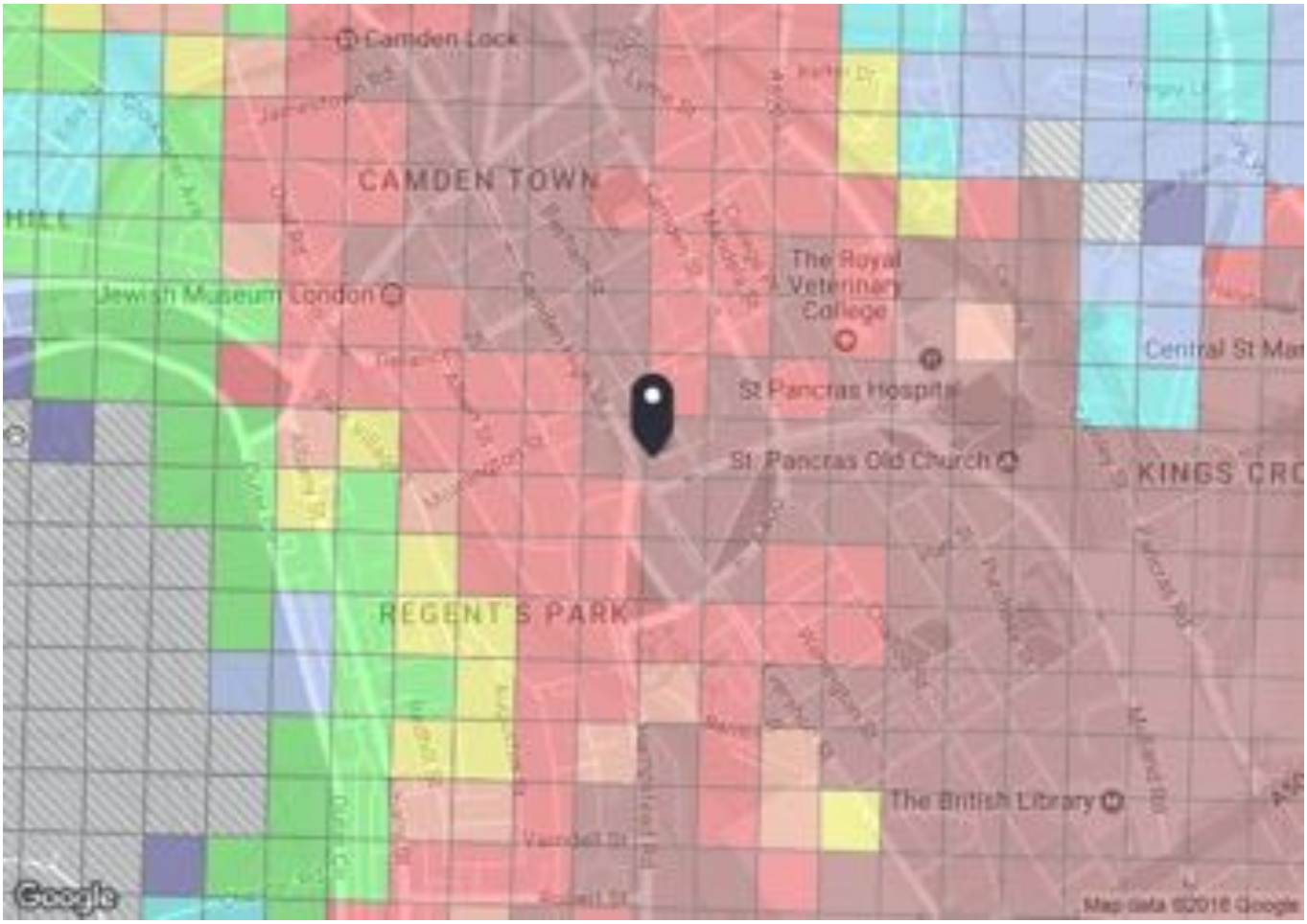
Old Kent Road *Tesco*	0545		0633	0645	0657		0809	0821	0833	0841	0849	0857		0921	0929	0937		1009
Bricklayer's Arms *New Kent Road*	0548		0636	0648	0700		0812	0824	0836	0844	0852	0900		0924	0932	0941		1013
Elephant & Castle *London Road*	0551	*Then*	0639	0651	0703	*Then*	0815	0827	0839	0847	0855	0907	*Then*	0931	0939	0949	*Then*	1021
Waterloo Station *Tenison Way*	0554	*every*	0642	0654	0707	*every*	0819	0831	0843	0851	0900	0912	*every*	0936	0944	0954	*every*	1026
Holborn Station *Kingsway*	0559	*12*	0647	0659	0714	*12*	0826	0838	0850	0858	0907	0919	*8*	0943	0952	1002	*8*	1034
Euston Station *Eversholt Street*	0606	*mins.*	0654	0708	0723	*mins.*	0835	0847	0859	0907	0917	0929	*mins.*	0953	1003	1013	*mins.*	1045
Camden Town Station *High Street*	0610	*until*	0658	0713	0728	*until*	0840	0852	0904	0914	0924	0936	*until*	1000	1010	1020	*until*	1052
Chalk Farm Station	0614		0702	0717	0732		0844	0858	0910	0920	0930	0942		1006	1016	1026		1058
Belsize Park Station	0617		0705	0720	0735		0847	0901	0913	0923	0933	0945		1009	1019	1029		1101
Hampstead Heath *South End Green*	0621		0709	0724	0739		0851	0905	0917	0927	0937	0949		1013	1023	1033		1105
Old Kent Road *Tesco*	1017		1513	1521	1529		1809		1930	1939	1948	1957	2006	2015	2024	2034		0025
Bricklayer's Arms *New Kent Road*	1021		1517	1525	1533		1813		1934	1943	1952	2001	2009	2018	2027	2037		0028
Elephant & Castle *London Road*	1029	*Then*	1525	1533	1541	*Then*	1821	*Then*	1942	1951	2000	2007	2014	2022	2031	2041	*Then*	0032
Waterloo Station *Tenison Way*	1034	*every*	1530	1538	1546	*every*	1826	*about*	1947	1956	2004	2011	2018	2026	2035	2045	*every*	0036
Holborn Station *Kingsway*	1042	*8*	1538	1546	1554	*8*	1834	*every*	1954	2003	2010	2017	2024	2031	2040	2050	*11*	0041
Euston Station *Eversholt Street*	1053	*mins.*	1549	1557	1606	*mins.*	1846	*9*	2004	2012	2019	2026	2033	2040	2049	2059	*mins.*	0050
Camden Town Station *High Street*	1100	*until*	1556	1604	1613	*until*	1853	*mins.*	2009	2017	2024	2031	2038	2045	2054	2104	*until*	0055
Chalk Farm Station	1106		1602	1611	1620		1900	*until*	2014	2022	2029	2036	2043	2050	2059	2109		0100
Belsize Park Station	1110		1606	1615	1624		1904		2017	2025	2032	2039	2046	2053	2102	2112		0103
Hampstead Heath *South End Green*	1114		1610	1619	1628		1908		2021	2029	2036	2043	2050	2057	2106	2116		0107

168 Sundays and other Public Holidays (except Christmas Day)

Old Kent Road *Tesco*	0545	0600	0615	0630	0645	0700	0715	0730	0742	0754	0806	0818	0830	0842	0854	0906	0918	0930
Bricklayer's Arms *New Kent Road*	0548	0603	0618	0633	0648	0703	0718	0733	0745	0757	0809	0821	0833	0845	0857	0909	0921	0933
Elephant & Castle *London Road*	0551	0606	0621	0636	0651	0706	0721	0736	0748	0800	0812	0824	0836	0848	0902	0916	0928	0940
Waterloo Station *Tenison Way*	0554	0609	0624	0639	0654	0709	0725	0740	0752	0804	0816	0828	0840	0852	0906	0920	0932	0944
Holborn Station *Kingsway*	0559	0614	0629	0644	0700	0716	0732	0747	0759	0811	0823	0835	0847	0859	0913	0927	0939	0951
Euston Station *Eversholt Street*	0606	0621	0637	0653	0709	0725	0741	0756	0808	0820	0832	0844	0856	0908	0922	0936	0948	1000
Camden Town Station *High Street*	0610	0626	0642	0658	0714	0730	0746	0801	0813	0825	0837	0849	0901	0914	0928	0942	0954	1006
Chalk Farm Station	0614	0630	0646	0702	0718	0734	0750	0805	0817	0829	0841	0853	0906	0920	0934	0948	1000	1012
Belsize Park Station	0617	0633	0649	0705	0721	0737	0753	0808	0820	0832	0844	0856	0909	0923	0937	0951	1003	1015
Hampstead Heath *South End Green*	0621	0637	0653	0709	0725	0741	0757	0812	0824	0836	0848	0900	0913	0927	0941	0955	1007	1019
Old Kent Road *Tesco*	0942	0954	1006	1018			1206	1218	1230	1242			1830	1842	1854	1906	1918	1930
Bricklayer's Arms *New Kent Road*	0945	0957	1010	1022			1210	1222	1234	1246			1834	1846	1858	1909	1921	1933
Elephant & Castle *London Road*	0952	1004	1018	1030			1218	1230	1242	1254			1842	1854	1906	1917	1929	1941
Waterloo Station *Tenison Way*	0956	1009	1023	1035	*Then*		1223	1235	1247	1259	*Then*		1847	1859	1911	1922	1934	1946
Holborn Station *Kingsway*	1003	1016	1030	1042	*every 12*		1230	1242	1254	1306	*every 12*		1854	1906	1918	1929	1941	1953
Euston Station *Eversholt Street*	1013	1027	1041	1053	*minutes*		1241	1253	1305	1318	*minutes*		1906	1917	1929	1940	1951	2003
Camden Town Station *High Street*	1019	1033	1047	1100	*until*		1248	1300	1312	1325	*until*		1913	1924	1935	1946	1957	2008
Chalk Farm Station	1025	1039	1053	1106			1254	1307	1319	1332			1920	1931	1942	1953	2004	2014
Belsize Park Station	1029	1043	1057	1110			1258	1311	1323	1336			1924	1935	1946	1957	2008	2018
Hampstead Heath *South End Green*	1033	1047	1101	1114			1302	1315	1327	1340			1928	1939	1950	2001	2012	2022
Old Kent Road *Tesco*	1941	1952	2002	2013	2025	2037		0025										
Bricklayer's Arms *New Kent Road*	1944	1955	2005	2016	2028	2040		0028										
Elephant & Castle *London Road*	1952	2003	2011	2021	2032	2044		0032										
Waterloo Station *Tenison Way*	1957	2007	2015	2025	2036	2048	*Then*	0036										
Holborn Station *Kingsway*	2004	2012	2020	2030	2041	2053	*every 12*	0041										
Euston Station *Eversholt Street*	2013	2021	2029	2039	2050	2102	*minutes*	0050										
Camden Town Station *High Street*	2018	2026	2034	2044	2055	2107	*until*	0055										
Chalk Farm Station	2024	2032	2040	2050	2100	2112		0100										
Belsize Park Station	2028	2036	2044	2054	2104	2115		0103										
Hampstead Heath *South End Green*	2032	2040	2048	2058	2108	2119		0107										

APPENDIX D

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

6 Camden High St
6 Camden High St, Kings Cross, London NW1 0JH, UK
Easting: 529210, Northing: 183419

Grid Cell: 95612

Report generated: 13/06/2018

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN TOWN STATION	31	508.9	10	6.36	5	11.36	2.64	0.5	1.32
Bus	MORNINGTON CRESCENT STN	24	255.37	10	3.19	5	8.19	3.66	0.5	1.83
Bus	MORNINGTON CRESCENT STN	134	255.37	12	3.19	4.5	7.69	3.9	0.5	1.95
Bus	MORNINGTON CRESCENT STN	29	255.37	15	3.19	4	7.19	4.17	0.5	2.09
Bus	MORNINGTON CRESCENT STN	88	255.37	9	3.19	5.33	8.53	3.52	0.5	1.76
Bus	MORNINGTON CRESCENT STN	27	255.37	8	3.19	5.75	8.94	3.35	0.5	1.68
Bus	E'SHOLT S CROWNDALE CENT	168	189.18	9	2.36	5.33	7.7	3.9	0.5	1.95
Bus	E'SHOLT S CROWNDALE CENT	253	189.18	12	2.36	4.5	6.86	4.37	0.5	2.19
Bus	CROWNDALE RD BAYHAM ST	214	72.62	8	0.91	5.75	6.66	4.51	1	4.51
Bus	CAMDEN ST CROWNDALE RD	46	300.04	6	3.75	7	10.75	2.79	0.5	1.4
Bus	PRATT STREET	C2	391.79	8	4.9	5.75	10.65	2.82	0.5	1.41
Bus	PRATT STREET	274	391.79	7.5	4.9	6	10.9	2.75	0.5	1.38
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	946.63	3.67	11.83	8.92	20.76	1.45	1	1.45
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	946.63	3.67	11.83	8.92	20.76	1.45	0.5	0.72
LUL	Camden Town	'Edgware-Morden'	639.25	9	7.99	4.08	12.07	2.48	0.5	1.24
LUL	Camden Town	'Morden-HighBarnet'	639.25	14.67	7.99	2.79	10.79	2.78	0.5	1.39
LUL	Camden Town	'Morden-MillHillE'	639.25	4	7.99	8.25	16.24	1.85	0.5	0.92
LUL	Mornington Crescent	'Morden-Edgware'	174.45	4.67	2.18	7.17	9.35	3.21	0.5	1.6
LUL	Mornington Crescent	'HighBarnet-Morden'	174.45	0.33	2.18	91.66	93.84	0.32	0.5	0.16
LUL	Mornington Crescent	'Kennington-Edgware'	174.45	14.67	2.18	2.79	4.98	6.03	1	6.03
LUL	Mornington Crescent	'HighBarnet-Kenningt'	174.45	5.33	2.18	6.38	8.56	3.51	0.5	1.75
LUL	Mornington Crescent	'MillHill-Morden'	174.45	1.67	2.18	18.71	20.89	1.44	0.5	0.72
LUL	Mornington Crescent	'MillHillE-Kenningt'	174.45	1.67	2.18	18.71	20.89	1.44	0.5	0.72
									Total Grid Cell AI:	**40.14**

APPENDIX E


No 8 (BOOTS)
ENTRANCE HALL
LIFT LOBBY
RECEPTION
OFFICE 175 sq/m
BINS
BINS
BINS
BIN STORE
CYCLE STORAGE
FIRE ESCAPE
PRET A MANGER
Col?
Col?
Col?
Col?
u/s 2.35
u/s 2.86
roller shutter
roller shutter
roller shutter
OVERLAY
CROSS
OVERLAY
CROSS
BAYHAM PLACE cobble setts
bin store (locked)
bin store (locked)
steel cage 3.10ht
steel cage 3.10ht
bitumen
basement smoke outlet
drainage channel
channel
concrete/pressed stone
concrete/pressed stone
concrete/pressed stone
paving
bench
sapling
gully
paper box
water
fh
tfl
bt
bin
cabinet
sign
mh cl 23.47
lp
svp
cover cl 23.58
concrete
elecs
LIGHTWELL
area inaccessible
assumed position
blocked window
rwp
up
KOKO
GROUND FLOOR
Scale = 1 : 50
PROPOSED

PROPOSED

revision	date	initials	description of amendments
?	??.??.??	??	?
D	02.2019	FAL	PLANNING ISSUE

Foundation architecture ltd.

Omnibus, 39–41 North Road, London, N7 9DP Email: info@foundation-architecture.com

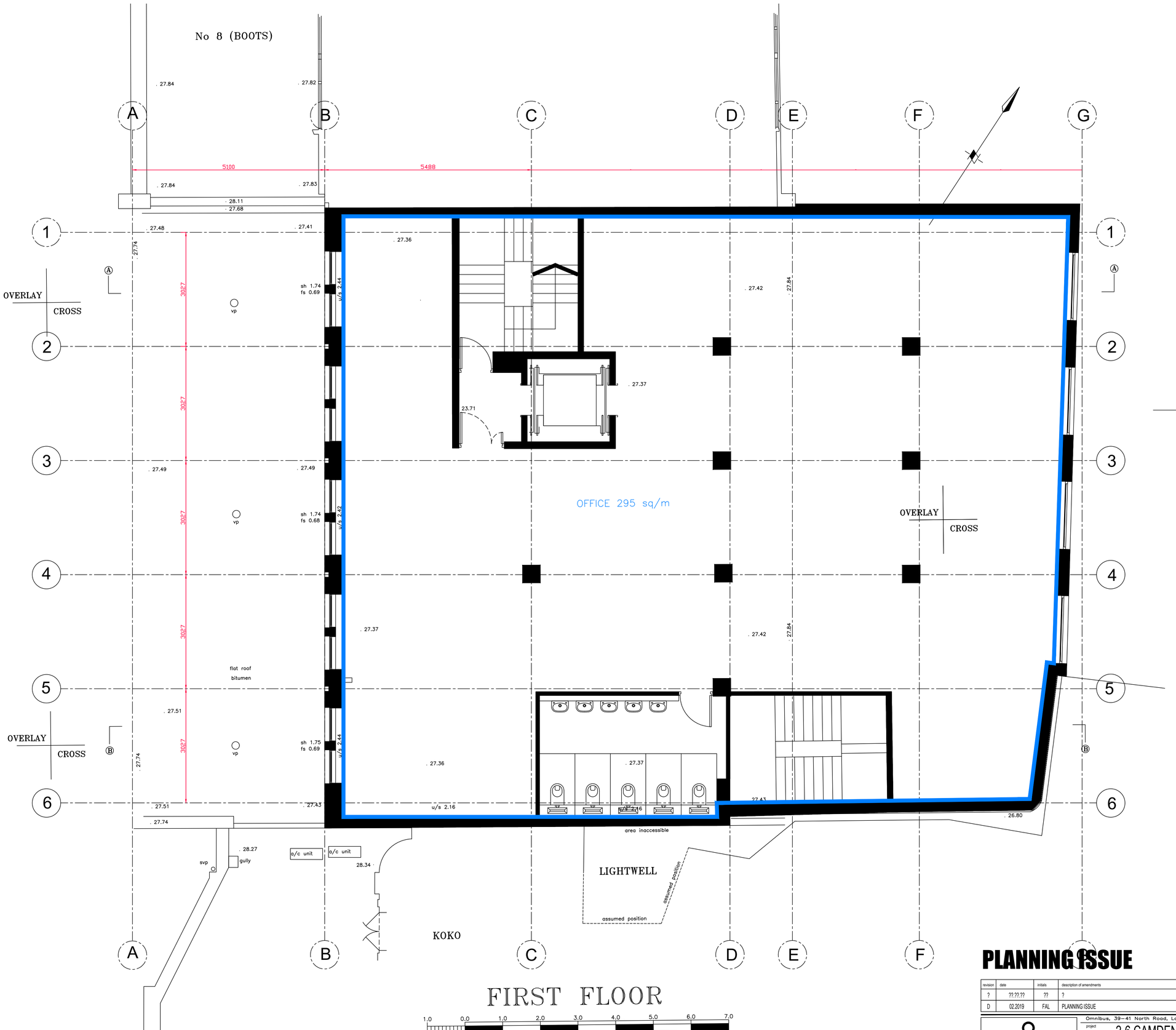
project: 2-6 CAMDEN HIGH STREET

title: GROUND FLOOR PROPOSED

scale	date	drawn	checked	job no.	dwg no.	rev.
1:50 @ A1	OCT 2017	FAL		540	P100	D

All dimensions to be verified on site.

*Scale is 1:100 at A3



FIRST FLOOR

1.0 0.0 1.0 2.0 3.0 4.0 5.0 6.0 7.0

Scale = 1 : 50

PROPOSED

PLANNING ISSUE

revision	date	initials	description of amendments
?	??.??.??	??	?
D	02.2019	FAL	PLANNING ISSUE

Omnibus, 39–41 North Road, London, N7 9DP Email: info@foundation-architecture.com

Foundation architecture ltd.

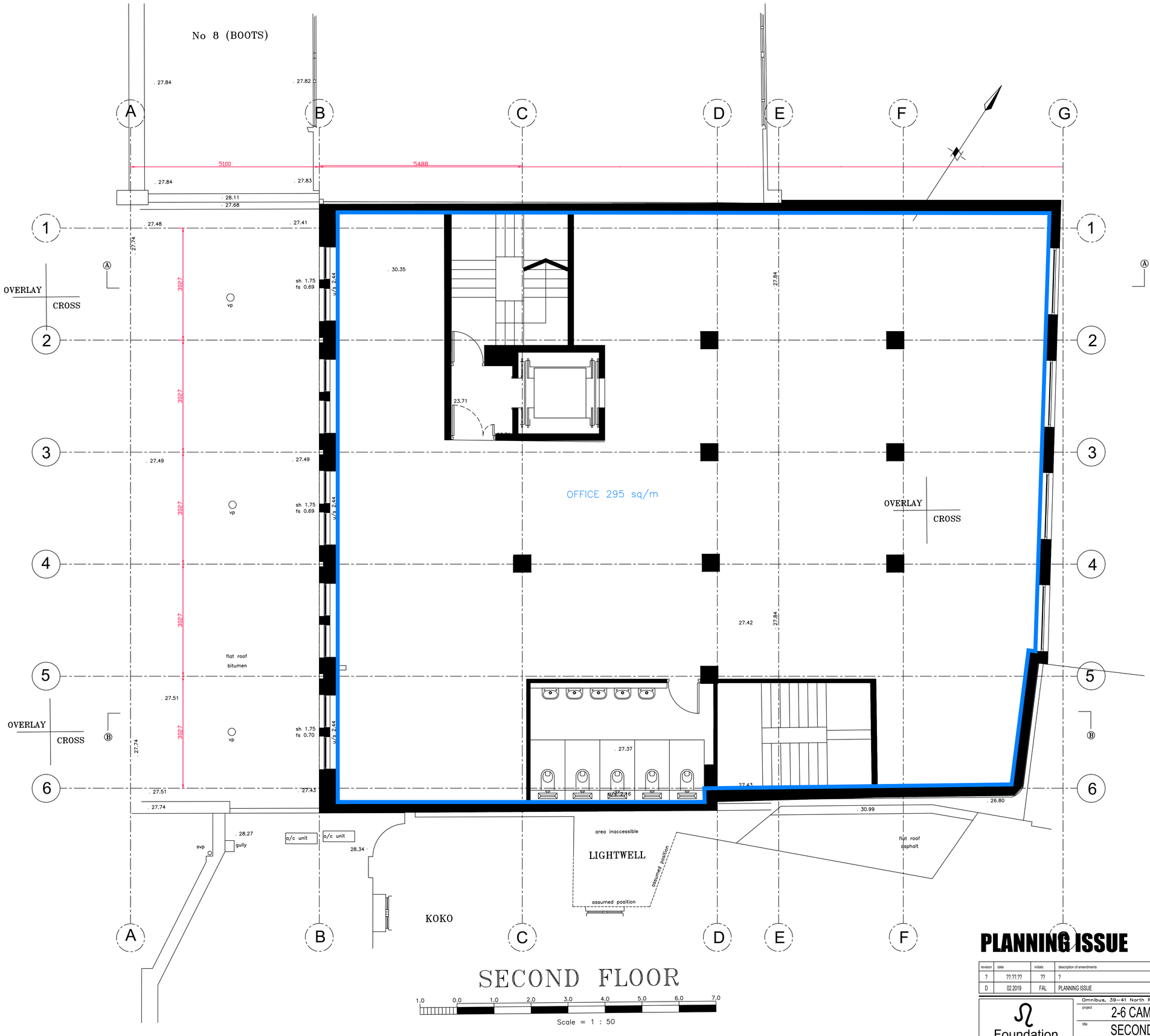
project: 2-6 CAMDEN HIGH STREET

title: FIRST FLOOR PROPOSED

scale	date	drawn	checked	job no.	dwg no.	rev.
1:50 @ A1	OCT 2017	FAL		540	P101	D

All dimensions to be verified on site.

*Scale is 1:100 at A3



SECOND FLOOR

1.0 0.0 1.0 2.0 3.0 4.0 5.0 6.0 7.0

Scale = 1 : 50

PROPOSED

PLANNING ISSUE

revision	date	initials	description of amendments
?	??.??.??	??	?
D	02.2019	FAL	PLANNING ISSUE

Omnibus, 39--41 North Road, London, N7 9DP Email:info@foundation--architecture.com

Foundation architecture ltd.

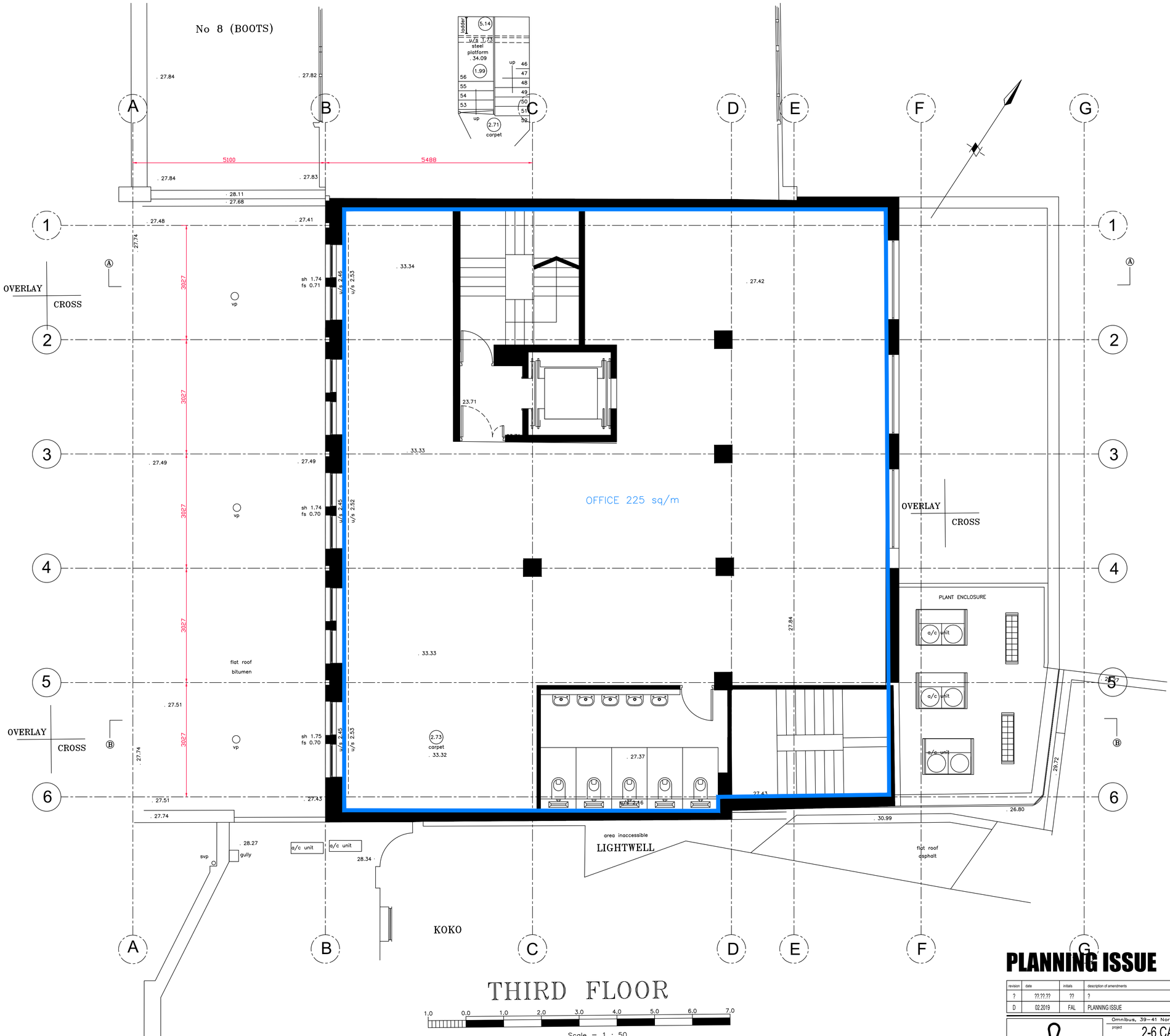
project: 2-6 CAMDEN HIGH STREET

title: SECOND FLOOR PROPOSED

scale	date	drawn	checked	job no.	dwg no.	rev.
1:50 @ A1	OCT 2017	FAL		540	P102	D

All dimensions to be verified on site.

*Scale is 1:100 at A3



THIRD FLOOR

1.0 0.0 1.0 2.0 3.0 4.0 5.0 6.0 7.0

Scale = 1 : 50

PROPOSED

PLANNING ISSUE

revision	date	initials	description of amendments
?	??.??.??	??	?
D	02.2019	FAL	PLANNING ISSUE

Omnibus, 39–41 North Road, London, N7 9DP Email: info@foundation-architecture.com

Foundation architecture ltd.

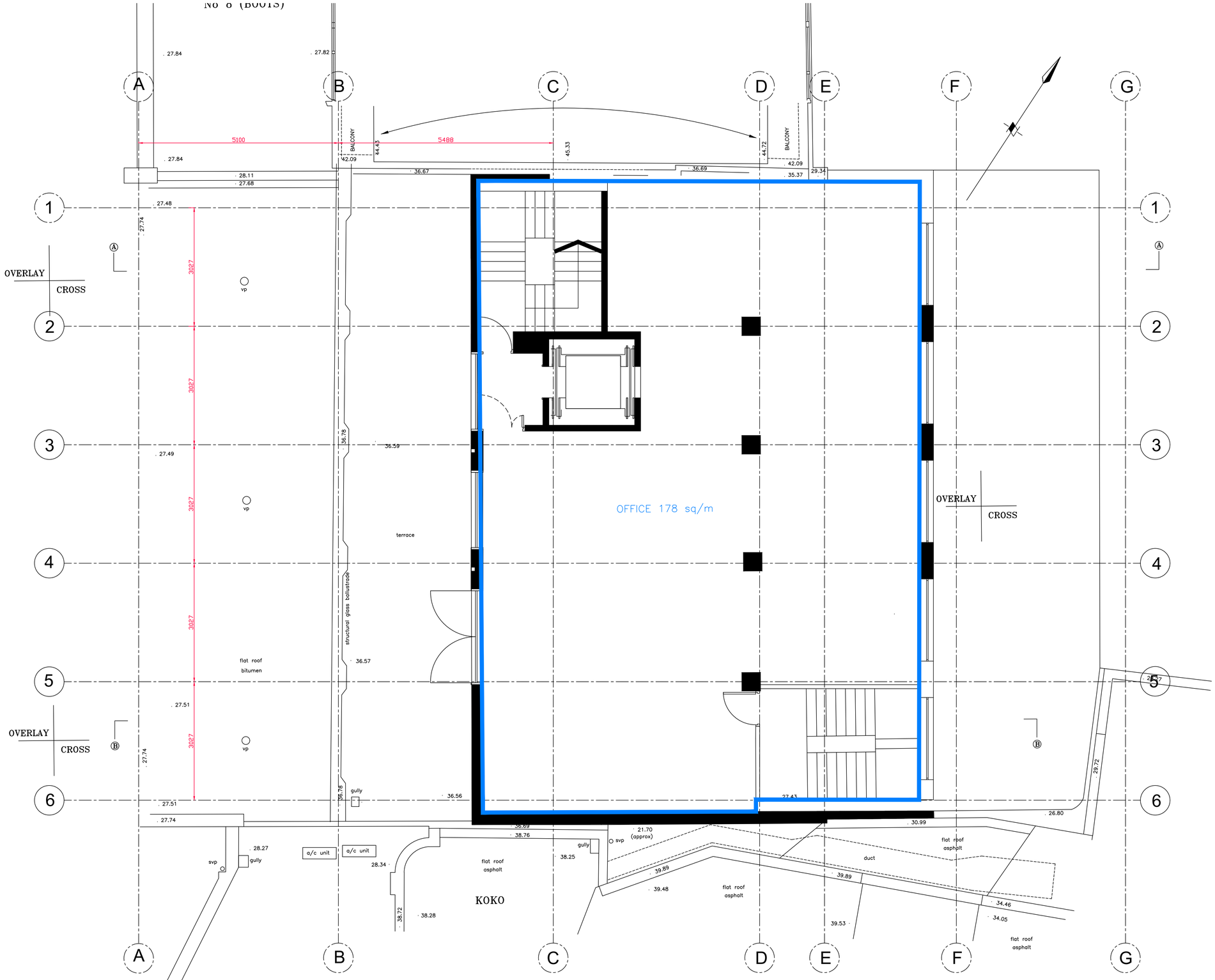
project: 2-6 CAMDEN HIGH STREET

title: THIRD FLOOR PROPOSED

scale	date	drawn	checked	job no.	dwg no.	rev.
1:50 @ A1	OCT 2017	FAL		540	P103	D

All dimensions to be verified on site.

*Scale is 1:100 at A3



FOURTH FLOOR

1.0 0.0 1.0 2.0 3.0 4.0 5.0 6.0 7.0

Scale = 1 : 50

PROPOSED

PLANNING ISSUE

revision	date	initials	description of amendments
A	SEPT 18	FAL	RESIDENTIAL LAYOUT ADDED
D	02.2019	FAL	PLANNING ISSUE

Foundation architecture ltd.

Omnibus, 39–41 North Road, London, N7 9DP Email: info@foundation-architecture.com

project: 2-6 CAMDEN HIGH STREET

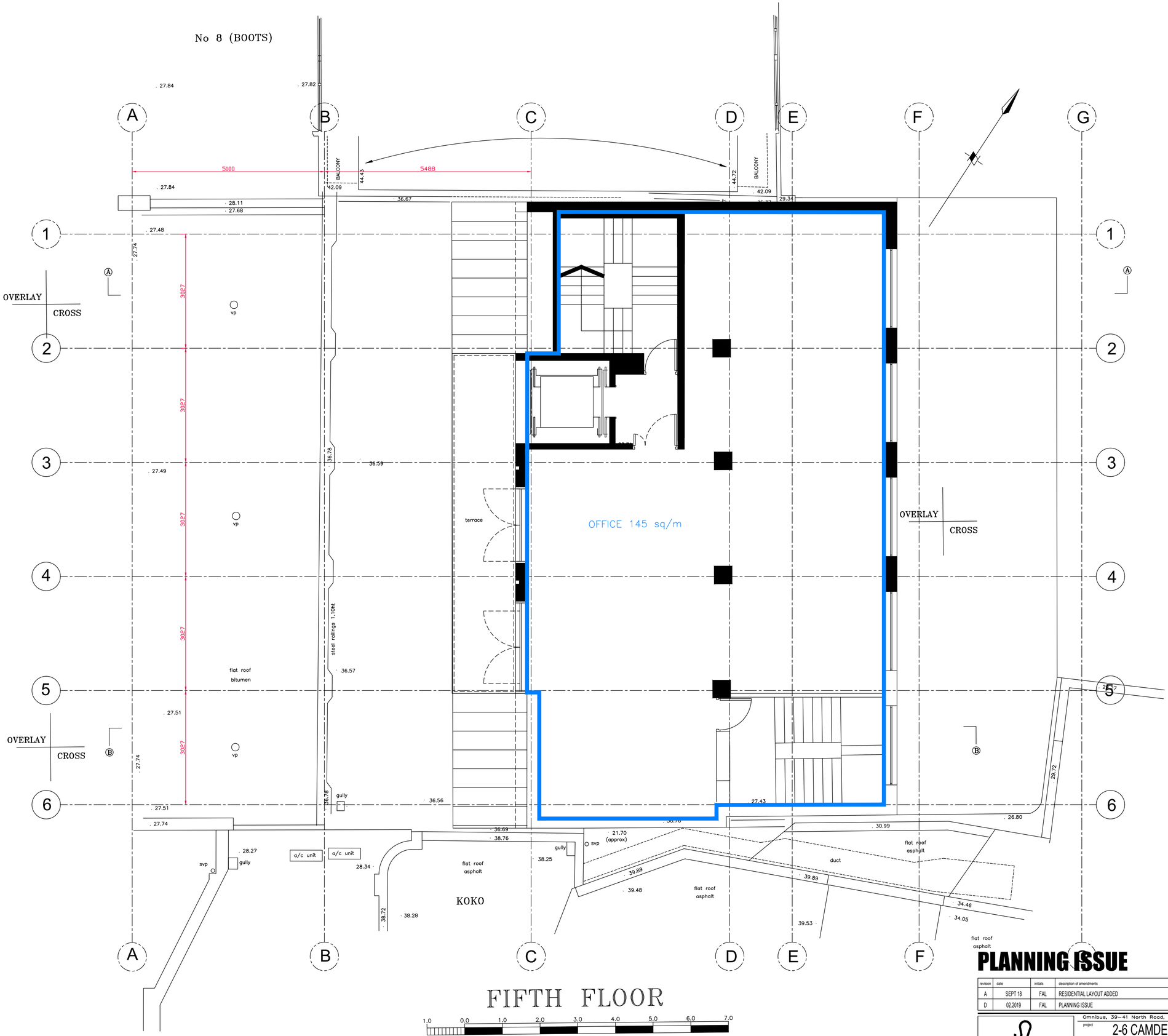
title: FOURTH FLOOR PROPOSED

scale	date	drawn	checked	job no.	dwg no.	rev.
1:50 @ A1	OCT 2017	FAL		540	P104	D

All dimensions to be verified on site.

*Scale is 1:100 at A3

No 8 (BOOTS)



FIFTH FLOOR

1.0 0.0 1.0 2.0 3.0 4.0 5.0 6.0 7.0

Scale = 1 : 50

PROPOSED

PLANNING ISSUE

revision	date	initials	description of amendments
A	SEPT 18	FAL	RESIDENTIAL LAYOUT ADDED
D	02.2019	FAL	PLANNING ISSUE

Foundation architecture ltd.

Omnibus, 39–41 North Road, London, N7 9DP Email: info@foundation-architecture.com

project: 2-6 CAMDEN HIGH STREET

title: FIFTH FLOOR PROPOSED

scale	date	drawn	checked	job no.	dwg no.	rev.
1:50 @ A1	OCT 2017	FAL		540	P105	D

*Scale is 1:100 at A3

APPENDIX F

Calculation Reference: AUDIT-219602-180417-0451

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	CI	CITY OF LONDON	2 days
	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 7567 (units: sqm)
Range Selected by User:	408 to 20000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 05/07/17

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

Selected survey days:

Thursday	1 days
Friday	2 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:

Commercial Zone	2
Built-Up Zone	1

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

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	2 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

4 Good	1 days
5 Very Good	1 days
6b (High) Excellent	1 days

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

LIST OF SITES relevant to selection parameters

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

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

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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HD-02-A-07	PTAL of 4
HD-02-A-08	PTAL of 4

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

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.019	3	3578	0.000	3	3578	0.019
07:30 - 08:00	3	3578	0.056	3	3578	0.037	3	3578	0.093
08:00 - 08:30	3	3578	0.093	3	3578	0.037	3	3578	0.130
08:30 - 09:00	**3**	**3578**	**0.102**	3	3578	0.009	3	3578	0.111
09:00 - 09:30	3	3578	0.065	3	3578	0.019	3	3578	0.084
09:30 - 10:00	3	3578	0.019	3	3578	0.009	3	3578	0.028
10:00 - 10:30	3	3578	0.037	3	3578	0.028	3	3578	0.065
10:30 - 11:00	3	3578	0.019	3	3578	0.037	3	3578	0.056
11:00 - 11:30	3	3578	0.047	3	3578	0.019	3	3578	0.066
11:30 - 12:00	3	3578	0.037	3	3578	0.037	3	3578	0.074
12:00 - 12:30	3	3578	0.037	3	3578	0.037	3	3578	0.074
12:30 - 13:00	3	3578	0.037	3	3578	0.028	3	3578	0.065
13:00 - 13:30	3	3578	0.019	3	3578	0.019	3	3578	0.038
13:30 - 14:00	3	3578	0.019	3	3578	0.019	3	3578	0.038
14:00 - 14:30	3	3578	0.037	3	3578	0.047	3	3578	0.084
14:30 - 15:00	3	3578	0.009	3	3578	0.009	3	3578	0.018
15:00 - 15:30	3	3578	0.037	3	3578	0.037	3	3578	0.074
15:30 - 16:00	3	3578	0.009	3	3578	0.047	3	3578	0.056
16:00 - 16:30	3	3578	0.009	3	3578	0.047	3	3578	0.056
16:30 - 17:00	3	3578	0.019	3	3578	0.037	3	3578	0.056
17:00 - 17:30	3	3578	0.028	3	3578	0.084	3	3578	0.112
17:30 - 18:00	3	3578	0.037	**3**	**3578**	**0.102**	**3**	**3578**	**0.139**
18:00 - 18:30	3	3578	0.028	3	3578	0.047	3	3578	0.075
18:30 - 19:00	3	3578	0.000	3	3578	0.009	3	3578	0.009
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:			0.819			0.801			1.620

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.000	3	3578	0.000	3	3578	0.000
07:30 - 08:00	**3**	**3578**	**0.028**	3	3578	0.019	**3**	**3578**	**0.047**
08:00 - 08:30	3	3578	0.019	**3**	**3578**	**0.028**	3	3578	0.047
08:30 - 09:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:00 - 09:30	3	3578	0.009	3	3578	0.009	3	3578	0.018
09:30 - 10:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:00 - 10:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:30 - 11:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:00 - 11:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:30 - 12:00	3	3578	0.009	3	3578	0.009	3	3578	0.018
12:00 - 12:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:30 - 13:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:00 - 13:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:30 - 14:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:00 - 14:30	3	3578	0.009	3	3578	0.009	3	3578	0.018
14:30 - 15:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:00 - 15:30	3	3578	0.009	3	3578	0.009	3	3578	0.018
15:30 - 16:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:00 - 16:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:30 - 17:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:00 - 17:30	3	3578	0.019	3	3578	0.019	3	3578	0.038
17:30 - 18:00	3	3578	0.028	3	3578	0.019	3	3578	0.047
18:00 - 18:30	3	3578	0.019	3	3578	0.028	3	3578	0.047
18:30 - 19:00	3	3578	0.000	3	3578	0.000	3	3578	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:			0.149			0.149			0.298

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	3578	0.000	3	3578	0.000	3	3578	0.000
07:30 - 08:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
08:00 - 08:30	**3**	**3578**	**0.009**	**3**	**3578**	**0.009**	**3**	**3578**	**0.018**
08:30 - 09:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:00 - 09:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:30 - 10:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:00 - 10:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:30 - 11:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:00 - 11:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:30 - 12:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:00 - 12:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:30 - 13:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:00 - 13:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:30 - 14:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:00 - 14:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:30 - 15:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:00 - 15:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:30 - 16:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:00 - 16:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:30 - 17:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:00 - 17:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:30 - 18:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
18:00 - 18:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
18:30 - 19:00	3	3578	0.000	3	3578	0.000	3	3578	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:			0.009			0.009			0.018

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

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	3578	0.000	3	3578	0.000	3	3578	0.000
07:30 - 08:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
08:00 - 08:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
08:30 - 09:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:00 - 09:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:30 - 10:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:00 - 10:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:30 - 11:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:00 - 11:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:30 - 12:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:00 - 12:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:30 - 13:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:00 - 13:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:30 - 14:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:00 - 14:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:30 - 15:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:00 - 15:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:30 - 16:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:00 - 16:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:30 - 17:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:00 - 17:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:30 - 18:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
18:00 - 18:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
18:30 - 19:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.009	3	3578	0.000	3	3578	0.009
07:30 - 08:00	3	3578	0.028	3	3578	0.009	3	3578	0.037
08:00 - 08:30	**3**	**3578**	**0.047**	3	3578	0.000	**3**	**3578**	**0.047**
08:30 - 09:00	3	3578	0.028	3	3578	0.000	3	3578	0.028
09:00 - 09:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:30 - 10:00	3	3578	0.000	3	3578	0.009	3	3578	0.009
10:00 - 10:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:30 - 11:00	3	3578	0.009	3	3578	0.000	3	3578	0.009
11:00 - 11:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:30 - 12:00	3	3578	0.000	3	3578	0.009	3	3578	0.009
12:00 - 12:30	3	3578	0.009	3	3578	0.009	3	3578	0.018
12:30 - 13:00	3	3578	0.009	3	3578	0.009	3	3578	0.018
13:00 - 13:30	3	3578	0.019	3	3578	0.000	3	3578	0.019
13:30 - 14:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:00 - 14:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:30 - 15:00	3	3578	0.000	3	3578	0.009	3	3578	0.009
15:00 - 15:30	3	3578	0.000	3	3578	0.019	3	3578	0.019
15:30 - 16:00	3	3578	0.028	3	3578	0.000	3	3578	0.028
16:00 - 16:30	3	3578	0.009	3	3578	0.009	3	3578	0.018
16:30 - 17:00	3	3578	0.000	3	3578	0.019	3	3578	0.019
17:00 - 17:30	3	3578	0.000	3	3578	0.028	3	3578	0.028
17:30 - 18:00	3	3578	0.000	**3**	**3578**	**0.037**	3	3578	0.037
18:00 - 18:30	3	3578	0.000	3	3578	0.009	3	3578	0.009
18:30 - 19:00	3	3578	0.000	3	3578	0.019	3	3578	0.019
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:			0.195			0.194			0.389

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.019	3	3578	0.000	3	3578	0.019
07:30 - 08:00	3	3578	0.084	3	3578	0.037	3	3578	0.121
08:00 - 08:30	3	3578	0.112	3	3578	0.037	3	3578	0.149
08:30 - 09:00	**3**	**3578**	**0.121**	3	3578	0.009	3	3578	0.130
09:00 - 09:30	3	3578	0.065	3	3578	0.019	3	3578	0.084
09:30 - 10:00	3	3578	0.019	3	3578	0.009	3	3578	0.028
10:00 - 10:30	3	3578	0.037	3	3578	0.028	3	3578	0.065
10:30 - 11:00	3	3578	0.019	3	3578	0.037	3	3578	0.056
11:00 - 11:30	3	3578	0.056	3	3578	0.019	3	3578	0.075
11:30 - 12:00	3	3578	0.037	3	3578	0.028	3	3578	0.065
12:00 - 12:30	3	3578	0.037	3	3578	0.047	3	3578	0.084
12:30 - 13:00	3	3578	0.037	3	3578	0.028	3	3578	0.065
13:00 - 13:30	3	3578	0.019	3	3578	0.019	3	3578	0.038
13:30 - 14:00	3	3578	0.028	3	3578	0.019	3	3578	0.047
14:00 - 14:30	3	3578	0.047	3	3578	0.056	3	3578	0.103
14:30 - 15:00	3	3578	0.019	3	3578	0.009	3	3578	0.028
15:00 - 15:30	3	3578	0.047	3	3578	0.047	3	3578	0.094
15:30 - 16:00	3	3578	0.028	3	3578	0.056	3	3578	0.084
16:00 - 16:30	3	3578	0.009	3	3578	0.056	3	3578	0.065
16:30 - 17:00	3	3578	0.037	3	3578	0.037	3	3578	0.074
17:00 - 17:30	3	3578	0.037	3	3578	0.121	3	3578	0.158
17:30 - 18:00	3	3578	0.037	**3**	**3578**	**0.130**	**3**	**3578**	**0.167**
18:00 - 18:30	3	3578	0.028	3	3578	0.084	3	3578	0.112
18:30 - 19:00	3	3578	0.000	3	3578	0.009	3	3578	0.009
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:			0.979			0.941			1.920

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.037	3	3578	0.000	3	3578	0.037
07:30 - 08:00	3	3578	0.075	3	3578	0.019	3	3578	0.094
08:00 - 08:30	3	3578	0.270	3	3578	0.019	3	3578	0.289
08:30 - 09:00	3	3578	0.121	3	3578	0.028	3	3578	0.149
09:00 - 09:30	3	3578	0.168	3	3578	0.009	3	3578	0.177
09:30 - 10:00	3	3578	0.242	3	3578	0.102	3	3578	0.344
10:00 - 10:30	3	3578	0.130	3	3578	0.149	3	3578	0.279
10:30 - 11:00	3	3578	0.130	3	3578	0.102	3	3578	0.232
11:00 - 11:30	3	3578	0.075	3	3578	0.130	3	3578	0.205
11:30 - 12:00	3	3578	0.075	3	3578	0.149	3	3578	0.224
12:00 - 12:30	3	3578	0.326	3	3578	0.494	3	3578	0.820
12:30 - 13:00	3	3578	0.643	**3**	**3578**	**0.820**	**3**	**3578**	**1.463**
13:00 - 13:30	**3**	**3578**	**0.755**	3	3578	0.652	3	3578	1.407
13:30 - 14:00	3	3578	0.624	3	3578	0.242	3	3578	0.866
14:00 - 14:30	3	3578	0.373	3	3578	0.214	3	3578	0.587
14:30 - 15:00	3	3578	0.280	3	3578	0.149	3	3578	0.429
15:00 - 15:30	3	3578	0.177	3	3578	0.130	3	3578	0.307
15:30 - 16:00	3	3578	0.102	3	3578	0.196	3	3578	0.298
16:00 - 16:30	3	3578	0.130	3	3578	0.252	3	3578	0.382
16:30 - 17:00	3	3578	0.047	3	3578	0.242	3	3578	0.289
17:00 - 17:30	3	3578	0.028	3	3578	0.335	3	3578	0.363
17:30 - 18:00	3	3578	0.065	3	3578	0.242	3	3578	0.307
18:00 - 18:30	3	3578	0.028	3	3578	0.084	3	3578	0.112
18:30 - 19:00	3	3578	0.009	3	3578	0.084	3	3578	0.093
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:			4.910			4.843			9.753

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.037	3	3578	0.009	3	3578	0.046
07:30 - 08:00	3	3578	0.121	3	3578	0.000	3	3578	0.121
08:00 - 08:30	**3**	**3578**	**0.261**	3	3578	0.000	**3**	**3578**	**0.261**
08:30 - 09:00	3	3578	0.168	3	3578	0.009	3	3578	0.177
09:00 - 09:30	3	3578	0.168	3	3578	0.000	3	3578	0.168
09:30 - 10:00	3	3578	0.019	3	3578	0.009	3	3578	0.028
10:00 - 10:30	3	3578	0.019	3	3578	0.009	3	3578	0.028
10:30 - 11:00	3	3578	0.037	3	3578	0.019	3	3578	0.056
11:00 - 11:30	3	3578	0.019	3	3578	0.102	3	3578	0.121
11:30 - 12:00	3	3578	0.009	3	3578	0.075	3	3578	0.084
12:00 - 12:30	3	3578	0.047	3	3578	0.028	3	3578	0.075
12:30 - 13:00	3	3578	0.037	3	3578	0.028	3	3578	0.065
13:00 - 13:30	3	3578	0.112	3	3578	0.009	3	3578	0.121
13:30 - 14:00	3	3578	0.047	3	3578	0.009	3	3578	0.056
14:00 - 14:30	3	3578	0.047	3	3578	0.037	3	3578	0.084
14:30 - 15:00	3	3578	0.009	3	3578	0.028	3	3578	0.037
15:00 - 15:30	3	3578	0.019	3	3578	0.037	3	3578	0.056
15:30 - 16:00	3	3578	0.009	3	3578	0.102	3	3578	0.111
16:00 - 16:30	3	3578	0.019	3	3578	0.130	3	3578	0.149
16:30 - 17:00	3	3578	0.019	3	3578	0.056	3	3578	0.075
17:00 - 17:30	3	3578	0.000	**3**	**3578**	**0.261**	3	3578	0.261
17:30 - 18:00	3	3578	0.009	3	3578	0.140	3	3578	0.149
18:00 - 18:30	3	3578	0.000	3	3578	0.065	3	3578	0.065
18:30 - 19:00	3	3578	0.000	3	3578	0.037	3	3578	0.037
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:			1.232			1.199			2.431

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL TOTAL 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	3578	0.075	3	3578	0.019	3	3578	0.094
07:30 - 08:00	3	3578	0.261	3	3578	0.000	3	3578	0.261
08:00 - 08:30	3	3578	0.689	3	3578	0.000	3	3578	0.689
08:30 - 09:00	**3**	**3578**	**1.193**	3	3578	0.000	**3**	**3578**	**1.193**
09:00 - 09:30	3	3578	0.522	3	3578	0.000	3	3578	0.522
09:30 - 10:00	3	3578	0.140	3	3578	0.037	3	3578	0.177
10:00 - 10:30	3	3578	0.140	3	3578	0.075	3	3578	0.215
10:30 - 11:00	3	3578	0.093	3	3578	0.019	3	3578	0.112
11:00 - 11:30	3	3578	0.168	3	3578	0.158	3	3578	0.326
11:30 - 12:00	3	3578	0.093	3	3578	0.196	3	3578	0.289
12:00 - 12:30	3	3578	0.019	3	3578	0.047	3	3578	0.066
12:30 - 13:00	3	3578	0.121	3	3578	0.457	3	3578	0.578
13:00 - 13:30	3	3578	0.084	3	3578	0.242	3	3578	0.326
13:30 - 14:00	3	3578	0.047	3	3578	0.037	3	3578	0.084
14:00 - 14:30	3	3578	0.056	3	3578	0.000	3	3578	0.056
14:30 - 15:00	3	3578	0.140	3	3578	0.158	3	3578	0.298
15:00 - 15:30	3	3578	0.019	3	3578	0.056	3	3578	0.075
15:30 - 16:00	3	3578	0.028	3	3578	0.214	3	3578	0.242
16:00 - 16:30	3	3578	0.130	3	3578	0.410	3	3578	0.540
16:30 - 17:00	3	3578	0.149	3	3578	0.391	3	3578	0.540
17:00 - 17:30	3	3578	0.084	**3**	**3578**	**0.932**	3	3578	1.016
17:30 - 18:00	3	3578	0.000	3	3578	0.457	3	3578	0.457
18:00 - 18:30	3	3578	0.000	3	3578	0.177	3	3578	0.177
18:30 - 19:00	3	3578	0.028	3	3578	0.093	3	3578	0.121
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:			4.279			4.175			8.454

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.000	3	3578	0.000	3	3578	0.000
07:30 - 08:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
08:00 - 08:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
08:30 - 09:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:00 - 09:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
09:30 - 10:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:00 - 10:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
10:30 - 11:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:00 - 11:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
11:30 - 12:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:00 - 12:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
12:30 - 13:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:00 - 13:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
13:30 - 14:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:00 - 14:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
14:30 - 15:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:00 - 15:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
15:30 - 16:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:00 - 16:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
16:30 - 17:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:00 - 17:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
17:30 - 18:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
18:00 - 18:30	3	3578	0.000	3	3578	0.000	3	3578	0.000
18:30 - 19:00	3	3578	0.000	3	3578	0.000	3	3578	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.112	3	3578	0.028	3	3578	0.140
07:30 - 08:00	3	3578	0.382	3	3578	0.000	3	3578	0.382
08:00 - 08:30	3	3578	0.950	3	3578	0.000	3	3578	0.950
08:30 - 09:00	**3**	**3578**	**1.360**	3	3578	0.009	**3**	**3578**	**1.369**
09:00 - 09:30	3	3578	0.689	3	3578	0.000	3	3578	0.689
09:30 - 10:00	3	3578	0.158	3	3578	0.047	3	3578	0.205
10:00 - 10:30	3	3578	0.158	3	3578	0.084	3	3578	0.242
10:30 - 11:00	3	3578	0.130	3	3578	0.037	3	3578	0.167
11:00 - 11:30	3	3578	0.186	3	3578	0.261	3	3578	0.447
11:30 - 12:00	3	3578	0.102	3	3578	0.270	3	3578	0.372
12:00 - 12:30	3	3578	0.065	3	3578	0.075	3	3578	0.140
12:30 - 13:00	3	3578	0.158	3	3578	0.484	3	3578	0.642
13:00 - 13:30	3	3578	0.196	3	3578	0.252	3	3578	0.448
13:30 - 14:00	3	3578	0.093	3	3578	0.047	3	3578	0.140
14:00 - 14:30	3	3578	0.102	3	3578	0.037	3	3578	0.139
14:30 - 15:00	3	3578	0.149	3	3578	0.186	3	3578	0.335
15:00 - 15:30	3	3578	0.037	3	3578	0.093	3	3578	0.130
15:30 - 16:00	3	3578	0.037	3	3578	0.317	3	3578	0.354
16:00 - 16:30	3	3578	0.149	3	3578	0.540	3	3578	0.689
16:30 - 17:00	3	3578	0.168	3	3578	0.447	3	3578	0.615
17:00 - 17:30	3	3578	0.084	**3**	**3578**	**1.193**	3	3578	1.277
17:30 - 18:00	3	3578	0.009	3	3578	0.596	3	3578	0.605
18:00 - 18:30	3	3578	0.000	3	3578	0.242	3	3578	0.242
18:30 - 19:00	3	3578	0.028	3	3578	0.130	3	3578	0.158
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:			5.502			5.375			10.877

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3578	0.177	3	3578	0.028	3	3578	0.205
07:30 - 08:00	3	3578	0.568	3	3578	0.065	3	3578	0.633
08:00 - 08:30	3	3578	1.379	3	3578	0.056	3	3578	1.435
08:30 - 09:00	**3**	**3578**	**1.630**	3	3578	0.047	3	3578	1.677
09:00 - 09:30	3	3578	0.922	3	3578	0.028	3	3578	0.950
09:30 - 10:00	3	3578	0.419	3	3578	0.168	3	3578	0.587
10:00 - 10:30	3	3578	0.326	3	3578	0.261	3	3578	0.587
10:30 - 11:00	3	3578	0.289	3	3578	0.177	3	3578	0.466
11:00 - 11:30	3	3578	0.317	3	3578	0.410	3	3578	0.727
11:30 - 12:00	3	3578	0.214	3	3578	0.457	3	3578	0.671
12:00 - 12:30	3	3578	0.438	3	3578	0.624	3	3578	1.062
12:30 - 13:00	3	3578	0.848	3	3578	1.342	**3**	**3578**	**2.190**
13:00 - 13:30	3	3578	0.988	3	3578	0.922	3	3578	1.910
13:30 - 14:00	3	3578	0.745	3	3578	0.307	3	3578	1.052
14:00 - 14:30	3	3578	0.522	3	3578	0.307	3	3578	0.829
14:30 - 15:00	3	3578	0.447	3	3578	0.354	3	3578	0.801
15:00 - 15:30	3	3578	0.261	3	3578	0.289	3	3578	0.550
15:30 - 16:00	3	3578	0.196	3	3578	0.568	3	3578	0.764
16:00 - 16:30	3	3578	0.298	3	3578	0.857	3	3578	1.155
16:30 - 17:00	3	3578	0.252	3	3578	0.745	3	3578	0.997
17:00 - 17:30	3	3578	0.149	**3**	**3578**	**1.677**	3	3578	1.826
17:30 - 18:00	3	3578	0.112	3	3578	1.006	3	3578	1.118
18:00 - 18:30	3	3578	0.056	3	3578	0.419	3	3578	0.475
18:30 - 19:00	3	3578	0.037	3	3578	0.242	3	3578	0.279
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:			11.590			11.356			22.946

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 7567 (units: sqm)
Survey date date range:	01/01/10 - 05/07/17
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:	2

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

Calculation Reference: AUDIT-219602-181009-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	HM	HAMMERSMITH AND FULHAM	1 days
	HO	HOUNSLOW	2 days
	IS	ISLINGTON	3 days
	KI	KINGSTON	2 days
	KN	KENSINGTON AND CHELSEA	2 days
	SK	SOUTHWARK	2 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: Number of dwellings
Actual Range: 14 to 294 (units:)
Range Selected by User: 9 to 100 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 03/07/18

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	3 days
Tuesday	1 days
Wednesday	4 days
Thursday	2 days
Friday	3 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	11

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

Selected Location Sub Categories:

Development Zone	2
Residential Zone	5
Built-Up Zone	4
High Street	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

C3	13 days

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

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	3 days
100,001 or More	4 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	11 days

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

Car ownership within 5 miles:

0.5 or Less	4 days
0.6 to 1.0	7 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	4 days
No	9 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:

2 Poor	2 days
3 Moderate	1 days
5 Very Good	2 days
6a Excellent	5 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1 **HM-03-C-01** **BLOCK OF FLATS** **HAMMERSMITH AND FULHAM**
VANSTON PLACE
FULHAM

Town Centre
High Street
Total Number of dwellings: 42
Survey date: WEDNESDAY *16/07/14* *Survey Type: MANUAL*

2 **HO-03-C-02** **BLOCK OF FLATS** **HOUNSLOW**
HIGH STREET
BRENTFORD

Town Centre
Built-Up Zone
Total Number of dwellings: 86
Survey date: WEDNESDAY *03/09/14* *Survey Type: MANUAL*

3 **HO-03-C-03** **BLOCKS OF FLATS** **HOUNSLOW**
COMMERCE ROAD
BRENTFORD

Edge of Town Centre
Development Zone
Total Number of dwellings: 150
Survey date: FRIDAY *18/11/16* *Survey Type: MANUAL*

4 **IS-03-C-04** **BLOCK OF FLATS** **ISLINGTON**
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total Number of dwellings: 157
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

5 **IS-03-C-05** **BLOCK OF FLATS** **ISLINGTON**
LEVER STREET
FINSBURY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

6 **IS-03-C-06** **BLOCK OF FLATS** **ISLINGTON**
CALEDONIAN ROAD
HOLLOWAY

Edge of Town Centre
Residential Zone
Total Number of dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

7 **KI-03-C-02** **BLOCK OF FLATS** **KINGSTON**
SOPWITH WAY
KINGSTON UPON THAMES

Edge of Town Centre
No Sub Category
Total Number of dwellings: 132
Survey date: MONDAY *14/06/10* *Survey Type: MANUAL*

8 **KI-03-C-03** **BLOCK OF FLATS** **KINGSTON**
PORTSMOUTH ROAD
SURBITON

Edge of Town Centre
Residential Zone
Total Number of dwellings: 20
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	**KN-03-C-02**	**BLOCK OF FLATS**		**KENSINGTON AND CHELSEA**
	BECKFORD CLOSE SOUTH KENSINGTON			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:		294	
	Survey date: TUESDAY		*15/06/10*	*Survey Type: MANUAL*
10	**KN-03-C-03**	**BLOCK OF FLATS**		**KENSINGTON AND CHELSEA**
	ALLEN STREET KENSINGTON			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:		72	
	Survey date: FRIDAY		*11/05/12*	*Survey Type: MANUAL*
11	**SK-03-C-01**	**BLOCK OF FLATS**		**SOUTHWARK**
	PARK STREET SOUTHWARK			
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:		53	
	Survey date: FRIDAY		*19/09/14*	*Survey Type: MANUAL*
12	**SK-03-C-02**	**BLOCK OF FLATS**		**SOUTHWARK**
	LAMB WALK BERMONDSEY			
	Edge of Town Centre Built-Up Zone			
	Total Number of dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*
13	**WH-03-C-01**	**BLOCKS OF FLATS**		**WANDSWORTH**
	AMIES STREET CLAPHAM JUNCTION			
	Edge of Town Centre Residential Zone			
	Total Number of dwellings:		30	
	Survey date: WEDNESDAY		*09/05/12*	*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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.018	13	84	0.072	13	84	0.090
08:00 - 09:00	13	84	0.044	**13**	**84**	**0.111**	**13**	**84**	**0.155**
09:00 - 10:00	13	84	0.048	13	84	0.052	13	84	0.100
10:00 - 11:00	13	84	0.036	13	84	0.048	13	84	0.084
11:00 - 12:00	13	84	0.050	13	84	0.045	13	84	0.095
12:00 - 13:00	13	84	0.046	13	84	0.043	13	84	0.089
13:00 - 14:00	13	84	0.044	13	84	0.044	13	84	0.088
14:00 - 15:00	13	84	0.030	13	84	0.046	13	84	0.076
15:00 - 16:00	13	84	0.064	13	84	0.045	13	84	0.109
16:00 - 17:00	13	84	0.069	13	84	0.050	13	84	0.119
17:00 - 18:00	**13**	**84**	**0.080**	13	84	0.050	13	84	0.130
18:00 - 19:00	13	84	0.077	13	84	0.062	13	84	0.139
19:00 - 20:00	7	97	0.056	7	97	0.052	7	97	0.108
20:00 - 21:00	7	97	0.044	7	97	0.038	7	97	0.082
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.706			0.758			1.464

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:	14 - 294 (units:)
Survey date date range:	01/01/10 - 03/07/18
Number of weekdays (Monday-Friday):	13
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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.004	13	84	0.004	13	84	0.008
08:00 - 09:00	13	84	0.008	13	84	0.008	13	84	0.016
09:00 - 10:00	13	84	0.005	13	84	0.005	13	84	0.010
10:00 - 11:00	13	84	0.003	13	84	0.003	13	84	0.006
11:00 - 12:00	13	84	0.005	13	84	0.005	13	84	0.010
12:00 - 13:00	13	84	0.001	13	84	0.001	13	84	0.002
13:00 - 14:00	13	84	0.003	13	84	0.003	13	84	0.006
14:00 - 15:00	13	84	0.001	13	84	0.001	13	84	0.002
15:00 - 16:00	13	84	0.005	13	84	0.004	13	84	0.009
16:00 - 17:00	13	84	0.006	13	84	0.007	13	84	0.013
17:00 - 18:00	13	84	0.006	13	84	0.005	13	84	0.011
18:00 - 19:00	**13**	**84**	**0.009**	**13**	**84**	**0.009**	**13**	**84**	**0.018**
19:00 - 20:00	7	97	0.004	7	97	0.006	7	97	0.010
20:00 - 21:00	7	97	0.009	7	97	0.009	7	97	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.069			0.070			0.139

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.002	13	84	0.002	13	84	0.004
08:00 - 09:00	13	84	0.000	13	84	0.000	13	84	0.000
09:00 - 10:00	13	84	0.002	13	84	0.001	13	84	0.003
10:00 - 11:00	13	84	0.002	13	84	0.002	13	84	0.004
11:00 - 12:00	13	84	0.001	13	84	0.000	13	84	0.001
12:00 - 13:00	13	84	0.002	13	84	0.001	13	84	0.003
13:00 - 14:00	**13**	**84**	**0.003**	**13**	**84**	**0.005**	**13**	**84**	**0.008**
14:00 - 15:00	13	84	0.002	13	84	0.001	13	84	0.003
15:00 - 16:00	13	84	0.000	13	84	0.002	13	84	0.002
16:00 - 17:00	13	84	0.001	13	84	0.001	13	84	0.002
17:00 - 18:00	13	84	0.001	13	84	0.001	13	84	0.002
18:00 - 19:00	13	84	0.000	13	84	0.000	13	84	0.000
19:00 - 20:00	7	97	0.000	7	97	0.000	7	97	0.000
20:00 - 21:00	7	97	0.000	7	97	0.000	7	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.005	13	84	0.013	13	84	0.018
08:00 - 09:00	13	84	0.003	**13**	**84**	**0.018**	13	84	0.021
09:00 - 10:00	13	84	0.003	13	84	0.008	13	84	0.011
10:00 - 11:00	13	84	0.005	13	84	0.005	13	84	0.010
11:00 - 12:00	13	84	0.003	13	84	0.004	13	84	0.007
12:00 - 13:00	13	84	0.003	13	84	0.003	13	84	0.006
13:00 - 14:00	13	84	0.006	13	84	0.001	13	84	0.007
14:00 - 15:00	13	84	0.003	13	84	0.001	13	84	0.004
15:00 - 16:00	13	84	0.000	13	84	0.001	13	84	0.001
16:00 - 17:00	13	84	0.002	13	84	0.002	13	84	0.004
17:00 - 18:00	13	84	0.009	13	84	0.002	13	84	0.011
18:00 - 19:00	13	84	0.014	13	84	0.008	13	84	0.022
19:00 - 20:00	**7**	**97**	**0.021**	7	97	0.009	**7**	**97**	**0.030**
20:00 - 21:00	7	97	0.009	7	97	0.000	7	97	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.075			0.161

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.018	13	84	0.086	13	84	0.104
08:00 - 09:00	13	84	0.042	**13**	**84**	**0.172**	**13**	**84**	**0.214**
09:00 - 10:00	13	84	0.059	13	84	0.060	13	84	0.119
10:00 - 11:00	13	84	0.037	13	84	0.056	13	84	0.093
11:00 - 12:00	13	84	0.055	13	84	0.055	13	84	0.110
12:00 - 13:00	13	84	0.052	13	84	0.057	13	84	0.109
13:00 - 14:00	13	84	0.060	13	84	0.054	13	84	0.114
14:00 - 15:00	13	84	0.040	13	84	0.053	13	84	0.093
15:00 - 16:00	13	84	0.105	13	84	0.050	13	84	0.155
16:00 - 17:00	13	84	0.090	13	84	0.054	13	84	0.144
17:00 - 18:00	**13**	**84**	**0.110**	13	84	0.069	13	84	0.179
18:00 - 19:00	13	84	0.097	13	84	0.070	13	84	0.167
19:00 - 20:00	7	97	0.074	7	97	0.075	7	97	0.149
20:00 - 21:00	7	97	0.057	7	97	0.044	7	97	0.101
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.896			0.955			1.851

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.024	13	84	0.063	13	84	0.087
08:00 - 09:00	13	84	0.041	**13**	**84**	**0.145**	**13**	**84**	**0.186**
09:00 - 10:00	13	84	0.040	13	84	0.074	13	84	0.114
10:00 - 11:00	13	84	0.032	13	84	0.068	13	84	0.100
11:00 - 12:00	13	84	0.059	13	84	0.047	13	84	0.106
12:00 - 13:00	13	84	0.073	13	84	0.044	13	84	0.117
13:00 - 14:00	13	84	0.061	13	84	0.071	13	84	0.132
14:00 - 15:00	13	84	0.044	13	84	0.059	13	84	0.103
15:00 - 16:00	13	84	0.097	13	84	0.048	13	84	0.145
16:00 - 17:00	13	84	0.083	13	84	0.066	13	84	0.149
17:00 - 18:00	**13**	**84**	**0.101**	13	84	0.084	13	84	0.185
18:00 - 19:00	13	84	0.099	13	84	0.065	13	84	0.164
19:00 - 20:00	7	97	0.074	7	97	0.041	7	97	0.115
20:00 - 21:00	7	97	0.082	7	97	0.056	7	97	0.138
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.910			0.931			1.841

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.005	13	84	0.065	13	84	0.070
08:00 - 09:00	13	84	0.015	**13**	**84**	**0.101**	**13**	**84**	**0.116**
09:00 - 10:00	13	84	0.013	13	84	0.038	13	84	0.051
10:00 - 11:00	13	84	0.010	13	84	0.020	13	84	0.030
11:00 - 12:00	13	84	0.012	13	84	0.021	13	84	0.033
12:00 - 13:00	13	84	0.014	13	84	0.025	13	84	0.039
13:00 - 14:00	13	84	0.017	13	84	0.017	13	84	0.034
14:00 - 15:00	13	84	0.014	13	84	0.026	13	84	0.040
15:00 - 16:00	13	84	0.028	13	84	0.012	13	84	0.040
16:00 - 17:00	13	84	0.039	13	84	0.022	13	84	0.061
17:00 - 18:00	**13**	**84**	**0.060**	13	84	0.009	13	84	0.069
18:00 - 19:00	13	84	0.042	13	84	0.016	13	84	0.058
19:00 - 20:00	7	97	0.035	7	97	0.009	7	97	0.044
20:00 - 21:00	7	97	0.013	7	97	0.007	7	97	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.317			0.388			0.705

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.007	13	84	0.066	13	84	0.073
08:00 - 09:00	13	84	0.009	**13**	**84**	**0.074**	**13**	**84**	**0.083**
09:00 - 10:00	13	84	0.006	13	84	0.027	13	84	0.033
10:00 - 11:00	13	84	0.004	13	84	0.022	13	84	0.026
11:00 - 12:00	13	84	0.007	13	84	0.017	13	84	0.024
12:00 - 13:00	13	84	0.008	13	84	0.015	13	84	0.023
13:00 - 14:00	13	84	0.016	13	84	0.011	13	84	0.027
14:00 - 15:00	13	84	0.014	13	84	0.005	13	84	0.019
15:00 - 16:00	13	84	0.005	13	84	0.004	13	84	0.009
16:00 - 17:00	13	84	0.018	13	84	0.008	13	84	0.026
17:00 - 18:00	13	84	0.036	13	84	0.008	13	84	0.044
18:00 - 19:00	13	84	0.049	13	84	0.006	13	84	0.055
19:00 - 20:00	**7**	**97**	**0.056**	7	97	0.003	7	97	0.059
20:00 - 21:00	7	97	0.019	7	97	0.001	7	97	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.254			0.267			0.521

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.012	13	84	0.131	13	84	0.143
08:00 - 09:00	13	84	0.024	**13**	**84**	**0.175**	**13**	**84**	**0.199**
09:00 - 10:00	13	84	0.019	13	84	0.066	13	84	0.085
10:00 - 11:00	13	84	0.014	13	84	0.042	13	84	0.056
11:00 - 12:00	13	84	0.019	13	84	0.038	13	84	0.057
12:00 - 13:00	13	84	0.022	13	84	0.039	13	84	0.061
13:00 - 14:00	13	84	0.033	13	84	0.028	13	84	0.061
14:00 - 15:00	13	84	0.027	13	84	0.030	13	84	0.057
15:00 - 16:00	13	84	0.033	13	84	0.016	13	84	0.049
16:00 - 17:00	13	84	0.058	13	84	0.030	13	84	0.088
17:00 - 18:00	**13**	**84**	**0.096**	13	84	0.017	13	84	0.113
18:00 - 19:00	13	84	0.091	13	84	0.022	13	84	0.113
19:00 - 20:00	7	97	0.091	7	97	0.012	7	97	0.103
20:00 - 21:00	7	97	0.032	7	97	0.009	7	97	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.571			0.655			1.226

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.059	13	84	0.293	13	84	0.352
08:00 - 09:00	13	84	0.110	**13**	**84**	**0.510**	**13**	**84**	**0.620**
09:00 - 10:00	13	84	0.121	13	84	0.208	13	84	0.329
10:00 - 11:00	13	84	0.089	13	84	0.171	13	84	0.260
11:00 - 12:00	13	84	0.135	13	84	0.144	13	84	0.279
12:00 - 13:00	13	84	0.150	13	84	0.143	13	84	0.293
13:00 - 14:00	13	84	0.161	13	84	0.154	13	84	0.315
14:00 - 15:00	13	84	0.114	13	84	0.144	13	84	0.258
15:00 - 16:00	13	84	0.235	13	84	0.115	13	84	0.350
16:00 - 17:00	13	84	0.232	13	84	0.152	13	84	0.384
17:00 - 18:00	**13**	**84**	**0.316**	13	84	0.172	13	84	0.488
18:00 - 19:00	13	84	0.301	13	84	0.165	13	84	0.466
19:00 - 20:00	7	97	0.259	7	97	0.137	7	97	0.396
20:00 - 21:00	7	97	0.181	7	97	0.109	7	97	0.290
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.463			2.617			5.080

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 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	84	0.001	13	84	0.001	13	84	0.002
08:00 - 09:00	13	84	0.002	13	84	0.000	13	84	0.002
09:00 - 10:00	13	84	0.005	13	84	0.004	13	84	0.009
10:00 - 11:00	13	84	0.007	13	84	0.006	13	84	0.013
11:00 - 12:00	13	84	0.004	13	84	0.002	13	84	0.006
12:00 - 13:00	13	84	0.005	13	84	0.007	13	84	0.012
13:00 - 14:00	**13**	**84**	**0.010**	**13**	**84**	**0.009**	**13**	**84**	**0.019**
14:00 - 15:00	13	84	0.002	13	84	0.005	13	84	0.007
15:00 - 16:00	13	84	0.006	13	84	0.006	13	84	0.012
16:00 - 17:00	13	84	0.007	13	84	0.006	13	84	0.013
17:00 - 18:00	13	84	0.004	13	84	0.005	13	84	0.009
18:00 - 19:00	13	84	0.003	13	84	0.003	13	84	0.006
19:00 - 20:00	7	97	0.001	7	97	0.003	7	97	0.004
20:00 - 21:00	7	97	0.000	7	97	0.000	7	97	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.057			0.114

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.*