160 – 161 Drury Lane, London Borough of Camden

Transport Statement

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1.0 Introduction

1.1 Introduction

1.1.1 Curtins have been appointed by Palmyra Property Investments Limited to prepare a Transport Statement (TS) to assess the transport and highways implications of a detailed planning application for the redevelopment of 160 -161 Drury Lane, located in the administrative boundary of the London Borough of Camden (LBC).

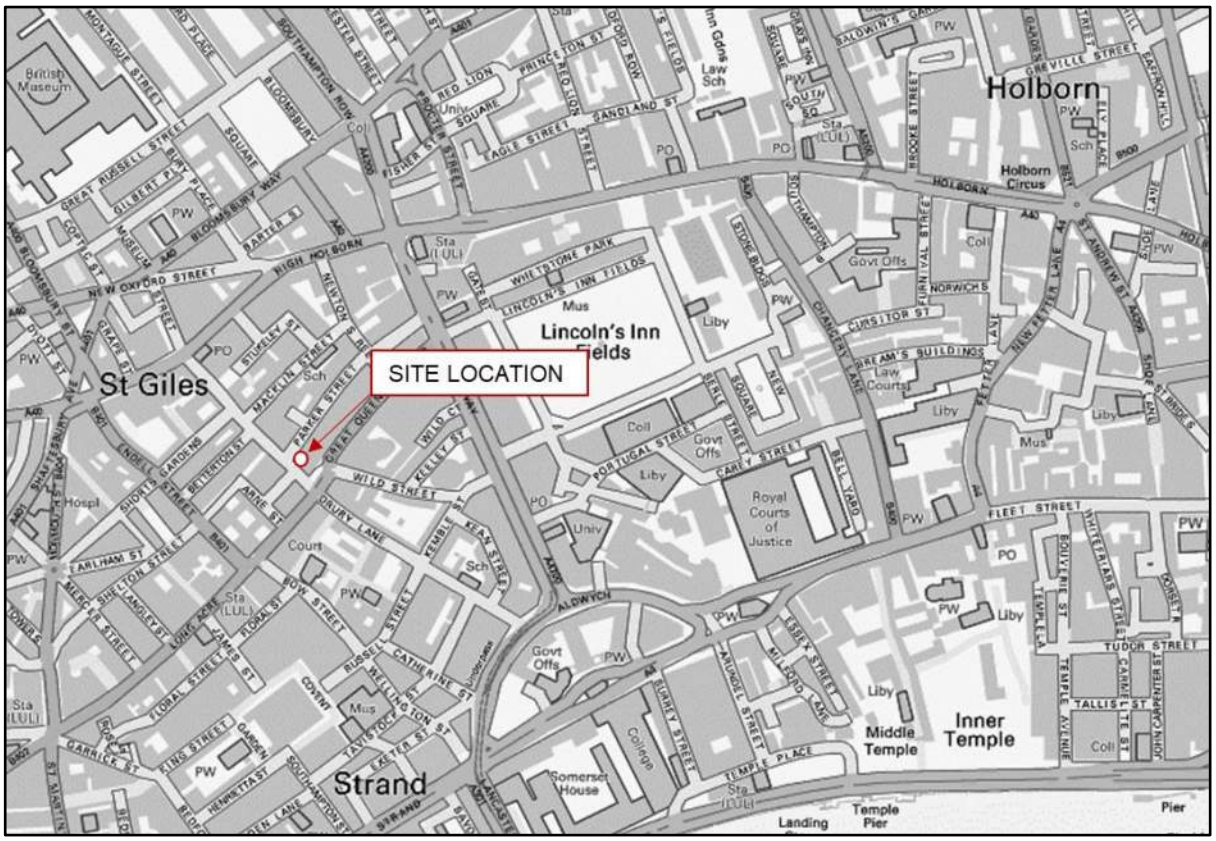
1.1.2 The development proposals include the extension and refurbishment of an existing mixed-use building resulting in a small increase in class B1 office floor space (344m^2 GIA).

1.1.3 Alongside this TS, Curtins have prepared an accompanying Framework Travel Plan (FTP). This document should be read in conjunction with all relevant submitted documentation including the Design and Access Statement (DAS), prepared by Ian Chalk Architects.

1.2 Site Location

1.2.1 The site is positioned on the corner of the junction between Parker Street and Drury Lane and is bound by surrounding commercial / office buildings. **Figure 1** illustrates the location of the site in the context of the surrounding area.

Figure 1-1 - Site Location



1.3 Development proposals

1.3.1 The development description is set out below:

"Demolition of existing fourth floor, replacement of fourth floor and erection of an additional two storeys to the site, full re-skinning of the facades, ground floor alterations including new entrances, single storey extension to existing rear closet wing, reconfiguration of existing external fire escape stair to the rear, reconfiguration of existing external roof plant and introduction of additional plant contained within the volume of the proposed sixth storey extension and all other enabling works in connection with the use of the building as offices (Class B1) at part ground floor and first to seventh floor levels and flexible B1/A1/A3 floorspace at basement and part ground floor level and flexible B1/A1 floorspace at part ground floor level."

1.3.2 No car parking is proposed as part of the development proposals and delivery and servicing arrangements will remain the same as the current building.

1.3.3 Cycle parking will be provided in line with the minimum London Plan (2016) standards and with regards to the draft London Plan (2017).

1.4 Report Structure

1.4.1 The remainder of this report will include the following structure:

- Section 2 provides description of the existing conditions in terms of the operation of the existing site, cycling and pedestrian infrastructure, public transport provision and the local highway network.
- Section 3 sets out the relevant national, regional and local transport planning policies to which the Proposed Development seeks to accord
- Section 4 describes the development proposals in terms of development quantum, cycle parking and servicing arrangements
- Section 5 sets out the anticipated net trip generation for the proposed site
- Section 6 provides a summary and conclusion to the report

2.0 Existing Conditions

2.1 Introduction

2.1.1 This section of the report provides a review of existing conditions surrounding the site including pedestrian and cycling infrastructure, public transport provision, the local highway network and existing access and servicing arrangements.

2.2 Existing Uses

2.2.1 The existing mixed-use building provides a total of 1,207m^2 (GIA) floor space, comprised of two retail units (94m^2 GEA combined) and an office unit on the ground floor, with office units occupying floors 1 to 5. Currently the building accommodates 1,113m^2 GIA of office floor space. It should be noted that the two retail units fall within the land use category A3.

2.2.2 One retail unit is located in the northern section of the ground floor which fronts Parker Street, whilst a separate office unit is located adjacent to this. Both are accessed via Parker Street. A second retail unit is located in the southern section and fronts Drury Lane. A lobby area providing access to the remaining office units is located at the corner of Drury Lane and Parker Street.

2.2.3 Shower and toilet facilities are provided at the rear of the lobby area for all staff to use.

2.2.4 No car parking is associated with the site and all servicing, deliveries and waste collection is undertaken on-street or using existing loading bays.

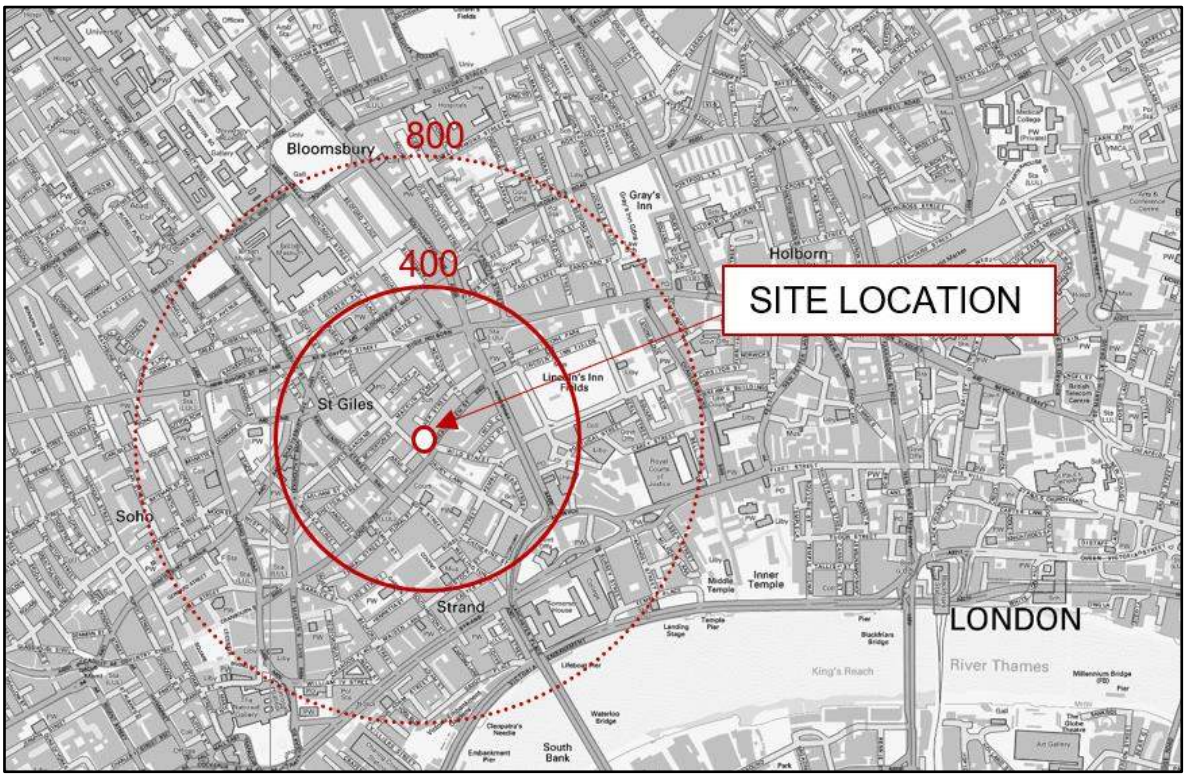
2.3 Pedestrian Infrastructure

2.3.1 In the context of the availability and quality of walking infrastructure, it is noted that the site lies within a highly urbanised and central location and, as such, benefits from a well-formed network of pedestrian footways that facilitate connectivity between the site and the surrounding area. Subsequently, pedestrian infrastructure in the vicinity of the site is considered to be of a good standard.

2.3.2 Wide, lit footways are located on both sides of Drury Lane and Parker Street. Tactile paving and dropped kerbs are provided at the junction of Parker Street and Drury Lane. The nearest formal pedestrian crossing to the site is a zebra crossing located approximately 40m south of the site adjacent to the junction between Drury Lane and Great Queen Street.

2.3.3 **Figure 2.1** provides 400m (5minute) and 800m (10minute) walking isochrones measured from the centre of the site.

Figure 2-1 - Pedestrian Isochrones

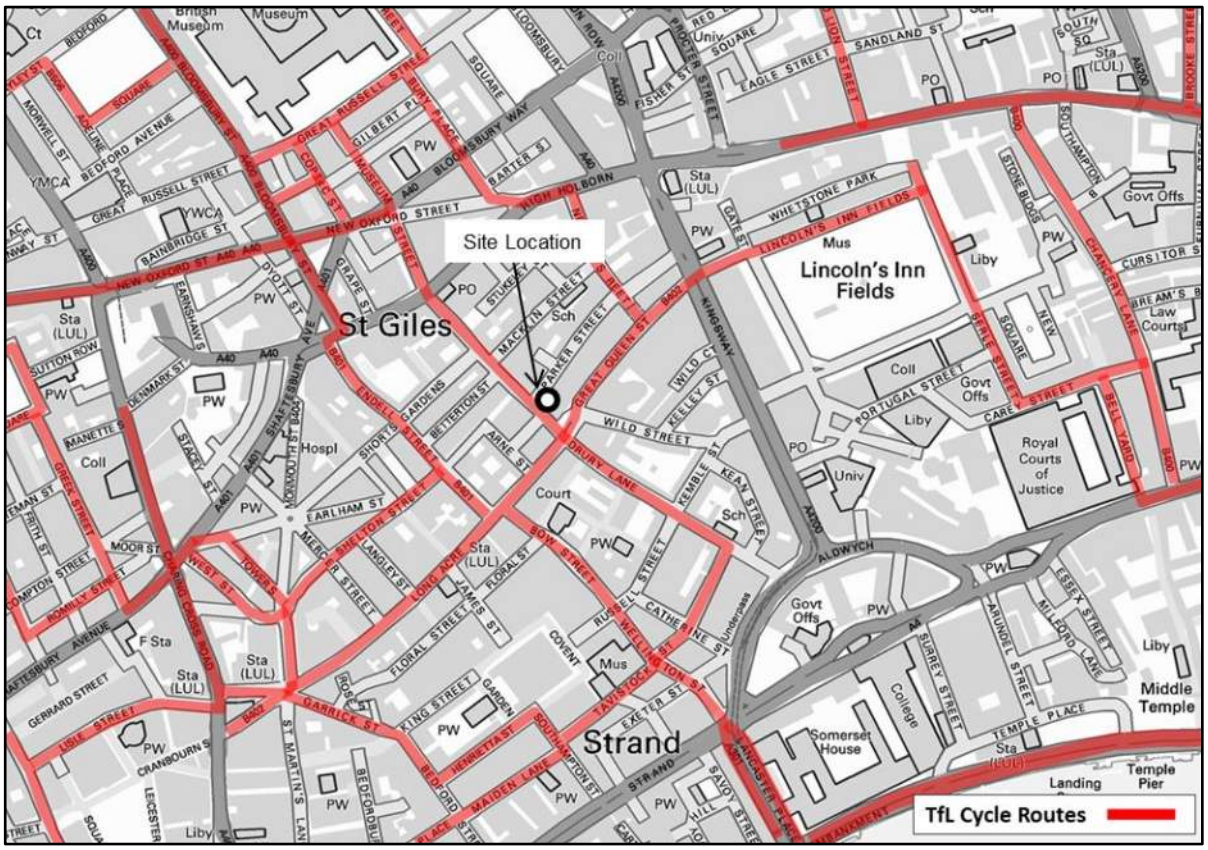


2.3.4 **Figure 2.1** illustrates that the site is highly accessible by foot, with areas such as Soho, the Strand and Bloomsbury all accessible within a 10-minute walk.

2.4 Cycling Infrastructure

2.4.1 There are several TfL advisory cycle routes in the vicinity of the site as shown in **Figure 2.2**. These include Drury Lane, Shelton Street Long Acre, Bow Street and Endell Street which are all marked as 'routes signed or marked for use by cyclists on a mixture of quiet or busier roads'.

Figure 2-2 - TfL Cycle Routes



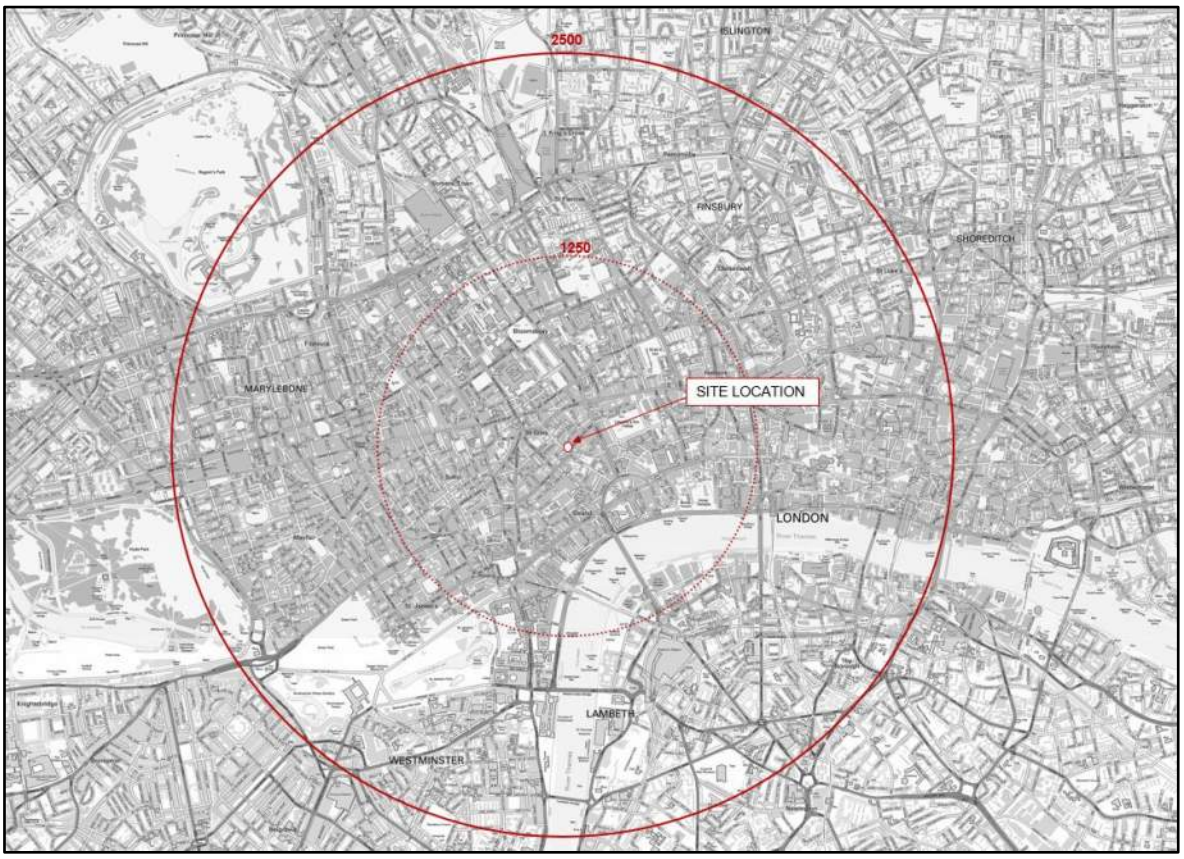
2.4.2 The nearest national cycle route to the site is National Cycle Network (NCN) Route 4 (on road) which runs through central London along Chelsea Embankment (A3212), Lambeth Palace Road, Belvedere Road, Upper Ground, Southwark Street (A3200) on the south side of the River Thames. Upper Ground, approximately 1.3 km to the southeast of the site on the south side of the river, is the closest point to NCN Route 4.

2.4.3 The closest Cycle Superhighway (CS) to the site is CS8 which runs between Westminster and Wandsworth. Westminster Bridge, approximately 1.7 km to the south of the site is the closest point to CS8 from the proposed site.

2.4.4 The Mayor's Central London cycle hire scheme was implemented in 2010 and is managed by TfL. A cycle hire docking station is located adjacent to the site, providing 25 bikes.

2.4.5 **Figure 2.3** provides 1.25km (10 minute) and 2.5km (20 minute) cycle distance from the site.

Figure 2-3 - Cycle Isochrones



2.4.6 **Figure 2.3** illustrates that the site is highly accessible via bike. Kings Cross, Finsbury, Marylebone and London Bridge are all accessible within a 20-minute cycle of the site.

2.5 Public Transport

Public Transport Accessibility Level

2.5.1 Public Transport Accessibility Levels (PTALs) is an established method of for the calculation of public transport access in London.

2.5.2 This calculation considers bus stops in the local area located within a 640m walk threshold of the site and underground and railway stations within 960m and categorises the density of public transport services from an identified point.

2.5.3 The rating of accessibility is a grade from 1–6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

2.5.4 Using the Transport for London (TfL) Planning Information Database, it has been determined that the site has a PTAL rating of 6B which is described as 'excellent'. **Appendix A** includes a copy of TfL's PTAL.

Bus

2.5.5 The site is well served by bus, with 37 routes accessible from the site within the 640m PTAL walking distance threshold. The routes provide access to a variety of destinations throughout London and together provide more than 340 buses per hour in each direction. The closest bus stop to the site is on Kingsway, which is approximately 280m north of the site. A spider bus map is for Holborn is included in **Appendix B**.

London Underground

2.5.6 Covent Garden Station is the closest London Underground station to the development, situated approximately 270m from the site. This station is on the Piccadilly line between Leicester Square and Holborn. Other nearby London Underground stations within walking distance of the site include Holborn (450m), Tottenham Court Road (650m), Leicester Square (650m) and Temple (900m) which provide access to the Northern, Circle, District, Central and Piccadilly Lines.

2.5.7 These stations combined provide access to 207 services in the AM peak hour and 206 services in the PM peak hour.

National Rail

2.5.8 The nearest National Rail Station is Charing Cross, approximately 1km from the site and hence 40m beyond the 960m threshold. In reality, some people travelling to/from the site will choose to walk the 1km to this station.

2.5.9 Charing Cross provides access to Southeastern train services to and from Hastings, Dartford, Ramsgate, Dover Priory and Ashford (Kent).

2.5.10 In the AM peak hour there are approximately 43 services (23 arrivals and 20 departures). In the PM peak hour there are approximately 44 services (19 arrivals and 25 departures).

2.6 Local Highway Network

2.6.1 Drury Lane is a one way single carriageway road and forms the southwestern boundary of the site. It follows a north-westbound alignment from Aldwych (A4) to High Holborn (A40). In the vicinity of the site, it is subject to a 30mph speed restriction and double yellow lines are present on both sides of the carriageway, restricting parking. An inset taxi rank is located on the eastern side of the carriageway way, directly to the north of Parker Street. Approximately 17m south of the site, to the south of Dryden Road, a loading bay is located on the western side of the carriageway, limiting loading to 1 hour with no return within an hour.

2.6.2 To the north of the taxi rank, the speed restriction reduces to 20mph and on-street resident permit holder only parking bays are located on both sides of the carriageway.

2.6.3 Parker Street bounds the site to the southwest and follows a northeast / southwest alignment. It is a two-way single carriageway road, subject to a 20mph speed restriction. Double yellow lines are present on both sides of the carriageway with intermittent resident permit only parking. At the junction with Drury Lane, only right turns are permitted onto the one-way system. A loading bay is located on the southern side of the carriageway, directly opposite the site which allows loading for up to 40 minutes and disabled parking from Monday to Saturday between 0:30 and 17:30.

2.6.4 An NCP car park is located on the northern side of Parker Street, accessed via Parker Mews, approximately 50m north of the junction with Drury Lane.

2.6.5 The nearest connection to the Transport for London Road Network (TLRN) is the Victoria Embankment (A3211) which is approximately 950m south of the site and runs along the north bank of the River Thames in London. It runs from the Palace of Westminster to Blackfriars Bridge in the City of London.

2.7 Controlled Parking Zones

2.7.1 Parker Street and Drury Lane (to the north of the site), are located within Camden's Controlled Parking Zone (CPZ) Ca-C Holborn and Covent Garden. Residents bays are controlled 24 hours per day, 7 days a week, parking controls on single yellow lines / Pay & Display bays are Monday – Saturday between 08:30 and 18:30,

2.8 Car Clubs

2.8.1 The nearest car club bay is located on the northern side of Parker Street, directly to the north of site. This provides capacity for two vehicles and is operated by Zipcar.

3.0 Policy Context

3.1 Introduction

3.1.1 This section considers national, regional and local planning policy relevant to Travel Planning in order to inform the specific objectives of this TS.

3.2 National Policy

National Planning Policy Framework 2 (NPPF)

3.2.1 Following the 2007 United Nations Climate Change Conference the need to promote sustainable travel methods, especially alternatives to private car travel, has been reinforced. Central government has issued a number of policy documents and initiatives to help promote sustainable travel. These include:

- National Planning Policy Framework 2;
- Road Traffic Reduction Act (1997);
- The Climate Change Act (2008);
- Environment Act (1995); and
- Department for Communities and Local Government, "Travel Plans, Transport Assessments and Statements" (2014).

3.2.2 The policies and guidance provided by these documents all support the aims of travel plans.

3.2.3 The National Planning Policy Framework 2 (NPPF 2) was adopted in July 2018 and outlines the potential benefits and requirements for the production of Travel Plans. It states that Travel Plans are "key tools" to facilitate development.

3.2.4 Section 9, Promoting Sustainable Transport, of the NPPF 2 outlines the important role that considering development applications should ensure that:

- *'appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location; and*
- *Safe and suitable access to the site can be achieved for all users.'*

3.2.5 Paragraph 110 of the NPPF 2 states applications for development should: '

a) *'Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services and appropriate facilities that encourage public transport use;*

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;

d) Allow for the efficient delivery of goods and access by service and emergency vehicles; and

Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.3 Regional Policy

The London Plan (2016)

3.3.1 The Mayor published a revised version of the London Plan in July 2011, with further alterations and minor changes adopted in March 2016. The Plan sets out a spatial strategy reflecting the policies and priorities of the current Mayoral administration.

3.3.2 Policy 6.1 'Strategic Approach' sets out the desire for closer integration of development and transport through encouraging patterns of development that reduce the need to travel, especially by car, seeking to locate high trip generating developments at locations with high public transport accessibility, improving the capacity of public transport services, improving interchanges between services and improving accessibility by all modes including walking and cycling.

3.3.3 Policy 6.1 also notes that closer integration of development and transport will also be achieved by "supporting measures that encourage shifts to more sustainable modes and demand management".

3.3.4 Policy 6.3 'Assessing Effects of Development on Transport Capacity' relates to overall transport capacity, including public transport. The policy stresses that developments that give rise to a significant number of new trips should be located either where there is already good public transport accessibility with adequate capacity to support additional demand or where these is a realistic prospect of additional accessibility or capacity being provided in time to meet the new demand. It notes that coordinating the use of TPs with addressing freight issues helps to reduce the impact of development on the transport network and reduce emissions of greenhouse gases that contribute to climate change.

3.3.5 Policy 6.9 'Cycling' sets out to bring a significant increase in cycling to at least 5% of modal share by 2026, supported by the implementation of Cycle Superhighways and the central London cycle hire scheme and provision of facilities for cyclists including secure cycle parking and on-site changing and shower facilities for cyclists.

3.3.6 Policy 6.10 'Walking' seeks to enhance the quality of the pedestrian and street environment through de-cluttering and access for all, to make walking an increasingly viable alternative to the private car.

3.3.7 Policy 6.12 'Road Network Capacity' supports the need for limited improvements to London's road network,

3.3.8 Public Transport Accessibility Levels (PTALs), as detailed in the London Plan produce a consistent London-wide public transport access mapping facility to assist boroughs with area specific planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels.

The Mayor's Transport Strategy (May 2018)

3.3.9 The Mayor's Transport Strategy, published in 2018, is based on the Healthy Street approach which consists of ten indicators, namely;

- Pedestrians from all walks of life;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People chose to walk, cycle and use public transport;
- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Clean air.

3.3.10 The Mayor's transport vision for London is:

"to create a future London that is not only home to more people, but is a better place for all of those people to live in."

3.3.11 The Mayor's Transport Strategy gives an indication of the London travel mode share that could be achieved by 2041 with implementation of the Transport Strategy. Policy 1 commits to the central aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

3.3.12 The Mayor is supporting greater cycle and walking participation by tackling car dependency. As a starting point the Mayor's aim is to make London a city where walking, cycling and green public transport become the most appealing and practical choices for many more journeys.

3.3.13 Policy 5 states that TfL will "prioritise space-efficient modes of transport to tackle congestion and improve the efficiency of streets for the movement of people and goods, with the aim of reducing overall traffic levels b 10-15% by 2041."

3.4 Local Guidance

Camden Planning Guidance - Transport (CPG7), 2019

3.4.1 The Camden Planning Guidance – Transport (CPG) was adopted in March 2019 and supports the Local Plan and forms a Supplementary Planning Document (SPD).

3.4.2 The guidance document provides information on:

- Assessing Transport Impact;
- Travel Plans;
- Delivery and Servicing Managements Plans;
- Car and Cycle parking; and
- Vehicular access and public space.

3.5 Local Policy

Camden Local Plan (2017)

3.5.1 Policy T1 'Prioritising walking, cycling and public transport' details methods the developments should include to promote sustainable transport. It states that for walking:

"*In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:*

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

3.5.2 In order to promote cycling the policy states:

- "*g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*

- *h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*
- *i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*
- *j. is easy and safe to cycle through ('permeable'); and*
- *k. contribute towards bridges and water crossings suitable for cycle use where appropriate.*

3.5.3 Policy T2 'Parking and car-free development' states:

"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."*

3.5.4 Policy T3 Transport infrastructure details that:

"*The Council will seek improvements to transport infrastructure in the borough. We will:*

- *a. not grant planning permission for proposals which are contrary to the safeguarding of strategic infrastructure improvement projects; and*
- *b. protect existing and proposed transport infrastructure, particularly routes and facilities for walking, cycling and public transport, from removal or severance".*

3.5.5 Policy T4 Sustainable movement of goods and materials

"*The Council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road. We will:*

- *a. encourage the movement of goods and materials by canal, rail and bicycle where possible;*
- *b. protect existing facilities for waterborne and rail freight traffic and;*

- *c. promote the provision and use of freight consolidation facilities. Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:*
- *d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;*
- *e. accommodate goods vehicles on site; and*
- *f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate".*

3.5.6 This TS acknowledges this policy, incorporating it where possible into the document.

4.0 Development Proposals

4.1 Introduction

4.1.1 This section details the development proposals including the quantum of development, cycle parking and the proposed servicing strategy.

4.2 Development Proposals

4.2.1 The development proposals include the development and refurbishment of an existing mixed-use building. **Table 1** sets out the existing and proposed GIA, whilst the development proposals are included in **Appendix C**.

Table 1 – Existing and Proposed

Land Use	Existing Floorspace (GIA)	Proposed Floorspace (GIA)	Increase in floor area (GIA)
A3 Food/Drink /B1	94	72	-22
A1/A3/B1	-	90	+90
B1 Office	1,113	1,457	+344
Total	**1,207m^2**	**1,619m^2**	**412m^2**

4.2.2 The redevelopment will provide 344m^2 of additional office floor space which will be split between a small rear extension at the first-floor level, an additional storey at level 5 and additional accommodation within a mansard roof at level 6.

4.2.3 The proposals will result in an increase in the total retail floor space, by replacing the existing two retail units with one flexible use retail unit of 72m^2 GIA (class A1/A3/B1) in the southern section of the building and a flexible retail unit (class A1/A3/B1) at the middle/northern section of the building (90m^2 GIA). The southern unit will be accessed from Drury Lane. The middle/northern unit will share a small lobby area and will be accessed via an entrance on Parker Street.

4.3 Cycle Parking

4.3.1 **Table 2** sets out the minimum cycle parking standards as set out in the current London Plan according to land use.

Table 2 - Minimum Cycle Parking Standards

Land Use	Long Stay (GEA)	Short Stay (GEA)
B1 Office	1 space per 90m^2	First 5,000sqm 1 space per 500m^2
A1 Food Retail/ A2-A5	From a threshold of 100m^2. 1 space per 175m^2	First 750m^2 1 space per 40m^2

4.3.2 This equates to a minimum of 17 long stay and three short stay spaces for the office units and a further one long stay and three short stay spaces for the retail unit. Cycle parking will be provided in line with these standards. This will include 22 long stay and eight short stay cycle parking spaces.

4.3.3 Long stay cycle parking in the form of two-tiered Josta cycle racks in a dedicated cycle parking room. Wash rooms and shower facilities will be located at the rear of the building at the ground floor. The short stay cycle parking will be provided on Drury Lane in the form of Sheffield style bays adjacent to existing cycle parking provision.

4.4 Pedestrian and Cycle Access

4.4.1 Pedestrian access to the retail unit will be taken via an entrance on Drury Lane. Access to the office lobby and ground floor office unit will be taken via Parker Street.

4.5 Servicing and Refuse Collection

4.5.1 As per the existing arrangements, all servicing and refuse collection will continue to the undertaken on-street and in dedicated loading bays on Parker Street and Drury Lane.

4.5.2 Waste storage room will be located at the rear at the building, whilst a servicing corridor will link this to an access point on Parker Street.

5.0 Trip Generation and Effect

5.1 Introduction

5.1.1 This section of the report establishes the anticipated net multi-modal trip generation associated with the development proposals.

5.2 Retail/Restaurant Trip Generation

5.2.1 The TRICS database has been interrogated to obtain total person trip rates for relevant and similar A1/A3/B1 trip generation. To provide a robust assessment, it has been assumed the mixed A1/A3/B1 unit will be A3 as this is a higher trip generator. TRICS contains a very limited number of sites with multi-modal data within Greater London. However, the site included is considered comparable.

5.2.2 The full details of the TRICS selections and trip generation is included in **Appendix D.** **Table 3** illustrates the total person trip rates and associated net change in trips associated with the development proposals. In the absence of AM peak data for 0800-0900 the next available AM hour data has been selected (1000-1100).

Table 3 – Restaurant Total Person Trip Rates, Existing, Proposed and Net Trip Generation

	AM (10:00 – 11:00)		PM (17:00 – 18:00)	
	Arrival	Departure	Arrival	Departure
Trip Rates	1.333	0.0	6	3.33
Existing Trip Generation	1	0	6	3
Proposed Trip Generation	2	0	10	5
Net Trip Change	+1	0	+4	+2

5.2.3 **Table 4** illustrates that the development proposals will result in one additional restaurant trip in the AM peak and six during the PM peak

5.3 Office Trip Generation

5.3.1 The TRICS database has been interrogated to obtain total person trip rates for relevant and similar B1a office sites held within the database. Sites which have a PTAL of below 5 have been excluded.

5.3.2 The full details of the sites on which the trip generation is included in **Appendix D**. **Table 4** illustrates the total person trip rates and associated net trip generation associated with the existing site, the proposed site and the net change associated with the development proposals.

Table 4 – Office Total Person Trip Rates, Existing, Proposed and Net Trip Generation

	AM (08:00 – 09:00)		PM (17:00 – 18:00)	
	Arrival	Departure	Arrival	Departure
Trip Rates	2.542	0.264	0.284	2.452
Existing Trip Generation	28	3	3	27
Proposed Trip Generation	37	4	4	36
Net Trip Change	+9	+1	+1	+8

5.3.3 Table 4 illustrates that the development proposals will result in 10 additional office trips in the AM peak and nine during the PM peak.

5.4 Total Trip Generation

5.4.1 Table 5 presents the total trip generation for the retail and office uses for the existing, proposed land uses as well as the net change.

Table 5 – Total Person Existing, Proposed and Net Trip Generation (two-way)

Mode	Existing		Proposed		Net Change	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Restaurant	1	9	2	15	+1	+6
Office	31	30	42	40	+10	+9
Total	32	39	44	65	+11	+15

5.5 Multi Modal Trip Generation

5.5.1 In order to establish the modal split of staff travelling to and from the site, Census data (E02000193 : Camden 028 - super output area - middle layer) has been extracted and used as the baseline mode split. Table 6 illustrates the anticipated modal split and the associated multi modal trip generation.

Table 6 – Total Existing, Proposed and Net Multi Modal Trip Generation

Mode	%	Existing		Proposed		Net Change	
		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Underground, metro, light rail or tram	22%	7	9	9	12	2	3
Train	7%	2	3	3	4	1	1
Bus, minibus or coach	15%	5	6	6	8	2	2
Taxi	1%	0	0	0	1	0	0
Motorcycle, scooter or moped	1%	0	0	0	1	0	0
Driving a car or van	5%	2	2	2	3	1	1
Passenger in a car or van	0%	0	0	0	0	0	0
Bicycle	4%	1	2	2	2	0	1
On foot	44%	14	17	19	24	5	7
Other method of travel to work	1%	0	0	0	1	0	0
All categories	**100%**	**32**	**39**	**43**	**55**	**+11**	**+16**

5.5.2 **Table 6** illustrates that the largest proportion of staff/visitors will travel to and from the site by foot (44%), followed by 22% via London Underground and 15% by bus and. This equates to an additional five trips by foot during the AM and seven trips in the PM peak respectively. The increase in trip generation associated with the increased floor space is negligible and therefore no further assessment has been undertaken.

5.6 Servicing Trip Generation

5.6.1 The level of servicing and delivery activity associated with the development are anticipated to remain similar to the existing situation. These are likely to comprise the following:

- Daily postal deliveries
- Delivery of supplies
- Commercial Refuse and recycling collection
- Courier deliveries and collections
- Maintenance

5.6.2 The servicing trip rates have been derived through various sources of information, including consultant research and previous London based projects. It is anticipated that the existing building generates three servicing vehicles per day (six two-way movements).

5.6.3 Based on proposed floor areas (up to 162m^2 retail and 1,457m^2 office GIA), four servicing vehicles (eight two-way trips) is anticipated, equating to one additional vehicle per day. This will be accommodated on on-street and via existing dedicating loading bays.

5.7 Summary

5.7.1 This section of the report has demonstrated that the increase floor space results in a minimal increase in trips during the AM and PM peak.

6.0 Summary and Conclusion

6.1 Summary

6.1.1 Curtins have been appointed by Palmyra Property Investments Limited to prepare this TS to assess the assess the transport and highways implications of a detailed planning application for the redevelopment of 160 -161 Drury lane, located in the administrative boundary of the LBC.

6.1.2 A detailed review of existing transport conditions in the vicinity of the site is presented in Chapter Two. This review demonstrates that the site benefits from good pedestrian and cycling infrastructure and is highly accessible by public transport.

6.1.3 The planning policy context relating to the development proposal is outlined in Chapter Three of this report. Having considered the relevant transport policy, it is considered that the development proposal conforms with National and London wide and LBC policy.

6.1.4 The development proposals are:

Demolition of existing fourth floor, replacement of fourth floor and erection of an additional two storeys to the site, full re-skinning of the facades, ground floor alterations including new entrances, single storey extension to existing rear closet wing, reconfiguration of existing external fire escape stair to the rear, reconfiguration of existing external roof plant and introduction of additional plant contained within the volume of the proposed sixth storey extension and all other enabling works in connection with the use of the building as offices (Class B1) at part ground floor and first to seventh floor levels and flexible B1/A1/A3 floorspace at basement and part ground floor level and flexible B1/A1 floorspace at part ground floor level."

6.1.5 The site will remain car free and all delivery and servicing activity will continue to be undertaken on-street and in dedicated loading bays. Cycle parking will be provided in line with the London Plan.

6.1.6 Chapter 5 provides a detailed breakdown of the likely net increase in trips associated with the development proposals using trip rates for similar sites held with the TRICs database. This equates to 11additional person trips during the AM peak and 16 during the PM peak. The biggest proportion of staff will travel by foot, followed by London Underground and bus. The development proposals will result in a nominal increase in trips which will have a negligible impact on the surrounding infrastructure.

6.2 Conclusion

6.2.1 In conclusion, this TS demonstrates that the proposed development of 160 – 161 Drury Lane can be accommodated within the existing traffic and transport infrastructure surrounding the development site.

7.0 Appendices

Appendix A **PTAL Report**

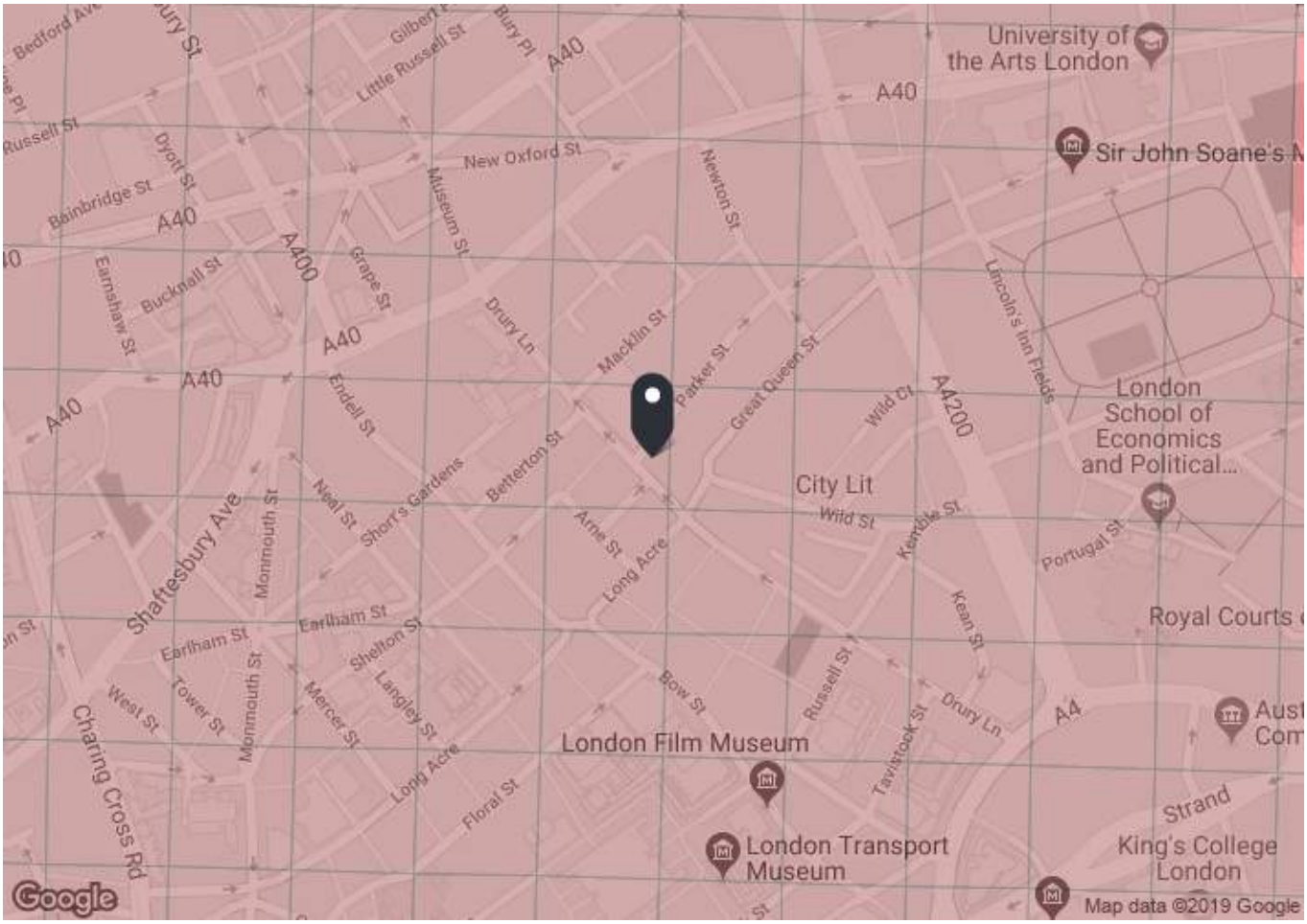
Appendix B **Bus Map**

Appendix C **Development Proposals Plans**

Appendix D **TRICS Outputs**

Appendix A PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

160-161 Drury Ln, Camden Town, London WC2B 5PN, UK
Easting: 530383, Northing: 181234

Grid Cell: 84323

Report generated: 16/01/2019

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

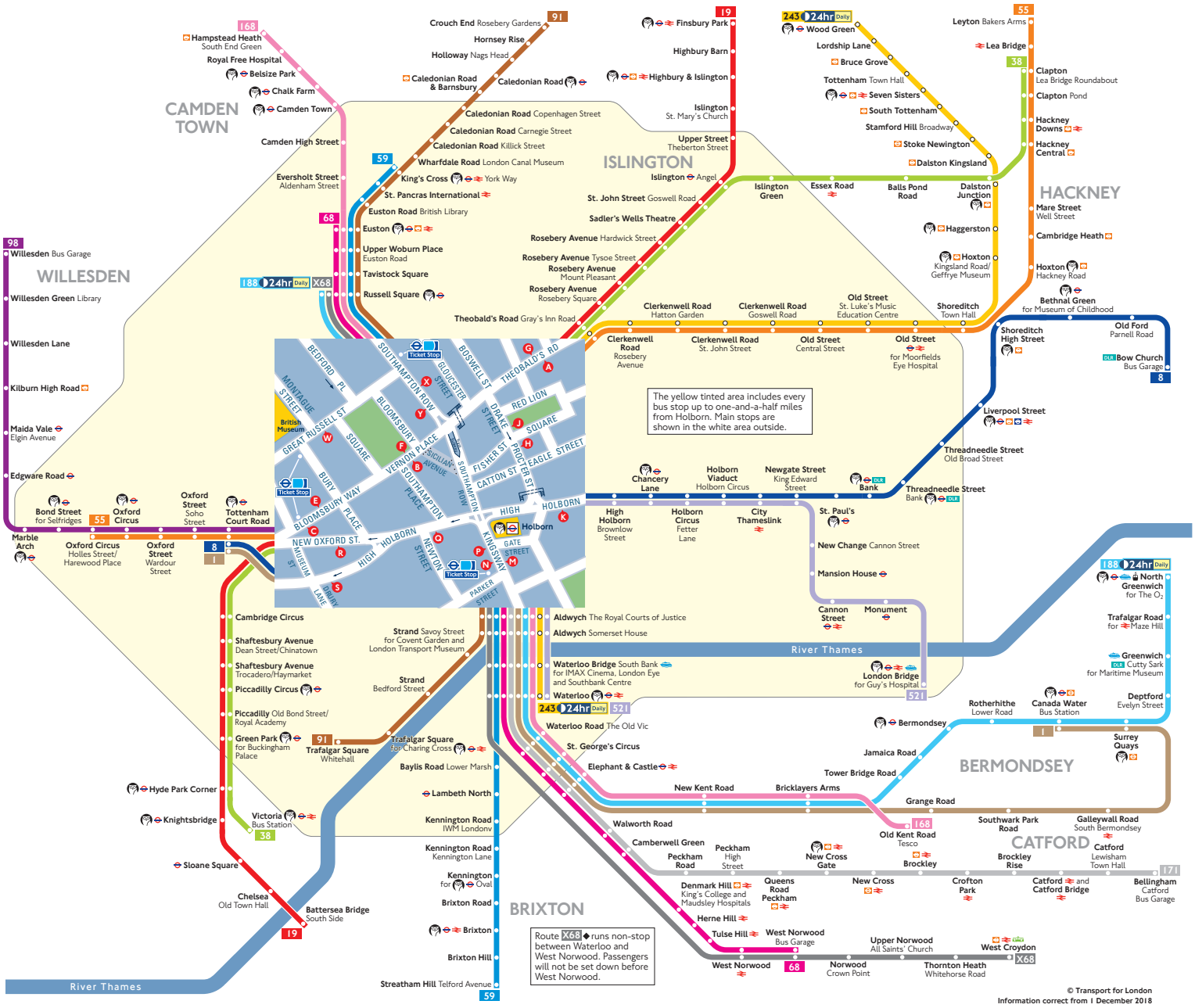
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ALDWYCH WEST ARM	11	454.23	7.5	5.68	6	11.68	2.57	0.5	1.28
Bus	ALDWYCH WEST ARM	23	454.23	8	5.68	5.75	11.43	2.63	0.5	1.31
Bus	ALDWYCH WEST ARM	9	454.23	12	5.68	4.5	10.18	2.95	0.5	1.47
Bus	ALDWYCH WEST ARM	26	454.23	7.5	5.68	6	11.68	2.57	0.5	1.28
Bus	ALDWYCH WEST ARM	13	454.23	8	5.68	5.75	11.43	2.63	0.5	1.31
Bus	ALDWYCH WEST ARM	4	454.23	6	5.68	7	12.68	2.37	0.5	1.18
Bus	ALDWYCH WEST ARM	15	454.23	7.5	5.68	6	11.68	2.57	0.5	1.28
Bus	ALDWYCH WEST ARM	341	454.23	6	5.68	7	12.68	2.37	0.5	1.18
Bus	ALDWYCH WEST ARM	76	454.23	7.5	5.68	6	11.68	2.57	0.5	1.28
Bus	ALDWYCH WEST ARM	87	454.23	10	5.68	5	10.68	2.81	0.5	1.4
Bus	ALDWYCH WEST ARM	172	454.23	6	5.68	7	12.68	2.37	0.5	1.18
Bus	ALDWYCH WEST ARM	6	454.23	10	5.68	5	10.68	2.81	0.5	1.4
Bus	COVENT GARDEN RUSSELL STREET	RV1	388.64	6	4.86	7	11.86	2.53	0.5	1.26
Bus	HOLBORN STATION KINGSWAY	59	338.23	10	4.23	5	9.23	3.25	0.5	1.63
Bus	HOLBORN STATION KINGSWAY	243	338.23	11	4.23	4.73	8.96	3.35	0.5	1.68
Bus	HOLBORN STATION KINGSWAY	521	338.23	27	4.23	3.11	7.34	4.09	1	4.09
Bus	HOLBORN STATION KINGSWAY	91	338.23	9	4.23	5.33	9.56	3.14	0.5	1.57
Bus	HOLBORN STATION KINGSWAY	68	338.23	9	4.23	5.33	9.56	3.14	0.5	1.57
Bus	HOLBORN STATION KINGSWAY	X68	338.23	4	4.23	9.5	13.73	2.19	0.5	1.09
Bus	HOLBORN STATION KINGSWAY	188	338.23	8	4.23	5.75	9.98	3.01	0.5	1.5
Bus	HOLBORN STATION KINGSWAY	168	338.23	9	4.23	5.33	9.56	3.14	0.5	1.57
Bus	BLOOMSBURY NEW OXFORD ST	8	295.1	10	3.69	5	8.69	3.45	0.5	1.73
Bus	BLOOMSBURY NEW OXFORD ST	38	295.1	10	3.69	5	8.69	3.45	0.5	1.73
Bus	BLOOMSBURY NEW OXFORD ST	25	295.1	8	3.69	5.75	9.44	3.18	0.5	1.59
Bus	BLOOMSBURY NEW OXFORD ST	19	295.1	8	3.69	5.75	9.44	3.18	0.5	1.59
Bus	BLOOMSBURY NEW OXFORD ST	171	295.1	7.5	3.69	6	9.69	3.1	0.5	1.55
Bus	BLOOMSBURY NEW OXFORD ST	55	295.1	10	3.69	5	8.69	3.45	0.5	1.73
Bus	HIGH HOLBORN POST OFFICE	242	202.63	6.5	2.53	6.62	9.15	3.28	0.5	1.64
Bus	HIGH HOLBORN POST OFFICE	1	202.63	8	2.53	5.75	8.28	3.62	0.5	1.81
Bus	BLOOMSBURY ST SHAFTESBURY AVE	24	340.05	10	4.25	5	9.25	3.24	0.5	1.62
Bus	BLOOMSBURY ST SHAFTESBURY AVE	134	340.05	12	4.25	4.5	8.75	3.43	0.5	1.71
Bus	BLOOMSBURY ST SHAFTESBURY AVE	29	340.05	15	4.25	4	8.25	3.64	0.5	1.82
Bus	BLOOMSBURY ST SHAFTESBURY AVE	176	340.05	8.5	4.25	5.53	9.78	3.07	0.5	1.53
Bus	BLOOMSBURY ST SHAFTESBURY AVE	14	340.05	13	4.25	4.31	8.56	3.51	0.5	1.75
Bus	BLOOMSBURY STREET	10	572.08	4.5	7.15	8.67	15.82	1.9	0.5	0.95
Bus	BLOOMSBURY STREET	390	572.08	8	7.15	5.75	12.9	2.33	0.5	1.16
Bus	BLOOMSBURY STREET	73	572.08	18	7.15	3.67	10.82	2.77	0.5	1.39
Bus	GT RUSSELL ST MUSEUM ST	98	441.07	9	5.51	5.33	10.85	2.77	0.5	1.38
LUL	Covent Garden	'Cockfosters-LHRT4LT'	325.11	4.67	4.06	7.17	11.24	2.67	0.5	1.33
LUL	Covent Garden	'RayLane-Cockfosters'	325.11	3.67	4.06	8.92	12.99	2.31	0.5	1.15
LUL	Covent Garden	'LHRT4LT-ArnosGrove'	325.11	4.67	4.06	7.17	11.24	2.67	0.5	1.33
LUL	Covent Garden	'ArnosGrove-RayLane'	325.11	0.33	4.06	91.66	95.72	0.31	0.5	0.16
LUL	Covent Garden	'ArnosGrove-Nthfields'	325.11	3	4.06	10.75	14.81	2.03	0.5	1.01
LUL	Covent Garden	'Oakwood-RayLane'	325.11	0.33	4.06	91.66	95.72	0.31	0.5	0.16
LUL	Covent Garden	'Nthfields-Cockfoster'	325.11	1	4.06	30.75	34.81	0.86	0.5	0.43
LUL	Covent Garden	'LHRT5-Cockfosters'	325.11	6	4.06	5.75	9.81	3.06	1	3.06
LUL	Covent Garden	'Uxbridge-Cockfosters'	325.11	3.67	4.06	8.92	12.99	2.31	0.5	1.15
LUL	Covent Garden	'Ruislip-Cockfosters'	325.11	2.33	4.06	13.63	17.69	1.7	0.5	0.85
LUL	Covent Garden	'ArnosGrove-Uxbridge'	325.11	1	4.06	30.75	34.81	0.86	0.5	0.43
LUL	Covent Garden	'Oakwood-Uxbridge'	325.11	0.33	4.06	91.66	95.72	0.31	0.5	0.16
LUL	Covent Garden	'Oakwood-Ruislip'	325.11	0.33	4.06	91.66	95.72	0.31	0.5	0.16
LUL	Temple	'Edgware-Hammersmith'	930.57	6	11.63	5.75	17.38	1.73	0.5	0.86
LUL	Temple	'Upminster-EalingBwy'	930.57	5	11.63	6.75	18.38	1.63	0.5	0.82
LUL	Temple	'TowerHill-EalingBwy'	930.57	0.33	11.63	91.66	103.29	0.29	0.5	0.15
LUL	Temple	'EalingBwy-Barking'	930.57	1.33	11.63	23.31	34.94	0.86	0.5	0.43
LUL	Temple	'Upminster-Richmond'	930.57	6	11.63	5.75	17.38	1.73	0.5	0.86
LUL	Temple	'Richmond-DagEast'	930.57	0.67	11.63	45.53	57.16	0.52	0.5	0.26
LUL	Temple	'Wimbledon-Upminster'	930.57	4	11.63	8.25	19.88	1.51	0.5	0.75

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Temple	'Wimbledon-DagEast'	930.57	1	11.63	30.75	42.38	0.71	0.5	0.35
LUL	Temple	'Barking-Wimbledon'	930.57	0.67	11.63	45.53	57.16	0.52	0.5	0.26
LUL	Temple	'TowerHill-Wimbledon'	930.57	2.67	11.63	11.99	23.62	1.27	0.5	0.64
LUL	Temple	'DagEast-EalingBwy'	930.57	0.67	11.63	45.53	57.16	0.52	0.5	0.26
Rail	Charing Cross	'BRNHRST-CHRX 1C90'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'GRVSEND-CHRX 1D50'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 1D52'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 1D54'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-HASTING 1H10'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'CHRX-HASTING 1H24'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'HASTING-CHRX 1H52'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'OREE-CHRX 1H68'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'HASTING-CHRX 1H90'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'OREE-CHRX 1H92'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'HAYS-CHRX 1K90'	916.33	1.33	11.45	23.31	34.76	0.86	0.5	0.43
Rail	Charing Cross	'ASHFKY-CHRX 1W90'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'DOVERP-CHRX 1W92'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 1W94'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 2A08'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'GRVSEND-CHRX 2A22'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'SLADEGN-CHRX 2B14'	916.33	2	11.45	15.75	27.2	1.1	0.5	0.55
Rail	Charing Cross	'GRVSEND-CHRX 2C06'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'DARTFD-CHRX 2C08'	916.33	2.33	11.45	13.63	25.08	1.2	1	1.2
Rail	Charing Cross	'DARTFD-CHRX 2D10'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'GRVSEND-CHRX 2D12'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'GLNGHMK-CHRX 2D14'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'SIDCUP-CHRX 2D16'	916.33	1	11.45	30.75	42.2	0.71	0.5	0.36
Rail	Charing Cross	'GLNGHMK-CHRX 2D22'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'SVNOAKS-CHRX 2F06'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'ORPNGTN-CHRX 2F10'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'SVNOAKS-CHRX 2F20'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'ORPNGTN-CHRX 2F88'	916.33	1.33	11.45	23.31	34.76	0.86	0.5	0.43
Rail	Charing Cross	'ORPNGTN-CHRX 2F94'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'ORPNGTN-CHRX 2F98'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-TUNWELL 2H08'	916.33	1.67	11.45	18.71	30.17	0.99	0.5	0.5
Rail	Charing Cross	'CHRX-TUNWELL 2H10'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'TUNWELL-CHRX 2H56'	916.33	1	11.45	30.75	42.2	0.71	0.5	0.36
Rail	Charing Cross	'TUNWELL-CHRX 2H60'	916.33	1.67	11.45	18.71	30.17	0.99	0.5	0.5
Rail	Charing Cross	'HAYS-CHRX 2K08'	916.33	1	11.45	30.75	42.2	0.71	0.5	0.36
Rail	Charing Cross	'CHRX-GLNGHMK 2L10'	916.33	1.67	11.45	18.71	30.17	0.99	0.5	0.5
Rail	Charing Cross	'CHRX-GLNGHMK 2L12'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-CRFD 2M10'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-DARTFD 2M14'	916.33	1.33	11.45	23.31	34.76	0.86	0.5	0.43
Rail	Charing Cross	'CHRX-SLADEGN 2M16'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-GRVSEND 2N12'	916.33	1.67	11.45	18.71	30.17	0.99	0.5	0.5
Rail	Charing Cross	'CHRX-GRVSEND 2N14'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-DOVERP 2R10'	916.33	1	11.45	30.75	42.2	0.71	0.5	0.36
Rail	Charing Cross	'CHRX-RAMSGTE 2R12'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'CHRX-RAMSGTE 2R18'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-ASHFKY 2R20'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-TONBDG 2R90'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-SVNOAKS 2S10'	916.33	1.67	11.45	18.71	30.17	0.99	0.5	0.5
Rail	Charing Cross	'CHRX-SVNOAKS 2S12'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'CHRX-ORPNGTN 2S92'	916.33	0.67	11.45	45.53	56.98	0.53	0.5	0.26
Rail	Charing Cross	'CHRX-HAYS 2V10'	916.33	2	11.45	15.75	27.2	1.1	0.5	0.55
Rail	Charing Cross	'RAMSGTE-CHRX 2W10'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 2W12'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'RAMSGTE-CHRX 2W20'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Charing Cross	'CNTBW-CHRX 2W22 '	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
Rail	Charing Cross	'STROOD-CHRX 2D56 '	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
LUL	Charing Cross	'QueensPk-El&Castle '	916.33	11.01	11.45	3.47	14.93	2.01	0.5	1
LUL	Charing Cross	'El&Castle-Harrow&W'	916.33	5.67	11.45	6.04	17.5	1.71	0.5	0.86
LUL	Charing Cross	'StbridgePk-El&Castle'	916.33	5	11.45	6.75	18.2	1.65	0.5	0.82
LUL	Charing Cross	'Waterloo-QueensPk'	916.33	1	11.45	30.75	42.2	0.71	0.5	0.36
LUL	Charing Cross	'Waterloo-Harrow&W'	916.33	0.33	11.45	91.66	103.11	0.29	0.5	0.15
LUL	Tottenham Court Road	'Epping-NActon '	622.89	1	7.79	30.75	38.54	0.78	0.5	0.39
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	622.89	1	7.79	30.75	38.54	0.78	0.5	0.39
LUL	Tottenham Court Road	'Morden-Edgware '	622.89	4.67	7.79	7.17	14.96	2.01	0.5	1
LUL	Tottenham Court Road	'HighBarnet-Morden '	622.89	0.33	7.79	91.66	99.45	0.3	0.5	0.15
LUL	Tottenham Court Road	'Kennington-Edgware '	622.89	14.67	7.79	2.79	10.58	2.84	0.5	1.42
LUL	Tottenham Court Road	'HighBarnet-Kenningt '	622.89	5.33	7.79	6.38	14.16	2.12	0.5	1.06
LUL	Tottenham Court Road	'MillHill-Morden '	622.89	1.67	7.79	18.71	26.5	1.13	0.5	0.57
LUL	Tottenham Court Road	'MillHillE-Kenningt '	622.89	1.67	7.79	18.71	26.5	1.13	0.5	0.57
LUL	Holborn	'Ealing-Epping '	381.7	3	4.77	10.75	15.52	1.93	0.5	0.97
LUL	Holborn	'Epping-Wruislip '	381.7	3	4.77	10.75	15.52	1.93	0.5	0.97
LUL	Holborn	'RuislipGar-Epping '	381.7	1	4.77	30.75	35.52	0.84	0.5	0.42
LUL	Holborn	'WhiteCity-Epping '	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'Northolt-Epping '	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'Debden-WRuislip '	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'WhiteCity-Debden '	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'Debden-Northolt '	381.7	1	4.77	30.75	35.52	0.84	0.5	0.42
LUL	Holborn	'RuislipGdns-Debden '	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'Loughton-WRuislip '	381.7	1	4.77	30.75	35.52	0.84	0.5	0.42
LUL	Holborn	'NActon-Loughton '	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'RuislipGdns-Loughton'	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'Loughton-WhiteCity'	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'Loughton-Northolt '	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'Ealing-Loughton '	381.7	1	4.77	30.75	35.52	0.84	0.5	0.42
LUL	Holborn	'Ealing-NewburyPark'	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'WRuislip-NewburyPark'	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'NActon-NewburyPark'	381.7	0.33	4.77	91.66	96.43	0.31	0.5	0.16
LUL	Holborn	'Ealing-Hainault '	381.7	5	4.77	6.75	11.52	2.6	0.5	1.3
LUL	Holborn	'Hainault-Nacton '	381.7	1.33	4.77	23.31	28.08	1.07	0.5	0.53
LUL	Holborn	'Hainault-WRuislip '	381.7	3.33	4.77	9.76	14.53	2.06	0.5	1.03
LUL	Holborn	'RuislipGdns-NP-Hain '	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'Hainault-WhiteCity'	381.7	1.67	4.77	18.71	23.49	1.28	0.5	0.64
LUL	Holborn	'GrangeHill-WD-Eal '	381.7	1	4.77	30.75	35.52	0.84	0.5	0.42
LUL	Holborn	'GrangeHill-Wdfd-Whit'	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
LUL	Holborn	'GrangeHill-Wdfd-WRsp'	381.7	0.67	4.77	45.53	50.3	0.6	0.5	0.3
									Total Grid Cell AI:	**109.5**

Appendix B Bus Map

Buses from Holborn



Route finder

Bus route	Towards	Bus stops
1	Canada Water	E M
	Tottenham Court Road	P S
8	Bow Church	E H
	Tottenham Court Road	K O S
19	Battersea Bridge	A B C
	Finsbury Park	E F G
38	Clapton	E F G
	Victoria	A B C
55	Leyton	E F G
	Oxford Circus	A B C
59	King's Cross	N Y
	Streatham Hill	M X
68	Euston	N Y
	West Norwood	M X
91	Crouch End	N Y
	Trafalgar Square	M X
98	Willesden	J
168	Hampstead Heath	N Y
	Old Kent Road	M X
171	Bellingham	E M
188 24hr Daily	North Greenwich	M X
	Russell Square	N Y
243 24hr Daily	Waterloo	A M
	Wood Green	G P
521	London Bridge ■	H P
	Waterloo ■	K M
X68	Russell Square ▼	N Y
	West Croydon ◆	M X

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with London Trams
	Connections with river boats
	Connections with Emirates Air Line
◆	Limited stop, Mondays to Fridays afternoon peak hours only
▼	Mondays to Fridays morning peak hours only
■	Mondays to Fridays only
	Tube/London Overground station with 24-hour service Friday and Saturday nights

Ways to pay

Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up

Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station

The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in

TfL 792.10.18 (P)

Appendix C Development Proposals Plans

Parker Street

8-24

A1/A3/B1

Accessible WC

B1

Flexible Classes A1/B1

3 Existing Cycle Stands

Proposed Short-Stay Cycle Stands - 8 Spaces

Stair

Lift

Store

WC

01
00_130

Drury Lane

159

158

157

Yard

01
00_131

01
00_133

02
00_131

40 & 39

Proposed Cycle Store
22 Long-Stay Spaces

Accessible Washroom

Shower

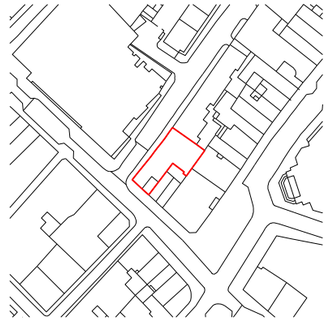
Shower

Bin Store

Escape

01
PL_200

Ground Floor - General Arrangement Plan - Proposed
160-161 Drury Lane 1:100



Site Boundary

N

Scale 1:100

Metres

0 2 4

Revisions

Client
Eli Investments

Project
160-161 Drury Lane

Drawing Title
Ground Floor
General Arrangement Plan
Proposed

Drawing Number
1468_(PL)200

Scale	1:100 @ A3	Status	Planning
Drawn by	NB	Date	25/02/19

ica
70 Cowcross Street
London
EC1M 6EJ
0203 7807355
ianchalkarchitects.com

Appendix D TRICS Outputs

Calculation Reference: AUDIT-148302-190117-0138

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
	HM	HAMMERSMITH AND FULHAM	1 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1215 to 9803 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: Selected: 0 to 1471 Actual: 0 to 1471

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 26/06/18

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

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	4

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

B1	4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

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

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

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

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

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

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CN-02-A-03	too large

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	4	3610	0.021	4	3610	0.000	4	3610	0.021
07:30 - 08:00	4	3610	0.048	4	3610	0.042	4	3610	0.090
08:00 - 08:30	4	3610	0.076	4	3610	0.035	4	3610	0.111
08:30 - 09:00	4	3610	0.097	4	3610	0.021	4	3610	0.118
09:00 - 09:30	4	3610	0.042	4	3610	0.014	4	3610	0.056
09:30 - 10:00	4	3610	0.021	4	3610	0.007	4	3610	0.028
10:00 - 10:30	4	3610	0.035	4	3610	0.035	4	3610	0.070
10:30 - 11:00	4	3610	0.028	4	3610	0.021	4	3610	0.049
11:00 - 11:30	4	3610	0.048	4	3610	0.021	4	3610	0.069
11:30 - 12:00	4	3610	0.007	4	3610	0.014	4	3610	0.021
12:00 - 12:30	4	3610	0.021	4	3610	0.028	4	3610	0.049
12:30 - 13:00	4	3610	0.028	4	3610	0.021	4	3610	0.049
13:00 - 13:30	4	3610	0.014	4	3610	0.007	4	3610	0.021
13:30 - 14:00	4	3610	0.014	4	3610	0.014	4	3610	0.028
14:00 - 14:30	4	3610	0.021	4	3610	0.042	4	3610	0.063
14:30 - 15:00	4	3610	0.007	4	3610	0.000	4	3610	0.007
15:00 - 15:30	4	3610	0.028	4	3610	0.028	4	3610	0.056
15:30 - 16:00	4	3610	0.007	4	3610	0.042	4	3610	0.049
16:00 - 16:30	4	3610	0.014	4	3610	0.042	4	3610	0.056
16:30 - 17:00	4	3610	0.035	4	3610	0.042	4	3610	0.077
17:00 - 17:30	4	3610	0.042	4	3610	0.097	4	3610	0.139
17:30 - 18:00	4	3610	0.035	4	3610	0.069	4	3610	0.104
18:00 - 18:30	4	3610	0.021	4	3610	0.048	4	3610	0.069
18:30 - 19:00	4	3610	0.000	4	3610	0.007	4	3610	0.007
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:			0.710			0.697			1.407

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 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 26/06/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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	4	3610	0.000	4	3610	0.000	4	3610	0.000
07:30 - 08:00	4	3610	0.035	4	3610	0.028	4	3610	0.063
08:00 - 08:30	4	3610	0.021	4	3610	0.028	4	3610	0.049
08:30 - 09:00	4	3610	0.014	4	3610	0.014	4	3610	0.028
09:00 - 09:30	4	3610	0.007	4	3610	0.007	4	3610	0.014
09:30 - 10:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
10:00 - 10:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
10:30 - 11:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
11:00 - 11:30	4	3610	0.014	4	3610	0.007	4	3610	0.021
11:30 - 12:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
12:00 - 12:30	4	3610	0.007	4	3610	0.007	4	3610	0.014
12:30 - 13:00	4	3610	0.000	4	3610	0.007	4	3610	0.007
13:00 - 13:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
13:30 - 14:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
14:00 - 14:30	4	3610	0.007	4	3610	0.007	4	3610	0.014
14:30 - 15:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
15:00 - 15:30	4	3610	0.007	4	3610	0.007	4	3610	0.014
15:30 - 16:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
16:00 - 16:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
16:30 - 17:00	4	3610	0.021	4	3610	0.021	4	3610	0.042
17:00 - 17:30	4	3610	0.042	4	3610	0.042	4	3610	0.084
17:30 - 18:00	4	3610	0.028	4	3610	0.014	4	3610	0.042
18:00 - 18:30	4	3610	0.014	4	3610	0.028	4	3610	0.042
18:30 - 19:00	4	3610	0.000	4	3610	0.000	4	3610	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:			0.217			0.217			0.434

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

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

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

	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	4	3610	0.000	4	3610	0.000	4	3610	0.000
07:30 - 08:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
08:00 - 08:30	4	3610	0.007	4	3610	0.007	4	3610	0.014
08:30 - 09:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
09:00 - 09:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
09:30 - 10:00	4	3610	0.007	4	3610	0.007	4	3610	0.014
10:00 - 10:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
10:30 - 11:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
11:00 - 11:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
11:30 - 12:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
12:00 - 12:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
12:30 - 13:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
13:00 - 13:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
13:30 - 14:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
14:00 - 14:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
14:30 - 15:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
15:00 - 15:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
15:30 - 16:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
16:00 - 16:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
16:30 - 17:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
17:00 - 17:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
17:30 - 18:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
18:00 - 18:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
18:30 - 19:00	4	3610	0.000	4	3610	0.000	4	3610	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:			0.014			0.014			0.028

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3610	0.014	4	3610	0.000	4	3610	0.014
07:30 - 08:00	4	3610	0.021	4	3610	0.007	4	3610	0.028
08:00 - 08:30	4	3610	0.028	4	3610	0.000	4	3610	0.028
08:30 - 09:00	4	3610	0.014	4	3610	0.000	4	3610	0.014
09:00 - 09:30	4	3610	0.014	4	3610	0.000	4	3610	0.014
09:30 - 10:00	4	3610	0.007	4	3610	0.007	4	3610	0.014
10:00 - 10:30	4	3610	0.007	4	3610	0.000	4	3610	0.007
10:30 - 11:00	4	3610	0.007	4	3610	0.000	4	3610	0.007
11:00 - 11:30	4	3610	0.014	4	3610	0.000	4	3610	0.014
11:30 - 12:00	4	3610	0.021	4	3610	0.021	4	3610	0.042
12:00 - 12:30	4	3610	0.007	4	3610	0.007	4	3610	0.014
12:30 - 13:00	4	3610	0.007	4	3610	0.014	4	3610	0.021
13:00 - 13:30	4	3610	0.028	4	3610	0.000	4	3610	0.028
13:30 - 14:00	4	3610	0.000	4	3610	0.000	4	3610	0.000
14:00 - 14:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
14:30 - 15:00	4	3610	0.000	4	3610	0.007	4	3610	0.007
15:00 - 15:30	4	3610	0.000	4	3610	0.007	4	3610	0.007
15:30 - 16:00	4	3610	0.000	4	3610	0.014	4	3610	0.014
16:00 - 16:30	4	3610	0.007	4	3610	0.000	4	3610	0.007
16:30 - 17:00	4	3610	0.000	4	3610	0.028	4	3610	0.028
17:00 - 17:30	4	3610	0.000	4	3610	0.014	4	3610	0.014
17:30 - 18:00	4	3610	0.000	4	3610	0.035	4	3610	0.035
18:00 - 18:30	4	3610	0.000	4	3610	0.000	4	3610	0.000
18:30 - 19:00	4	3610	0.000	4	3610	0.014	4	3610	0.014
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:			0.196			0.175			0.371

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3610	0.021	4	3610	0.000	4	3610	0.021
07:30 - 08:00	4	3610	0.069	4	3610	0.028	4	3610	0.097
08:00 - 08:30	4	3610	0.090	4	3610	0.028	4	3610	0.118
08:30 - 09:00	4	3610	0.118	4	3610	0.014	4	3610	0.132
09:00 - 09:30	4	3610	0.042	4	3610	0.014	4	3610	0.056
09:30 - 10:00	4	3610	0.021	4	3610	0.007	4	3610	0.028
10:00 - 10:30	4	3610	0.035	4	3610	0.035	4	3610	0.070
10:30 - 11:00	4	3610	0.028	4	3610	0.021	4	3610	0.049
11:00 - 11:30	4	3610	0.055	4	3610	0.014	4	3610	0.069
11:30 - 12:00	4	3610	0.007	4	3610	0.014	4	3610	0.021
12:00 - 12:30	4	3610	0.028	4	3610	0.035	4	3610	0.063
12:30 - 13:00	4	3610	0.028	4	3610	0.028	4	3610	0.056
13:00 - 13:30	4	3610	0.014	4	3610	0.007	4	3610	0.021
13:30 - 14:00	4	3610	0.021	4	3610	0.014	4	3610	0.035
14:00 - 14:30	4	3610	0.028	4	3610	0.048	4	3610	0.076
14:30 - 15:00	4	3610	0.014	4	3610	0.000	4	3610	0.014
15:00 - 15:30	4	3610	0.028	4	3610	0.035	4	3610	0.063
15:30 - 16:00	4	3610	0.021	4	3610	0.048	4	3610	0.069
16:00 - 16:30	4	3610	0.014	4	3610	0.048	4	3610	0.062
16:30 - 17:00	4	3610	0.035	4	3610	0.055	4	3610	0.090
17:00 - 17:30	4	3610	0.048	4	3610	0.132	4	3610	0.180
17:30 - 18:00	4	3610	0.028	4	3610	0.083	4	3610	0.111
18:00 - 18:30	4	3610	0.021	4	3610	0.076	4	3610	0.097
18:30 - 19:00	4	3610	0.000	4	3610	0.007	4	3610	0.007
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:			0.814			0.791			1.605

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

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

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

	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	4	3610	0.055	4	3610	0.014	4	3610	0.069
07:30 - 08:00	4	3610	0.111	4	3610	0.028	4	3610	0.139
08:00 - 08:30	4	3610	0.242	4	3610	0.076	4	3610	0.318
08:30 - 09:00	4	3610	0.132	4	3610	0.076	4	3610	0.208
09:00 - 09:30	4	3610	0.187	4	3610	0.042	4	3610	0.229
09:30 - 10:00	4	3610	0.152	4	3610	0.187	4	3610	0.339
10:00 - 10:30	4	3610	0.166	4	3610	0.180	4	3610	0.346
10:30 - 11:00	4	3610	0.159	4	3610	0.118	4	3610	0.277
11:00 - 11:30	4	3610	0.076	4	3610	0.166	4	3610	0.242
11:30 - 12:00	4	3610	0.125	4	3610	0.291	4	3610	0.416
12:00 - 12:30	4	3610	0.305	4	3610	0.409	4	3610	0.714
12:30 - 13:00	4	3610	0.402	4	3610	0.533	4	3610	0.935
13:00 - 13:30	4	3610	0.665	4	3610	0.582	4	3610	1.247
13:30 - 14:00	4	3610	0.575	4	3610	0.298	4	3610	0.873
14:00 - 14:30	4	3610	0.332	4	3610	0.152	4	3610	0.484
14:30 - 15:00	4	3610	0.235	4	3610	0.145	4	3610	0.380
15:00 - 15:30	4	3610	0.125	4	3610	0.180	4	3610	0.305
15:30 - 16:00	4	3610	0.111	4	3610	0.152	4	3610	0.263
16:00 - 16:30	4	3610	0.118	4	3610	0.180	4	3610	0.298
16:30 - 17:00	4	3610	0.090	4	3610	0.180	4	3610	0.270
17:00 - 17:30	4	3610	0.042	4	3610	0.298	4	3610	0.340
17:30 - 18:00	4	3610	0.062	4	3610	0.194	4	3610	0.256
18:00 - 18:30	4	3610	0.035	4	3610	0.111	4	3610	0.146
18:30 - 19:00	4	3610	0.028	4	3610	0.083	4	3610	0.111
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:			4.530			4.675			9.205

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3610	0.055	4	3610	0.007	4	3610	0.062
07:30 - 08:00	4	3610	0.125	4	3610	0.007	4	3610	0.132
08:00 - 08:30	4	3610	0.277	4	3610	0.007	4	3610	0.284
08:30 - 09:00	4	3610	0.152	4	3610	0.028	4	3610	0.180
09:00 - 09:30	4	3610	0.173	4	3610	0.014	4	3610	0.187
09:30 - 10:00	4	3610	0.048	4	3610	0.028	4	3610	0.076
10:00 - 10:30	4	3610	0.042	4	3610	0.014	4	3610	0.056
10:30 - 11:00	4	3610	0.035	4	3610	0.021	4	3610	0.056
11:00 - 11:30	4	3610	0.048	4	3610	0.097	4	3610	0.145
11:30 - 12:00	4	3610	0.028	4	3610	0.090	4	3610	0.118
12:00 - 12:30	4	3610	0.035	4	3610	0.048	4	3610	0.083
12:30 - 13:00	4	3610	0.048	4	3610	0.042	4	3610	0.090
13:00 - 13:30	4	3610	0.111	4	3610	0.028	4	3610	0.139
13:30 - 14:00	4	3610	0.062	4	3610	0.021	4	3610	0.083
14:00 - 14:30	4	3610	0.048	4	3610	0.048	4	3610	0.096
14:30 - 15:00	4	3610	0.042	4	3610	0.028	4	3610	0.070
15:00 - 15:30	4	3610	0.021	4	3610	0.042	4	3610	0.063
15:30 - 16:00	4	3610	0.021	4	3610	0.097	4	3610	0.118
16:00 - 16:30	4	3610	0.021	4	3610	0.104	4	3610	0.125
16:30 - 17:00	4	3610	0.028	4	3610	0.083	4	3610	0.111
17:00 - 17:30	4	3610	0.000	4	3610	0.270	4	3610	0.270
17:30 - 18:00	4	3610	0.021	4	3610	0.173	4	3610	0.194
18:00 - 18:30	4	3610	0.000	4	3610	0.111	4	3610	0.111
18:30 - 19:00	4	3610	0.000	4	3610	0.042	4	3610	0.042
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:			1.441			1.450			2.891

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3610	0.166	4	3610	0.014	4	3610	0.180
07:30 - 08:00	4	3610	0.319	4	3610	0.000	4	3610	0.319
08:00 - 08:30	4	3610	0.602	4	3610	0.021	4	3610	0.623
08:30 - 09:00	4	3610	0.886	4	3610	0.014	4	3610	0.900
09:00 - 09:30	4	3610	0.381	4	3610	0.035	4	3610	0.416
09:30 - 10:00	4	3610	0.132	4	3610	0.048	4	3610	0.180
10:00 - 10:30	4	3610	0.111	4	3610	0.048	4	3610	0.159
10:30 - 11:00	4	3610	0.069	4	3610	0.028	4	3610	0.097
11:00 - 11:30	4	3610	0.118	4	3610	0.118	4	3610	0.236
11:30 - 12:00	4	3610	0.125	4	3610	0.159	4	3610	0.284
12:00 - 12:30	4	3610	0.035	4	3610	0.035	4	3610	0.070
12:30 - 13:00	4	3610	0.104	4	3610	0.346	4	3610	0.450
13:00 - 13:30	4	3610	0.097	4	3610	0.166	4	3610	0.263
13:30 - 14:00	4	3610	0.062	4	3610	0.014	4	3610	0.076
14:00 - 14:30	4	3610	0.055	4	3610	0.028	4	3610	0.083
14:30 - 15:00	4	3610	0.097	4	3610	0.111	4	3610	0.208
15:00 - 15:30	4	3610	0.028	4	3610	0.042	4	3610	0.070
15:30 - 16:00	4	3610	0.035	4	3610	0.111	4	3610	0.146
16:00 - 16:30	4	3610	0.118	4	3610	0.194	4	3610	0.312
16:30 - 17:00	4	3610	0.111	4	3610	0.312	4	3610	0.423
17:00 - 17:30	4	3610	0.076	4	3610	0.769	4	3610	0.845
17:30 - 18:00	4	3610	0.007	4	3610	0.485	4	3610	0.492
18:00 - 18:30	4	3610	0.014	4	3610	0.208	4	3610	0.222
18:30 - 19:00	4	3610	0.035	4	3610	0.090	4	3610	0.125
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.783			3.396			7.179

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3610	0.222	4	3610	0.021	4	3610	0.243
07:30 - 08:00	4	3610	0.443	4	3610	0.007	4	3610	0.450
08:00 - 08:30	4	3610	0.880	4	3610	0.028	4	3610	0.908
08:30 - 09:00	4	3610	1.039	4	3610	0.042	4	3610	1.081
09:00 - 09:30	4	3610	0.554	4	3610	0.048	4	3610	0.602
09:30 - 10:00	4	3610	0.180	4	3610	0.076	4	3610	0.256
10:00 - 10:30	4	3610	0.152	4	3610	0.062	4	3610	0.214
10:30 - 11:00	4	3610	0.104	4	3610	0.048	4	3610	0.152
11:00 - 11:30	4	3610	0.166	4	3610	0.215	4	3610	0.381
11:30 - 12:00	4	3610	0.152	4	3610	0.249	4	3610	0.401
12:00 - 12:30	4	3610	0.069	4	3610	0.083	4	3610	0.152
12:30 - 13:00	4	3610	0.152	4	3610	0.388	4	3610	0.540
13:00 - 13:30	4	3610	0.208	4	3610	0.194	4	3610	0.402
13:30 - 14:00	4	3610	0.125	4	3610	0.035	4	3610	0.160
14:00 - 14:30	4	3610	0.104	4	3610	0.076	4	3610	0.180
14:30 - 15:00	4	3610	0.139	4	3610	0.139	4	3610	0.278
15:00 - 15:30	4	3610	0.048	4	3610	0.083	4	3610	0.131
15:30 - 16:00	4	3610	0.055	4	3610	0.208	4	3610	0.263
16:00 - 16:30	4	3610	0.139	4	3610	0.298	4	3610	0.437
16:30 - 17:00	4	3610	0.139	4	3610	0.395	4	3610	0.534
17:00 - 17:30	4	3610	0.076	4	3610	1.039	4	3610	1.115
17:30 - 18:00	4	3610	0.028	4	3610	0.658	4	3610	0.686
18:00 - 18:30	4	3610	0.014	4	3610	0.319	4	3610	0.333
18:30 - 19:00	4	3610	0.035	4	3610	0.132	4	3610	0.167
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:			5.223			4.843			10.066

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3610	0.312	4	3610	0.035	4	3610	0.347
07:30 - 08:00	4	3610	0.644	4	3610	0.069	4	3610	0.713
08:00 - 08:30	4	3610	1.240	4	3610	0.132	4	3610	1.372
08:30 - 09:00	4	3610	1.302	4	3610	0.132	4	3610	1.434
09:00 - 09:30	4	3610	0.796	4	3610	0.104	4	3610	0.900
09:30 - 10:00	4	3610	0.360	4	3610	0.277	4	3610	0.637
10:00 - 10:30	4	3610	0.360	4	3610	0.277	4	3610	0.637
10:30 - 11:00	4	3610	0.298	4	3610	0.187	4	3610	0.485
11:00 - 11:30	4	3610	0.312	4	3610	0.395	4	3610	0.707
11:30 - 12:00	4	3610	0.305	4	3610	0.575	4	3610	0.880
12:00 - 12:30	4	3610	0.409	4	3610	0.533	4	3610	0.942
12:30 - 13:00	4	3610	0.589	4	3610	0.963	4	3610	1.552
13:00 - 13:30	4	3610	0.914	4	3610	0.783	4	3610	1.697
13:30 - 14:00	4	3610	0.720	4	3610	0.346	4	3610	1.066
14:00 - 14:30	4	3610	0.464	4	3610	0.277	4	3610	0.741
14:30 - 15:00	4	3610	0.388	4	3610	0.291	4	3610	0.679
15:00 - 15:30	4	3610	0.201	4	3610	0.305	4	3610	0.506
15:30 - 16:00	4	3610	0.187	4	3610	0.422	4	3610	0.609
16:00 - 16:30	4	3610	0.277	4	3610	0.526	4	3610	0.803
16:30 - 17:00	4	3610	0.263	4	3610	0.658	4	3610	0.921
17:00 - 17:30	4	3610	0.166	4	3610	1.482	4	3610	1.648
17:30 - 18:00	4	3610	0.118	4	3610	0.970	4	3610	1.088
18:00 - 18:30	4	3610	0.069	4	3610	0.506	4	3610	0.575
18:30 - 19:00	4	3610	0.062	4	3610	0.235	4	3610	0.297
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:			10.756			10.480			21.236

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.*

Calculation Reference: AUDIT-148302-190116-0136

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : B - RESTAURANTS
MULTI-MODAL VEHICLES

Selected regions and areas:
01 GREATER LONDON
BT BRENT 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: 150 to 150 (units: sqm)
Range Selected by User: 150 to 341 (units: sqm)

Parking Spaces Range: Selected: 0 to 3 Actual: 0 to 3

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/05/15

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

Selected survey days:
Monday 1 days

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

Selected survey types:
Manual count 1 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1

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

Selected Location Sub Categories:
Development 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:
A3 1 days

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

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

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

Secondary Filtering selection (Cont.):

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

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

Car ownership within 5 miles:
0.6 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:
Yes 1 days

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

PTAL Rating:
5 Very Good 1 days

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

LIST OF SITES relevant to selection parameters

1 BT-06-B-01 COFFEE SHOP & RESTAURANT BRENT
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 150 sqm
Survey date: MONDAY *18/05/15* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	2.000	1	150	1.333	1	150	3.333
12:00 - 13:00	1	150	2.000	1	150	0.667	1	150	2.667
13:00 - 14:00	1	150	0.667	1	150	1.333	1	150	2.000
14:00 - 15:00	1	150	0.667	1	150	0.667	1	150	1.334
15:00 - 16:00	1	150	0.667	1	150	2.000	1	150	2.667
16:00 - 17:00	1	150	0.667	1	150	0.000	1	150	0.667
17:00 - 18:00	1	150	2.667	1	150	0.000	1	150	2.667
18:00 - 19:00	1	150	0.667	1	150	2.667	1	150	3.334
19:00 - 20:00	1	150	2.000	1	150	0.000	1	150	2.000
20:00 - 21:00	1	150	0.667	1	150	0.667	1	150	1.334
21:00 - 22:00	1	150	0.667	1	150	2.000	1	150	2.667
22:00 - 23:00	1	150	1.333	1	150	2.000	1	150	3.333
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			14.669			13.334			28.003

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:	150 - 150 (units: sqm)
Survey date date range:	01/01/10 - 18/05/15
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	2.000	1	150	0.667	1	150	2.667
12:00 - 13:00	1	150	2.667	1	150	0.667	1	150	3.334
13:00 - 14:00	1	150	0.667	1	150	2.000	1	150	2.667
14:00 - 15:00	1	150	0.667	1	150	0.667	1	150	1.334
15:00 - 16:00	1	150	0.667	1	150	2.000	1	150	2.667
16:00 - 17:00	1	150	1.333	1	150	0.000	1	150	1.333
17:00 - 18:00	1	150	4.667	1	150	0.000	1	150	4.667
18:00 - 19:00	1	150	1.333	1	150	5.333	1	150	6.666
19:00 - 20:00	1	150	6.000	1	150	0.000	1	150	6.000
20:00 - 21:00	1	150	1.333	1	150	2.000	1	150	3.333
21:00 - 22:00	1	150	2.000	1	150	3.333	1	150	5.333
22:00 - 23:00	1	150	1.333	1	150	3.333	1	150	4.666
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			24.667			20.000			44.667

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	1.333	1	150	0.000	1	150	1.333
11:00 - 12:00	1	150	0.667	1	150	0.667	1	150	1.334
12:00 - 13:00	1	150	1.333	1	150	0.667	1	150	2.000
13:00 - 14:00	1	150	5.333	1	150	3.333	1	150	8.666
14:00 - 15:00	1	150	0.000	1	150	3.333	1	150	3.333
15:00 - 16:00	1	150	2.667	1	150	2.000	1	150	4.667
16:00 - 17:00	1	150	3.333	1	150	2.000	1	150	5.333
17:00 - 18:00	1	150	1.333	1	150	0.667	1	150	2.000
18:00 - 19:00	1	150	0.000	1	150	0.000	1	150	0.000
19:00 - 20:00	1	150	0.667	1	150	0.000	1	150	0.667
20:00 - 21:00	1	150	1.333	1	150	2.667	1	150	4.000
21:00 - 22:00	1	150	0.000	1	150	4.000	1	150	4.000
22:00 - 23:00	1	150	0.000	1	150	0.667	1	150	0.667
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			17.999			20.001			38.000

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.*

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	0.000	1	150	0.000	1	150	0.000
12:00 - 13:00	1	150	0.000	1	150	0.000	1	150	0.000
13:00 - 14:00	1	150	0.000	1	150	0.000	1	150	0.000
14:00 - 15:00	1	150	0.000	1	150	0.000	1	150	0.000
15:00 - 16:00	1	150	0.000	1	150	0.000	1	150	0.000
16:00 - 17:00	1	150	0.000	1	150	0.000	1	150	0.000
17:00 - 18:00	1	150	0.000	1	150	2.667	1	150	2.667
18:00 - 19:00	1	150	0.000	1	150	0.000	1	150	0.000
19:00 - 20:00	1	150	0.000	1	150	0.000	1	150	0.000
20:00 - 21:00	1	150	0.000	1	150	0.000	1	150	0.000
21:00 - 22:00	1	150	0.000	1	150	0.000	1	150	0.000
22:00 - 23:00	1	150	0.000	1	150	0.000	1	150	0.000
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			0.000			2.667			2.667

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

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	0.000	1	150	0.000	1	150	0.000
12:00 - 13:00	1	150	0.000	1	150	0.000	1	150	0.000
13:00 - 14:00	1	150	0.000	1	150	0.000	1	150	0.000
14:00 - 15:00	1	150	0.000	1	150	0.000	1	150	0.000
15:00 - 16:00	1	150	0.000	1	150	0.000	1	150	0.000
16:00 - 17:00	1	150	0.000	1	150	0.000	1	150	0.000
17:00 - 18:00	1	150	0.000	1	150	2.667	1	150	2.667
18:00 - 19:00	1	150	0.000	1	150	0.000	1	150	0.000
19:00 - 20:00	1	150	0.000	1	150	0.000	1	150	0.000
20:00 - 21:00	1	150	0.000	1	150	0.000	1	150	0.000
21:00 - 22:00	1	150	0.000	1	150	0.000	1	150	0.000
22:00 - 23:00	1	150	0.000	1	150	0.000	1	150	0.000
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			0.000			2.667			2.667

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	1.333	1	150	0.000	1	150	1.333
11:00 - 12:00	1	150	2.667	1	150	1.333	1	150	4.000
12:00 - 13:00	1	150	4.000	1	150	1.333	1	150	5.333
13:00 - 14:00	1	150	6.000	1	150	5.333	1	150	11.333
14:00 - 15:00	1	150	0.667	1	150	4.000	1	150	4.667
15:00 - 16:00	1	150	3.333	1	150	4.000	1	150	7.333
16:00 - 17:00	1	150	4.667	1	150	2.000	1	150	6.667
17:00 - 18:00	1	150	6.000	1	150	3.333	1	150	9.333
18:00 - 19:00	1	150	1.333	1	150	5.333	1	150	6.666
19:00 - 20:00	1	150	6.667	1	150	0.000	1	150	6.667
20:00 - 21:00	1	150	2.667	1	150	4.667	1	150	7.334
21:00 - 22:00	1	150	2.000	1	150	7.333	1	150	9.333
22:00 - 23:00	1	150	1.333	1	150	4.000	1	150	5.333
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			42.667			42.665			85.332

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	2.000	1	150	1.333	1	150	3.333
12:00 - 13:00	1	150	2.000	1	150	0.667	1	150	2.667
13:00 - 14:00	1	150	0.000	1	150	0.667	1	150	0.667
14:00 - 15:00	1	150	0.667	1	150	0.667	1	150	1.334
15:00 - 16:00	1	150	0.667	1	150	2.000	1	150	2.667
16:00 - 17:00	1	150	0.667	1	150	0.000	1	150	0.667
17:00 - 18:00	1	150	2.667	1	150	0.000	1	150	2.667
18:00 - 19:00	1	150	0.667	1	150	2.667	1	150	3.334
19:00 - 20:00	1	150	2.000	1	150	0.000	1	150	2.000
20:00 - 21:00	1	150	0.667	1	150	0.667	1	150	1.334
21:00 - 22:00	1	150	0.667	1	150	2.000	1	150	2.667
22:00 - 23:00	1	150	1.333	1	150	2.000	1	150	3.333
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			14.002			12.668			26.670

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

*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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	0.000	1	150	0.000	1	150	0.000
12:00 - 13:00	1	150	0.000	1	150	0.000	1	150	0.000
13:00 - 14:00	1	150	0.667	1	150	0.667	1	150	1.334
14:00 - 15:00	1	150	0.000	1	150	0.000	1	150	0.000
15:00 - 16:00	1	150	0.000	1	150	0.000	1	150	0.000
16:00 - 17:00	1	150	0.000	1	150	0.000	1	150	0.000
17:00 - 18:00	1	150	0.000	1	150	0.000	1	150	0.000
18:00 - 19:00	1	150	0.000	1	150	0.000	1	150	0.000
19:00 - 20:00	1	150	0.000	1	150	0.000	1	150	0.000
20:00 - 21:00	1	150	0.000	1	150	0.000	1	150	0.000
21:00 - 22:00	1	150	0.000	1	150	0.000	1	150	0.000
22:00 - 23:00	1	150	0.000	1	150	0.000	1	150	0.000
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			0.667			0.667			1.334

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL Bus Passengers
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	0.000	1	150	0.000	1	150	0.000
12:00 - 13:00	1	150	0.000	1	150	0.000	1	150	0.000
13:00 - 14:00	1	150	0.000	1	150	0.000	1	150	0.000
14:00 - 15:00	1	150	0.000	1	150	0.000	1	150	0.000
15:00 - 16:00	1	150	0.000	1	150	0.000	1	150	0.000
16:00 - 17:00	1	150	0.000	1	150	0.000	1	150	0.000
17:00 - 18:00	1	150	0.000	1	150	2.667	1	150	2.667
18:00 - 19:00	1	150	0.000	1	150	0.000	1	150	0.000
19:00 - 20:00	1	150	0.000	1	150	0.000	1	150	0.000
20:00 - 21:00	1	150	0.000	1	150	0.000	1	150	0.000
21:00 - 22:00	1	150	0.000	1	150	0.000	1	150	0.000
22:00 - 23:00	1	150	0.000	1	150	0.000	1	150	0.000
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			0.000			2.667			2.667

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 06 - HOTEL, FOOD & DRINK/B - RESTAURANTS
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	150	0.000	1	150	0.000	1	150	0.000
11:00 - 12:00	1	150	0.000	1	150	0.000	1	150	0.000
12:00 - 13:00	1	150	0.000	1	150	0.000	1	150	0.000
13:00 - 14:00	1	150	0.667	1	150	0.667	1	150	1.334
14:00 - 15:00	1	150	0.000	1	150	0.000	1	150	0.000
15:00 - 16:00	1	150	0.000	1	150	0.000	1	150	0.000
16:00 - 17:00	1	150	0.000	1	150	0.000	1	150	0.000
17:00 - 18:00	1	150	0.000	1	150	0.000	1	150	0.000
18:00 - 19:00	1	150	0.000	1	150	0.000	1	150	0.000
19:00 - 20:00	1	150	0.000	1	150	0.000	1	150	0.000
20:00 - 21:00	1	150	0.000	1	150	0.000	1	150	0.000
21:00 - 22:00	1	150	0.000	1	150	0.000	1	150	0.000
22:00 - 23:00	1	150	0.000	1	150	0.000	1	150	0.000
23:00 - 24:00	1	150	0.000	1	150	0.000	1	150	0.000
Total Rates:			0.667			0.667			1.334

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

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