551-557 Finchley Road, Camden

Transport Statement

Hampstead Properties Ltd/
C/O Delta Properties

NOVEMBER 2020

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1 Introduction

1.1.1 Lime Transport Ltd has been appointed by Hampstead Properties Ltd care of Delta Properties to produce a Transport Statement to accompany a planning application for the part change of use from use Class E and F.1 and remodelling of the existing building to provide residential apartments (C3) along with flexible commercial (Class E), including pub/wine bar/drinking establishments/pub with expanded food provision (Sui Generis) uses, alterations including partial demolition and extensions at the rear at lower ground, ground and first floor levels, extension to provide an additional storey at roof level, levelling of the lower ground floor level, remodelling and restoration of front façade, amenity space, cycle parking and all associated works (site does not include 1st to 3rd floor of 551 Finchley Road).

1.1.2 The site currently comprises 4no. four-storey terraced mixed use buildings, which were converted into a language school in the 1980s.

1.1.3 The existing buildings will be redeveloped and comprise the following:

- 15 dwellings (including two wheelchair accessible), with a mixture of one, two and three bedrooms; and,
- 227m^2 of flexible commercial Class E– (pub/wine bar/drinking establishments/pub with expanded food provision (sui generis)).

1.1.4 The location of the proposed development is illustrated in Figure 1.1 below.

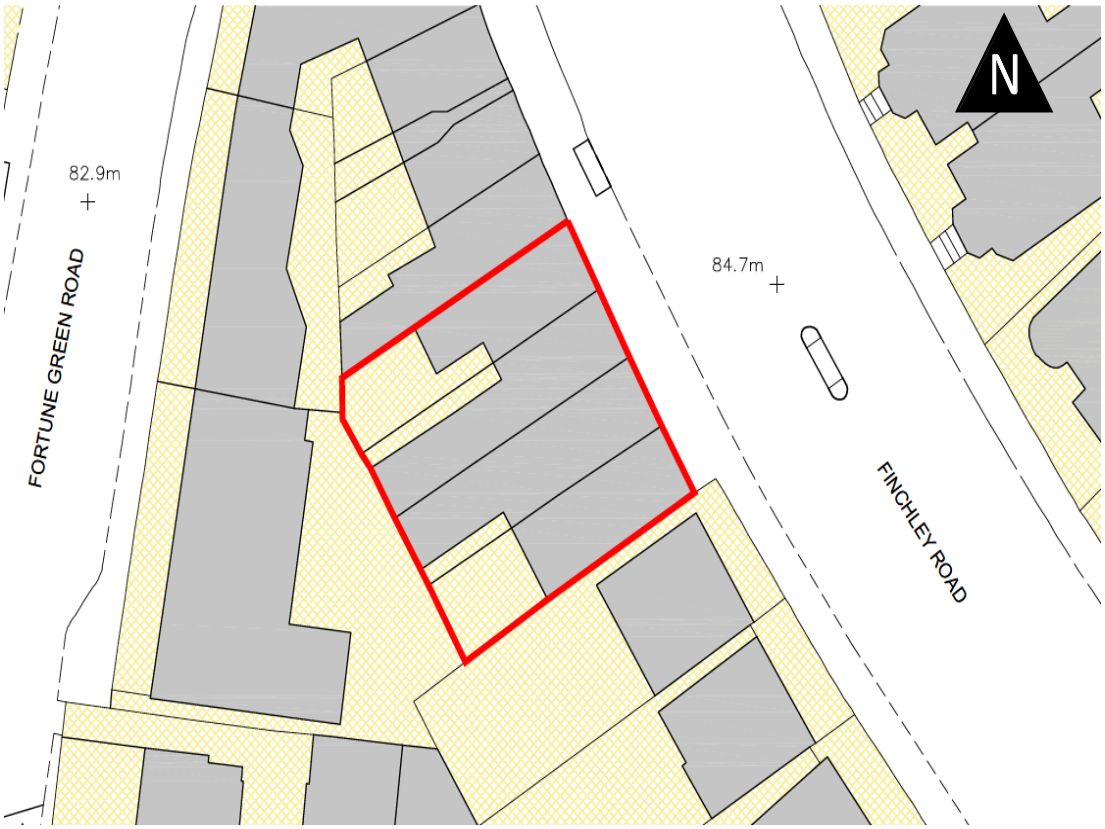

Figure 1.1 Site location

1.2 Scope of Transport Statement

1.2.1 The purpose of this Statement is to consider the transport characteristics of the proposed development, consider any impact on the surrounding transport network and identify any measures required to mitigate this impact.

1.3 Structure of the report

1.3.1 Following this introductory chapter, the remainder of the report is structured as follows:

- Section 2 sets out the policy context for the development;
- Section 3 describes the existing transport conditions surrounding the site including connectivity to all modes of transport, walking and cycling facilities, together with a review of personal injury accident data within the study area;
- Section 4 outlines the development proposals including the deliveries and servicing needs of the site;
- Section 5 predicts the likely travel demand generated by the proposed development and identifies any mitigation measures required; and,
- Section 6 summarises the findings of the report.

2 Policy Context

2.1 Policy context

2.1.1 This section of the Transport Statement sets out the current national, regional and local transport planning policy relevant to the proposed development

2.1.2 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

2.2 National policy

National Planning Policy Framework (NPPF) February 2019

2.2.1 The new NPPF revision was published in February 2019, which is the second revision (following the July 2018 revision), since 2012. At the heart of the NPPF is a presumption in favour of sustainable development. This document *'provides a framework which locally-prepared plans for housing and other development can be produced'.*

2.2.2 To achieve sustainable development there are three overarching independent objectives, which need to be pursued in mutually supportive ways. The NPPF defines the delivery of sustainable development through three objectives:

- Planning for a strong, responsive and competitive economy (an economic objective);
- Planning for strong, vibrant and healthy communities (a social objective); and,
- Planning for protecting and enhancing the natural, built and historic environment (an environmental objective).

2.2.3 The NPPF recognises that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- Potential impacts of the proposed development on transport network can be addressed;
- Opportunities from transport infrastructure and changing transport technology and usage are realised, in relation to the scale, location or density of the development that can be accommodated;
- Walking, cycling and public transport opportunities are identified and pursued;

- Environmental impacts of transport and traffic can be identified, assessed and taken into account, including opportunities for avoiding and mitigating any adverse effects; and,
- Provision of high-quality places, where patterns or movements, streets, parking and transport considerations are integral to the design.

2.2.4 It is recognised that the planning system should manage growth in support of these objectives. It is also considered that major developments should be located in sustainable locations, where a choice of alternative modes of travel are offered. This can improve air quality, health and well-being, as well reduce congestion and emissions.

2.2.5 The NPPF states that 'plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people'. Therefore, development should be located and designed where practical to, amongst other things:

- Support an appropriate mix of uses, and minimise the number and length of journeys needed for employment, education, leisure, shopping and other activities;
- Actively engage with local highway authorities, transport infrastructure providers, operators and neighbouring councils so that investments and strategies for sustainable transport and development patterns are aligned;
- Identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice, and realise opportunities for large developments; and,
- Provide high quality walking and cycling networks and support facilities such as cycle parking.

2.2.6 The National Planning Policy Framework sets out the following specific advice with regards to parking: 'If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *The accessibility of the development;*
- *The type, mix and use of development;*
- *The availability of and opportunities for public transport;*
- *Local car ownership levels; and*
- *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles*.'

2.2.7 Maximum parking standards for residential and non-residential development should only be applied where there is clear justification that it is necessary for managing the local road network, or for optimizing the density of development that is already well served by public transport. In town centre locations planning policies should recognise the importance of providing safe, secure and convenient parking facilities, and promote accessibility for pedestrians and cyclists.

2.2.8 Planning policies should provide an effective use of land in meeting the needs for houses and other uses, whilst safeguarding the environment and ensuring safe and healthy living conditions.

2.2.9 When assessing new developments, consideration of the following should be taken into account:

- Appropriate opportunities to promote sustainable transport modes, based on the type and location of development;
- Safe and suitable access to the site can be achieved for all users;
- Any impacts of development on the transport network, including highway safety, can be effectively mitigated.

2.2.10 Development should only be refused on highway grounds if there would be an '*unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe'.* Therefore, new applications should:

- Prioritise pedestrian and cycle movements (within the scheme and with neighbouring areas), and encourage the use of public transport, by maximising the catchment area for public transport services and provision of appropriate facilities;
- Address the needs of people with disabilities and reduced mobility;
- Create safe, secure and attractive places that minimise the conflict between vehicles and vulnerable road users, and respond to local character and design standards;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
- Enable charging of plug-in and ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.11 It states that all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Assessment or Transport Statement so that the impacts of the proposals can be assessed.

Travel plans, transport assessments and statements in decision taking (2014)

2.2.12 This advice, issued by the Department for Communities and Local Government, considers when transport assessments and transport statements are required, and what they should contain. Transport assessments and statements are ways of assessing the potential transport impacts of developments and may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts. This advice states that an assessment can positively contribute to the following:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;

- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and,
- Reducing the need for new development to increase existing road capacity or provide new roads.

National Design Guide (October 2019)

2.2.13 This Guide states that creating high quality buildings and places is fundamental to what the planning and development process should achieve. This document was prepared in October 2019 and aims to illustrate how well-designed places can be achieved in practice.

2.2.14 It is stated in the document that access, movement and accessibility are some of the physical features, which can help to create a well-designed new development, which responds positively to the features of the site and the surrounding context.

2.3 Regional policy

New London Plan (Intend to Publish – December 2019)

2.3.1 Policy GG2 aims to create high density, mixed-use places that make the best use of land. Therefore, developments will be expected to plan '*for good local, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land…'*

2.3.2 In terms of transport, the aim for London is to reduce the dependency on cars in favour of increasing walking, cycling and public transport use. Policy T1 aims to rebalance the transport system towards walking, cycling and public transport, to ensure that alternatives to the car are accessible, affordable and appealing. It is also stated that development proposals should facilitate sustainable travel through their location and design.

2.3.3 It is stated in Policy T2 of the New London Plan, that new developments should reduce the dominance of vehicles, be permeable by foot and cycling and connect to local walking and cycling networks, as well as public transport. New developments will need to demonstrate how they meet the Healthy Streets Approach to improve health, reduce car dominance and reliance; reduce road danger, severance and emissions, increase walking cycling and public transport use, and lastly improve street safety, comfort, convenience and amenity.

2.3.4 Policy T4 focuses on mitigating transport impacts. The policy states that new development proposals '*should reflect and be integrated with current and planned transport access, capacity and connectivity*.'

2.3.5 Policy T5 focuses on cycling, stating that '*development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle'*. This can be achieved by providing secure, well-located and convenient cycle parking in line with the minimum cycle parking standards set out in the New London Plan.

2.3.6 Policy T6 of the New London Plan states that 'car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport'.

2.3.7 The New London Plan provides more emphasis on locational characteristics to determine parking standards. It states that sites in all areas with PTAL 5-6 should aim for a car-free development. It is stated in Policy T6 of the New London Plan, that car parking for all developments should be restricted in line with public transport connectivity. In addition, *'Reduced parking provision can facilitate higher-density development and support the creation of mixed and vibrant places that are designed for people rather than vehicles.'* It is also stated in the policy that apart from existing or planned PTAL rating at the site, consideration should be given to the quality of public transport provision, as well as conditions for walking and cycling. Boroughs wishing to adopt car-free policies will be supported.

2.3.8 Regarding wheelchair accessible parking, Policy 6 states that for a development of ten or more units as a minimum '*at least one designated parking bay per dwelling for three per cent of dwellings is available from the outset*'. Lastly, the policy also states that all residential disabled person's parking must be:

- *'For residents' use only;*
- *Not be allocated to specific dwellings, unless provided within the curtilage of the dwelling;*
- *Be funded by the applicant if provided on-street;*
- *Count towards the maximum parking provision of the development;*
- *Be designed in accordance with the design guidance; and,*
- *Be located to minimise the distance between the parking bay and the dwelling, and the route should be preferably level.'*

2.4 Local policy

Camden Local Plan 2017

2.4.1 Camden's Core Strategy (adopted in 2017) sets out the key elements of the Council's planning policies and replaces the Core Strategy and Development Policies Documents (adopted in 2010). It sets out the vision and strategic policies for the borough.

2.4.2 The Plan promotes sustainable transport choices in order to mitigate the impact of developments on the environment, to respond to congestion affecting roads and public transport, and to promote healthier lifestyles. The detailed policy framework to implement these aims, and those specific to these proposals, is set out below.

Policy C6

2.4.3 The Council encourages access and inclusion for all. Therefore, new developments will be expected to be built to the highest standard and inclusive design, provide routes between the buildings in an accessible way, encourage accessible public transport and provide for the travel needs of disabled people. In addition, the Council states that:

'While the Council encourages public transport and car-free schemes, in line with sustainable development objectives, we recognise that some disabled people rely on private motorised transport. We will therefore require relevant planning applications to demonstrate how the needs of disabled drivers have been addressed.'

Policy T1

2.4.4 To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site. As part of this policy, it is proposed to improve the pedestrian environment, by creating a safe, easy to walk through and well-lit environment.

2.4.5 Cycling is also promoted, and new development will be expected to provide and make contributions towards connected, high quality, convenient cycle routes. It is expected that cycle parking will exceed London Plan's cycle standards.

2.4.6 Lastly, promotion of public transport will be encouraged in the borough.

Policy T2

2.4.7 The Council will limit opportunities for parking and will require all new developments to be car-free. As part of the policy, the Council will not issue on-street and on-site parking permits and limit parking for all users, apart from Blue Badge users and operational and servicing vehicles.

2.4.8 In addition, the policy states that for re-development sites *'if a development is to have new occupiers, this should be car-free'*. Any new development on the existing car park should be car free in accordance with the policy.

Policy E3

2.4.9 The Council recognises the importance of the visitor economy in Camden and will support tourism development and visitor accommodation. It is started in the policy that all visitor accommodation must:

- *'Be easily reached by public transport;*
- *Provide any necessary pickup and set down points for private hire;*
- *Cars and coaches and provide taxi ranks and coach parking where necessary*
- *Not harm the balance and mix of uses in the area, local character, residential amenity, serviced for the local community, the environment or transport systems;*
- *Not lead to the loss of permanent residential accommodation'*.

2.5 Summary

2.5.1 The site is compliant with national, regional and local policies as it is well-located to access local facilities. The site lies within a PTAL 4 (good connectivity) area and there are extensive public transport opportunities within close proximity of the site, including buses, underground, overground and national rail services. It is proposed that the mixed-use development will be car-free with cycle parking in accordance with the current policy.

3 Existing situation and accessibility

3.1 Site location

3.1.1 This section summarises the existing transport network within the vicinity of the site, detailing the accessibility by walking, cycling, public transport and local highway network.

3.1.2 The proposed development site is located at 551-557 Finchley Road in Fortune Green, West Hampstead within the London Borough of Camden. The proposed development is bounded by:

- Finchley Road to the east;
- Residential dwellings fronting Finchley Road to the south;
- Residential dwellings fronting Fortune Green Road to the west; and,
- Commercial units fronting Finchley Road to the north.

3.1.3 The location of the development site together with the local highway network is shown in Figure 3.1 below.

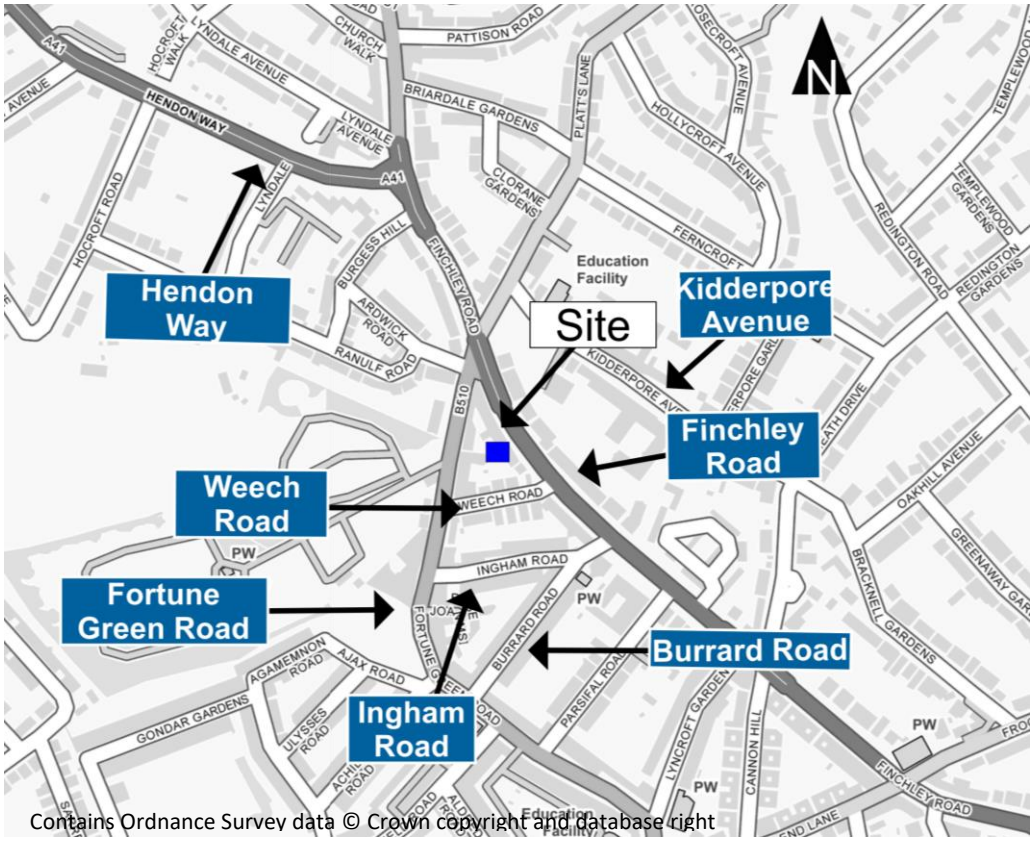

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Figure 3.1 Site location and local highway network

3.2 Travel characteristics

3.2.1 The site is located within the London Borough of Camden (LBC). 2011 Census data has been reviewed, to establish the travel characteristics of the existing population surrounding the site, including travel to work and car ownership data.

Travel to work

3.2.2 Travel to Work data from the 2011 Census has been used to establish the mode of travel to work for existing residents in the area.

3.2.3 Super output areas are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up Lower Super Output Areas (LSOA), and between four to six LSOA areas make up Middle Super Output Areas (MSOA).

3.2.4 Table 3.1 below shows the travel to work mode split for the Lower Super Output Area (LSOA 005E) in which the site is located, the Middle Super Output Area (MSOA 005), London Borough of Camden (LBC) as a whole. This data excludes those that work from home and those not in employment.

Table 3.1 Mode split for journey to work based on 2011 Census data

Mode	Mode share (%)		
	LSOA 005E	MSOA 005	LBC
Underground	48	47	37
Train	15	12	7
Bus, minibus or coach	11	12	16
Taxi	0	1	1
Motorcycle, scooter or moped	2	2	1
Car or van (as driver)	11	14	11
Passenger in car or van	2	1	1
Cycle	4	6	7
Walk	8	6	18
Other	0	1	1
Total	100%		

3.2.5 It should be noted that, Census Travel to Work data differs from the trip generation survey data, as the survey data records vehicle journeys for all purposes, not just work related.

3.2.6 It can be seen from the table above that 11% of existing residents that live within the lower super output area, in which the site is located, travel to work by car (as driver), with a further 2% travelling as a passenger, 71% travel by public transport and 12% walk or cycle to work. This is reflected by the high Public Transport Accessibility Level (PTAL), which is 4 in the area, and a wide variety of facilities available within walking distance.

Car ownership

3.2.7 Car ownership in this area is slightly higher than the borough-wide average, with rates in the lower and middle super output areas of 0.64 cars per dwelling. In this area, 49% of households have no access to a car. It should be noted that in Camden borough as a whole car ownership is very low at the rate of 0.48 cars per dwelling.

3.2.8 In the area of the site, 33% of dwellings are 1-bedroom, 27% are 2-bedroom and 37% are 3+ bedroom dwellings. The proposed development will consist of a significant proportion of 1-bedroom (53%) and 2-bedroom (33%) dwellings, which tend to have lower car ownership rates than large, private dwellings.

3.2.9 In addition, it should be noted that the proposed development will mainly comprise of flats. In the lower and middle super output areas the car ownership for flats is 0.45-0.49 cars per dwelling.

3.3 Accessibility by walking and cycling

3.3.1 This site is accessible by walking, cycling and public transport, as described in the following paragraphs.

Walking

3.3.2 Pedestrians are well provided for with all roads in the vicinity of the site having footways on both sides of the carriageway. There is a stepped access provided from Finchley Road to Kidderpore Avenue via Penrose Gardens. There is a signalised pedestrian crossing provided immediately outside the site, which provides a safe and convenient access across Finchley Road. To the south-west of the site there are pedestrian footpaths provided from Fortune Green Road to Ajax Road and other residential roads. In addition, approximately 80m to the north of the site, pedestrian facilities are incorporated in the signalised junction with Finchley Road/Fortune Green and Ardwick Road. All pedestrian crossing facilities are provided with dropped kerbs and tactile paving.

3.3.3 In addition, approximately 170m to the south of the site, Croft Way provides a safe pedestrian access from Finchley Road to Kidderpore Avenue.

3.3.4 The Chartered Institution of Highways and Transportation (CIHT) guidelines *'Providing for Journeys on Foot'* indicates that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km and 2km is the preferred maximum. The CIHT guidelines indicate that the desirable walking distance for 'Elsewhere', including local amenities, is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.3.5 The closest facilities are located on Finchley Road and include take-away restaurants. Within 400m of the site, there are a number of key facilities including a range of retail, employment, leisure, cultural, financial and health services, which includes:

- Pharmacy;
- Hairdressers;
- Doctors;
- Food stores;
- Playcentre;
- Place of worship;
- Gym/leisure facilities; and,
- Pub/restaurants.

3.3.6 Within 1.2km of the site, there are other amenities including:

- Primary schools;
- Secondary schools;
- Retail outlets;
- Accommodation; and,
- Leisure/entertainment facilities.

3.3.7 Amenities within 1.2km of the site are shown in Figure 3.2 below.

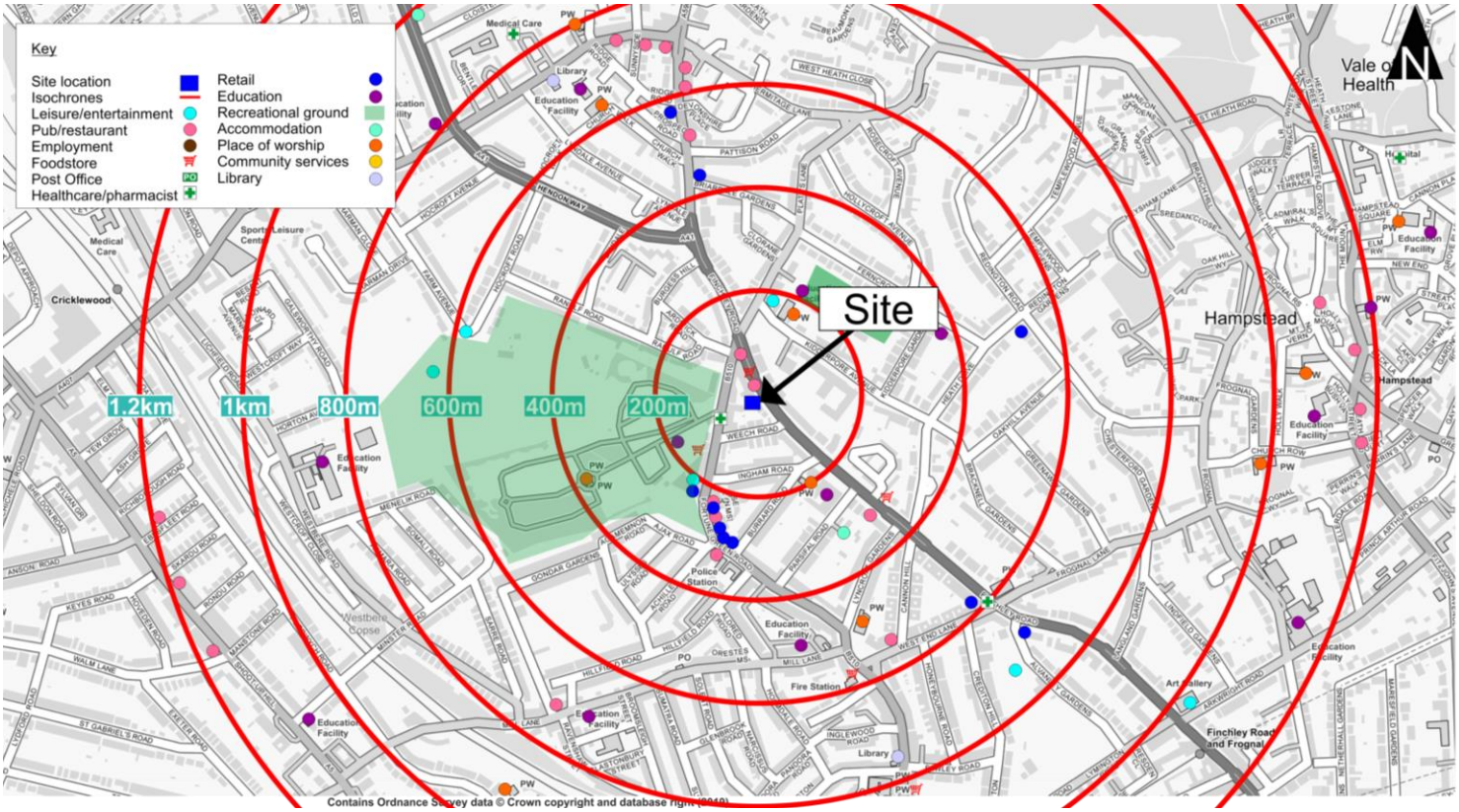

Figure 3.2 Location of facilities and amenities within 1.2km of the site

3.3.8 There are a number of key facilities in the vicinity of the site including a food store, a pub/restaurant and retail facilities provided on Fortune Green Road. These can be accessed by heading south on Finchley Road then heading west on Weech Road, which is provided with footways on both sides of the carriageway. To access these facilities, there is an informal pedestrian crossing provided at the eastern end of Weech Road, with dropped kerbs and tactile paving. To access the food store, there is a zebra pedestrian crossing provided on Fortune Green Road.

Cycling

3.3.9 There is a local cycle route, which can be accessed approximately 100m north of the site from Finchley Road. This route runs along Finchley Road and provides access to Finchley Central rail station (approximately 5km to the north of the site) and Golders Green Underground station (approximately 1.9km to the north of the site). This route is shown in Figure 3.3 below.

3.3.10 In addition, the bus lane outside the site can be used cyclists.

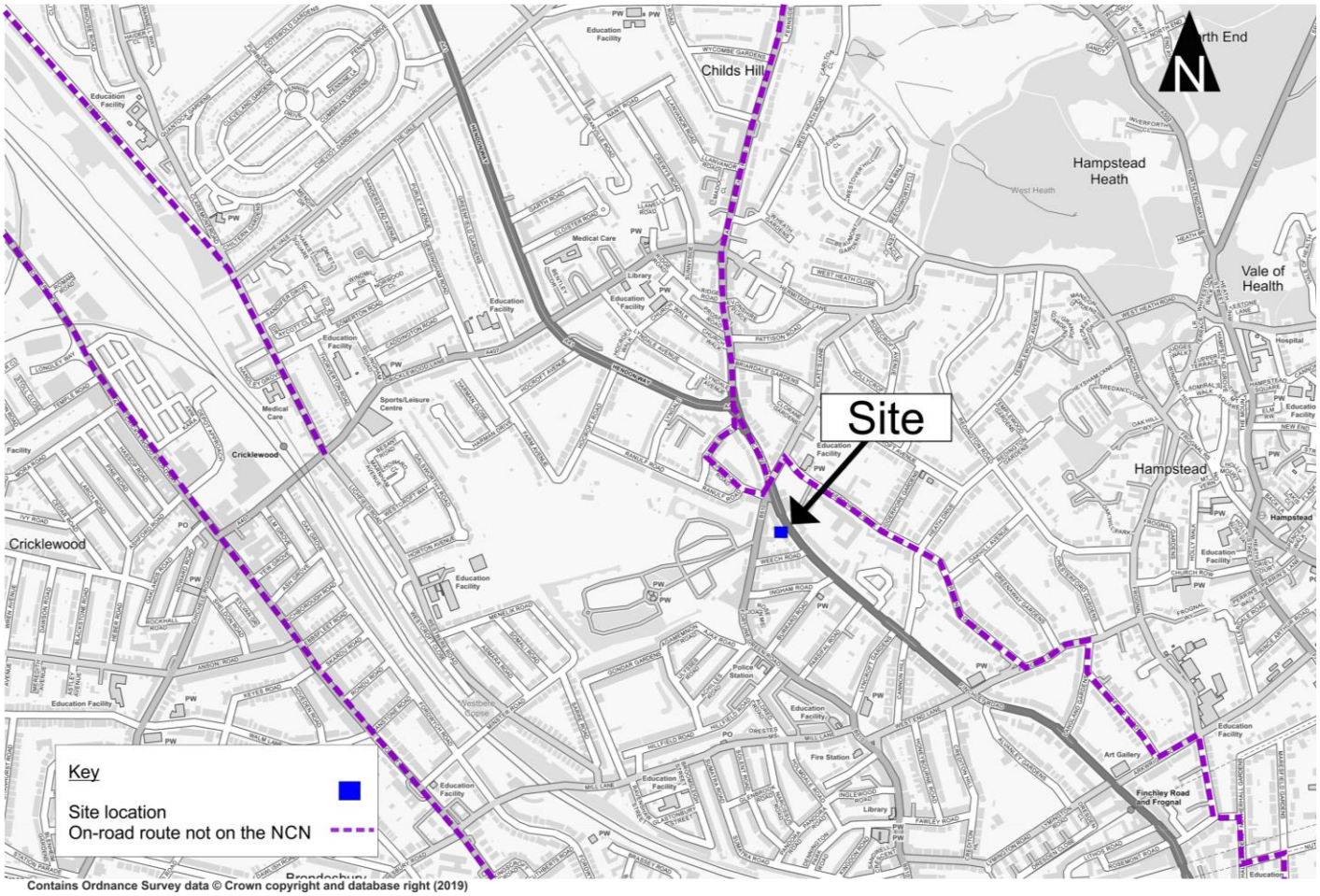

Figure 3.3 Local cycle routes in the vicinity of the site

3.4 Accessibility by public transport

Bus services

3.4.1 The nearest northbound bus stop to the site is located on Finchley Road, immediately outside the site. The southbound bus stop is located approximately 150m south of the site.

3.4.2 Further bus stops are located on Fortune Green Road, approximately 130m-150m to the west of the site. Buses serving these stops are shown in Table 3.1 below.

Table 3.1 Summary of routes accessed at nearest bus stops

Route no.	Distance (m) N-bound/S-bound	Route	Frequency (per hour)
Finchley Road			
113	20m/150m	Edgware Bus Station-John Prince's Street/Oxford Circus	4-16
13	20m/150m	North Finchley Bus Station-Victoria Bus Station	8-15

N113	20m/150m	Edgware Bus Station-Northumberland Avenue/Trafalgar	2
Fortune Green Road			
328	130m/150m	Golders Green Station-Chelsea Worlds End	6-10
139	130m/150m	Golders Green Station-Waterloo Station/Wateloo Road	8-10
Hendon Way			
748	380m/430m	London Victoria – Hemel Hempstead	1 per day
757	380m/430m	Luton – Luton Airport – London Victoria	2
758	380m/430m	London Victoria – Hemel Hempstead	14 per day

3.4.3 The location of the bus stops, together with bus routes that call at these stops, is shown in **Figure 3.4.**

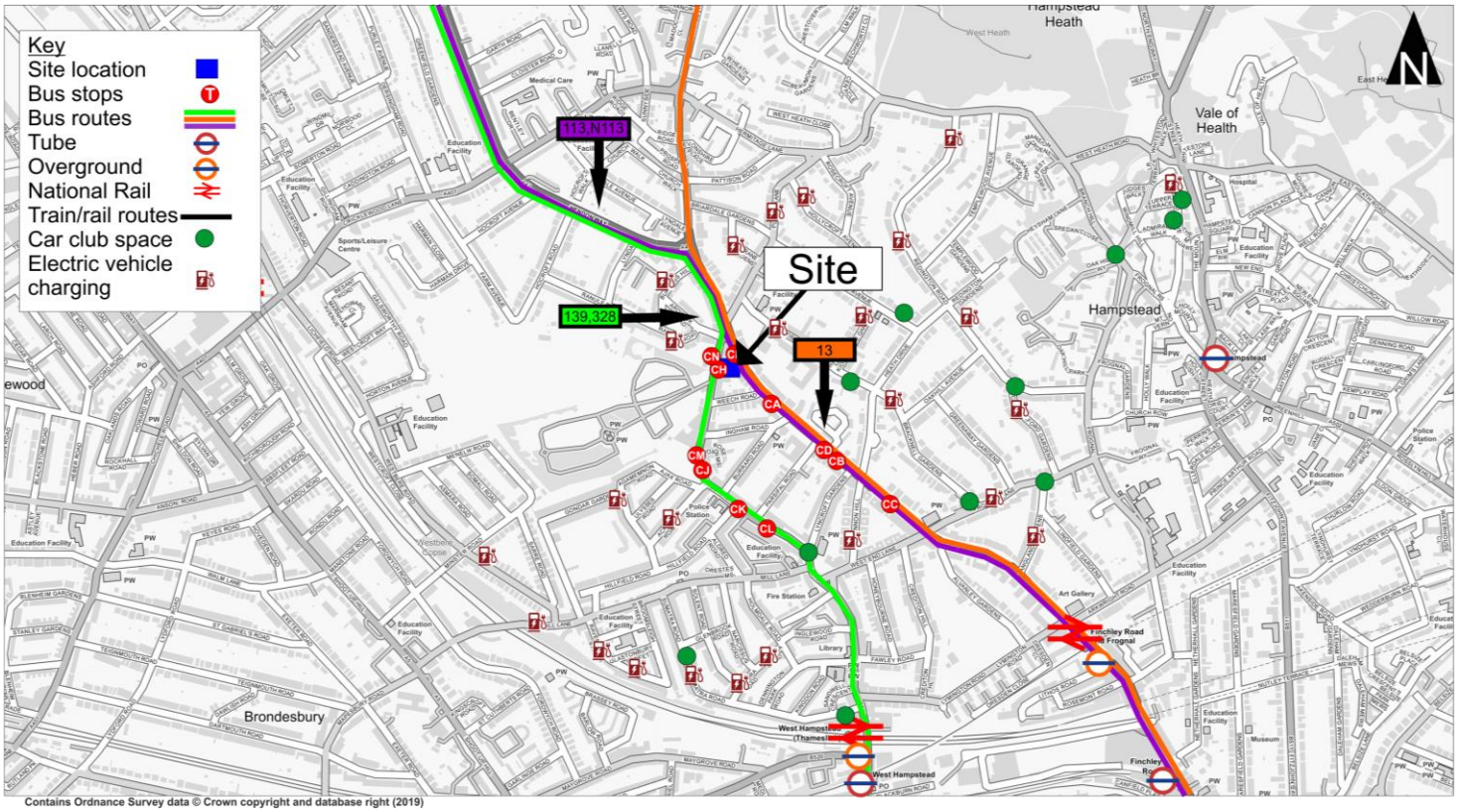

Figure 3.4 Public transport infrastructure in the vicinity of the site

3.4.4 It should be noted that low floor vehicles are used throughout the entirety of the TfL bus network fleet which reduces the height differential between the kerb and the bus floor. The suspension on these vehicles can be lowered to reduce the step height at stops. This can be provided at the passenger's request or if a driver observes a passenger requiring this facility.

3.4.5 Almost all buses now have three doors: front for boarding, rear for alighting and central for mobility access. Powered ramps are usually fitted to the centre door where there are push buttons for wheelchair users to let the driver know when the ramp needs to be deployed.

Railway services

3.4.6 The closest railway station is West Hampstead Thameslink station, located approximately 950m south of the site. This is a National Rail station, served by Thameslink. This station provides services to Brighton (approximately every hour), St Albans (approximately every 15mins), Bedford, Sutton approximately (every 15mins), Rainham (approximately every 30mins), Orpington (approximately every 30mins), Luton approximately (every 15mins) and Gatwick Airport (approximately every hour). This station has step-free access throughout, as well as, a train access ramp, wheelchairs, accessible toilets and staff assistance. This is a 24-hour station.

Overground and underground services

3.4.7 West Hampstead Railway station, is located approximately 1.1km south of the site. This station is a London Overground station, located on the North London Line, which provides services to Clapham Junction, Richmond, South Acton and Stratford. Services to Stratford run approximately every eight minutes and services to other railway stations run approximately every 12 minutes. In addition, Finchley Road & Frognal Rail Station, located appoximately 1.6km south-east of the site.

3.4.8 Approximately 1.3km to the south of the site, there is West Hampstead Underground Station. This station is on the Jubilee Line and provides northbound services to Stanmore (approximately every 5 minutes), Willlesden Green (approximately every 18 minutes) and Wembley Park (approximately every 12 minutes), as well as, southbound services to Stratford (every 5 mins). The first departures are at 05:50 and at 05:15, and the last departures are at 00:47 and at 00:34 respectively.

3.4.9 In addition, underground services are also provided from Finchley Road Underground station, which is served by the Jubilee Line and Metropolitan Line. This station is located approximately 1.5km to the south-east of the site and provides services to Stanmore (approximately every 5 minutes), Stratford (approximately every 5 mins), Willesden Green (approximately every 18 minutes), Wembley Park (approximately every 3-12 minutes), Amersham (approximately every 30 minutes), Watford (approximately every 9 minutes), Chesham (approximately every 30 minutes), and Uxbridge (approximately every 7 minutes), and Algate (approximately every 5 minutes). Finchley Road Underground Station has step-free interchange only and no step-free entrance/exit.

3.4.10 Hampstead Underground station is located approximately 1.5km east of the site, and is also located on the Northern Line. This station provides northbound services to Edgware and southbound services to Morden and Kennington.

Taxis

3.4.11 There is a taxi rank provided outside Finchley Road Underground Station. All taxis (black cabs) in London have a wheelchair ramp.

Car club

3.4.12 Car clubs provide an affordable alternative for occasional car use to conventional car ownership. Zipcar are the current car club operator in Camden. The extensive car club network, which is offered within the borough, provides the following benefits:

- Relieves parking pressures within the borough;
- Reduces the reliance on the private motor-vehicle by residents and businesses; and,
- Provides an attractive alternative to travel for visitors using the aparthotel rooms without a car.

3.4.13 There are various car club locations within 1.2km of the site (equivalent to a max. 15-minute walk) in the vicinity of the site including:

- One space on Kidderpore Avenue, approximately 430m to the east of the site via stepped access on Penrose Gardens or 460m via Croft Way to the south;
- One space on Ferncroft Avenue, approximately 600m to the east of the site;
- One space on Lyncroft Gardens, approximately 600m to the south of the site;
- One space on Frognal Lane, approximately 900m to the west of the site;
- One space on Redington Road, approximately 950m to the east of the site;
- One space on Sumatra Road, approximately 1.1km to the south of the site; and,
- One space on Mill Lane, approximately 1.1km to the south-west of the site.

3.4.14 All car club spaces are illustrated in Figure 3.4.

Electric vehicle charging points

3.4.15 There are various electric vehicle charging points in the vicinity of the site, as illustrated in Figure 3.4, including:

- Cannon Hill to the south,
- Achilles Road and Gondar Gardens to the west,
- Burgess Hill, Ranuf Road and Platts Lane to the north; and,
- Kidderpore Avenue, Kidderpore Gardens, Holycroft Abenue, Reddington Road.

Parking in the vicinity of the site

3.4.16 Finchley Road is a red route and there are no stopping Mon-Sat 7am-7pm restrictions provided immediately outside the site. Parking is allowed for 30 minutes between 7am-4pm.

3.4.17 In addition, the area surrounding the site is within a Controlled Parking Zone (zones CA-P and CA-S). Camden is subject to two different zones for blue badge holders. The site and the immediate surrounding area does not fall within the green badge zone.

3.4.18 It should be noted that within the Camden borough, blue badge holders may park in:

- blue badge bays (if time limit shown, also display clock disc with arrival time);
- resident permit parking and shared use permit bays;
- paid for parking bays; and,
- up to three hours on a single or double yellow lines where there is no loading ban providing the arrival time is set and clock displayed.

3.4.19 There are parking spaces available for blue badge holders in the vicinity of the site. The closest available disabled parking bays are provided on Weech Road (Zone CA-P), approximately 100m to the south of the site. These are Permit Holders Only bays, subject to Mon-Fri 8.30am-6.30pm restriction, however, blue badge users can park with no time restrictions.

3.4.20 Parking is also available on Ardwick Road (Zone CA-P), approximately 100m to the north of the site. These are Permit Holders Only bays, subject to Mon-Fri 10am-noon restriction, however, blue badge users can park with no time restrictions. To access these bays, blue badge users will need to cross Fortune Green Road at the signalised junction.

3.4.21 Fortune Green Road (Zone CA-P) is subject to a Monday-Friday 8.30am-6.30pm parking restriction. There are Permit Holders (Mon-Fri 8.30am-6.30pm) bays provided along the western side of the carriageway, where disabled users can park. These spaces are provided approximately 170m to the east of the site and would require pedestrians to cross the carriageway at the signalised junction. In addition, there are Mon-Fri 8.30am-6.30pm Permit Holders or Pay by Phone bays (with maximum stay of 2 hours) provided along the eastern side of the Fortune Green Road. These bays are provided to the north and south of the junction with Weech Road, approximately 140m-250m to the west of the site and disabled users can park there with no restrictions. There are informal crossings provided at junctions.

3.4.22 There are Permit Holders Only bays (12.30-2.30pm) provided on Platt's Lane (Zone CA-S), approximately 200m to the north of the site, where disabled users can park with no time restrictions. To access these spaces, the users would need to cross Finchley Road at the signalised crossing.

3.4.23 Lastly, there are Permit Holders Only bays (12.30-2.30pm) on pay by phone bays provided on Kidderpore Avenue (Zone CA-S), located approximately 250m to the north-east of the site.

3.5 Public Transport Accessibility Level

3.5.1 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the connectivity of a given point to the public transport network, taking into account walk access time and service availability.

3.5.2 The PTAL is categorised in eight levels (1a to 6b), where 6b represents an excellent level of connectivity and 1a represents a poor level of connectivity.

3.5.3 The assessment methodology reflects:

- Walking time from the point of interest to the public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting time.

3.5.4 An Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are then weighted to provide an Accessibility Index (AI) value for each service accessible from the site. The sum of the AIs for each mode are then aggregated to provide a single measure of connectivity.

3.5.5 TfL's WebCAT online calculation tool identifies the site as having a PTAL rating of 4 indicating that the site has a good level of connectivity to public transport. In addition, the TfL's WebCAT online calculation tool identified the site as having an accessibility index of 17.27, which indicates that it lies comfortably in the middle of the PTAL 4 boundaries.

3.5.6 Figure 3.5 below presents an extract from the TfL WebCAT programme, for the immediate area surrounding the site.

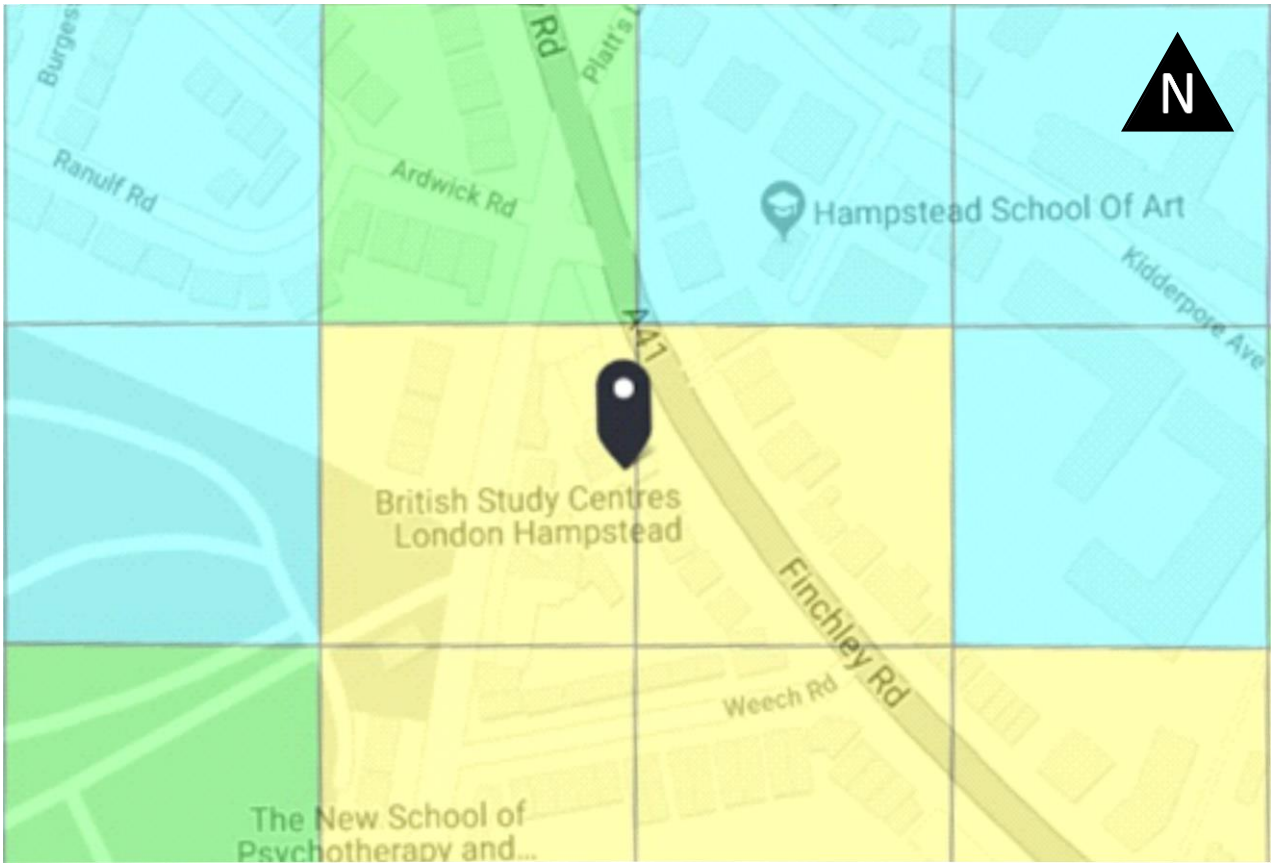

Figure 3.5 Public Transport Accessibility Level (PTAL)

3.6 Personal injury accidents

3.6.1 Personal injury accident data has been obtained for the period 2014 to 2018 (inclusive) for the study area. The severity of accidents and number of casualties per year is summarised in Figure 3.6 and Table 3.2 below.

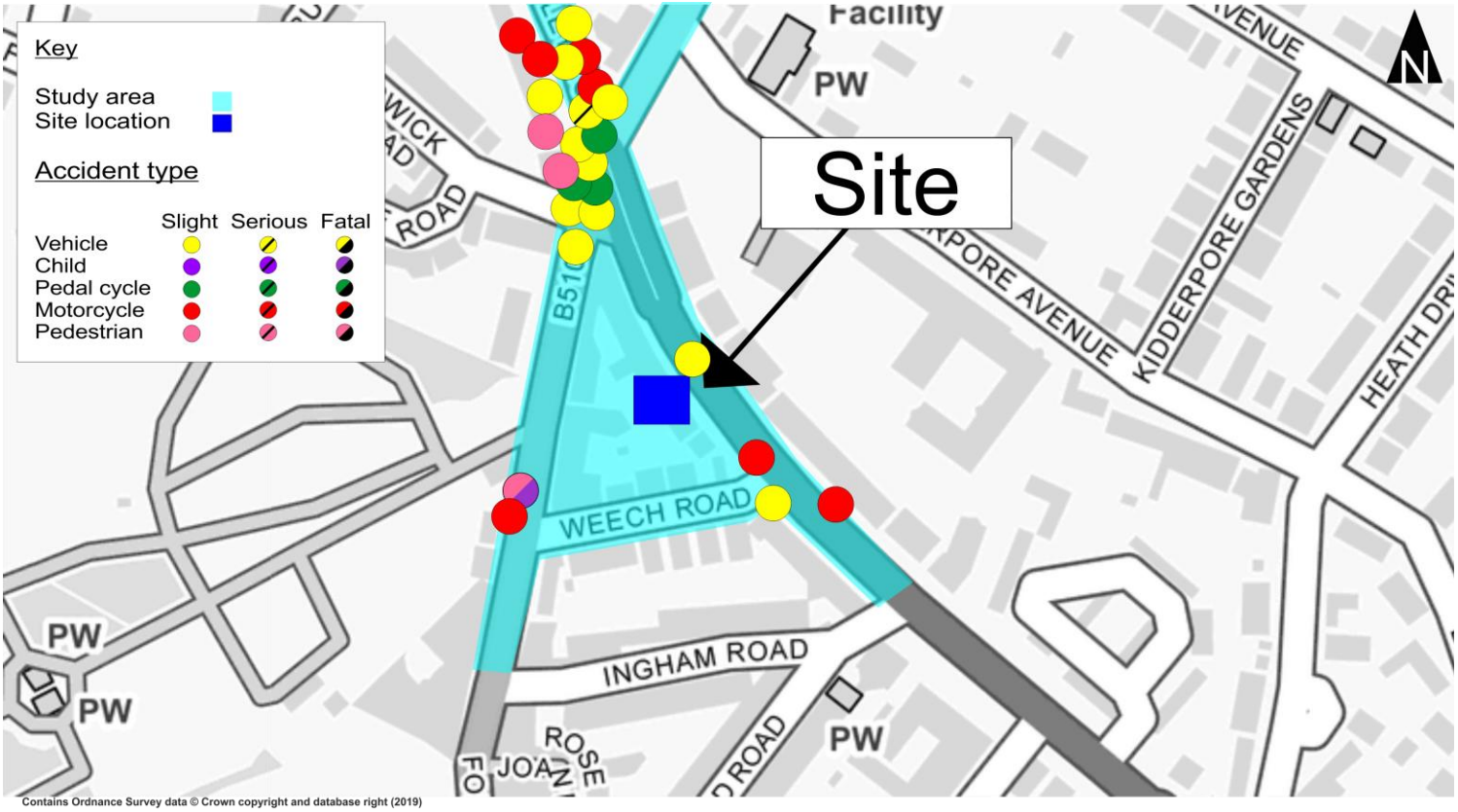

Figure 3.6 Location and severity of person injury accidents

Table 3.2 Summary of person injury accidents

Year	Personal injury			No. of casualties	Collisions involving vulnerable users			
	Fatal	Serious	Slight		Cyclist	Child	m/cyclist	Pedestrian
2015	0	0	7	8	0	0	3	0
2016	0	0	3	3	0	0	3	0
2017	0	0	6	9	1	1	0	1
2018	0	1	7	12	2	0	1	2
2019	0	0	1	1	0	0	0	0
Total	**0**	**1**	**24**	**33**	**3**	**1**	**7**	**3**

3.6.2 It can be seen from Table 3.2 above that 25 accidents occurred within the last five years, resulting in 33 casualties sustaining slight injuries. It can also be seen that:

- Three involved pedestrian casualties (including one child pedestrian);
- Seven involved motorcyclist casualties; and,
- Three involved cyclist casualties.

3.6.3 It should be noted that all accidents involving vulnerable road users resulted in slight injuries being sustained, with the majority of accidents occurring at the signalised junction of Finchley Road/Fortune Green Road/Ardwick Road and Platt's Lane.

3.6.4 It is considered that the proposed development, will generate a limited volume of vehicular traffic and will, therefore, have a minimal impact on the road safety in the vicinity of the site.

3.7 Local highway network

3.7.1 The local highway network is illustrated in Figure 3.1 and summarised in Table 3.3 below.

Table 3.3 Description of local highway network

Road name	Description
Finchley Road	
Description	Finchley Road is a major, single carriageway red route. This road provides access to residential roads. This road can be accessed via a signalised junction with Finchley Road and Ardwick Road at the northern end and via a signalised junction with Park Road and A5205 at the southern end. It provides access to Hendon Road, Golders Green, A406 and Finchley to the north and Swiss Cottage to the south. Footways are provided on both sides of the carriageway.
Carriageway width	Approximately 17-19m
Speed limit	30mph
Street lighting	Yes, along the length of the carriageway
Crossing facilities	Formal signalised crossings are provided throughout the length of the carriageway with dropped kerbs and tactile paving
Bus route	Yes
On-street parking	There is parking provided along the western side of the carriageway and parking is permitted between 7pm-7am, except 7am-4pm for 30 minutes, with no return within 1 hour.
Character	The road is mainly fronted with residential properties and commercial units.
Fortune Green Road	
Description	A major, single carriageway, access road, which can be accessed via a signalised junction with Finchley Road and Ardwick Road at the northern end. Further to the south this road links with West End Lane where majority of local facilities are provided. Footways are provided on both sides of the carriageway.
Carriageway width	Approximately 9m
Speed limit	20mph in residential areas, increasing to 30mph on approach to Fortune Green/Finchley Road/Ardwick Road signalised junction
Street lighting	Yes, along the length of the carriageway
Crossing facilities	Formal crossings (signalised and zebra) are provided throughout the length of the carriageway with dropped kerbs and tactile paving
Bus route	Yes
On-street parking	A mixture of single and double yellow lines, zig-zag lines, and residential parking provided in marked bays
Character	The road is mainly fronted with commercial units and residential properties
Weech Road	

Description	A single carriageway residential road. The road can be accessed via a priority junction with Fortune Green Road at the western end and via a priority junction with Finchley Road at the eastern end. There are footways provided along both sides of the carriageway.
Carriageway width	Approximately 7m
Speed limit	20mph
Street lighting	Yes, throughout the length of the carriageway
Crossing facilities	Informal crossings provided with dropped kerbs and tactile paving at the eastern and western ends
Bus route	No
On-street parking	Yes, parking is provided in marked bays
Character	A residential road, fronted by residential properties

4 Development proposals

4.1 Introduction

4.1.1 As outlined in Section 3, the site is situated at 551-557 Finchley Road, Fortune Hill in the London Borough of Camden. The site is located approximately 1km north of West Hampstead Thameslink Railway Station.

4.2 Development proposal

4.2.1 The proposed development is a re-development of units at 551-557 Finchley Road. The property was in use as a language school for approximately 30 years until February 2020, subject to a personal planning permission, and once vacated the site reverted back to a mix of B1, A1 and D1 uses as well as nil use. Owing to recent changes to the Use Classes Order, the existing lawful uses at the property are a mix of Class E, Class F1 and nil use.

4.2.2 As part of the development it is proposed to retain the existing 4 no. four-storey units and provide:

- 15 residential dwellings (including two wheelchair accessible), with:
  - 7 no. x 1-bedroom dwellings
  - 6 no. x 2-bedroom dwellings
  - 2 no. x 3-bedroom dwellings
- 227m^2 of flexible commercial (Class E)/sui generis.

4.2.3 The flexible retail space will be provided on the ground floor and front of the lower ground floor, open to the general public. The retail units will be accessed separately from Finchley Road.

4.2.4 The proposed development is illustrated in Figure 4.1 below.

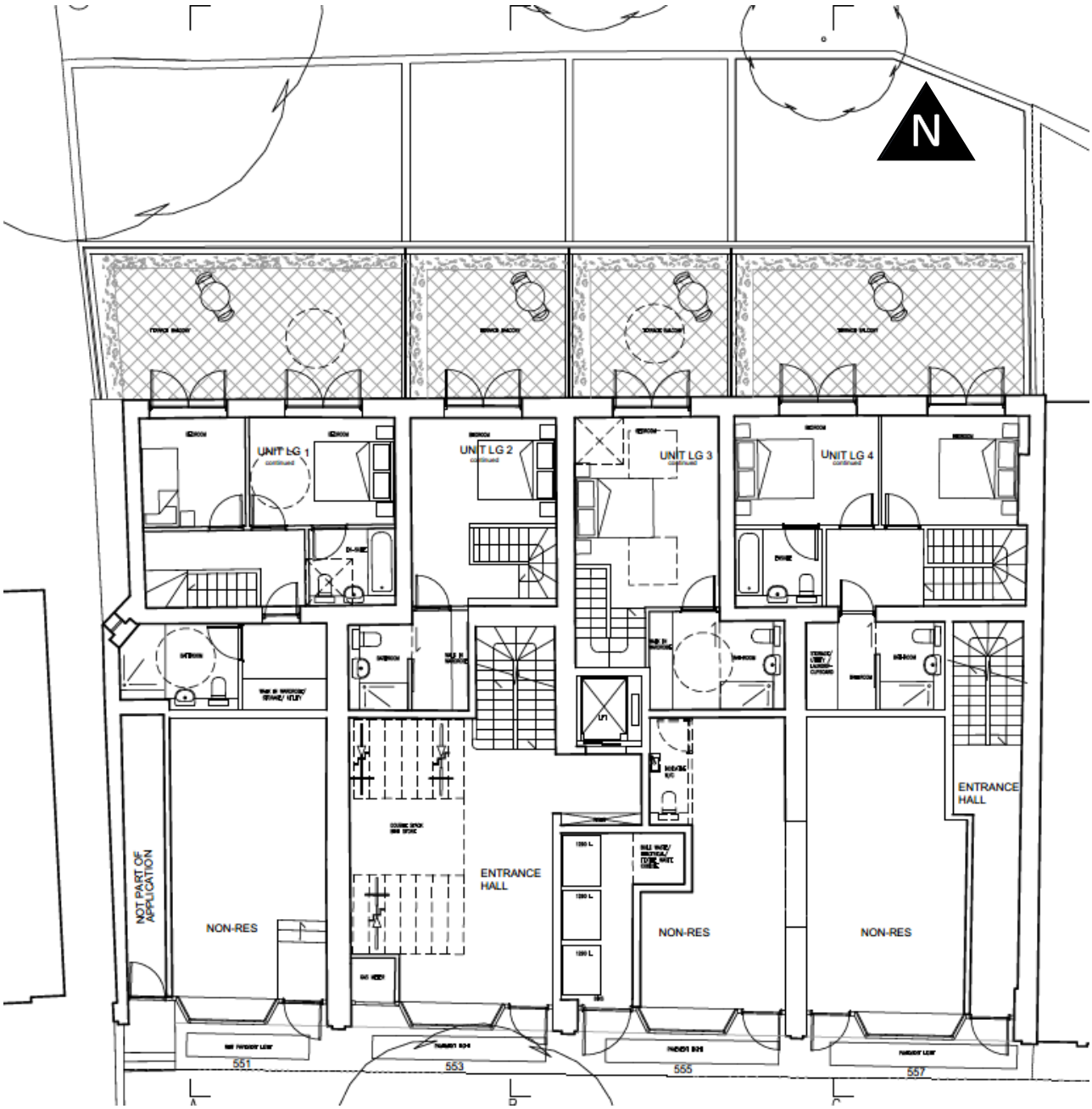

Figure 4.1 Development proposals at ground floor level

4.3 Parking provision

4.3.1 The proposed development is designed to be car-free. It is anticipated that blue badge users will park on the surrounding roads in the vicinity of the site. The site is located in a sustainable location, within close proximity to various leisure, employment and retail facilities as well as cafes, restaurants and take-aways.

4.3.2 It lies within an area of PTAL 4 and is within approximately 1km from West Hampstead Thameslink Railway, 1.1km from the Overground and 1.3km from the Underground stations. These stations provide connections to wider areas within London including Richmond, Stratford, Uxbridge, Clapham Junction, Wembley Park and Watford, as well as, national connections including Brighton, Luton, Gatwick Airport, Bedford and Sutton.

4.3.3 In accordance with Policy T2 of the Camden Local Plan, the Council will limit the availability of parking and require all new developments in the borough to be car-free. This was also supported during the pre-application consultation, which stated that a car-free development is welcomed. It is, therefore, considered that the proposed development is compliant with Policy T2 of the Camden Local Plan.

4.3.4 Parking provision is discussed in detail in section 5.

Drop off/pick up

4.3.5 In the event that a taxi is required, taxis will be able to drop off and pick up passengers from the dedicated parking bays on Finchley Road (after 7pm), or on Weech Road located approximately 100m to the south of the site.

Blue badge access

4.3.6 It is proposed to provide a car-free development, in line with Policy T2 of the Local Plan.

4.3.7 Policy C6 states that planning applications will need to demonstrate how the needs of disabled drivers have been addressed. Finchley Road is a red route with no parking available for residents. As detailed in Section 3, there are various permit holder parking bays/pay by phone bays available within 100-250m of the site on Weech Road, Ardwick Road, Fortune Green Road, Platt's Lane and Kidderpore Avenue, in which blue badge holders are allowed to park at any time with no time restrictions.

4.3.8 To access parking bays on Weech Road (100m south of the site), the blue badge holders will not need to cross any major roads. To access other bays (on Ardwick Road, Fortune Green Road, Platt's Lane and Kidderpore Avenue) blue badge holders will need to cross at signalised crossings. All roads in the vicinity are provided with footways on both sides of the carriageway and all crossings are provided with dropped kerbs and tactile paving.

4.3.9 Given the availability of parking bays in the vicinity of the site, it is considered that on-site blue badge parking is not required that can be used by blue badge holders.

4.3.10 As stated in Section 3, the London bus network is fully accessible and West Hampstead Thameslink has step-free access throughout.

4.4 Cycle parking

4.4.1 It is considered that the site is located in a sustainable location and is within easy walk distance of a variety of local facilities and amenities located on Finchley Road, as well as, public transport infrastructure (bus stops and the underground), which provide access to a variety of destinations in London.

Residential cycle parking

4.4.2 Policy T1 of the Camden Local Plan requires development to provide cycle parking facilities in accordance with the current London Plan. However, given that the London Plan will be superseded by the New London Plan (Intent to Publish) in the near future, standards set out in the New London Plan are more appropriate and are likely to encourage the use by sustainable modes. Cycle parking standards set out in the New London Plan (Intend to Publish) are summarised below:

- 1 space per studio dwellings;
- 1.5 spaces per 1-bedroom (two person) dwellings.
- 2 spaces per 2+ bedroom dwellings; and,
- 2 spaces for visitors.

4.4.3 Based on the above, this gives a total requirement for 27 cycle parking spaces for residents and two spaces for visitors.

Flexible commercial cycle parking

4.4.4 As stated above, it is proposed to provide 227m^2 of Class E/sui generis use class. This could be a range of uses including a drinking establishment or office use.

4.4.5 The parking provision will vary depending on the final use. A range of uses has been considered below in accordance with the New London Plan (Intend to Publish):

- Retail use: cycle parking is required from a threshold of 100m^2. Long-stay cycle parking requirement is 1 space 175m^2 and short-stay cycle parking is one space per 20m^2. This is equivalent to a requirement for two long-stay cycle parking spaces and 12 short-stay spaces; and,
- Office use: long stay parking requirement is one space per 75m^2, and short stay cycle parking is one space per 500 m^2. This is equivalent to three long stay spaces and one short-stay space.

Total cycle parking provision

4.4.6 As part of the development, a total of 14 double cycle racks (28 spaces) will be provided on the ground floor, within a dedicated, secure and accessible cycle storage for the use of residents. The cycle store will be accessible from within the building and from Finchley Road. It is anticipated that residents and visitors of residents can use this cycle store.

4.4.7 It is anticipated that long-stay commercial space users will be able to store their bikes at the back of the commercial units on the lower ground floor and one double rack is provided within the commercial unit at 557 Finchley Road.

4.4.8 Depending on the end user of the commercial floorspace, the short stay cycle requirement will range between one space to 12 spaces. Due to physical constraints with the reuse of the existing building, it is not possible to provide short-stay cycle parking on-site. It is not proposed to mix the residential parking with commercial short-stay to ensure the security of the residential parking with no access to commercial visitors. The cycle parking on site has been maximised taking into account the constraints and is considered acceptable in transport impact terms give the overall connectivity of the site and excellent access to bus services. If additional parking is required, it may be possible to provide some on the public highway subject to agreement with TfL.

4.5 Access

4.5.1 Pedestrian access to the site will be provided at ground floor level from Finchley Road. Separate access to the retail units will also be provided.

4.6 Refuse, deliveries and servicing

4.6.1 Based on recent surveys of residential apartments in Outer London, it is predicted that the 15 residential dwellings will generate fewer than two deliveries per day. In addition, it is likely the commercial space will generate occasional vehicle deliveries. It is anticipated that they will be carried out from Finchley Road, where parking is available between 7am-4pm for up to 30 minutes.

4.6.2 Refuse storage will be located on the ground floor of 553 Finchley Road. It is anticipated that refuse collection for residents and flexible commercial users will be collected from Finchley Road.

5 Parking provision

5.1 Car parking provision

5.1.1 It is proposed to provide a car-free development with residents ineligible to apply for permits. Residents of the two wheelchair accessible dwellings may have a requirement to park up to two cars on-street. It is considered that demand for two spaces can be accommodated within the surrounding area, and in particular Weech Road to the south.

5.1.2 This section considers a number of factors to demonstrate that the car-free development will meet the demands of the residents, whilst using land efficiently, including:

- Policy context;
- Sustainability of the site's location (refer section 3);
- Car ownership characteristics (refer section 3);
- Parking beat survey results; and,
- Provision of complementary measures.

5.2 Policy Context

5.2.1 National policy promotes sustainable development and states that it is important to consider local car ownership data, access to local facilities and the availability of alternative means of travel when determining the appropriate level of parking. The site is based in a highly sustainable location, with easy walking distance to various leisure, employment and retail facilities as well as cafes, restaurants and take-aways.

5.2.2 The Intend to Publish New London Plan states that developments in Inner London areas with a PTAL of 4 should aim to be car free.

5.2.3 The Council will limit opportunities for parking and will require all new developments to be car-free. As part of policy T2, the Council will not issue on-street and on-site parking permits and limit parking for all users, apart from Blue Badge users and operational and servicing vehicles.

5.2.4 It is considered that a car-free development in this location is achievable, given the site's connectivity to public transport, including the proximity to bus stops, rail, overground and underground stations and a wide variety of facilities.

5.3 Survey methodology

5.3.1 Parking beat surveys were carried out on the nights of Monday 7th September and Tuesday 8th September, 2020. These surveys followed the principles set out in the London Borough of Lambeth's 'Residential Parking Survey Methodology'. Surveys were carried out on two weekday nights between 12.30am and 5.30am (excluding public and school holidays). This is to ensure that the maximum demand for residential parking is captured. The surveys covered a two-minute walk from the site and covered all roads within 200m. This is considered a reasonable distance that a resident is prepared to leave their vehicle and walk to their home.

5.3.2 The results were recorded per street, per night and by type of parking location. The following parking types were noted:

- Permit holders only;
- Permit holders on pay by phone;
- Blue badge parking bays; and,
- Other (including red routes, single yellow lines, double yellow lines, etc).

Extent of survey

5.3.3 The extent of the surveys within 200m of the site is shown on Figure 5.1, at the end of the report.

5.3.4 Table 5.1 below shows the results of the parking beat surveys per street within the study area, including parking provision and demand for the busiest night of the survey (Tuesday). It should be noted that on both nights, 96 cars were parked within the study area. Weech Road (the closest residential street to the site) was busier on a Tuesday night, therefore, the table below summarises the results of Tuesday night.

Table 5.1 Parking beat survey results per street for the busiest night

Street	Permit Holders		Permit holders or pay by phone		Blue Badge parking bays		Other*
	No. of spaces	No. used	No. of spaces	No. used	No. of spaces	No. used	No. used
Ardwick Road	33	24	0	0	0	0	0
Ranulf Road	23	17	0	0	0	0	0
Fortune Green Road	7	6	4	4	0	0	0
Weech Road	33	28	0	0	1	0	0
Platt's Lane	7	7	0	0	0	0	0
Kidderpore Avenue	0	0	4	4	0	0	0
Finchley Road	0	0	0	0	0	0	6
Total	**103**	**82**	**8**	**8**	**1**	**0**	**6**

*'Other' category - parking on red route, single and double yellow lines

5.3.5 It should be noted that a small number of vehicles were parked on Finchley Road, which is a red route, with six cars parked there on Tuesday and eights cars on Wednesday.

5.3.6 These vehicles have not been included in the summary table below, as it is assumed that any vehicle parking on single or double yellow lines will be unaffected by the proposals. Excluding these cars reduced the total number of cars parked on Tuesday to 90 cars and to 88 cars on Wednesday.

5.3.7 Table 5.2 below summarises the results of the busiest night (also shown in Figures 5.2 and 5.3 at the end of the report).

Table 5.2 Summary of parking beat surveys for the busiest night

Street	Total no. of parking spaces available	Total spaces used	% of parking spaces used	No. of available spaces before 85% capacity reached
Ardwick Road	33	24	73	4
Ranulf Road	23	17	74	3
Fortune Green Road	11	10	90	-
Weech Road	34	28	82	1
Platt's Lane	7	7	100	-
Kidderpore Avenue	4	4	100	-
	112	**90**	**80**	**8**

5.3.8 Full parking beat survey results are included in Appendix A.

5.4 Analysis of results

5.4.1 Typically, practical capacity is reached when 85 to 90% of the available spaces are occupied. Above this level of parking stress, finding a space may become difficult and vehicles may need to circulate within an area. Also, depending on the layout and width of the carriageway, streets fully parked on both sides may have fewer passing places, which can affect vehicle circulation in an area and possibly access by large vehicles. It can be seen from the table above that parking stress across the area is 80%, which is below the practical reserve capacity in the area. There are eight spaces available for parking including along Ardwick Road, Ranulf Road and Weech Road.

5.4.2 It is considered that a maximum of two spaces may be required for the wheelchair accessible dwellings. The addition of two cars would increase parking demand within 200m of the site to 82%. Including these two vehicles on the nearest street, Weech Road, would increase the number of cars parked on this street to 30, resulting in 88% parking demand on this street, with four spaces available. It is considered that the impact of the proposed development, in terms of parking, will be minimal.

5.5 Summary

5.5.1 It is considered that provision of a car-free development in this location is suitable as:

- It is in line with the national, regional and local policy, given the site location, access to public transport facilities and PTAL rating 4;
- The site's sustainable location means that a wide variety of facilities are within easy walk distance, which is also reflected in the 2011 Census data showing that 71% use public transport and 12% walk and cycle to access employment facilities;
- The car ownership for the existing apartments in the area is very low demonstrating that a car-free lifestyle is feasible;
- Convenient, safe and accessible cycle parking will be provided on the ground floor within an internal storage unit for residents and space internally within the commercial units; and,
- Including two additional cars for the wheelchair accessible dwellings on-street would increase parking stress in the area marginally from 80% to 82%,

6 Travel characteristics

6.1.1 This section of the report details travel characterises associated with the existing, historic and proposed use.

6.1.2 In order to assess the impact of the proposed development of 15 residential dwellings and 227m^2 of Class E drinking establishment – (pub/wine bar/drinking establishments/pub with expanded food provision) on the existing highway network, it is necessary to assess the likely number of vehicle and person trips (by mode) generated by the proposals. This section outlines the methodology used to predict the trip generation, and compares it with the trip generation associated with the existing and historic use.

6.2 Most recent use – language school (Class F.1)

6.2.1 The most recent use on site was for a language school, which was vacated in February 2020. The language school comprises 1,337m^2. It should be noted that this is a personal planning permission and the site reverted back to a mix of B1, A1 (Class E) and D1 uses (Class F.1) in February 2020. Nevertheless, for comparison purposes trip generation analysis has been undertaken.

6.2.2 There is a limited number of adult/community education sites within London, which are available on the TRICS trip generation database. Therefore, two college sites in Hillingdon (in a PTAL 4) were selected. Parking is more readily available at the Hillingdon sites, and the vehicle trips are not likely to be representative of the Finchley Road site.

6.2.3 The number of AM peak, PM peak and daily trips generated by the existing language school is summarised in Table 6.1 below, and the full TRICS print outs are included in Appendix B.

Table 6.1 Trip generation – existing language school

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
AM	5.350	72	0.435	6	5.785	77
PM	0.293	4	3.138	42	3.431	46
Daily	22.578	302	22.735	304	45.313	606

6.2.4 Based on the table above, it can be seen that the existing school a total of 77 two-way person movements in the AM peak, 46 (two-way) in the PM peak and 606 daily person movements.

6.2.5 It is stated on the British Study Centres language school website, that during the peak season, the school accommodates 280 students, in addition to teachers. If each student visited daily, this would result in 560 movements per day, excluding staff. It is, therefore, considered that the predicted trip rate is a realistic representation of the existing use.

6.3 Historic use – a mix of B1, A1 and D1 uses (Class E/F.1)

6.3.1 The most recent use of the site was for a language school, which was vacated in February 2020. Given that this is a personal planning permission, once the site was vacated it reverted back to a mix of B1, A1 and D1 uses (Class E/F.1). Therefore, the number of trips generated by the current use of the site has also been assessed.

6.3.2 The historic uses are summarised below:

- D1 (Class F.1) language school – 206m^2;
- A1 (Class E) – 353m^2;
- B1a office (Class E) – 197m^2; and,
- A1/B1c bakery (Class E) – 348m^2.

D1 (Class F.1) – language school (206m^2)

6.3.3 The same trip rates for the historic language school use were applied as those used to calculate the number of trips associated with the existing language school.

6.3.4 The number of AM peak, PM peak and daily trips generated by the historic language school (206m^2) use is summarised in Table 6.2 below, and the full TRICS print outs are included in Appendix B.

Table 6.2 Trip generation – historic use language school

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
AM	5.35	11	0.435	1	5.785	12
PM	0.293	1	3.138	6	3.431	7
Daily	22.578	47	22.735	47	45.313	93

A1 (Class E) - 353m^2

6.3.5 There is a limited number of similar sites within TRICS database. Therefore, TRAVL database has been used, with sites that are similar to the proposed development in terms of floor area and location.

6.3.6 Royal Mile Whiskies in Camden has been selected as it best represents the travel characteristics of the proposed shop. The site was selected on the basis of the following criteria:

- Land use: A1 retail (other);
- Survey type: multi-modal;
- Survey days: Monday-Friday;
- Floor area: 0-400m^2; and,
- Location of the development: Inner London only.

6.3.7 The number of AM peak, PM peak and daily trips generated by the historic local shop use (353m^2) is summarised in Table 6.3 below, and the full TRAVL print outs are included in Appendix C.

Table 6.3 Trip generation – historic use local shop

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Vehicles and taxis						
AM	0.000	0	0.000	0	0.000	0
PM	0.000	0	0.000	0	0.000	0
Daily	0.025	9	0.025	9	0.050	18
Total people						
AM	0.000	0	0.000	0	0.000	0
PM	0.250	88	0.320	115	0.575	203
Daily	1.075	379	1.075	379	2.150	759

B1a office (Class E)– 197m^2

6.3.8 There is a limited number of small office sites within London, which are available on the TRICS trip generation database. The sites were selected based on the following criteria:

- Land use: employment - office;
- Survey type: multi-modal;
- Survey days: Monday-Thursday;
- Number of units: 0-5,000m^2;
- Location of the development: Inner London only

6.3.9 A total of three sites were selected (in Hammersmith and Fulham, Kensington and Chelsea and Wandsworth).

6.3.10 The number of AM peak, PM peak and daily trips generated by the historic office use (197m^2) is summarised in Table 6.4 below, and the full TRICS print outs are included in Appendix C.

Table 6.4 Trip generation – historic use office

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Vehicles and taxis						

AM	0.218	0	0.072	0	0.290	1
PM	0.072	0	0.164	0	0.236	0
Daily	0.921	2	0.887	2	1.808	4
Total people						
AM	3.161	6	0.308	1	3.469	7
PM	0.309	1	2.943	6	3.252	6
Daily	14.295	28	14.039	28	28.334	56

A1/B1c bakery (Class E) – 348m²

6.3.11 This consent is for a combined A1/B1c use. It is assumed that the B1c area is for production and the A1 area is open to the public to sell this produce. There is no information on either the TRICS or TRVL database for this combination of uses and the planning consent does not specify the split between each use. Therefore, it is assumed that the trips generated by each use is as follows:

- A1 use – this is based on bakery/patisserie in the TRAVL database. For an area of approximately 50m², it is likely that this use will generate approximately 150 daily person movements and approximately 20 vehicle movements.
- B1c use – this is likely to generate a nominal number of trips related to staff movements only. Given the nature of the bakery it is unlikely that these trips will be generated during peak hours.

6.4 Proposed use – residential (C3) and flexible retail space (Class E/sui generis)

Residential – private flats

6.4.1 Sites have been selected within the following parameters:

- Land use: Residential; Privately owned flats
- Survey type: Multi-modal
- Survey days: Monday – Friday
- Size of selected sites: 0 - 300 dwellings
- PTAL: High
- Locations: Greater London

6.4.2 There is a lack of car-free, private housing and affordable sites within the TRICS database within Greater London. Therefore, private flat category was selected. Only one car-free, site was found in Southwark, comprising 233 dwellings. It is considered that although the site identified is significantly bigger than the proposed development of 15 dwellings, the likely person trip generation (by mode) will be similar. The person trip rate by mode is summarised in Table 6.5 below and included in full in Appendix D.

Table 6.5 Summary of person trip rates by mode - residential

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of movements
Total persons						
8am–9am	0.133	2	0.506	8	0.639	10
5pm-6pm	0.339	5	0.176	3	0.515	8
7am-7pm	3.241	49	3.125	47	6.366	95
Pedestrians						
8am–9am	0.034	1	0.094	1	0.128	2
5pm-6pm	0.094	1	0.082	1	0.176	3
7am-7pm	1.038	16	0.881	13	1.919	29
Cyclists						
8am–9am	0.000	0	0.017	0	0.017	0
5pm-6pm	0.004	0	0.000	0	0.004	0
7am-7pm	0.060	1	0.070	1	0.130	2
Public transport users						
8am–9am	0.077	1	0.378	6	0.455	7
5pm-6pm	0.223	3	0.069	1	0.292	4
7am-7pm	1.945	29	1.953	29	3.898	58
Vehicles						
8am–9am	0.009	0	0.004	0	0.013	0
5pm-6pm	0.013	0	0.017	0	0.030	0
7am-7pm	0.157	2	0.155	2	0.312	5

6.4.3 It can be seen from the table above that the proposed development could generate 95 total person (two-way) trips throughout the day with five vehicle movements throughout the day.

6.4.4 It also shows that sustainable modes represent 93% of all trips (with 30% pedestrian and cycle trips and 61% public transport). This is comparable with 2011 census data which shows that 74% use public transport and a further 12% walk and cycle, with only 11 % driving. It should be noted that the TRICS database includes all trips for leisure, education and employment purposes, whereas Census data only shows employment trips.

6.4.5 Given the site's proximity to a variety of schools, employment, leisure, health, retail and other facilities in the vicinity of the site, it is likely that a high percentage of trips will be undertaken by walking, cycling and public transport, therefore, TRICS data is considered representative of the site.

Flexible retail A3 (Class E/sui generis drinking establishment with expanded food provision)

6.4.6 As outlined in Section 4 of the report, it is proposed to provide 227m^2 of flexible commercial Class E/sui generis use. This may be either for office use or a drinking establishment. For the purposes of this assessment, it is likely that the proposed commercial use will be Class E/sui generis drinking establishment with expanded food provision).

6.4.7 There is a limited number of pub/bar sites with expanded food provision within London, which are available on the TRICS trip generation database. Therefore, restaurant use has been selected. The sites were selected based on the following criteria:

- Land use: hotel, food & drink: restaurant;
- Survey type: multi-modal;
- Survey days: Monday-Thursday;
- Number of units: 0-5,00m^2;
- Location of the development: Inner London only

6.4.8 A total of two sites were selected (in Brent and Lambeth). The AM peak, PM peak and daily trip rate is summarised in Table 6.6 below, and the TRICS print out is included in Appendix E.

Table 6.6 Trip generation – proposed drinking establishment

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Total people						
AM	3.093	7	1.031	2	4.124	9
PM	6.977	16	6.105	14	13.082	30
Daily	63.771	145	61.524	140	125.295	284
Pedestrians						
AM	0.515	1	1.031	2	1.546	4
PM	2.616	6	1.744	4	4.360	10
Daily	26.993	61	26.77	61	53.763	122
Cyclists						
AM	1.031	2	0.000	0	1.031	2
PM	0.000	0	0.000	0	0.000	0
Daily	1.031	2	0.582	1	1.613	4
Public transport users						
AM	1.546	4	0.000	0	1.546	4
PM	1.163	3	2.360	5	3.489	8
Daily	13.200	30	14.11	32	27.311	62
Vehicles						

AM	0.000	0	0.000	0	0.000	0
PM	1.744	4	0.872	2	2.616	6
Daily	11.849	27	11.046	25	22.895	52

6.4.9 It can be seen from the table above that walking will be the most popular mode of travel. The proposed 227m^2 of A3 use could generate 284 two-way daily total person trips. In addition, the proposed use could also generate a total of 122 (two-way) daily pedestrian and cycle trips and 62 (two-way) public transport trips.

6.4.10 It can also be seen that no movements are likely to be generated by vehicles in the AM peak and only six will be generated in the PM peak. A total of 52 (two-way) movements will be generated by vehicles throughout the day, of which the majority is likely to be undertaken by taxis.

6.5 Total trip generation of the proposed use

6.5.1 Table 6.7 summarises the total number of trips generated by the proposed uses. It should be noted that this is likely to be an overestimate as it does not take account of linked trips between the residential and flexible retail uses.

Table 6.7 Total number of trips generated by the proposed development

Time period	Total no. of arrivals	Total no. of departures	Total no. of movements
Pedestrians			
AM	2	4	5
PM	7	5	13
Daily	77	74	151
Cyclists			
AM	2	0	3
PM	0	0	0
Daily	3	2	6
Public transport users			
AM	5	6	10
PM	6	6	12
Daily	59	61	120
Vehicles			
AM	0	0	0
PM	4	2	6
Daily	29	27	57
Total people			
AM	9	10	19
PM	21	16	37
Daily	193	187	380

6.5.2 It can be seen from the table above that walking and public transport will be the most popular modes of travel. The proposed development could generate a total of five (two-way) pedestrian movements in the AM peak, 13 in the PM peak and 151 daily.

6.5.3 The total person movements for the proposed uses (not taking into account linked trips between uses) is 380 per day. This is lower than that generated by the existing use with 606 daily person movements and historic uses with 1,050 movements.

7 Summary and conclusions

7.1 Introduction

7.1.1 Lime Transport Ltd has been appointed by Hampstead Properties Ltd care of Delta Properties to produce a Transport Statement to accompany a planning application for:

- Part change of use from Use Class E and F.1 and remodelling of the existing building to provide residential apartments (C3) along with flexible commercial (Class E) - pub/wine bar/drinking establishments/pub with expanded food provision (Sui Generis) uses;
- Alterations including partial demolition and extensions at the rear at lower ground, ground and first floor levels, extension to provide an additional storey at roof level, levelling of the lower ground floor level, remodelling and restoration of front façade, amenity space, cycle parking and all associated works (site does not include 1st to 3rd floor of 551 Finchley Road).

7.2 Site location

7.2.1 The proposed development site is located at 551-557 Finchley Road in Fortune Green, West Hampstead within the London Borough of Camden.

7.2.2 The site's location, with its proximity to public transport services, opportunities for the use of active travel modes and access to a wide range of local facilities located on Fortune Green Road and Finchley Road means it is highly sustainable.

7.3 Development proposals

7.3.1 As part of the development it is proposed to provide:

- 15 dwellings (including two wheelchair accessible), with a mixture of one, two and three bedrooms; and,
- 227m^2 of flexible commercial Class E– (pub/wine bar/drinking establishments/pub with expanded food provision (sui generis)).

7.3.2 It is anticipated that all deliveries will be undertaken from Finchley Road.

7.3.3 As part of the development, a total of 14 double cycle racks (28 spaces) will be provided on the ground floor, within a dedicated, secure and accessible cycle storage for the use of residents. The cycle store will be accessible from within the building and from Finchley Road. It is anticipated that residents and visitors of residents can use this cycle store.

7.3.4 It is anticipated that long-stay commercial space users will be able to store their bikes at the back of the commercial units on the lower ground floor and one double rack is provided within the commercial unit at 557 Finchley Road.

7.3.5 Depending on the end user of the commercial floorspace, the short stay cycle requirement will range between one space to 12 spaces. Due to physical constraints with the reuse of the existing building, it is not possible to provide short-stay cycle parking on-site. It is not proposed to mix the residential parking with commercial short-stay to ensure the security of the residential parking with no access to commercial visitors. The cycle parking on site has been maximised taking into account the constraints and is considered acceptable in transport impact terms give the overall connectivity of the site and excellent access to bus services. If additional parking is required, it may be possible to provide some on the public highway subject to agreement with TfL.

7.4 Trip generation

7.4.1 In total, it is predicted that the proposed development is likely to generate a total of five pedestrian movements in the AM peak, 13 in the PM peak and 151 daily.

7.4.2 The total person movements for the proposed uses (not taking into account linked trips between uses) is 380 movements. This is lower than that generated by the existing use with approximately 600 daily person movements and the historic use with approximately 1,050 movements.

7.5 Parking demand

7.5.1 The proposed development will be car-free, with no on-site parking provided. There are parking opportunities for blue badge holders available within 100-250m of the site on both sides of Finchley Road, with signalised pedestrian crossings provided to reach parking spaces on the east side.

7.5.2 It is considered that a maximum of two spaces may be required for the wheelchair accessible dwellings. The addition of two cars would increase parking demand within 200m of the site to 82%. Including these two vehicles on the nearest street, Weech Road, would increase the number of cars parked on this street to 30, resulting in 88% parking demand on this street, with four spaces available. It is considered that the impact of the proposed development, in terms of parking, will be minimal.

7.5.3 It is considered that a car-free development in this location is suitable as:

- It is in line with the national, regional and local policy, given the site location, access to public transport facilities and PTAL rating 4;

- The site's sustainable location means that a wide variety of facilities are within easy walk distance, which is also reflected in the 2011 Census data showing that 71% use public transport and 12% walk and cycle to access employment facilities;
- The car ownership for the existing apartments in the area is very low demonstrating that a car-free lifestyle is feasible;
- Convenient, safe and accessible cycle parking will be provided on the ground floor within an internal storage unit for residents and space internally within the commercial units; and,
- Including two additional cars for the wheelchair accessible dwellings on-street would increase parking stress in the area marginally from 80% to 82%,

7.6 Conclusion

7.6.1 In conclusion, the proposed mixed-use development is located in a highly sustainable location within an area of good public transport accessibility location (with a PTAL 4). It is within easy walking distance of a range of facilities and public transport, including bus, national rail, underground and overground services. To further encourage the use of sustainable modes of travel, it is proposed to provide a car-free development with convenient cycle parking provided on-site. It is considered that the proposed development will have a negligible impact on the surrounding highway network and the trips generated can be accommodated, in terms of safety and highway capacity.

7.6.2 The proposed development complies with the national, regional and local policy as it:

- Provides a mixed-use development, which minimises the number and length of journeys;
- Encourages patterns and nodes of development that reduce the need to travel, especially by car, by providing secure and integrated cycle parking;
- Provides a car-free development; and,
- Ensures that the needs of disabled drivers can be accommodated.

Figures and Appendices

Figures

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
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Drawing Status
PRELIMINARY

Date 11/09/2020

Scale 1:200 @A1

Drawn RB

Checked HLJ

Project
551-557 Finchley Road
London

Project No
19170

Title
Parking beat survey extent

Client Project No

Revision

Drawing No
Figure 5.1

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS - DO NOT SCALE FROM THIS DRAWING

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

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Drawing Status: PRELIMINARY

Date: 11/09/2020

Scale: 1:200 @A1

Project: 551-557 Finchley Road London

Drawn: RB

Checked: HLJ

Project No: **19170**

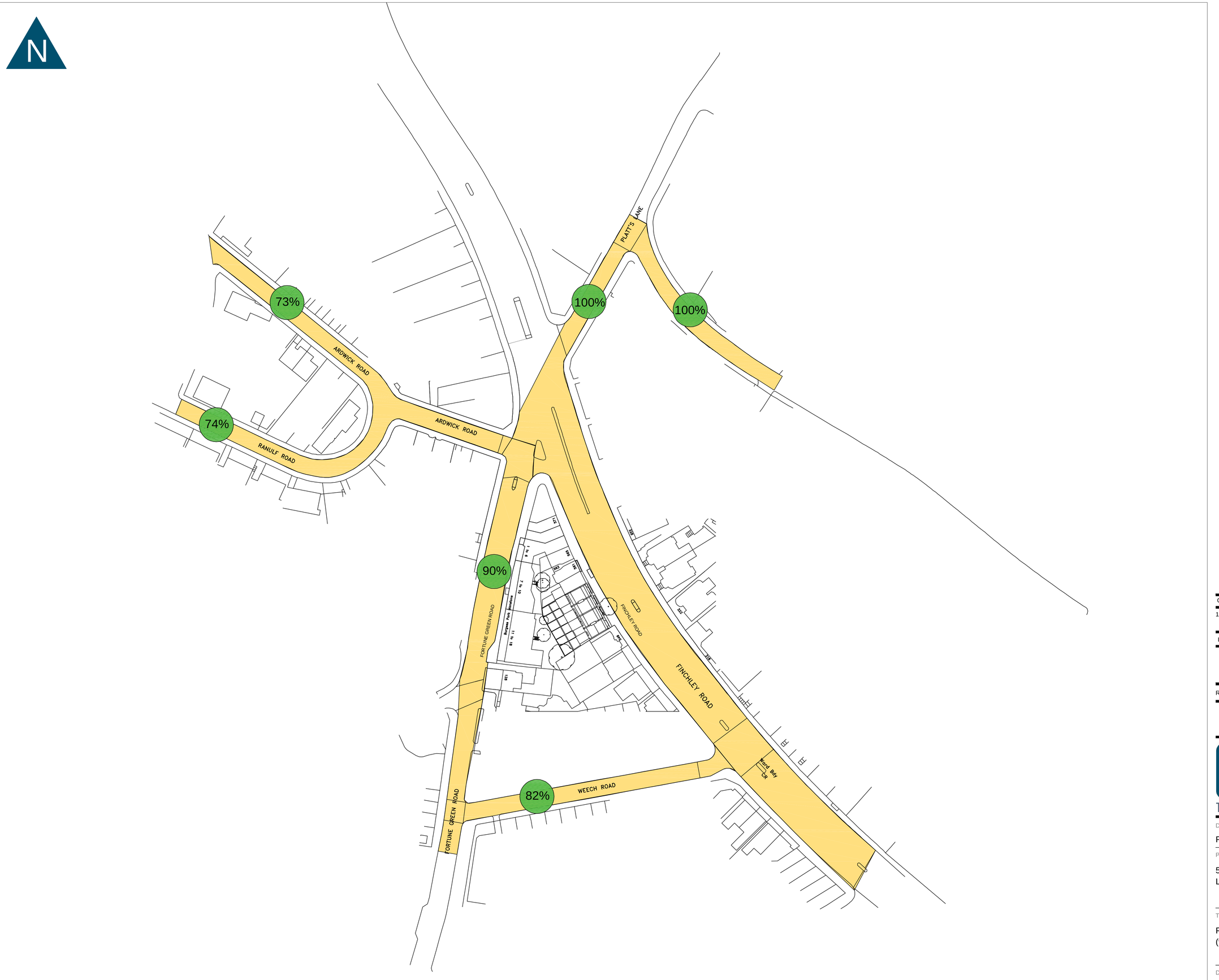
Title: Parking beat survey results (total spaces used)

Client Project No:

Revision:

Drawing No:

Figure 5.2



NOT FOR CONSTRUCTION

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
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Drawing Status	Date 11/09/2020
PRELIMINARY	Scale 1:200 @A1
Project	Drawn RB
551-557 Finchley Road London	Checked HLJ
	Project No **19170**
Title	Client Project No
Parking beat survey results (% of spaces used)	Revision
Drawing No	

Figure 5.3

Appendices

Appendix A

PHOENIX
TRAFFIC SURVEYS LIMITED

CLIENT: LIME **PROJECT NUMBER:** 200907

PROJECT MANAGER: **DATE:** 08/09/2020

PROJECT DESCRIPTION: FINCHLEY ROAD - PARKING BEAT DATA - TUESDAY

Road Name/Time of Beat	Roadside	Total Spaces	Permit Holders Only		Permit Holders or Pay by Phone		Disabled Bay		Dropped Kerbside	Single Yellow	Double Yellow	Bus Stop	White Zig-Zag	Red Route	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used	Used		
ARDWICK RD	North	**19**	19	11	0	0	0	0							**11**	**58%**
	South	**14**	14	13	0	0	0	0							**13**	**93%**
RANULF RD	North	**8**	8	4	0	0	0	0							**4**	**50%**
	South	**15**	15	13	0	0	0	0							**13**	**87%**
FORTUNE GREEN RD	East	**6**	2	2	4	4	0	0							**6**	**100%**
	West	**5**	5	4	0	0	0	0							**4**	**80%**
WEECH RD	North	**17**	16	15	0	0	1	0							**15**	**88%**
	South	**17**	17	13	0		0	0							**13**	**76%**
FINCHLEY RD	East	**0**	0	0	0	0	0	0						1	**1**	**N/A**
	West	**0**	0	0	0	0	0	0						5	**5**	**N/A**
PLATT'S LN	East	**0**	0	0	0	0	0	0							**0**	**N/A**
	West	**7**	7	7	0	0	0	0							**7**	**100%**
KIDDERPORE AVE	North	**2**	0	0	2	2	0	0							**2**	**100%**
	South	**2**	0	0	2	2	0	0							**2**	**100%**

PHOENIX
TRAFFIC SURVEYS LIMITED

CLIENT: LIME **PROJECT NUMBER:** 200907

PROJECT MANAGER: **DATE:** 09/09/2020

PROJECT DESCRIPTION: FINCHLEY ROAD - PARKING BEAT DATA - WEDNESDAY

Road Name/Time of Beat	Roadside	Total Spaces	Permit Holders Only		Permit Holders or Pay by Phone		Disabled Bay		Dropped Kerbside	Single Yellow	Double Yellow	Bus Stop	White Zig-Zag	Red Route	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used	Used		
ARDWICK RD	North	**19**	19	14	0	0	0	0							**14**	**74%**
	South	**14**	14	12	0	0	0	0							**12**	**86%**
RANULF RD	North	**8**	8	6	0	0	0	0							**6**	**75%**
	South	**15**	15	10	0	0	0	0							**10**	**67%**
FORTUNE GREEN RD	East	**6**	2	1	4	4	0	0							**5**	**83%**
	West	**5**	5	5	0	0	0	0							**5**	**100%**
WEECH RD	North	**17**	16	14	0	0	1	1							**15**	**88%**
	South	**17**	17	11	0		0	0							**11**	**65%**
FINCHLEY RD	East	**0**	0	0	0	0	0	0						2	**2**	**N/A**
	West	**0**	0	0	0	0	0	0						6	**6**	**N/A**
PLATT'S LN	East	**0**	0	0	0	0	0	0							**0**	**N/A**
	West	**7**	7	6	0	0	0	0							**6**	**86%**
KIDDERPORE AVE	North	**2**	0	0	2	2	0	0							**2**	**100%**
	South	**2**	0	0	2	2	0	0							**2**	**100%**

Appendix B

Calculation Reference: AUDIT-258601-191108-1124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
Category : C - COLLEGE/UNIVERSITY
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
HD	HILLINGDON	2 days

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

Secondary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	4369 to 22268 (units: sqm)
Range Selected by User:	750 to 30393 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 06/03/18

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

Selected survey days:

Tuesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	1

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

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

D1	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:
15,001 to 20,000 2 days

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

Population within 5 miles:
250,001 to 500,000 2 days

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

Car ownership within 5 miles:
1.1 to 1.5 2 days

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

Travel Plan:
Yes 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:
1b Very poor 1 days
4 Good 1 days

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

LIST OF SITES relevant to selection parameters

1 HD-04-C-01 COLLEGE HILLINGDON
PARK ROAD
UXBRIDGE

Edge of Town Centre
Residential Zone
Total Gross floor area: 22268 sqm
Survey date: THURSDAY *03/03/16* *Survey Type: MANUAL*

2 HD-04-C-03 UNIVERSITY (HEALTH) HILLINGDON
OXFORD ROAD
UXBRIDGE

Town Centre
Built-Up Zone
Total Gross floor area: 4369 sqm
Survey date: TUESDAY *06/03/18* *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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13319	0.206	2	13319	0.056	2	13319	0.262
08:00 - 09:00	2	13319	1.637	2	13319	0.293	2	13319	1.930
09:00 - 10:00	2	13319	1.261	2	13319	0.319	2	13319	1.580
10:00 - 11:00	2	13319	0.526	2	13319	0.259	2	13319	0.785
11:00 - 12:00	2	13319	0.353	2	13319	0.304	2	13319	0.657
12:00 - 13:00	2	13319	0.360	2	13319	0.514	2	13319	0.874
13:00 - 14:00	2	13319	0.364	2	13319	0.383	2	13319	0.747
14:00 - 15:00	2	13319	0.191	2	13319	0.390	2	13319	0.581
15:00 - 16:00	2	13319	0.184	2	13319	0.499	2	13319	0.683
16:00 - 17:00	2	13319	0.169	2	13319	0.893	2	13319	1.062
17:00 - 18:00	2	13319	0.214	2	13319	1.107	2	13319	1.321
18:00 - 19:00	2	13319	0.139	2	13319	0.267	2	13319	0.406
19:00 - 20:00	2	13319	0.053	2	13319	0.154	2	13319	0.207
20:00 - 21:00	2	13319	0.023	2	13319	0.120	2	13319	0.143
21:00 - 22:00	2	13319	0.079	2	13319	0.218	2	13319	0.297
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.759			5.776			11.535

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:	4369 - 22268 (units: sqm)
Survey date date range:	01/01/11 - 06/03/18
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	2	13319	0.034	2	13319	0.008	2	13319	0.042
08:00 - 09:00	2	13319	0.124	2	13319	0.000	2	13319	0.124
09:00 - 10:00	2	13319	0.060	2	13319	0.011	2	13319	0.071
10:00 - 11:00	2	13319	0.045	2	13319	0.008	2	13319	0.053
11:00 - 12:00	2	13319	0.015	2	13319	0.019	2	13319	0.034
12:00 - 13:00	2	13319	0.004	2	13319	0.038	2	13319	0.042
13:00 - 14:00	2	13319	0.023	2	13319	0.008	2	13319	0.031
14:00 - 15:00	2	13319	0.008	2	13319	0.030	2	13319	0.038
15:00 - 16:00	2	13319	0.011	2	13319	0.056	2	13319	0.067
16:00 - 17:00	2	13319	0.000	2	13319	0.060	2	13319	0.060
17:00 - 18:00	2	13319	0.000	2	13319	0.030	2	13319	0.030
18:00 - 19:00	2	13319	0.000	2	13319	0.019	2	13319	0.019
19:00 - 20:00	2	13319	0.004	2	13319	0.023	2	13319	0.027
20:00 - 21:00	2	13319	0.000	2	13319	0.011	2	13319	0.011
21:00 - 22:00	2	13319	0.000	2	13319	0.000	2	13319	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.328			0.321			0.649

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13319	0.038	2	13319	0.004	2	13319	0.042
08:00 - 09:00	2	13319	0.503	2	13319	0.030	2	13319	0.533
09:00 - 10:00	2	13319	0.263	2	13319	0.173	2	13319	0.436
10:00 - 11:00	2	13319	0.330	2	13319	0.248	2	13319	0.578
11:00 - 12:00	2	13319	0.496	2	13319	1.010	2	13319	1.506
12:00 - 13:00	2	13319	0.646	2	13319	1.145	2	13319	1.791
13:00 - 14:00	2	13319	0.533	2	13319	0.680	2	13319	1.213
14:00 - 15:00	2	13319	0.338	2	13319	0.308	2	13319	0.646
15:00 - 16:00	2	13319	0.184	2	13319	0.360	2	13319	0.544
16:00 - 17:00	2	13319	0.075	2	13319	0.518	2	13319	0.593
17:00 - 18:00	2	13319	0.045	2	13319	0.312	2	13319	0.357
18:00 - 19:00	2	13319	0.060	2	13319	0.075	2	13319	0.135
19:00 - 20:00	2	13319	0.038	2	13319	0.053	2	13319	0.091
20:00 - 21:00	2	13319	0.049	2	13319	0.038	2	13319	0.087
21:00 - 22:00	2	13319	0.015	2	13319	0.000	2	13319	0.015
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.613			4.954			8.567

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13319	0.169	2	13319	0.000	2	13319	0.169
08:00 - 09:00	2	13319	2.673	2	13319	0.086	2	13319	2.759
09:00 - 10:00	2	13319	2.868	2	13319	0.094	2	13319	2.962
10:00 - 11:00	2	13319	1.596	2	13319	0.368	2	13319	1.964
11:00 - 12:00	2	13319	1.239	2	13319	0.646	2	13319	1.885
12:00 - 13:00	2	13319	1.010	2	13319	0.905	2	13319	1.915
13:00 - 14:00	2	13319	0.871	2	13319	1.081	2	13319	1.952
14:00 - 15:00	2	13319	0.473	2	13319	1.201	2	13319	1.674
15:00 - 16:00	2	13319	0.210	2	13319	1.479	2	13319	1.689
16:00 - 17:00	2	13319	0.113	2	13319	2.463	2	13319	2.576
17:00 - 18:00	2	13319	0.015	2	13319	1.408	2	13319	1.423
18:00 - 19:00	2	13319	0.000	2	13319	0.075	2	13319	0.075
19:00 - 20:00	2	13319	0.000	2	13319	0.109	2	13319	0.109
20:00 - 21:00	2	13319	0.008	2	13319	0.019	2	13319	0.027
21:00 - 22:00	2	13319	0.000	2	13319	0.045	2	13319	0.045
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.245			9.979			21.224

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	13319	0.477	2	13319	0.068	2	13319	0.545
08:00 - 09:00	2	13319	5.350	2	13319	0.435	2	13319	5.785
09:00 - 10:00	2	13319	4.798	2	13319	0.612	2	13319	5.410
10:00 - 11:00	2	13319	2.643	2	13319	0.950	2	13319	3.593
11:00 - 12:00	2	13319	2.230	2	13319	2.076	2	13319	4.306
12:00 - 13:00	2	13319	2.147	2	13319	2.756	2	13319	4.903
13:00 - 14:00	2	13319	1.941	2	13319	2.384	2	13319	4.325
14:00 - 15:00	2	13319	1.055	2	13319	2.020	2	13319	3.075
15:00 - 16:00	2	13319	0.638	2	13319	2.530	2	13319	3.168
16:00 - 17:00	2	13319	0.394	2	13319	4.329	2	13319	4.723
17:00 - 18:00	2	13319	0.293	2	13319	3.138	2	13319	3.431
18:00 - 19:00	2	13319	0.312	2	13319	0.454	2	13319	0.766
19:00 - 20:00	2	13319	0.116	2	13319	0.364	2	13319	0.480
20:00 - 21:00	2	13319	0.079	2	13319	0.221	2	13319	0.300
21:00 - 22:00	2	13319	0.105	2	13319	0.398	2	13319	0.503
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.578			22.735			45.313

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 C

Royal Mile Whiskeys Camden 40m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	1	0.025	2	0.050	3	0.075
7am-7pm	7	0.175	7	0.175	14	0.350
Car drivers						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.025	1	0.025	2	0.050
Walk						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	9	0.225	11	0.275	20	0.500
7am-7pm	34	0.850	34	0.850	68	1.700
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.025	1	0.025	2	0.050
Total persons						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	10	0.250	13	0.325	23	0.575
7am-7pm	43	1.075	43	1.075	86	2.150

A1

Café Nero Southward 82m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	6	0.073	4	0.049	10	0.122
5pm-6pm	3	0.037	5	0.061	8	0.098
7am-7pm	76	0.927	74	0.902	150	1.829
Car drivers						
8am-9am	2	0.024	0	0.000	2	0.024
5pm-6pm	0	0.000	2	0.024	2	0.024
7am-7pm	16	0.195	13	0.159	29	0.354
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.012	1	0.012	2	0.024
Walk						
8am-9am	28	0.341	31	0.378	59	0.720
5pm-6pm	18	0.220	19	0.232	37	0.451
7am-7pm	258	3.146	252	3.073	510	6.220
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	4	0.049	5	0.061	9	0.110
Total persons						
8am-9am	36	0.439	35	0.427	71	0.866
5pm-6pm	21	0.256	30	0.366	51	0.622
7am-7pm	357	4.354	355	4.329	712	8.683

Nethouse Islington 65m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Car drivers						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	9	0.138	8	0.123	17	0.262
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Walk						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	7	0.108	8	0.123	15	0.231
7am-7pm	101	1.554	95	1.462	196	3.015
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Total persons						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	7	0.108	8	0.123	15	0.231
7am-7pm	110	1.692	103	1.585	213	3.277

a3/Co-working space

Cake Boy Wandsworth 97m2

Time period	No. of arrivals	Arrival trip rate	No. of departures	Departures trip rate	Total no. of trips	Total trip rate
Public Transport (underground +bus)						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Car drivers						
8am-9am	0	0.000	1	0.015	1	0.015
5pm-6pm	0	0.000	1	0.015	1	0.015
7am-7pm	12	0.185	14	0.215	26	0.400
Taxi						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	1	0.015	1	0.015	2	0.031
Walk						
8am-9am	8	0.082	4	0.041	12	0.124
5pm-6pm	3	0.031	5	0.052	8	0.082
7am-7pm	129	1.330	127	1.309	256	2.639
Pedal Cycle						
8am-9am	0	0.000	0	0.000	0	0.000
5pm-6pm	0	0.000	0	0.000	0	0.000
7am-7pm	0	0.000	0	0.000	0	0.000
Total persons						
8am-9am	8	0.082	5	0.052	13	0.134
5pm-6pm	3	0.031	6	0.062	9	0.093
7am-7pm	142	1.464	142	1.464	284	2.928

A1/Patisserie

Appendix D

Calculation Reference: AUDIT-258601-191126-1121

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	HM	HAMMERSMITH AND FULHAM	1 days
	KN	KENSINGTON AND CHELSEA	1 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1215 to 2255 (units: sqm)
Range Selected by User: 0 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

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

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

Selected survey days:

Monday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

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	3 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
50,001 to 100,000	1 days
100,001 or More	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days

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

Travel Plan:

No	3 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

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

2 KN-02-A-01 FRUIT DRINKS COMPANY KENSINGTON AND CHELSEA
LADBROKE GROVE
KENSAL GREEN

Neighbourhood Centre (PPS6 Local Centre)
Built-Up Zone
Total Gross floor area: 2255 sqm
Survey date: MONDAY *17/06/19* *Survey Type: MANUAL*

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

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1835	0.018	3	1835	0.000	3	1835	0.018
07:30 - 08:00	3	1835	0.054	3	1835	0.036	3	1835	0.090
08:00 - 08:30	3	1835	0.127	3	1835	0.054	3	1835	0.181
08:30 - 09:00	3	1835	0.091	3	1835	0.018	3	1835	0.109
09:00 - 09:30	3	1835	0.073	3	1835	0.018	3	1835	0.091
09:30 - 10:00	3	1835	0.036	3	1835	0.018	3	1835	0.054
10:00 - 10:30	3	1835	0.054	3	1835	0.054	3	1835	0.108
10:30 - 11:00	3	1835	0.036	3	1835	0.018	3	1835	0.054
11:00 - 11:30	3	1835	0.036	3	1835	0.036	3	1835	0.072
11:30 - 12:00	3	1835	0.018	3	1835	0.036	3	1835	0.054
12:00 - 12:30	3	1835	0.054	3	1835	0.018	3	1835	0.072
12:30 - 13:00	3	1835	0.036	3	1835	0.073	3	1835	0.109
13:00 - 13:30	3	1835	0.018	3	1835	0.018	3	1835	0.036
13:30 - 14:00	3	1835	0.036	3	1835	0.036	3	1835	0.072
14:00 - 14:30	3	1835	0.036	3	1835	0.018	3	1835	0.054
14:30 - 15:00	3	1835	0.018	3	1835	0.000	3	1835	0.018
15:00 - 15:30	3	1835	0.000	3	1835	0.036	3	1835	0.036
15:30 - 16:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
16:00 - 16:30	3	1835	0.018	3	1835	0.073	3	1835	0.091
16:30 - 17:00	3	1835	0.036	3	1835	0.036	3	1835	0.072
17:00 - 17:30	3	1835	0.018	3	1835	0.073	3	1835	0.091
17:30 - 18:00	3	1835	0.054	3	1835	0.091	3	1835	0.145
18:00 - 18:30	3	1835	0.054	3	1835	0.091	3	1835	0.145
18:30 - 19:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.921			0.887			1.808

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 2255 (units: sqm)
Survey date date range:	01/01/11 - 17/06/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	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 CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1835	0.018	3	1835	0.000	3	1835	0.018
07:30 - 08:00	3	1835	0.018	3	1835	0.000	3	1835	0.018
08:00 - 08:30	3	1835	0.127	3	1835	0.000	3	1835	0.127
08:30 - 09:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
09:00 - 09:30	3	1835	0.073	3	1835	0.000	3	1835	0.073
09:30 - 10:00	3	1835	0.018	3	1835	0.000	3	1835	0.018
10:00 - 10:30	3	1835	0.018	3	1835	0.000	3	1835	0.018
10:30 - 11:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
11:00 - 11:30	3	1835	0.036	3	1835	0.000	3	1835	0.036
11:30 - 12:00	3	1835	0.054	3	1835	0.036	3	1835	0.090
12:00 - 12:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
12:30 - 13:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
13:00 - 13:30	3	1835	0.036	3	1835	0.000	3	1835	0.036
13:30 - 14:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
14:00 - 14:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
14:30 - 15:00	3	1835	0.000	3	1835	0.000	3	1835	0.000
15:00 - 15:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
15:30 - 16:00	3	1835	0.000	3	1835	0.036	3	1835	0.036
16:00 - 16:30	3	1835	0.000	3	1835	0.036	3	1835	0.036
16:30 - 17:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
17:00 - 17:30	3	1835	0.000	3	1835	0.109	3	1835	0.109
17:30 - 18:00	3	1835	0.000	3	1835	0.054	3	1835	0.054
18:00 - 18:30	3	1835	0.000	3	1835	0.000	3	1835	0.000
18:30 - 19:00	3	1835	0.000	3	1835	0.018	3	1835	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.398			0.325			0.723

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1835	0.109	3	1835	0.018	3	1835	0.127
07:30 - 08:00	3	1835	0.145	3	1835	0.036	3	1835	0.181
08:00 - 08:30	3	1835	0.327	3	1835	0.109	3	1835	0.436
08:30 - 09:00	3	1835	0.163	3	1835	0.091	3	1835	0.254
09:00 - 09:30	3	1835	0.145	3	1835	0.036	3	1835	0.181
09:30 - 10:00	3	1835	0.145	3	1835	0.073	3	1835	0.218
10:00 - 10:30	3	1835	0.163	3	1835	0.145	3	1835	0.308
10:30 - 11:00	3	1835	0.091	3	1835	0.073	3	1835	0.164
11:00 - 11:30	3	1835	0.145	3	1835	0.163	3	1835	0.308
11:30 - 12:00	3	1835	0.127	3	1835	0.272	3	1835	0.399
12:00 - 12:30	3	1835	0.127	3	1835	0.363	3	1835	0.490
12:30 - 13:00	3	1835	0.218	3	1835	0.618	3	1835	0.836
13:00 - 13:30	3	1835	0.418	3	1835	0.381	3	1835	0.799
13:30 - 14:00	3	1835	0.636	3	1835	0.272	3	1835	0.908
14:00 - 14:30	3	1835	0.218	3	1835	0.109	3	1835	0.327
14:30 - 15:00	3	1835	0.236	3	1835	0.200	3	1835	0.436
15:00 - 15:30	3	1835	0.109	3	1835	0.163	3	1835	0.272
15:30 - 16:00	3	1835	0.109	3	1835	0.182	3	1835	0.291
16:00 - 16:30	3	1835	0.145	3	1835	0.236	3	1835	0.381
16:30 - 17:00	3	1835	0.073	3	1835	0.163	3	1835	0.236
17:00 - 17:30	3	1835	0.073	3	1835	0.218	3	1835	0.291
17:30 - 18:00	3	1835	0.127	3	1835	0.363	3	1835	0.490
18:00 - 18:30	3	1835	0.036	3	1835	0.218	3	1835	0.254
18:30 - 19:00	3	1835	0.000	3	1835	0.127	3	1835	0.127
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.085			4.629			8.714

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1835	0.291	3	1835	0.000	3	1835	0.291
07:30 - 08:00	3	1835	0.599	3	1835	0.018	3	1835	0.617
08:00 - 08:30	3	1835	1.035	3	1835	0.000	3	1835	1.035
08:30 - 09:00	3	1835	1.253	3	1835	0.054	3	1835	1.307
09:00 - 09:30	3	1835	1.235	3	1835	0.127	3	1835	1.362
09:30 - 10:00	3	1835	1.035	3	1835	0.109	3	1835	1.144
10:00 - 10:30	3	1835	0.418	3	1835	0.073	3	1835	0.491
10:30 - 11:00	3	1835	0.400	3	1835	0.054	3	1835	0.454
11:00 - 11:30	3	1835	0.272	3	1835	0.200	3	1835	0.472
11:30 - 12:00	3	1835	0.218	3	1835	0.254	3	1835	0.472
12:00 - 12:30	3	1835	0.236	3	1835	0.218	3	1835	0.454
12:30 - 13:00	3	1835	0.200	3	1835	0.400	3	1835	0.600
13:00 - 13:30	3	1835	0.236	3	1835	0.454	3	1835	0.690
13:30 - 14:00	3	1835	0.272	3	1835	0.345	3	1835	0.617
14:00 - 14:30	3	1835	0.363	3	1835	0.200	3	1835	0.563
14:30 - 15:00	3	1835	0.218	3	1835	0.291	3	1835	0.509
15:00 - 15:30	3	1835	0.109	3	1835	0.236	3	1835	0.345
15:30 - 16:00	3	1835	0.073	3	1835	0.218	3	1835	0.291
16:00 - 16:30	3	1835	0.073	3	1835	0.327	3	1835	0.400
16:30 - 17:00	3	1835	0.073	3	1835	0.254	3	1835	0.327
17:00 - 17:30	3	1835	0.018	3	1835	0.654	3	1835	0.672
17:30 - 18:00	3	1835	0.018	3	1835	1.326	3	1835	1.344
18:00 - 18:30	3	1835	0.000	3	1835	1.598	3	1835	1.598
18:30 - 19:00	3	1835	0.000	3	1835	0.618	3	1835	0.618
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.645			8.028			16.673

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	1835	0.436	3	1835	0.018	3	1835	0.454
07:30 - 08:00	3	1835	0.872	3	1835	0.091	3	1835	0.963
08:00 - 08:30	3	1835	1.635	3	1835	0.145	3	1835	1.780
08:30 - 09:00	3	1835	1.526	3	1835	0.163	3	1835	1.689
09:00 - 09:30	3	1835	1.562	3	1835	0.163	3	1835	1.725
09:30 - 10:00	3	1835	1.235	3	1835	0.182	3	1835	1.417
10:00 - 10:30	3	1835	0.654	3	1835	0.272	3	1835	0.926
10:30 - 11:00	3	1835	0.545	3	1835	0.145	3	1835	0.690
11:00 - 11:30	3	1835	0.490	3	1835	0.400	3	1835	0.890
11:30 - 12:00	3	1835	0.418	3	1835	0.599	3	1835	1.017
12:00 - 12:30	3	1835	0.436	3	1835	0.599	3	1835	1.035
12:30 - 13:00	3	1835	0.472	3	1835	1.126	3	1835	1.598
13:00 - 13:30	3	1835	0.708	3	1835	0.854	3	1835	1.562
13:30 - 14:00	3	1835	0.926	3	1835	0.654	3	1835	1.580
14:00 - 14:30	3	1835	0.636	3	1835	0.327	3	1835	0.963
14:30 - 15:00	3	1835	0.490	3	1835	0.490	3	1835	0.980
15:00 - 15:30	3	1835	0.218	3	1835	0.436	3	1835	0.654
15:30 - 16:00	3	1835	0.182	3	1835	0.472	3	1835	0.654
16:00 - 16:30	3	1835	0.236	3	1835	0.672	3	1835	0.908
16:30 - 17:00	3	1835	0.218	3	1835	0.527	3	1835	0.745
17:00 - 17:30	3	1835	0.109	3	1835	1.072	3	1835	1.181
17:30 - 18:00	3	1835	0.200	3	1835	1.871	3	1835	2.071
18:00 - 18:30	3	1835	0.091	3	1835	1.980	3	1835	2.071
18:30 - 19:00	3	1835	0.000	3	1835	0.781	3	1835	0.781
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			14.295			14.039			28.334

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

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

Appendix E

Calculation Reference: AUDIT-258601-200415-0411

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:
01 GREATER LONDON
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: 233 to 233 (units:)
Range Selected by User: 0 to 300 (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: 01/01/12 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:
Thursday 1 days

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

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

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

Selected Locations:
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:
Development Zone 1

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

Secondary Filtering selection:

Use Class:
C3 1 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:
100,001 or More 1 days

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

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

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

Car ownership within 5 miles:
0.6 to 1.0 1 days

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

Travel Plan:
Yes 1 days

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

PTAL Rating:
6a Excellent 1 days

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

LIST OF SITES relevant to selection parameters

1 SK-03-C-03 BLOCKS OF FLATS SOUTHWARK
MARITIME STREET
SURREY QUAYS

Neighbourhood Centre (PPS6 Local Centre)
Development Zone
Total No of Dwellings: 233
Survey date: THURSDAY *14/11/19* *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
BM-03-C-01	-not car free
HG-03-C-01	-not car free
HM-03-C-01	-not car free
HM-03-C-02	-not car free
IS-03-C-07	-not car free
KN-03-C-03	-not car free
SK-03-C-01	-not car free
WH-03-C-01	-not car free

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	233	0.000	1	233	0.000	1	233	0.000
08:00 - 09:00	1	233	0.009	1	233	0.004	1	233	0.013
09:00 - 10:00	1	233	0.013	1	233	0.009	1	233	0.022
10:00 - 11:00	1	233	0.009	1	233	0.013	1	233	0.022
11:00 - 12:00	1	233	0.009	1	233	0.009	1	233	0.018
12:00 - 13:00	1	233	0.009	1	233	0.013	1	233	0.022
13:00 - 14:00	1	233	0.009	1	233	0.009	1	233	0.018
14:00 - 15:00	1	233	0.017	1	233	0.013	1	233	0.030
15:00 - 16:00	1	233	0.013	1	233	0.013	1	233	0.026
16:00 - 17:00	1	233	0.004	1	233	0.004	1	233	0.008
17:00 - 18:00	1	233	0.013	1	233	0.017	1	233	0.030
18:00 - 19:00	1	233	0.013	1	233	0.013	1	233	0.026
19:00 - 20:00	1	233	0.026	1	233	0.017	1	233	0.043
20:00 - 21:00	1	233	0.013	1	233	0.021	1	233	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.155			0.312

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:	233 - 233 (units:)
Survey date date range:	01/01/12 - 14/11/19
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	8

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	233	0.000	1	233	0.009	1	233	0.009
08:00 - 09:00	1	233	0.000	1	233	0.017	1	233	0.017
09:00 - 10:00	1	233	0.000	1	233	0.004	1	233	0.004
10:00 - 11:00	1	233	0.000	1	233	0.009	1	233	0.009
11:00 - 12:00	1	233	0.000	1	233	0.009	1	233	0.009
12:00 - 13:00	1	233	0.004	1	233	0.009	1	233	0.013
13:00 - 14:00	1	233	0.000	1	233	0.000	1	233	0.000
14:00 - 15:00	1	233	0.000	1	233	0.000	1	233	0.000
15:00 - 16:00	1	233	0.009	1	233	0.000	1	233	0.009
16:00 - 17:00	1	233	0.009	1	233	0.000	1	233	0.009
17:00 - 18:00	1	233	0.004	1	233	0.000	1	233	0.004
18:00 - 19:00	1	233	0.017	1	233	0.004	1	233	0.021
19:00 - 20:00	1	233	0.013	1	233	0.000	1	233	0.013
20:00 - 21:00	1	233	0.004	1	233	0.009	1	233	0.013
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.060			0.070			0.130

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	233	0.013	1	233	0.077	1	233	0.090
08:00 - 09:00	1	233	0.034	1	233	0.094	1	233	0.128
09:00 - 10:00	1	233	0.047	1	233	0.082	1	233	0.129
10:00 - 11:00	1	233	0.056	1	233	0.026	1	233	0.082
11:00 - 12:00	1	233	0.056	1	233	0.052	1	233	0.108
12:00 - 13:00	1	233	0.086	1	233	0.060	1	233	0.146
13:00 - 14:00	1	233	0.086	1	233	0.056	1	233	0.142
14:00 - 15:00	1	233	0.107	1	233	0.030	1	233	0.137
15:00 - 16:00	1	233	0.090	1	233	0.047	1	233	0.137
16:00 - 17:00	1	233	0.090	1	233	0.064	1	233	0.154
17:00 - 18:00	1	233	0.094	1	233	0.082	1	233	0.176
18:00 - 19:00	1	233	0.064	1	233	0.086	1	233	0.150
19:00 - 20:00	1	233	0.099	1	233	0.056	1	233	0.155
20:00 - 21:00	1	233	0.116	1	233	0.069	1	233	0.185
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.038			0.881			1.919

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	233	0.039	1	233	0.232	1	233	0.271
08:00 - 09:00	1	233	0.077	1	233	0.378	1	233	0.455
09:00 - 10:00	1	233	0.064	1	233	0.373	1	233	0.437
10:00 - 11:00	1	233	0.056	1	233	0.133	1	233	0.189
11:00 - 12:00	1	233	0.086	1	233	0.137	1	233	0.223
12:00 - 13:00	1	233	0.056	1	233	0.073	1	233	0.129
13:00 - 14:00	1	233	0.082	1	233	0.197	1	233	0.279
14:00 - 15:00	1	233	0.039	1	233	0.064	1	233	0.103
15:00 - 16:00	1	233	0.064	1	233	0.052	1	233	0.116
16:00 - 17:00	1	233	0.189	1	233	0.043	1	233	0.232
17:00 - 18:00	1	233	0.223	1	233	0.069	1	233	0.292
18:00 - 19:00	1	233	0.399	1	233	0.086	1	233	0.485
19:00 - 20:00	1	233	0.318	1	233	0.069	1	233	0.387
20:00 - 21:00	1	233	0.253	1	233	0.047	1	233	0.300
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.945			1.953			3.898

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	233	0.052	1	233	0.318	1	233	0.370
08:00 - 09:00	1	233	0.133	1	233	0.506	1	233	0.639
09:00 - 10:00	1	233	0.124	1	233	0.472	1	233	0.596
10:00 - 11:00	1	233	0.120	1	233	0.189	1	233	0.309
11:00 - 12:00	1	233	0.159	1	233	0.206	1	233	0.365
12:00 - 13:00	1	233	0.155	1	233	0.159	1	233	0.314
13:00 - 14:00	1	233	0.176	1	233	0.266	1	233	0.442
14:00 - 15:00	1	233	0.163	1	233	0.116	1	233	0.279
15:00 - 16:00	1	233	0.180	1	233	0.116	1	233	0.296
16:00 - 17:00	1	233	0.292	1	233	0.116	1	233	0.408
17:00 - 18:00	1	233	0.339	1	233	0.176	1	233	0.515
18:00 - 19:00	1	233	0.494	1	233	0.189	1	233	0.683
19:00 - 20:00	1	233	0.459	1	233	0.146	1	233	0.605
20:00 - 21:00	1	233	0.395	1	233	0.150	1	233	0.545
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.241			3.125			6.366

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 F

Calculation Reference: AUDIT-258601-200819-0856

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	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: 150 to 194 (units: sqm)
Range Selected by User: 150 to 341 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 24/06/19

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

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

A3	2 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days

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

Travel Plan:

Yes	1 days
No	1 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

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

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

2 LB-06-B-01 PORTUGUESE RESTAURANT LAMBETH
STOCKWELL ROAD
STOCKWELL

Edge of Town Centre
No Sub Category
Total Gross floor area: 194 sqm
Survey date: MONDAY *24/06/19* *Survey Type: MANUAL*

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	0.000	1	194	0.000	1	194	0.000
09:00 - 10:00	1	194	0.515	1	194	0.000	1	194	0.515
10:00 - 11:00	2	172	0.581	2	172	0.581	2	172	1.162
11:00 - 12:00	2	172	0.872	2	172	0.872	2	172	1.744
12:00 - 13:00	2	172	0.872	2	172	0.291	2	172	1.163
13:00 - 14:00	2	172	0.291	2	172	0.581	2	172	0.872
14:00 - 15:00	2	172	0.581	2	172	0.581	2	172	1.162
15:00 - 16:00	2	172	0.581	2	172	1.163	2	172	1.744
16:00 - 17:00	2	172	0.581	2	172	0.000	2	172	0.581
17:00 - 18:00	2	172	1.744	2	172	0.872	2	172	2.616
18:00 - 19:00	2	172	1.744	2	172	1.744	2	172	3.488
19:00 - 20:00	2	172	1.744	2	172	1.163	2	172	2.907
20:00 - 21:00	2	172	0.581	2	172	0.291	2	172	0.872
21:00 - 22:00	2	172	0.581	2	172	2.035	2	172	2.616
22:00 - 23:00	2	172	0.581	2	172	0.872	2	172	1.453
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			11.849			11.046			22.895

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

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

Parameter summary

Trip rate parameter range selected:	150 - 194 (units: sqm)
Survey date date range:	01/01/12 - 24/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	1	194	0.000	1	194	0.000	1	194	0.000
08:00 - 09:00	1	194	1.031	1	194	0.000	1	194	1.031
09:00 - 10:00	1	194	0.000	1	194	0.000	1	194	0.000
10:00 - 11:00	2	172	0.000	2	172	0.291	2	172	0.291
11:00 - 12:00	2	172	0.000	2	172	0.000	2	172	0.000
12:00 - 13:00	2	172	0.000	2	172	0.291	2	172	0.291
13:00 - 14:00	2	172	0.000	2	172	0.000	2	172	0.000
14:00 - 15:00	2	172	0.000	2	172	0.000	2	172	0.000
15:00 - 16:00	2	172	0.000	2	172	0.000	2	172	0.000
16:00 - 17:00	2	172	0.000	2	172	0.000	2	172	0.000
17:00 - 18:00	2	172	0.000	2	172	0.000	2	172	0.000
18:00 - 19:00	2	172	0.000	2	172	0.000	2	172	0.000
19:00 - 20:00	2	172	0.000	2	172	0.000	2	172	0.000
20:00 - 21:00	2	172	0.000	2	172	0.000	2	172	0.000
21:00 - 22:00	2	172	0.000	2	172	0.000	2	172	0.000
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			1.031			0.582			1.613

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	0.515	1	194	0.000	1	194	0.515
08:00 - 09:00	1	194	0.515	1	194	1.031	1	194	1.546
09:00 - 10:00	1	194	1.546	1	194	1.031	1	194	2.577
10:00 - 11:00	2	172	1.453	2	172	0.291	2	172	1.744
11:00 - 12:00	2	172	1.453	2	172	1.453	2	172	2.906
12:00 - 13:00	2	172	1.453	2	172	1.453	2	172	2.906
13:00 - 14:00	2	172	3.198	2	172	2.035	2	172	5.233
14:00 - 15:00	2	172	0.872	2	172	2.616	2	172	3.488
15:00 - 16:00	2	172	2.035	2	172	1.744	2	172	3.779
16:00 - 17:00	2	172	2.907	2	172	2.035	2	172	4.942
17:00 - 18:00	2	172	2.616	2	172	1.744	2	172	4.360
18:00 - 19:00	2	172	2.616	2	172	2.616	2	172	5.232
19:00 - 20:00	2	172	2.616	2	172	1.744	2	172	4.360
20:00 - 21:00	2	172	2.035	2	172	2.907	2	172	4.942
21:00 - 22:00	2	172	0.872	2	172	2.907	2	172	3.779
22:00 - 23:00	2	172	0.000	2	172	0.872	2	172	0.872
23:00 - 24:00	2	172	0.291	2	172	0.291	2	172	0.582
Total Rates:			26.993			26.770			53.763

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	1.031	1	194	0.000	1	194	1.031
08:00 - 09:00	1	194	1.546	1	194	0.000	1	194	1.546
09:00 - 10:00	1	194	1.031	1	194	1.031	1	194	2.062
10:00 - 11:00	2	172	0.291	2	172	0.581	2	172	0.872
11:00 - 12:00	2	172	0.581	2	172	0.581	2	172	1.162
12:00 - 13:00	2	172	1.163	2	172	0.872	2	172	2.035
13:00 - 14:00	2	172	0.581	2	172	0.581	2	172	1.162
14:00 - 15:00	2	172	0.581	2	172	0.000	2	172	0.581
15:00 - 16:00	2	172	0.581	2	172	1.453	2	172	2.034
16:00 - 17:00	2	172	0.872	2	172	0.872	2	172	1.744
17:00 - 18:00	2	172	1.163	2	172	2.326	2	172	3.489
18:00 - 19:00	2	172	1.163	2	172	2.035	2	172	3.198
19:00 - 20:00	2	172	1.453	2	172	1.453	2	172	2.906
20:00 - 21:00	2	172	0.872	2	172	1.744	2	172	2.616
21:00 - 22:00	2	172	0.291	2	172	0.581	2	172	0.872
22:00 - 23:00	2	172	0.000	2	172	0.000	2	172	0.000
23:00 - 24:00	2	172	0.000	2	172	0.000	2	172	0.000
Total Rates:			13.200			14.110			27.310

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	194	1.546	1	194	0.000	1	194	1.546
08:00 - 09:00	1	194	3.093	1	194	1.031	1	194	4.124
09:00 - 10:00	1	194	3.608	1	194	2.062	1	194	5.670
10:00 - 11:00	2	172	2.616	2	172	2.035	2	172	4.651
11:00 - 12:00	2	172	2.907	2	172	2.907	2	172	5.814
12:00 - 13:00	2	172	3.779	2	172	2.907	2	172	6.686
13:00 - 14:00	2	172	4.070	2	172	3.488	2	172	7.558
14:00 - 15:00	2	172	2.035	2	172	2.907	2	172	4.942
15:00 - 16:00	2	172	2.907	2	172	4.360	2	172	7.267
16:00 - 17:00	2	172	4.651	2	172	2.907	2	172	7.558
17:00 - 18:00	2	172	6.977	2	172	6.105	2	172	13.082
18:00 - 19:00	2	172	8.721	2	172	9.012	2	172	17.733
19:00 - 20:00	2	172	9.593	2	172	6.686	2	172	16.279
20:00 - 21:00	2	172	4.070	2	172	5.523	2	172	9.593
21:00 - 22:00	2	172	2.326	2	172	6.977	2	172	9.303
22:00 - 23:00	2	172	0.581	2	172	2.326	2	172	2.907
23:00 - 24:00	2	172	0.291	2	172	0.291	2	172	0.582
Total Rates:			63.771			61.524			125.295

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.*