3 Dufferin Avenue
Barbican
London
EC1Y 8PQ
Tel: +44 (0)207 253 2626
Email: mail@simpsoneng.com
www.simpsoneng.com

HEALTHY STREETS TRANSPORT ASSESSMENT

CHARLES DARWIN HOUSE

PREPARED FOR:

THE KING'S COLLEGE OF OUR LADY OF ETON BESIDE WINDSOR OTHERWISE KNOWN AS ETON COLLEGE.

JOB NO: P19-173

DATE: October 2019

DOCUMENT HISTORY

NO.	Description	Date
1	DRAFT	18.10.19
2	ISSUE	30.10.19

CONTENTS

APPENDICES

1. INTRODUCTION

1.1 This Transport Statement has been prepared by Simpson Associates on behalf of The King's College of Our Lady of Eton beside Windsor otherwise known as Eton College to accompany a planning application for a refurbishment of an existing office building, with works to the courtyard and a single-storey extension. The proposed site layout is attached in Appendix A.

1.2 The report considers the transport matters associated with the development of the site for office use.

1.3 Figure 1.1 below shows the location of the proposed development in the context of the surrounding area.

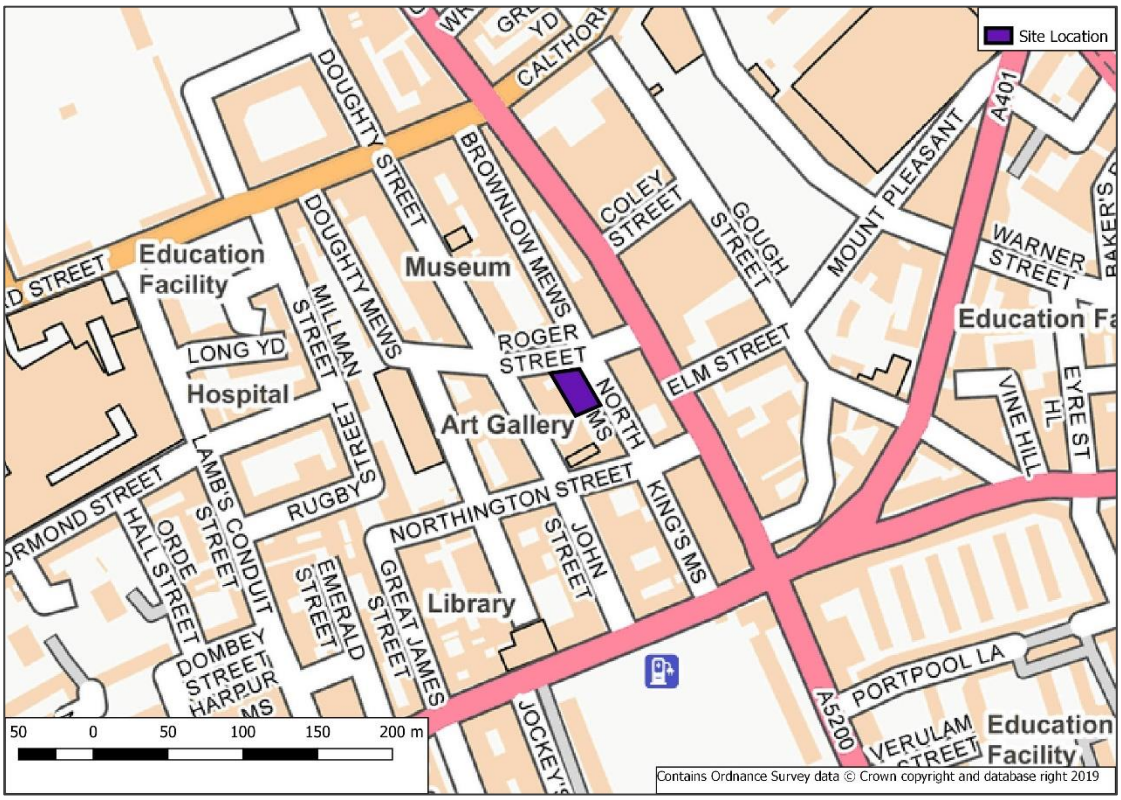


Figure 1.1: Site Location

1.4 Charles Darwin House is located on Roger Street in Camden, London; to the north of Theobald's Road and to the east of Russel Square London Underground Station.

National Planning Policy Framework

1.5 The National Planning Policy Framework (NPPF) was originally published in March 2012. It sets out the Government's planning policies for England and how they are expected to be applied. It replaced PPG13 amongst other guidance and provides the single national transport planning policy. At the heart of the NPPF is a presumption in favour of sustainable development.

Revised National Planning Policy Framework

1.6 The NPPF was revised on the 24 July 2018. With regards to transport, the principles remain predominantly the same as the previous issue of the NPPF.

1.7 Under Paragraph 108 of the revised NPPF, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.8 A key update re-words the section regarding impacts, narrowing the definition to the following:

> Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

1.9 A further minor revision to the NPPF was implemented on the 19 February 2019, regarding habitat regulation and deliverable sites.

London Plan

1.10 The current London Plan is the 'overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London'.

1.11 The London Plan includes considerations in relation to transport and movement throughout the city.

1.12 A consolidated revised version of the London Plan shows the suggested changes to update the London Plan for a new period of development and was issued July 2019.

1.13 The updated London Plan (2019) states that:

A *Development Plans should support, and development proposals should facilitate:*

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

2) the proposed transport schemes set out in Table 10.1.

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

Healthy Streets

1.14 Transport for London promotes the Healthy Streets approach to Transport Assessments, with the following principles:

The Healthy Streets Approach provides the framework of policies and strategies we will put in place to achieve this. At a street level, direct investment in our walking, cycling and public transport infrastructure is vital to providing a safer, easier, cleaner and more appealing environment for everyone to enjoy. At a network level, we must design and manage our streets and rail systems so that more active travel becomes part of every journey. And we need to plan for the future. As London continues to grow, active travel needs to be designed into the fabric of new developments and regeneration projects.

1.15 Further to this, Transport Assessments submitted for appraisal are encouraged to follow the Healthy Streets methodology of assessment.

Vision Zero

1.16 Vision Zero for London holds the principle that 'together we can eradicate deaths and serious injuries from our roads and make London a safer, healthier and greener place.'

1.17 It is proposed this is achieved through safe speeds, safe streets, safe vehicles, safe behaviours and post-collision response.

2. TRANSPORT PLANNING FOR PEOPLE

2.1 The aim of the development is to provide a refurbishment to the offices at Charles Darwin House. As part of the development, 99sqm of additional floorspace will be provided.

2.2 The existing courtyard to the site will also be overhauled, with enhanced access through an automated bifold gate. A covered, secure cycle store will also be provided, further enhancing cycle facilities. A new shower facility will be installed and will be accessible from the reception area and courtyard, further encouraging cycle trips and making commuting more comfortable for those who already cycle.

2.3 The courtyard works will also provide an aesthetically pleasing facility for those wishing to recreate or spend their breaks from work outside.

2.4 The improvements are constrained to the site boundary and will therefore primarily benefit those who work at Charles Darwin House. Improved gates will also assist with servicing and an increase in cycling may help reduce congestion on other services.

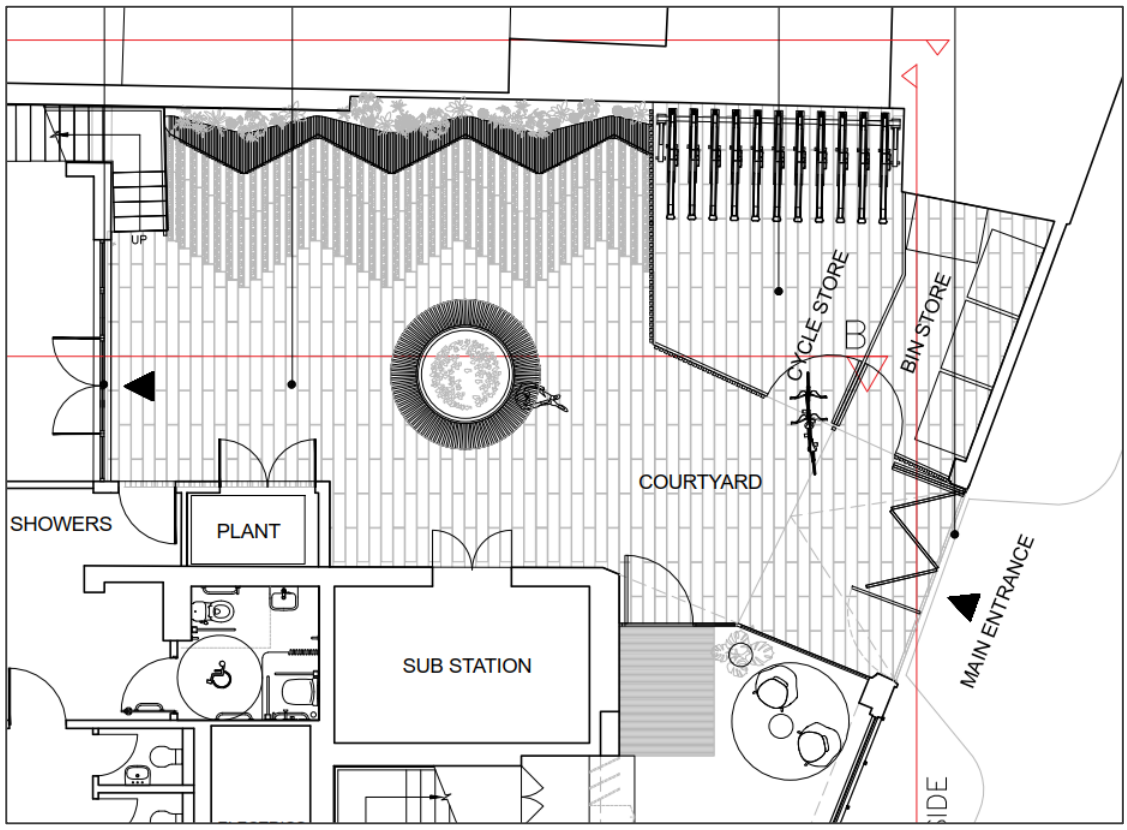


Image 2.1 – Proposed Courtyard and Cycle Store (c/o Minifie Architects)

3. SITE AND SURROUNDINGS

3.1 Charles Darwin House is located on Roger Street in Camden, London; to the north of Theobald's Road and to the east of Russel Square London Underground Station. The site is bounded to the north by Roger Street, to the east by North Mews, to the south by residential apartments and to the west by the back gardens of residential dwellings.

3.2 The building currently provides office space over four floors. There is a courtyard in place on the northern edge of the site footprint.

3.3 Roger Street continues as a one-way street in an easterly direction and links with the A5200 Grays Inn Road, which is managed by LB Camden.

3.4 The nearest section of the TLRN, the A201 Farringdon Road, is located approximately 400m to the east of the development site.

3.5 Calthorpe Street and Mount Pleasant provide links to the east and the B502 Guildford Street provides links to the west.

3.6 There is a network of pedestrian routes continuing through the area, connecting the larger corridors.

3.7 Roger Street has high quality, street-lit footway in place along the frontage of the site, connecting to the wider footway network. There is a tabled junction in place to the west, where Roger Street meets Doughty Street/John Street, providing additional pedestrian amenity.

3.8 There is also an at-grade crossing at the eastern extent of Roger Street, providing amenity for pedestrians emerging from Roger Street and those continuing along the A5200 Grays Inn Road.

3.9 Charles Darwin House has a PTAL score of 6b, the highest score possible, and is therefore considered to be in a highly accessible location.

3.10 The full PTAL report is attached in Appendix B. The calculation data shows that 65.5 buses per hour stop within 400m of the site.

3.11 A travel time report is attached in Appendix C, showing that the majority of residents of Central London can access the offices within 30 minutes and those as far afield as Edgeware & Wimbledon can access the site within an hour.

3.12 Given the minimal scale of the extension works, at just 99sqm, it is considered that a full ATZ assessment is not necessary.

3.13 The nearest Santander Cycles docking station is located approximately 120m south of the development site, on Northington Street. Cycleway 6 (C6) continues north-south along Phoenix Place, to the east of the site.

3.14 The nearest London Underground station is Chancery Lane, located approximately 630m south of the site. Chancery Lane LUL Station is situated on the Central Line and provides opportunity for interchange with the Northern, Piccadilly, District and Circle Lines in close proximity.

3.15 Farringdon Station is located approximately 800m to the southeast and King's Cross St Pancras Station is located approximately 1km to the north.

3.16 Online incident data, as shown in Figure 3.1, indicates that there have been no recoded incidents on Roger Street or North Mews in the immediate vicinity of the Charles Darwin House, over the most recent 5 years for which data is available.

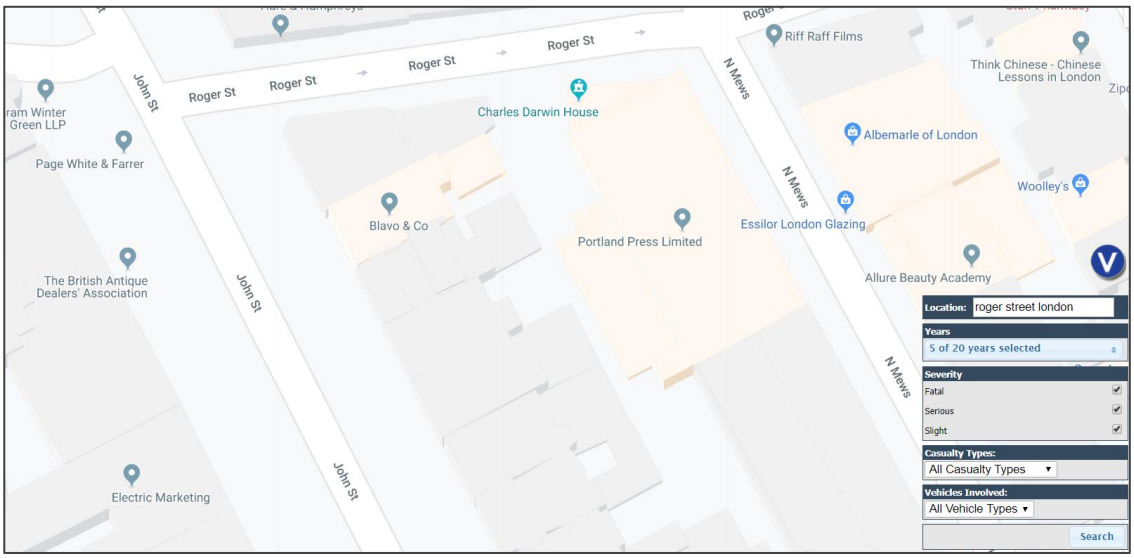


Figure 3.1: Online Accident Data

3.17 The site is in a highly accessible location for office facilities, as demonstrated above. There are a number of sustainable travel opportunities available and staff have a number of route options available.

3.18 The development proposals comprise the refurbishment of the internal space, predominantly for aesthetic & marketing purposes, an extension of office space comprising 99sqm and enhanced cycle parking facilities in the yard space.

3.19 The extension is achieved by moving plant from the existing roof of the single-storey building to the roof of the main building and adding an additional storey to the low-rise structure.

3.20 The cycle store will allow for the parking of 22 bicycles under cover, with locking points and a dedicated door to the store, in line with adopted London Plan guidance.

3.21 A new shower facility will be installed and will be accessible from the reception area & courtyard, further enhancing amenity for those travelling by cycle.

3.22 Although the gate to the courtyard will be upgraded, the servicing arrangements will remain the same, with refuse being collected from the courtyard access.

4. LONDON-WIDE NETWORK

Multi-modal Trip Generation

4.1 In order to assess the potential traffic impacts of the residential development trip generation has been calculated using rates derived from the industry-standard TRICS database.

4.2 The Category 02 - Employment, A - Office has been selected and sites outside of Greater London have been excluded as these are not generally considered representative.

4.3 Results have been further filtered by 'Town Centre' location and larger sites have been removed.

4.4 The results have then been filtered by PTAL score, including all sites with a PTAL score of 6b, in line with the site's level of accessibility.

4.5 Table 4.1 shows the resulting multimodal trip rates and Table 4.2 shows the anticipated peak hour nettrip generation for the proposed 99sqm extension. The full TRICS output is included in Appendix D.

Table 4.1 – TRICS Total People Trip Rate

Trip Rate (per 100sqm)	Arrivals	Departures	TOTAL
AM Peak (0730-0900)	2.703	0.236	2.939
PM Peak (1630-1800)	0.465	2.661	3.126

Table 4.2 – Peak Hour Net Trip Generation

Trip Generation (99sqm)	Arrivals	Departures	TOTAL
AM Peak (0730-0900)	3	0	3
PM Peak (1630-1800)	0	3	3

4.6 Trip generation data shows that there are anticipated to be just 3 additional trips in each peak as a result of the development.

4.7 Origin-Destination Census 2011 data (WU03EW) has been used to establish the relevant modal split for those travelling from Greater London to Mid-layer Super Output Area 'Camden 027' (E02000192). The raw census data is attached in Appendix E.

4.8 Table 4.3 below shows the modal split percentages for the relevant area, and how many additional mode users are anticipated in each peak.

Table 4.3 – Modal Split and Net Trip Generation

Mode	Census Split	Anticipated Trips in Each Peak
Underground, metro, light rail or tram	39%	1
Train	25%	1
Bus, minibus or coach	14%	1
Taxi	0%	0
Motorcycle, scooter or moped	2%	0
Driving a car or van	5%	0
Passenger in a car or van	1%	0
Bicycle	8%	0
On foot	7%	0
Other method of travel to work	0%	0

4.9 The results of the trip generation analysis indicate that there will be a minimal impact from the proposed extension, with an imperceptible difference of 1 additional trip in each peak on London Underground, Train and Bus services.

4.10 It is intended that the improved cycle facilities will serve to further encourage cycling to and from the site, in line with Healthy Street principles.

5. CONSTRUCTION

Outline Construction Logistics Plan

Introduction

5.1 The aim of this Outline Construction Logistics Plan (CLP) is to minimise the impact from construction related vehicle movements at and to the site.

5.2 Given the scale of the works, the site is considered to represent a lower impact site and as such this Outline CLP has been included as a chapter to this Transport Assessment.

5.3 The site context and development proposals are set out above in the associated Transport Assessment chapters above.

5.4 Transport for London and LB Camden guidance has been considered as part of this Outline CLP and will be further considered as part of the detailed CLP.

Construction Methodology

5.5 As the site is at application stage, a construction programme is not currently understood to be in place.

5.6 Construction vehicles will abide by the relevant restrictions as set out by Transport for London.

5.7 Construction works are to be restricted to the following times:

Monday – Friday:	08:00 – 18:00
Saturdays:	08:00 – 13:00

5.8 Construction will not occur during public holidays or Sundays.

Vehicle Routing and Access

5.9 It is anticipated that construction vehicles will utilise the trunk road and A-road network to the smaller scale streets in the vicinity of the site.

5.10 Specific routing for different vehicle types will be proposed as part of a full Construction Management Plan / Construction Logistics Plan, post-planning. The routeing will take

account the need to avoid, where possible, major cycle routes and trip generators such as schools, offices, public buildings, museums.

Planned Measures

5.11 It is expected that all site traffic will be physically segregated from public vehicle & pedestrian movements once on site.

5.12 It is anticipated that deliveries will operate on a just-in-time schedule, meaning vehicles can stagger arrival to reduce impacts away from busy periods and the highway network.

5.13 In order to reduce traffic impact in the local area, contractors and employees are expected to travel to site by sustainable means.

5.14 It is anticipated no contractor and employee parking will take place on the public highway surrounding the development site.

5.15 It is expected that a road sweeping regime will be in place to ensure access roads remain clear of debris and operational throughout the period of construction.

5.16 It is also expected that vehicles leaving site pass through a wheel wash if required, before returning to the local highway network.

5.17 In order to reduce noise & air pollution, standing vehicles will be encouraged to shut off engines and avoid unnecessary idling motors.

5.18 It is expected that monitoring measures for noise and vibration will be in place throughout the period of construction.

5.19 A community liaison process will be implemented and should take place between the grant of planning and the submission of a full Construction Management Plan.

5.20 It is expected that a Temporary Parking Suspension will be required along the extent of the single yellow line, running adjacent to the site courtyard gates. This will be investigated further as part of a detailed Construction Management Plan.

6 CONCLUSION

6.1 This Transport Statement has been prepared by Simpson Associates on behalf of Clearbell Capital LLP to accompany a planning application for a refurbishment of an existing office building, with works to the courtyard and a single-storey extension.

6.2 Charles Darwin House is located on Roger Street in Camden, London; to the north of Theobald's Road and to the east of Russel Square London Underground Station. The site is bounded to the north by Roger Street, to the east by North Mews, to the south by residential apartments and to the west by the back gardens of residential dwellings.

6.3 The aim of the development is to provide a refurbishment to the offices at Charles Darwin House. As part of the development, 99sqm of additional floorspace will be provided.

6.4 The courtyard to the site will also be overhauled, with enhanced access through an automated bifold gate. A covered, secure cycle store for 22 cycles will also be provided, further enhancing cycle facilities, and in line with adopted London Plan guidance. A shower will be installed, with access from the courtyard, in order to further encourage cycle trips and to make commuting more comfortable for those who already cycle.

6.5 The courtyard works will also provide an aesthetically pleasing facility for those wishing to recreate or spend their breaks from work outside.

6.6 Charles Darwin House has a PTAL score of 6b, the highest score possible, and is therefore considered to be in a highly accessible location.

6.7 The majority of residents of Central London can access the offices within 30 minutes and those as far afield as Edgeware & Wimbledon can access the site within an hour.

6.8 The site is in a highly accessible location for office facilities, as demonstrated above. There are a number of sustainable travel opportunities available and staff have a number of route options available.

6.9 Although the gate to the courtyard will be upgraded, the servicing arrangements will remain the same, with refuse being collected from the courtyard access.

6.10 Trip generation data shows that there are anticipated to be just 3 additional trips in each peak as a result of the development.

6.11 The results of the trip generation analysis indicate that there will be a minimal impact from the proposed extension, with an imperceptible difference of 1 additional trip in each peak on London Underground, Train and Bus services.

6.12 It is concluded that the minimal extension at Charles Darwin House will have an extremely minor impact on the local transport infrastructure. Safe and suitable access can be achieved and no mitigation to highways or public transport is required.

6.13 It is therefore considered that there are no highways or transportation reasons obstructing the site proposals from achieving planning consent.

APPENDIX A
Proposed Site Layout

Proposed new glazed entrance into ground floor office unit.

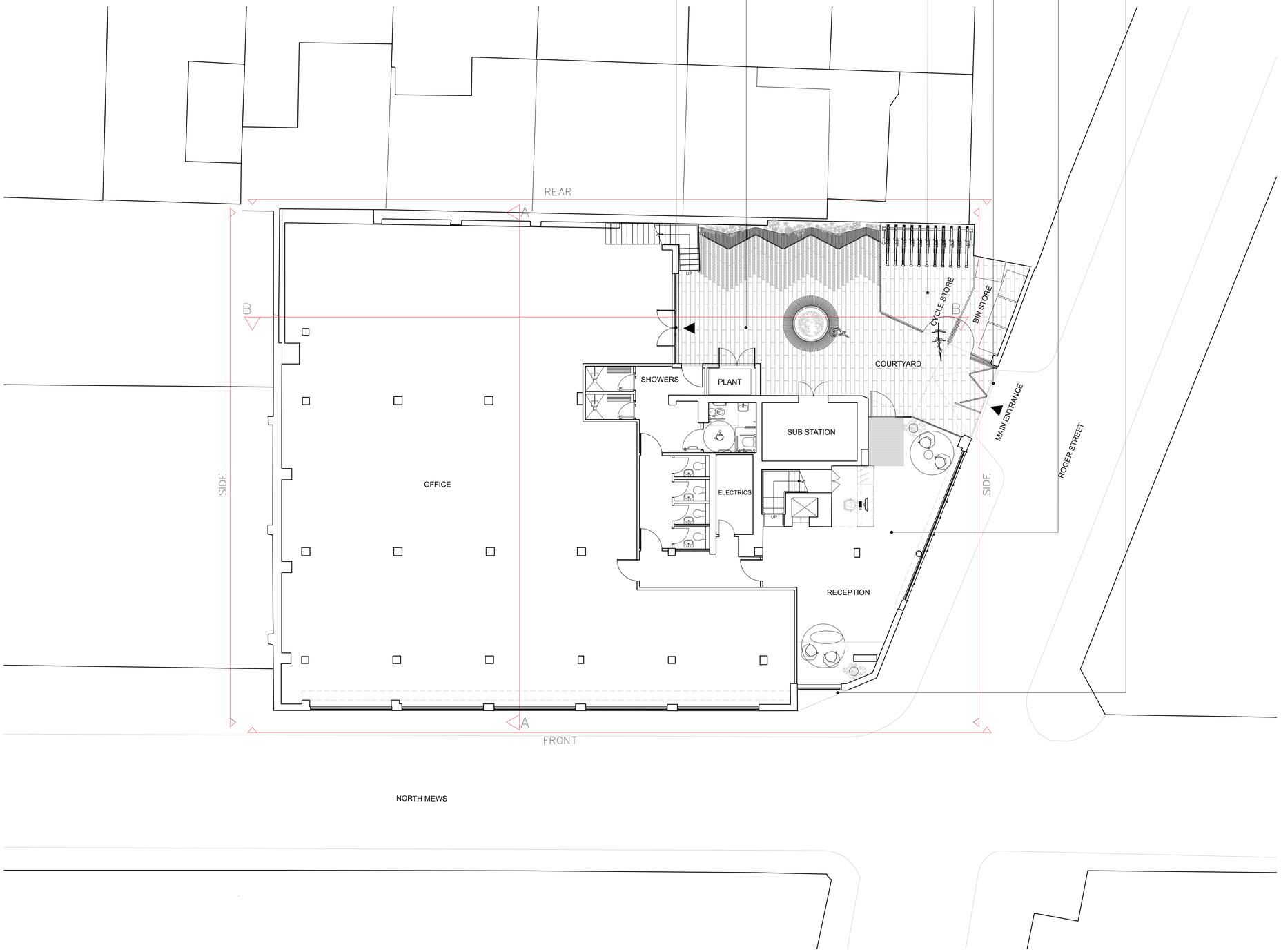
Courtyard refurbished as amenity space for building.

Secure cycle store with 22 spaces.

Proposed folding entrance gate with access control for out of hours use.

Reception moved to street facing location.

Existing entrance infilled.



0m 1m 2m 5m 10m

NOTES

DRAWINGS INDICATE DESIGN INTENT ONLY.

ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR TAKING AND CHECKING ALL DIMENSIONS.

DO NOT SCALE FROM THE DRAWING.

REPORT ALL CONFLICTS OF INFORMATION TO MINIFIE ARCHITECTS AND SEEK ADVICE BEFORE PROCEEDING.

WHERE GIVEN DIMENSIONS ARE ONLY APPROXIMATE & SUBJECT TO A MEASURED SITE SURVEY.

THESE ARE SUBJECT TO AN M&E & STRUCTURAL SURVEY. THIS DRAWING IS BASED UPON A

COPIES OF ORIGINAL ARCHIVE DRAWINGS AND ITS ACCURACY AND PROPORTIONALITY CANNOT BE

WHOLLEY RELIED UPON.

NO.	DATE	ISSUE/REVISION

CHARLES DARWIN HOUSE
12 ROGER STREET
HOLBORN
LONDON
WC1N 2JU

DRAWING TITLE :

PROPOSED GROUND FLOOR PLAN

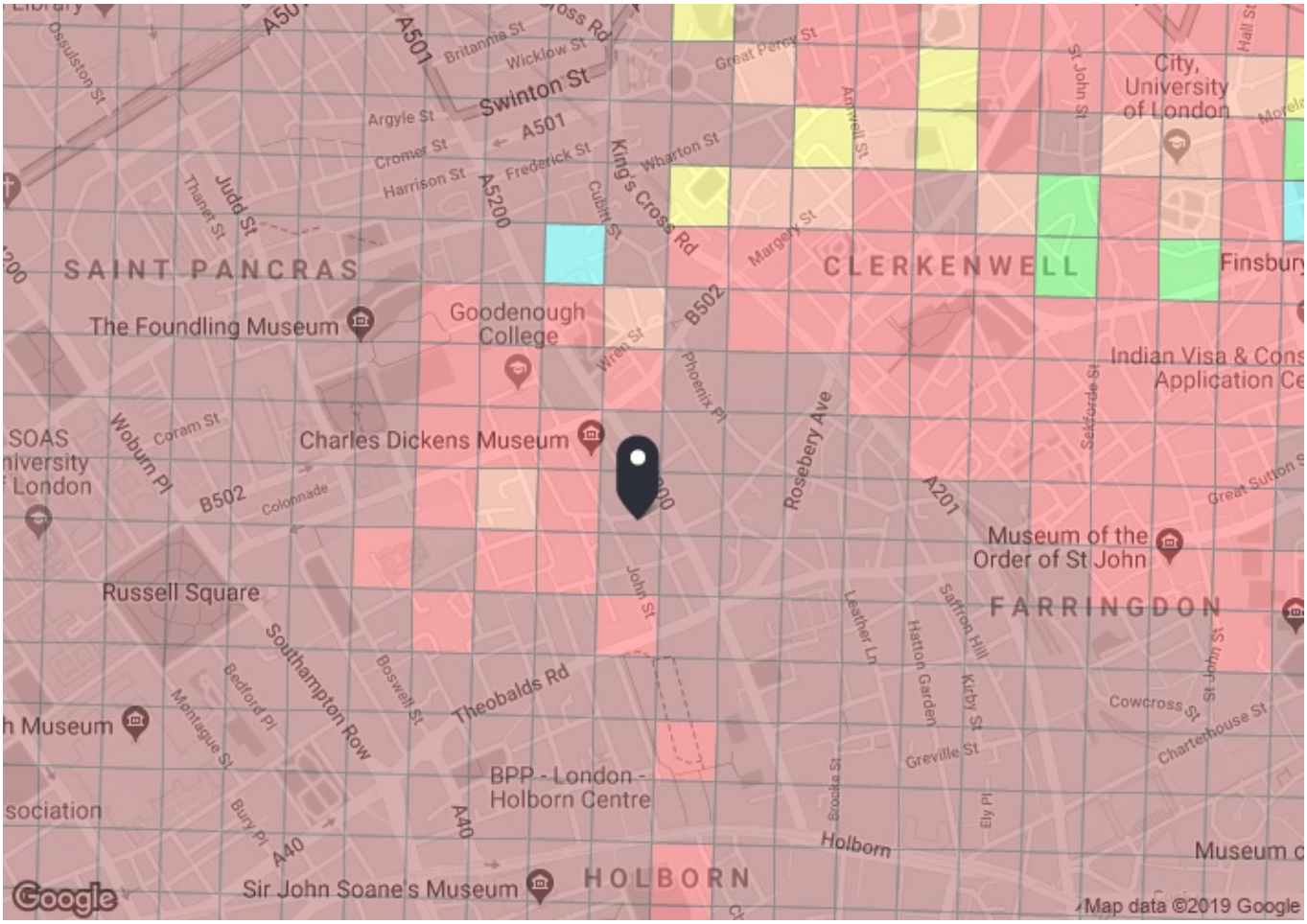
DRAWN : RC
CHECKED : BM
SCALE : 1:100@A1
DATE : OCT'19
NORTH

PROJECT NO. : 1575
DRAWING NO. : AP(2)10
STATUS : PLANNING

MA
MINIFIE ARCHITECTS
Studio 1,
14 Marshalsea Road
London SE1 1HL

APPENDIX B
PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

Charles Darwin House, 12 Roger St, Holborn, London WC1N 2JU, UK
Easting: 530861, Northing: 182108

Grid Cell: 88897

Report generated: 17/10/2019

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

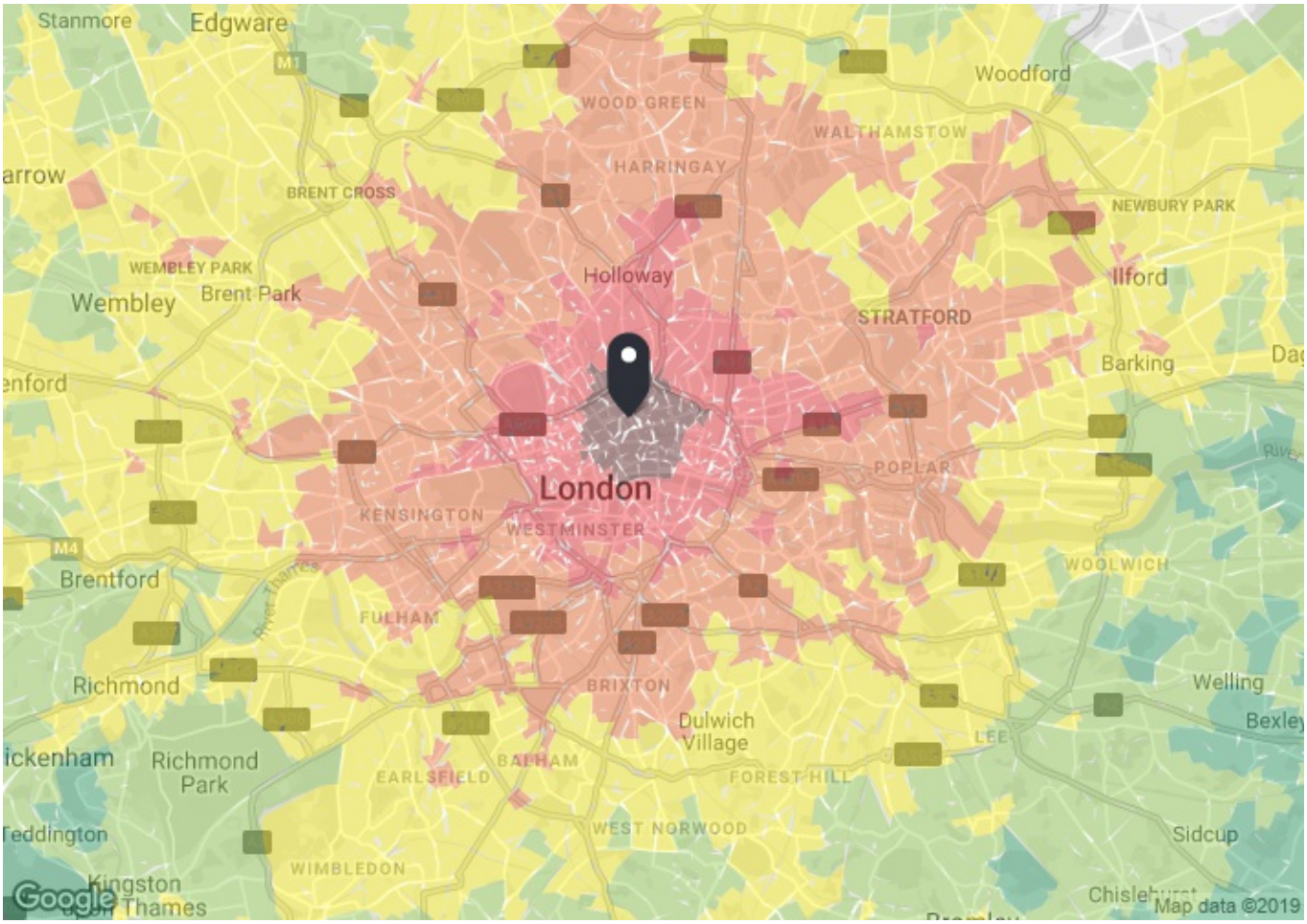
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HOLBORN HALL	341	331.4	6	4.14	7	11.14	2.69	0.5	1.35
Bus	HOLBORN HALL	243	256.89	11	3.21	4.73	7.94	3.78	1	3.78
Bus	HOLBORN HALL	38	256.89	10	3.21	5	8.21	3.65	0.5	1.83
Bus	HOLBORN HALL	19	256.89	8	3.21	5.75	8.96	3.35	0.5	1.67
Bus	HOLBORN HALL	55	256.89	10	3.21	5	8.21	3.65	0.5	1.83
Bus	GRAYS INN RD GUILFORD S	46	175.49	6	2.19	7	9.19	3.26	0.5	1.63
Bus	GRAYS INN RD GUILFORD S	17	175.49	7.5	2.19	6	8.19	3.66	0.5	1.83
Bus	GRAYS INN RD GUILFORD S	45	175.49	7	2.19	6.29	8.48	3.54	0.5	1.77
Bus	MOUNT PLEASANT	63	512.94	12	6.41	4.5	10.91	2.75	0.5	1.37
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 1E62'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BROMLYS 1E83'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-ORPNGTN 1L60'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1O13'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-KENTHOS 1S85'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T11'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T15'	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1T83'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1V23'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1V82'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1W06'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1W81'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1W84'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1W86'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SVNOAKS 2E11'	864.76	1	10.81	30.75	41.56	0.72	1	0.72
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 2E19'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'LUTON-SVNOAKS 2E21'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SVNOAKS 2E95'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-LUTON 2O00'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-BEDFDM 2O04'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2O06'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-LUTON 2O10'	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turnmill	'LUTON-SUTTON 2O17'	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O21'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O29'	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turnmill	'LUTON-BCKNHMJ 2S91'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-BROMLYS 2S93'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2T02'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2T04'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 2T15'	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 2T25'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-LUTON 2T99'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2V02'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2V08'	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 2V15'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-BEDFDM 2V16'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'LUTON-SUTTON 2V19'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-KNTSHTN 2V20'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2V27'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'LUTON-SUTTON 2V31'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W08'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W12'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W16'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E61'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E63'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'RCHT-BEDFDM 1E67'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-BEDFDM 1E69'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BROMLYS-BEDFDM 1E82'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BCKNHMJ-BEDFDM 1G65'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Farringdon Tunnmill	'KENTHOS-BEDFDM 1G71'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-STALBCY 2D93'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-LUTON 2D95'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-STALBCY 2E59'	864.76	0.67	10.81	45.53	56.34	0.53	0.5	0.27
Rail	Farringdon Tunnmill	'SVNOAKS-LUTON 2E61'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-WHMPSTM 2E63'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-KNTSHTN 2E65'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-KNTSHTN 2E67'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'BROMLYS-LUTON 2E93'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-LUTON 2L59'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-KNTSHTN 2L65'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'BEDFDM-ELPHNAC 1J87'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'BEDFDM-ELPHNAC 1J88'	864.76	0.33	10.81	91.66	102.47	0.29	0.5	0.15
LUL	Farringdon Tunnmill	'Hammersmith-Edgware'	864.76	6	10.81	5.75	16.56	1.81	0.5	0.91
LUL	Farringdon Tunnmill	'Barking-Hammersmith'	864.76	6.34	10.81	5.48	16.29	1.84	0.5	0.92
LUL	Farringdon Tunnmill	'Hammersmith-Plaistow'	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
LUL	Farringdon Tunnmill	'Aldgate-AmerFast'	864.76	1	10.81	30.75	41.56	0.72	0.5	0.36
LUL	Farringdon Tunnmill	'Ches-AldgateFast'	864.76	2	10.81	15.75	26.56	1.13	0.5	0.56
LUL	Farringdon Tunnmill	'Uxbridge-AldSlow'	864.76	5.33	10.81	6.38	17.19	1.75	0.5	0.87
LUL	Farringdon Tunnmill	'Watford-AldSfast'	864.76	3.67	10.81	8.92	19.73	1.52	0.5	0.76
LUL	Farringdon Tunnmill	'Aldg-WatfordSlow'	864.76	3.67	10.81	8.92	19.73	1.52	0.5	0.76
LUL	Farringdon Tunnmill	'Ald-HarrowHill'	864.76	1.33	10.81	23.31	34.12	0.88	0.5	0.44
LUL	Chancery Lane	'Epping-Ealing'	688.06	3	8.6	10.75	19.35	1.55	0.5	0.78
LUL	Chancery Lane	'WRuislip-Epping'	688.06	3	8.6	10.75	19.35	1.55	0.5	0.78
LUL	Chancery Lane	'RuislipGar-Epping'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'WhiteCity-Epping'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Epping-NActon'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'Northolt-Epping'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'Debden-WRuislip'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'RuislipGdns-Debden'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'NActon-Loughton'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'RuislipGdns-Loughton'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Loughton'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-Northolt'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'Ealing-NewburyPark'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WRuislip-NewburyPark'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	688.06	0.33	8.6	91.66	100.26	0.3	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing'	688.06	5.33	8.6	6.38	14.98	2	1	2
LUL	Chancery Lane	'Hainault-Nacton'	688.06	1.33	8.6	23.31	31.91	0.94	0.5	0.47
LUL	Chancery Lane	'Hainault-WRuislip'	688.06	3.33	8.6	9.76	18.36	1.63	0.5	0.82
LUL	Chancery Lane	'RuislipGdns-NP-Hain'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'WhiteCity-Hainault'	688.06	1.67	8.6	18.71	27.31	1.1	0.5	0.55
LUL	Chancery Lane	'Hainault-NP-Northolt'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'GrangeHill-WD-Eal'	688.06	1	8.6	30.75	39.35	0.76	0.5	0.38
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	688.06	0.67	8.6	45.53	54.13	0.55	0.5	0.28
LUL	Russel Square	'Cockfosters-LHRT4LT'	798.35	4.67	9.98	7.17	17.15	1.75	0.5	0.87
LUL	Russel Square	'RayLane-Cockfosters'	798.35	3.67	9.98	8.92	18.9	1.59	0.5	0.79
LUL	Russel Square	'LHRT4LT-ArnosGrove'	798.35	4.67	9.98	7.17	17.15	1.75	0.5	0.87
LUL	Russel Square	'ArnosGrove-RayLane'	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
LUL	Russel Square	'ArnosGrove-Nthfields'	798.35	3	9.98	10.75	20.73	1.45	0.5	0.72
LUL	Russel Square	'Oakwood-RayLane'	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
LUL	Russel Square	'Nthfields-Cockfoster'	798.35	1	9.98	30.75	40.73	0.74	0.5	0.37
LUL	Russel Square	'Cockfosters-LHRT5'	798.35	3.33	9.98	9.76	19.74	1.52	0.5	0.76

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Russel Square	'Uxbridge-Cockfosters'	798.35	3.67	9.98	8.92	18.9	1.59	0.5	0.79
LUL	Russel Square	'Ruislip-Cockfosters '	798.35	2.33	9.98	13.63	23.6	1.27	0.5	0.64
LUL	Russel Square	'ArnosGrove-Uxbridge '	798.35	1	9.98	30.75	40.73	0.74	0.5	0.37
LUL	Russel Square	'Oakwood-Uxbridge '	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
LUL	Russel Square	'Oakwood-Ruislip '	798.35	0.33	9.98	91.66	101.64	0.3	0.5	0.15
									Total Grid Cell AI:	**51.89**

APPENDIX C
Travel Time Report

TRANSPORT
FOR LONDON



TIM output for Base Year
Scenario: Base Year Mode: All public transport modes, Time of day: AM peak, Direction: From location

Charles Darwin House, 12 Roger St, Holborn, London WC1N 2JU, UK
Easting: 530861, Northing: 182108

Report generated: 17/10/2019

Population and employment: GLA forecasts 2016
Town Centres: GLA 2016
Education: EduBase 2016
Health: NHS Direct, CQC 2016

Code: NT086A05A

Map key - Travel Time

- < 15 mins
- 15 - 30 mins
- 30 - 45 mins
- 45 - 60 mins
- 60 - 75 mins
- 75 - 90 mins
- 90 - 105 mins
- 105 - 120 mins
- 120 - 135 mins

Map layers

- Travel Times

Catchment data for your current selection

Population - Total: London 2011

Total: London (2011) 8,217,475

Travel Time (mins)	Total: London (2011) 8,217,475
< 15	73908
< 30	564748
< 45	2546704
< 60	5386437
< 75	7630903
< 90	8193318
< 105	8213083
< 120	8217473
< 135	8217475

Travel Time (mins)	Total: London & SE (2011) 21,126,595
< 15	73908
< 30	564748
< 45	2546704
< 60	5578165
< 75	9902959
< 90	13424973
< 105	15794866
< 120	18003422
< 135	18912754

Travel Time (mins)	Households: London (2011) 3,278,323
< 15	33925
< 30	253760
< 45	1082781
< 60	2182024
< 75	3048279
< 90	3268548
< 105	3276494
< 120	3278322
< 135	3278323

Travel Time (mins)	Households: London & SE (2011) 8,578,772
< 15	33925
< 30	253760
< 45	1082781
< 60	2260094
< 75	3959257
< 90	5373832
< 105	6331763
< 120	7237632
< 135	7623396

Travel Time (mins)	Working Age: London (2011) 5,487,531
< 15	56445
< 30	421222
< 45	1821315
< 60	3714205
< 75	5125991
< 90	5473070
< 105	5485111
< 120	5487530

< 135	5487531

Travel Time (mins)	Economicallyactive: London (2011) 3,706,868
< 15	32255
< 30	265999
< 45	1189439
< 60	2468618
< 75	3447651
< 90	3695749
< 105	3704945
< 120	3706867
< 135	3706868

Travel Time (mins)	Pensioners: London (2011) 1,087,045
< 15	8071
< 30	58759
< 45	267197
< 60	623838
< 75	981861
< 90	1082054
< 105	1085837
< 120	1087045
< 135	1087045

Employment - Jobs: London 2011

Travel Time (mins)	Jobs: London (2011) 4,895,753
< 15	490289
< 30	1797702
< 45	2808924
< 60	3889623
< 75	4621681
< 90	4889951
< 105	4893578
< 120	4895573
< 135	4895753

Travel Time (mins)	Jobs: London & SE (2011) 10,763,962
< 15	490289
< 30	1797702
< 45	2808924
< 60	4007973
< 75	5707848
< 90	7343103
< 105	8435548
< 120	9489890
< 135	9865732

Town centres - Metropolitan, major and district: London

Travel Time (mins)	Metropolitan, major and district: London - 191
< 15	1
< 30	12
< 45	76
< 60	145
< 75	187
< 90	191
< 105	191
< 120	191
< 135	191

Travel Time (mins)	Metropolitan and major: London - 47
< 15	1
< 30	3
< 45	21
< 60	40
< 75	46
< 90	47
< 105	47
< 120	47
< 135	47

Travel Time (mins)	Metropolitan only. London - 12
< 15	0
< 30	0
< 45	3
< 60	9
< 75	11
< 90	12
< 105	12
< 120	12
< 135	12

Health services - GP Surgeries: London

Travel Time (mins)	Pharmacies: London - 2,607
< 15	49
< 30	301
< 45	996
< 60	1869
< 75	2487
< 90	2604
< 105	2607
< 120	2607
< 135	2607

Travel Time (mins)	GP Surgeries: London - 1,454
< 15	21
< 30	104
< 45	512
< 60	1002
< 75	1393
< 90	1453

< 105	1453
< 120	1454
< 135	1454

Travel Time (mins)	A&E departments: London - 31
< 15	1
< 30	6
< 45	13
< 60	20
< 75	30
< 90	31
< 105	31
< 120	31
< 135	31

Education establishments - Primary schools: London

Travel Time (mins)	Primary schools: London - 2,663
< 15	20
< 30	167
< 45	788
< 60	1621
< 75	2428
< 90	2658
< 105	2661
< 120	2663
< 135	2663

Travel Time (mins)	Secondary schools: London - 756
< 15	2
< 30	42
< 45	185
< 60	419
< 75	672
< 90	750
< 105	754
< 120	756
< 135	756

Travel Time (mins)	Further education colleges: London - 50
< 15	3
< 30	10
< 45	20
< 60	35
< 75	46
< 90	50
< 105	50
< 120	50
< 135	50

APPENDIX D
TRICS Output

Calculation Reference: AUDIT-704701-191018-1019

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	1 days
	HM	HAMMERSMITH AND FULHAM	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:	2036 to 9803 (units: sqm)
Range Selected by User:	408 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 17/06/19

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

Selected survey days:

Monday	1 days
Friday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

B1	2 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:

50,001 to 100,000	2 days

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1	CI-02-A-02	OFFICES		CITY OF LONDON
	GRACECHURCH STREET			
	CITY OF LONDON			
	MONUMENT			
	Town Centre			
	Commercial Zone			
	Total Gross floor area:		9803 sqm	
	Survey date: FRIDAY		*29/11/13*	*Survey Type: MANUAL*
2	HM-02-A-01	REGUS OFFICES		HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET			
	HAMMERSMITH			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2036 sqm	
	Survey date: MONDAY		*13/11/17*	*Survey Type: MANUAL*

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.

Parameter summary

Trip rate parameter range selected:	2036 - 9803 (units: sqm)
Survey date date range:	01/01/11 - 17/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	2	5920	0.084	2	5920	0.034	2	5920	0.118
07:30 - 08:00	2	5920	0.490	2	5920	0.068	2	5920	0.558
08:00 - 08:30	2	5920	1.030	2	5920	0.084	2	5920	1.114
08:30 - 09:00	2	5920	1.183	2	5920	0.084	2	5920	1.267
09:00 - 09:30	2	5920	0.743	2	5920	0.093	2	5920	0.836
09:30 - 10:00	2	5920	0.237	2	5920	0.203	2	5920	0.440
10:00 - 10:30	2	5920	0.270	2	5920	0.211	2	5920	0.481
10:30 - 11:00	2	5920	0.253	2	5920	0.144	2	5920	0.397
11:00 - 11:30	2	5920	0.346	2	5920	0.439	2	5920	0.785
11:30 - 12:00	2	5920	0.270	2	5920	0.473	2	5920	0.743
12:00 - 12:30	2	5920	0.287	2	5920	0.405	2	5920	0.692
12:30 - 13:00	2	5920	0.591	2	5920	0.954	2	5920	1.545
13:00 - 13:30	2	5920	0.819	2	5920	0.684	2	5920	1.503
13:30 - 14:00	2	5920	0.617	2	5920	0.262	2	5920	0.879
14:00 - 14:30	2	5920	0.287	2	5920	0.228	2	5920	0.515
14:30 - 15:00	2	5920	0.363	2	5920	0.287	2	5920	0.650
15:00 - 15:30	2	5920	0.169	2	5920	0.253	2	5920	0.422
15:30 - 16:00	2	5920	0.194	2	5920	0.338	2	5920	0.532
16:00 - 16:30	2	5920	0.287	2	5920	0.422	2	5920	0.709
16:30 - 17:00	2	5920	0.253	2	5920	0.625	2	5920	0.878
17:00 - 17:30	2	5920	0.144	2	5920	1.343	2	5920	1.487
17:30 - 18:00	2	5920	0.068	2	5920	0.693	2	5920	0.761
18:00 - 18:30	2	5920	0.025	2	5920	0.355	2	5920	0.380
18:30 - 19:00	2	5920	0.034	2	5920	0.152	2	5920	0.186
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.044			8.834			17.878

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 E
Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02000192 : Camden 027 (2011 super output area - middle layer)

	usual residence	
Method of travel to work	**London**	**South West**
All categories: Method of travel	22,936	193
Work mainly at or from home	0	0
Underground, metro, light rail o	9,041	23
Train	5,577	107
Bus, minibus or coach	3,196	10
Taxi	61	0
Motorcycle, scooter or moped	424	2
Driving a car or van	1,094	28
Passenger in a car or van	119	0
Bicycle	1,805	2
On foot	1,577	19
Other method of travel to work	42	2

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.