APPENDICES

A Scoping information

B Baseline survey data

C PTAL report

D Bus spider map

E Stage 1 Road Safety Audit

F Trip generation summary data

G Census summary data

H Trip generation summary data - goods vehicles

I Parking survey summary data

Appendix A

Scoping information

Introduction and Context

It is proposed to redevelop the current St Pancras Commercial Centre (63 Pratt Street) into a mixed-use development including the re-provision of light industrial and the additional residential, office and ancillary retail uses.

The development Site is located 500m east of Camden Town station and 1.5km north-west from St Pancras / King's Cross station. The Site is bounded by St Pancras Way to the east, Pratt Street to the south, Royal College Street to the west and Georgian Street to the north.

Figure 1 Development Location Plan

There is currently one access to the Site from Pratt Street which is used by vehicles and pedestrians (see green arrow in Figure 1 above).

The wider highway network (Figure 2 below) comprises a significant number of one-way roads, making it difficult to navigate the area. This is particularly true for the streets adjacent to the Site which leads to circuitous access/egress routes.

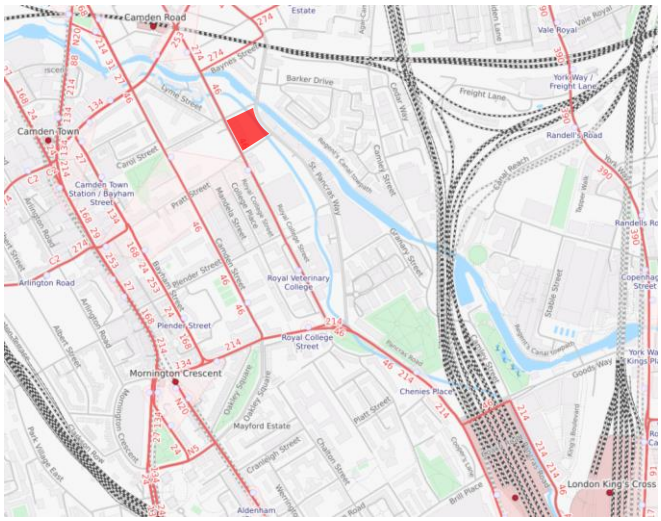


Figure 2 Wider Area Plan

The Site has a very good Public Transport Accessibility Level (6a), with good connections to frequent tube and rail services within a 5 to 15-minute walking distance. There are a large number of bus services available nearby the Site - although as services follow the one-way traffic management network, journey times can be higher than desirable and routes less legible for passengers.

Within a 10-minute walking catchment area there are large number of residential, employment, leisure and retail facilities available. The Site is also adjacent to good cycling and walking infrastructure, including dedicated on-street cycle lanes and the Regents Canal.

Access

Development proposals are based on maintaining existing highway alignments, including on-street cycle provision, wherever possible. The main change to Site access is for a new 'servicing street' to be constructed through the Site, running one-way from Pratt Street to St Pancras Way. This will require a new junction to be formed with St Pancras Way, south of the existing Georgiana Street junction.

A degree of access will need to be provided into the northern (residential) part of the Site – notably for emergency access.

Parking

The draft London Plan contains revised parking standards that gives a maximum parking standard of zero vehicles. This is consistent with the Site's very high Public Transport Accessibility Level (PTAL) of 6a which reflects a high level of provision by bus, tube and rail.

To be policy compliant (with the draft London Plan), with the exception of parking for disabled users, no new off-street parking should be proposed. The quantum of disabled parking that should be provided (varying by the different land uses proposed) will refined further once a land use schedule has been confirmed.

Cycle Parking

Extensive basement-level cycle parking is proposed for both the commercial and residential uses. In line with good practice there are separate bike stores divided by land use. Access to the larger cycle store to the south is via a lift or stairs with a short, direct route from Pratt Street.

In addition to cycle storage, lockers and showers are proposed. Based on the confirmed land use quantums, a policy-compliant number of racks, lockers and showers will be established. Based on work done to date, no significant issues are anticipated with this.

In addition to on-site cycle parking (primarily for long-stay use) there will be a need to provide a number of short-stay cycle parking spaces at street level. The area between the commercial and residential blocks appears appropriate to provide a large proportion of this required provision, subject to further design by the proposed scheme's architects.

Servicing

Servicing the development is arguably the most complex and challenging aspect of the Site's transport/movement design. The Site's current arrangement is essentially unconstrained with a large central courtyard area being used for manoeuvring, loading and parking.

Manoeuvring goods vehicles within tight, constrained spaces is complex and conventional turning heads require a substantial land take. The proposed 'servicing street' aims to provide

sufficient off-street (ie not on public highway) provision in a space-efficient layout that is easy to use and manage – whilst ensuring safety.

Specific operational management measures will be included within the Transport Assessment and draft Delivery and Servicing Plan (see sections below) in order to ensure the proposed provision will be sufficient to accommodate expected requirements for deliveries and servicing.

Trip Generation, Development Impact Assessment

The different land uses within the proposed development will be assessed for their trip generation potential in different ways. The combined development-wide trip generation will then be assessed, by all modes of travel, for its impact within the site, locally and more widely.

- Residential and office uses are relatively conventional – they will be assessed using TRICS/TRAVL benchmark data

- 'Industrial' use is more bespoke and specific – this will be assessed using a hybrid of:
    - existing surveyed activity
    - TRICS/TRAVL data (where appropriate)
    - 'first principles' analysis, informed by management of service yard and other operational measures

Existing trip generation activity will reflect the current business and light industrial uses environment with unconstrained off-street parking/loading provision. The proposed development will reflect zero residential parking provision, zero office/industrial parking provision and carefully managed service yard operations. The overall net position is for there to be no worsening in overall vehicle activity. Therefore no modelling (neither local nor strategic) is excepted to be required.

LB Camden Pre-application Advice

Several pre-application meetings have taken place with Council Officers, including on Site. The scale of proposed development means that a Transport Assessment will be required to support the planning application submission rather than a more high-level Transport Statement.

A Transport Assessment scope based on LB Camden (Policy CPG7) and TfL (TA Best Practice) guidance has been discussed and agreed to include the following key elements (see overleaf). Given the Site's very good (6a) PTAL rating and a substantial amount of residential, employment, leisure and retail facilities available within a short walking/cycling catchment, the Transport Assessment will focus on people and sustainable travel modes.

Below is a draft structure of the Transport Assessment that will accompany the submission of the planning application:

- Overview of Site and surroundings
- Description of local and wider networks (walking, cycling, public transport) and public realm
- Trip Generation (mix of surveys of existing activity, TRICS/TRAVL trip generation benchmarking, 'first principles' analysis)
- Trip Assignment for all modes of travel

- Assessment of likely impacts (if any) on walk, cycle, public transport and highway networks – immediate, local and wider area
- Any required mitigation measures
- Conclusions and recommendations – including highlighting key issues and identified solutions

At LB Camden's request, a Stage 1 Road Safety Audit has been conducted on the proposed development, notably the construction of a new junction on St Pancras Way. The audit identified several problems with the Stage 1 which are being resolved through the Stage 2 design process; however the auditors' did not identify any major, significant issues with the Stage 1 design, including the new junction.

Travel Plan

Similarly, because of the development's scale, a Travel Plan will be required. The plan will include separate elements relating to the residential and non-residential (workplace) uses.

The proposed scope of the Travel Plan is based on LBC and TfL guidance and will include:

- Description of development
- Description of base networks (to include Camden Town for PT, immediate local area for highway)
- Policy Overview
- Travel Plan aims, objectives, benefits
- Summary of Transport Assessment trip generation
- Targets
- Measures and incentives
- Management, monitoring and review
- Action Plan

Delivery and Servicing Plan

LB Camden Officers have also requested that a draft Delivery and Servicing Plan (DSP) is produced to support the development's planning application.

Conclusion

Stage 2 design work is proceeding for the proposed scheme and we will continue to refine the proposed approach with regards to access, servicing and creating a high-quality public realm in/around the Site.

Baseline surveys (traffic and pedestrian flows, parking – including overnight) are currently being undertaken to inform this design work and to provide a robust evidence base for the Transport Assessment, Travel Plan and draft DSP.

These documents will place a strong focus on walking, cycling and public transport use, commensurate with delivering a sustainable movement-focussed development.

St Pancras Campus

DRAFT TRANSPORT ASSESSMENT

urban flow

February 2019
Version 0.3

Contents

11. Impacts – Network

11.1 Cycle Network – Routes and Facilities

11.2 Traffic Flows

11.3 Public Transport Services, Routes, Frequencies, Accessibility and Stops

12. Impacts – Cumulative Impacts

12.1 Local Additional Development Impacts

13. Mitigation

13.1 Cycling and Walking Improvements

13.2 Road Network Improvement Measures (if applicable)

13.3 Public Transport Network Improvement Measures (if applicable)

13.4 Travel Plan Framework

13.5 Draft Delivery and Servicing Plan

13.6 Construction Management Plan

13.8 Planning Obligations / Section 106 Mitigation Measures

MEETING NOTES

SPCC – Transport/Access Site Visit Meeting

7th January 2019, 15:00 – 16:00

Royal College Street / Pratt Street, London, NW1 0DN

Attendees

- Steve Cardno, Camden Council
- Simon Adams, Urban Flow
- Pola Berent, Urban Flow
- James Hand, Caruso St John
- Kaye Song, Caruso St John
- Sam Aviss, Gerald Eve
- Alex Neal, Gerald Eve (start only)
- Richard Hitch, Blackburn
- George Martin, Blackburn

Circulation

- As above
- Kate Henry, Camden Council

Meeting Summary

General

- Introductions made
- SC advised he is taking over from James Hammond
- JH provided overview of the scheme
- RH advised that the proposed mix of land uses driven by LBC requests (new resi + retained industrial) rather than the intended office-led scheme

Parking

- ALL discussed parking / loading bay provision on St Pancras Way – SA to reflect further on appropriate provision and possible flexible time-of-day management
- ALL discussed provision of disabled parking bays on Georgiana Street – mindful of historic aspiration to keep street free of parked vehicles for easier cycling (cf. Pratt Street proposals that will abstract demand)
- SC accepted in principle having on-street parking bays that were inset into the footway
- SC advised that no new parking to be included on Royal College Street – impact on existing/future cycling provision

Safety Audit

- SC requested that a Stage 1 Road Safety Audit is undertaken on the proposed design

Servicing Street

- ALL discussed overall servicing demand
- JH indicated that modest changes to levels could be made to improve visibility onto St Pancras Way from the exit of the servicing street

- ALL discussed different management options for the servicing street (would it be closed to public at night etc)

Managing Construction Traffic

- RH raised question regarding managing construction traffic on Pratt St including possible temporary change to westbound working
- SC advised this is considered in more detail at a later date – but worth considering depending on the prevailing direction of goods vehicle arrivals

Cycling

- SC advised that cycleway proposals ('Pratt Delancey' scheme) are still live and being progressed shortly
- SC discussed aspirations for a contraflow (northbound) cycle route along St Pancras Way – this would need to be segregated (ie at footway level)

Property Boundary

- ALL discussed property / public highway boundary line along St Pancras Way – and the relatively narrow footway width that results in some locations

Junction

- SC advised that new junctions onto public highway are generally resisted but accepted the rationale for proposing one

Anti-social Behaviour

- SC raised possible concern over anti-social behaviour within the development if fully open

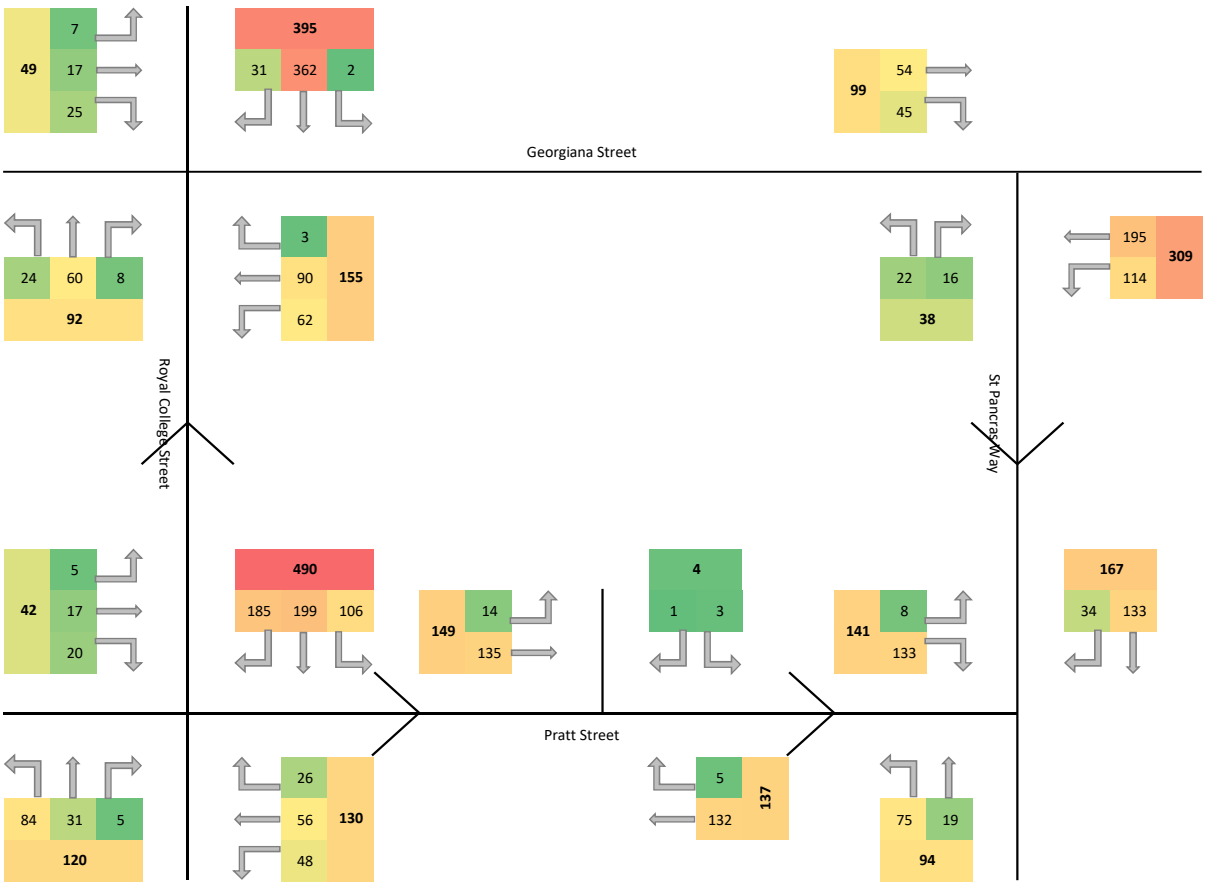
Date of next meeting

n/a – to be agreed in due course

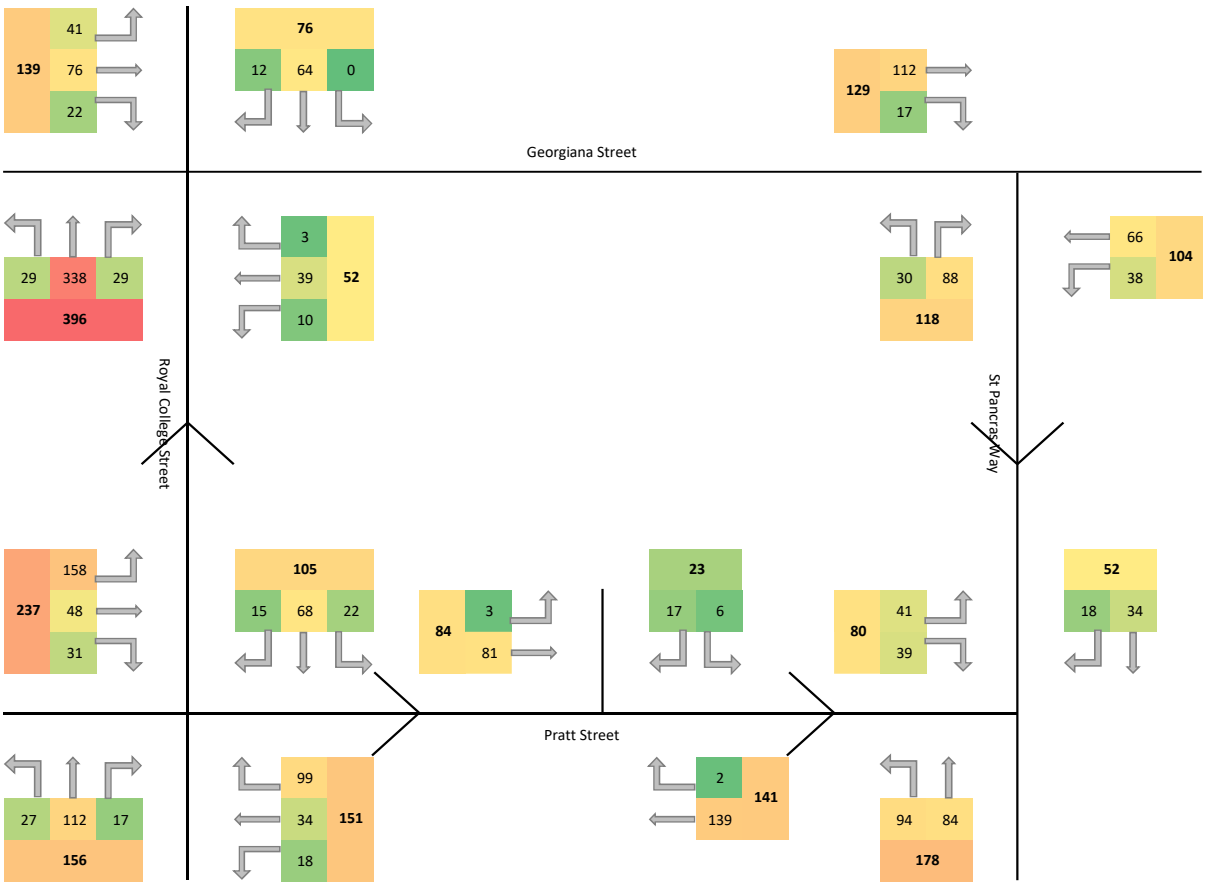
Appendix B

Baseline survey data summary

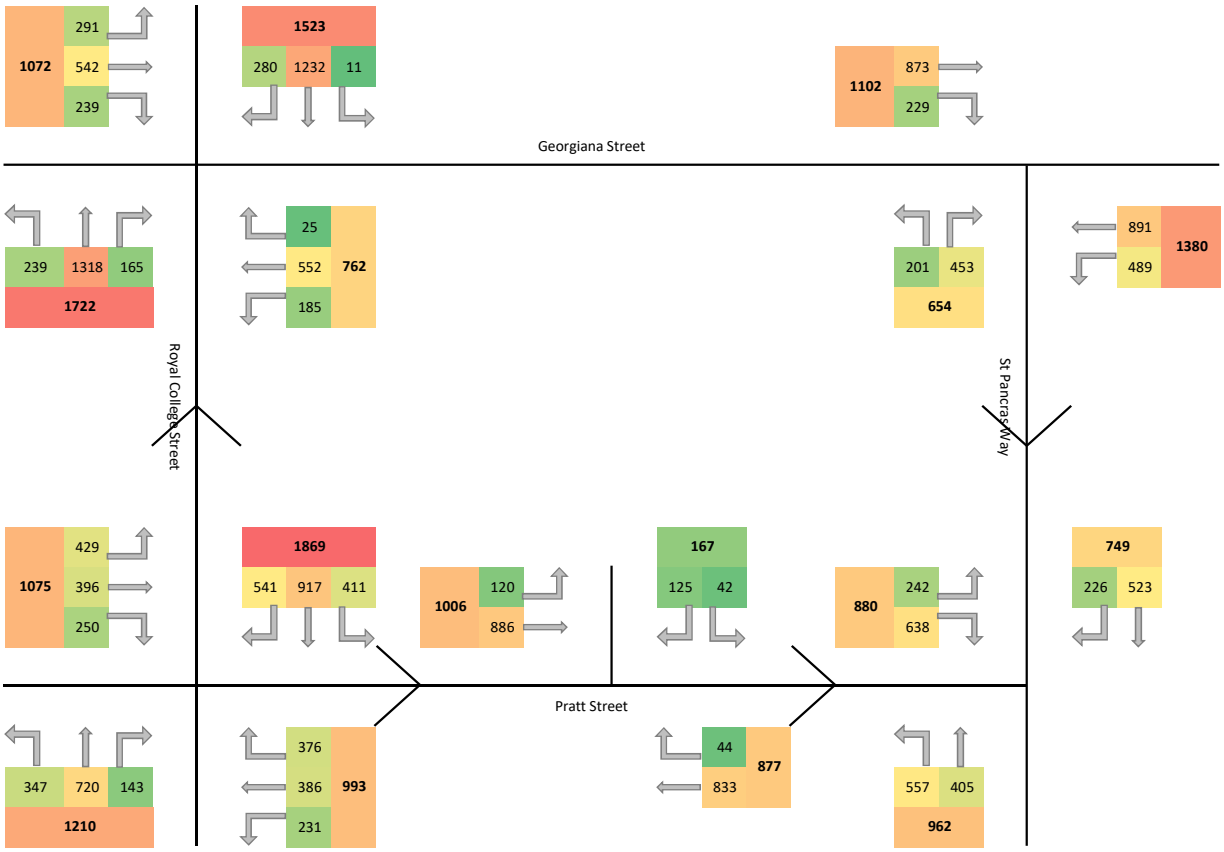
SURVEYED PEDESTRIAN FLOWS - AM PEAK (8-9am)



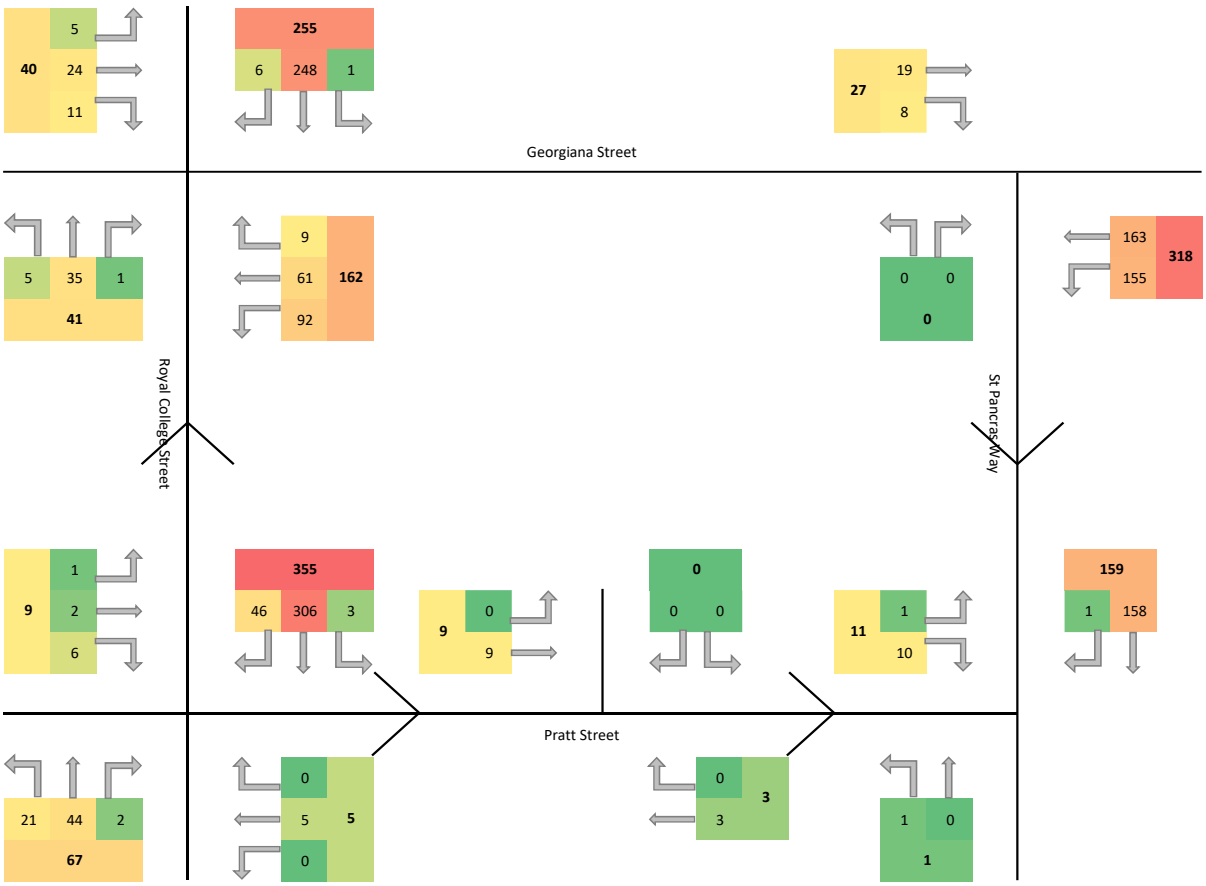
SURVEYED PEDESTRIAN FLOWS - PM PEAK (5-6pm)



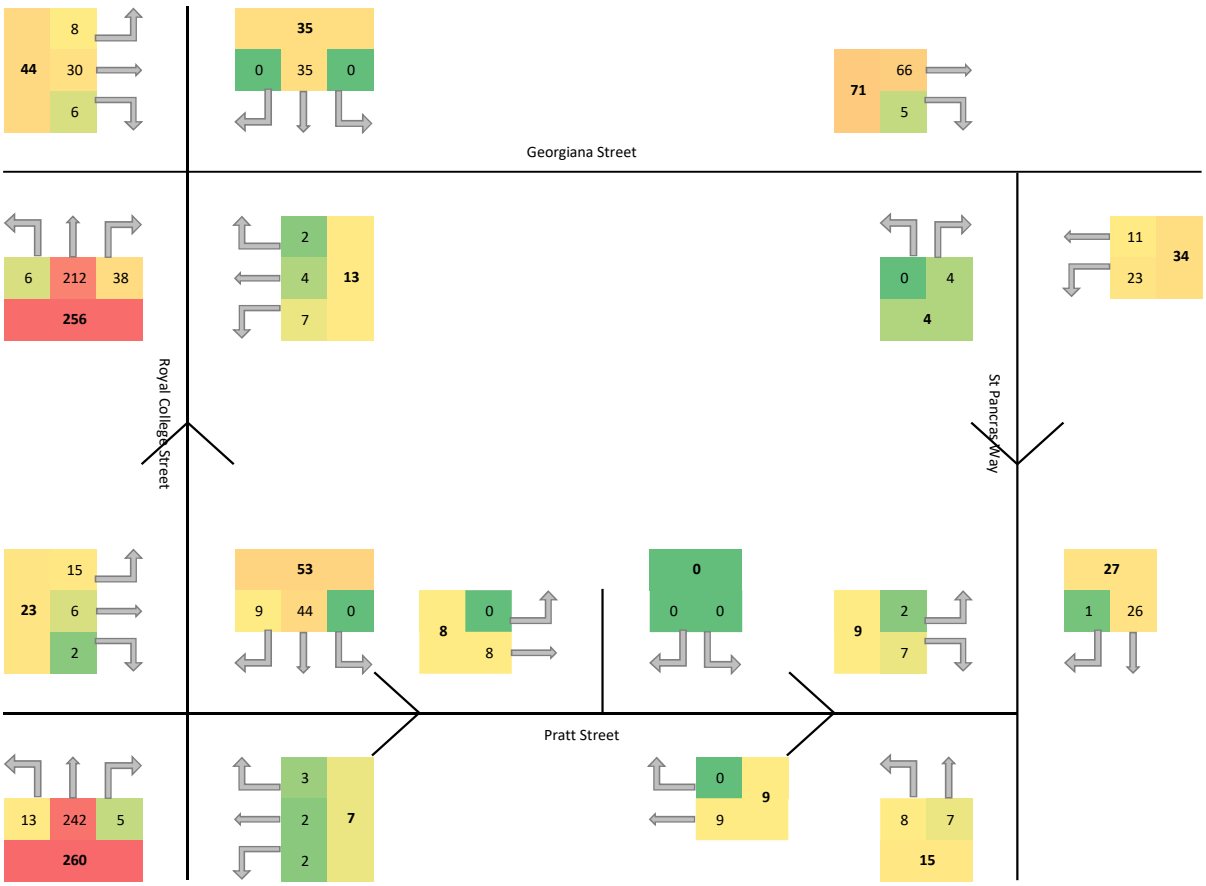
SURVEYED PEDESTRIAN FLOWS - 14-hr TOTAL (6am-8pm)



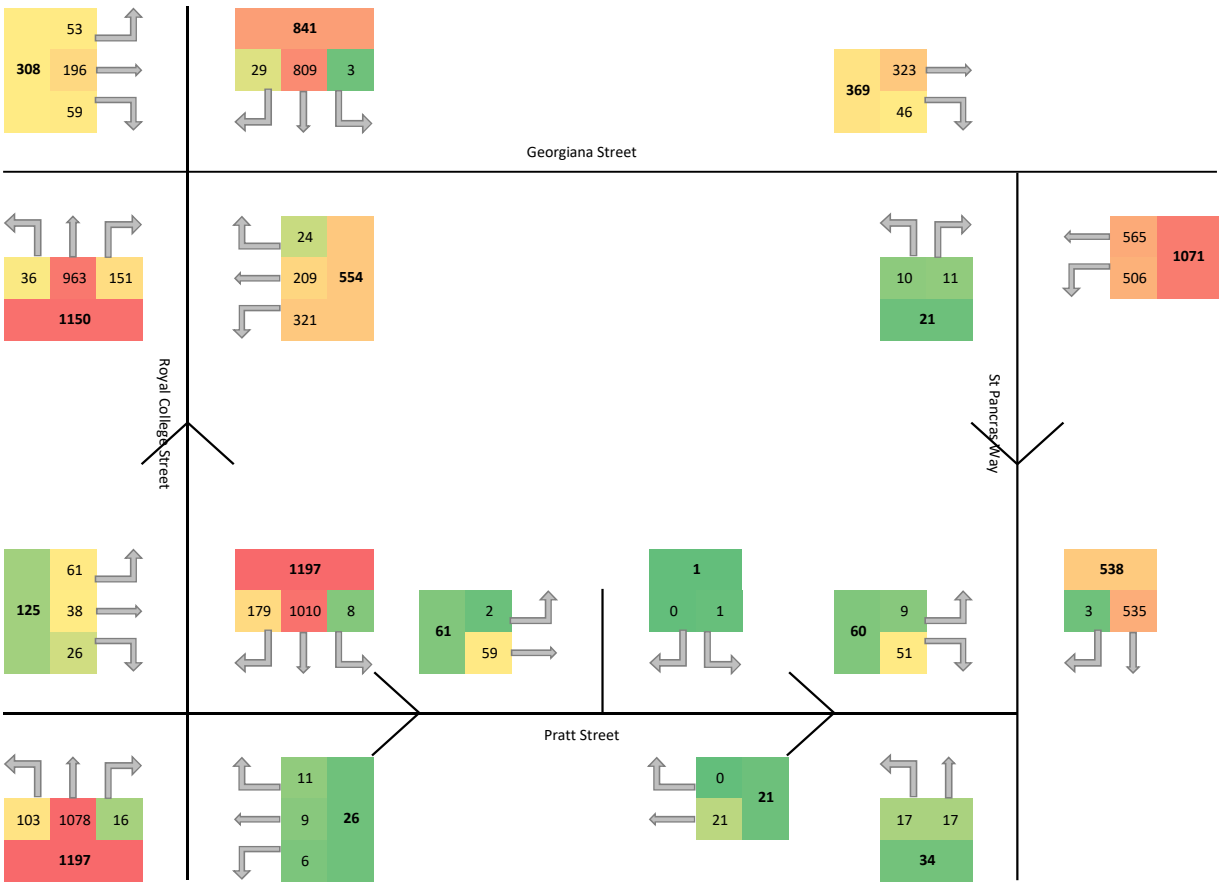
SURVEYED CYCLE FLOWS - AM PEAK (8-9am)



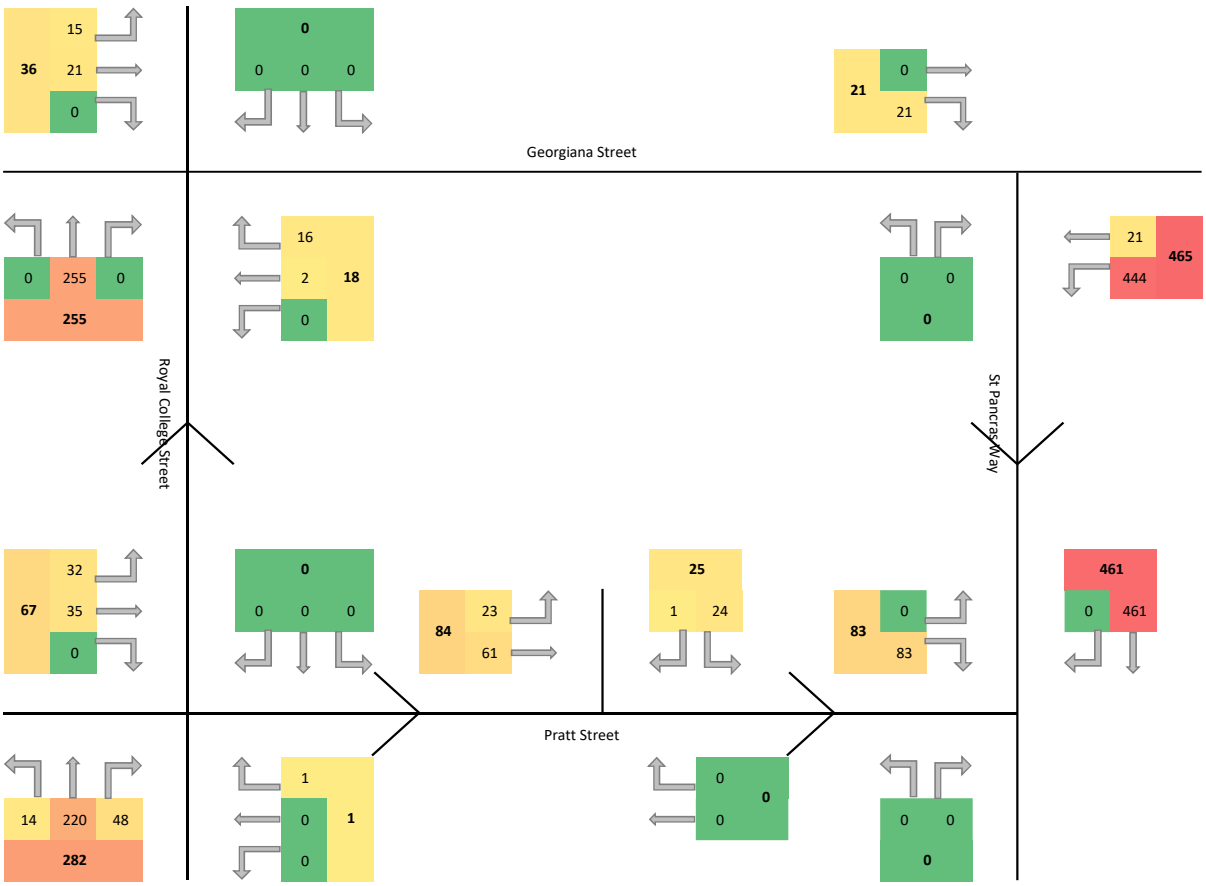
SURVEYED CYCLE FLOWS - PM PEAK (5-6pm)



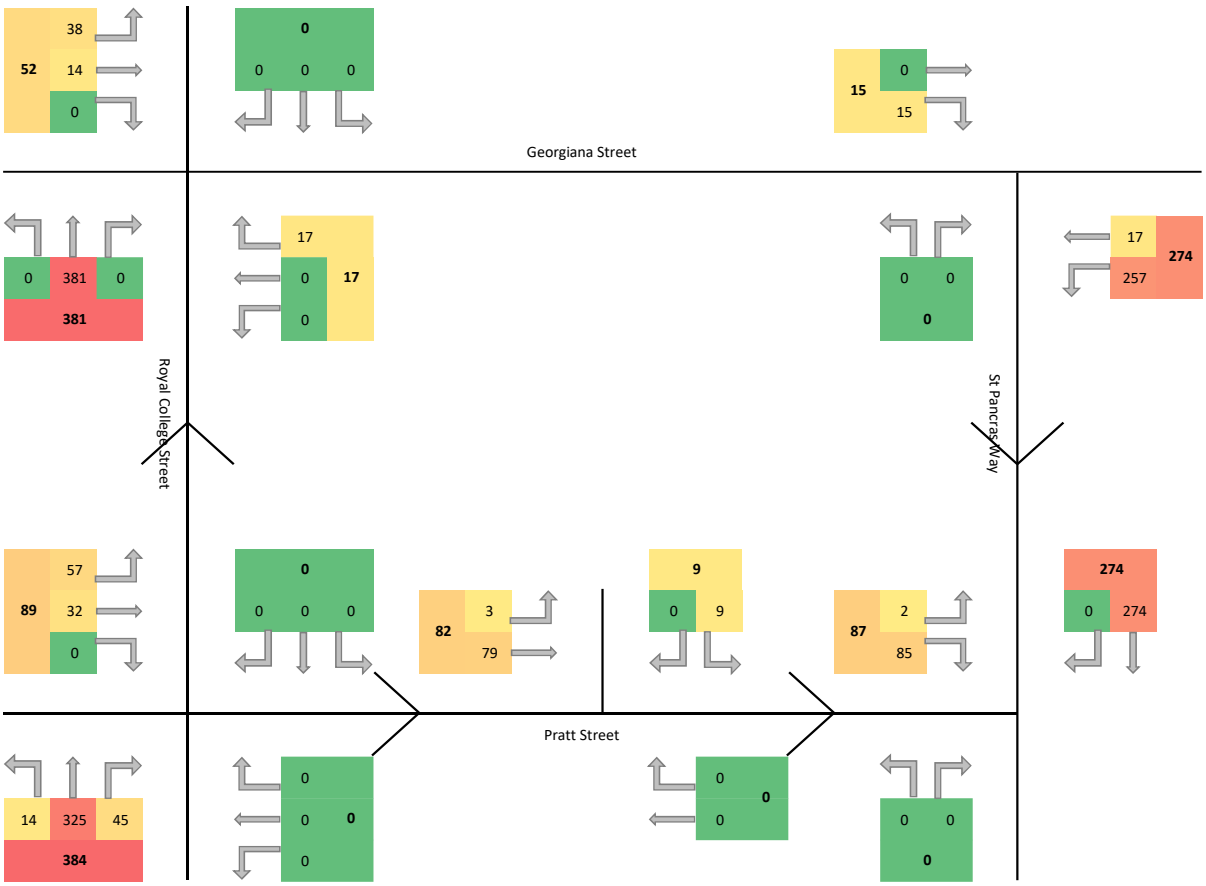
SURVEYED CYCLE FLOWS - 14-hr TOTAL (6am-8pm)



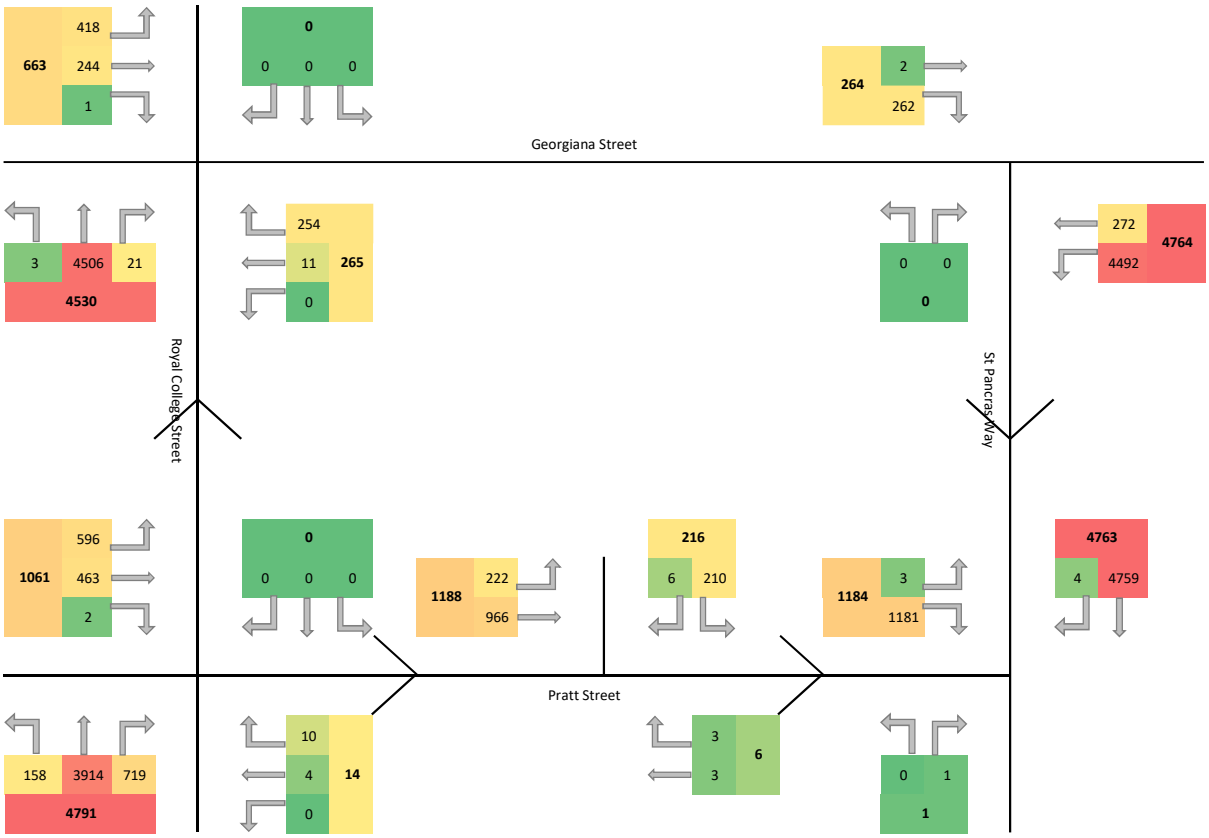
SURVEYED VEHICLE FLOWS - AM PEAK (8-9am)



SURVEYED VEHICLE FLOWS - PM PEAK (5-6pm)



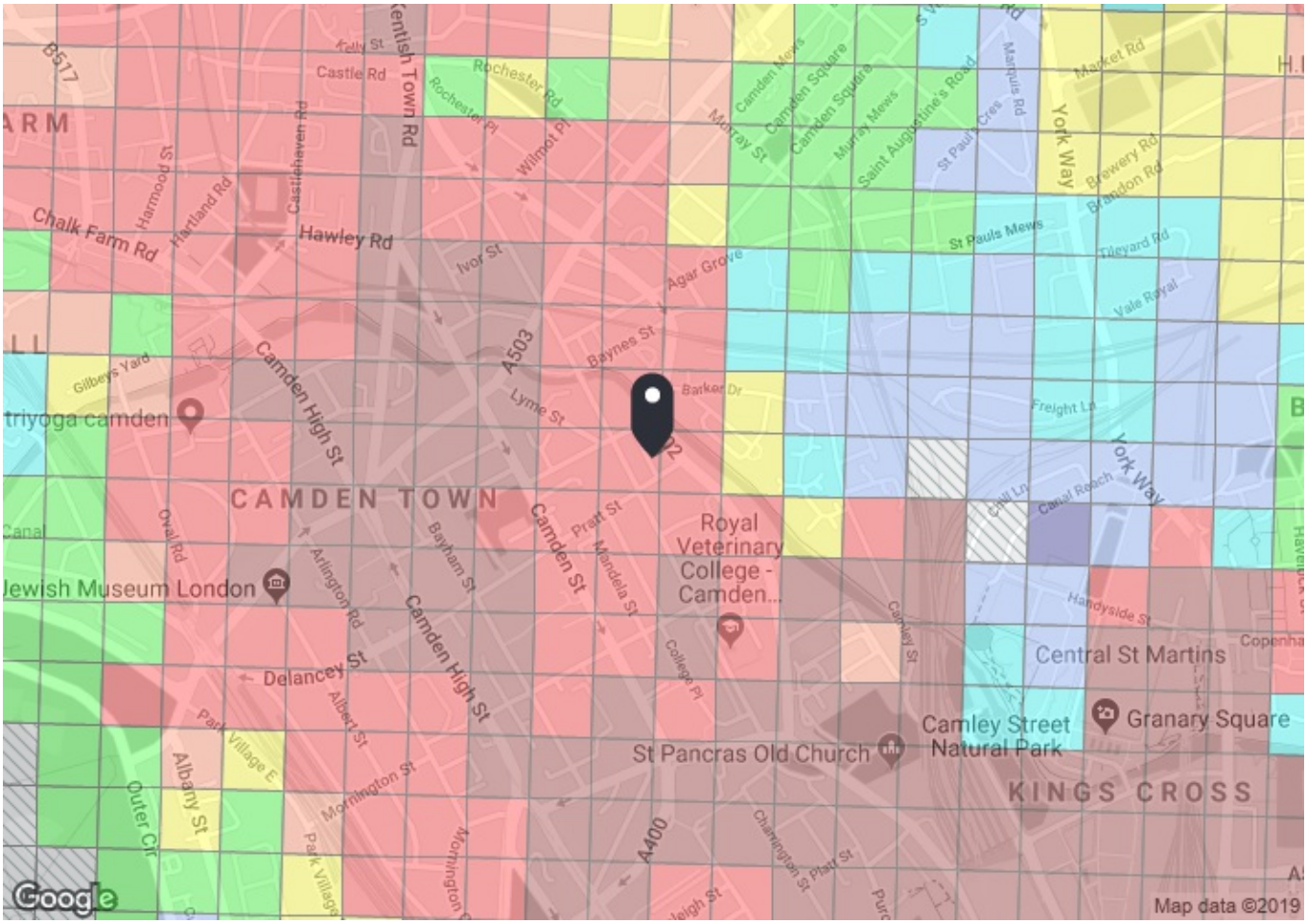
SURVEYED VEHICLE FLOWS - 14-hr TOTAL (6am-8pm)



Appendix C

PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

116 Royal College St, London NW1 0BY, UK
Easting: 529385, Northing: 183942

Grid Cell: 98239

Report generated: 19/07/2019

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

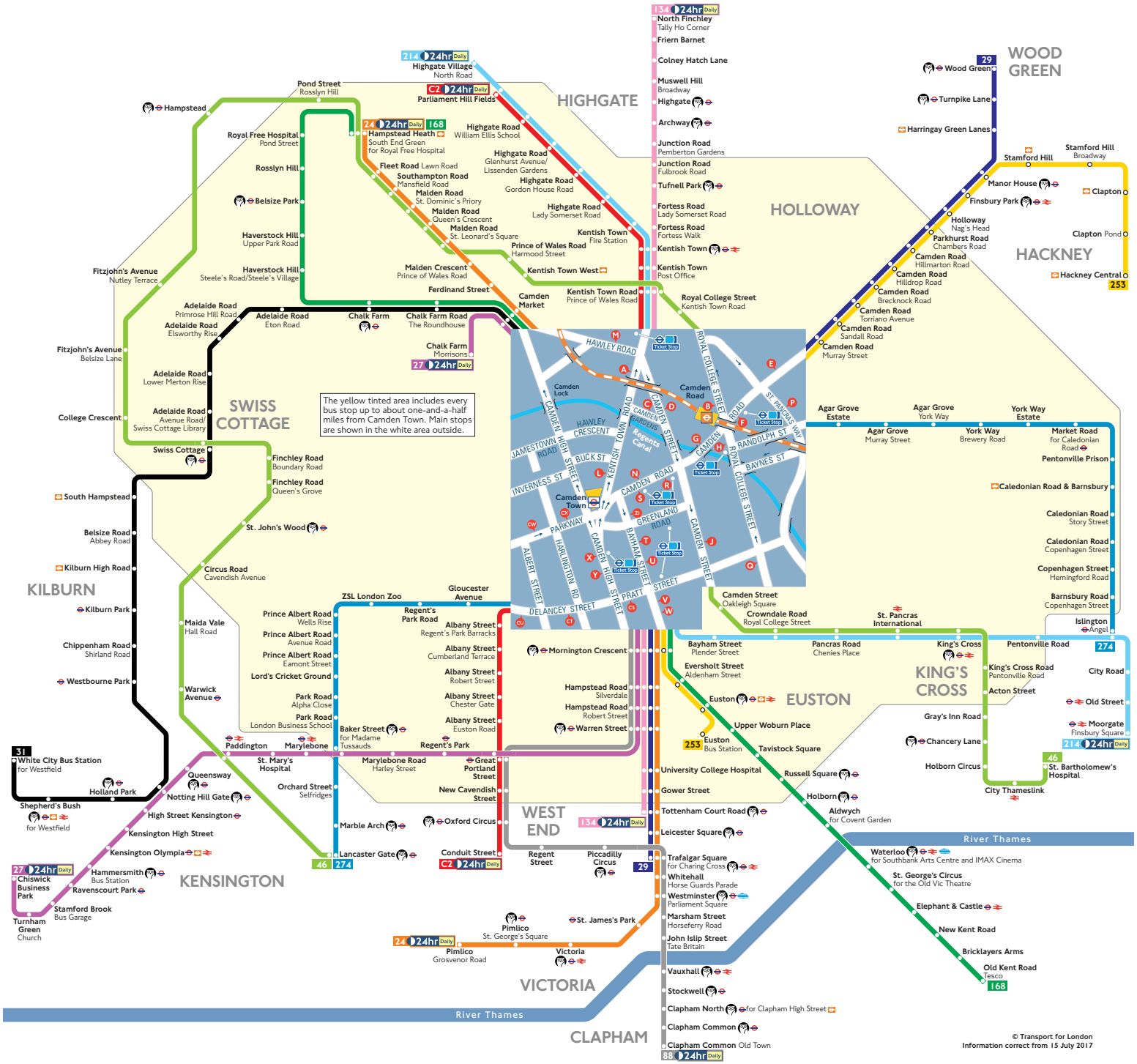
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN TOWN STN CAMDEN R	C2	417.44	8	5.22	5.75	10.97	2.74	0.5	1.37
Bus	CAMDEN TOWN STN CAMDEN R	24	417.44	10	5.22	5	10.22	2.94	0.5	1.47
Bus	CAMDEN TOWN STN CAMDEN R	134	417.44	12	5.22	4.5	9.72	3.09	0.5	1.54
Bus	CAMDEN TOWN STN CAMDEN R	88	417.44	8	5.22	5.75	10.97	2.74	0.5	1.37
Bus	CAMDEN TOWN STN CAMDEN R	168	417.44	9	5.22	5.33	10.55	2.84	0.5	1.42
Bus	CAMDEN TOWN STN CAMDEN R	214	417.44	8	5.22	5.75	10.97	2.74	0.5	1.37
Bus	CAMDEN ROAD STATION	29	310.64	15	3.88	4	7.88	3.81	1	3.81
Bus	CAMDEN ROAD STATION	253	310.64	12	3.88	4.5	8.38	3.58	0.5	1.79
Bus	CAMDEN TOWN BAYHAM ST	31	465.5	10	5.82	5	10.82	2.77	0.5	1.39
Bus	R COLLEGE ST CAMDEN ROAD	274	221.89	7.5	2.77	6	8.77	3.42	0.5	1.71
Bus	BAYHAM STREET PLENDER ST	27	441.83	8	5.52	5.75	11.27	2.66	0.5	1.33
Bus	ROYAL COLL ST PRATT ST	46	114.85	6	1.44	7	8.44	3.56	0.5	1.78
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	374.04	3.67	4.68	8.92	13.6	2.21	1	2.21
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	374.04	3.67	4.68	8.92	13.6	2.21	0.5	1.1
LUL	Camden Town	'Edgware-Morden'	585.89	9	7.32	4.08	11.41	2.63	0.5	1.31
LUL	Camden Town	'Morden-HighBarnet'	585.89	14.67	7.32	2.79	10.12	2.96	1	2.96
LUL	Camden Town	'Morden-MillHillE'	585.89	4	7.32	8.25	15.57	1.93	0.5	0.96
LUL	Camden Town	'Morden-Edgware'	585.89	4.67	7.32	7.17	14.5	2.07	0.5	1.03
LUL	Camden Town	'HighBarnet-Morden'	585.89	0.33	7.32	91.66	98.98	0.3	0.5	0.15
LUL	Camden Town	'Kennington-Edgware'	585.89	14.67	7.32	2.79	10.12	2.96	0.5	1.48
LUL	Camden Town	'HighBarnet-Kenningt'	585.89	5.33	7.32	6.38	13.7	2.19	0.5	1.09
LUL	Camden Town	'MillHillE-Kenningt'	585.89	1.67	7.32	18.71	26.04	1.15	0.5	0.58
LUL	Mornington Crescent	'MillHill-Morden'	794.16	1.67	9.93	18.71	28.64	1.05	0.5	0.52
									Total Grid Cell AI:	**33.73**

Appendix D

Bus spider map

Buses from Camden Town



Route finder

Bus route	Towards	Bus stops
24 24hr Daily	Hampstead Heath	X
	Pimlico	D M S V
27 24hr Daily	Chalk Farm	X
	Chiswick Business Park	D M S V
29	Trafalgar Square	F S V
	Wood Green	E G N Y
31	White City	U X
46	Lancaster Gate	B H Q
	St. Bartholomew's Hospital	D J
88 24hr Daily	Clapham Common	C S V
134 24hr Daily	North Finchley	A L Y
	Tottenham Court Road	D S V
168	Hampstead Heath	X
	Old Kent Road	D M R T W
214 24hr Daily	Highgate Village	A L Y
	Moorgate	D R T W
253	Euston	F R T W
	Hackney Central	E G N Y
274	Islington	CW CX G N P
	Lancaster Gate	CS CT CU H R T
C2 24hr Daily	Conduit Street	CS CT CU D R T
	Parliament Hill Fields	A CW CX L

Key

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

Ways to pay

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

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

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

TFL33196.06.17 (P)

Appendix E

Stage 1 Road Safety Audit

Paul Matthews, Independent Traffic Consultant

St Pancras Way, Camden
Stage 1 Road Safety Audit
Report for London Borough of Camden

February 2019

29, Albert Road
Caversham
Reading
Berkshire RG4 7AN

Tel: 0118-947 2251
Mob: 07799 136 707
email: matthews611@btinternet.com

Contents

1 Introduction

1.1 Project Details

1.1.1 Details of the project are shown in Table 1.1

Table 1.1 Project Details

Project Details	
Report title:	St Pancras Way, Camden, Stage 1 Road Safety Audit
Date:	12th February 2019
Document reference and revision:	620067_Revision 2
Prepared by:	Paul Matthews, Independent Traffic Consultant
On behalf of	London Borough of Camden

1.2 Background

1.2.1 Paul Matthews and Ajay Patel were commissioned in January 2019 by Urban Flow, on behalf of Westminster Real Estate, at the request of Camden Council officers, to undertake a Stage 1 Road Safety Audit (RSA) of proposed new access onto the one-way street at St Pancras Way, Camden, London.

1.2.2 This Road Safety Audit generally follows the guidance in recently published UK Design Manual for Roads and Bridges (DMRB) 'GG119 Road Safety Audit' document published by the Highways Agency (HA) in November 2018 which describes the process to be used to assess the safety aspects of schemes introduced on the public highway.

1.2.3 The HA standard was developed for assessment of alterations to the national motorway and trunk road network but was not intended to address the safety aspects of other public road schemes. However the overall objectives and structure of this Audit follows DMRB and Transport for London standards.

1.2.4 The purpose of pre-construction Road Safety Audits is to evaluate the proposals' potential effects on the safety of all road users. If any road safety problems related to the design are identified, the Auditors make recommendations for modification or further study by the design team. The overall objectives of the scheme are not within the remit of the Audit except where they might impact on road safety. It is not intended that Audits should be used to provide the justification for the proposals or be used to compare alternative options.

1.3 Procedure

1.3.1 Pre-construction RSAs are carried out at two stages: Stage 1 RSAs are undertaken when preliminary design is complete to ensure that the scheme can accommodate the safety requirements of all road users. Stage 2 RSAs are carried out when detailed design has been completed and with sufficient time to allow for modifications to be included in final drawings and contract documents.

1.3.2 It is fundamental to the RSA procedure that the Auditors are fully independent and have had no part in the development or design of the proposals. This Stage 1 RSA involved:

- A review of the supplied information
- A site inspection carried out by the Auditors; and
- A report:
  - With identified road safety issues; and
  - Recommendations for possible modifications

1.3.3 The recommendations are intended as a guide for the designers and it is expected that all measures to address any identified road safety issues will be examined by them. The designers are not restricted exclusively to the recommendations of the auditors.

1.3.4 A written response is required if the Client or any member of the Design Team does not accept any Problem or Recommendation identified in this RSA report. The response should state clearly the reasons for dissent. A copy of this response should be sent to the Audit team for information.

1.3.5 **Only features that produce safety concerns are included in this report. Compliance, or otherwise, with design standards is not mentioned except where it may impact on road safety.**

1.4 Auditors

1.4.1 The audit team consists of Lead Auditor: Paul Matthews BSc, CEng, MICE, MCIHT, and Audit Team Member: Ajay Patel BA MSc. Paul is an Independent Traffic Safety Consultant and Ajay a Planning (Highways) Consultant of Assured Planning Services Ltd.

1.4.2 The auditors have not been involved in the design or any aspect of the proposed scheme.

1.5 Site Inspection

1.5.1 A site inspection was undertaken on Monday 28th January 2019 between 10:30 and 11:30. The weather during the site visit was cold, sunny and clear with dry road and footway surfaces.

1.5.2 A photographic record of the site was made during the inspection.

1.6 Information Supplied by the Design Team

1.6.1 With the exception of an Audit Brief, the audit included an examination of the following information supplied by Urban Flow, on 11th January 2019, prior to the Audit:

- St Pancras Campus – Workshop Report – Revision C (A4 Sheet)
- Option D Feasibility Design, 1:500 @ A4
- Housing Option D, 1:500@ A1, Drawing no. 477_SK103_Rev *, 18/01/2019
- Schematic AADT flow information

1.6.2 Also provided were indicative cross-sections and visualisations of the scheme:-

- Image 1 “View looking west of the route from St Pancras Way”
- Image 2 “View looking north along the internal street”
- Visualisation showing “Elevation of Pratt St – Design layout C”

1.6.3 The drawings are early versions and some of them are not numbered, titled or dated but were adequate for a Stage 1 RSA.

2 Problems and Recommendations

2.1 The proposals

2.1.1 The scheme presented for the Stage 1 RSA is the proposal for a new egress onto a one-way street at St Pancras Way, Camden, London. The new egress is part of proposals for a new multi–use development including: offices, residential, retail, workspace and light industrial uses. The site is bounded by Georgiana Street to the north, St Pancras way to the east, Pratt Street to the South and Royal College Street to the west.

2.1.2 The majority of the changes would be made within the footprint of the existing building and includes a new internal configuration with planting and landscape elements to create pedestrian spaces and two pedestrian street accesses from New College Street and Georgiana Street.

2.1.3 The main amendments to the highway include upgrade of the existing access from Pratt Street and a new exit on to St Pancras Way. This will allow commercial vehicles to enter an internal road within the development with a one-way vehicular route to the egress on St Pancras Way. This internal road would be used to service the proposed development.

2.1.4 Parking bays located around the boundary of the site, along New College Street and St Pancras Way, would be retained.

2.2 Problems and Recommendations

2.2.1 In this section we describe potential road safety issues that might arise in the completed scheme, as described in the information supplied, and recommend possible ways to address them.

2.2.2 **A safety audit is not a review of compliance (or otherwise) with any design standards and, therefore, we do not mention any standards, departures or relaxations of standards unless they produce road safety implications.**

Problem 1: Visibility to the left

Location: St Pancras Way, proposed vehicle exit

2.2.3 St Pancras Way crosses over the Regents Canal which is just north of Georgiana Street. St Pancras Way has a relatively tight left hand horizontal curve and a steep vertical curve over the canal bridge. These curves restrict the forward visibility for southbound vehicles towards the site exit road and the view of southbound vehicles from the exit point.

2.2.4 Guidance from Manual for Streets (MfS) (page 94) states: “The minimum forward visibility required is equal to the minimum SSD” (SSD - stopping sight distance). Table 7.1 from MfS states that the SSD

(adjusted for bonnet length) for a road with a 20mph speed limit (ie St Pancras Way) is 25 metres.

2.2.5 The estimated available SSD towards the site exit is approximately 34m which is adequate for speeds up to 25mph. Therefore, if vehicle speeds exceed the speed limit by more than 5mph there is an increased risk that vehicle collisions may occur.

2.2.6 Accident data has not been provided as part of the audit. However Crashmap has been interrogated which shows one incident on 19 February 2016 with two vehicles and one casualty of slight severity.

Recommendation

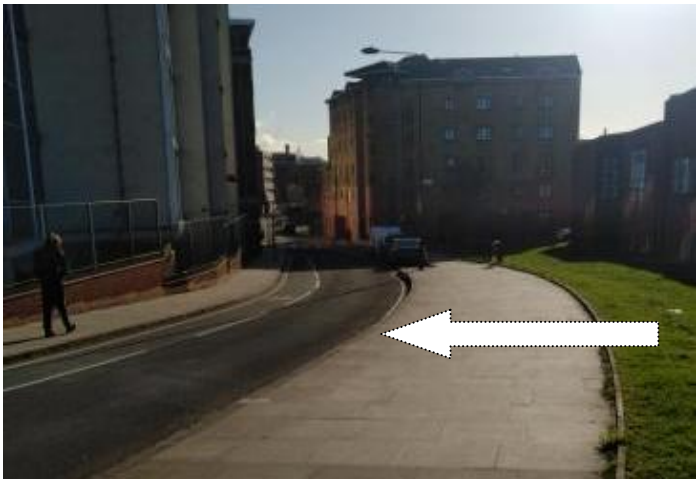
2.2.7 It is recommended that the sight distance from the proposed access point and visibility towards the access is checked on site during the detailed design stage.

2.2.8 It is also recommended that vehicle speeds are measured in St Pancras Way just north of the proposed site exit. In the event that 85%ile vehicle speeds are observed to exceed 20mph traffic calming and warning signs should be considered to control vehicle speeds and alert drivers to presence of the new site exit.

Problem 2: Vertical design of proposed site access and exit

Location: St Pancras Way proposed site exit Pratt Street site entrance

2.2.9 Review of drawing no Option D Feasibility Design, 1:500 @ A4 shows that the proposed egress onto St Pancras Way will cross over the existing footway at carriageway level to tie in with St Pancras Way.



2.2.10 This arrangement would require dropped kerbs and ramps to allow pedestrians to cross the exit road and would reduce the convenience and safety currently experienced by mobility impaired pedestrians and particularly those using wheelchairs and push chairs.

2.2.11 The existing Pratt Street access has dropped kerbs to take pedestrians across the access road.

Recommendation

2.2.12 It is recommended that, during detailed stage the designer ensures that the footway is carried across the new junction at footway level by means of a ramped entry treatment.

2.2.13 It is also recommended that the designer considers a similar treatment for the site access in Pratt Street.

Problem 3: Potential for service vehicles to access or egress via pedestrian access

Location: Royal College Street and Georgiana Street

2.2.14 It is considered service vehicles may attempt to drive via the new pedestrian accesses onto Royal College Street and Georgiana Street to take a shortcut to access the highway network resulting in conflicts with pedestrians along the footway (see red arrows on the adjacent diagram)

2.2.15 There would be a significant incentive for some drivers to attempt these hazardous manoeuvres as use of the proper exit point would result in long diversions for some north and west destinations.

Recommendation

2.2.16 It is recommended that bollards, other immovable street furniture or planters are installed, at intersection between building curtilage and footway at Royal College Street and Georgiana Street, to physically prevent undesirable vehicular access and egress.

Problem 4: Blind Spot for pedestrians and service vehicles

Location: Corner of footway along Pratt Street and internal footpath

2.2.17 It is appreciated that the internal design of the service road and internal footpaths is at an early stage. However, the drawings show that on the eastern side of the service road where it turns a right angle towards St Pancras Way there is a potential blind spot for pedestrians and vehicles. This may result in collisions between these users and possible injuries.

2.2.18 There are other possible vehicle/pedestrian conflict points at the access and egress points.

2.2.19 It is understood that much of the service road will be covered by the building at first or second floor level which could produce dark areas especially at night.

Recommendation

2.2.20 It is recommended that safe pedestrian routes into, out of and within the site are designated and, if necessary, supplemented by warning signs to ensure that pedestrians and drivers are aware of each other.

2.2.21 It is also recommended that careful consideration is given to providing artificial lighting to dark areas and during night time

Problem 5: Large vehicle turning movements

Location: Proposed service road

2.2.22 The service road is relatively constrained due to the site characteristics and the turning movement of large vehicles such as HGVs and refuse vehicles will be challenging. Overrunning of footways, particularly on the eastern side of St Pancras Way, could result in conflicts with pedestrians and potential damage to kerbing and footway could produce trip hazards.

Recommendation

2.2.23 It is recommended that swept path analysis of the whole site is undertaken to ensure that all turning movements of large vehicles can be achieved safely within internal and external carriageways.

Problem 6: Parking on the internal service road

Location: Internal service road from Pratts Way to St Pancras Way

2.2.24 It was observed during the site visit that there were significant levels of car and van parking along the existing service road. It is considered that if high levels of parking activity continue within the proposed internal service road this could interfere with the free movement of HGVs and other service vehicles and pedestrians.

Recommendation

2.2.25 It is recommended that the Designer ensures that parking plan is implemented for the internal service road.

3 Conclusions

3.1 Conclusions

3.1.1 There are a number of safety issues (Problems) that were identified from the site inspection and examination of the supplied information. The highlighted safety issues should be addressed before submission for a Stage 2 Audit.

3.1.2 A formal Stage 2 Road Safety Audit should be undertaken on completion of detailed design drawings and before finalisation of contract documentation.

3.1.3 The detailed design information, that is required for a Stage 2 RSA includes details of: changes to traffic signing, proposed surface levels, drainage, street lighting alterations and vehicle swept path analyses.

4 Auditors' Statement

4.1 Statement

4.1.1 We certify that this road safety audit has followed the 'Road Safety Audit' guidelines, published by the Chartered Institution of Highways and Transportation in October 2008 and that the overall objective and structure of this Audit is in accordance with the guidelines published by the Highways Agency in the Design Manual for Roads and Bridges GG119, and Transport for London standards.

Mr Paul Matthews BSc, CEng, MICE, MCIHT

Lead Road Safety Auditor
29, Albert Road
Caversham
Reading
Berkshire
RG4 7AN

Signed: 

Date: 12th February 2019

email: matthews611@btinternet.com

Mr Ajay Patel BA MSc

Road Safety Auditor
Assured Planning Services
95 Castle Road
Tipton
West Midlands
DY4 8EA

Signed: 

Date: 12th February 2019

email: ajay@assuredplanning.co.uk

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Other Author(s)	Paul Matthews
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11/02/19	1	Draft for review	Simon Adams, Urban Flow
12/02/19	2	FINAL	Simon Adams, Urban Flow

1	The content of this report is provided by Paul Matthews, Independent Traffic Consultant (PMITC) for the use of the Client and is based upon UK Standards. Advice and Codes of Practice, which were current at the date of the report.
2	The advice, conclusions and recommendations within the report are related specifically to the information provided by the Client, site inspections and other information gathered on behalf of the Client by PMITC.
3	The report should be read wholly within the context of statements 1 & 2 above and this should be considered when placing any reliance on this report.
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Appendix F

Trip generation summary data

Office

TRICS

LIST OF SITES relevant to selection parameters

1 **BT-02-A-04** **OFFICES** **BRENT**
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
Survey date: SATURDAY *16/05/15* *Survey Type: MANUAL*

2 **CN-02-A-03** **PLANNING & ENGINEERING** **CAMDEN**
FITZROY STREET
FITZROVIA

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

3 **HD-02-A-09** **DATA CENTRE** **HILLINGDON**
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total Gross floor area: 12100 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

4 **HO-02-A-01** **SKY HEADQUARTERS** **HOUNSLOW**
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey date: WEDNESDAY *05/07/17* *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
CA-02-A-05	n/a
CR-02-A-01	n/a
HF-02-A-04	n/a
NF-02-A-03	n/a
RO-02-A-02	n/a
SO-02-A-02	n/a

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	1	120000	0.166	1	120000	0.023	1	120000	0.189
06:30 - 07:00	1	120000	0.285	1	120000	0.039	1	120000	0.324
07:00 - 07:30	4	42341	0.278	4	42341	0.057	4	42341	0.335
07:30 - 08:00	4	42341	0.475	4	42341	0.044	4	42341	0.519
08:00 - 08:30	4	42341	0.740	4	42341	0.043	4	42341	0.783
08:30 - 09:00	**4**	**42341**	**1.072**	4	42341	0.065	**4**	**42341**	**1.137**
09:00 - 09:30	4	42341	0.843	4	42341	0.068	4	42341	0.911
09:30 - 10:00	4	42341	0.555	4	42341	0.064	4	42341	0.619
10:00 - 10:30	4	42341	0.295	4	42341	0.104	4	42341	0.399
10:30 - 11:00	4	42341	0.155	4	42341	0.102	4	42341	0.257
11:00 - 11:30	4	42341	0.104	4	42341	0.079	4	42341	0.183
11:30 - 12:00	4	42341	0.133	4	42341	0.103	4	42341	0.236
12:00 - 12:30	4	42341	0.133	4	42341	0.202	4	42341	0.335
12:30 - 13:00	4	42341	0.190	4	42341	0.198	4	42341	0.388
13:00 - 13:30	4	42341	0.160	4	42341	0.185	4	42341	0.345
13:30 - 14:00	4	42341	0.168	4	42341	0.161	4	42341	0.329
14:00 - 14:30	4	42341	0.115	4	42341	0.093	4	42341	0.208
14:30 - 15:00	4	42341	0.087	4	42341	0.124	4	42341	0.211
15:00 - 15:30	4	42341	0.059	4	42341	0.185	4	42341	0.244
15:30 - 16:00	4	42341	0.054	4	42341	0.210	4	42341	0.264
16:00 - 16:30	4	42341	0.051	4	42341	0.375	4	42341	0.426
16:30 - 17:00	4	42341	0.050	4	42341	0.478	4	42341	0.528
17:00 - 17:30	4	42341	0.050	4	42341	0.739	4	42341	0.789
17:30 - 18:00	4	42341	0.050	**4**	**42341**	**1.082**	4	42341	1.132
18:00 - 18:30	4	42341	0.032	4	42341	0.609	4	42341	0.641
18:30 - 19:00	4	42341	0.047	4	42341	0.378	4	42341	0.425
19:00 - 19:30	1	120000	0.027	1	120000	0.220	1	120000	0.247
19:30 - 20:00	1	120000	0.022	1	120000	0.260	1	120000	0.282
20:00 - 20:30	1	120000	0.028	1	120000	0.119	1	120000	0.147
20:30 - 21:00	1	120000	0.020	1	120000	0.063	1	120000	0.083
21:00 - 21:30	1	120000	0.033	1	120000	0.056	1	120000	0.089
21:30 - 22:00	1	120000	0.024	1	120000	0.050	1	120000	0.074
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.501			6.578			13.079

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.*

Residential

Ugly Brown Building TA

LIST OF SITES relevant to selection parameters

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

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

2 **IS-03-C-01** **FLATS** **ISLINGTON**
RAMSEY WALK

ISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 31
Survey date: TUESDAY *04/11/08* *Survey Type: MANUAL*

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

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

4 **KN-03-C-03** **BLOCK OF FLATS** **KENSINGTON AND CHELSEA**
ALLEN STREET

KENSINGTON
Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY *11/05/12* *Survey Type: MANUAL*

5 **TH-03-C-03** **FLATS** **TOWER HAMLETS**
PALMERS ROAD

BETHNAL GREEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of dwellings: 69
Survey date: WEDNESDAY *12/11/08* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HG-03-C-02	Low accessibility
HO-03-C-02	Low accessibility
HV-03-C-01	Low accessibility
KI-03-C-02	Low accessibility
KN-03-C-02	Too big
SK-03-C-01	Too much parking
WH-03-C-01	Too much parking

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	74	0.059	5	74	0.229	5	74	0.288
08:00 - 09:00	5	74	0.086	**5**	**74**	**0.418**	**5**	**74**	**0.504**
09:00 - 10:00	5	74	0.057	5	74	0.216	5	74	0.273
10:00 - 11:00	5	74	0.059	5	74	0.121	5	74	0.180
11:00 - 12:00	5	74	0.092	5	74	0.113	5	74	0.205
12:00 - 13:00	5	74	0.127	5	74	0.111	5	74	0.238
13:00 - 14:00	5	74	0.094	5	74	0.129	5	74	0.223
14:00 - 15:00	5	74	0.065	5	74	0.084	5	74	0.149
15:00 - 16:00	5	74	0.181	5	74	0.051	5	74	0.232
16:00 - 17:00	5	74	0.164	5	74	0.094	5	74	0.258
17:00 - 18:00	**5**	**74**	**0.248**	5	74	0.062	5	74	0.310
18:00 - 19:00	5	74	0.197	5	74	0.084	5	74	0.281
19:00 - 20:00	1	157	0.089	1	157	0.096	1	157	0.185
20:00 - 21:00	1	157	0.108	1	157	0.076	1	157	0.184
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.626			1.884			3.510

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:	31 - 157 (units:)
Survey date date range:	01/01/08 - 14/07/16
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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

Light Industrial

TRICS

Calculation Reference: AUDIT-802401-190430-0452

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	2 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CM	CARMARTHENSHIRE	1 days
11	**SCOTLAND**		
	FA	FALKIRK	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: 2900 to 21250 (units: sqm)
Range Selected by User: 2500 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/04/13 to 17/10/18

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:

Tuesday	6 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	9

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:

Industrial Zone	6
Development Zone	1
Residential Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

B1	5 days
B2	4 days
B8	1 days

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

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days
1.6 to 2.0	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
No	10 days

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

PTAL Rating:

No PTAL Present	10 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-D-04** **INDUSTRIAL ESTATE** **BRISTOL CITY**
CROFTS END ROAD
BRISTOL
SPEEDWELL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18018 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 **BR-02-D-05** **INDUSTRIAL ESTATE** **BRISTOL CITY**
NOVERS HILL
BRISTOL
BEDMINSTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18128 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

3 **CA-02-D-04** **INDUSTRIAL ESTATE** **CAMBRIDGESHIRE**
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY *02/12/14* *Survey Type: MANUAL*

4 **CM-02-D-03** **WORKSHOPS** **CARMARTHENSHIRE**
PARK STREET
AMMANFORD
BETWS
Edge of Town Centre
No Sub Category
Total Gross floor area: 2900 sqm
Survey date: TUESDAY *14/10/14* *Survey Type: MANUAL*

5 **ES-02-D-07** **INDUSTRIAL ESTATE** **EAST SUSSEX**
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

6 **FA-02-D-02** **INDUSTRIAL ESTATE** **FALKIRK**
MAIN STREET
FALKIRK
GRAHAMSTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 21250 sqm
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

7 **HE-02-D-02** **BUSINESS PARK** **HEREFORDSHIRE**
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5214 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

8 **HO-02-D-01** **INDUSTRIAL ESTATE** **HOUNSLOW**
HAMPTON ROAD WEST
FELTHAM
HANWORTH
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7400 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **LC-02-D-05** **INDUSTRIAL ESTATE** **LANCASHIRE**
APPLEBY STREET
BLACKBURN

Edge of Town Centre
Industrial Zone
Total Gross floor area: 7020 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

10 **TW-02-D-08** **INDUSTRIAL ESTATE** **TYNE & WEAR**
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

11 **WL-02-D-02** **INDUSTRIAL ESTATE** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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	1	7400	0.000	1	7400	0.000	1	7400	0.000
05:30 - 06:00	1	7400	0.149	1	7400	0.000	1	7400	0.149
06:00 - 06:30	1	7400	0.405	1	7400	0.027	1	7400	0.432
06:30 - 07:00	**1**	**7400**	**0.541**	1	7400	0.189	**1**	**7400**	**0.730**
07:00 - 07:30	11	9909	0.176	11	9909	0.054	11	9909	0.230
07:30 - 08:00	11	9909	0.317	11	9909	0.135	11	9909	0.452
08:00 - 08:30	11	9909	0.300	11	9909	0.182	11	9909	0.482
08:30 - 09:00	11	9909	0.281	11	9909	0.161	11	9909	0.442
09:00 - 09:30	11	9909	0.252	11	9909	0.194	11	9909	0.446
09:30 - 10:00	11	9909	0.219	11	9909	0.170	11	9909	0.389
10:00 - 10:30	11	9909	0.217	11	9909	0.217	11	9909	0.434
10:30 - 11:00	11	9909	0.214	11	9909	0.194	11	9909	0.408
11:00 - 11:30	11	9909	0.202	11	9909	0.203	11	9909	0.405
11:30 - 12:00	11	9909	0.192	11	9909	0.192	11	9909	0.384
12:00 - 12:30	11	9909	0.220	11	9909	0.225	11	9909	0.445
12:30 - 13:00	11	9909	0.220	11	9909	0.235	11	9909	0.455
13:00 - 13:30	11	9909	0.206	11	9909	0.181	11	9909	0.387
13:30 - 14:00	11	9909	0.193	11	9909	0.182	11	9909	0.375
14:00 - 14:30	11	9909	0.190	11	9909	0.196	11	9909	0.386
14:30 - 15:00	11	9909	0.224	11	9909	0.205	11	9909	0.429
15:00 - 15:30	11	9909	0.160	11	9909	0.270	11	9909	0.430
15:30 - 16:00	11	9909	0.172	11	9909	0.234	11	9909	0.406
16:00 - 16:30	11	9909	0.183	11	9909	0.282	11	9909	0.465
16:30 - 17:00	11	9909	0.142	11	9909	0.269	11	9909	0.411
17:00 - 17:30	11	9909	0.128	11	9909	0.250	11	9909	0.378
17:30 - 18:00	11	9909	0.078	11	9909	0.184	11	9909	0.262
18:00 - 18:30	11	9909	0.084	11	9909	0.133	11	9909	0.217
18:30 - 19:00	11	9909	0.040	11	9909	0.056	11	9909	0.096
19:00 - 19:30	1	7400	0.135	1	7400	0.189	1	7400	0.324
19:30 - 20:00	1	7400	0.054	**1**	**7400**	**0.324**	1	7400	0.378
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:			5.894			5.333			11.227

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.*

Non-food retail

TRAVL

TRAVL Data **A1 - Retail**

Name	Address	BoroughName	PTAL	GFA	Date	Reason for rejection
Argos	77 Broadway	BEXLEY	3	400	30/05/12	Non-similar use
Blockbuster Video	George Street	CROYDON	6	604	15/03/02	Age
Brampton Road Parade	295-305 Brampton Road	BEXLEY	1	447	24/07/92	Age
Broadway Shopping Centre	Hammersmith Broadway	HAMMERSMITH & FULHAM	6	9450	29/04/98	Age
Buongiorno	57-63 SCRUTTON STREET	HACKNEY	6	0		N/A
Debenhams	113 High Street	GREENWICH	5	1475	13/06/12	Non-similar use
John Lewis	Wood Street	KINGSTON UPON THAMES	6	55740	09/10/99	Size
Lambretta	29 Carnaby Street	WESTMINSTER	6	100	28/09/11	Central London; atypical
M&S Outlet	55 Powis Street	GREENWICH	6	2180	23/05/13	Size
Marks & Spencer	Kew Retail Park Mortlake Road	RICHMOND UPON THAMES	1	5511	26/06/01	Size
Marks & Spencer	Kew Retail Park Mortlake Road	RICHMOND UPON THAMES	1	5180		Size
Matalan	30 - 59 Bugsby's Way	GREENWICH	3	4996	16/05/13	Size
McGee & Company	340-342 ATHLON ROAD ALPERTON	BRENT	4	0		N/A
Noble Green Wines	153-155 High Street	RICHMOND UPON THAMES	2	500	11/06/09	Age
Oxfam Bookshop	12 Bloomsbury StreetLondon	CAMDEN	6	78	08/06/10	Age
Royal Mile Whiskies	3 Bloomsbury StreetLondon	CAMDEN	6	40	08/06/10	Age
Southside Centre (shops only)	Garatt Lane	WANDSWORTH	5	47278	16/02/07	Age
Southside Centre (Shops)	Garatt Lane	WANDSWORTH	5	47278	23/06/07	Age
Superdrug	28 The Mall Broadway Shopping Centre	BEXLEY	4	540	18/05/12	Retain
Victoria Station	Buckingham Palace Road	WESTMINSTER	6	100		N/A
WH Smith	6-8 Station Road	HILLINGDON	5	155	20/06/12	Retain

MULTI-MODAL TOTAL PEOPLE
CALCULATION FACTOR: 100 sqm
BOLD print indicates peak (busiest) period

Hour Starting	In	Out	Total
6	0.144	0.000	0.144
7	0.000	0.000	0.000
8	2.158	0.719	2.878
9	36.115	29.353	65.468
10	**47.194**	**47.338**	**94.532**
11	42.158	37.410	79.568
12	43.597	45.755	89.353
13	21.871	24.317	46.187
14	32.374	32.230	64.604
15	39.424	41.727	81.151
16	27.338	28.201	55.540
17	7.194	8.777	15.971
18	0.000	0.000	0.000
19	0.000	0.000	0.000
20	0.000	0.000	0.000
Total	**300**	**296**	**595**

Café

TRAVL

TRAVL Data **A3 - Café**

Name	Address	BoroughName	PTAL	GFA	Reason for rejection
Ace Cafe	Ace Corner North Circular Rd	BRENT	3	1000	Non-central location
Bluebird Cafe	350 King's Road London	KENSINGTON & CHELSEA	5	670	Primarily restaurant use
Caffe Nero	8-10 Lordship Lane, Dulwich	SOUTHWARK	3	82	Retain
Caffe Nero	27 Haymarket	WESTMINSTER	6	150	Retain
Caffe Nero	Spring Street Paddington	WESTMINSTER	6	110	Near train station - too high footfall
Cake Boy	Unit 2 Kingfisher House	WANDSWORTH	3	97	Non-central location
Costa Coffee	88 High Street Wimbledon	MERTON	5	60	Retain
Pret A Manger	12 Kingsgate Parade, Victoria St	WESTMINSTER	6	89	Near train station - too high footfall
Pret A Manger	75B Victoria Street	WESTMINSTER	6	250	Near train station - too high footfall
Starbucks	113 High Street Barnet	BARNET	3	105	Retain
Starbucks	137 Victoria Street	WESTMINSTER	6	50	Too high passing footfall
Starbucks	10 Wimbledon Hill Road	MERTON	6	220	Retain

MULTI-MODAL TOTAL PEOPLE
CALCULATION FACTOR: 100 sqm
BOLD print indicates peak (busiest) period

Hour Starting	In	Out	Total
6	0.083	0.038	0.121
7	0.249	0.203	0.452
8	0.411	0.425	0.837
9	0.470	0.423	0.892
10	0.356	0.340	0.696
11	0.475	0.403	0.878
12	0.397	0.443	0.840
13	0.340	0.325	0.664
14	0.356	0.326	0.682
15	0.394	0.338	0.733
16	0.354	0.342	0.695
17	0.254	0.310	0.564
18	0.216	0.283	0.499
19	0.116	0.142	0.258
20	0.049	0.110	0.159
Total	**4.520**	**4.450**	**8.970**

Food retail

TRICS

LIST OF SITES relevant to selection parameters

1 **EB-01-O-02** **SAINSBURY'S LOCAL** **CITY OF EDINBURGH**
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY *17/03/16* *Survey Type: MANUAL*

2 **GC-01-O-01** **SAINSBURY'S CENTRAL** **GLASGOW CITY**
BUCHANAN STREET
GLASGOW

Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: WEDNESDAY *25/06/14* *Survey Type: MANUAL*

3 **KN-01-O-01** **SAINSBURY'S LOCAL** **KENSINGTON AND CHELSEA**
QUEENSWAY
BAYSWATER

Town Centre
Built-Up Zone
Total Gross floor area: 300 sqm
Survey date: MONDAY *22/06/15* *Survey Type: MANUAL*

4 **WE-01-O-01** **SAINSBURY'S LOCAL** **WESTMINSTER**
MORTIMER STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 550 sqm
Survey date: TUESDAY *23/06/15* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EB-01-O-01	size

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

Estimated TRIP rate value per 1200 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	950	17.658	211.895	4	950	16.263	195.158	4	950	33.921	407.053
08:00 - 09:00	4	950	27.395	328.737	4	950	26.658	319.895	4	950	54.053	648.632
09:00 - 10:00	4	950	19.632	235.579	4	950	20.158	241.895	4	950	39.790	477.474
10:00 - 11:00	4	950	19.737	236.842	4	950	18.658	223.895	4	950	38.395	460.737
11:00 - 12:00	4	950	24.395	292.737	4	950	23.158	277.895	4	950	47.553	570.632
12:00 - 13:00	**4**	**950**	**58.474**	**701.684**	4	950	56.632	679.579	4	950	115.106	1381.263
13:00 - 14:00	4	950	56.737	680.842	**4**	**950**	**59.816**	**717.789**	**4**	**950**	**116.553**	**1398.631**
14:00 - 15:00	4	950	32.684	392.211	4	950	32.368	388.421	4	950	65.052	780.632
15:00 - 16:00	4	950	29.579	354.947	4	950	29.184	350.211	4	950	58.763	705.158
16:00 - 17:00	4	950	25.316	303.789	4	950	26.053	312.632	4	950	51.369	616.421
17:00 - 18:00	4	950	38.184	458.211	4	950	38.632	463.579	4	950	76.816	921.790
18:00 - 19:00	4	950	32.500	390.000	4	950	33.474	401.684	4	950	65.974	791.684
19:00 - 20:00	4	950	26.342	316.105	4	950	26.079	312.947	4	950	52.421	629.052
20:00 - 21:00	4	950	20.553	246.632	4	950	21.132	253.579	4	950	41.685	500.211
21:00 - 22:00	4	950	14.368	172.421	4	950	15.053	180.632	4	950	29.421	353.053
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			443.554	5322.632			443.318	5319.791			886.872	10642.42

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.*

Appendix G

Census summary data

WU03UK - Location of usual residence and place of work by method of travel to work

populatio All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
place of \ Camden (2011 census merged local authority district)

	All categories: Method of travel to work (2001 specification)	Underground, metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motorcycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
Total	250,615	87,564	72,967	29,527	570	3,411	23,253	1,649	13,417	17,655	602
Total %		35%	29%	12%	0%	1%	9%	1%	5%	7%	0%

QS701EW - Method of travel to work

population	All usual residents aged 16 to 74
units	Persons
area type	2011 wards
area name	E05000143 : St Pancras and Somers Town
rural urban	Total

Method of Travel to Work	**2011**	**%**	**% (no car)**
All categories: Method of travel to work	10,413		
Underground, metro, light rail, tram	1,186	23%	26%
Train	317	6%	7%
Bus, minibus or coach	1,367	27%	30%
Taxi	40	0.8%	1%
Motorcycle, scooter or moped	53	1.0%	1%
Driving a car or van	497	9.8%	
Passenger in a car or van	35	0.7%	1%
Bicycle	288	5.7%	6%
On foot	1,238	24.4%	27%
Other method of travel to work	50	1.0%	
Total		**100%**	**100%**

Appendix H

Trip generation summary data – Goods Vehicles

Light industrial

TRICS

Calculation Reference: AUDIT-802401-190430-0452

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE

MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 days
02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 days
03	**SOUTH WEST**		
	BR	BRISTOL CITY	2 days
	WL	WILTSHIRE	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 days
09	**NORTH**		
	TW	TYNE & WEAR	1 days
10	**WALES**		
	CM	CARMARTHENSHIRE	1 days
11	**SCOTLAND**		
	FA	FALKIRK	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: 2900 to 21250 (units: sqm)
Range Selected by User: 2500 to 25000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/04/13 to 17/10/18

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:

Tuesday	6 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	11 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:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	9

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:

Industrial Zone	6
Development Zone	1
Residential Zone	2
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

B1	5 days
B2	4 days
B8	1 days

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

Population within 1 mile:

5,001 to 10,000	4 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	2 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days
1.6 to 2.0	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
No	10 days

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

PTAL Rating:

No PTAL Present	10 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1 **BR-02-D-04** **INDUSTRIAL ESTATE** **BRISTOL CITY**
CROFTS END ROAD
BRISTOL
SPEEDWELL
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18018 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

2 **BR-02-D-05** **INDUSTRIAL ESTATE** **BRISTOL CITY**
NOVERS HILL
BRISTOL
BEDMINSTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 18128 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

3 **CA-02-D-04** **INDUSTRIAL ESTATE** **CAMBRIDGESHIRE**
LINCOLN ROAD
PETERBOROUGH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 4133 sqm
Survey date: TUESDAY *02/12/14* *Survey Type: MANUAL*

4 **CM-02-D-03** **WORKSHOPS** **CARMARTHENSHIRE**
PARK STREET
AMMANFORD
BETWS
Edge of Town Centre
No Sub Category
Total Gross floor area: 2900 sqm
Survey date: TUESDAY *14/10/14* *Survey Type: MANUAL*

5 **ES-02-D-07** **INDUSTRIAL ESTATE** **EAST SUSSEX**
HUGHES ROAD
BRIGHTON

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 6625 sqm
Survey date: THURSDAY *16/10/14* *Survey Type: MANUAL*

6 **FA-02-D-02** **INDUSTRIAL ESTATE** **FALKIRK**
MAIN STREET
FALKIRK
GRAHAMSTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 21250 sqm
Survey date: THURSDAY *30/05/13* *Survey Type: MANUAL*

7 **HE-02-D-02** **BUSINESS PARK** **HEREFORDSHIRE**
BURCOTT ROAD
HEREFORD

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 5214 sqm
Survey date: TUESDAY *22/10/13* *Survey Type: MANUAL*

8 **HO-02-D-01** **INDUSTRIAL ESTATE** **HOUNSLOW**
HAMPTON ROAD WEST
FELTHAM
HANWORTH
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 7400 sqm
Survey date: THURSDAY *25/06/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **LC-02-D-05** **INDUSTRIAL ESTATE** **LANCASHIRE**
APPLEBY STREET
BLACKBURN

Edge of Town Centre
Industrial Zone
Total Gross floor area: 7020 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

10 **TW-02-D-08** **INDUSTRIAL ESTATE** **TYNE & WEAR**
NORTH HYLTON ROAD
SUNDERLAND
SOUTHWICK
Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 8310 sqm
Survey date: TUESDAY *04/04/17* *Survey Type: MANUAL*

11 **WL-02-D-02** **INDUSTRIAL ESTATE** **WILTSHIRE**
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 10000 sqm
Survey date: TUESDAY *20/09/16* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

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	1	7400	0.000	1	7400	0.000	1	7400	0.000
05:30 - 06:00	1	7400	0.000	1	7400	0.000	1	7400	0.000
06:00 - 06:30	1	7400	0.014	1	7400	0.000	1	7400	0.014
06:30 - 07:00	**1**	**7400**	**0.027**	**1**	**7400**	**0.027**	**1**	**7400**	**0.054**
07:00 - 07:30	11	9909	0.005	11	9909	0.006	11	9909	0.011
07:30 - 08:00	11	9909	0.010	11	9909	0.009	11	9909	0.019
08:00 - 08:30	11	9909	0.011	11	9909	0.010	11	9909	0.021
08:30 - 09:00	11	9909	0.016	11	9909	0.016	11	9909	0.032
09:00 - 09:30	11	9909	0.008	11	9909	0.014	11	9909	0.022
09:30 - 10:00	11	9909	0.017	11	9909	0.013	11	9909	0.030
10:00 - 10:30	11	9909	0.015	11	9909	0.013	11	9909	0.028
10:30 - 11:00	11	9909	0.012	11	9909	0.017	11	9909	0.029
11:00 - 11:30	11	9909	0.014	11	9909	0.013	11	9909	0.027
11:30 - 12:00	11	9909	0.010	11	9909	0.010	11	9909	0.020
12:00 - 12:30	11	9909	0.009	11	9909	0.011	11	9909	0.020
12:30 - 13:00	11	9909	0.015	11	9909	0.014	11	9909	0.029
13:00 - 13:30	11	9909	0.006	11	9909	0.010	11	9909	0.016
13:30 - 14:00	11	9909	0.012	11	9909	0.011	11	9909	0.023
14:00 - 14:30	11	9909	0.008	11	9909	0.010	11	9909	0.018
14:30 - 15:00	11	9909	0.010	11	9909	0.007	11	9909	0.017
15:00 - 15:30	11	9909	0.015	11	9909	0.008	11	9909	0.023
15:30 - 16:00	11	9909	0.015	11	9909	0.015	11	9909	0.030
16:00 - 16:30	11	9909	0.007	11	9909	0.006	11	9909	0.013
16:30 - 17:00	11	9909	0.007	11	9909	0.009	11	9909	0.016
17:00 - 17:30	11	9909	0.007	11	9909	0.006	11	9909	0.013
17:30 - 18:00	11	9909	0.004	11	9909	0.005	11	9909	0.009
18:00 - 18:30	11	9909	0.003	11	9909	0.006	11	9909	0.009
18:30 - 19:00	11	9909	0.001	11	9909	0.000	11	9909	0.001
19:00 - 19:30	1	7400	0.000	1	7400	0.000	1	7400	0.000
19:30 - 20:00	1	7400	0.000	1	7400	0.000	1	7400	0.000
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:			0.278			0.266			0.544

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/D - INDUSTRIAL ESTATE

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 - 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	1	7400	0.000	1	7400	0.000	1	7400	0.000
05:30 - 06:00	1	7400	0.000	1	7400	0.000	1	7400	0.000
06:00 - 06:30	1	7400	0.108	1	7400	0.014	1	7400	0.122
06:30 - 07:00	**1**	**7400**	**0.149**	**1**	**7400**	**0.108**	**1**	**7400**	**0.257**
07:00 - 07:30	11	9909	0.052	11	9909	0.032	11	9909	0.084
07:30 - 08:00	11	9909	0.080	11	9909	0.058	11	9909	0.138
08:00 - 08:30	11	9909	0.064	11	9909	0.081	11	9909	0.145
08:30 - 09:00	11	9909	0.062	11	9909	0.065	11	9909	0.127
09:00 - 09:30	11	9909	0.060	11	9909	0.064	11	9909	0.124
09:30 - 10:00	11	9909	0.068	11	9909	0.054	11	9909	0.122
10:00 - 10:30	11	9909	0.074	11	9909	0.083	11	9909	0.157
10:30 - 11:00	11	9909	0.072	11	9909	0.068	11	9909	0.140
11:00 - 11:30	11	9909	0.072	11	9909	0.070	11	9909	0.142
11:30 - 12:00	11	9909	0.062	11	9909	0.065	11	9909	0.127
12:00 - 12:30	11	9909	0.066	11	9909	0.052	11	9909	0.118
12:30 - 13:00	11	9909	0.061	11	9909	0.072	11	9909	0.133
13:00 - 13:30	11	9909	0.050	11	9909	0.059	11	9909	0.109
13:30 - 14:00	11	9909	0.066	11	9909	0.048	11	9909	0.114
14:00 - 14:30	11	9909	0.050	11	9909	0.059	11	9909	0.109
14:30 - 15:00	11	9909	0.057	11	9909	0.058	11	9909	0.115
15:00 - 15:30	11	9909	0.041	11	9909	0.050	11	9909	0.091
15:30 - 16:00	11	9909	0.051	11	9909	0.054	11	9909	0.105
16:00 - 16:30	11	9909	0.056	11	9909	0.049	11	9909	0.105
16:30 - 17:00	11	9909	0.033	11	9909	0.060	11	9909	0.093
17:00 - 17:30	11	9909	0.028	11	9909	0.037	11	9909	0.065
17:30 - 18:00	11	9909	0.017	11	9909	0.030	11	9909	0.047
18:00 - 18:30	11	9909	0.008	11	9909	0.015	11	9909	0.023
18:30 - 19:00	11	9909	0.006	11	9909	0.014	11	9909	0.020
19:00 - 19:30	1	7400	0.041	1	7400	0.014	1	7400	0.055
19:30 - 20:00	1	7400	0.014	1	7400	0.027	1	7400	0.041
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:			1.568			1.460			3.028

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.*

Office

TRICS

Calculation Reference: AUDIT-802401-181030-1053

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	BT	BRENT	1 days
	CN	CAMDEN	1 days
	HD	HILLINGDON	1 days
	HO	HOUNSLOW	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: 10625 to 120000 (units: sqm)
Range Selected by User: 5000 to 120000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 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:

Tuesday	1 days
Wednesday	2 days
Saturday	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	1
Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2

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

Selected Location Sub Categories:

Commercial Zone	1
Development Zone	1
Built-Up Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

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:

25,001 to 50,000	2 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	3 days
No	1 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1 **BT-02-A-04** **OFFICES** **BRENT**
EMPIRE WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total Gross floor area: 10625 sqm
Survey date: SATURDAY *16/05/15* *Survey Type: MANUAL*

2 **CN-02-A-03** **PLANNING & ENGINEERING** **CAMDEN**
FITZROY STREET
FITZROVIA

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

3 **HD-02-A-09** **DATA CENTRE** **HILLINGDON**
MILLINGTON ROAD
HAYES

Edge of Town Centre
Commercial Zone
Total Gross floor area: 12100 sqm
Survey date: TUESDAY *26/06/18* *Survey Type: MANUAL*

4 **HO-02-A-01** **SKY HEADQUARTERS** **HOUNSLOW**
SYON LANE
ISLEWORTH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Gross floor area: 120000 sqm
Survey date: WEDNESDAY *05/07/17* *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
CA-02-A-05	n/a
CR-02-A-01	n/a
HF-02-A-04	n/a
NF-02-A-03	n/a
RO-02-A-02	n/a
SO-02-A-02	n/a

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	1	120000	0.001	1	120000	0.000	1	120000	0.001
06:30 - 07:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
07:00 - 07:30	4	42341	0.001	4	42341	0.000	4	42341	0.001
07:30 - 08:00	4	42341	0.001	4	42341	0.001	4	42341	0.002
08:00 - 08:30	4	42341	0.001	4	42341	0.001	4	42341	0.002
08:30 - 09:00	4	42341	0.001	4	42341	0.001	4	42341	0.002
09:00 - 09:30	**4**	**42341**	**0.002**	**4**	**42341**	**0.002**	**4**	**42341**	**0.004**
09:30 - 10:00	4	42341	0.002	4	42341	0.002	4	42341	0.004
10:00 - 10:30	4	42341	0.000	4	42341	0.001	4	42341	0.001
10:30 - 11:00	4	42341	0.002	4	42341	0.001	4	42341	0.003
11:00 - 11:30	4	42341	0.000	4	42341	0.002	4	42341	0.002
11:30 - 12:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
12:00 - 12:30	4	42341	0.001	4	42341	0.000	4	42341	0.001
12:30 - 13:00	4	42341	0.000	4	42341	0.001	4	42341	0.001
13:00 - 13:30	4	42341	0.000	4	42341	0.000	4	42341	0.000
13:30 - 14:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
14:00 - 14:30	4	42341	0.000	4	42341	0.000	4	42341	0.000
14:30 - 15:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
15:00 - 15:30	4	42341	0.000	4	42341	0.000	4	42341	0.000
15:30 - 16:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
16:00 - 16:30	4	42341	0.000	4	42341	0.000	4	42341	0.000
16:30 - 17:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
17:00 - 17:30	4	42341	0.000	4	42341	0.000	4	42341	0.000
17:30 - 18:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
18:00 - 18:30	4	42341	0.000	4	42341	0.000	4	42341	0.000
18:30 - 19:00	4	42341	0.000	4	42341	0.000	4	42341	0.000
19:00 - 19:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
19:30 - 20:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
20:00 - 20:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
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 - 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	1	120000	0.004	1	120000	0.003	1	120000	0.007
06:30 - 07:00	1	120000	0.007	1	120000	0.003	1	120000	0.010
07:00 - 07:30	4	42341	0.005	4	42341	0.003	4	42341	0.008
07:30 - 08:00	4	42341	0.005	4	42341	0.003	4	42341	0.008
08:00 - 08:30	4	42341	0.004	4	42341	0.002	4	42341	0.006
08:30 - 09:00	4	42341	0.006	4	42341	0.004	4	42341	0.010
09:00 - 09:30	4	42341	0.001	4	42341	0.004	4	42341	0.005
09:30 - 10:00	4	42341	0.004	4	42341	0.002	4	42341	0.006
10:00 - 10:30	**4**	**42341**	**0.010**	**4**	**42341**	**0.009**	**4**	**42341**	**0.019**
10:30 - 11:00	4	42341	0.008	4	42341	0.007	4	42341	0.015
11:00 - 11:30	4	42341	0.006	4	42341	0.005	4	42341	0.011
11:30 - 12:00	4	42341	0.004	4	42341	0.004	4	42341	0.008
12:00 - 12:30	4	42341	0.008	4	42341	0.005	4	42341	0.013
12:30 - 13:00	4	42341	0.006	4	42341	0.005	4	42341	0.011
13:00 - 13:30	4	42341	0.002	4	42341	0.003	4	42341	0.005
13:30 - 14:00	4	42341	0.004	4	42341	0.004	4	42341	0.008
14:00 - 14:30	4	42341	0.002	4	42341	0.005	4	42341	0.007
14:30 - 15:00	4	42341	0.003	4	42341	0.004	4	42341	0.007
15:00 - 15:30	4	42341	0.001	4	42341	0.002	4	42341	0.003
15:30 - 16:00	4	42341	0.002	4	42341	0.005	4	42341	0.007
16:00 - 16:30	4	42341	0.002	4	42341	0.005	4	42341	0.007
16:30 - 17:00	4	42341	0.004	4	42341	0.009	4	42341	0.013
17:00 - 17:30	4	42341	0.001	4	42341	0.004	4	42341	0.005
17:30 - 18:00	4	42341	0.001	4	42341	0.002	4	42341	0.003
18:00 - 18:30	4	42341	0.001	4	42341	0.001	4	42341	0.002
18:30 - 19:00	4	42341	0.001	4	42341	0.001	4	42341	0.002
19:00 - 19:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
19:30 - 20:00	1	120000	0.000	1	120000	0.002	1	120000	0.002
20:00 - 20:30	1	120000	0.000	1	120000	0.002	1	120000	0.002
20:30 - 21:00	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:00 - 21:30	1	120000	0.000	1	120000	0.000	1	120000	0.000
21:30 - 22:00	1	120000	0.002	1	120000	0.002	1	120000	0.004
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.104			0.110			0.214

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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Retail

TRICS

LIST OF SITES relevant to selection parameters

1 **EB-01-O-02** **SAINSBURY'S LOCAL** **CITY OF EDINBURGH**
ST ANDREW SQUARE
EDINBURGH

Town Centre
Built-Up Zone
Total Gross floor area: 1500 sqm
Survey date: THURSDAY *17/03/16* *Survey Type: MANUAL*

2 **GC-01-O-01** **SAINSBURY'S CENTRAL** **GLASGOW CITY**
BUCHANAN STREET
GLASGOW

Town Centre
Built-Up Zone
Total Gross floor area: 1450 sqm
Survey date: WEDNESDAY *25/06/14* *Survey Type: MANUAL*

3 **KN-01-O-01** **SAINSBURY'S LOCAL** **KENSINGTON AND CHELSEA**
QUEENSWAY
BAYSWATER

Town Centre
Built-Up Zone
Total Gross floor area: 300 sqm
Survey date: MONDAY *22/06/15* *Survey Type: MANUAL*

4 **WE-01-O-01** **SAINSBURY'S LOCAL** **WESTMINSTER**
MORTIMER STREET
FITZROVIA

Town Centre
Built-Up Zone
Total Gross floor area: 550 sqm
Survey date: TUESDAY *23/06/15* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
EB-01-O-01	size

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1200 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	**4**	**950**	**0.053**	**0.632**	**4**	**950**	**0.053**	**0.632**	**4**	**950**	**0.106**	**1.264**
08:00 - 09:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
09:00 - 10:00	4	950	0.053	0.632	4	950	0.053	0.632	4	950	0.106	1.264
10:00 - 11:00	4	950	0.053	0.632	4	950	0.053	0.632	4	950	0.106	1.264
11:00 - 12:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
12:00 - 13:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
13:00 - 14:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
14:00 - 15:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
15:00 - 16:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
16:00 - 17:00	4	950	0.026	0.316	4	950	0.026	0.316	4	950	0.052	0.632
17:00 - 18:00	4	950	0.026	0.316	4	950	0.026	0.316	4	950	0.052	0.632
18:00 - 19:00	4	950	0.026	0.316	4	950	0.026	0.316	4	950	0.052	0.632
19:00 - 20:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
20:00 - 21:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
21:00 - 22:00	4	950	0.026	0.316	4	950	0.000	0.000	4	950	0.026	0.316
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.263	3.160			0.237	2.844			0.500	6.004

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 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

Estimated TRIP rate value per 1200 SQM shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	4	950	0.105	1.263	4	950	0.026	0.316	4	950	0.131	1.579
08:00 - 09:00	**4**	**950**	**0.158**	**1.895**	**4**	**950**	**0.158**	**1.895**	**4**	**950**	**0.316**	**3.790**
09:00 - 10:00	4	950	0.105	1.263	4	950	0.105	1.263	4	950	0.210	2.526
10:00 - 11:00	4	950	0.158	1.895	4	950	0.079	0.947	4	950	0.237	2.842
11:00 - 12:00	4	950	0.132	1.579	4	950	0.158	1.895	4	950	0.290	3.474
12:00 - 13:00	4	950	0.079	0.947	4	950	0.132	1.579	4	950	0.211	2.526
13:00 - 14:00	4	950	0.079	0.947	4	950	0.105	1.263	4	950	0.184	2.210
14:00 - 15:00	4	950	0.026	0.316	4	950	0.026	0.316	4	950	0.052	0.632
15:00 - 16:00	4	950	0.026	0.316	4	950	0.026	0.316	4	950	0.052	0.632
16:00 - 17:00	4	950	0.026	0.316	4	950	0.053	0.632	4	950	0.079	0.948
17:00 - 18:00	4	950	0.053	0.632	4	950	0.079	0.947	4	950	0.132	1.579
18:00 - 19:00	4	950	0.105	1.263	4	950	0.079	0.947	4	950	0.184	2.210
19:00 - 20:00	4	950	0.000	0.000	4	950	0.026	0.316	4	950	0.026	0.316
20:00 - 21:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
21:00 - 22:00	4	950	0.000	0.000	4	950	0.000	0.000	4	950	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.052	12.632			1.052	12.632			2.104	25.264

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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Residential

TRICS

LIST OF SITES relevant to selection parameters

1 **BD-03-C-02** **BLOCKS OF FLATS** **BEDFORDSHIRE**
STANBRIDGE ROAD
LEIGHTON BUZZARD

Edge of Town Centre
Residential Zone
Total Number of dwellings: 62
Survey date: TUESDAY *15/05/18* *Survey Type: MANUAL*

2 **CB-03-C-01** **BLOCK OF FLATS** **CUMBRIA**
KING STREET
CARLISLE

Town Centre
Built-Up Zone
Total Number of dwellings: 40
Survey date: THURSDAY *12/06/14* *Survey Type: MANUAL*

3 **CO-03-C-01** **BLOCKS OF FLATS** **CONWY**
MOSTYN BROADWAY
LLANDUDNO

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 37
Survey date: MONDAY *26/03/18* *Survey Type: MANUAL*

4 **GM-03-C-03** **BLOCK OF FLATS** **GREATER MANCHESTER**
FAIRFIELD STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Number of dwellings: 20
Survey date: FRIDAY *14/10/11* *Survey Type: MANUAL*

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

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

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

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

7 **KN-03-C-03** **BLOCK OF FLATS** **KENSINGTON AND CHELSEA**
ALLEN STREET
KENSINGTON

Edge of Town Centre
Residential Zone
Total Number of dwellings: 72
Survey date: FRIDAY *11/05/12* *Survey Type: MANUAL*

8 **LU-03-C-01** **BLOCKS OF FLATS** **LOUTH**
DONORE ROAD
DROGHEDA

Edge of Town Centre
Residential Zone
Total Number of dwellings: 52
Survey date: THURSDAY *12/09/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **LU-03-C-02** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total Number of dwellings: 33
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

10 **LU-03-C-03** **BLOCK OF FLATS** **LOUTH**
NICHOLAS STREET
DUNDALK

Edge of Town Centre
Residential Zone
Total Number of dwellings: 20
Survey date: MONDAY *16/09/13* *Survey Type: MANUAL*

11 **MG-03-C-01** **BLOCK OF FLATS** **MONAGHAN**
MALL ROAD
MONAGHAN

Edge of Town Centre
No Sub Category
Total Number of dwellings: 28
Survey date: FRIDAY *06/09/13* *Survey Type: MANUAL*

12 **NF-03-C-01** **BLOCKS OF FLATS** **NORFOLK**
PAGE STAIR LANE
KING'S LYNN

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 51
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

13 **SA-03-C-01** **BLOCK OF FLATS** **SOUTH AYRSHIRE**
RACECOURSE ROAD
AYR

Edge of Town Centre
Residential Zone
Total Number of dwellings: 51
Survey date: TUESDAY *16/09/14* *Survey Type: MANUAL*

14 **SK-03-C-01** **BLOCK OF FLATS** **SOUTHWARK**
PARK STREET
SOUTHWARK

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 53
Survey date: FRIDAY *19/09/14* *Survey Type: MANUAL*

15 **SK-03-C-02** **BLOCK OF FLATS** **SOUTHWARK**
LAMB WALK
BERMONDSEY

Edge of Town Centre
Built-Up Zone
Total Number of dwellings: 29
Survey date: THURSDAY *23/04/15* *Survey Type: MANUAL*

16 **SR-03-C-01** **FLATS** **STIRLING**
FORTHSIDE WAY
STIRLING

Edge of Town Centre
No Sub Category
Total Number of dwellings: 80
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17 **SR-03-C-02** **FLATS** **STIRLING**
ROSEBERRY TERRACE
STIRLING

Edge of Town Centre
Residential Zone
Total Number of dwellings: 48
Survey date: WEDNESDAY *18/06/14* *Survey Type: MANUAL*

18 **WH-03-C-01** **BLOCKS OF FLATS** **WANDSWORTH**
AMIES STREET
CLAPHAM JUNCTION

Edge of Town Centre
Residential Zone
Total Number of dwellings: 30
Survey date: WEDNESDAY *09/05/12* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	43	0.000	18	43	0.000	18	43	0.000
08:00 - 09:00	18	43	0.001	18	43	0.000	18	43	0.001
09:00 - 10:00	**18**	**43**	**0.004**	**18**	**43**	**0.004**	**18**	**43**	**0.008**
10:00 - 11:00	18	43	0.003	18	43	0.004	18	43	0.007
11:00 - 12:00	18	43	0.000	18	43	0.000	18	43	0.000
12:00 - 13:00	18	43	0.004	18	43	0.003	18	43	0.007
13:00 - 14:00	18	43	0.001	18	43	0.003	18	43	0.004
14:00 - 15:00	18	43	0.001	18	43	0.001	18	43	0.002
15:00 - 16:00	18	43	0.001	18	43	0.000	18	43	0.001
16:00 - 17:00	18	43	0.000	18	43	0.001	18	43	0.001
17:00 - 18:00	18	43	0.000	18	43	0.000	18	43	0.000
18:00 - 19:00	18	43	0.000	18	43	0.000	18	43	0.000
19:00 - 20:00	2	25	0.000	2	25	0.000	2	25	0.000
20:00 - 21:00	2	25	0.000	2	25	0.000	2	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.016			0.031

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	43	0.000	18	43	0.000	18	43	0.000
08:00 - 09:00	18	43	0.000	18	43	0.000	18	43	0.000
09:00 - 10:00	18	43	0.001	18	43	0.001	18	43	0.002
10:00 - 11:00	**18**	**43**	**0.003**	18	43	0.003	18	43	0.006
11:00 - 12:00	18	43	0.000	18	43	0.000	18	43	0.000
12:00 - 13:00	18	43	0.003	18	43	0.003	18	43	0.006
13:00 - 14:00	18	43	0.001	18	43	0.000	18	43	0.001
14:00 - 15:00	18	43	0.003	**18**	**43**	**0.004**	**18**	**43**	**0.007**
15:00 - 16:00	18	43	0.001	18	43	0.001	18	43	0.002
16:00 - 17:00	18	43	0.003	18	43	0.003	18	43	0.006
17:00 - 18:00	18	43	0.000	18	43	0.000	18	43	0.000
18:00 - 19:00	18	43	0.000	18	43	0.000	18	43	0.000
19:00 - 20:00	2	25	0.000	2	25	0.000	2	25	0.000
20:00 - 21:00	2	25	0.000	2	25	0.000	2	25	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.015			0.015			0.030

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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Appendix I

Parking survey summary data

Total

Hour starting	8	9	10	11	12	13	14	15	16	17
Available capacity	199	199	199	199	199	199	199	199	199	199
Utilised	81	85	102	101	107	92	97	89	93	99
Spare	118	114	97	98	92	107	102	110	106	100
% Utilised	41%	43%	51%	51%	54%	46%	49%	45%	47%	50%
Min. spare	92									
Average % utilised	48%									

Near

Hour starting	8	9	10	11	12	13	14	15	16	17
Available capacity	64	64	64	64	64	64	64	64	64	64
Utilised	29	23	31	31	34	26	22	21	26	28
Spare	35	41	33	33	30	38	42	43	38	36
% Utilised	45%	36%	48%	48%	53%	41%	34%	33%	41%	44%
Min. spare	30									
Average % utilised	42%									

Close

Hour starting	8	9	10	11	12	13	14	15	16	17
Available capacity	35	35	35	35	35	35	35	35	35	35
Utilised	19	13	18	17	16	14	10	11	10	13
Spare	16	22	17	18	19	21	25	24	25	22
% Utilised	54%	37%	51%	49%	46%	40%	29%	31%	29%	37%
Min. spare	16									
Average % utilised	40%									

S.No	Road Name	Feature	Length	Capacity	Remark	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00
50	BAYHAM ST	PBP	22:2	4	PAY BY PHONE MON - FRI 8:30AM - 6:30PM SAT 9:30AM - 5:30PM MAX 2 HRS				Car				Car	Car	Car
51	BAYHAM ST	PBP				Car	X	X		Car	LGV				
52	BAYHAM ST	PBP										Car			
53	BAYHAM ST	PBP							Car	LGV				Car	
63	BAYHAM ST	PBP	5:5		PAY BY PHONE MON - FRI 8:30AM - 6:30PM SAT 9:30AM - 5:30PM MAX				Car					Car	Car
75	BAYHAM ST	PBP	21:8	4	PAY BY PHONE MON-FRI 8:30AM-6:30PM SAT 9:30AM-5:30PM MAX 2 HRS			Car	X	X		LGV	Car		Car
76	BAYHAM ST	PBP					LGV	Car	X		LGV	Car	Car	LGV	Car
77	BAYHAM ST	PBP				Car	OGV1		Car	LGV				Mc	
78	BAYHAM ST	PBP						Car	X	X	X	X	LGV	Car	LGV
103	BAYHAM ST	PBP	21:8	4	PAY BY PHONE MON-FRI 8:30AM-6:30PM SAT 9:30AM-5:30PM MAX 2 HRS		Car	X	X	X	X	X	X	X	
104	BAYHAM ST	PBP					Car	X	X	Car	X	Car	LGV	Car	Car
105	BAYHAM ST	PBP						Car		Car		Car	Car		LGV
106	BAYHAM ST	PBP				LGV	X	X	Car	LGV	X		LGV	X	Car
132	BAYHAM ST	PBP	15:8	3	PAY BY PHONE MON-FRI 8:30AM-6:30PM SAT 9:30AM-5:30PM MAX 2 HRS	LGV	X	X		Car	LGV	Car		LGV	
133	BAYHAM ST	PBP						Car		Car	OGV1	Car			Car
134	BAYHAM ST	PBP				LGV	X	X	Car	Car		Car	Car	Car	X
205	BAYHAM ST	PBP	39:2	7	PAY BY PHONE MON-FRI 8:30AM-6:30PM SAT 9:30AM-5:30PM MAX 2 HRS					LGV	Car	X		LGV	X
206	BAYHAM ST	PBP								LGV					
207	BAYHAM ST	PBP				Car									
208	BAYHAM ST	PBP										Car			
209	BAYHAM ST	PBP				LGV				Car	X				Car
210	BAYHAM ST	PBP												LGV	X
211	BAYHAM ST	PBP				Car				Car	X			Car	X
212	BAYHAM ST	PBP													
16	BAYNES ST	PBP	18:7	5	PAY BY PHONE MON - FRI 8:30 - 6:30 MAX 2 HRS								LGV	X	
17	BAYNES ST	PBP				Car	X		Car	X					
18	BAYNES ST	PBP						Car	LGV						Car
19	BAYNES ST	PB/DK	5:4												
20	BAYNES ST	PBP	6:8			Car	X	X	X	Car	X			LGV	
26	PRATT ST	PBP	22.0	4	PAY BY PHONE MON-FRI 8.30AM-6.30PM MAX 2HRS			Car	X	X	X			Car	
27	PRATT ST	PBP				Car	X	X			Car				
28	PRATT ST	PBP				Car	Car	Car	X		LGV	X			
29	PRATT ST	PBP				Car			Car	X					
163	PRATT ST	PBP	16.8	3	PAY BY PHONE MON-FRI 8.30-6.30 MAX 2HRS			Car	Car						
164	PRATT ST	PBP						LGV	LGV				Car		
165	PRATT ST	PBP				Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
9	ROSSENDALE WAY	NL	14:7												
10	ROSSENDALE WAY	NL													
11	ROSSENDALE WAY	NL													
112	ROSSENDALE WAY	NL	10:2												
113	ROSSENDALE WAY	NL													
116	ROSSENDALE WAY	NL	14:7												
117	ROSSENDALE WAY	NL													
118	ROSSENDALE WAY	NL													Car
290	ROYAL COLLEGE ST	PBP	9.7	1	PAY BY PHONE MON-FRI 8.30AM-6.30PM MAX 4HRS	LGV		LGV		Car	X	X	LGV	X	Car
291	ROYAL COLLEGE ST	PBP				Car	X	X	X	X	X		Car	X	
52	ST PANCRAS WAY	PBP	25:0	5	PAY BY PHONE MON-FRI 8:30-6:30 MAX 4 HRS		Car	Car	Car	X		Car	OGV1		Car
53	ST PANCRAS WAY	PBP				LGV			Car	X	X	X			
54	ST PANCRAS WAY	PBP				Car	X	X							Car
55	ST PANCRAS WAY	PBP				Car		LGV		Car	X				
56	ST PANCRAS WAY	PBP				OGV1	X	X	Taxi	X	X	X	X		
64	ST PANCRAS WAY	LBY/PBP	22:6	4	PAY BY PHONE MON-FRI 8:30-6:30 MAX 4 HRS	Car		X	Car	X			Car	X	Car
65	ST PANCRAS WAY	LBY/PBP				Car	X	X							
66	ST PANCRAS WAY	LBY/PBP				Car			Car						
67	ST PANCRAS WAY	LBY/PBP				Car	X	X	X	X	X	X	X	X	X
73	ST PANCRAS WAY	LBY/PBP	25:8	5	PAY BY PHONE MON-FRI 8:30-6:30 MAX 2 HRS	Car	X	X	X	X	X	X	x	X	X
74	ST PANCRAS WAY	LBY/PBP				Car	X	X						Car	X
75	ST PANCRAS WAY	LBY/PBP				Car									
76	ST PANCRAS WAY	LBY/PBP				Car			OGV1	X				LGV	
77	ST PANCRAS WAY	LBY/PBP							LGV		LGV				LGV
91	ST PANCRAS WAY	LBY/PBP	20:0	4	PAY BY PHONE MON-FRI 8:30-6:30 MAX 2 HRS		LGV			Car	X				Car
92	ST PANCRAS WAY	LBY/PBP								Car					Car
93	ST PANCRAS WAY	LBY/PBP										Car	X		
94	ST PANCRAS WAY	LBY/PBP				Car	X	X	X	X	X	X	X	X	X

Total

S.No	8	9	10	11	12	13	14	15	16	17
50	0	0	0	1	0	0	0	1	1	1
51	1	1	1	0	1	1	0	0	0	0
52	0	0	0	0	0	0	1	0	0	0
53	0	0	0	1	1	0	0	0	1	0
63	0	0	0	1	0	0	0	0	1	1
75	0	0	1	1	1	0	1	1	0	1
76	0	1	1	1	0	1	1	1	1	1
77	1	1	0	1	1	0	0	0	1	0
78	0	0	1	1	1	1	1	1	1	1
103	0	1	1	1	1	1	1	1	1	0
104	0	1	1	1	1	1	1	1	1	1
105	0	0	1	0	1	0	1	1	0	1
106	1	1	1	1	1	1	0	1	1	1
132	1	1	1	0	1	1	1	0	1	0
133	0	0	1	0	1	1	1	0	0	1
134	1	1	1	1	1	0	1	1	1	1
205	0	0	0	0	1	1	1	0	1	1
206	0	0	0	0	1	0	0	0	0	0
207	1	0	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	1	0	0	0
209	1	0	0	0	1	1	0	0	0	1
210	0	0	0	0	0	0	0	0	1	1
211	1	0	0	0	1	1	0	0	1	1
212	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	1	1	0
17	1	1	0	1	1	0	0	0	0	0
18	0	0	1	1	0	0	0	0	0	1
19	0	0	0	0	0	0	0	0	0	0
20	1	1	1	1	1	1	0	0	1	0
26	0	0	1	1	1	1	0	0	1	0
27	1	1	1	0	0	1	0	0	0	0
28	1	1	1	1	0	1	1	0	0	0
29	1	0	0	1	1	0	0	0	0	0
163	0	0	1	1	0	0	0	0	0	0
164	0	0	1	1	0	0	0	1	0	0
165	1	1	1	1	1	1	1	1	1	1
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0	0	0	0
116	0	0	0	0	0	0	0	0	0	0
117	0	0	0	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0	0	0	1
290	1	0	1	0	1	1	1	1	1	1
291	1	1	1	1	1	1	0	1	1	0
52	0	1	1	1	1	0	1	1	0	1
53	1	0	0	1	1	1	1	0	0	0
54	1	1	1	0	0	0	0	0	0	1
55	1	0	1	0	1	1	0	0	0	0
56	1	1	1	1	1	1	1	1	0	0
64	1	0	1	1	1	0	0	1	1	1
65	1	1	1	0	0	0	0	0	0	0
66	1	0	0	1	0	0	0	0	0	0
67	1	1	1	1	1	1	1	1	1	1
73	1	1	1	1	1	1	1	1	1	1
74	1	1	1	0	0	0	0	0	1	1
75	1	0	0	0	0	0	0	0	0	0
76	1	0	0	1	1	0	0	0	1	0
77	0	0	0	1	0	1	0	0	0	1
91	0	1	0	0	1	1	0	0	0	1
92	0	0	0	0	1	0	0	0	0	1
93	0	0	0	0	0	0	1	1	0	0
94	1	1	1	1	1	1	1	1	1	1

Near

S.No	8	9	10	11	12	13	14	15	16	17
50	0	0	0	1	0	0	0	1	1	1
51	1	1	1	0	1	1	0	0	0	0
52	0	0	0	0	0	0	1	0	0	0
53	0	0	0	1	1	0	0	0	1	0
63	0	0	0	1	0	0	0	0	1	1
75	0	0	1	1	1	0	1	1	0	1
76	0	1	1	1	0	1	1	1	1	1
77	1	1	0	1	1	0	0	0	1	0
78	0	0	1	1	1	1	1	1	1	1
103	0	1	1	1	1	1	1	1	1	0
104	0	1	1	1	1	1	1	1	1	1
105	0	0	1	0	1	0	1	1	0	1
106	1	1	1	1	1	1	0	1	1	1
132	1	1	1	0	1	1	1	0	1	0
133	0	0	1	0	1	1	1	0	0	1
134	1	1	1	1	1	0	1	1	1	1
205	0	0	0	0	1	1	1	0	1	1
206	0	0	0	0	1	0	0	0	0	0
207	1	0	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	1	0	0	0
209	1	0	0	0	1	1	0	0	0	1
210	0	0	0	0	0	0	0	0	1	1
211	1	0	0	0	1	1	0	0	1	1
212	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	1	1	0
17	1	1	0	1	1	0	0	0	0	0
18	0	0	1	1	0	0	0	0	0	1
19	0	0	0	0	0	0	0	0	0	0
20	1	1	1	1	1	1	0	0	1	0
26	0	0	1	1	1	1	0	0	1	0
27	1	1	1	0	0	1	0	0	0	0
28	1	1	1	1	0	1	1	0	0	0
29	1	0	0	1	1	0	0	0	0	0
163	0	0	1	1	0	0	0	0	0	0
164	0	0	1	1	0	0	0	1	0	0
165	1	1	1	1	1	1	1	1	1	1
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0	0	0	0
116	0	0	0	0	0	0	0	0	0	0
117	0	0	0	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0	0	0	1
290	1	0	1	0	1	1	1	1	1	1
291	1	1	1	1	1	1	0	1	1	0
52	0	1	1	1	1	0	1	1	0	1
53	1	0	0	1	1	1	1	0	0	0
54	1	1	1	0	0	0	0	0	0	1
55	1	0	1	0	1	1	0	0	0	0
56	1	1	1	1	1	1	1	1	0	0
64	1	0	1	1	1	0	0	1	1	1
65	1	1	1	0	0	0	0	0	0	0
66	1	0	0	1	0	0	0	0	0	0
67	1	1	1	1	1	1	1	1	1	1
73	1	1	1	1	1	1	1	1	1	1
74	1	1	1	0	0	0	0	0	1	1
75	1	0	0	0	0	0	0	0	0	0
76	1	0	0	1	1	0	0	0	1	0
77	0	0	0	1	0	1	0	0	0	1
91	0	1	0	0	1	1	0	0	0	1
92	0	0	0	0	1	0	0	0	0	1
93	0	0	0	0	0	0	1	1	0	0
94	1	1	1	1	1	1	1	1	1	1

Close

S.No	8	9	10	11	12	13	14	15	16	17
50	0	0	0	0	0	0	0	0	0	0
51	0	0	0	0	0	0	0	0	0	0
52	0	0	0	0	0	0	0	0	0	0
53	0	0	0	0	0	0	0	0	0	0
63	0	0	0	0	0	0	0	0	0	0
75	0	0	0	0	0	0	0	0	0	0
76	0	0	0	0	0	0	0	0	0	0
77	0	0	0	0	0	0	0	0	0	0
78	0	0	0	0	0	0	0	0	0	0
103	0	0	0	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0	0	0
105	0	0	0	0	0	0	0	0	0	0
106	0	0	0	0	0	0	0	0	0	0
132	0	0	0	0	0	0	0	0	0	0
133	0	0	0	0	0	0	0	0	0	0
134	0	0	0	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0	0	0
208	0	0	0	0	0	0	0	0	0	0
209	0	0	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0	0	0
211	0	0	0	0	0	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
26	0	0	1	1	1	1	0	0	1	0
27	1	1	1	0	0	1	0	0	0	0
28	1	1	1	1	0	1	1	0	0	0
29	1	0	0	1	1	0	0	0	0	0
163	0	0	1	1	0	0	0	0	0	0
164	0	0	1	1	0	0	0	1	0	0
165	1	1	1	1	1	1	1	1	1	1
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0	0	0	0
116	0	0	0	0	0	0	0	0	0	0
117	0	0	0	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0	0	0	1
290	1	0	1	0	1	1	1	1	1	1
291	1	1	1	1	1	1	0	1	1	0
52	0	1	1	1	1	0	1	1	0	1
53	1	0	0	1	1	1	1	0	0	0
54	1	1	1	0	0	0	0	0	0	1
55	1	0	1	0	1	1	0	0	0	0
56	1	1	1	1	1	1	1	1	0	0
64	1	0	1	1	1	0	0	1	1	1
65	1	1	1	0	0	0	0	0	0	0
66	1	0	0	1	0	0	0	0	0	0
67	1	1	1	1	1	1	1	1	1	1
73	1	1	1	1	1	1	1	1	1	1
74	1	1	1	0	0	0	0	0	1	1
75	1	0	0	0	0	0	0	0	0	0
76	1	0	0	1	1	0	0	0	1	0
77	0	0	0	1	0	1	0	0	0	1
91	0	1	0	0	1	1	0	0	0	1
92	0	0	0	0	1	0	0	0	0	1
93	0	0	0	0	0	0	1	1	0	0
94	1	1	1	1	1	1	1	1	1	1