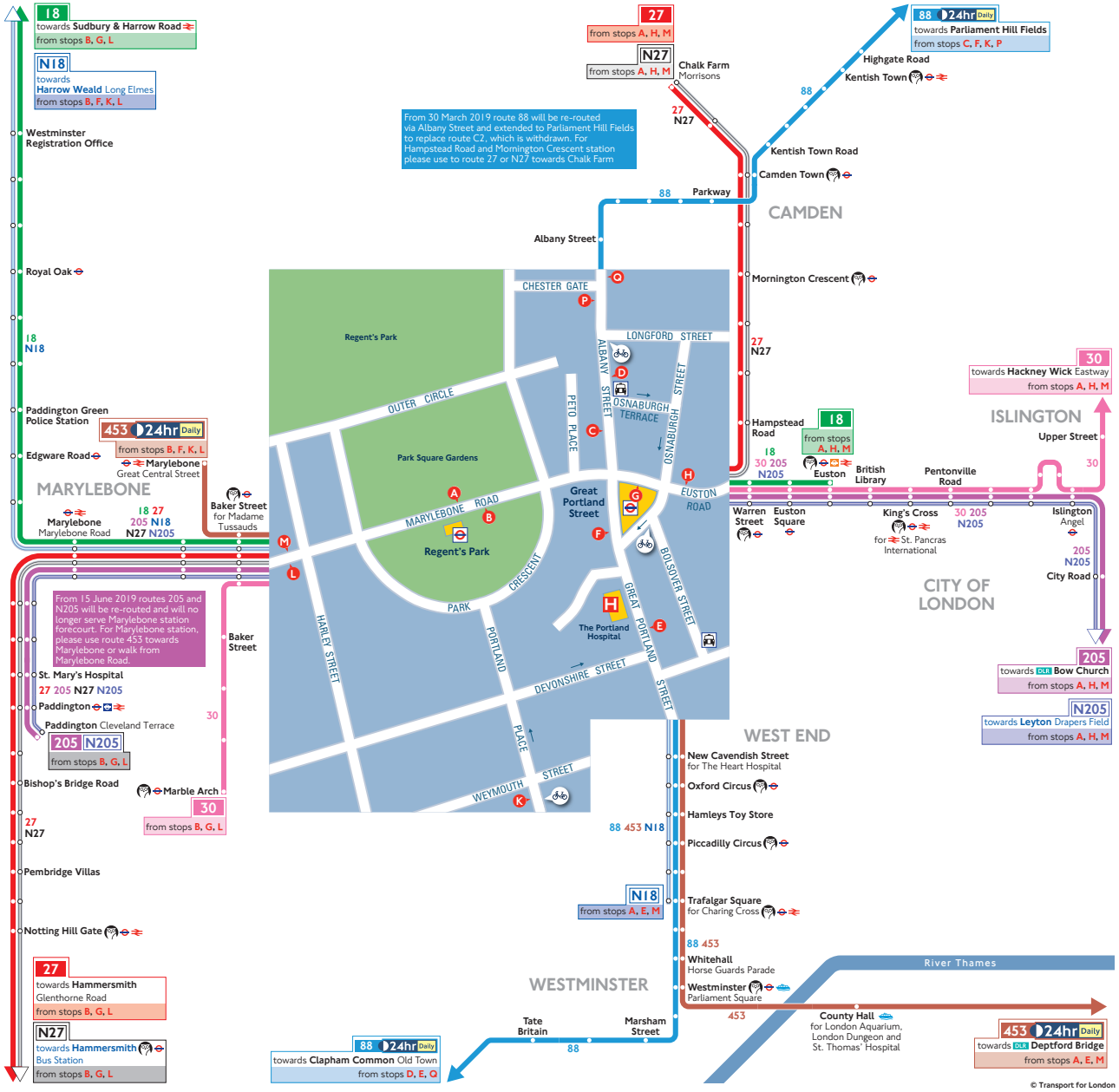
Transport Assessment Appendix E

Local Bus ‘Spider’ Map

Buses from Great Portland Street and Regent's Park



How to use this map

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

Key

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

Ways to pay

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

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

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

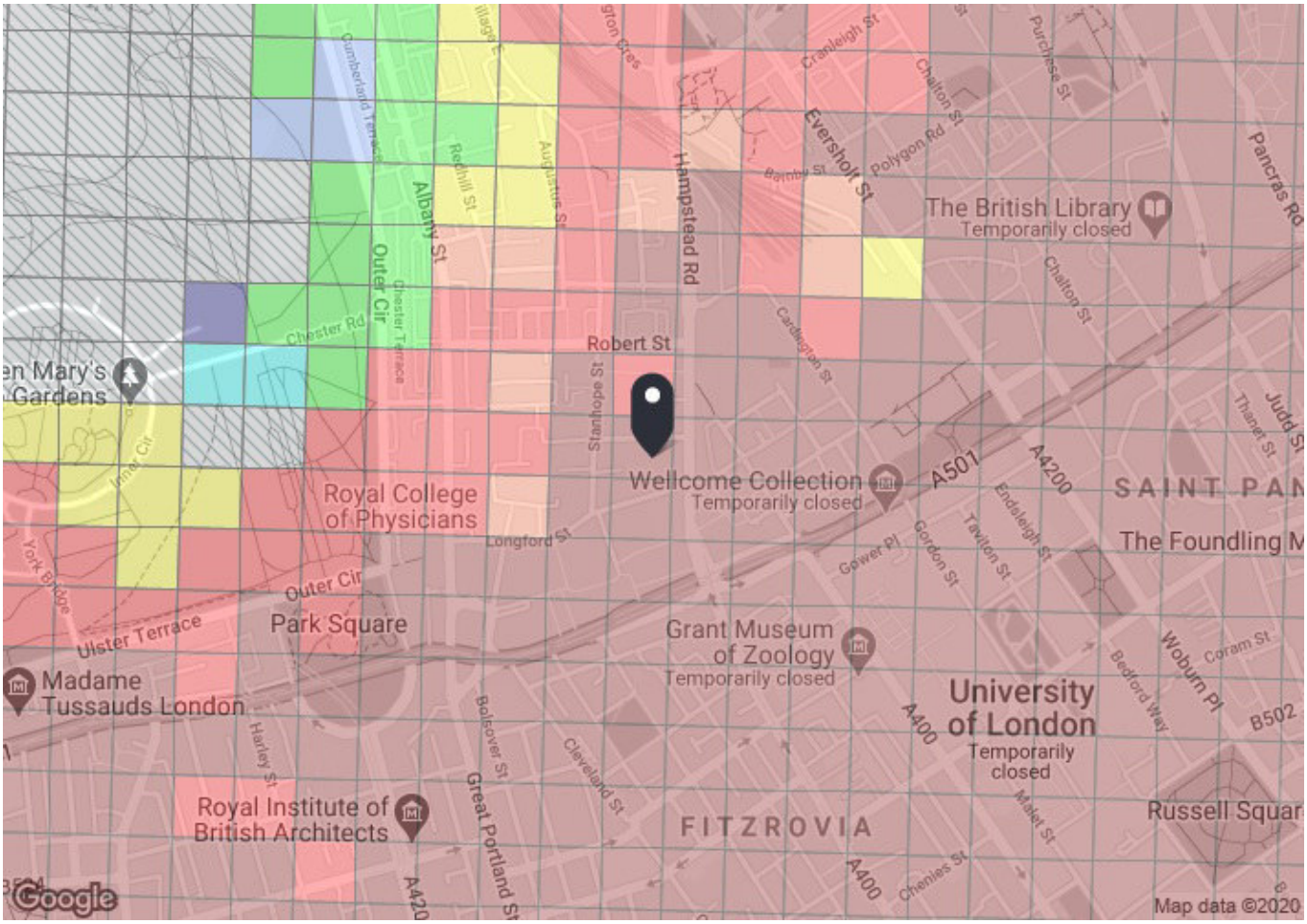
If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

TfL 1055.03.19 (P)

Transport Assessment Appendix F

PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

NW1 3ER
William Rd, London NW1 3ER, UK
Easting: 529165, Northing: 182520

Grid Cell: 90919

Report generated: 07/08/2020

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

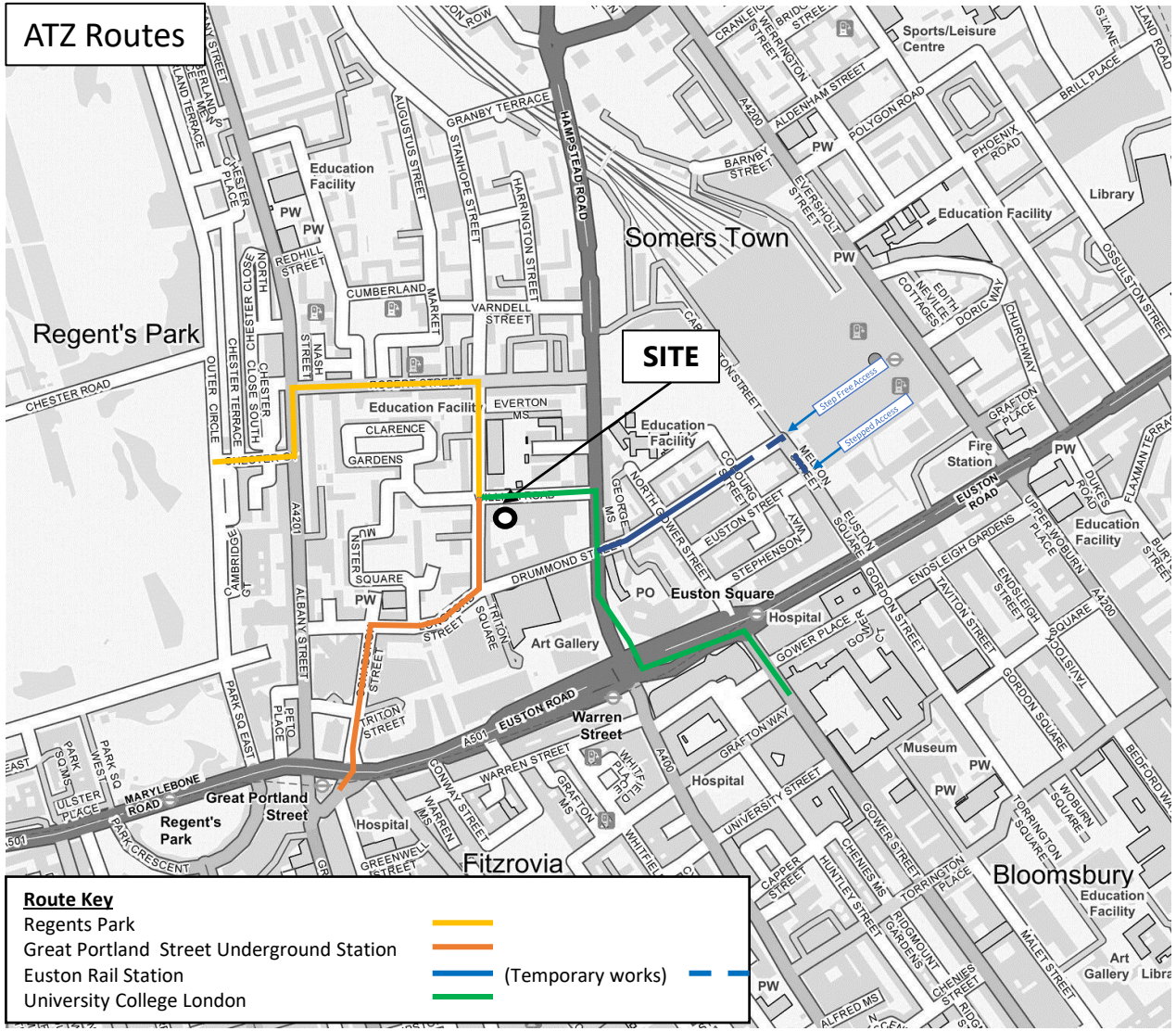
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

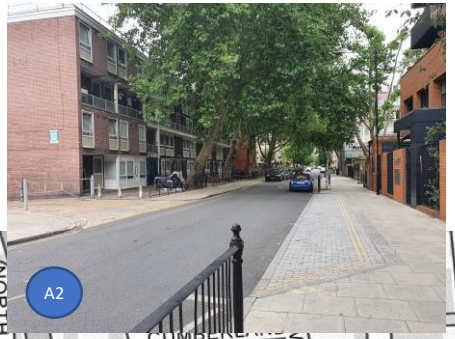
Calculation data

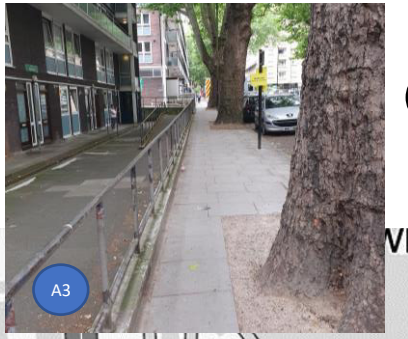
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WARREN STREET STATION	10	341.65	4.5	4.27	8.67	12.94	2.32	0.5	1.16
Bus	WARREN STREET STATION	390	341.65	8	4.27	5.75	10.02	2.99	0.5	1.5
Bus	WARREN STREET STATION	30	341.65	7.5	4.27	6	10.27	2.92	0.5	1.46
Bus	WARREN STREET STATION	73	341.65	18	4.27	3.67	7.94	3.78	0.5	1.89
Bus	WARREN STREET STATION	18	341.65	17	4.27	3.76	8.04	3.73	0.5	1.87
Bus	WARREN STREET STATION	14	341.65	13	4.27	4.31	8.58	3.5	0.5	1.75
Bus	WARREN STREET STATION	205	341.65	8	4.27	5.75	10.02	2.99	0.5	1.5
Bus	NATIONAL TEMPERANCE HOSP	24	180.35	10	2.25	5	7.25	4.14	0.5	2.07
Bus	NATIONAL TEMPERANCE HOSP	134	180.35	12	2.25	4.5	6.75	4.44	0.5	2.22
Bus	NATIONAL TEMPERANCE HOSP	29	180.35	15	2.25	4	6.25	4.8	1	4.8
Bus	NATIONAL TEMPERANCE HOSP	88	180.35	9	2.25	5.33	7.59	3.95	0.5	1.98
Bus	NATIONAL TEMPERANCE HOSP	27	180.35	8	2.25	5.75	8	3.75	0.5	1.87
Bus	ALBANY ST CHESTER GATE	C2	489.09	8	6.11	5.75	11.86	2.53	0.5	1.26
LUL	Regent's Park	'QueensPk-El&Castle'	827.11	11.01	10.34	3.47	13.81	2.17	0.5	1.09
LUL	Regent's Park	'El&Castle-Harrow&W'	827.11	5.67	10.34	6.04	16.38	1.83	0.5	0.92
LUL	Regent's Park	'StbridgePk-El&Castle'	827.11	5	10.34	6.75	17.09	1.76	0.5	0.88
LUL	Regent's Park	'Waterloo-QueensPk'	827.11	1	10.34	30.75	41.09	0.73	0.5	0.37
LUL	Regent's Park	'Waterloo-Harrow&W'	827.11	0.33	10.34	91.66	102	0.29	0.5	0.15
LUL	Warren Street	'HighBarnet-Morden'	331.01	0.33	4.14	91.66	95.8	0.31	0.5	0.16
LUL	Warren Street	'MillHill-Morden'	331.01	1.67	4.14	18.71	22.85	1.31	0.5	0.66
LUL	Warren Street	'MillHillE-Kenningt'	331.01	1.67	4.14	18.71	22.85	1.31	0.5	0.66
LUL	Warren Street	'WalthamstowC-Brixton'	331.01	15	4.14	2.75	6.89	4.36	1	4.36
LUL	Euston Square	'Hammersmith-Edgware'	480.55	6	6.01	5.75	11.76	2.55	0.5	1.28
LUL	Euston Square	'Barking-Hammersmith'	480.55	6.34	6.01	5.48	11.49	2.61	0.5	1.31
LUL	Euston Square	'Hammersmith-Plaistow'	480.55	1	6.01	30.75	36.76	0.82	0.5	0.41
LUL	Euston Square	'Amer-AldgateFast'	480.55	1	6.01	30.75	36.76	0.82	0.5	0.41
LUL	Euston Square	'Ches-AldgateFast'	480.55	2	6.01	15.75	21.76	1.38	0.5	0.69
LUL	Euston Square	'Uxbridge-AldSlow'	480.55	5.33	6.01	6.38	12.39	2.42	0.5	1.21
LUL	Euston Square	'Watford-AldSfast'	480.55	3.67	6.01	8.92	14.93	2.01	0.5	1
LUL	Euston Square	'Aldg-WatfordSlow'	480.55	3.67	6.01	8.92	14.93	2.01	0.5	1
LUL	Euston Square	'Ald-HarrowHill'	480.55	1.33	6.01	23.31	29.31	1.02	0.5	0.51
Rail	Euston	'BLTCHLY-EUSTON 2B04'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'WATFDJ-EUSTON 2J06'	833.42	0.67	10.42	45.53	55.94	0.54	0.5	0.27
Rail	Euston	'EUSTON-MKNSCEN 2K21'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'EUSTON-TRING 2T11'	833.42	0.67	10.42	45.53	55.94	0.54	0.5	0.27
Rail	Euston	'EUSTON-TRING 2T19'	833.42	1.33	10.42	23.31	33.72	0.89	0.5	0.44
Rail	Euston	'MKNSCEN-EUSTON 2W01'	833.42	0.67	10.42	45.53	55.94	0.54	0.5	0.27
Rail	Euston	'TRING-EUSTON 2W02'	833.42	1	10.42	30.75	41.17	0.73	0.5	0.36
Rail	Euston	'TRING-EUSTON 2W26'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'BLTCHLY-EUSTON 2W57'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'RUGBY-EUSTON 2W59'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'TRING-EUSTON 2W63'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'MKNSCEN-EUSTON 2W93'	833.42	0.33	10.42	91.66	102.08	0.29	0.5	0.15
Rail	Euston	'WATFJDC-EUSTON 2C06'	833.42	2.67	10.42	11.99	22.4	1.34	0.5	0.67
Rail	Euston	'EUSTON-WATFJDC 2D86'	833.42	3	10.42	10.75	21.17	1.42	1	1.42
LUL	Euston	'Edgware-Morden'	833.42	9	10.42	4.08	14.5	2.07	0.5	1.03
LUL	Euston	'Morden-HighBarnet'	833.42	14.67	10.42	2.79	13.21	2.27	0.5	1.14
LUL	Euston	'Morden-MillHillE'	833.42	4	10.42	8.25	18.67	1.61	0.5	0.8
LUL	Euston	'Morden-Edgware'	833.42	4.67	10.42	7.17	17.59	1.71	0.5	0.85
LUL	Euston	'Kennington-Edgware'	833.42	14.67	10.42	2.79	13.21	2.27	0.5	1.14
LUL	Euston	'HighBarnet-Kenningt'	833.42	5.33	10.42	6.38	16.8	1.79	0.5	0.89
LUL	Euston	'SevenSisters-Brixton'	833.42	11.67	10.42	3.32	13.74	2.18	0.5	1.09
									Total Grid Cell AI:	**54.08**

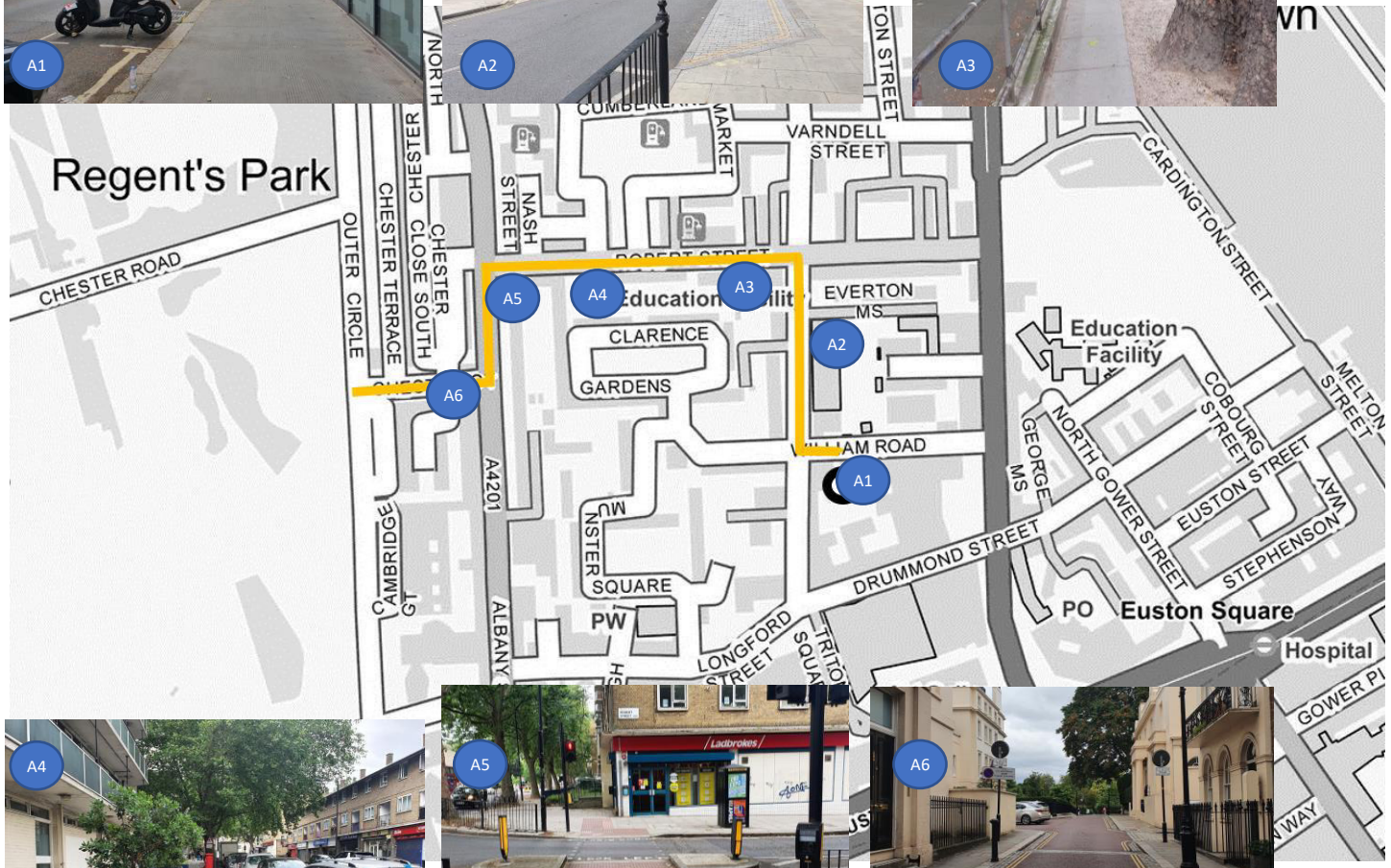
Transport Assessment Appendix G

Active Travel Route Photographs


ATZ Routes
SITE
Regent's Park
Somers Town
Fitzrovia
Bloomsbury
Euston Square
Warren Street
Great Portland Street
Regent's Park
Sports/Leisure Centre
Education Facility
Library
Fire Station
Hospital
Museum
Art Gallery
Step Free Access
Stepped Access
Route Key
Regents Park
Great Portland Street Underground Station
Euston Rail Station
University College London
(Temporary works)







NOTES

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

KEY:

Route A

Rev	Details	Drawn	Check	Date
A	ATA Route Plan	LD	.	07.10.2020

REVISION HISTORY

Client:

Euston One Ltd

Project:

Euston One, William Road

Drawing Title:

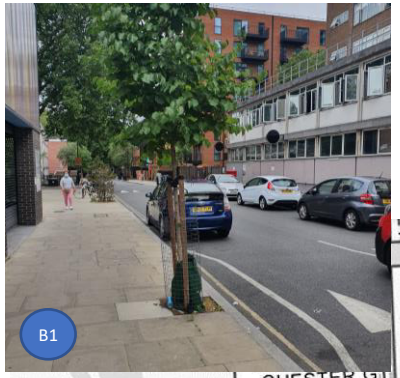
Route A – to / from Regents Park

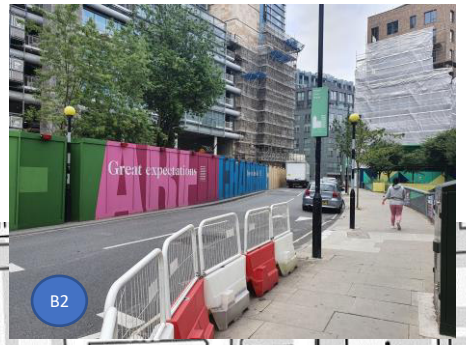
Scale:	Size:
NTS	A3

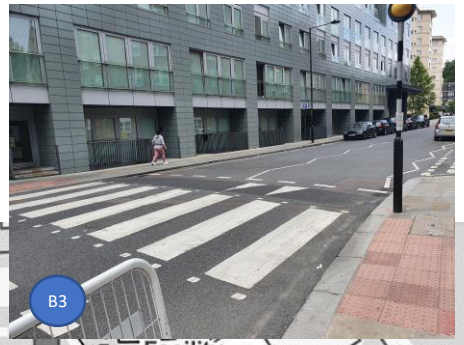
Drawn by:	Checked by:	Date:
LD	.	07.10.20

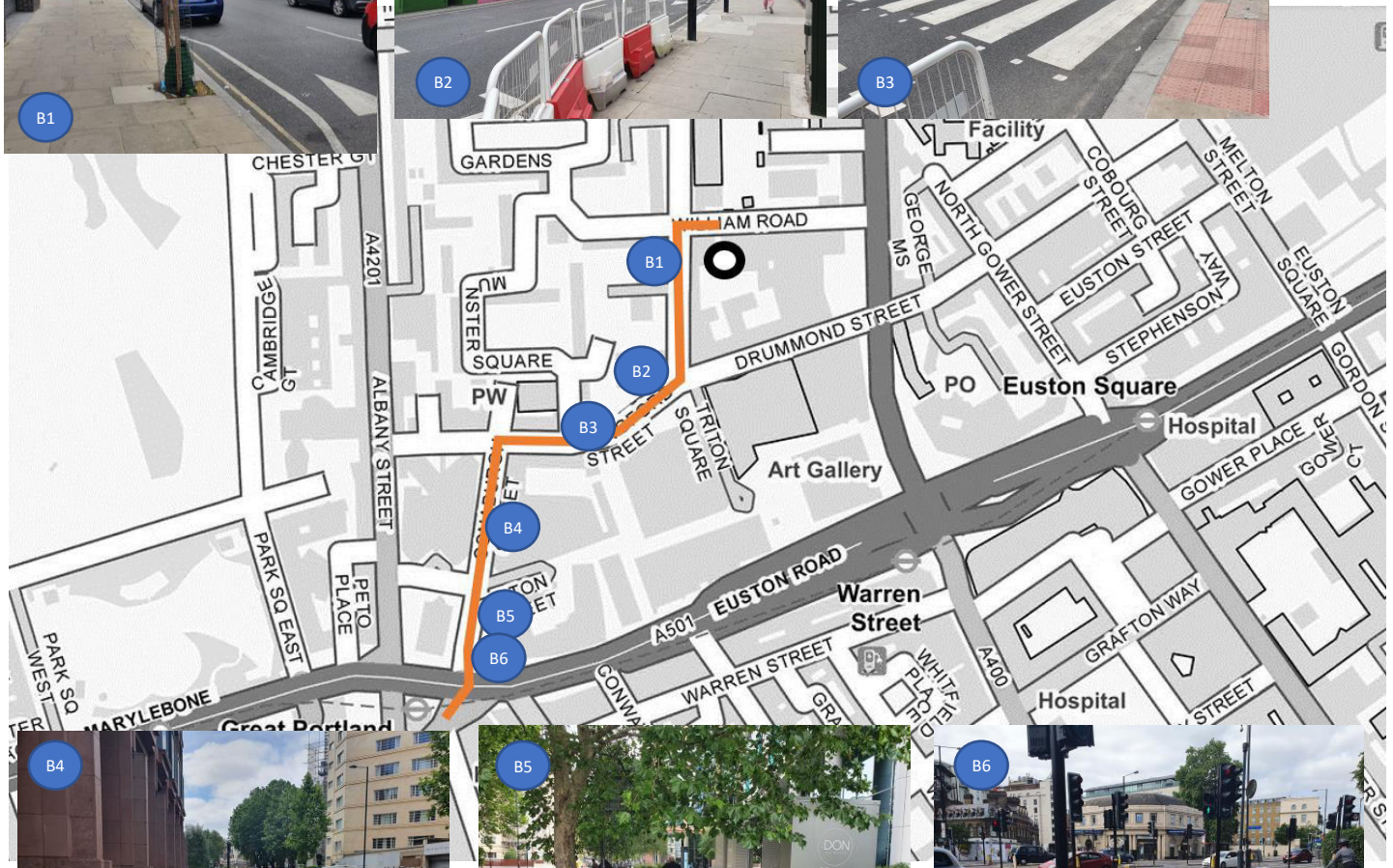
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

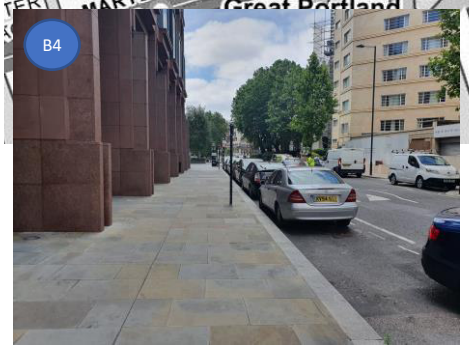
Scheme Ref:	Drawing No:	Sheet:	Rev:
4359	1	1	.

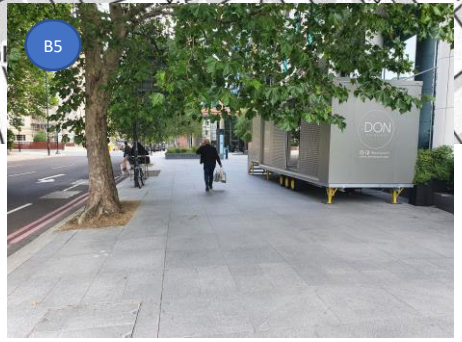












NOTES

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

KEY:

Route B

Rev	Details	Drawn	Check	Date
A	ATA Route Plan	LD	.	07.10.2020

REVISION HISTORY

Client:

Euston One Ltd

Project:

Euston One, William Road

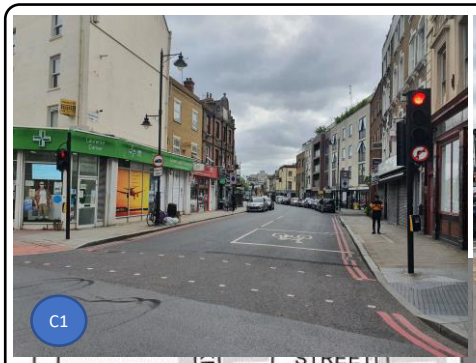
Drawing Title:

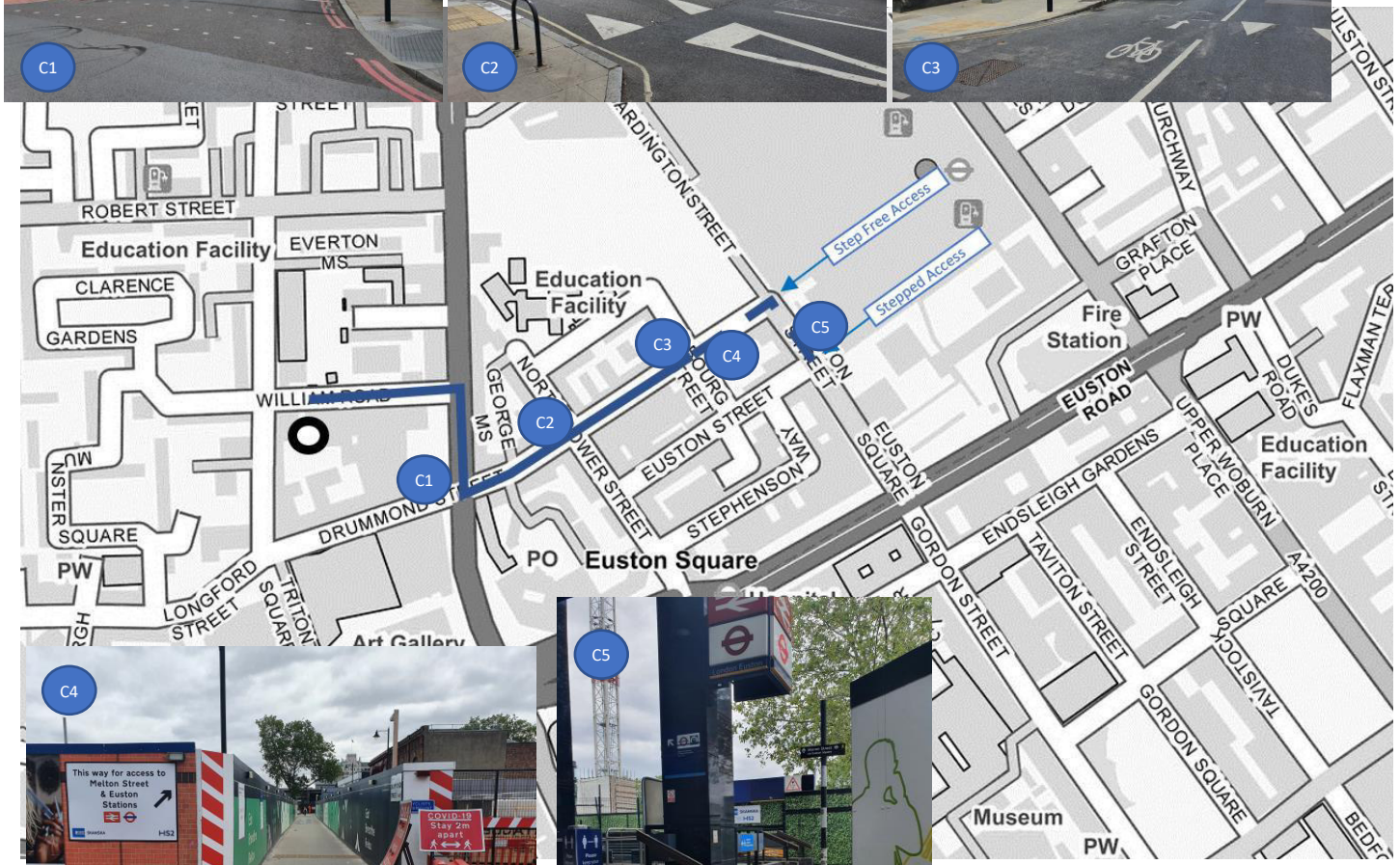
Route B – to / from Great Portland Street

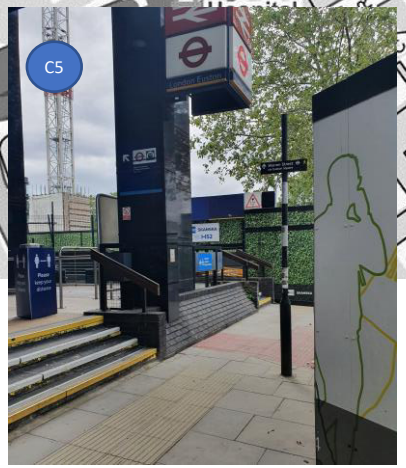
Scale:	Size:	Drawn by:	Checked by:	Date:
NTS	A3	LD	.	07.10.20

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
4359	1	2	.







NOTES

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

KEY:

Route C

Temporary Works

Rev	Details	Drawn	Check	Date
A	ATA Route Plan	LD	.	07.10.2020

REVISION HISTORY

Client:

Euston One Ltd

Project:

Euston One, William Road

Drawing Title:

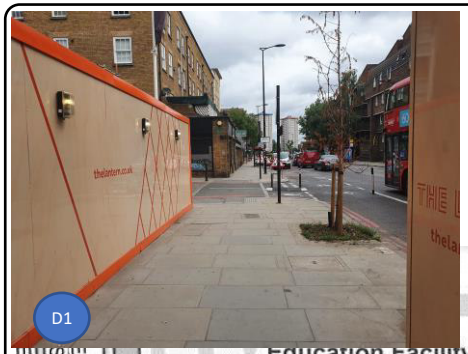
Route C – to / from Euston Station

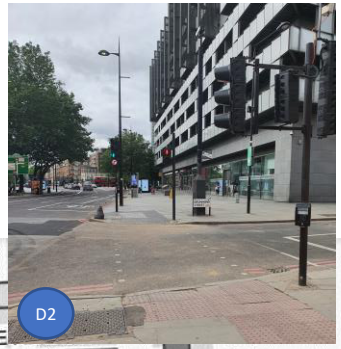
Scale:	Size:
NTS	A3

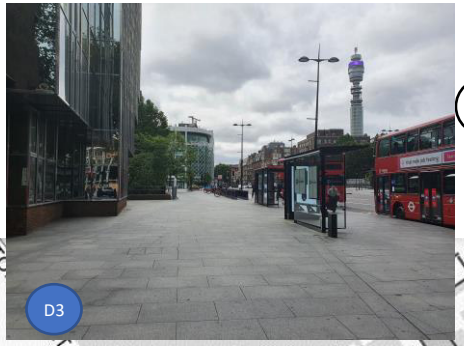
Drawn by:	Checked by:	Date:
LD	.	07.10.20

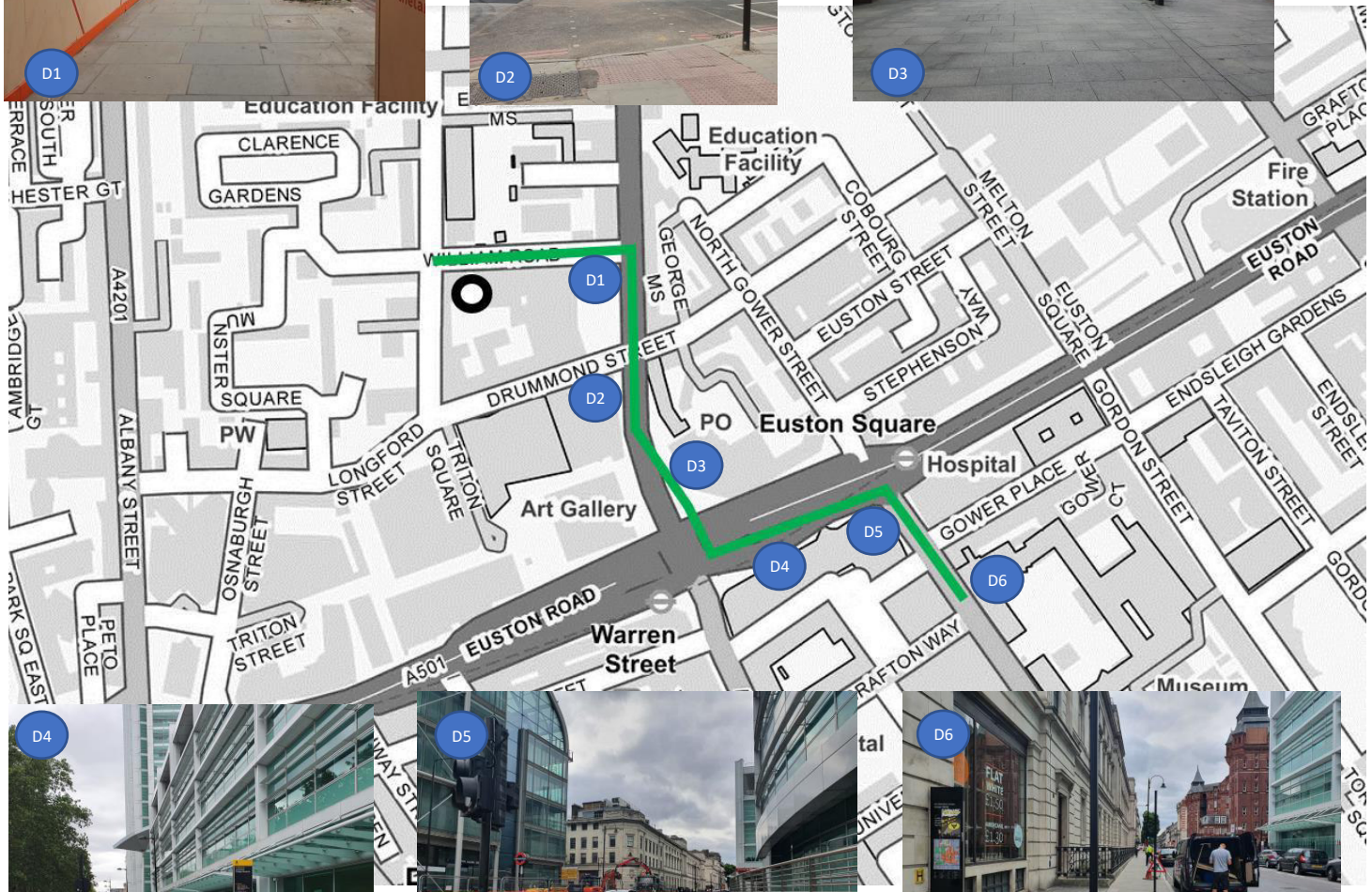
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

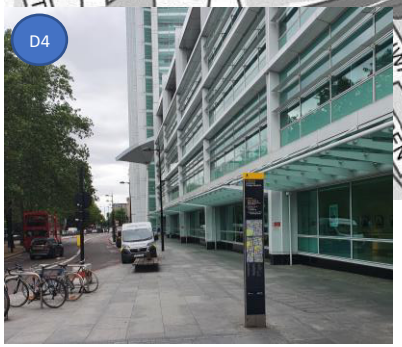
Scheme Ref:	Drawing No:	Sheet:	Rev:
4359	1	3	.

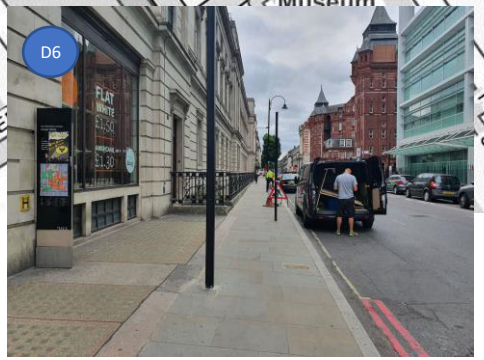












NOTES

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

KEY:

Route D

Rev	Details	Drawn	Check	Date
A	ATA Route Plan	LD	.	07.10.2020

REVISION HISTORY

Client:

Euston One Ltd

Project:

Euston One, William Road

Drawing Title:

Route D – to / from University College London

Scale:	Size:
NTS	A3

Drawn by:	Checked by:	Date:
LD	.	07.10.20

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
4359	1	4	.

Transport Assessment Appendix H

TfL Improvements to Hampstead Road / Drummond Street Junction

A400 Hampstead Road
Bus reliability
and road safety improvements - Plan 1

Key:

- Existing footway or traffic island
- Existing grass verge
- Existing road markings
- Existing kerb line removed
- New footway
- New white road markings
- New yellow road markings
- New red road markings
- Bus stop
- Existing tree

MORNINGTON CRESCENT

BUS LANE

TfL Scheme Boundary

HARRINGTON SQUARE

A400 CLOSED TO NORTHBOUND TRAFFIC

Bus lane hours of operation extended to 24 hours a day Mon - Sun

GRANBY TERRACE

HAMPSTEAD ROAD

Stalbridge House

For continuation see right

For continuation see left

HAMPSTEAD ROAD (SERVICE ROAD)

BUS STOP

Silverdale

Cartmel

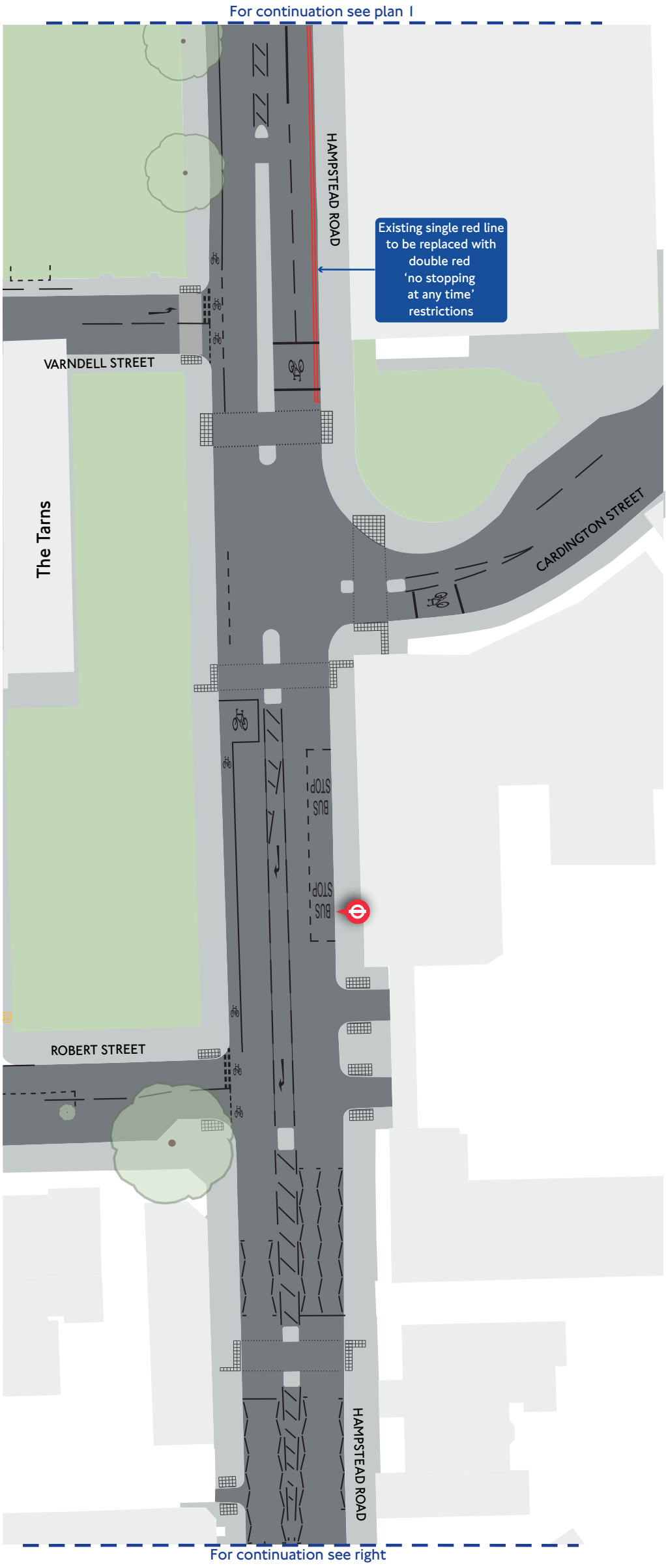
Bartlett School of Architecture

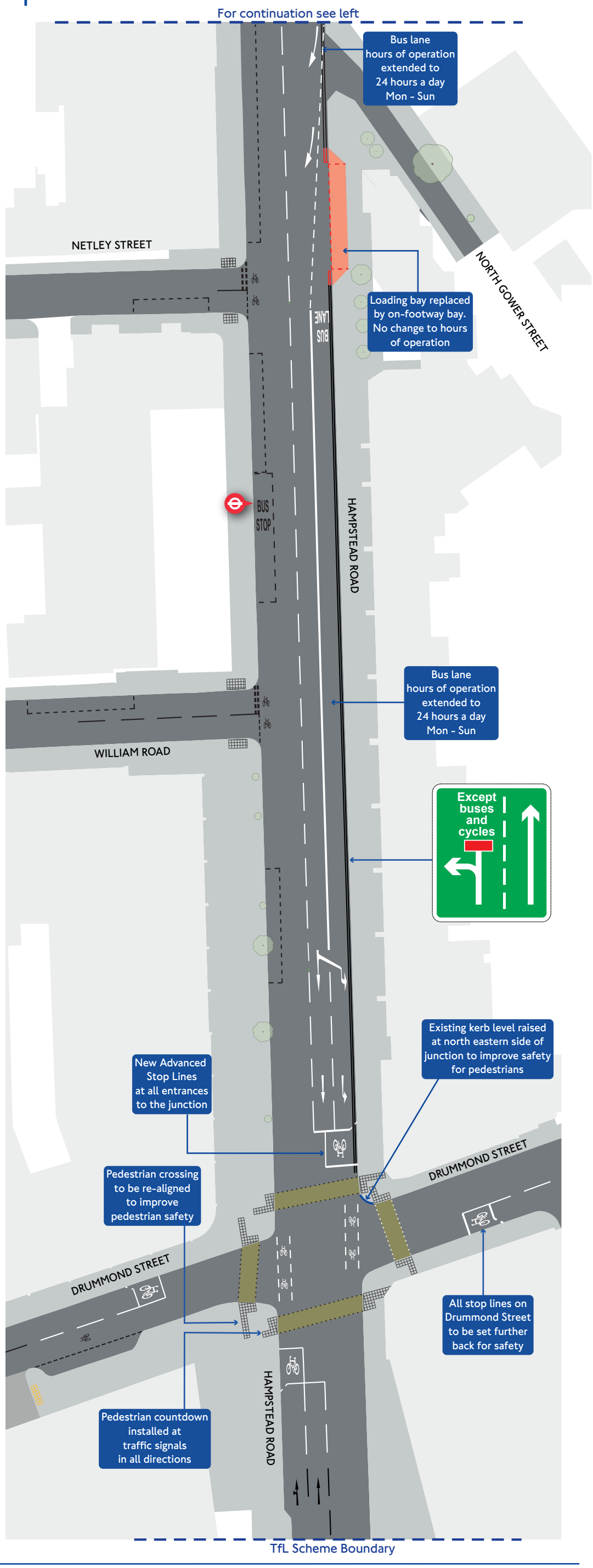
Existing single red line to be replaced with double red 'no stopping at any time' restrictions

For continuation see plan 2

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

A400 Hampstead Road
Bus reliability
and road safety improvements - Plan 2





Key:

- Existing footway or traffic island
- Existing grass verge
- Existing road markings
- Existing kerb line removed
- New raised kerb
- New footway
- Existing signalised pedestrian crossing
- New white road markings
- New yellow road markings
- New red road markings
- Bus stop
- Existing tree

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Transport Assessment Appendix I

TRICS Report: Student Accommodation

Calculation Reference: AUDIT-358901-200810-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 days
	IS	ISLINGTON	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: Number of residents
Actual Range: 146 to 1100 (units:)
Range Selected by User: 100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 09/03/20

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	2 days
Friday	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	1
Edge of Town Centre	2

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

Selected Location Sub Categories:

Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

C3	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:

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

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

Population within 5 miles:

125,001 to 250,000	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:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Travel Plan:

No	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:

6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 **CN-03-G-01** **STUDENT FLATS** **CAMDEN**
SAINT PANCRAS WAY
KING'S CROSS

Edge of Town Centre
Built-Up Zone
Total Number of residents: 571
Survey date: TUESDAY *14/11/17* *Survey Type: MANUAL*

2 **IS-03-G-01** **STUDENT FLATS** **ISLINGTON**
OLD STREET
ST LUKE'S

Edge of Town Centre
Built-Up Zone
Total Number of residents: 146
Survey date: FRIDAY *07/12/12* *Survey Type: MANUAL*

3 **LB-03-G-02** **STUDENT FLATS** **LAMBETH**
WESTMINSTER BRIDGE RD
LAMBETH

Town Centre
Built-Up Zone
Total Number of residents: 1100
Survey date: TUESDAY *27/11/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KI-03-G-01	.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.001	3	606	0.002	3	606	0.003
09:00 - 10:00	3	606	0.001	3	606	0.001	3	606	0.002
10:00 - 11:00	3	606	0.003	3	606	0.003	3	606	0.006
11:00 - 12:00	3	606	0.003	3	606	0.005	3	606	0.008
12:00 - 13:00	3	606	0.003	3	606	0.003	3	606	0.006
13:00 - 14:00	**3**	**606**	**0.006**	3	606	0.004	3	606	0.010
14:00 - 15:00	3	606	0.004	3	606	0.006	3	606	0.010
15:00 - 16:00	3	606	0.004	3	606	0.004	3	606	0.008
16:00 - 17:00	3	606	0.004	3	606	0.003	3	606	0.007
17:00 - 18:00	3	606	0.003	3	606	0.002	3	606	0.005
18:00 - 19:00	3	606	0.003	3	606	0.003	3	606	0.006
19:00 - 20:00	2	836	0.004	2	836	0.003	2	836	0.007
20:00 - 21:00	2	836	0.005	**2**	**836**	**0.006**	**2**	**836**	**0.011**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.046			0.091

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:	146 - 1100 (units:)
Survey date date range:	01/01/12 - 09/03/20
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:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.000	3	606	0.000	3	606	0.000
08:00 - 09:00	3	606	0.000	3	606	0.001	3	606	0.001
09:00 - 10:00	3	606	0.000	3	606	0.000	3	606	0.000
10:00 - 11:00	3	606	0.002	3	606	0.002	3	606	0.004
11:00 - 12:00	3	606	0.002	3	606	0.002	3	606	0.004
12:00 - 13:00	3	606	0.003	3	606	0.002	3	606	0.005
13:00 - 14:00	3	606	0.002	3	606	0.002	3	606	0.004
14:00 - 15:00	3	606	0.001	3	606	0.001	3	606	0.002
15:00 - 16:00	3	606	0.002	3	606	0.002	3	606	0.004
16:00 - 17:00	3	606	0.002	3	606	0.002	3	606	0.004
17:00 - 18:00	3	606	0.002	3	606	0.002	3	606	0.004
18:00 - 19:00	3	606	0.003	3	606	0.003	3	606	0.006
19:00 - 20:00	2	836	0.002	2	836	0.002	2	836	0.004
20:00 - 21:00	**2**	**836**	**0.005**	**2**	**836**	**0.005**	**2**	**836**	**0.010**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	**3**	**606**	**0.001**	**3**	**606**	**0.001**	**3**	**606**	**0.002**
08:00 - 09:00	3	606	0.000	3	606	0.000	3	606	0.000
09:00 - 10:00	3	606	0.000	3	606	0.000	3	606	0.000
10:00 - 11:00	3	606	0.000	3	606	0.000	3	606	0.000
11:00 - 12:00	3	606	0.000	3	606	0.000	3	606	0.000
12:00 - 13:00	3	606	0.000	3	606	0.000	3	606	0.000
13:00 - 14:00	3	606	0.000	3	606	0.000	3	606	0.000
14:00 - 15:00	3	606	0.000	3	606	0.000	3	606	0.000
15:00 - 16:00	3	606	0.000	3	606	0.000	3	606	0.000
16:00 - 17:00	3	606	0.000	3	606	0.000	3	606	0.000
17:00 - 18:00	3	606	0.000	3	606	0.000	3	606	0.000
18:00 - 19:00	3	606	0.000	3	606	0.000	3	606	0.000
19:00 - 20:00	2	836	0.000	2	836	0.000	2	836	0.000
20:00 - 21:00	2	836	0.000	2	836	0.000	2	836	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.000	3	606	0.000	3	606	0.000
08:00 - 09:00	3	606	0.001	3	606	0.001	3	606	0.002
09:00 - 10:00	3	606	0.000	3	606	0.001	3	606	0.001
10:00 - 11:00	3	606	0.000	3	606	0.001	3	606	0.001
11:00 - 12:00	3	606	0.002	3	606	0.003	3	606	0.005
12:00 - 13:00	3	606	0.001	3	606	0.002	3	606	0.003
13:00 - 14:00	3	606	0.002	3	606	0.002	3	606	0.004
14:00 - 15:00	3	606	0.001	3	606	0.001	3	606	0.002
15:00 - 16:00	3	606	0.002	3	606	0.002	3	606	0.004
16:00 - 17:00	3	606	0.004	3	606	0.000	3	606	0.004
17:00 - 18:00	3	606	0.003	3	606	0.002	3	606	0.005
18:00 - 19:00	**3**	**606**	**0.005**	**3**	**606**	**0.004**	**3**	**606**	**0.009**
19:00 - 20:00	2	836	0.000	2	836	0.001	2	836	0.001
20:00 - 21:00	2	836	0.001	2	836	0.001	2	836	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.001	3	606	0.002	3	606	0.003
09:00 - 10:00	3	606	0.001	3	606	0.001	3	606	0.002
10:00 - 11:00	3	606	0.003	3	606	0.003	3	606	0.006
11:00 - 12:00	3	606	0.004	**3**	**606**	**0.006**	**3**	**606**	**0.010**
12:00 - 13:00	3	606	0.003	3	606	0.001	3	606	0.004
13:00 - 14:00	3	606	0.006	3	606	0.004	3	606	0.010
14:00 - 15:00	3	606	0.004	3	606	0.006	3	606	0.010
15:00 - 16:00	3	606	0.006	3	606	0.004	3	606	0.010
16:00 - 17:00	3	606	0.004	3	606	0.003	3	606	0.007
17:00 - 18:00	3	606	0.003	3	606	0.001	3	606	0.004
18:00 - 19:00	3	606	0.004	3	606	0.002	3	606	0.006
19:00 - 20:00	2	836	0.004	2	836	0.001	2	836	0.005
20:00 - 21:00	**2**	**836**	**0.006**	2	836	0.002	2	836	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.037			0.087

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/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.006	3	606	0.007	3	606	0.013
08:00 - 09:00	3	606	0.004	**3**	**606**	**0.042**	3	606	0.046
09:00 - 10:00	3	606	0.004	3	606	0.035	3	606	0.039
10:00 - 11:00	3	606	0.009	3	606	0.037	3	606	0.046
11:00 - 12:00	3	606	0.011	3	606	0.027	3	606	0.038
12:00 - 13:00	3	606	0.020	3	606	0.030	3	606	0.050
13:00 - 14:00	3	606	0.023	3	606	0.034	3	606	0.057
14:00 - 15:00	3	606	0.015	3	606	0.028	3	606	0.043
15:00 - 16:00	3	606	0.035	3	606	0.019	3	606	0.054
16:00 - 17:00	3	606	0.034	3	606	0.018	3	606	0.052
17:00 - 18:00	**3**	**606**	**0.037**	3	606	0.022	**3**	**606**	**0.059**
18:00 - 19:00	3	606	0.035	3	606	0.018	3	606	0.053
19:00 - 20:00	2	836	0.023	2	836	0.012	2	836	0.035
20:00 - 21:00	2	836	0.031	2	836	0.010	2	836	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.339			0.626

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/G - STUDENT ACCOMMODATION

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.002	3	606	0.004	3	606	0.006
08:00 - 09:00	3	606	0.002	3	606	0.023	3	606	0.025
09:00 - 10:00	3	606	0.003	**3**	**606**	**0.030**	3	606	0.033
10:00 - 11:00	3	606	0.006	3	606	0.026	3	606	0.032
11:00 - 12:00	3	606	0.013	3	606	0.019	3	606	0.032
12:00 - 13:00	3	606	0.006	3	606	0.019	3	606	0.025
13:00 - 14:00	3	606	0.013	3	606	0.016	3	606	0.029
14:00 - 15:00	3	606	0.010	3	606	0.017	3	606	0.027
15:00 - 16:00	3	606	0.016	3	606	0.011	3	606	0.027
16:00 - 17:00	3	606	0.017	3	606	0.009	3	606	0.026
17:00 - 18:00	**3**	**606**	**0.025**	3	606	0.009	**3**	**606**	**0.034**
18:00 - 19:00	3	606	0.023	3	606	0.008	3	606	0.031
19:00 - 20:00	2	836	0.016	2	836	0.005	2	836	0.021
20:00 - 21:00	2	836	0.022	2	836	0.002	2	836	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.198			0.372

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/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.004	3	606	0.008	3	606	0.012
08:00 - 09:00	3	606	0.001	**3**	**606**	**0.019**	3	606	0.020
09:00 - 10:00	3	606	0.006	3	606	0.015	3	606	0.021
10:00 - 11:00	3	606	0.011	3	606	0.018	3	606	0.029
11:00 - 12:00	3	606	0.008	3	606	0.010	3	606	0.018
12:00 - 13:00	3	606	0.012	3	606	0.010	3	606	0.022
13:00 - 14:00	3	606	0.012	3	606	0.012	3	606	0.024
14:00 - 15:00	3	606	0.011	3	606	0.018	3	606	0.029
15:00 - 16:00	3	606	0.009	3	606	0.009	3	606	0.018
16:00 - 17:00	3	606	0.019	3	606	0.008	3	606	0.027
17:00 - 18:00	3	606	0.018	3	606	0.012	**3**	**606**	**0.030**
18:00 - 19:00	3	606	0.019	3	606	0.008	3	606	0.027
19:00 - 20:00	2	836	0.010	2	836	0.004	2	836	0.014
20:00 - 21:00	**2**	**836**	**0.020**	2	836	0.005	2	836	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.156			0.316

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/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.007	3	606	0.013	3	606	0.020
08:00 - 09:00	3	606	0.003	3	606	0.042	3	606	0.045
09:00 - 10:00	3	606	0.009	**3**	**606**	**0.045**	3	606	0.054
10:00 - 11:00	3	606	0.017	3	606	0.043	3	606	0.060
11:00 - 12:00	3	606	0.021	3	606	0.029	3	606	0.050
12:00 - 13:00	3	606	0.018	3	606	0.029	3	606	0.047
13:00 - 14:00	3	606	0.025	3	606	0.028	3	606	0.053
14:00 - 15:00	3	606	0.021	3	606	0.035	3	606	0.056
15:00 - 16:00	3	606	0.025	3	606	0.020	3	606	0.045
16:00 - 17:00	3	606	0.036	3	606	0.017	3	606	0.053
17:00 - 18:00	**3**	**606**	**0.043**	3	606	0.021	**3**	**606**	**0.064**
18:00 - 19:00	3	606	0.042	3	606	0.017	3	606	0.059
19:00 - 20:00	2	836	0.026	2	836	0.008	2	836	0.034
20:00 - 21:00	2	836	0.042	2	836	0.007	2	836	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.335			0.354			0.689

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/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

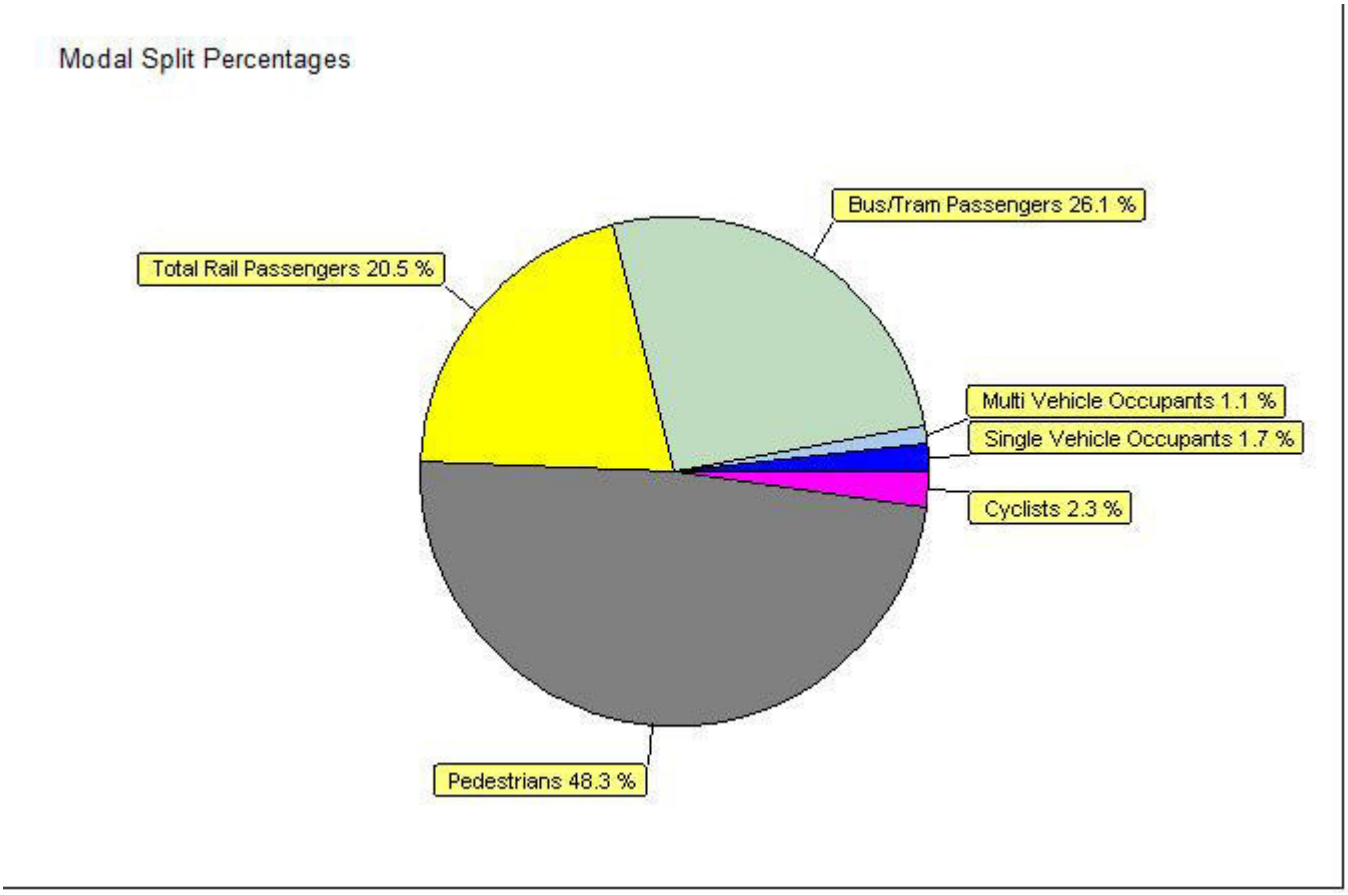
Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

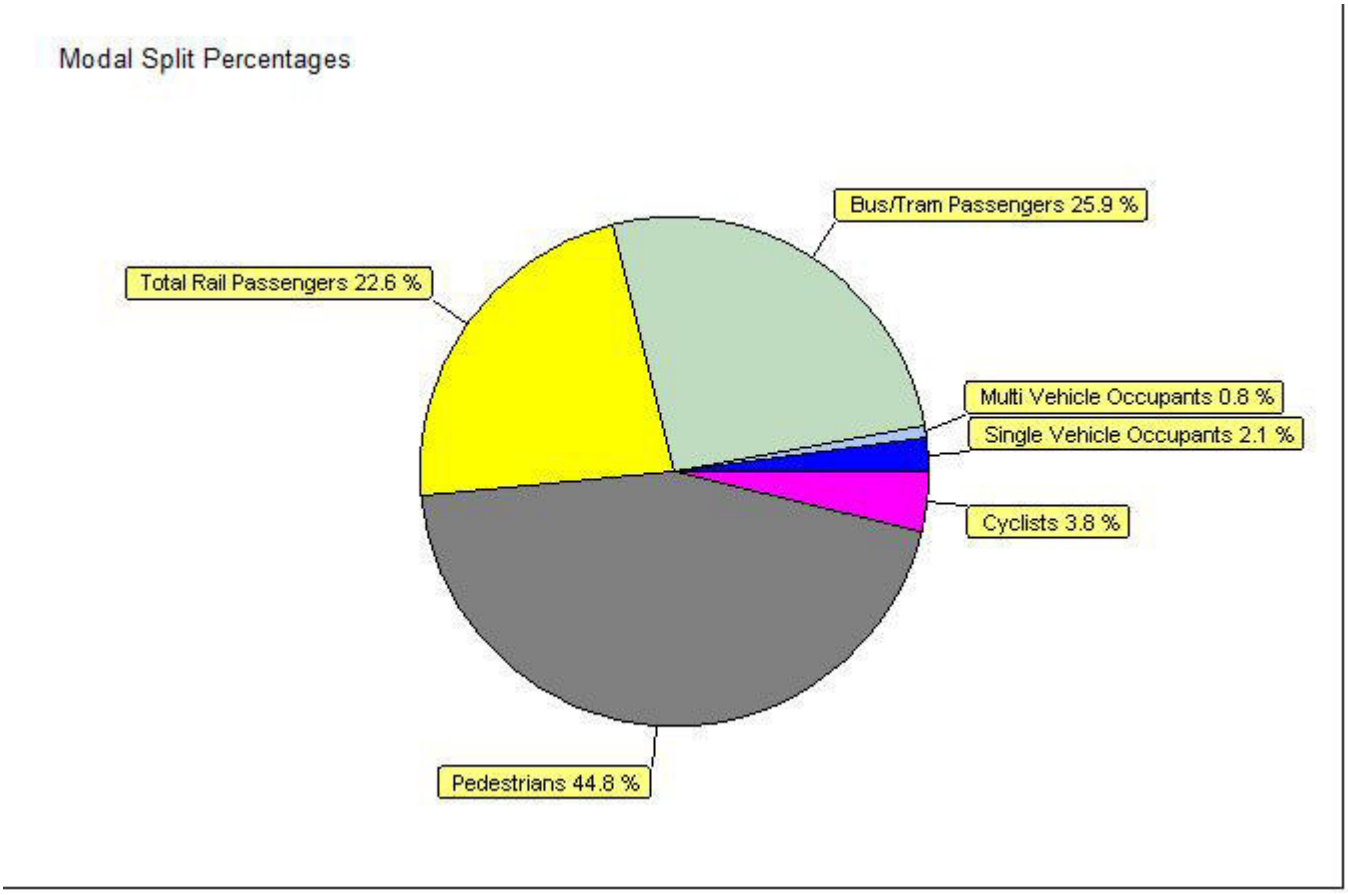
	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.013	3	606	0.021	3	606	0.034
08:00 - 09:00	3	606	0.009	**3**	**606**	**0.088**	3	606	0.097
09:00 - 10:00	3	606	0.013	3	606	0.081	3	606	0.094
10:00 - 11:00	3	606	0.029	3	606	0.085	3	606	0.114
11:00 - 12:00	3	606	0.037	3	606	0.064	3	606	0.101
12:00 - 13:00	3	606	0.042	3	606	0.062	3	606	0.104
13:00 - 14:00	3	606	0.055	3	606	0.068	3	606	0.123
14:00 - 15:00	3	606	0.042	3	606	0.070	3	606	0.112
15:00 - 16:00	3	606	0.067	3	606	0.045	3	606	0.112
16:00 - 17:00	3	606	0.077	3	606	0.037	3	606	0.114
17:00 - 18:00	**3**	**606**	**0.086**	3	606	0.046	**3**	**606**	**0.132**
18:00 - 19:00	3	606	0.086	3	606	0.040	3	606	0.126
19:00 - 20:00	2	836	0.053	2	836	0.022	2	836	0.075
20:00 - 21:00	2	836	0.080	2	836	0.020	2	836	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.689			0.749			1.438

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.*



Time Range/Peak Period Selection
Direction: Totals / Select by Start/End Time
Start/End Times: 08:00 - 09:00



Time Range/Peak Period Selection
Direction: Totals / Select by Start/End Time
Start/End Times: 17:00 - 18:00

Transport Assessment Appendix J

TRICS Report: Offices

Calculation Reference: AUDIT-358901-200810-0846

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	**GREATER LONDON**		
	CI	CITY OF LONDON	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 2036 to 9803 (units: sqm)
Range Selected by User: 408 to 120000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 05/11/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days
Friday	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	3

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

Selected Location Sub Categories:

Commercial Zone	1
Built-Up Zone	1
High Street	1

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

Secondary Filtering selection:

Use Class:

B1	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:

50,001 to 100,000	3 days

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

Population within 5 miles:

500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days

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

Travel Plan:

No	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:

6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

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

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

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

3 **LB-02-A-02** **MUSIC COMPANY** **LAMBETH**
STREATHAM HIGH ROAD
STREATHAM

Town Centre
High Street
Total Gross floor area: 3054 sqm
Survey date: TUESDAY *05/11/19* *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
LB-02-A-01	.

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 - 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	3	4964	0.020	3	4964	0.013	3	4964	0.033
08:00 - 09:00	**3**	**4964**	**0.114**	3	4964	0.027	**3**	**4964**	**0.141**
09:00 - 10:00	3	4964	0.040	3	4964	0.020	3	4964	0.060
10:00 - 11:00	3	4964	0.040	3	4964	0.034	3	4964	0.074
11:00 - 12:00	3	4964	0.040	3	4964	0.007	3	4964	0.047
12:00 - 13:00	3	4964	0.034	3	4964	0.040	3	4964	0.074
13:00 - 14:00	3	4964	0.020	3	4964	0.013	3	4964	0.033
14:00 - 15:00	3	4964	0.007	3	4964	0.027	3	4964	0.034
15:00 - 16:00	3	4964	0.027	3	4964	0.047	3	4964	0.074
16:00 - 17:00	3	4964	0.020	3	4964	0.047	3	4964	0.067
17:00 - 18:00	3	4964	0.020	**3**	**4964**	**0.094**	3	4964	0.114
18:00 - 19:00	3	4964	0.000	3	4964	0.007	3	4964	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.382			0.376			0.758

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

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

Parameter summary

Trip rate parameter range selected:	2036 - 9803 (units: sqm)
Survey date date range:	01/01/12 - 05/11/19
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:	1

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.007	3	4964	0.007	3	4964	0.014
08:00 - 09:00	3	4964	0.013	3	4964	0.013	3	4964	0.026
09:00 - 10:00	3	4964	0.007	3	4964	0.007	3	4964	0.014
10:00 - 11:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
11:00 - 12:00	3	4964	0.007	3	4964	0.000	3	4964	0.007
12:00 - 13:00	3	4964	0.007	3	4964	0.013	3	4964	0.020
13:00 - 14:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
14:00 - 15:00	3	4964	0.007	3	4964	0.007	3	4964	0.014
15:00 - 16:00	3	4964	0.007	3	4964	0.007	3	4964	0.014
16:00 - 17:00	3	4964	0.007	3	4964	0.007	3	4964	0.014
17:00 - 18:00	**3**	**4964**	**0.020**	**3**	**4964**	**0.020**	**3**	**4964**	**0.040**
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.081			0.163

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.000	3	4964	0.000	3	4964	0.000
08:00 - 09:00	**3**	**4964**	**0.007**	**3**	**4964**	**0.007**	**3**	**4964**	**0.014**
09:00 - 10:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
10:00 - 11:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
11:00 - 12:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
12:00 - 13:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
13:00 - 14:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
14:00 - 15:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
15:00 - 16:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
16:00 - 17:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
17:00 - 18:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.013	3	4964	0.007	3	4964	0.020
08:00 - 09:00	3	4964	0.020	3	4964	0.000	3	4964	0.020
09:00 - 10:00	3	4964	0.027	3	4964	0.007	3	4964	0.034
10:00 - 11:00	3	4964	0.013	3	4964	0.000	3	4964	0.013
11:00 - 12:00	**3**	**4964**	**0.034**	3	4964	0.020	**3**	**4964**	**0.054**
12:00 - 13:00	3	4964	0.013	3	4964	0.020	3	4964	0.033
13:00 - 14:00	3	4964	0.027	3	4964	0.000	3	4964	0.027
14:00 - 15:00	3	4964	0.000	3	4964	0.007	3	4964	0.007
15:00 - 16:00	3	4964	0.000	3	4964	0.020	3	4964	0.020
16:00 - 17:00	3	4964	0.007	3	4964	0.020	3	4964	0.027
17:00 - 18:00	3	4964	0.000	**3**	**4964**	**0.027**	3	4964	0.027
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.128			0.282

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.020	3	4964	0.013	3	4964	0.033
08:00 - 09:00	**3**	**4964**	**0.141**	3	4964	0.027	**3**	**4964**	**0.168**
09:00 - 10:00	3	4964	0.040	3	4964	0.020	3	4964	0.060
10:00 - 11:00	3	4964	0.040	3	4964	0.034	3	4964	0.074
11:00 - 12:00	3	4964	0.047	3	4964	0.007	3	4964	0.054
12:00 - 13:00	3	4964	0.040	3	4964	0.054	3	4964	0.094
13:00 - 14:00	3	4964	0.027	3	4964	0.013	3	4964	0.040
14:00 - 15:00	3	4964	0.007	3	4964	0.034	3	4964	0.041
15:00 - 16:00	3	4964	0.040	3	4964	0.054	3	4964	0.094
16:00 - 17:00	3	4964	0.040	3	4964	0.067	3	4964	0.107
17:00 - 18:00	3	4964	0.020	**3**	**4964**	**0.121**	3	4964	0.141
18:00 - 19:00	3	4964	0.000	3	4964	0.007	3	4964	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.462			0.451			0.913

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.242	3	4964	0.034	3	4964	0.276
08:00 - 09:00	3	4964	0.329	3	4964	0.087	3	4964	0.416
09:00 - 10:00	3	4964	0.269	3	4964	0.114	3	4964	0.383
10:00 - 11:00	3	4964	0.201	3	4964	0.215	3	4964	0.416
11:00 - 12:00	3	4964	0.248	3	4964	0.295	3	4964	0.543
12:00 - 13:00	3	4964	0.577	**3**	**4964**	**0.772**	3	4964	1.349
13:00 - 14:00	**3**	**4964**	**1.061**	3	4964	0.725	**3**	**4964**	**1.786**
14:00 - 15:00	3	4964	0.389	3	4964	0.262	3	4964	0.651
15:00 - 16:00	3	4964	0.208	3	4964	0.282	3	4964	0.490
16:00 - 17:00	3	4964	0.161	3	4964	0.463	3	4964	0.624
17:00 - 18:00	3	4964	0.094	3	4964	0.490	3	4964	0.584
18:00 - 19:00	3	4964	0.027	3	4964	0.201	3	4964	0.228
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.806			3.940			7.746

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 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	3	4964	0.141	3	4964	0.027	3	4964	0.168
08:00 - 09:00	**3**	**4964**	**0.436**	3	4964	0.027	**3**	**4964**	**0.463**
09:00 - 10:00	3	4964	0.376	3	4964	0.054	3	4964	0.430
10:00 - 11:00	3	4964	0.134	3	4964	0.060	3	4964	0.194
11:00 - 12:00	3	4964	0.107	3	4964	0.208	3	4964	0.315
12:00 - 13:00	3	4964	0.128	3	4964	0.242	3	4964	0.370
13:00 - 14:00	3	4964	0.262	3	4964	0.181	3	4964	0.443
14:00 - 15:00	3	4964	0.114	3	4964	0.094	3	4964	0.208
15:00 - 16:00	3	4964	0.060	3	4964	0.161	3	4964	0.221
16:00 - 17:00	3	4964	0.054	3	4964	0.269	3	4964	0.323
17:00 - 18:00	3	4964	0.020	**3**	**4964**	**0.396**	3	4964	0.416
18:00 - 19:00	3	4964	0.000	3	4964	0.121	3	4964	0.121
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.832			1.840			3.672

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.295	3	4964	0.013	3	4964	0.308
08:00 - 09:00	**3**	**4964**	**1.222**	3	4964	0.013	**3**	**4964**	**1.235**
09:00 - 10:00	3	4964	0.463	3	4964	0.101	3	4964	0.564
10:00 - 11:00	3	4964	0.201	3	4964	0.074	3	4964	0.275
11:00 - 12:00	3	4964	0.222	3	4964	0.289	3	4964	0.511
12:00 - 13:00	3	4964	0.195	3	4964	0.423	3	4964	0.618
13:00 - 14:00	3	4964	0.208	3	4964	0.215	3	4964	0.423
14:00 - 15:00	3	4964	0.175	3	4964	0.134	3	4964	0.309
15:00 - 16:00	3	4964	0.087	3	4964	0.148	3	4964	0.235
16:00 - 17:00	3	4964	0.235	3	4964	0.510	3	4964	0.745
17:00 - 18:00	3	4964	0.060	**3**	**4964**	**1.000**	3	4964	1.060
18:00 - 19:00	3	4964	0.020	3	4964	0.188	3	4964	0.208
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.383			3.108			6.491

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 COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
08:00 - 09:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
09:00 - 10:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
10:00 - 11:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
11:00 - 12:00	**3**	**4964**	**0.007**	3	4964	0.000	**3**	**4964**	**0.007**
12:00 - 13:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
13:00 - 14:00	3	4964	0.007	3	4964	0.000	3	4964	0.007
14:00 - 15:00	3	4964	0.000	**3**	**4964**	**0.007**	3	4964	0.007
15:00 - 16:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
16:00 - 17:00	3	4964	0.000	3	4964	0.007	3	4964	0.007
17:00 - 18:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL 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	3	4964	0.436	3	4964	0.040	3	4964	0.476
08:00 - 09:00	**3**	**4964**	**1.658**	3	4964	0.040	**3**	**4964**	**1.698**
09:00 - 10:00	3	4964	0.839	3	4964	0.154	3	4964	0.993
10:00 - 11:00	3	4964	0.336	3	4964	0.134	3	4964	0.470
11:00 - 12:00	3	4964	0.336	3	4964	0.497	3	4964	0.833
12:00 - 13:00	3	4964	0.322	3	4964	0.665	3	4964	0.987
13:00 - 14:00	3	4964	0.477	3	4964	0.396	3	4964	0.873
14:00 - 15:00	3	4964	0.289	3	4964	0.235	3	4964	0.524
15:00 - 16:00	3	4964	0.148	3	4964	0.309	3	4964	0.457
16:00 - 17:00	3	4964	0.289	3	4964	0.786	3	4964	1.075
17:00 - 18:00	3	4964	0.081	**3**	**4964**	**1.397**	3	4964	1.478
18:00 - 19:00	3	4964	0.020	3	4964	0.309	3	4964	0.329
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.231			4.962			10.193

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.712	3	4964	0.094	3	4964	0.806
08:00 - 09:00	**3**	**4964**	**2.149**	3	4964	0.154	3	4964	2.303
09:00 - 10:00	3	4964	1.175	3	4964	0.295	3	4964	1.470
10:00 - 11:00	3	4964	0.591	3	4964	0.383	3	4964	0.974
11:00 - 12:00	3	4964	0.665	3	4964	0.819	3	4964	1.484
12:00 - 13:00	3	4964	0.953	3	4964	1.511	3	4964	2.464
13:00 - 14:00	3	4964	1.591	3	4964	1.135	**3**	**4964**	**2.726**
14:00 - 15:00	3	4964	0.685	3	4964	0.537	3	4964	1.222
15:00 - 16:00	3	4964	0.396	3	4964	0.665	3	4964	1.061
16:00 - 17:00	3	4964	0.497	3	4964	1.336	3	4964	1.833
17:00 - 18:00	3	4964	0.195	**3**	**4964**	**2.035**	3	4964	2.230
18:00 - 19:00	3	4964	0.047	3	4964	0.517	3	4964	0.564
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.656			9.481			19.137

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 CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.000	3	4964	0.000	3	4964	0.000
08:00 - 09:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
09:00 - 10:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
10:00 - 11:00	**3**	**4964**	**0.007**	3	4964	0.000	**3**	**4964**	**0.007**
11:00 - 12:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
12:00 - 13:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
13:00 - 14:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
14:00 - 15:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
15:00 - 16:00	3	4964	0.000	**3**	**4964**	**0.007**	3	4964	0.007
16:00 - 17:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
17:00 - 18:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.000	3	4964	0.000	3	4964	0.000
08:00 - 09:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
09:00 - 10:00	**3**	**4964**	**0.007**	**3**	**4964**	**0.007**	**3**	**4964**	**0.014**
10:00 - 11:00	3	4964	0.007	3	4964	0.007	3	4964	0.014
11:00 - 12:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
12:00 - 13:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
13:00 - 14:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
14:00 - 15:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
15:00 - 16:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
16:00 - 17:00	3	4964	0.007	3	4964	0.000	3	4964	0.007
17:00 - 18:00	3	4964	0.000	3	4964	0.007	3	4964	0.007
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			0.042

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

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	3	4964	0.000	3	4964	0.000	3	4964	0.000
08:00 - 09:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
09:00 - 10:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
10:00 - 11:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
11:00 - 12:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
12:00 - 13:00	**3**	**4964**	**0.007**	3	4964	0.000	**3**	**4964**	**0.007**
13:00 - 14:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
14:00 - 15:00	3	4964	0.000	**3**	**4964**	**0.007**	3	4964	0.007
15:00 - 16:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
16:00 - 17:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
17:00 - 18:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
18:00 - 19:00	3	4964	0.000	3	4964	0.000	3	4964	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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

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Transport Assessment Appendix K

2011 Census Data: Method of Travel to Work (Workplace Population)

WD703EW - Method of travel to work (2001 specification) (Workday population)

Edit query
View data Change format

WD703EW - Method of travel to work (2001 specification) (Workday population)

Population	All usual residents aged 16-74 either in employment in the area, or not in employment but live there
Units	Persons
Area Type	2011 super output areas - middle layer
Area Name	E02000188 : Camden 023

Method of travel to work (2001 specification)	2011
All categories: Method of travel to work (2001 specification)	11,362
Work mainly at or from home	222
Underground, metro, light rail or tram	2,545
Train	2,949
Bus, minibus or coach	757
Taxi	17
Motorcycle, scooter or moped	54
Driving a car or van	693
Passenger in a car or van	38
Bicycle	272
On foot	346
Other method of travel to work	22
Not in employment	3,447

Warnings and notes:

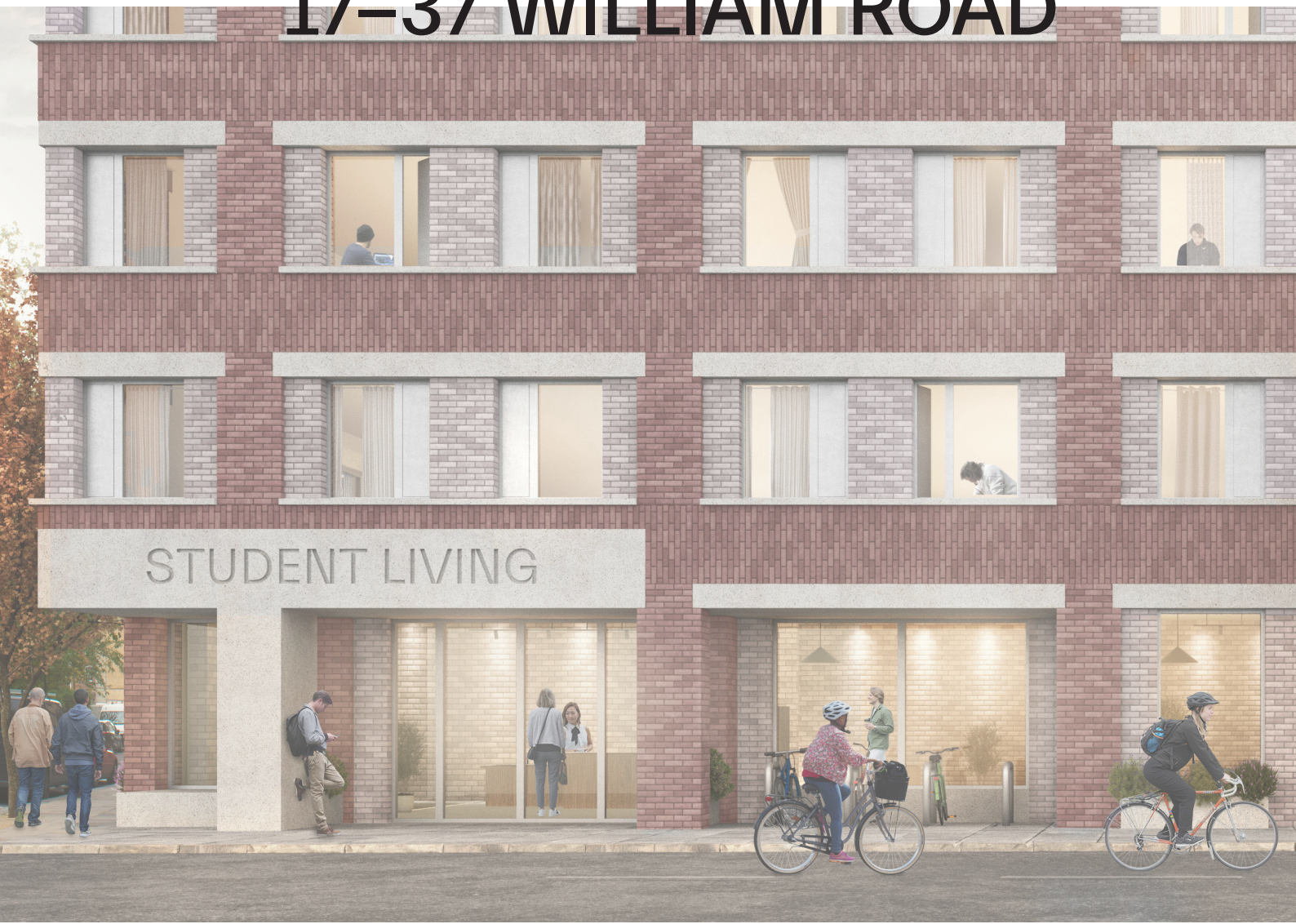
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies

Transport Assessment Appendix L

Student Travel Plan

Student Travel Plan
November 2020
Caneparo Associates

17–37 WILLIAM ROAD



Contents

Appendices

1 INTRODUCTION

1.1 Caneparo Associates is appointed by Euston One Limited (the 'Applicant') to provide traffic and transport advice in relation to a proposed development at 17-37 William Road, London Borough of Camden (LBC).

1.2 The site is located on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site comprises two adjoining buildings situated to the south of William Road: No.17-33 and No.35-37.

1.3 The proposed development comprises a student accommodation-led scheme comprising 239 bed spaces and 1,338sqm (GEA) of affordable workspace.

1.4 This Student Travel Plan would be implemented at the proposed student space.

1.5 TfL guidance for travel planning sets out comprehensive advice in preparing and implementing development related Travel Plans across London. This guidance has been adhered to in the preparation of this Travel Plan.

1.6 The aim of this Student Travel Plan is to put in place the management tools that are necessary to enable students, and visitors, to make informed decisions about their travel to / from the site. This will minimise the adverse impacts of their travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers which will enable future users of the site to make use of sustainable, as well as more active, transport modes.

1.7 This Travel Plan has been prepared in accordance with travel plan best practice and guidance published by Transport for London (TfL) and the Department for Transport (DfT).

1.8 The Travel Plan will bring about the following benefits:

- Students – Improved health, reduced stress and potential travel cost savings; and,
- Community – Setting an example to others by the development demonstrating its commitment to the Government's environmental priorities.

Scope

1.9 The remainder of this Plan is structured as follows:

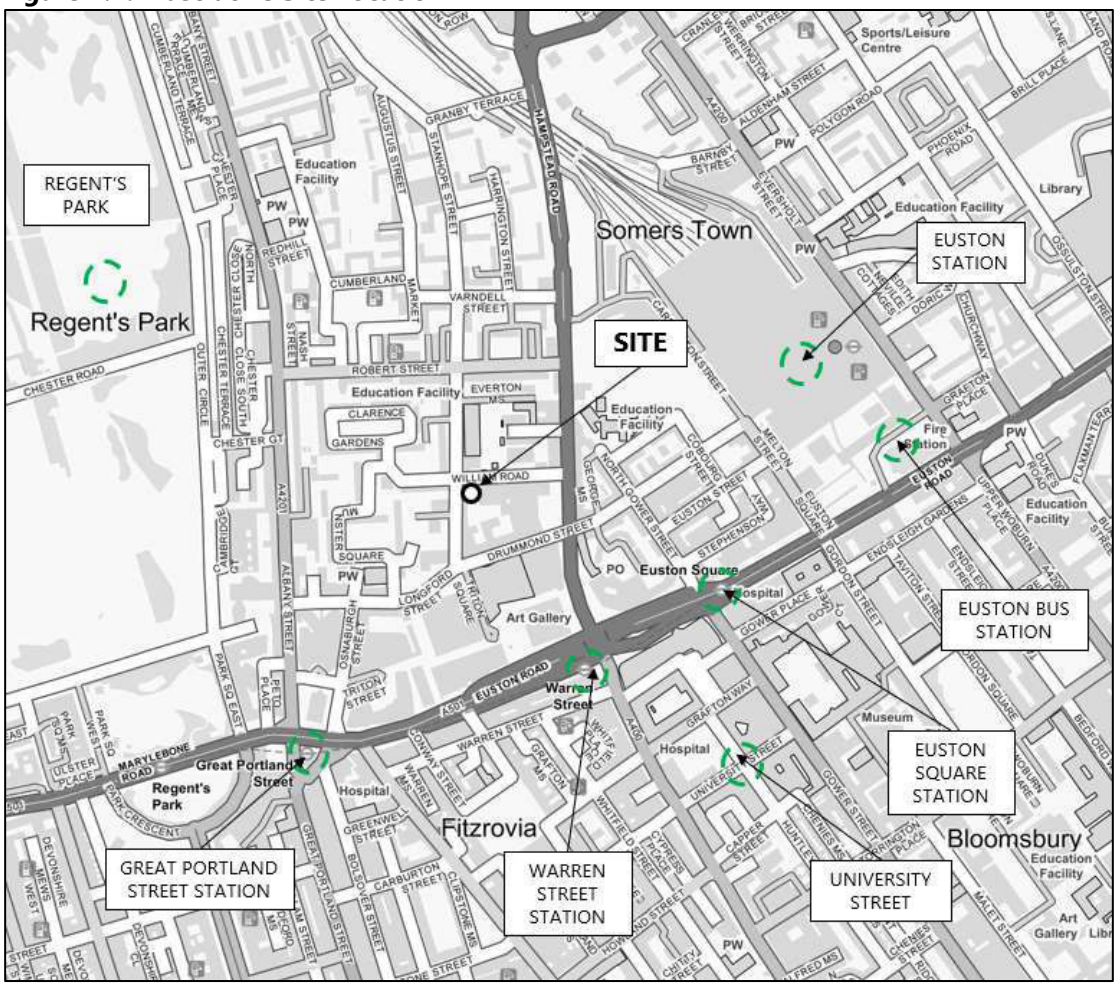
- Section 2 - Outlines the accessibility of the site and travel patterns;
- Section 3 - Sets out the objectives and targets of the Framework Travel Plan;
- Section 4 - Outlines the Travel Plan strategy including management and marketing;
- Section 5 - Sets out the Measures that will be implemented;
- Section 6 - Outlines the Monitoring and Review programme; and
- Section 7 - Sets out the Action Plan.

2 ACCESSIBILTY AND TRAVEL PATTERNS

The Site

2.1 The site is located on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site location is shown in **Figure 2.1**.

Figure 2.1: Illustrative Site Location



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2.2 The surrounding area comprises of a mixture of residential and commercial uses including retail, hotel, and leisure uses (including gyms, art galleries and museums), as well as Euston Station to the east of the site, Regent's Park to the west of the site and University College London to the south east of the site.

2.3 The site is situated within approximately 140 metres walking distance west of Hampstead Road and within approximately 290 metres walking distance of Euston Road. Hampstead Road provides a variety of amenities and local services such as shops, convenience stores, and restaurants / cafes. In addition, there is a wide range of local amenities and services located to the south of Euston Road, including along Great Portland Street, Tottenham Court Road and Cleveland Street.

Site Accessibility

Walking

2.4 A person's willingness to walk is dependent on many factors including safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

2.5 The Chartered Institute of Highways and Transport (CIHT) research on walking (*Planning for Walking*, 2015) suggests that for journeys of up to 1 mile (up to 1.6 kilometres) the majority of people will walk (79%), while the proportion of people walking decreases beyond the 1-mile threshold (26% between 1-2miles).

2.6 Further research regarding walking distances is set out in the National Travel Survey data for 2010-2012 (*How far do people walk? WYG Research Paper*, 2015) which suggests that walking should be considered suitable for distances up to 1.95 kilometres.

2.7 There is a significant residential population and a wide range of local amenities and services within circa 1.95 kilometres walking distance of the site (as identified in the previous section). The majority of amenities and services are located to the south of the site (south of Euston Road) within circa 450 metres walking distance.

2.8 Pedestrians are well provided for in the vicinity of the site with footways along both sides of all roads. There are regular street lighting columns and controlled and uncontrolled crossing points along key desire lines. Pedestrian specific way-finding signage is present, offering directions to local public transport services and sites of interest.

2.9 **Table 2.1** summarises some of the local amenities available for future users of the proposed development. This table provides the location of each amenity and provides approximate walking distances, as well as approximate walking times, assuming an average walk speed of 80 metres per minute.

Table 2.1: Approximate Walking Distances to Local Amenities			
Amenity	**Location**	**Walking Distance (metres)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Bus Stops	Hampstead Road (Robert Street, Euston Stop J)	150	2
	Hampstead Road (Warren Street Station, Euston Road Stop U)	290	4
Warren Street Underground Station	Tottenham Court Road, Euston Road	440	6
Euston Square Underground Station	Euston Road, North Gower Street	550	7
Euston Rail and Underground Station	Euston Road between Melton Street and Eversholt Street	600	8
Great Portland Street Underground Station	Great Portland Street, Euston Road	650	8
Regent's Park Underground Station	Marylebone Road, Park Crescent	760	10
Facilities and Amenities			
Grocery store	Hampstead Road, William Road	150	2
Green Light Pharmacy	Hampstead Road, Drummond Street	200	3
Convenience store	Hampstead Road, Prince of Wales Passage	210	3
Sainsbury's supermarket	Hampstead Road, Drummond Street	250	3
PureGym	Tottenham Court Road, Beaumont Place	500	6
Barclays Bank	Tottenham Court Road, Grafton Way	550	7
Mail Boxes etc (inc. Post Office)	Eversholt Street, Doric Way	900	11

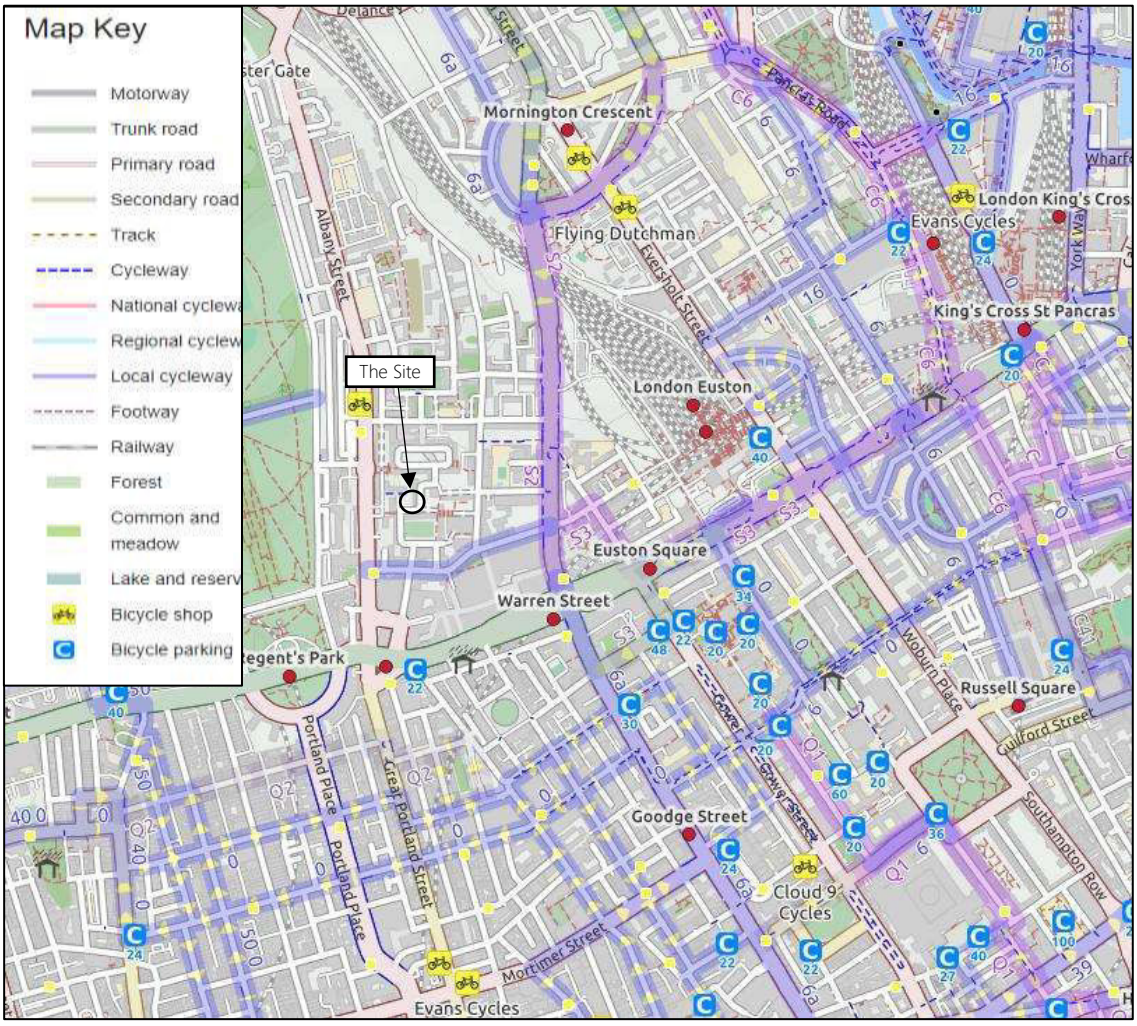
Cycling

2.10 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation (CIHT). This guidance highlights previous

research by the Department for Transport (DfT) that three quarters of all journeys are less than 5 miles (8 kilometres) of which 60% are undertaken by private cars. The guidelines highlight that there is a 'substantial potential' for substituting driving with cycling for distances up to 5 miles.

2.11 Open Street Map's mapping for the area (extract below) indicates the site is located adjacent to the local cycle network with access to the network available via Hampstead Road or Longford Street / Drummond Street.

Figure 2.1: Local Cycle Routes (Source: Open Street Map)



2.12 In addition to the above, the site is located within close proximity of Cycle Route 'S2' which forms part of Hampstead Road and proposed / future route 'Q1' to the north east of the site, which will provide access to Camden Town to the north of the site.

2.13 The vast majority of north and central London is within a convenient cycle ride of the site, including Hampstead Heath, Camden Town and Chalk Farm to the north, Clerkenwell to the east, the City

of London to the south east, Westminster and the River Thames to the south, Kensington and Hammersmith to the south west, and Kensal Green to the west.

2.14 The site is located close to a number of Santander Cycle Docking Stations. The nearest docking station is located on Hampstead Road adjacent to the junction of Euston Road and Hampstead Road (within approximately 330 metres walking distance of the site). This docking station provides access to 51 bike docking spaces. A further docking station (25 bike docking spaces) is located outside Warren Street station slightly further to the south.

Public Transport Accessibility

Bus Services

2.15 The site is served by a number of bus services within an acceptable walking distance. The closest bus stop is situated to the south-east of the site and is known as Robert Street Euston (Stop J) which is located on Hampstead Road within 150 metres of the proposed development. The bus services that serve the site are listed in **Table 2.2**.

Table 2.2: Local Bus Service Summary

No.	Route	Peak Frequency (minutes)		
		Weekdays	Saturdays	Sundays
14	Putney Heath – Russell Square	7-12	6-9	11-13
18	Sudbury & Harrow Road Station – Euston	4-9	4-10	7-11
24	Pimlico – Royal Free Hospital	8-13	9-12	11-14
27	Hammersmith – Chalk Farm	7-10	7-10	10-13
29	Turnpike Lane – Trafalgar Square	4-8	5-8	7-10
30	Baker Street – Hackney Wick	7-10	9-12	12-13
73	Tottenham Court Road – Stoke Newington	4-8	4-8	6-10
134	North Finchley - Euston	6-10	7-10	9-12
205	Paddington - Bow	7-11	8-12	11-13
390	Archway – Victoria	4-8	5-6	9-11
453	Deptford – Baker Street	4-9	6-10	8-12

2.16 As can be seen in **Table 2.2**, there are a number of frequent bus services which can be reached within a short walk distance of the site and provide opportunities' for travelling across London.

London Underground Services

2.17 The site benefits from being located within a short walk of Warren Street, Euston Square, Great Portland Street, Euston and Regent's Park stations. These stations provide access to a significant number of London Underground services that cover a large area of London, as highlighted by **Table 2.3** below.

Table 2.3: Local Bus Service Summary

Underground Services	Station(s)	Route
Bakerloo	Regent's Park	Elephant & Castle – Harrow & Wealdstone
Circle	Euston Square, Great Portland Street	Hammersmith – Paddington via Farringdon and Victoria
Hammersmith & City	Euston Square, Great Portland Street	Hammersmith - Barking
Metropolitan	Euston Square, Great Portland Street	Aldgate – Uxbridge / Watford / Amersham / Chesham
Northern	Warren Street (via Charing Cross), Euston (via Bank)	Morden – Edgware / Mill Hill East / High Barnet via Bank or Charing Cross
Victoria	Warren Street, Euston	Brixton – Walthamstow Central

2.18 Both Warren Street and Euston underground stations provide set-free access to Northern and Victoria Line services, these services provide further step-free interchange opportunities with the wider public transport network.

National Rail Services

2.19 Euston Station, which is located within approximately 600 metres walking distance to the east of the site, is served by a significant number of rail services providing access to the Midlands, north of England, Wales and Scotland.

2.20 Kings Cross Station and St Pancras Station are located further to the east (c.1.6 kilometres or a circa 20 minute walk) where international rail services to and from Paris can be accessed along with rail services to the north east of England, East Midlands, and Scotland.

Baseline Travel Patterns

2.21 A site-specific Year 0 mode split will be taken from the first travel survey conducted at the site. This survey will accurately identify how residents travel to / from the site. The results of the first

site-specific survey will be known as Year 0. Once the site reaches the threshold of 75% occupation the Year 0 survey will be undertaken within one month.

2.22 Prior to this threshold, a predicted modal split has been calculated using TRICS survey data of similar student accommodation sites, as set out in **Table 2.4**.

Table 2.4: Estimated Baseline Travel Patterns for Students

Mode	Percentage (%)	Adjusted Percentage (%)
Underground	23	27
Rail	28	34
Bus	21	25
Taxi	0	0
Motorcycle	0	0
Car Driver	16	0
Car Passenger	1	0
Cycle	4	5
Walk	7	9

2.23 For the purpose of this Travel Plan, the modal split shown above will be used for target setting purposes until the criteria for a Year 0 travel survey has been reached and results become available. The detailed TRICS data results are included at **Appendix A**.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in Section 6 of this report.

- **Objectives:** They help to give the Travel Plan direction and provide a clear focus
- **Targets:** Are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the site will seek to reach within the period covered by this Travel Plan.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage students, and associated visitors, to use more sustainable ways of travelling to / from the site, through more effective promotion of public transport and active modes. This will minimise the impact of the development on the surrounding road network and air quality.

3.3 The sub-objectives are:

- Sub-objective 1: To increase awareness of the advantages and availability of sustainable / active modes of transport amongst students and visitors;
- Sub-objective 2: To promote the cost, health and fitness benefits of active travel to all users;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate students and visitor travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce the unnecessary use of less sustainable modes for journeys to and from the site by students and visitors.

Targets

3.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and success of the travel plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The key action targets are set out below:

- A Travel Plan Coordinator (TPC) will be appointed at least three months prior to the first occupation of the student space;
- To launch this Travel Plan when the student accommodation opens;
- To promote sustainable transport options for student residents and visitors of the site;
- To conduct the Year 0/Baseline survey once the site reaches the threshold of 75% occupation;
- Each monitoring survey will occur within one month of the anniversary of the Year 0 survey in each survey year (i.e. Years 1, 3 and 5);
- A Travel Plan Noticeboard will be located in the building and will be periodically updated so that it provides up-to-date sustainable travel information; and,
- Student Travel Packs will be provided to all new student residents upon occupation, ideally in digital format. Travel Packs will include a summary of the objectives and measures set out in this document.

Aim Targets

3.1 The Aim targets of this Travel Plan are focused predominantly on student residents of the site, as opposed to resident visitors who tend to visit the site sporadically and will generate varying travel survey results.

3.2 **Table 3.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. The figures are taken from the adjusted mode split, as detailed in Section 2 and will be replaced by Year 0 data once it has been collected.

3.3 This Travel Plan recognises that it is not possible to set accurate targets far in the future, even when based on actual modal share data (i.e. when the Year 0 survey has been undertaken). Given

this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan Aim Targets					
Target	**Indicator**	**Mode Split**			
		Baseline	**Interim (Year 1)**	**Interim (Year 3)**	**Final (Year 5)**
Occupiers					
Achieve a 6% increase in walking mode share	Modal Split monitoring surveys for walking	9%	11%	13%	15%
Achieve a 3% increase in cycling mode share	Modal Split monitoring surveys for cycling	5%	6%	7%	8%
Visitors					
Increase the awareness of cycling and walking as viable options available to access the site	No Surveys Necessary	-	-	-	-

3.4 It can be difficult to influence visitor travel behaviour, particularly to student accommodation. Therefore, it is considered more constructive to set Action targets aimed at promoting sustainable transport to visitors of the site, rather than specific Aim Targets.

3.5 The targets listed are based preliminary on currently available data and therefore will need to be adjusted once an accurate baseline modal share has been established from the Year 0 survey. Any adjustments to the targets will be discussed and agreed with LBC.

3.6 The interim targets will be measured in order to assess progress towards meeting the targets.

4 TRAVEL PLAN STRATEGY

Travel Plan Coordinator

4.1 If / when considered appropriate, the Developer will pass responsibility of the travel plan onto the future proprietors of the site. The Developer will appoint a Travel Plan Co-ordinator (TPC) to implement and administer the Travel Plan. The TPC will be appointed / confirmed three months prior to first occupation of the student accommodation.

4.2 The TPC will be a senior member of Site Management Team (SMT) or similar and, as such, will have access to the appropriate information and technology to communicate effectively with all student residents at the site.

4.3 The duties of the Travel Plan Co-ordinator will include:

- Issue, collection and assessment of the Student Travel Surveys at years 0, 1, 3 and 5;
- Taking responsibility for data collection and review of the Travel Plan;
- Oversee the site and implementation of the Travel Plan on a day-to-day basis;
- Organise and manage arrival and departure periods at the start and end of term;
- Obtain and maintain commitment to, and support of, the Travel Plan by student residents and any relevant stakeholders;
- Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- Act as a point of contact for all student residents and associated visitors requiring travel related assistance; and,
- Ensure that all displayed and issued travel information is up to date.

Time Allocation

4.4 The TPC is expected to undertake the management of the Travel Plan in addition to other duties. The individual undertaking the role will be allocated the time necessary to enable the Travel Plan to achieve its objectives.

4.5 Issuing of non-Travel Plan duties to the TPC should be avoided during survey collection, assessment and Travel Plan evaluation periods.

Marketing Strategy

4.6 Each student will be provided with a Welcome Pack on occupation. The Welcome Pack will include; a summarised version of the Travel Plan, its objectives in enhancing the environment and the role individuals have in achieving the objectives of the Travel Plan. Ideally the Welcome Pack will be in digital format.

4.7 Contact details of the TPC will be advertised in the event that residents and associated visitors wish to discuss specific matters directly.

4.8 The following could be used as other means of disseminating information to promote events / campaigns / promotions / services / initiatives:

i) Notice boards;

ii) Newsletters;

iii) Internet / intranet.

5 MEASURES AND INITIATIVES

5.1 This section of the Travel Plan outlines the specific physical and management measures which make up the core of this Travel Plan.

Physical Measures

5.2 Cycle parking provision for students will be provided in accordance with Intend to Publish London Plan Policy standards. Provision for visitor cycle parking will be provided at street level in close proximity to the site's access points.

5.3 The site's proximity to rail, overground and bus services, as well as cycle routes surrounding the site, will help to encourage sustainable travel by all site users travelling to / from the site.

5.4 The development provides cycle storage for 188 student and associated visitor bicycles. It is anticipated that access to the internal cycle storage facility will be restricted to key / fob holders; students will be able to obtain this from Site Management Team upon moving into the building (or on request).

Welcome Pack and Travel Information Provision

5.5 Students will be provided with a Welcome Pack containing useful information aimed at encouraging sustainable travel. It is recommended that the packs contain the following information:

- A summary version of the Travel Plan setting out the purpose, benefits etc.;
- Timetables and route maps for public transport, particularly buses;
- Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
- Local taxi company details;
- Car Club information;
- Cycling and walking maps for the local area;
- Web details for any community travel sites and community forum sites; and
- Web and other contact details for major retailers offering parcel deposit and collection services.

5.6 Similar information will be provided on information boards within the site, these will also highlight any events or specific promotions available to student residents.

Management Measures

Walking Initiatives

5.7 Initiatives to help promote walking to students and visitors of the site are as follows:

- Students will be provided with information and advice on safe pedestrian routes to and from the site. Information will be provided within Welcome Packs and will also be displayed within public areas.
- Health benefits of walking to be promoted e.g. '10,000 steps a day campaign.'
- The benefits to the environment from reducing use of both the private car and public transport to be promoted.

Cycling Initiatives

5.8 The TPC will promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations / companies that offer 'Dr Bike' services;

- Creating a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling.

Public Transport Initiatives

5.9 Up-to-date details of bus, rail and overground services, including route information and service frequencies, will be permanently on display in prominent locations and will be provided within Welcome Packs. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted.

Car Initiatives

5.10 The development does not provide car parking. Students are required to agree as part of their Assured Shorthold Tenancy Agreement not to bring or to keep motor vehicles on the local highway network during their occupancy period.

5.11 Details of local car clubs will be provided within the Welcome Packs for all students, allowing students the freedoms of car use without the ongoing costs and hassle associated with car ownership.

5.12 Visitors will be advised to arrive by public transport and discouraged from traveling by car; in the event that car travel is essential, visitors will be advised to park within the nearby off-street public car parks.

5.13 Routing to the Development by public transport and active modes can be provided on the student accommodation to inform visitors of the best routes to the Development via sustainable travel.

Provision for People with Disabilities and Visual Impairment

5.14 Provision for people with disabilities has been built into the design of the building. The following initiatives / design features / measures are present:

- Wheelchair accessible units; and
- Wheelchair accessible lifts with accessible floors.

5.15 The TPC, through dialogue with LBC (if necessary / appropriate), will also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include maintenance of:

- All dropped kerbs, with appropriate colour tactile paving; and
- Signalised pedestrian crossings, with rotating cones and noise notifications as appropriate.

Personalised Travel Planning

5.16 The TPC will offer a Personalised Travel Planning (PTP) service for all resident students, if requested. The TPC will be able to draw on advice from journey planning websites such as TfL's Journey Planner www.tfl.gov.uk or Citymapper www.citymapper.com.

Student Arrivals and Departures

5.17 While the site is car free, there will be some vehicular activity associated the student accommodation at the start and end of term, when students move into and out of the premises.

Some students are expected to travel by car with parents or friends, whilst others may arrive by taxi having used another travel mode for the main leg of their journey.

5.18 It is acknowledged that activity at the beginning and end of the academic year, when students will arrive and depart, occurs within a relatively short timeframe. As such, this activity could give rise to congestion at certain times if this process is not properly managed and therefore the site will be managed to prevent this. The Site Management Team will manage the peak intake and collection weekends through a booking system and on-hand marshalling through the arrival and departure period.

5.19 Once the crossover is removed is removed as part of the proposed development, in the immediate vicinity of the site, William Road and Stanhope Street will provide c.38 metres and c.22 metres of loading opportunity respectively. These areas will provide ample capacity to accommodate scheduled student loading / unloading while allowing for other existing loading to be undertaken concurrently.

5.20 Students will be allocated move in / move out weekend time slots. The site management team will be present in order to direct and organise traffic movements. The staff will ensure that all loading / unloading activity by students is undertaken safely and efficiently and will help direct students to their rooms within the building.

5.21 All students will be provided with a date and a time for their arrival / departure from the development. Staff will also issue maps and directions to local car parking for any students / parents that wish to spend more time in the area after unloading their car.

5.22 Local traffic police will be contacted to determine whether or not they can be present during the intake process, to guide traffic and ensure the local road network does not become congested. In the unlikely event that congestion occurs, management staff / police will advise new arrivals to return at an allotted time for drop off / collection later in the day.

6 MONITORING AND REVIEW

Monitoring and Review

6.1 The Travel Plan is part of a continuous process for improvement; requiring monitoring, review and revision to ensure it remains relevant. This chapter sets out the proposals for monitoring and review of the Travel Plan.

6.2 All student travel monitoring will be undertaken via a questionnaire survey coordinated by the TPC. An example survey questionnaire is included at **Appendix B**. The monitoring programme will begin with the initial baseline Year 0 travel survey, followed by additional surveys in Years 1, 3 and 5. The Year 0 survey will be undertaken once the site is occupied. Occupation is defined as when the site reaches the threshold of 75% occupation. The Year 0 survey will then be undertaken within 3 months. The Travel Plan will be monitored for 5 years after occupation of the site.

6.3 Upon review of the Year 0 baseline travel survey results, if the modal split is found to be considerably different from the expected modal split the targets set out in this Travel Plan will be reviewed. The targets will be discussed with LBC before being finalised.

6.4 The travel survey should remain the same throughout the life of the Travel Plan to ensure consistency in the results and information and the ability to measure the effectiveness of the Travel Plan measures. However additional questions may be added if considered beneficial.

6.5 In order to gauge the success of the measures employed regular monitoring will be used, this will include the following:

- Monitoring the level of usage of cycle stands;
- Review of requests received during any Personalised Travel Planning sessions; and
- Review of comments received from students relating to the operation and implications of the Travel Plan.

6.6 The above list is by no means exhaustive, thus the TPC will seek to add further items as appropriate. Information gathered through the monitoring process will be recorded for input to the annual review. The monitoring information will be made available to LBC.

Reporting

6.7 The TPC will compile a report each year as part of the annual review of the Travel Plan throughout the life of the document (i.e. the 5 year period). The report will include the results of any monitoring and will be issued to LBC.

Securement and Funding

6.8 The Developer is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that any agreed targets are achieved.

6.9 This will include funding the Travel Plan Co-ordinator, travel surveys and implementation of all reasonable necessary measures.

Remedial Measures

6.10 In the event that the Travel Plan targets are not met, a range of remedial measures will be considered by the TPC and Site Management Team. These measures will be dependent on the results of the travel surveys, but could include the following:

- Review of cycle parking use and quality of spaces provided;
- Review of content on Travel Noticeboard;
- Promotional events to encourage greater use of walking and cycling; and
- Targeted Personalised Travel Planning sessions for Students.

7 ACTION PLAN

7.1 **Table 7.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with how funding will be secured and who is responsible. The Action Plan will be reviewed annually by the TPC and any changes will be agreed with LBC prior to being implemented.

Table 7.1: Travel Plan Action Plan

Action	Target	Funding	Measure	Responsibility
Appointment of Travel Plan Coordinator	To be appointed prior to occupation	Service Charge	Appointment of Travel Plan Co-ordinator	Developer
Provision of Cycle Parking	Before occupation	Site Management	During Construction	Developer
Erection of Travel Noticeboard	Before occupation	Site Management	On completion of fit out	TPC
Production of Welcome Packs	Before occupation	Site Management	Completed Welcome Pack	TPC
Baseline Surveys	Within 3 months of occupation	Service Charge	Receipt of survey results	TPC
Set Targets	Within 1 month of Baseline Surveys	N/A	Receipt of survey results	TPC
Promote Active Modes	On-going	Site Management	On-going	TPC
Maintenance of Cycle Parking	On-going	Included within Service Charge	On-going	TPC
Interim Surveys	At years 1, 3 and 5 following the Baseline Survey	Service Charge	Receipt of survey results	TPC
Annual review of Travel Plan	Each year of the Travel Plan	Service Charge	Review document	TPC
Achieve Targets	5 years after Baseline Survey	Site Management	Receipt of survey results	TPC

Student Travel Plan Appendix A

Calculation Reference: AUDIT-358901-200810-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLES

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 days
	IS	ISLINGTON	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: Number of residents
Actual Range: 146 to 1100 (units:)
Range Selected by User: 100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 09/03/20

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	2 days
Friday	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	1
Edge of Town Centre	2

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

Selected Location Sub Categories:

Built-Up Zone	3

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

Secondary Filtering selection:

Use Class:

C3	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:

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

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

Population within 5 miles:

125,001 to 250,000	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:

0.5 or Less	2 days
0.6 to 1.0	1 days

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

Travel Plan:

No	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:

6a Excellent	1 days
6b (High) Excellent	2 days

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

LIST OF SITES relevant to selection parameters

1 **CN-03-G-01** **STUDENT FLATS** **CAMDEN**
SAINT PANCRAS WAY
KING'S CROSS

Edge of Town Centre
Built-Up Zone
Total Number of residents: 571
Survey date: TUESDAY *14/11/17* *Survey Type: MANUAL*

2 **IS-03-G-01** **STUDENT FLATS** **ISLINGTON**
OLD STREET
ST LUKE'S

Edge of Town Centre
Built-Up Zone
Total Number of residents: 146
Survey date: FRIDAY *07/12/12* *Survey Type: MANUAL*

3 **LB-03-G-02** **STUDENT FLATS** **LAMBETH**
WESTMINSTER BRIDGE RD
LAMBETH

Town Centre
Built-Up Zone
Total Number of residents: 1100
Survey date: TUESDAY *27/11/18* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KI-03-G-01	.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.001	3	606	0.002	3	606	0.003
09:00 - 10:00	3	606	0.001	3	606	0.001	3	606	0.002
10:00 - 11:00	3	606	0.003	3	606	0.003	3	606	0.006
11:00 - 12:00	3	606	0.003	3	606	0.005	3	606	0.008
12:00 - 13:00	3	606	0.003	3	606	0.003	3	606	0.006
13:00 - 14:00	**3**	**606**	**0.006**	3	606	0.004	3	606	0.010
14:00 - 15:00	3	606	0.004	3	606	0.006	3	606	0.010
15:00 - 16:00	3	606	0.004	3	606	0.004	3	606	0.008
16:00 - 17:00	3	606	0.004	3	606	0.003	3	606	0.007
17:00 - 18:00	3	606	0.003	3	606	0.002	3	606	0.005
18:00 - 19:00	3	606	0.003	3	606	0.003	3	606	0.006
19:00 - 20:00	2	836	0.004	2	836	0.003	2	836	0.007
20:00 - 21:00	2	836	0.005	**2**	**836**	**0.006**	**2**	**836**	**0.011**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.046			0.091

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:	146 - 1100 (units:)
Survey date date range:	01/01/12 - 09/03/20
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:	1

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.000	3	606	0.000	3	606	0.000
08:00 - 09:00	3	606	0.000	3	606	0.001	3	606	0.001
09:00 - 10:00	3	606	0.000	3	606	0.000	3	606	0.000
10:00 - 11:00	3	606	0.002	3	606	0.002	3	606	0.004
11:00 - 12:00	3	606	0.002	3	606	0.002	3	606	0.004
12:00 - 13:00	3	606	0.003	3	606	0.002	3	606	0.005
13:00 - 14:00	3	606	0.002	3	606	0.002	3	606	0.004
14:00 - 15:00	3	606	0.001	3	606	0.001	3	606	0.002
15:00 - 16:00	3	606	0.002	3	606	0.002	3	606	0.004
16:00 - 17:00	3	606	0.002	3	606	0.002	3	606	0.004
17:00 - 18:00	3	606	0.002	3	606	0.002	3	606	0.004
18:00 - 19:00	3	606	0.003	3	606	0.003	3	606	0.006
19:00 - 20:00	2	836	0.002	2	836	0.002	2	836	0.004
20:00 - 21:00	**2**	**836**	**0.005**	**2**	**836**	**0.005**	**2**	**836**	**0.010**
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	**3**	**606**	**0.001**	**3**	**606**	**0.001**	**3**	**606**	**0.002**
08:00 - 09:00	3	606	0.000	3	606	0.000	3	606	0.000
09:00 - 10:00	3	606	0.000	3	606	0.000	3	606	0.000
10:00 - 11:00	3	606	0.000	3	606	0.000	3	606	0.000
11:00 - 12:00	3	606	0.000	3	606	0.000	3	606	0.000
12:00 - 13:00	3	606	0.000	3	606	0.000	3	606	0.000
13:00 - 14:00	3	606	0.000	3	606	0.000	3	606	0.000
14:00 - 15:00	3	606	0.000	3	606	0.000	3	606	0.000
15:00 - 16:00	3	606	0.000	3	606	0.000	3	606	0.000
16:00 - 17:00	3	606	0.000	3	606	0.000	3	606	0.000
17:00 - 18:00	3	606	0.000	3	606	0.000	3	606	0.000
18:00 - 19:00	3	606	0.000	3	606	0.000	3	606	0.000
19:00 - 20:00	2	836	0.000	2	836	0.000	2	836	0.000
20:00 - 21:00	2	836	0.000	2	836	0.000	2	836	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.000	3	606	0.000	3	606	0.000
08:00 - 09:00	3	606	0.001	3	606	0.001	3	606	0.002
09:00 - 10:00	3	606	0.000	3	606	0.001	3	606	0.001
10:00 - 11:00	3	606	0.000	3	606	0.001	3	606	0.001
11:00 - 12:00	3	606	0.002	3	606	0.003	3	606	0.005
12:00 - 13:00	3	606	0.001	3	606	0.002	3	606	0.003
13:00 - 14:00	3	606	0.002	3	606	0.002	3	606	0.004
14:00 - 15:00	3	606	0.001	3	606	0.001	3	606	0.002
15:00 - 16:00	3	606	0.002	3	606	0.002	3	606	0.004
16:00 - 17:00	3	606	0.004	3	606	0.000	3	606	0.004
17:00 - 18:00	3	606	0.003	3	606	0.002	3	606	0.005
18:00 - 19:00	**3**	**606**	**0.005**	**3**	**606**	**0.004**	**3**	**606**	**0.009**
19:00 - 20:00	2	836	0.000	2	836	0.001	2	836	0.001
20:00 - 21:00	2	836	0.001	2	836	0.001	2	836	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

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/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.001	3	606	0.002	3	606	0.003
09:00 - 10:00	3	606	0.001	3	606	0.001	3	606	0.002
10:00 - 11:00	3	606	0.003	3	606	0.003	3	606	0.006
11:00 - 12:00	3	606	0.004	**3**	**606**	**0.006**	**3**	**606**	**0.010**
12:00 - 13:00	3	606	0.003	3	606	0.001	3	606	0.004
13:00 - 14:00	3	606	0.006	3	606	0.004	3	606	0.010
14:00 - 15:00	3	606	0.004	3	606	0.006	3	606	0.010
15:00 - 16:00	3	606	0.006	3	606	0.004	3	606	0.010
16:00 - 17:00	3	606	0.004	3	606	0.003	3	606	0.007
17:00 - 18:00	3	606	0.003	3	606	0.001	3	606	0.004
18:00 - 19:00	3	606	0.004	3	606	0.002	3	606	0.006
19:00 - 20:00	2	836	0.004	2	836	0.001	2	836	0.005
20:00 - 21:00	**2**	**836**	**0.006**	2	836	0.002	2	836	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.037			0.087

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.006	3	606	0.007	3	606	0.013
08:00 - 09:00	3	606	0.004	**3**	**606**	**0.042**	3	606	0.046
09:00 - 10:00	3	606	0.004	3	606	0.035	3	606	0.039
10:00 - 11:00	3	606	0.009	3	606	0.037	3	606	0.046
11:00 - 12:00	3	606	0.011	3	606	0.027	3	606	0.038
12:00 - 13:00	3	606	0.020	3	606	0.030	3	606	0.050
13:00 - 14:00	3	606	0.023	3	606	0.034	3	606	0.057
14:00 - 15:00	3	606	0.015	3	606	0.028	3	606	0.043
15:00 - 16:00	3	606	0.035	3	606	0.019	3	606	0.054
16:00 - 17:00	3	606	0.034	3	606	0.018	3	606	0.052
17:00 - 18:00	**3**	**606**	**0.037**	3	606	0.022	**3**	**606**	**0.059**
18:00 - 19:00	3	606	0.035	3	606	0.018	3	606	0.053
19:00 - 20:00	2	836	0.023	2	836	0.012	2	836	0.035
20:00 - 21:00	2	836	0.031	2	836	0.010	2	836	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.339			0.626

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/G - STUDENT ACCOMMODATION

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.002	3	606	0.004	3	606	0.006
08:00 - 09:00	3	606	0.002	3	606	0.023	3	606	0.025
09:00 - 10:00	3	606	0.003	**3**	**606**	**0.030**	3	606	0.033
10:00 - 11:00	3	606	0.006	3	606	0.026	3	606	0.032
11:00 - 12:00	3	606	0.013	3	606	0.019	3	606	0.032
12:00 - 13:00	3	606	0.006	3	606	0.019	3	606	0.025
13:00 - 14:00	3	606	0.013	3	606	0.016	3	606	0.029
14:00 - 15:00	3	606	0.010	3	606	0.017	3	606	0.027
15:00 - 16:00	3	606	0.016	3	606	0.011	3	606	0.027
16:00 - 17:00	3	606	0.017	3	606	0.009	3	606	0.026
17:00 - 18:00	**3**	**606**	**0.025**	3	606	0.009	**3**	**606**	**0.034**
18:00 - 19:00	3	606	0.023	3	606	0.008	3	606	0.031
19:00 - 20:00	2	836	0.016	2	836	0.005	2	836	0.021
20:00 - 21:00	2	836	0.022	2	836	0.002	2	836	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.198			0.372

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.004	3	606	0.008	3	606	0.012
08:00 - 09:00	3	606	0.001	**3**	**606**	**0.019**	3	606	0.020
09:00 - 10:00	3	606	0.006	3	606	0.015	3	606	0.021
10:00 - 11:00	3	606	0.011	3	606	0.018	3	606	0.029
11:00 - 12:00	3	606	0.008	3	606	0.010	3	606	0.018
12:00 - 13:00	3	606	0.012	3	606	0.010	3	606	0.022
13:00 - 14:00	3	606	0.012	3	606	0.012	3	606	0.024
14:00 - 15:00	3	606	0.011	3	606	0.018	3	606	0.029
15:00 - 16:00	3	606	0.009	3	606	0.009	3	606	0.018
16:00 - 17:00	3	606	0.019	3	606	0.008	3	606	0.027
17:00 - 18:00	3	606	0.018	3	606	0.012	**3**	**606**	**0.030**
18:00 - 19:00	3	606	0.019	3	606	0.008	3	606	0.027
19:00 - 20:00	2	836	0.010	2	836	0.004	2	836	0.014
20:00 - 21:00	**2**	**836**	**0.020**	2	836	0.005	2	836	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.156			0.316

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/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.007	3	606	0.013	3	606	0.020
08:00 - 09:00	3	606	0.003	3	606	0.042	3	606	0.045
09:00 - 10:00	3	606	0.009	**3**	**606**	**0.045**	3	606	0.054
10:00 - 11:00	3	606	0.017	3	606	0.043	3	606	0.060
11:00 - 12:00	3	606	0.021	3	606	0.029	3	606	0.050
12:00 - 13:00	3	606	0.018	3	606	0.029	3	606	0.047
13:00 - 14:00	3	606	0.025	3	606	0.028	3	606	0.053
14:00 - 15:00	3	606	0.021	3	606	0.035	3	606	0.056
15:00 - 16:00	3	606	0.025	3	606	0.020	3	606	0.045
16:00 - 17:00	3	606	0.036	3	606	0.017	3	606	0.053
17:00 - 18:00	**3**	**606**	**0.043**	3	606	0.021	**3**	**606**	**0.064**
18:00 - 19:00	3	606	0.042	3	606	0.017	3	606	0.059
19:00 - 20:00	2	836	0.026	2	836	0.008	2	836	0.034
20:00 - 21:00	2	836	0.042	2	836	0.007	2	836	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.335			0.354			0.689

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

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TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	3	606	0.013	3	606	0.021	3	606	0.034
08:00 - 09:00	3	606	0.009	**3**	**606**	**0.088**	3	606	0.097
09:00 - 10:00	3	606	0.013	3	606	0.081	3	606	0.094
10:00 - 11:00	3	606	0.029	3	606	0.085	3	606	0.114
11:00 - 12:00	3	606	0.037	3	606	0.064	3	606	0.101
12:00 - 13:00	3	606	0.042	3	606	0.062	3	606	0.104
13:00 - 14:00	3	606	0.055	3	606	0.068	3	606	0.123
14:00 - 15:00	3	606	0.042	3	606	0.070	3	606	0.112
15:00 - 16:00	3	606	0.067	3	606	0.045	3	606	0.112
16:00 - 17:00	3	606	0.077	3	606	0.037	3	606	0.114
17:00 - 18:00	**3**	**606**	**0.086**	3	606	0.046	**3**	**606**	**0.132**
18:00 - 19:00	3	606	0.086	3	606	0.040	3	606	0.126
19:00 - 20:00	2	836	0.053	2	836	0.022	2	836	0.075
20:00 - 21:00	2	836	0.080	2	836	0.020	2	836	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.689			0.749			1.438

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

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Student Travel Plan Appendix B

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Thank you in advance for your help.

1. Which of the following best describes your current situation?

☐ Employed (full time) ☐ Employed (part time) ☐ In Education ☐ Unemployed

2. What time do you normally arrive at work or place of education?

☐ Before 07:00 (01) ☐ 07:00 – 10:00 (02) ☐ After 10:00 (03) ☐ NA (04)

3. What time do you normally leave work or place of education?

☐ Before 16:00 (01) ☐ 16:00 – 19:00 (02) ☐ After 19:00 (03) ☐ NA (04)

4. On average, how long does your journey take?

☐ 0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04)

☐ 61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐ NA (08)

5. Approximately how far is your journey?

☐ 0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ >2 miles (03) ☐ NA (04)

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

☐ Drive alone (01) ☐ Car share - driver (02) ☐ Car share - passenger (03) ☐ Bus (04)

☐ Train (05) ☐ Tube/Underground (06) ☐ Cycle (07) ☐ Motorbike > 125 (08)

☐ Motorbike >125 (09) ☐ Taxi (10) ☐ Walk (11) ☐ Work from home (12)

☐ Other (12) - Please specify: _____

7. What alternative mode of transport would you consider if your usual mode wasn't available?

☐ Drive alone (01) ☐ Car share -driver (02) ☐ Car share - passenger (03) ☐ Bus (04)

☐ Train (05) ☐ Tube/Underground (06) ☐ Cycle (07) ☐ Motorbike ≤125 (08)

☐ Motorbike >125 (09) ☐ Taxi (10) ☐ Walk (11) ☐ Work from home (12)

☐ Other (12) - Please specify: _____

8. What would encourage you to use an alternative mode of travel?

☐ More frequent bus services (01) ☐ Better pedestrian / cycle routes (02)

☐ A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04)

☐ A safer walking / cycling environment (05) ☐ Cycle training (06)

☐ Better information on alternatives (07) ☐ Nothing (08)

9. In what age category do you fall?

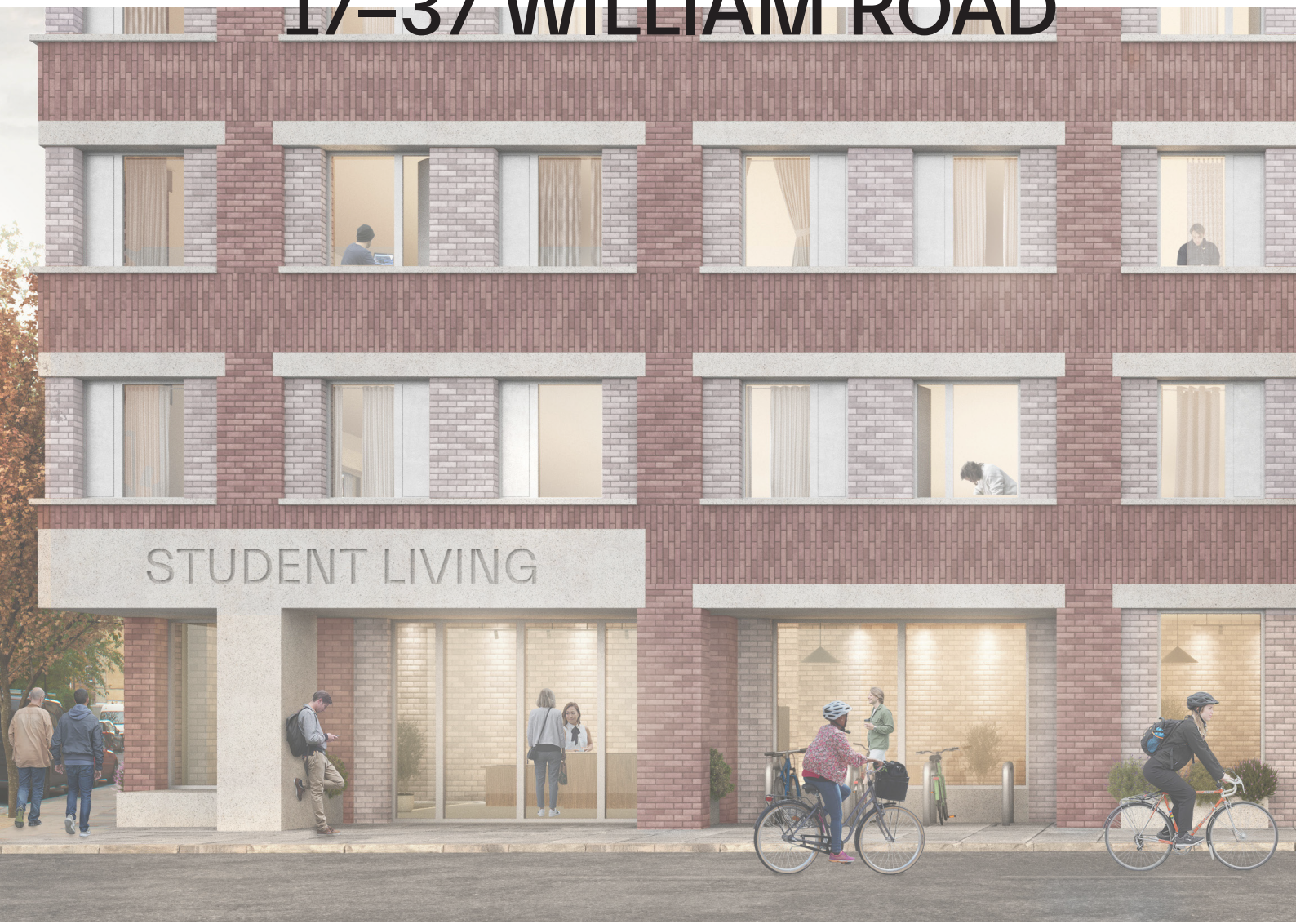
☐ Under 25 (01) ☐ 25 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04)

Transport Assessment Appendix M

Framework Commercial Travel Plan

Framework Commercial Travel Plan
November 2020
Caneparo Associates

17–37 WILLIAM ROAD



Contents

Appendices

1 INTRODUCTION

1.1 Caneparo Associates is appointed by Euston One Limited (the 'Applicant') to provide traffic and transport advice in relation to a proposed development at 17-37 William Road, London Borough of Camden (LBC).

1.2 The site is located on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site comprises two adjoining buildings situated to the south of William Road: No.17-33 and No.35-37.

1.3 The proposed development comprises a student accommodation-led scheme comprising 239 bed spaces and 1,338sqm (GEA) of affordable workspace.

1.4 This Framework Commercial Travel Plan would be implemented at the proposed affordable workspace.

1.5 Travel plans provide long-term strategies aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking, cycling, and public transport. Travel plans also encourage a shift from sustainable modes such as public transport, to more active modes such as walking and cycling, particularly in areas of high accessibility where car use is already low.

1.6 Changing travel habits can be achieved through measures such as the distribution of travel information, provision of facilities and the promotion of incentives to travel sustainably. Encouragement to travel more sustainably reflects current central and local government policy.

1.7 The primary objective of this Framework Commercial Travel Plan is to reduce unnecessary vehicular trips associated with the affordable workspace and to increase the use of alternative more sustainable and active modes of transport.

1.8 This Travel Plan has been prepared in accordance with travel plan best practice and guidance published by Transport for London (TfL) and the Department for Transport (DfT).

Scope

1.9 This document is a Framework Commercial Travel Plan which covers travel to and from the affordable workspace by sustainable modes for users of the space.

1.10 This document sets out the procedures necessary to progress the Travel Plan into a fully working document ready for implementation. It also sets out a range of sustainable transport measures that can be implemented or considered for implementation by a Travel Plan Coordinator (TPC).

1.11 Once adopted, the Travel Plan will aim to increase awareness of the advantages and potential for travel by more environmentally friendly modes, and also set out the physical and management measures that will encourage travel by sustainable and active modes.

1.12 The remainder of this document is set out as follows:

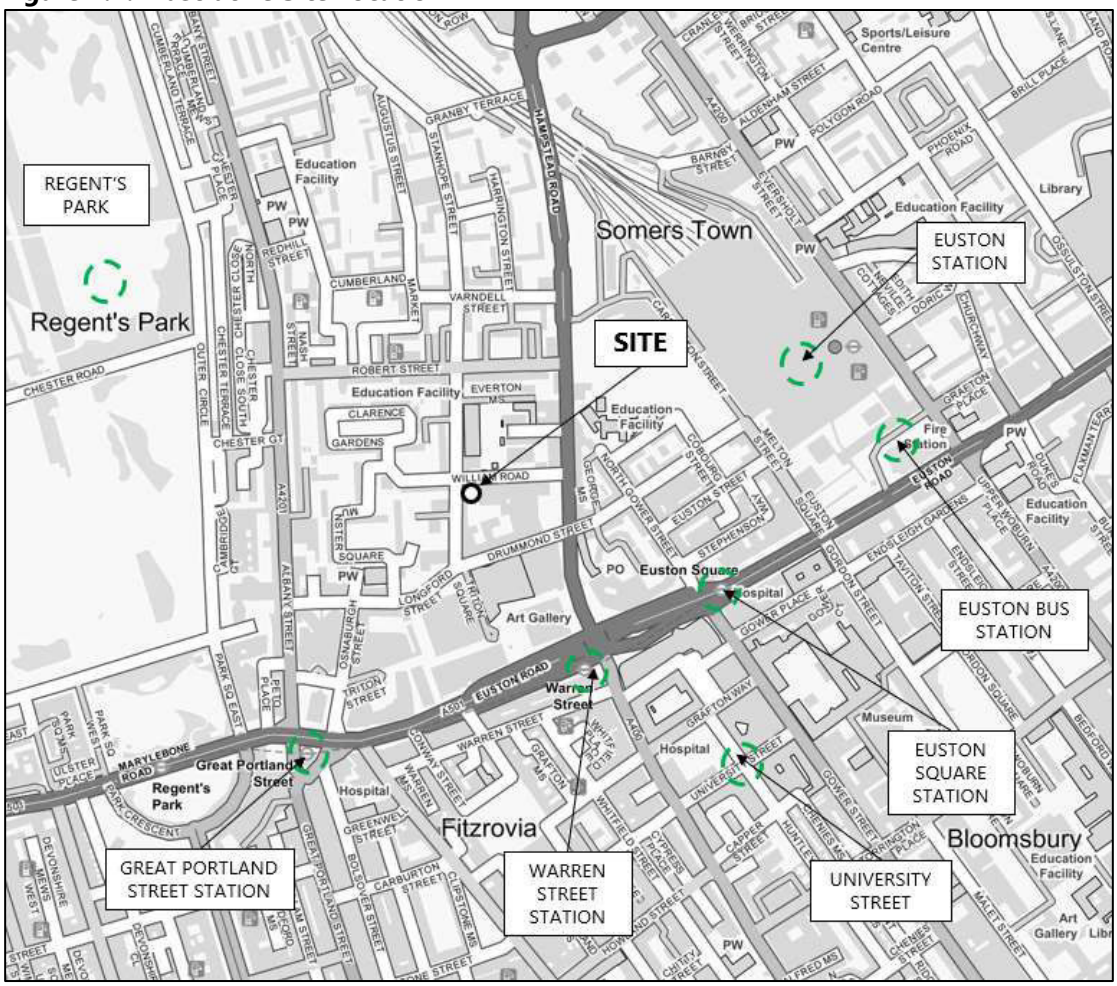
- Section 2 - details the accessibility of the Development;
- Section 3 - lists the objectives and targets of the Travel Plan;
- Section 4 - sets out the Travel Plan management;
- Section 5 - lists the Travel Plan measures and initiatives;
- Section 6 - specifies the monitoring and review process; and
- Section 7 - provides a copy of the Action Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

The Site

2.1 The site is located on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site location is shown in **Figure 2.1**.

Figure 2.1: Illustrative Site Location



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2.2 The surrounding area comprises of a mixture of residential and commercial uses including retail, hotel, and leisure uses (including gyms, art galleries and museums), as well as Euston Station to the east of the site, Regent's Park to the west of the site and University College London to the south east of the site.

2.3 The site is situated within approximately 140 metres walking distance west of Hampstead Road and within approximately 290 metres walking distance of Euston Road. Hampstead Road provides a variety of amenities and local services such as shops, convenience stores, and restaurants / cafes. In addition, there is a wide range of local amenities and services located to the south of Euston Road, including along Great Portland Street, Tottenham Court Road and Cleveland Street.

Site Accessibility

Walking

2.4 A person's willingness to walk is dependent on many factors including safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.

2.5 The Chartered Institute of Highways and Transport (CIHT) research on walking (*Planning for Walking*, 2015) suggests that for journeys of up to 1 mile (up to 1.6 kilometres) the majority of people will walk (79%), while the proportion of people walking decreases beyond the 1-mile threshold (26% between 1-2miles).

2.6 Further research regarding walking distances is set out in the National Travel Survey data for 2010-2012 (*How far do people walk? WYG Research Paper*, 2015) which suggests that walking should be considered suitable for distances up to 1.95 kilometres.

2.7 There is a significant residential population and a wide range of local amenities and services within circa 1.95 kilometres walking distance of the site (as identified in the previous section). The majority of amenities and services are located to the south of the site (south of Euston Road) within circa 450 metres walking distance.

2.8 Pedestrians are well provided for in the vicinity of the site with footways along both sides of all roads. There are regular street lighting columns and controlled and uncontrolled crossing points along key desire lines. Pedestrian specific way-finding signage is present, offering directions to local public transport services and sites of interest.

2.9 **Table 2.1** summarises some of the local amenities available for future users of the proposed development. This table provides the location of each amenity and provides approximate walking distances, as well as approximate walking times, assuming an average walk speed of 80 metres per minute.

Table 2.1: Approximate Walking Distances to Local Amenities			
Amenity	**Location**	**Walking Distance (metres)**	**Approximate Walking Time (minutes)**
Public Transport Opportunities			
Bus Stops	Hampstead Road (Robert Street, Euston Stop J)	150	2
	Hampstead Road (Warren Street Station, Euston Road Stop U)	290	4
Warren Street Underground Station	Tottenham Court Road, Euston Road	440	6
Euston Square Underground Station	Euston Road, North Gower Street	550	7
Euston Rail and Underground Station	Euston Road between Melton Street and Eversholt Street	600	8
Great Portland Street Underground Station	Great Portland Street, Euston Road	650	8
Regent's Park Underground Station	Marylebone Road, Park Crescent	760	10
Facilities and Amenities			
Grocery store	Hampstead Road, William Road	150	2
Green Light Pharmacy	Hampstead Road, Drummond Street	200	3
Convenience store	Hampstead Road, Prince of Wales Passage	210	3
Sainsbury's supermarket	Hampstead Road, Drummond Street	250	3
PureGym	Tottenham Court Road, Beaumont Place	500	6
Barclays Bank	Tottenham Court Road, Grafton Way	550	7
Mail Boxes etc (inc. Post Office)	Eversholt Street, Doric Way	900	11

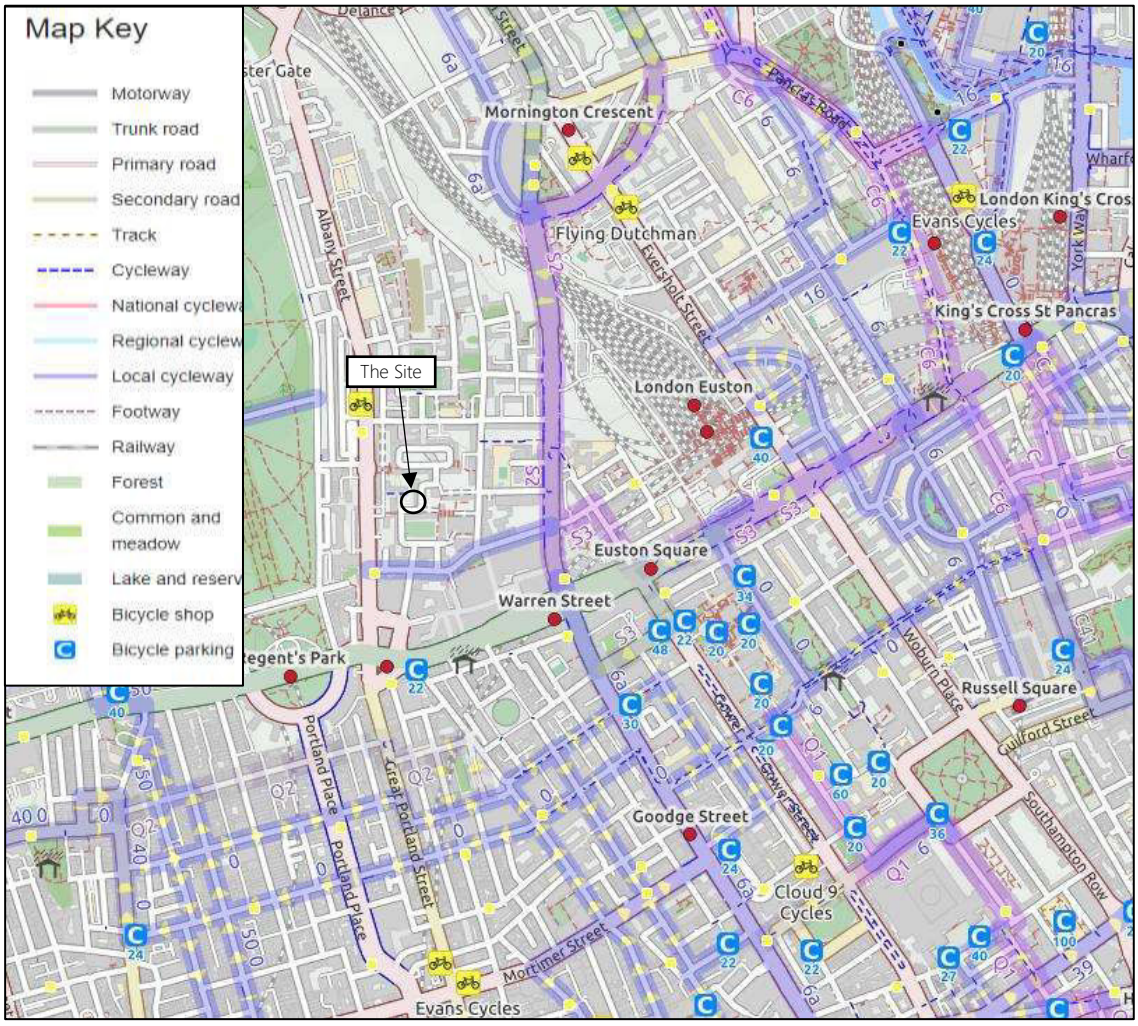
Cycling

2.10 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation (CIHT). This guidance highlights previous

research by the Department for Transport (DfT) that three quarters of all journeys are less than 5 miles (8 kilometres) of which 60% are undertaken by private cars. The guidelines highlight that there is a 'substantial potential' for substituting driving with cycling for distances up to 5 miles.

2.11 Open Street Map's mapping for the area (extract below) indicates the site is located adjacent to the local cycle network with access to the network available via Hampstead Road or Longford Street / Drummond Street.

Figure 2.1: Local Cycle Routes (Source: Open Street Map)



2.12 In addition to the above, the site is located within close proximity of Cycle Route 'S2' which forms part of Hampstead Road and proposed / future route 'Q1' to the north east of the site, which will provide access to Camden Town to the north of the site.

2.13 The vast majority of north and central London is within a convenient cycle ride of the site, including Hampstead Heath, Camden Town and Chalk Farm to the north, Clerkenwell to the east, the City

of London to the south east, Westminster and the River Thames to the south, Kensington and Hammersmith to the south west, and Kensal Green to the west.

2.14 The site is located close to a number of Santander Cycle Docking Stations. The nearest docking station is located on Hampstead Road adjacent to the junction of Euston Road and Hampstead Road (within approximately 330 metres walking distance of the site). This docking station provides access to 51 bike docking spaces. A further docking station (25 bike docking spaces) is located outside Warren Street station slightly further to the south.

Public Transport Accessibility

Bus Services

2.15 The site is served by a number of bus services within an acceptable walking distance. The closest bus stop is situated to the south-east of the site and is known as Robert Street Euston (Stop J) which is located on Hampstead Road within 150 metres of the proposed development. The bus services that serve the site are listed in **Table 2.2**.

Table 2.2: Local Bus Service Summary

No.	Route	Peak Frequency (minutes)		
		Weekdays	Saturdays	Sundays
14	Putney Heath – Russell Square	7-12	6-9	11-13
18	Sudbury & Harrow Road Station – Euston	4-9	4-10	7-11
24	Pimlico – Royal Free Hospital	8-13	9-12	11-14
27	Hammersmith – Chalk Farm	7-10	7-10	10-13
29	Turnpike Lane – Trafalgar Square	4-8	5-8	7-10
30	Baker Street – Hackney Wick	7-10	9-12	12-13
73	Tottenham Court Road – Stoke Newington	4-8	4-8	6-10
134	North Finchley - Euston	6-10	7-10	9-12
205	Paddington - Bow	7-11	8-12	11-13
390	Archway – Victoria	4-8	5-6	9-11
453	Deptford – Baker Street	4-9	6-10	8-12

2.16 As can be seen in **Table 2.2**, there are a number of frequent bus services which can be reached within a short walk distance of the site and provide opportunities' for travelling across London.

London Underground Services

2.17 The site benefits from being located within a short walk of Warren Street, Euston Square, Great Portland Street, Euston and Regent's Park stations. These stations provide access to a significant number of London Underground services that cover a large area of London, as highlighted by **Table 2.3** below.

Table 2.3: Local Bus Service Summary

Underground Services	Station(s)	Route
Bakerloo	Regent's Park	Elephant & Castle – Harrow & Wealdstone
Circle	Euston Square, Great Portland Street	Hammersmith – Paddington via Farringdon and Victoria
Hammersmith & City	Euston Square, Great Portland Street	Hammersmith - Barking
Metropolitan	Euston Square, Great Portland Street	Aldgate – Uxbridge / Watford / Amersham / Chesham
Northern	Warren Street (via Charing Cross), Euston (via Bank)	Morden – Edgware / Mill Hill East / High Barnet via Bank or Charing Cross
Victoria	Warren Street, Euston	Brixton – Walthamstow Central

2.18 Both Warren Street and Euston underground stations provide set-free access to Northern and Victoria Line services, these services provide further step-free interchange opportunities with the wider public transport network.

National Rail Services

2.19 Euston Station, which is located within approximately 600 metres walking distance to the east of the site, is served by a significant number of rail services providing access to the Midlands, north of England, Wales and Scotland.

2.20 Kings Cross Station and St Pancras Station are located further to the east (c.1.6 kilometres or a circa 20 minute walk) where international rail services to and from Paris can be accessed along with rail services to the north east of England, East Midlands, and Scotland.

Baseline Travel Patterns

2.21 **Table 2.4** below shows the assumed modal split for journeys made to and from the site for users of the affordable workspace.

2.22 The modal split is based on the 2011 Census Travel to work data (workplace population) for super output area middle layers: Camden 021 and 023, as the site is distributed across the two Census areas. The mode split for users of the site has been adjusted below to reflect the car-free nature of the development. The Census travel to work data is included at **Appendix A**.

Table 2.4: Baseline Workplace Modal Split Assumptions		
Mode	**021 & 023 Census Results (%)**	**Adjusted Modal Split (%)**
Underground	36	41
Train	32	36
Bus	10	11
Taxi	0	0
Motorcycle	1	1
Car Driver	11	0
Car Passenger	1	0
Cycle	4	4
Walk	6	6

Baseline Travel Patterns

2.23 For the purpose of this Framework Commercial Travel Plan, the mode splits as shown above will be used for monitoring and target setting purposes until Baseline Travel Surveys can be undertaken.

2.24 This survey will accurately identify how employees travel to the site and the results will be known as Year 0. The surveys will be undertaken within one months of the affordable workspace being occupied, which is triggered once 75% of the affordable workspace is occupied.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in Section 6 of this report.

- **Objectives:** They help to give the Travel Plan direction and provide a clear focus
- **Targets:** Are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the site will seek to reach within the period covered by this Travel Plan.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage users of the affordable workspace, to use more sustainable ways of travelling to / from the site, through more effective promotion of public transport and active modes. This will minimise the impact of the development on the surrounding road network and air quality.

3.3 The sub-objectives are as follows:

- Sub-objective 1: To increase awareness of the advantages and availability of sustainable / active modes of transport amongst users of the space;
- Sub-objective 2: To promote the cost, health and fitness benefits of active travel to all users of the space;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate users of the space to travel by sustainable / active modes; and therefore,
- Sub-objective 4: To reduce the unnecessary use of less sustainable modes for journeys to and from the site by users of the space.

Targets

3.4 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring the progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 The key action targets are set out as follows:

- Appoint the Travel Plan Coordinator (TPC) 3 months prior to first occupation of the space;
- To launch this Travel Plan when the space opens;
- To conduct the Year 0/Baseline survey once the site reaches the threshold of 75% occupation;
- Each monitoring survey will occur within one month of the anniversary of the baseline survey in each survey year (i.e. Years 1, 3 and 5);
- Travel Information Packs will be issued to all staff at the start of employment; and,
- Noticeboards providing details on local facilities, public transport services and walking / cycling routes will be erected and updated periodically.

Aim Targets

3.7 The Aim targets of this Travel Plan are focused predominantly on employees based at the site, as opposed to visitors who tend to visit the site sporadically and will generate varying travel survey results.

3.8 **Table 3.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. The figures are taken from the adjusted mode split, as detailed in Section 2 and will be replaced by Year 0/Baseline data once it has been collected.

3.9 This Travel Plan recognises that it is not possible to set accurate targets far in the future, even when based on actual modal share data (i.e. when the Year 0 survey has been undertaken). Given this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan Aim Targets					
Target	**Indicator**	**Mode Split**			
		Baseline	**Interim (Year 1)**	**Interim (Year 3)**	**Final (Year 5)**
Occupiers					
Achieve a 6% increase in walking mode share	Modal Split monitoring surveys for walking	6%	10%	11%	12%
Achieve a 8% increase in cycling mode share	Modal Split monitoring surveys for cycling	4%	10%	11%	12%
Visitors					
Increase the awareness of cycling and walking as viable options available to access the site	No Surveys Necessary	-	-	-	-

3.10 It can be difficult to influence visitor travel behaviour, particularly to office / affordable workspace. Therefore, it is considered more constructive to set Action targets aimed at promoting sustainable transport to visitors of the site, rather than specific Aim Targets.

3.11 The targets listed are based preliminary on currently available data and therefore will need to be adjusted once an accurate baseline modal share has been established from the Year 0 survey. Any adjustments to the targets will be discussed and agreed with LBC.

3.12 The interim targets will be measured in order to assess progress towards meeting the targets.

4 TRAVEL PLAN MANAGEMENT

Travel Plan Co-ordinator

4.1 If / when considered appropriate, the Developer will pass responsibility of the travel plan onto the future proprietors of the site. The Developer will appoint a Travel Plan Co-ordinator (TPC) to implement and administer the Travel Plan. The TPC will be appointed / confirmed three months prior to first occupation of the affordable workspace.

4.2 The TPC will be a senior member of Site Management Team (SMT) or similar and, as such, will have access to the appropriate information and technology to communicate effectively with all occupiers at the space.

4.3 The duties of the Travel Plan Co-ordinator will include:

- Issue, collection and assessment of the Travel Surveys at Years 0, 1, 3 and 5;
- Taking responsibility for data collection and review of the Travel Plan;
- Oversee the site and implementation of the Travel Plan on a day-to-day basis;
- Obtain and maintain commitment to, and support of, the Travel Plan by users of the space and any relevant stakeholders;
- Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
- Act as a point of contact for all users of the space requiring travel related assistance; and,
- Ensure that all displayed and issued travel information is up to date.

Time Allocation

4.4 The TPC is expected to undertake the management of the Travel Plan in addition to other duties. The individual undertaking the role will be allocated the time necessary to enable the Travel Plan to achieve its objectives.

4.5 Issuing of non-Travel Plan duties to the TPC should be avoided during survey collection, assessment and Travel Plan evaluation periods.

Marketing Strategy

4.6 Each employee based at the space will be provided with a Welcome Pack on occupation. The Welcome Pack will include; a summarised version of the Travel Plan, its objectives in enhancing the environment and the role individuals have in achieving the objectives of the Travel Plan. Ideally the Welcome Pack will be in digital format.

4.7 Contact details of the TPC will be advertised in the event that residents and associated visitors wish to discuss specific matters directly.

4.8 The following could be used as other means of disseminating information to promote events / campaigns / promotions / services / initiatives:

i) Notice boards;

ii) Newsletters;

iii) Internet / intranet.

5 MEASURES AND INITIATIVES

5.1 This section of the Travel Plan outlines the specific physical and management measures which make up the core of this Travel Plan.

Physical Measures

5.2 Cycle parking provision for users of the space will be provided in accordance with Intend to Publish London Plan Policy standards. Provision for visitor cycle parking will be provided at street level in close proximity to the site's access points.

5.3 The site's proximity to rail, overground and bus services, as well as cycle routes surrounding the site, will help to encourage sustainable travel by all site users travelling to / from the site.

5.4 The development provides cycle storage for 23 bicycles including space for fold up bikes and adapted bikes. It is anticipated that access to the internal cycle storage area will be restricted to key / fob holders; employees will be able to obtain this from Site Management Team upon request.

Welcome Pack and Travel Information Provision

5.5 Employees based at the space will be provided with a Welcome Pack containing useful information aimed at encouraging sustainable travel. It is recommended that the packs contain the following information:

- A summary version of the Travel Plan setting out the purpose, benefits etc.;
- Timetables and route maps for public transport, particularly buses;
- Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
- Local taxi company details;
- Car Club information;
- Cycling and walking maps for the local area;
- Web details for any community travel sites and community forum sites; and
- Web and other contact details for major retailers offering parcel deposit and collection services.

5.6 Similar information will be provided on information boards within the site, these will also highlight any events or specific promotions available to employees based at the space.

Management Measures

Walking Initiatives

5.7 Initiatives to help promote trips to and from the space to be made by foot are as follows:

- Employees will be provided with information and advice on safe pedestrian routes to and from the site. Information will be provided within Welcome Packs and will also be displayed within public areas.
- Health benefits of walking to be promoted e.g. '10,000 steps a day campaign.'
- The benefits to the environment from reducing use of both the private car and public transport to be promoted.

Cycling Initiatives

5.8 The TPC will promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations / companies that offer 'Dr Bike' services;

- Creating a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling.

Public Transport Initiatives

5.9 Up-to-date details of bus, rail and overground services, including route information and service frequencies, will be permanently on display in prominent locations and will be provided within Welcome Packs. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted.

Car Initiatives

5.10 The development does not provide car parking, while on-street parking controls will restrict the possibility and increase the desirability of commuter parking.

5.11 Details of local car clubs will be provided within the Welcome Packs for all employees, allowing the freedoms of car use without the ongoing costs and hassle associated with car ownership.

5.12 Visitors will be advised to arrive by public transport and discouraged from traveling by car. In the event that car travel is essential, visitors will be advised to park within the nearby off-street public car parks.

5.13 Routing to the Development by public transport and active modes can be provided on the occupant websites to ensure visitors are informed of the best routes to the Development.

Provision for People with Disabilities and Visual Impairment

5.14 Provision for people with disabilities has been built into the design of the building.

5.15 The TPC, through dialogue with LBC (if necessary / appropriate), will also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include maintenance of:

- All dropped kerbs, with appropriate colour tactile paving; and
- Signalised pedestrian crossings, with rotating cones and noise notifications as appropriate.

Personalised Travel Planning

5.16 The TPC will offer a Personalised Travel Planning (PTP) service for all employees based at the space, if requested. The TPC will be able to draw on advice from journey planning websites such as TfL's Journey Planner www.tfl.gov.uk or Citymapper www.citymapper.com.

6 MONITORING AND REVIEW

6.1 This Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

6.2 In order to establish the travel patterns of staff and employees, an initial baseline travel survey will need to be undertaken within 3 months of first occupation. The surveys will examine the use of existing modes of travel and attitudes towards sustainable modes of transport. The results of the survey will be known as 'Year 0'.

6.3 Further surveys will be carried out in years 1, 3 and 5, to monitor progress towards the final 5-year targets.

6.4 The travel survey should remain the same throughout the life of the Travel Plan to ensure consistency in the results and information and the ability to measure the effectiveness of the Travel Plan measures. However additional questions may be added if considered beneficial.

6.5 The monitoring of the Travel Plan will also include the collection of 'soft' analytical data in the form of general feedback and correspondence. The monitoring process will evolve over time, but is likely to include the following:

- Monitor use of cycle parking for staff and employees;
- Monitor the take up of cycling discounts and participation in Cycle to Work schemes / Bicycle User Groups; and
- Record comments received from employees relating to the operation and implications of the Travel Plan.

6.6 The Travel Plan will be amended in light of any developing circumstances and reviewed for accuracy of content. Amendments will need to consider the results of the surveys and include feedback from staff and employees. The monitoring information will be made available to LBC.

Review and Reporting

6.7 The Travel Plan will be reviewed annually during the 5 year life span of the Travel Plan. A full review, which will include new travel survey data, will be undertaken in years 1, 3 and 5 of the Travel Plan. The travel surveys will be scheduled to be on, or about, the anniversary of the introduction of the Travel Plan and 'Year 0' survey.

6.8 If, for any reason, analysis of the travel patterns reveal that the targets are not being met, the TPC will liaise with LBC in the first instance to ascertain an appropriate way forward. The Travel Plan is a living document which may need to evolve over time to meet requirements and changes in travel trends.

Securement and Funding

6.9 The Developer is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that any agreed targets are achieved.

6.10 This will include funding the Travel Plan Co-ordinator, travel surveys and implementation of all reasonable necessary measures.

Remedial Measures

6.11 In the event that the Travel Plan targets are not met, a range of remedial measures will be considered by the TPC and Site Management Team. These measures will be dependent on the results of the travel surveys, but could include the following:

- Review of cycle parking use and quality of spaces provided;
- Review of content on Travel Noticeboard;
- Promotional events to encourage greater use of walking and cycling; and
- Targeted Personalised Travel Planning sessions.

7 ACTION PLAN

7.1 **Table 7.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with how funding will be secured and who is responsible. The Action Plan will be constantly reviewed by the Travel Plan Co-ordinator adding and amending actions as appropriate and necessary, to then be confirmed by LBC.

Table 7.1: Travel Plan Action Plan

Action	Target	Funding	Measure	Responsibility
Appointment of Travel Plan Coordinator	To be appointed prior to occupation	Service Charge	Appointment of Travel Plan Co-ordinator	Developer
Provision of Cycle Parking	Before occupation	Site Management	During Construction	Developer
Erection of Travel Noticeboard	Before occupation	Site Management	On completion of fit out	TPC
Production of Welcome Packs	Before occupation	Site Management	Completed Welcome Pack	TPC
Baseline Surveys	Within 3 months of occupation	Service Charge	Receipt of survey results	TPC
Set Targets	Within 1 month of Baseline Surveys	N/A	Receipt of survey results	TPC
Promote Active Modes	On-going	Site Management	On-going	TPC
Maintenance of Cycle Parking	On-going	Included within Service Charge	On-going	TPC
Interim Surveys	At years 1, 3 and 5 following the Baseline Survey	Service Charge	Receipt of survey results	TPC
Annual review of Travel Plan	Each year of the Travel Plan	Service Charge	Review document	TPC
Achieve Targets	5 years after Baseline Survey	Site Management	Receipt of survey results	TPC

Framework Commercial Travel Plan Appendix A

WD703EW - Method of travel to work (2001 specification) (Workday population)

Edit query
View data Change format

WD703EW - Method of travel to work (2001 specification) (Workday population)

Population	All usual residents aged 16-74 either in employment in the area, or not in employment but live there
Units	Persons
Area Type	2011 super output areas - middle layer
Area Name	E02000188 : Camden 023

Method of travel to work (2001 specification)	2011
All categories: Method of travel to work (2001 specification)	11,362
Work mainly at or from home	222
Underground, metro, light rail or tram	2,545
Train	2,949
Bus, minibus or coach	757
Taxi	17
Motorcycle, scooter or moped	54
Driving a car or van	693
Passenger in a car or van	38
Bicycle	272
On foot	346
Other method of travel to work	22
Not in employment	3,447

Warnings and notes:

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

Framework Commercial Travel Plan Appendix B

Travel Survey Questionnaire

As part of the Commercial Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and we would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Please give your completed questionnaire to the Travel Plan Co-Ordinator. Thank you in advance for your help.

2. What time do you normally arrive at work?

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

3. What time do you normally leave work?

07:00 – 10:00 (01) ☐ 10:00 – 16:00 (02) ☐ 16:00 – 19:00 (03) ☐ After 19:00 (04) ☐

4. On average, how long does your journey take?

0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04) ☐

61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐

5. Approximately how far is your journey?

0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ 2 – 5 miles (03) ☐ >5 miles (04) ☐

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

Drive alone (01) ☐ Car share - driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

7. What alternative mode of transport would you consider if your usual mode wasn't available?

Drive alone (01) ☐ Car share -driver (02) ☐ Car passenger (03) ☐ Bus (04) ☐

Train (05) ☐ Underground (06) ☐ Walk (07) ☐ Cycle (08) ☐

Motorbike (09) ☐ Taxi (10) ☐ Other (11) ☐

8. What would encourage you to use an alternative mode of travel?

More frequent bus services (01) ☐ Better pedestrian / cycle routes (02) ☐

A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04) ☐

A safer walking / cycling environment (05) ☐ Cycle training (06) ☐

Better information on alternatives (07) ☐ Nothing (08) ☐

9. In what age category do you fall?

Under 25 (01) ☐ 26 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04) ☐