ttp consulting

transport planning specialists

Precis Advisory & Access Self Storage Ltd

Acorn House

Transport Statement

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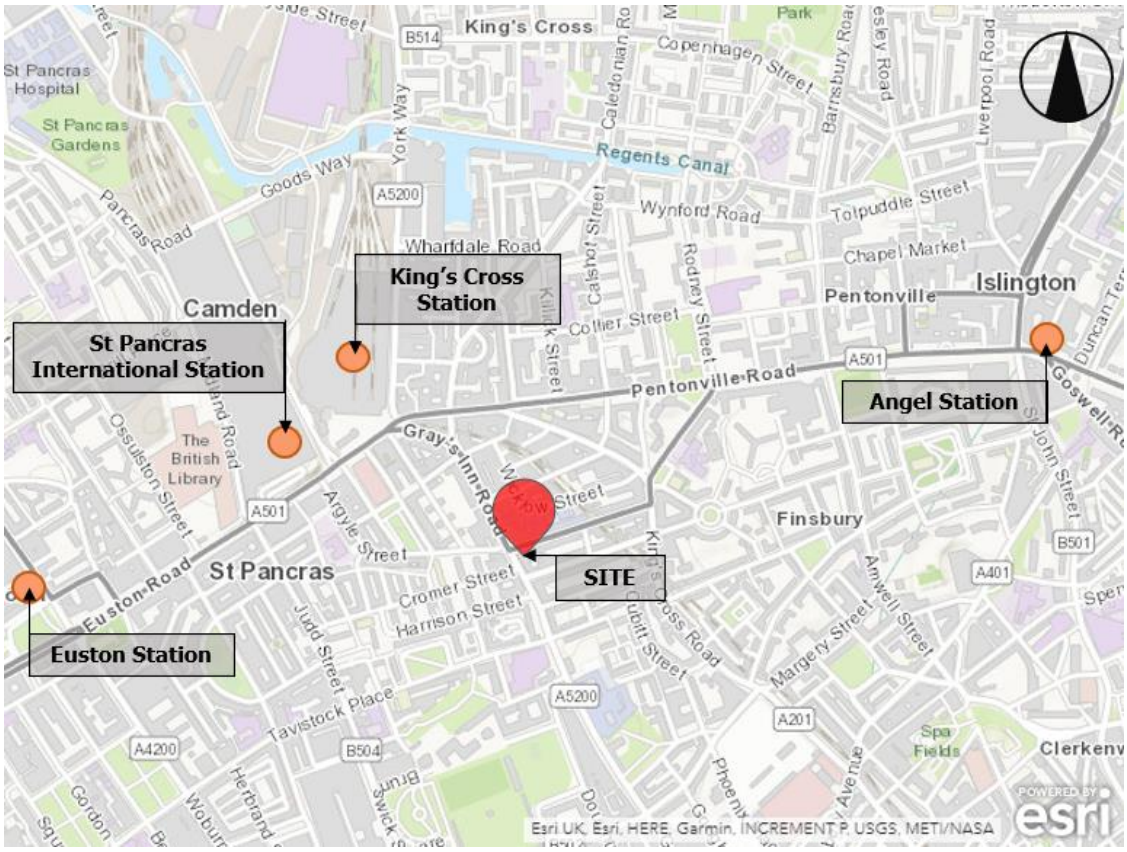
1 INTRODUCTION

1.1 TTP Consulting has been appointed by Precis Advisory & Access Self Storage Ltd to provide traffic and transport advice in relation to the redevelopment of Acorn House as a part 6, part 10 storey building to provide 33no. affordable housing units with affordable office space and a retail unit at ground and basement level together with cycle parking facilities. An external playspace is proposed at level 6 and a community room with kitchenette and landscaped terrace for residents at level 9.

1.2 The application site is highly accessible by public transport being located within a short walking distance of Kings Cross and St Pancras Stations and as well as local bus stops. The site location is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



1.3 The site is located on the southern corner of the junction of Swinton Street with Gray's Inn Road. The site currently contains a 6-storey building, predominantly office accommodation with 1no. residential unit and a lower ground floor car park, with vehicular access from Swinton Street.

1.4 This report benefits from a site visit and considers the effect of development in transport terms including trip generation, access, parking, deliveries and refuse collection.

1.5 The remainder of the report is structured as follows:

- Section 2 describes the existing situation;
- Section 3 reviews relevant transport policies;
- Section 4 presents the development proposals and considers its effects; and
- Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

2.1 The site is located on the northern corner of the junction of Swinton Street with Gray's Inn Road. The existing building on site comprises 2,823 square metres gross internal area (GIA) of office floor space and 1 residential apartment. Access to the building can be taken from both Swinton Street and Gray's Inn Road. The building has a basement parking area that can accommodate 4 vehicles. Access to the car park is via a ramp located at the eastern extent of the site's Swinton Street frontage.

2.2 The surrounding area is characterised by a mix of land uses. Hotels are located opposite and next to the site and UCL hospital buildings face onto the northern side of Swinton Street near the site. Gray's Inn Road contains a range of commercial uses including shops, cafés and bars.

Local Highway Network

2.3 The A501 Gray's Inn Road borders the site to the west. The A501 forms a part of London's red route network. In the vicinity of the site, the A501 is one way from south to north and forms part of a one way gyratory system with York Way, Caledonian Road, Pentonville Road, Penton Rise, King's Cross Road, Swinton Street and Acton Rise. Gray's Inn Road is two way to the south of its junction with Acton Street. Outside the frontage of the site, Gray's Inn Road has four lanes, three for all traffic and a bus lane that operates between 7am and 7pm. Traffic signals with pedestrian crossing facilities are provided at the junction of Gray's Inn Road with Swinton Street.

2.4 Swinton Street is also a red route that accommodates traffic passing from King's Cross Road to the east to Gray's Inn Road to the west. It comprises two lanes and provides on street parking on both sides of the road over much of its length. Permit holder parking restrictions operate from 8:30am to 6:30pm from Monday to Friday and on a Saturday from 8:30am to 1:30pm. On street loading bays are provided on Swinton Street opposite the site and to the west of the site frontage outside the neighbouring hotel building.

2.5 A plan showing the layout of roads bordering the site is provided at **Appendix A**.

Accident Data

2.6 The Mayor of London's Vision Zero Action Plan seeks to eliminate all deaths and serious injuries from London's streets by 2041. Personal Injury Accident statistics have been obtained from Transport for London for the road network in the vicinity of the site to ascertain whether there are any fatalities or serious injury accidents recorded in the vicinity of the site over the 5 year period ending August 2019.

2.7 The data shows two serious injury accidents occurred on Gray's Inn Road in the vicinity of the site, one in April of 2018 and one in April of 2017. A copy of relevant accident data is provided at **Appendix B**.

2.8 The April 2018 accident occurred when a minibus travelling on Gray's Inn Road collided with the rear of a moped that had entered Gray's Inn Road from Acton Street. The accident report noted that the minibus was travelling too fast for the conditions and that its driver failed to look properly.

2.9 The mapping provided with the accident statistics indicates that the April 2017 accident occurred on Gray's Inn Road between its junction with Acton Street and Swinton Street. However, the accident report states that the location of the accident was the junction of Gray's Inn Road with Clerkenwell Road and noted that the accident occurred at a crossroads. There is no crossroads between Acton Street and Swinton Street and it is therefore concluded that this accident occurred at the junction of Gray's Inn Road with Clerkenwell Road, which form a crossroads with Theobalds Road.

2.10 It is not considered that the occurrence of one serious injury accident in the vicinity of the site indicates that there is a particular road safety incident in the vicinity of the site that needs to be addressed. The Vision Zero Action Plan notes that lowering speed is one of the most important things that can be done to make London's streets safer and Transport for London reduced speed limits on red routes within the congestion charging area in February of 2020. Gray's Inn Road adjacent to the site falls outside the congestion charging zone and the speed limit on this section of the A501 is 30mph. The introduction of a 20mph speed limit on Gray's Inn Road in the vicinity of the site would likely help to reduce the likelihood of serious injury accidents like that recorded in April 2018, where speed was cited as a factor.

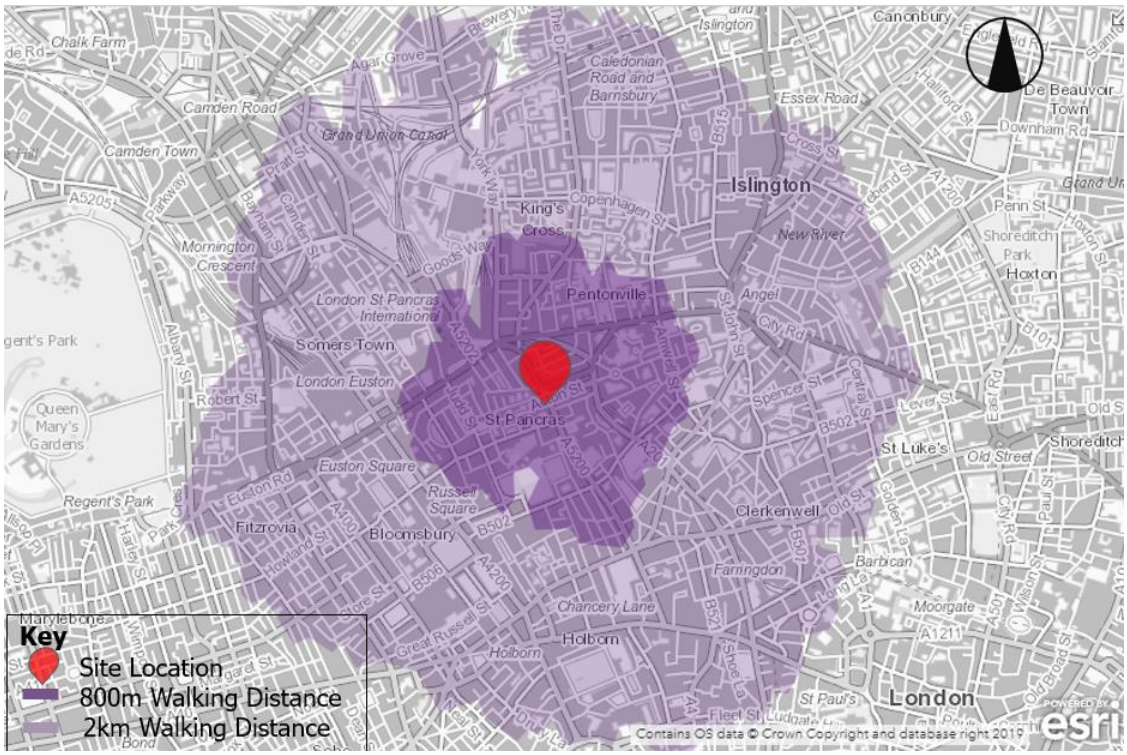
Accessibility

2.11 The site is accessible by a variety of modes of transport with a range of amenities within a reasonable walking distance. The following paragraphs summarise the site's accessibility by non-car modes.

Walking

Figure 2.1 shows areas that are accessible within an 800m and 2km walk of the site based on a walking speed of 80m per minute.

Figure 2.1 – Walking Isochrone Map



2.12 **Table 2.1** shows the closest public transport facilities within walking distance of the site.

Table 2.1 – Approximate Distances to Local Public Transport Facilities			
Stop / Station	**Location**	**Distance**	**Approximate Walking Time***
Bus Stops	Gray's Inn Road	<100m -	<2 minutes
King's Cross Station	Euston Road	450m	5-6 minutes
St Pancras Station	Euston Road	600m	7-8 minutes
*Based on 80m per minute walk speed			

2.13 Local facilities and amenities including a primary school, bank, convenience store and cafe that are located a short walking distance from the site are shown in **Table 2.2.**

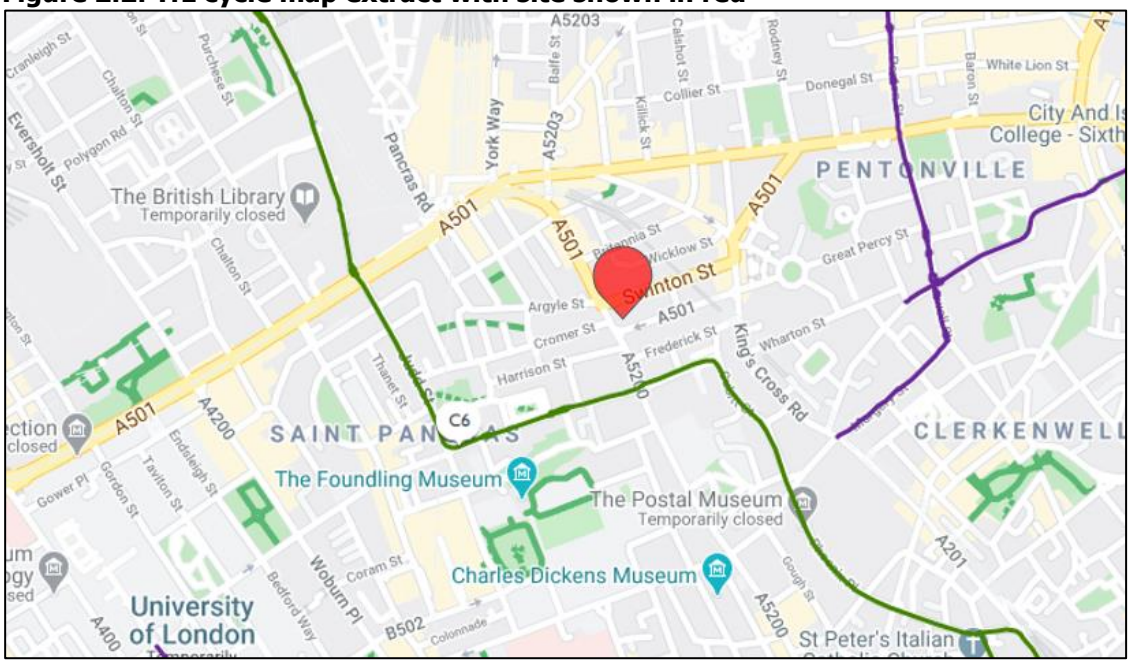
Table 2.2 – Approximate Distances to Local Facilities			
Amenity	**Location**	**Distance**	**Approximate Walking Time***
Argyle Primary School	Tonbridge Street	450m	5-6 minutes
Costa Coffee	Gray's Inn Road	60m	1 minute
The Water Rats Gastropub	Gray's Inn Road	60m	1 minute
The Queens Head Pub	Acton Street	120m	1-2 minutes
Lloyds Bank	Gray's Inn Road	150m	2 minutes
Co-op Food	Grays's Inn Road	100m	1-2 minutes
Premier Food and Wine	Gray's Inn Road	100m	1-2 minutes
Bloomsbury Surgery	Handel Street	600m	8 minutes
*Based on 80m per minute			

Cycling

2.14 The site is located close to a network of cycle routes. An extract of the TfL cycle map is shown at **Figure 2.2**. Routes include:

- Quietway 2 – (east section) from Bloomsbury to Walthamstow Central;
- Quietway 11 –from Angel to Upper Thames Street where it connects to Cycle Superhighway 3 (CS3) which has routes to Cannon Street Station; and
- Cycleway 6 –from Kentish Town to Elephant and Castle

Figure 2.2: TfL cycle map extract with site shown in red



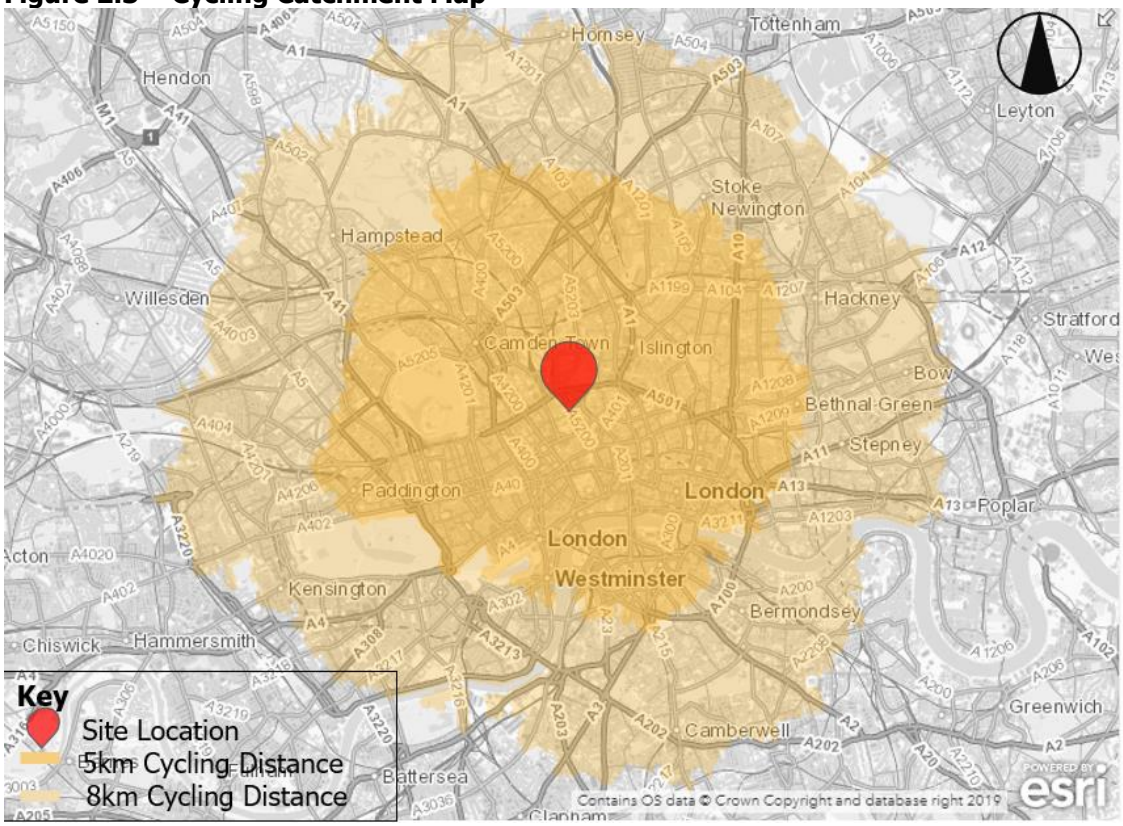
2.15 At the end of 2019, Camden Council undertook a consultation on the implementation of segregated cycle lanes on Gray's Inn Road between Harrison Street and High Holborn to the

south of the development. The proposals include the provision of paved crossovers and continuous footways at side road junctions to improve facilities for pedestrians along the route.

2.16 The closest Santander cycle docking station to the site is located on Cromer Street, less than 100 metres walk to the south west. On street cycle parking facilities are provided on the northern side of Swinton Street, opposite the site.

2.17 **Figure 2.3** shows a 5km and 8km cycling catchment from the site. Much of central London is within a 5km cycle of the site, whilst Kensington, Highgate, Hackney and Hyde Park are accessible within an 8km cycle.

Figure 2.3 – Cycling Catchment Map



Public Transport Accessibility

2.18 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating the highest level of accessibility. The site has a PTAL level of '6b', demonstrating that it has an excellent level of accessibility to public transport. The PTAL report is included at **Appendix C**.

Bus

2.19 The closest bus stop to the site is located on Gray's Inn Road. It provides access to bus routes 17, 45, 46, 63, 259 & N63. Further stops are located outside King's Cross Station on Euston Road some 5 to 6 minutes walk to the north. These stop provide access to a further 9 bus services. The relevant TfL bus spider map is included at **Appendix D**.

Underground

2.20 King's Cross Station is the closest London Underground Station to the site. The station provides access to services on the Bank branch of the Northern line, Piccadilly line, Victoria line, Metropolitan line, Circle line and Hammersmith and City line. Step-free access is provided from the street to trains on all lines.

Rail Services

2.21 Kings Cross Station provides access to rail services, with Hull Trains, London North Eastern Railway, Thameslink and Great Northern running trains to north-east England, The Midlands, and Scotland. Destinations include Cambridge, Peterborough, Leeds, Kings Lynn, and Edinburgh.

2.22 St Pancras International Station is located 600m (7-8-minutes) walk west of the site and provides services to national and international locations. The station is served by East Midlands Railway, Southeastern, Thameslink and Eurostar services, with destinations including Nottingham, Margate, Brighton, Bedford and international destinations including Paris, Brussels and Amsterdam.

Method of Travel to Work

2.23 The 2011 Census has been examined to establish the method of journey to work for the local resident population. The data for the super output area – middle layer (Camden 008) in which the site is located is summarised in **Table 2.3**.

Table 2.3 – 2011 Method of Travel to Work [Camden 008]		
Mode	**Number**	**(Percentage %)**
Underground, metro, light rail, tram	472	22.6%
Train	140	6.7%
Bus, minibus or coach	382	18.3%
Taxi	7	0.3%
Motorcycle, scooter or moped	16	0.8%
Driving a car or van	150	7.2%
Passenger in a car or van	21	1.0%
Bicycle	170	8.1%
On foot	684	32.7%
Other Method	47	2.2%
Total	**2089**	**100%**

2.24 The data shows that very few people drive to work, which reflects the highly accessible nature of the area.

3 POLICY

National Policy

National Planning Policy Framework

3.1 The revised National Planning Policy Framework (NPPF) was first published in March 2012 and most recently updated in June 2019. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 When considering the transport effects of a development, NPPF states that:

"*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*"

3.3 Paragraph 109 advises that:

"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."

3.4 Paragraph 110 states that:

"Within this context, applications for development should:

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

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

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

d) allow for the efficient delivery of goods, and access by service and emergency vehicles.

Regional Policy

London Plan

3.5 The March 2016 London Plan is a Spatial Development Strategy which sets out the framework for the development of London over a period of 20-25 years.

3.6 Paragraph 1.53 sets out the Mayor's objectives and vision, with point 6 stating the following with regards to transport.

"Ensuring London is a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

3.7 Chapter 6 (Transport) states that:

"The Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants. It also has major effects – positive and negative – on places, especially around interchanges and in town centres and on the environment, both within the city itself and more widely. Conversely, poor or reduced accessibility can be a major constraint on the success and quality of places, and their neighbourhoods and communities. He is particularly committed to improving the environment by encouraging more sustainable means of transport, through a cycling revolution, improving conditions for walking, and enhancement of public transport."

3.8 Policy 6.13 Parking states that at a strategic level:

"The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use."

3.9 Table 6.3 of the London Plan summarises the minimum cycle standards for different land uses. The relevant minimum cycle parking standards are set out in **Table 3.1**.

Table 3.1 – Cycle Parking Current London Plan Minimum Standards		
Use Class	**Long-stay**	**Short-stay**
A1 Non Food Retail	1 space per 250sqm	1 space per 125sqm
B1a (Office)	1 space per 90sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm
C3 Residential	1 space per studio and 1 bedroom unit 2 space for all other dwellings	1 space per 40 units

Intend to Publish London Plan

3.10 The Intend to Publish London Plan, dated December 2019, shows the Mayor's suggested changes following the Examination in Public. In March 2020, a letter from the Secretary of State for Housing, Development and Local Government was issued to the Mayor instructing amendments to the Plan. The Draft London is not therefore finalised or adopted but remains a material consideration in planning decisions.

3.11 Policy T1 seeks a strategic approach to transport and states at paragraph 10.1.1. that:

"The integration of land use and transport, and the provision of a robust and resilient public transport network, are essential in realising and maximising growth and ensuring that different parts of the city are connected in a sustainable and efficient way. In order to help facilitate this, an integrated strategic approach to transport is needed, with an ambitious aim to reduce Londoners' dependency on cars in favour of increased walking, cycling and public transport use. Without this shift away from car use, which the policies in the Plan and the Mayor's Transport Strategy seek to deliver, London cannot continue to grow sustainably."

3.12 Furthermore, Policy T2 sets out the Healthy Streets Approach which states that development Plans should:

- *"Promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities;*
- *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant; and,*
- *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or*

enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators."

3.13 Policy T5, 'cycling', suggests that barriers to cycling can be removed and that a healthy environment in which people choose to cycle can be created through appropriate levels of cycle parking which are fit for purpose, secure and well-located. The cycle parking standards as set out in Table 10.2 of the Draft London Plan are summarised in **Table 3.2**.

Table 3.2 – Cycle Parking Draft New London Plan Minimum Standards

Use Class	Long-stay	Short-stay
A1 Non Food Retail	1 space per 250sqm	1 space per 60sqm
B1a (Office)	1 space per 75sqm	First 5,000sqm: 1 space per 500sqm Thereafter: 1 space per 5,000sqm
C3 Residential	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2 person 1 bedroom dwelling 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces

Local Policy

Camden Local Plan

3.14 Camden's Local Plan was adopted in July 2017 and is the key strategic document in Camden's Development Plan. It sets out the vision for shaping the future of the Borough and contains policies for guiding planning decisions.

3.15 Policy T1 Prioritising Walking, Cycling and Public Transport states:

"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.

Walking

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

a. improve the pedestrian environment by supporting high quality public realm improvement works;

b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;

c. are easy and safe to walk through ('permeable');

d. are adequately lit;

e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and

f. contribute towards bridges and water crossings where appropriate.

Cycling

In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:
g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, Cycle Super Highways and;
h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;
i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;
j. is easy and safe to cycle through ('permeable'); and
k. contribute towards bridges and water crossings suitable for cycle use where appropriate."

3.16 Policy T2 Parking and Car-free Development advises:

"The Council will limit the availability of parking and require all new developments in the borough to be car-free. We will:
a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:
i. spaces designated for disabled people where necessary, and/or
ii. essential operational or servicing needs;
c. support the redevelopment of existing car parks for alternative uses; and
d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking."

3.17 Policy T4 Sustainable Movement of Goods and Materials states:

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

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

Camden Planning Guidance: Transport

3.18 The Camden Planning Guidance (CPG) on Transport, adopted in 2019, was prepared to support the policies of the Camden Local Plan. The guidance includes advice on cycle parking and states that;

"The Council will also seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."

Policy Summary

3.19 Transport policy at all levels advocates locating new developments in areas that are accessible by public transport, walking and cycling or which can be made accessible by these modes and that the level of parking provided at sites in such locations should be reduced.

3.20 It is evident that the site is in a sustainable location, being accessible by a choice of travel modes. It is therefore considered that a car-free development in this location is appropriate in transport policy terms.

4 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

4.1 The proposals seek the redevelopment of Acorn House as a part 6, part 10 storey building to provide 33no. affordable housing units with 476 square metres GIA affordable office space and a 195 square metre GIA retail unit at ground and basement level together with cycle parking facilities. The Architect's proposed site plans are included at **Appendix E**.

Access

4.2 The building will have three main points of access, one for each use. The entrance to the offices will be taken from Gray's Inn Road and the retail unit will have an access at the corner of Gray's Inn Road with Swinton Street. Residents will enter the building from an entrance at the midpoint of Swinton Street frontage of the building. Residents will also be able to pass through the bin store and exit onto Swinton Street adjacent to the main building entrance.

Parking

4.3 No car parking is proposed for the development. This is considered appropriate given the highly accessible nature of the site and enables the existing vehicular access to be closed to the benefit of pedestrians using the footway along the site frontage.

4.4 Cycle parking will be provided in two areas, one for residents and one for tenants of the commercial uses on site. The residential cycle parking area is located at the ground floor of the building and can be accessed from the residential entrance lobby. In total, 66 spaces will be provided for residential use, of which two will be wider bays suitable for parking cargo bikes or tricycles, 38 will be provided by way of two tier parking (with the lower tier comprising Sheffield Stands) and 26 will be vertical cycle parking. Both the vertical and upper tier of the two tier cycle parking will be gas assisted to enable users to easily park their bike.

4.5 The commercial cycle parking area is provided at the basement of the building. A cycle lift with an internal dimension of 1.2m x 2.3m will be provided for cycle access to the basement in accordance with guidance provided by Transport for London's London Cycling Design Standards. The basement cycle store provides 11 spaces by way of the two tier/Sheffield stand system. Two stands would be provided for retail staff with the remainder for office use.

4.6 The footprint of the proposed building does not allow the provision of visitor/customer cycle parking within the site boundary and therefore it is proposed that short stay parking be provided on the footway on Gray's Inn Road in a similar fashion to the existing on street cycle parking

on Swinton Street. The location of all cycle parking can be seen on the plans provided at Appendix E.

Deliveries

4.7 Deliveries to a development of this scale will be modest and typically be undertaken by cycle, motorcycle or light van. So as to maximise the quantity of deliverable housing and workspace that can be delivered on this site, no on site service area is proposed and the development will utilise existing on street loading facilities on Swinton Street. This approach also enables the closure of the existing vehicle crossover to the site. There are two on street loading bays at the western end of Swinton Street, both of which are less than 10 metres away from the site.

Waste and Recycling

4.8 A waste and recycling store is located on the Swinton Street frontage of the site. Refuse vehicle will be able to stop within the loading bay on the southern side of Swinton Street when collecting material from the store.

Trip Generation

Total Person Trips

4.9 The trip generation by each mode of transport to and from the proposed development has been estimated for a typical weekday morning and evening peak period. Trips have been assessed for the residential and office elements of the scheme. It is envisaged that the retail unit will take custom from the local area rather than attract new trips to the area and as such will not effect the operation of the local transport infrastructure.

Residential

4.10 To establish trip rates for the 33 residential units, the TRICS database has been used to select survey data for comparable sites. The sites selected for this assessment are in Inner London Boroughs in town centre or edge of centre locations. To ensure a robust assessment, trips rates for privately owned flats have been used as these tend to be higher than those for local authority owned accommodation. The TRICS output reports are included at **Appendix F**.

4.11 A summary of the trip rates and resultant total person trips for the residential element of the scheme is shown in **Table 4.1**.

Table 4.1 – Total Person Trip Rates and Trip Generation 33 Residential Units				
Period	**Trip Rates per 100 sqm**		**Total Person Trips***	
	In	**Out**	**In**	**Out**
AM Peak	0.085	0.437	3	15
6pm – 7pm	0.43	0.149	15	5

Office

4.12 To enable consideration of the net effect of the development to be identified, an assessment of the trip attraction of the office element of the existing and proposed building has been undertaken. The TRICS database has been interrogated to determine the total person trips rates for offices in London. The trips rates and total person trips for both buildings are listed below in **Table 4.2**, whilst office TRICS data is provided at **Appendix G**.

Table 4.2: Total Person Office Trips					
Development Scenario	**Period**	**Arrivals**		**Departures**	
		Trip Rate/100sqm	**Trips**	**Trip Rate/100sqm**	**Trips**
Existing	AM Peak	2.947	83	0.255	7
	PM Peak	0.184	5	2.668	76
Proposed	AM Peak	2.947	14	0.255	1
	PM Peak	0.184	1	2.668	13

Net Development Trips

4.13 The net change in peak hour trips as a result of the development is detailed in **Table 4.3**.

Table 4.3 – Net Change in Trips as a Result of Development			
Period	**Arrivals**	**Departures**	**Two Way**
AM Peak Hour	-67	8	-58
PM Peak Hour	10	-58	-48

4.14 This assessment demonstrates that the development proposals should result in a reduction in trips to and from the site during both morning and evening peak hour periods. As such, it is considered that the development would have no effect on the operation of the local transport network.

5 SUMMARY AND CONCLUSION

5.1 TTP Consulting has been appointed by Precis Advisory & Access Self Storage Ltd to provide traffic and transport advice in relation to the proposed redevelopment of Acorn House at the junction of Swinton Street with Gray's Inn Road. The development proposals seek the demolition of the existing building on site and the construction of a part 6, part 10 storey building to provide 33no. affordable housing units with affordable office space and a retail unit.

5.2 In summary, it is considered that:

- The site is in a highly accessible location, reflected by a PTAL rating of 6b;
- The development will not be provided with any car parking, which is considered appropriate given the highly accessible location;
- The level of trips to and from the site would reduce compared to the existing building;
- Secure long stay cycle parking will be provided on site and short stay parking is proposed on street;
- The existing vehicular access will be closed resulting in an improved pedestrian environment; and
- Deliveries will take place on street from existing loading bays located close to the site frontage.

5.3 It is considered that the proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of paragraph 109 the NPPF, which states that:

"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."

Appendix A

(Existing Highway Network)

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Rev	Details	Drawn	Checked	Date
...	...	...	...	...

KEY:

	SITE BOUNDARY
	EXISTING SINGLE YELLOW LINES
	EXISTING SINGLE RED LINES
	EXISTING DOUBLE RED LINES
	RESIDENTS PERMIT HOLDERS ONLY PARKING
	DISABLED PARKING BAY
	ELECTRIC CAR PARKING BAY
	LOADING ONLY BAY
LP	EXISTING LAMP COLUMN
P	EXISTING POST (NO SIGN)
	EXISTING SIGN AND POST
BEC	EXISTING BELISHA BEACONS
B	EXISTING BOLLARD

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Client

...

Project

Acorn House

Drawing Title

Existing Highway Arrangement

Scale	1:500	Size	A3
Drawn	AS	12.09.2019	
Checked	EH	12.09.2019	

ttp consulting
transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	Rev
2019-3662-001	...

C:\USERS\ANDREW\BOX\DATA\002035-TTP3662 ACORN HOUSE\2019-3662-001 - EXISTING HIGHWAY ARRANGEMENT.DWG

Appendix B

(Personal Injury Accident Reports)

299

01180104697	SAT 28/04/2018 22:30		DARK	GRAYS INN RD J/W ACTON ST			NODE 659	530560/182710
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	MULTI JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

BUS WAS TRAVELLING NORTH ON GRAYS INN ROAD WITNESSES HAVE STATED THAT THE BUS WAS GOING AT AN UNUSUALLY HALF SPEED, AS IT REACHED THE JUNCTION WITH ACTON STREET A MOPED HAD PULLED OU ONTO GRAYS INN ROAD. THE BUS HAS THEN HIT THE BACK OF THE MOPED CAUSING THE DRIVER TO FALL OFF AND HIT THE GROUND.

CASUALTY	001 (002)	(25 YRS - M - REDA)	SERIOUS	DRIVER/RIDER				
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - NOT REQ	(60 YRS - M - REDACT)		G/AHEAD - OTHER		(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	M/C 126-500CC BT - NOT REQ	(25 YRS - M - REDACT)		G/AHEAD - OTHER		(E TO N) BACK HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)			V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)	

300

01180105358	WED 02/05/2018 08:37		LIGHT	EUSTON RD J/W EUSTON RD			NODE 91	529740/182580
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	CROSSROADS	AUTO SIG	PEDN PHASE ATS	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(39 YRS - M - REDA)	SLIGHT	PEDESTRIAN		STILL	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	OTHER VEH BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

201

01170031162	SAT 01/04/2017 19:30		LIGHT	GRAYS INN RD J/W CLARKENWELL RD				NODE 99	530530/182740
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	AUTO SIG		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(64 YRS - M - REDA)		SERIOUS	PEDESTRIAN		STILL	STATIONARY NOT CROSSING	
VEHICLE	001 (000)	MINIBUS >=17 PAX BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER		(S TO N) DID NOT IMPACT	J/P - UNKN JCT APP

202

01170031950	WED 12/04/2017 22:52		DARK	KING'S CROSS RD J/W PENTONVILLE RD				NODE 749	530530/183000
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	AUTO SIG		PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(38 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(70 YRS - M - REDA)		SERIOUS	PEDESTRIAN		E BOUND	FROM DRIVERS N/SIDE	
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(38 YRS - M - REDACT)		G/AHEAD - R-HAND BEND		(S TO NE) FRONT HIT FIRST	JOURNEY P/O WORK JCT CLEARED
V001	B	306 (EXCEEDING SPEED LIMIT)							

Appendix C

(PTAL Report)

WebCAT PTAL Report
==========
Site Details

Grid Cell: 91967

Easting: 530545
Northing: 182752

Report Date: 29/06/2020
Scenario: Base Year

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)	Walk Time (mins)			
SWT (mins)		TAT (mins)		EDF	Weight	AI			
Bus	G INN RD ROYAL ENT HOSP	259		82.07	8	1.03	5.75	6.78	
4.43	0.5	2.21							
Bus	G INN RD ROYAL ENT HOSP	46		82.07	6	1.03	7	8.03	
3.74	0.5	1.87							
Bus	G INN RD ROYAL ENT HOSP	17		82.07	7.5	1.03	6	7.03	
4.27	0.5	2.13							
Bus	G INN RD ROYAL ENT HOSP	45		82.07	7	1.03	6.29	7.31	4.1
0.5	2.05								
Bus	G INN RD ROYAL ENT HOSP	63		82.07	12	1.03	4.5	5.53	
5.43	1	5.43							
Bus	KINGS CROSS STATION	10		345.59	4.5	4.32	8.67	12.99	
2.31	0.5	1.16							
Bus	KINGS CROSS STATION	59		345.59	10	4.32	5	9.32	
3.22	0.5	1.61							
Bus	KINGS CROSS STATION	91		345.59	9	4.32	5.33	9.65	
3.11	0.5	1.55							
Bus	KINGS CROSS STATION	390		345.59	8	4.32	5.75	10.07	
2.98	0.5	1.49							
Bus	KINGS CROSS STATION	30		345.59	7.5	4.32	6	10.32	
2.91	0.5	1.45							
Bus	KINGS CROSS STATION	73		345.59	18	4.32	3.67	7.99	
3.76	0.5	1.88							
Bus	KINGS CROSS STATION	476		345.59	7.5	4.32	6	10.32	

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2.91    0.5     1.45
Bus     KINGS CROSS STATION     205     345.59  8       4.32    5.75    10.07
2.98    0.5     1.49
Bus     KINGS CROSS STATION     214     345.59  8       4.32    5.75    10.07
2.98    0.5     1.49
Rail    St Pancras      'BEDFDM-SVNOAKS 1E62 '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-BROMLYS 1E83 '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-ORPNGTN 1L60 '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-SUTTON 1O13  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-KENTHOS 1S85 '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-BRGHTN 1T11  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-BRGHTN 1T15  '  601.84  0.67    7.52    45.53
53.05   0.57    0.5     0.28
Rail    St Pancras      'BRGHTN-BEDFDM 1T83  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-SUTTON 1V23  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-SUTTON 1V82  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BRGHTN-BEDFDM 1W06  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BRGHTN-BEDFDM 1W81  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-BRGHTN 1W84  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'BEDFDM-BRGHTN 1W86  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'STALBCY-SVNOAKS 2E11'  601.84  1       7.52    30.75
38.27   0.78    0.5     0.39
Rail    St Pancras      'BEDFDM-SVNOAKS 2E19 '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'LUTON-SVNOAKS 2E21  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'STALBCY-SVNOAKS 2E95'  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'SUTTON-LUTON 2O00   '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'SUTTON-BEDFDM 2O04  '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'SUTTON-STALBCY 2O06 '  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'SUTTON-LUTON 2O10   '  601.84  1       7.52    30.75
38.27   0.78    0.5     0.39
Rail    St Pancras      'LUTON-SUTTON 2O17   '  601.84  0.67    7.52    45.53
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53.05 0.57 0.5 0.28
Rail St Pancras 'STALBCY-SUTTON 2O21 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'STALBCY-SUTTON 2O29 ' 601.84 0.67 7.52 45.53
53.05 0.57 0.5 0.28
Rail St Pancras 'LUTON-BCKNHMJ 2S91 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'STALBCY-BROMLYS 2S93' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BRGHTN-BEDFDM 2T02 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BRGHTN-BEDFDM 2T04 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BEDFDM-BRGHTN 2T15 ' 601.84 1 7.52 30.75
38.27 0.78 0.5 0.39
Rail St Pancras 'BEDFDM-BRGHTN 2T25 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BRGHTN-LUTON 2T99 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SUTTON-STALBCY 2V02 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SUTTON-STALBCY 2V08 ' 601.84 0.67 7.52 45.53
53.05 0.57 0.5 0.28
Rail St Pancras 'BEDFDM-SUTTON 2V15 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SUTTON-BEDFDM 2V16 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'LUTON-SUTTON 2V19 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SUTTON-KNTSHTN 2V20 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'STALBCY-SUTTON 2V27 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'LUTON-SUTTON 2V31 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BRGHTN-BEDFDM 2W08 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BRGHTN-BEDFDM 2W12 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BRGHTN-BEDFDM 2W16 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'ASHFKY-BEDFDM 1E61 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'ASHFKY-BEDFDM 1E63 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'RCHT-BEDFDM 1E67 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SVNOAKS-BEDFDM 1E69 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BROMLYS-BEDFDM 1E82 ' 601.84 0.33 7.52 91.66

99.18 0.3 0.5 0.15
Rail St Pancras 'BCKNHMJ-BEDFDM 1G65 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'KENTHOS-BEDFDM 1G71 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'ORPNGTN-STALBCY 2D93' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'ORPNGTN-LUTON 2D95 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SVNOAKS-STALBCY 2E59' 601.84 0.67 7.52 45.53
53.05 0.57 0.5 0.28
Rail St Pancras 'SVNOAKS-LUTON 2E61 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SVNOAKS-WHMPSTM 2E63' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SVNOAKS-KNTSHTN 2E65' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'SVNOAKS-KNTSHTN 2E67' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BROMLYS-LUTON 2E93 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'ORPNGTN-LUTON 2L59 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'ORPNGTN-KNTSHTN 2L65' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BEDFDM-ELPHNAC 1J87 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'BEDFDM-ELPHNAC 1J88 ' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'STPANCI-FAVRSHM 1F08' 601.84 2 7.52 15.75
23.27 1.29 1 1.29
Rail St Pancras 'BRSR-STPANCI 1F13 ' 601.84 0.67 7.52 45.53
53.05 0.57 0.5 0.28
Rail St Pancras 'FAVRSHM-STPANCI 1F17' 601.84 1 7.52 30.75
38.27 0.78 0.5 0.39
Rail St Pancras 'EBSFLTI-STPANCI 1F85' 601.84 1.33 7.52 23.31
30.83 0.97 0.5 0.49
Rail St Pancras 'STPANCI-MARGATE 1J08' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'STPANCI-DOVERP 1J10 ' 601.84 1 7.52 30.75
38.27 0.78 0.5 0.39
Rail St Pancras 'RAMSGTE-STPANCI 1J11' 601.84 0.67 7.52 45.53
53.05 0.57 0.5 0.28
Rail St Pancras 'STPANCI-MARGATE 1J12' 601.84 0.67 7.52 45.53
53.05 0.57 0.5 0.28
Rail St Pancras 'MARGATE-STPANCI 1J13' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'MARGATE-STPANCI 1J17' 601.84 0.33 7.52 91.66
99.18 0.3 0.5 0.15
Rail St Pancras 'DOVERP-STPANCI 1J19 ' 601.84 0.33 7.52 91.66

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99.18   0.3     0.5     0.15
Rail    St Pancras      'MARGATE-STPANCI 1J21'  601.84  0.33    7.52    91.66
99.18   0.3     0.5     0.15
Rail    St Pancras      'MSTONEW-STPANCI 1T91'  601.84  1       7.52    30.75
38.27   0.78    0.5     0.39
Rail    King's Cross    'KNGX-CAMBDGE 1C35   '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
Rail    King's Cross    'CAMBDGE-KNGX 1C82   '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
Rail    King's Cross    'KNGX-PBRO 1P11      '  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
Rail    King's Cross    'PBRO-KNGX 1P62      '  416.26  1.33    5.2     23.31
28.51   1.05    0.5     0.53
Rail    King's Cross    'ROYSTON-KNGX 1R50   '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
Rail    King's Cross    'ROYSTON-KNGX 1R51   '  416.26  0.67    5.2     45.53
50.73   0.59    0.5     0.3
Rail    King's Cross    'KNGX-CAMBDGE 2C03   '  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
Rail    King's Cross    'CAMBDGE-KNGX 2C54   '  416.26  0.67    5.2     45.53
50.73   0.59    0.5     0.3
Rail    King's Cross    'CAMBDGE-KNGX 2C91   '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
Rail    King's Cross    'CAMBDGE-KNGX 2C92   '  416.26  0.67    5.2     45.53
50.73   0.59    0.5     0.3
Rail    King's Cross    'KNGX-PBRO 2P04      '  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
Rail    King's Cross    'PBRO-KNGX 2P90      '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
Rail    King's Cross    'WLWYNGC-KNGX 2Y04   '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
Rail    King's Cross    'WLWYNGC-KNGX 2Y13   '  416.26  0.67    5.2     45.53
50.73   0.59    0.5     0.3
LUL     King's Cross    'Edgware-Hammersmith '  416.26  6       5.2     5.75
10.95   2.74    0.5     1.37
LUL     King's Cross    'Barking-Hammersmith '  416.26  6.34    5.2     5.48
10.69   2.81    0.5     1.4
LUL     King's Cross    'Hammersmith-Plaistow'  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
LUL     King's Cross    'Amer-AldgateFast    '  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
LUL     King's Cross    'Ches-AldgateFast    '  416.26  2       5.2     15.75
20.95   1.43    0.5     0.72
LUL     King's Cross    'Uxbridge-AldSlow    '  416.26  5.33    5.2     6.38
11.58   2.59    0.5     1.3
LUL     King's Cross    'Watford-AldSfast    '  416.26  3.67    5.2     8.92
14.13   2.12    0.5     1.06
LUL     King's Cross    'Aldg-WatfordSlow    '  416.26  3.67    5.2     8.92
14.13   2.12    0.5     1.06
LUL     King's Cross    'Ald-HarrowHill      '  416.26  1.33    5.2     23.31
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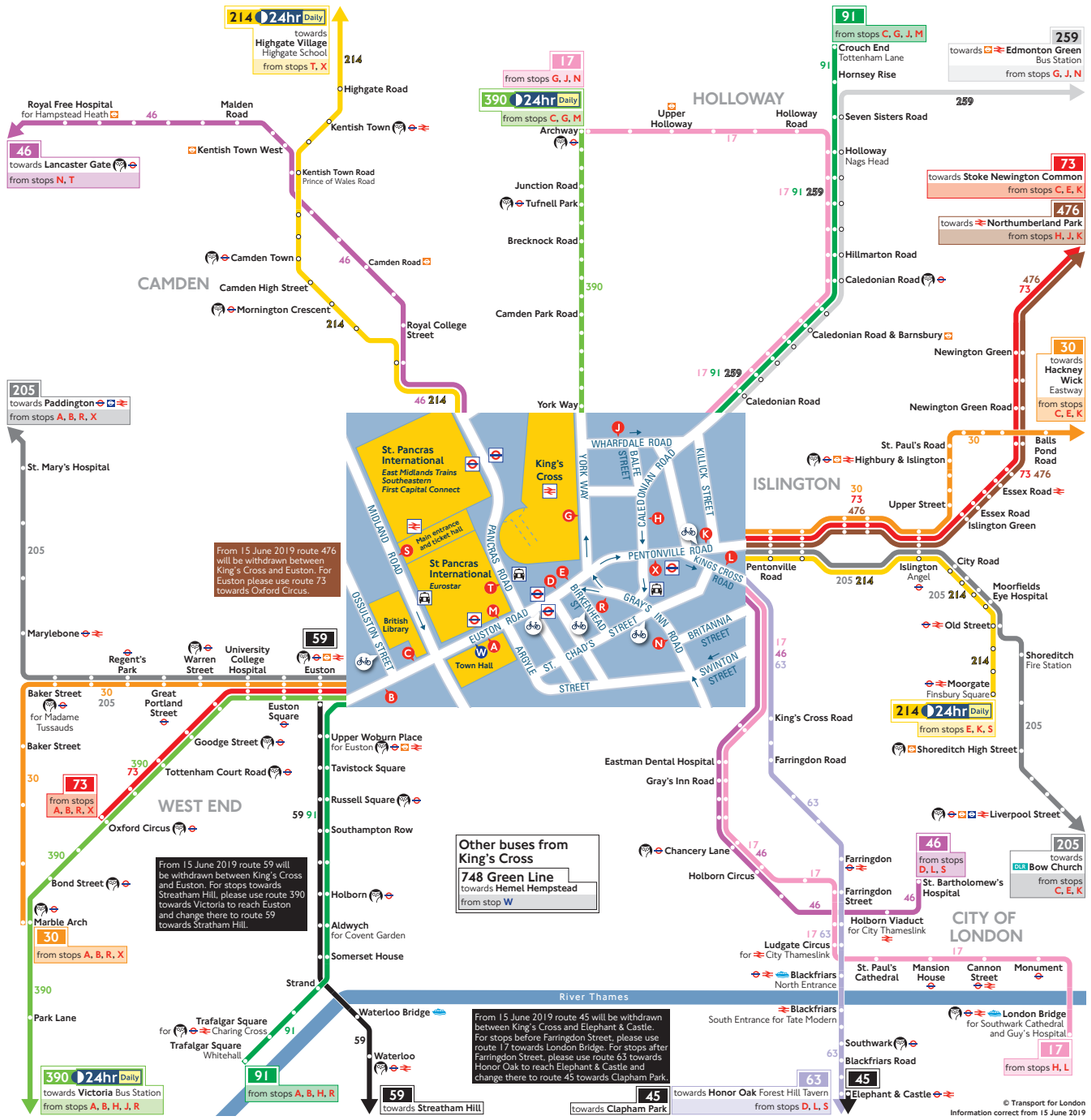
28.51   1.05    0.5     0.53
LUL     King's Cross    'Edgware-Morden      '  416.26  9       5.2     4.08
9.29    3.23    0.5     1.62
LUL     King's Cross    'Morden-HighBarnet   '  416.26  14.67   5.2     2.79    8
3.75    0.5     1.88
LUL     King's Cross    'Morden-MillHillE    '  416.26  4       5.2     8.25
13.45   2.23    0.5     1.11
LUL     King's Cross    'Cockfosters-LHRT4LT '  416.26  4.67    5.2     7.17
12.38   2.42    0.5     1.21
LUL     King's Cross    'RayLane-Cockfosters '  416.26  3.67    5.2     8.92
14.13   2.12    0.5     1.06
LUL     King's Cross    'LHRT4LT-ArnosGrove  '  416.26  4.67    5.2     7.17
12.38   2.42    0.5     1.21
LUL     King's Cross    'ArnosGrove-RayLane  '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
LUL     King's Cross    'ArnosGrove-Nthfields'  416.26  3       5.2     10.75
15.95   1.88    0.5     0.94
LUL     King's Cross    'Oakwood-RayLane     '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
LUL     King's Cross    'Nthfields-Cockfoster'  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
LUL     King's Cross    'LHRT5-Cockfosters   '  416.26  6       5.2     5.75
10.95   2.74    0.5     1.37
LUL     King's Cross    'Uxbridge-Cockfosters'  416.26  3.67    5.2     8.92
14.13   2.12    0.5     1.06
LUL     King's Cross    'Ruislip-Cockfosters '  416.26  2.33    5.2     13.63
18.83   1.59    0.5     0.8
LUL     King's Cross    'ArnosGrove-Uxbridge '  416.26  1       5.2     30.75
35.95   0.83    0.5     0.42
LUL     King's Cross    'Oakwood-Uxbridge    '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
LUL     King's Cross    'Oakwood-Ruislip     '  416.26  0.33    5.2     91.66
96.86   0.31    0.5     0.15
LUL     King's Cross    'Brixton-WalthamstowC'  416.26  15.67   5.2     2.66
7.87    3.81    1       3.81
LUL     King's Cross    'SevenSisters-Brixton'  416.26  11.67   5.2     3.32
8.52    3.52    0.5     1.76
Rail    Kings Cross St Pancras  'KNGX-CAMBDGE 1C33   '  476.3   0.67    5.95
45.53   51.48   0.58    0.5     0.29
Rail    Kings Cross St Pancras  'LTCE-KNGX 2R07      '  476.3   0.67    5.95
45.53   51.48   0.58    0.5     0.29
Rail    Kings Cross St Pancras  'HITCHIN-KNGX 2R94   '  476.3   0.33    5.95
91.66   97.61   0.31    0.5     0.15


Total Grid Cell AI: 74.65
PTAL: 6b
```

Appendix D

(TfL Bus Spider Map)

Buses from King's Cross



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop **A** to the right)

Key

	Connections with London Underground
	Connections with London Overground
	Connections with TfL Rail
	Connections with National Rail
DLR	Connections with DLR
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube/London Overground station with 24-hour service Friday and Saturday nights

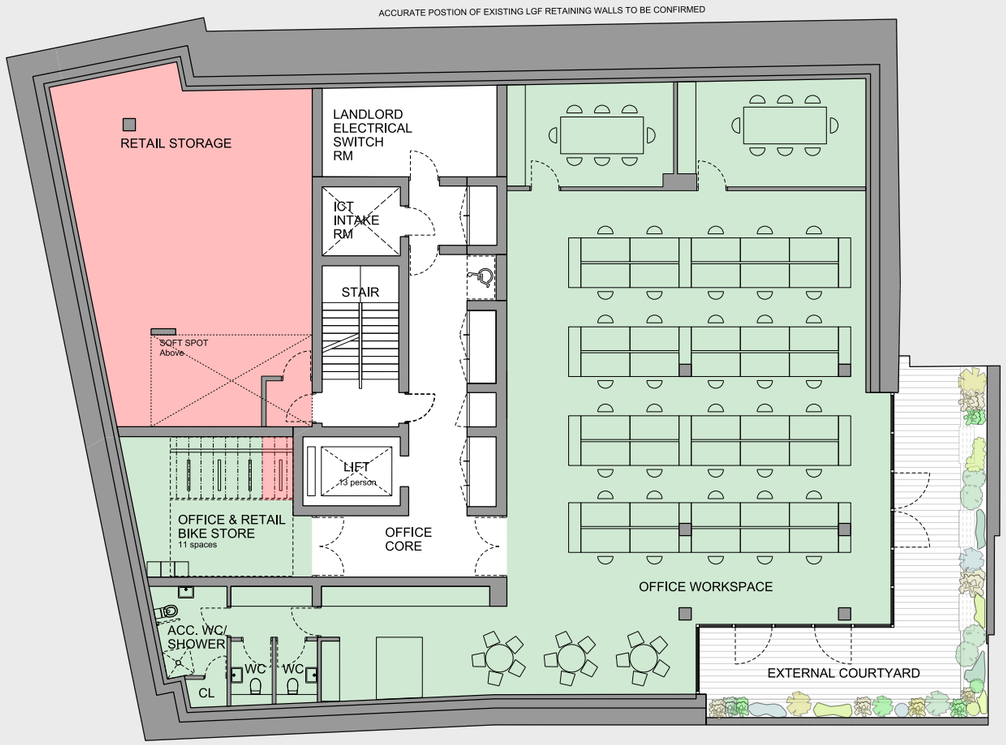
Ways to pay

	Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
Ticket Stops	Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
	The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour for £1.50. Always use the same card or device to touch in
	If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1075.03.19 (P)

Appendix E

(Architect's Site Layout Plans)



N

01 PLAN: PROPOSED LOWER GROUND FLOOR

KEY

Site Boundary

0 1m 2m 5m 10m

NOTE:
These drawings have been prepared using topographic information from Greenhatch, Lane & Frankham CAD files LF1025 of the existing Acorn House building & OS map data & Z map data. All topographical and building dimensions are to be confirmed with a measured survey

REV	DATE
P1	27/07/20 PLANNING SUBMISSION

CONSULTANTS	NAME
CLIENT:	ACCESS STORAGE
STRUCTURAL ENGINEER:	AKT II
MECHANICAL ENGINEER:	ATELIER TEN
COST CONSULTANT:	CAST CONSULTANCY
PROJECT MANAGER:	RPM
ACOUSTIC CONSULTANT:	SANDY BROWN
FIRE & APPROVED INSPECTOR	BUREAU VERITAS

NOTE

When this drawing is issued in uncontrolled CAD format it will be accompanied by a PDF version and is issued to enable the recipient to prepare their own documents / models / drawings for which they are solely responsible.
The recipient should report all drawing errors, omissions and discrepancies to the architect. All dimensions should be checked on site by the contractor and such dimensions shall be the contractor's responsibility.

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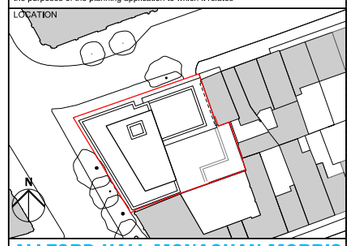
- any loss or degradation of the information held in this drawing resulting from the translation from the original file format to any other file format or from the recipients reading of it in any other programme or any version of the programme other than that which was used to prepare it
- the accuracy of survey information provided by others or for any costs, claims, proceedings and expenses arising out of reliance on such information
- any scaling from this drawing other than by the local planning authority solely for the purposes of the planning application to which it relates

LOCATION



ALLFORD HALL MONAGHAN MORRIS
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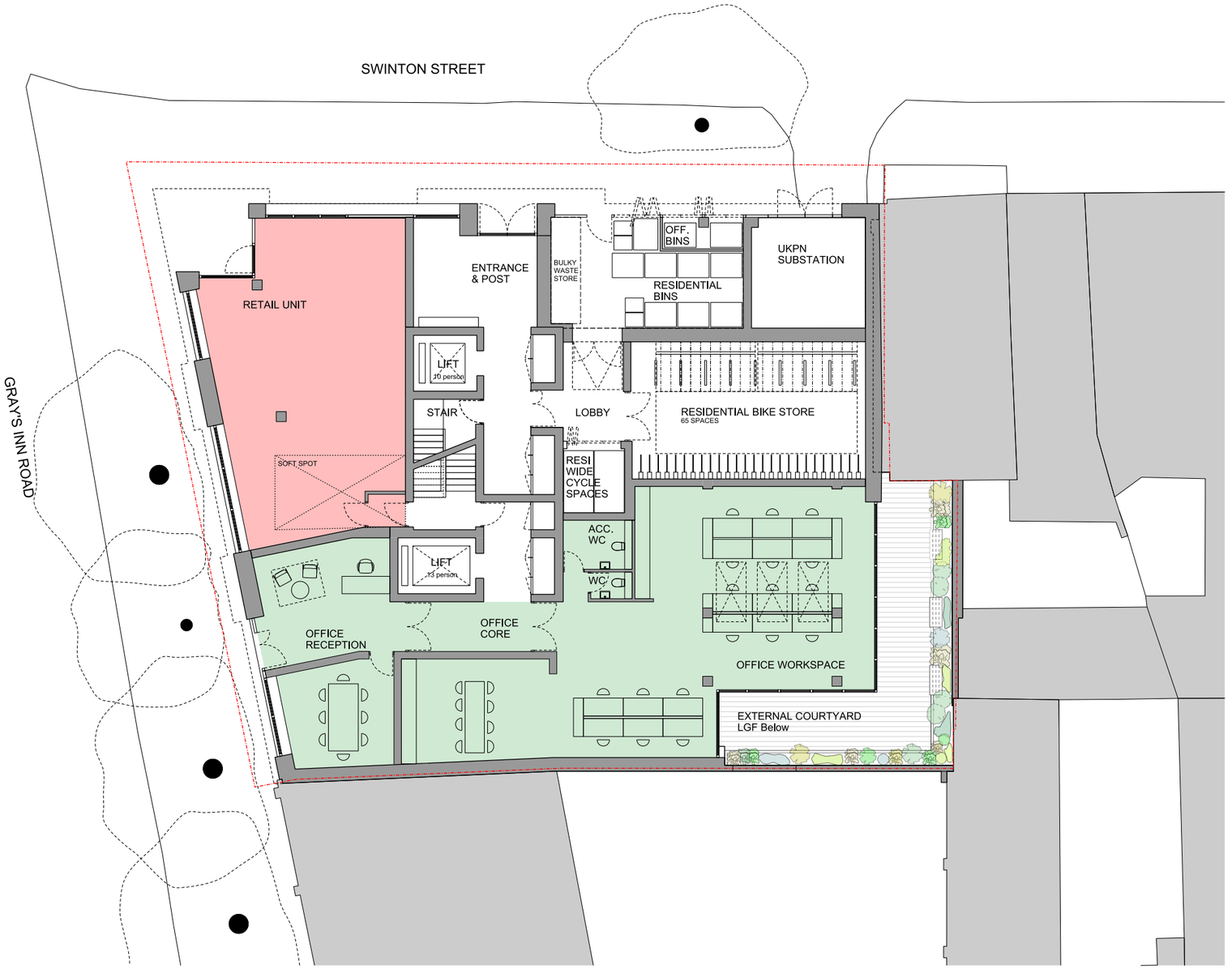
job title
ACORN HOUSE

drawing title / location
PROPOSED PLAN
LOWER GROUND FLOOR

drawn by	checked	scale	status
AW	SS	1:100@A1; 1:200@A3	PLANNING

project	zone	source	classification	drawing no.	revision
18102		A	(00)_099		P1



N

01 PLAN: PROPOSED GROUND FLOOR

KEY

Site Boundary

0 1m 2m 5m 10m

NOTE:
These drawings have been prepared using topographic information from Greenhatch, Lane & Frankham CAD files LF1025 of the existing Acorn House building & OS map data & Z map data. All topographical and building dimensions are to be confirmed with a measured survey

REV	DATE
P1	27/07/20 PLANNING SUBMISSION

CONSULTANTS	NAME
CLIENT:	ACCESS STORAGE
STRUCTURAL ENGINEER:	AKT II
MECHANICAL ENGINEER:	ATELIER TEN
COST CONSULTANT:	CAST CONSULTANCY
PROJECT MANAGER:	RPM
ACOUSTIC CONSULTANT:	SANDY BROWN
FIRE & APPROVED INSPECTOR	BUREAU VERITAS

NOTE

When this drawing is issued in uncontrolled CAD format it will be accompanied by a PDF version and is issued to enable the recipient to prepare their own documents / models / drawings for which they are solely responsible.
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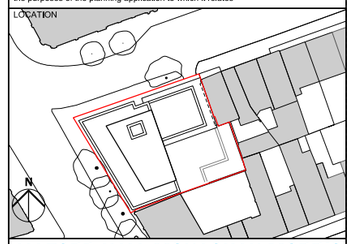
- any loss or degradation of the information held in this drawing resulting from the translation from the original file format to any other file format or from the recipients reading of it in any other programme or any version of the programme other than that which was used to prepare it
- the accuracy of survey information provided by others or for any costs, claims, proceedings and expenses arising out of reliance on such information
- any scaling from this drawing other than by the local planning authority solely for the purposes of the planning application to which it relates

LOCATION



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job title
ACORN HOUSE

drawing title / location
PROPOSED PLAN
GROUND FLOOR

drawn by	checked	scale	status
AW	SS	1:100@A1; 1:200@A3	PLANNING

project	zone	source	classification	drawing no.	revision
18102		A	(00)_100		P1

Appendix F

(TRICS Output Report Residential)

Calculation Reference: AUDIT-752101-200701-0757

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	IS	ISLINGTON	3 days
	SK	SOUTHWARK	1 days

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

Primary 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: No of Dwellings
Actual Range: 14 to 194 (units:)
Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 14/11/19

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
Tuesday	1 days
Wednesday	1 days
Thursday	2 days

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

Selected survey types:

Manual count	5 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	4

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

C3	5 days

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

Population within 1 mile:

50,001 to 100,000	2 days
100,001 or More	3 days

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

Population within 5 miles:

500,001 or More	5 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	5 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	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:

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

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

LIST OF SITES relevant to selection parameters

1 HM-03-C-02 BLOCKS OF FLATS HAMMERSMITH AND FULHAM
GLENTHORNE ROAD
HAMMERSMITH

Town Centre
Built-Up Zone
Total No of Dwellings: 194
Survey date: TUESDAY *30/04/19* *Survey Type: MANUAL*

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

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 15
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

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

Edge of Town Centre
Residential Zone
Total No of Dwellings: 14
Survey date: MONDAY *27/06/16* *Survey Type: MANUAL*

4 IS-03-C-07 BLOCK OF FLATS ISLINGTON
CITY ROAD
ISLINGTON

Edge of Town Centre
Development Zone
Total No of Dwellings: 185
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

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

Edge of Town Centre
Built-Up Zone
Total No of Dwellings: 29
Survey date: THURSDAY *23/04/15* *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
BE-03-C-01	Outer London
BM-03-C-01	Outer London
HO-03-C-03	Outer London
KI-03-C-03	Outer London

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
08:00 - 09:00	5	87	0.002	0.076	5	87	0.002	0.076	5	87	0.004	0.152
09:00 - 10:00	5	87	0.002	0.076	5	87	0.002	0.076	5	87	0.004	0.152
10:00 - 11:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
11:00 - 12:00	5	87	0.002	0.076	5	87	0.002	0.076	5	87	0.004	0.152
12:00 - 13:00	5	87	0.002	0.076	5	87	0.000	0.000	5	87	0.002	0.076
13:00 - 14:00	5	87	0.000	0.000	5	87	0.002	0.076	5	87	0.002	0.076
14:00 - 15:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
15:00 - 16:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
16:00 - 17:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
17:00 - 18:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
18:00 - 19:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
19:00 - 20:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
20:00 - 21:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.008	0.304			0.008	0.304			0.016	0.608

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	5	87	0.057	1.888	5	87	0.252	8.307	5	87	0.309	10.195
08:00 - 09:00	5	87	0.085	2.794	5	87	0.437	14.423	5	87	0.522	17.217
09:00 - 10:00	5	87	0.103	3.398	5	87	0.220	7.249	5	87	0.323	10.647
10:00 - 11:00	5	87	0.108	3.549	5	87	0.142	4.682	5	87	0.250	8.231
11:00 - 12:00	5	87	0.069	2.265	5	87	0.089	2.945	5	87	0.158	5.210
12:00 - 13:00	5	87	0.108	3.549	5	87	0.126	4.153	5	87	0.234	7.702
13:00 - 14:00	5	87	0.128	4.229	5	87	0.124	4.078	5	87	0.252	8.307
14:00 - 15:00	5	87	0.105	3.474	5	87	0.128	4.229	5	87	0.233	7.703
15:00 - 16:00	5	87	0.121	4.002	5	87	0.135	4.455	5	87	0.256	8.457
16:00 - 17:00	5	87	0.178	5.890	5	87	0.151	4.984	5	87	0.329	10.874
17:00 - 18:00	5	87	0.185	6.117	5	87	0.094	3.096	5	87	0.279	9.213
18:00 - 19:00	5	87	0.430	14.197	5	87	0.149	4.908	5	87	0.579	19.105
19:00 - 20:00	5	87	0.277	9.137	5	87	0.124	4.078	5	87	0.401	13.215
20:00 - 21:00	5	87	0.144	4.757	5	87	0.119	3.927	5	87	0.263	8.684
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.098	69.246			2.290	75.514			4.388	144.760

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	5	87	0.005	0.151	5	87	0.005	0.151	5	87	0.010	0.302
08:00 - 09:00	5	87	0.007	0.227	5	87	0.002	0.076	5	87	0.009	0.303
09:00 - 10:00	5	87	0.014	0.453	5	87	0.016	0.529	5	87	0.030	0.982
10:00 - 11:00	5	87	0.014	0.453	5	87	0.011	0.378	5	87	0.025	0.831
11:00 - 12:00	5	87	0.011	0.378	5	87	0.011	0.378	5	87	0.022	0.756
12:00 - 13:00	5	87	0.009	0.302	5	87	0.009	0.302	5	87	0.018	0.604
13:00 - 14:00	5	87	0.011	0.378	5	87	0.016	0.529	5	87	0.027	0.907
14:00 - 15:00	5	87	0.005	0.151	5	87	0.007	0.227	5	87	0.012	0.378
15:00 - 16:00	5	87	0.009	0.302	5	87	0.014	0.453	5	87	0.023	0.755
16:00 - 17:00	5	87	0.021	0.680	5	87	0.018	0.604	5	87	0.039	1.284
17:00 - 18:00	5	87	0.005	0.151	5	87	0.002	0.076	5	87	0.007	0.227
18:00 - 19:00	5	87	0.007	0.227	5	87	0.007	0.227	5	87	0.014	0.454
19:00 - 20:00	5	87	0.009	0.302	5	87	0.011	0.378	5	87	0.020	0.680
20:00 - 21:00	5	87	0.000	0.000	5	87	0.000	0.000	5	87	0.000	0.000
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.127	4.155			0.129	4.308			0.256	8.463

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
Estimated TRIP rate value per 33 DWELLS shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	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	5	87	0.007	0.227	5	87	0.007	0.227	5	87	0.014	0.454
08:00 - 09:00	5	87	0.014	0.453	5	87	0.009	0.302	5	87	0.023	0.755
09:00 - 10:00	5	87	0.018	0.604	5	87	0.016	0.529	5	87	0.034	1.133
10:00 - 11:00	5	87	0.018	0.604	5	87	0.016	0.529	5	87	0.034	1.133
11:00 - 12:00	5	87	0.014	0.453	5	87	0.016	0.529	5	87	0.030	0.982
12:00 - 13:00	5	87	0.014	0.453	5	87	0.011	0.378	5	87	0.025	0.831
13:00 - 14:00	5	87	0.021	0.680	5	87	0.025	0.831	5	87	0.046	1.511
14:00 - 15:00	5	87	0.007	0.227	5	87	0.009	0.302	5	87	0.016	0.529
15:00 - 16:00	5	87	0.014	0.453	5	87	0.021	0.680	5	87	0.035	1.133
16:00 - 17:00	5	87	0.032	1.057	5	87	0.030	0.982	5	87	0.062	2.039
17:00 - 18:00	5	87	0.014	0.453	5	87	0.011	0.378	5	87	0.025	0.831
18:00 - 19:00	5	87	0.023	0.755	5	87	0.023	0.755	5	87	0.046	1.510
19:00 - 20:00	5	87	0.021	0.680	5	87	0.021	0.680	5	87	0.042	1.360
20:00 - 21:00	5	87	0.007	0.227	5	87	0.009	0.302	5	87	0.016	0.529
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.224	7.326			0.224	7.404			0.448	14.730

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

(TRICS Output Report Office)

Calculation Reference: AUDIT-752101-200529-0541

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HD	HILLINGDON	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days

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

Primary 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 26639 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 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	2 days
Tuesday	1 days
Wednesday	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	2
Edge of 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	3

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

Secondary Filtering selection:

Use Class:

B1	4 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days
100,001 or More	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	4 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	2 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	2 days
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:

4 Good	1 days
6b (High) Excellent	3 days

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

LIST OF SITES relevant to selection parameters

1	CN-02-A-03 FITZROY STREET FITZROVIA	PLANNING & ENGINEERING	CAMDEN
	Town Centre Built-Up Zone Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	*06/12/17*	*Survey Type: MANUAL*
2	HD-02-A-09 MILLINGTON ROAD HAYES	DATA CENTRE	HILLINGDON
	Edge of Town Centre Commercial Zone Total Gross floor area:	12100 sqm	
	Survey date: TUESDAY	*26/06/18*	*Survey Type: MANUAL*
3	HM-02-A-01 QUEEN CAROLINE STREET HAMMERSMITH	REGUS OFFICES	HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	*13/11/17*	*Survey Type: MANUAL*
4	LB-02-A-01 DURHAM STREET VAUXHALL	START UP OFFICES & STUDIOS	LAMBETH
	Edge of Town Centre Built-Up Zone Total Gross floor area:	10200 sqm	
	Survey date: MONDAY	*19/11/18*	*Survey Type: MANUAL*

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 20039 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	12744	0.261	52.284	4	12744	0.022	4.324	4	12744	0.283	56.608
08:00 - 09:00	4	12744	0.502	100.637	4	12744	0.039	7.862	4	12744	0.541	108.499
09:00 - 10:00	4	12744	0.180	36.167	4	12744	0.039	7.862	4	12744	0.219	44.029
10:00 - 11:00	4	12744	0.092	18.476	4	12744	0.063	12.580	4	12744	0.155	31.056
11:00 - 12:00	4	12744	0.067	13.366	4	12744	0.075	14.938	4	12744	0.142	28.304
12:00 - 13:00	4	12744	0.067	13.366	4	12744	0.098	19.656	4	12744	0.165	33.022
13:00 - 14:00	4	12744	0.039	7.862	4	12744	0.041	8.255	4	12744	0.080	16.117
14:00 - 15:00	4	12744	0.035	7.076	4	12744	0.067	13.366	4	12744	0.102	20.442
15:00 - 16:00	4	12744	0.026	5.110	4	12744	0.104	20.835	4	12744	0.130	25.945
16:00 - 17:00	4	12744	0.035	7.076	4	12744	0.263	52.677	4	12744	0.298	59.753
17:00 - 18:00	4	12744	0.024	4.717	4	12744	0.408	81.768	4	12744	0.432	86.485
18:00 - 19:00	4	12744	0.012	2.359	4	12744	0.190	38.132	4	12744	0.202	40.491
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.340	268.496			1.409	282.255			2.749	550.751

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:	2036 - 26639 (units: sqm)
Survey date date range:	01/01/15 - 17/06/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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 OGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 20039 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	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
08:00 - 09:00	4	12744	0.004	0.786	4	12744	0.004	0.786	4	12744	0.008	1.572
09:00 - 10:00	4	12744	0.008	1.572	4	12744	0.004	0.786	4	12744	0.012	2.358
10:00 - 11:00	4	12744	0.006	1.179	4	12744	0.006	1.179	4	12744	0.012	2.358
11:00 - 12:00	4	12744	0.002	0.393	4	12744	0.006	1.179	4	12744	0.008	1.572
12:00 - 13:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
13:00 - 14:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
14:00 - 15:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
15:00 - 16:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
16:00 - 17:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
17:00 - 18:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
18:00 - 19:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.022	4.323			0.022	4.323			0.044	8.646

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
Estimated TRIP rate value per 20039 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	12744	0.842	168.646	4	12744	0.094	18.869	4	12744	0.936	187.515
08:00 - 09:00	4	12744	2.947	590.458	4	12744	0.255	51.105	4	12744	3.202	641.563
09:00 - 10:00	4	12744	2.362	473.310	4	12744	0.339	68.009	4	12744	2.701	541.319
10:00 - 11:00	4	12744	0.893	178.867	4	12744	0.549	110.072	4	12744	1.442	288.939
11:00 - 12:00	4	12744	0.553	110.858	4	12744	0.475	95.134	4	12744	1.028	205.992
12:00 - 13:00	4	12744	0.818	163.929	4	12744	1.026	205.599	4	12744	1.844	369.528
13:00 - 14:00	4	12744	0.969	194.198	4	12744	1.055	211.495	4	12744	2.024	405.693
14:00 - 15:00	4	12744	0.594	119.114	4	12744	0.585	117.148	4	12744	1.179	236.262
15:00 - 16:00	4	12744	0.265	53.070	4	12744	0.679	136.018	4	12744	0.944	189.088
16:00 - 17:00	4	12744	0.208	41.670	4	12744	1.036	207.564	4	12744	1.244	249.234
17:00 - 18:00	4	12744	0.184	36.953	4	12744	2.668	534.635	4	12744	2.852	571.588
18:00 - 19:00	4	12744	0.067	13.366	4	12744	1.730	346.727	4	12744	1.797	360.093
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			10.702	2144.439			10.491	2102.375			21.193	4246.814

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
Estimated TRIP rate value per 20039 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	12744	0.018	3.538	4	12744	0.010	1.966	4	12744	0.028	5.504
08:00 - 09:00	4	12744	0.020	3.931	4	12744	0.010	1.966	4	12744	0.030	5.897
09:00 - 10:00	4	12744	0.006	1.179	4	12744	0.010	1.966	4	12744	0.016	3.145
10:00 - 11:00	4	12744	0.024	4.717	4	12744	0.029	5.897	4	12744	0.053	10.614
11:00 - 12:00	4	12744	0.018	3.538	4	12744	0.020	3.931	4	12744	0.038	7.469
12:00 - 13:00	4	12744	0.022	4.324	4	12744	0.016	3.145	4	12744	0.038	7.469
13:00 - 14:00	4	12744	0.010	1.966	4	12744	0.016	3.145	4	12744	0.026	5.111
14:00 - 15:00	4	12744	0.022	4.324	4	12744	0.026	5.110	4	12744	0.048	9.434
15:00 - 16:00	4	12744	0.006	1.179	4	12744	0.012	2.359	4	12744	0.018	3.538
16:00 - 17:00	4	12744	0.018	3.538	4	12744	0.026	5.110	4	12744	0.044	8.648
17:00 - 18:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
18:00 - 19:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.166	32.627			0.177	34.988			0.343	67.615

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
Estimated TRIP rate value per 20039 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	12744	0.008	1.572	4	12744	0.004	0.786	4	12744	0.012	2.358
08:00 - 09:00	4	12744	0.031	6.290	4	12744	0.000	0.000	4	12744	0.031	6.290
09:00 - 10:00	4	12744	0.012	2.359	4	12744	0.002	0.393	4	12744	0.014	2.752
10:00 - 11:00	4	12744	0.010	1.966	4	12744	0.002	0.393	4	12744	0.012	2.359
11:00 - 12:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
12:00 - 13:00	4	12744	0.012	2.359	4	12744	0.010	1.966	4	12744	0.022	4.325
13:00 - 14:00	4	12744	0.002	0.393	4	12744	0.004	0.786	4	12744	0.006	1.179
14:00 - 15:00	4	12744	0.000	0.000	4	12744	0.006	1.179	4	12744	0.006	1.179
15:00 - 16:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
16:00 - 17:00	4	12744	0.002	0.393	4	12744	0.006	1.179	4	12744	0.008	1.572
17:00 - 18:00	4	12744	0.002	0.393	4	12744	0.026	5.110	4	12744	0.028	5.503
18:00 - 19:00	4	12744	0.002	0.393	4	12744	0.020	3.931	4	12744	0.022	4.324
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.083	16.511			0.082	16.116			0.165	32.627

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL Servicing Vehicles
Calculation factor: 100 sqm
Estimated TRIP rate value per 20039 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	12744	0.018	3.538	4	12744	0.010	1.966	4	12744	0.028	5.504
08:00 - 09:00	4	12744	0.024	4.717	4	12744	0.014	2.752	4	12744	0.038	7.469
09:00 - 10:00	4	12744	0.014	2.752	4	12744	0.014	2.752	4	12744	0.028	5.504
10:00 - 11:00	4	12744	0.026	5.110	4	12744	0.031	6.290	4	12744	0.057	11.400
11:00 - 12:00	4	12744	0.018	3.538	4	12744	0.024	4.717	4	12744	0.042	8.255
12:00 - 13:00	4	12744	0.024	4.717	4	12744	0.018	3.538	4	12744	0.042	8.255
13:00 - 14:00	4	12744	0.010	1.966	4	12744	0.016	3.145	4	12744	0.026	5.111
14:00 - 15:00	4	12744	0.020	3.931	4	12744	0.024	4.717	4	12744	0.044	8.648
15:00 - 16:00	4	12744	0.006	1.179	4	12744	0.012	2.359	4	12744	0.018	3.538
16:00 - 17:00	4	12744	0.014	2.752	4	12744	0.022	4.324	4	12744	0.036	7.076
17:00 - 18:00	4	12744	0.002	0.393	4	12744	0.002	0.393	4	12744	0.004	0.786
18:00 - 19:00	4	12744	0.000	0.000	4	12744	0.000	0.000	4	12744	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.176	34.593			0.187	36.953			0.363	71.546

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.*