Eagle Mews, 146-150 Royal College Street

Transport Statement

Cumbrae Properties (1963) Ltd

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Contents

1.0 Introduction

1.1 Introduction

Cundall has been commissioned by Cumbrae Properties (1963) Ltd to prepare a Transport Statement (TS) in support of a planning application for the redevelopment of the Eagle Mews site located at 146-150 Royal College Street, NW1 0TA, within the London Borough of Camden (LBC).

The proposals seek a new office building (gross internal area (GIA) of 781m^2, and gross external area (GEA) of 852m^2), located in what is presently a private car park. No existing buildings will be demolished or altered as part of this proposal.

The site location in relation to the local area is shown in Figure 1.1.

Figure 1.1 Site Context

1.2 Purpose Of This Report

This report considers the transport and highways matters associated with the proposals including the accessibility, parking and servicing provision and the effect of the development on the surrounding transport network.

Information to support the assessment have been collected from information publicly available in relation to the conditions on the local highway network outside the site and accessibility by non-car modes. This has been supplemented by Personal Injury Accident (PIA) data supplied by Transport for London (TfL).

1.3 Report Structure

Following this short introductory section, the report is set out as follows:

- Relevant transport planning policy at national and local levels are reviewed in Section 2;
- Section 3 describes the site's location and identifies existing local transport infrastructure;
- Section 4 details the existing site including the means of access and existing parking facilities;
- Section 5 details the development proposals including the means of access by all modes of travel;
- Section 6 assesses the trips anticipated to be generated by the proposal;
- Section 7 assesses the impact of the proposal in transport terms and proposed mitigation measures; and
- Section 8 provides summary and conclusions of the study.

A workplace Travel Plan and Delivery and Servicing Plan have been prepared by Cundall as separate documents to accompany the planning application for the site.

2.0 Policy Context

2.1 Introduction

The following section reviews key reference points within transport related planning policy at national and local levels to ensure specific policies are complemented by the development proposals.

2.2 National Policy

2.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF), published in March 2012 and updated in February 2019, sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for local planning authorities and decision makers, both in drawing up plans and as a material consideration in determining planning applications.

The document identifies that the purpose of the planning system is to contribute towards sustainable development, which is defined in terms of economic, environmental and social sustainability. It states that:

- '*So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development'* (Paragraph 10).

In relation to transport, the NPPF outlines, in Paragraph 102, that '*transport issues should be considered from the earliest stages of plan-making and development proposals, to ensure that:*

- *The potential impacts of the development on transport networks can be addressed;*
- *Opportunities from existing and proposed transport infrastructure, changing transport technology and usage, are realised;*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.'*

Paragraph 103 of the NPPF states that '*The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'*

In setting local parking standards for non-residential developments, the NPPF states that '*policies should take into account the accessibility of the development; the type, mix and use of the development; the availability of an opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.'*

The NPPF outlines, in Paragraph 108, that, *'in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

Paragraph 109 continues to state that '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be*

severe.'

The NPPF requires that '*applications for developments should:*

- *Give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second - so far as possible - facilitate access to high quality public transport, maximising catchment areas to services and implementing appropriate facilities to encourage use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations*.'

Paragraph 111 outlines that '*All developments that will generate significant amounts of trips should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed*.'

2.2.2 Planning Practice Guidance

The Planning Practice Guidance was launched in March 2014. It brings together planning practice guidance for England and sits alongside the NPPF. It provides guidance on '*Travel plans, transport assessments and statements in decision-taking*'. The guidance states that:

- *'Travel Plans, Transport Assessments and Statements can positively contribute to:*
  - *encouraging sustainable travel;*
  - *lessening traffic generation and its detrimental impacts;*
  - *reducing carbon emissions and climate impacts;*
  - *creating accessible, connected, inclusive communities;*
  - *improving health outcomes and quality of life;*
  - *improving road safety; and*
  - *reducing the need for new development to increase existing road capacity or provide new roads.'*

2.3 Local Policy

2.3.1 The London Plan

In March 2021, the Mayor of London formally approved The London Plan 2021, which is now adopted and supersedes the 2016 London Plan.

The document brings together the geographical and locational aspects of the Mayor's other strategies, to ensure consistency with those strategies, including those dealing with: transport, environment, economic development, housing, culture, and health and health inequalities. This London Plan runs from 2019 to 2041. This date has been chosen to provide a longer-term view of London's development to inform decision making.

Policy T1 Strategic approach to transport states that B '*All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated*'.

Policy T4 Assessing and mitigating transport impacts states that '*When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed*', and '*Development proposals should not increase road danger*'.

Policy T5 Cycling states that:

'A Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people'

Policy T6 Car Parking states that:

'A Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

B Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car- free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.'

'D The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

E Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non- residential disabled persons parking.'

'I Adequate provision should be made for efficient deliveries and servicing and emergency access.'

'L Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy.'

Table 2.1 indicates car and cycle parking standards for office developments in accordance with London Plan's policies, the same table also indicate the resulting number of required spaces for the proposed 781m^2 GIA and 852m^2 GEA of office space.

General car parking		Disabled car parking		Cycle parking			
				Long Stay		Short Stay	
Maximum Requirement	Resulting no. of spaces	Minimum Requirement	Resulting no. of spaces	Minimum Requirement	Resulting no. of spaces	Minimum Requirement	Resulting no. of spaces
Car free	0	All non-residential elements should provide access to at least one on or off-street disabled persons parking bay.	1	1 space per 75 sqm (GEA)	11.4	First 5,000 sqm: 1 space per 500 sqm • thereafter: 1 space per 5,000 sqm (GEA)	1.1

Table 2.1 Parking standards for offices

Policy T7 Deliveries, servicing and construction states that:

> *'G Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*
>
> *H Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night time. Appropriate facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.'*

2.3.2 Camden Local Plan

LB Camden's statutory Development Plan currently includes the Camden Local Plan (adopted July 2017). The Camden Local Plan sets out the Council's planning policies and replaces the Core Strategy and Development Policies planning documents (adopted in 2010) and covering from 2016 to 2031.

Section 1.2 states that '*The Local Plan in particular will help deliver the objectives of creating the conditions for harnessing the benefits of economic growth, reducing inequality and securing sustainable neighbourhoods*.'

The plan also supports the strategic objectives in helping to achieve the objectives for the Camden Plan including '*To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links*.'

To promote sustainable transport choices, development should prioritise the needs of pedestrians and cyclists and ensure that sustainable transport will be the primary means of travel to and from the site.'

Policy T1 Prioritising walking, cycling and public transport states:

> *'The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough.'*
>
> *Walking*
>
> *In order to promote walking in the borough and improve the pedestrian environment, we will seek to ensure that developments:*
>
> > *a. improve the pedestrian environment by supporting high quality public realm improvement works;*
> >
> > *b. make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*
> >
> > *c. are easy and safe to walk through ('permeable');*
> >
> > *d. are adequately lit;*
> >
> > *e. provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*
> >
> > *f. contribute towards bridges and water crossings where appropriate.*
>
> *Cycling*
>
> *In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:*
>
> > *g. provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietways Network, Cycle Super Highways and;*

h. provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan (Table 6.3) and design requirements outlined within our supplementary planning Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;

i. makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;

j. is easy and safe to cycle through ('permeable').

k. contribute towards bridges and water crossings suitable for cycle use where appropriate.

Policy T2 Parking and car-free development states:

The Council will limit the availability of parking and require all new developments in the borough to be car-free.

We will:

a. not issue on-street or on-site parking permits in connection with new developments and use legal agreements to ensure that future occupants are aware that they are not entitled to on-street parking permits;

b. limit on-site parking to:

i. spaces designated for disabled people where necessary, and/or

ii. essential operational or servicing needs;

c. support the redevelopment of existing car parks for alternative uses; and

d. resist the development of boundary treatments and gardens to provide vehicle crossovers and on-site parking.

Policy T4 Sustainable movement of goods and materials states:

Developments of over 2,500 sqm likely to generate significant movement of goods or materials by road (both during construction and operation) will be expected to:

d. minimise the impact of freight movement via road by prioritising use of the Transport for London Road Network or other major roads;

e. accommodate goods vehicles on site; and

f. provide Construction Management Plans, Delivery and Servicing Management Plans and Transport Assessments where appropriate.

2.4 Policy Compliance

The review of the transport planning policies has concluded that the development is supported by policies at national and local levels as it is located where it will be accessible by walking, cycling and public transport and where increased transport sustainability can be promoted to reduce impacts of the development on the highway network.

3.0 Site Accessibility

3.1 Introduction

This section of the report describes the accessibility of the site highway network in the vicinity of the site, including facilities for pedestrians and cyclists, public transport services and accessibility, the local road network, and its identifiable accident record.

3.2 Site Location

The site is the Eagle Mews site located at 146-150 Royal College Street, NW1 0TA, within the London Borough of Camden (LBC).

Figure 3.1 shows the site's location in relation to the surrounding area.

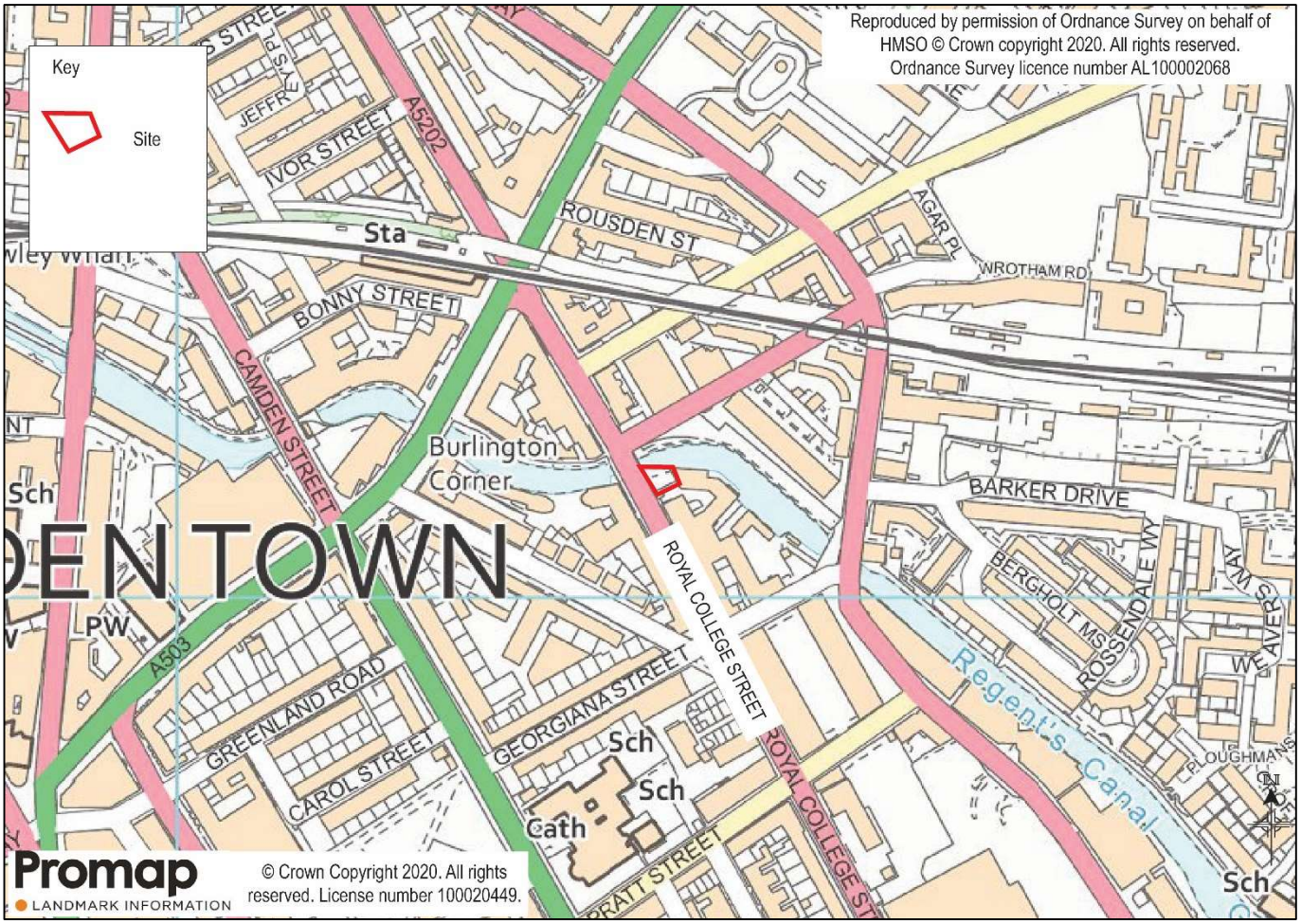


Figure 3.1 Site Location

3.3 Pedestrian Facilities

A comprehensive network of pedestrian facilities is provided within the immediate vicinity of the site, with lit footways provided on both sides of most local streets. Lit footways are provided along Royal College Street approximately 2m in width in the immediate vicinity of the site. In addition, cycle lanes straddling Royal College Street provide segregated footways for pedestrians.

The comprehensive footway network is supported by a number of pedestrian crossing facilities including four zebra crossings located on Royal College Street, with one located in the immediate vicinity of the site, resulting in a highly legible network facilitating convenient access to the wider area on foot. A number of signalised pedestrian crossing facilities are located on Royal College Street, in addition to Camden Road and St Pancras Way providing access to local public transport facilities.

The location of the site in relation to local pedestrian facilities is shown in Figure 3.2.

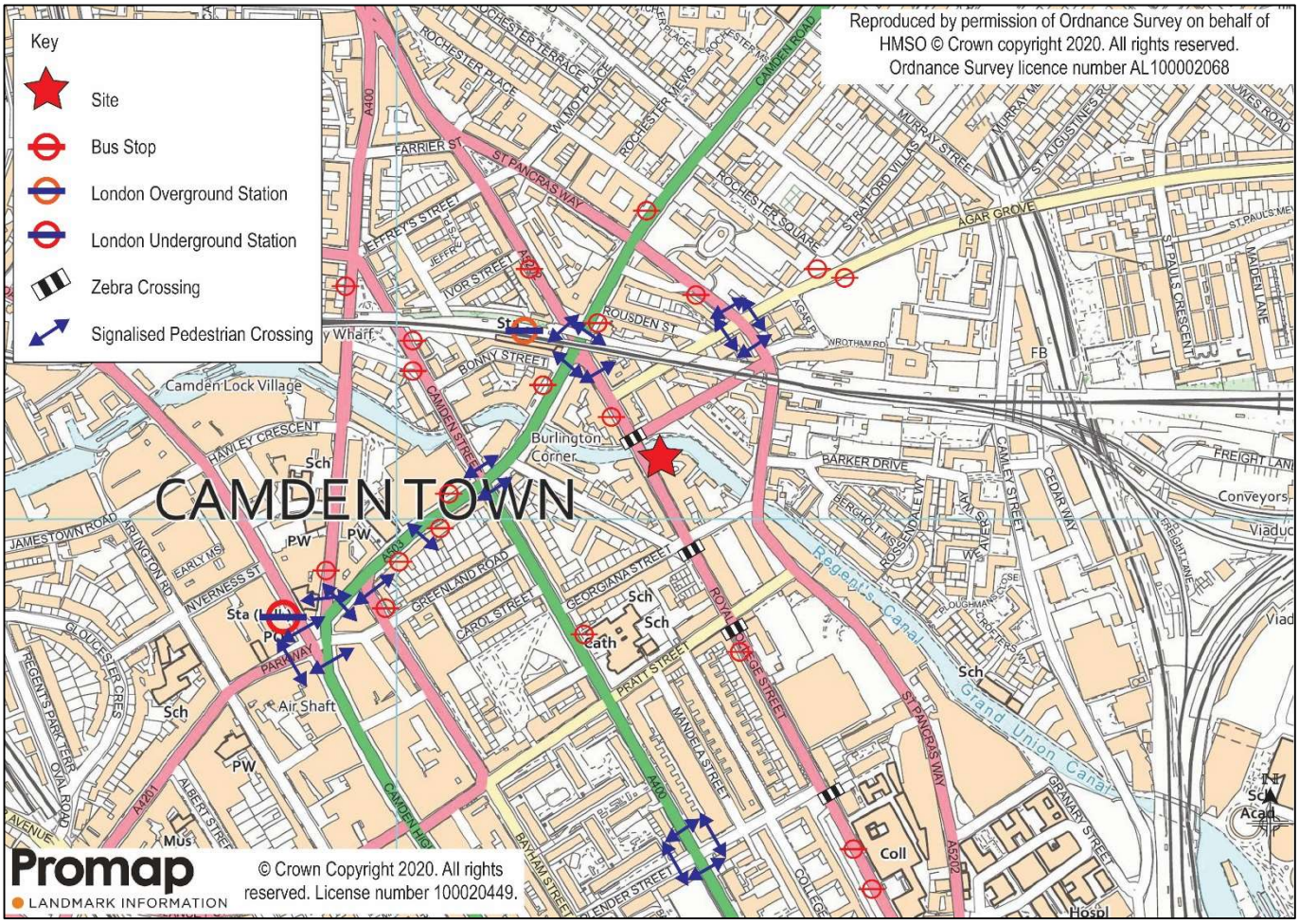


Figure 3.2 Pedestrian Facilities

The site's location in relation to the comprehensive pedestrian network will provide excellent opportunity for employees to access the site from the surrounding area on foot.

3.3.1 Walking Accessibility Assessment

The Institution of Highways and Transportation (IHT) Guidelines for Providing Journeys on Foot confirms that residents are generally prepared to walk up to 2km to access employment and education opportunities. A walking accessibility assessment has been undertaken to identify the areas which are located within a 640m, 960m, and 2km walk of the site and the results of the assessment are shown in Figure 3.3.

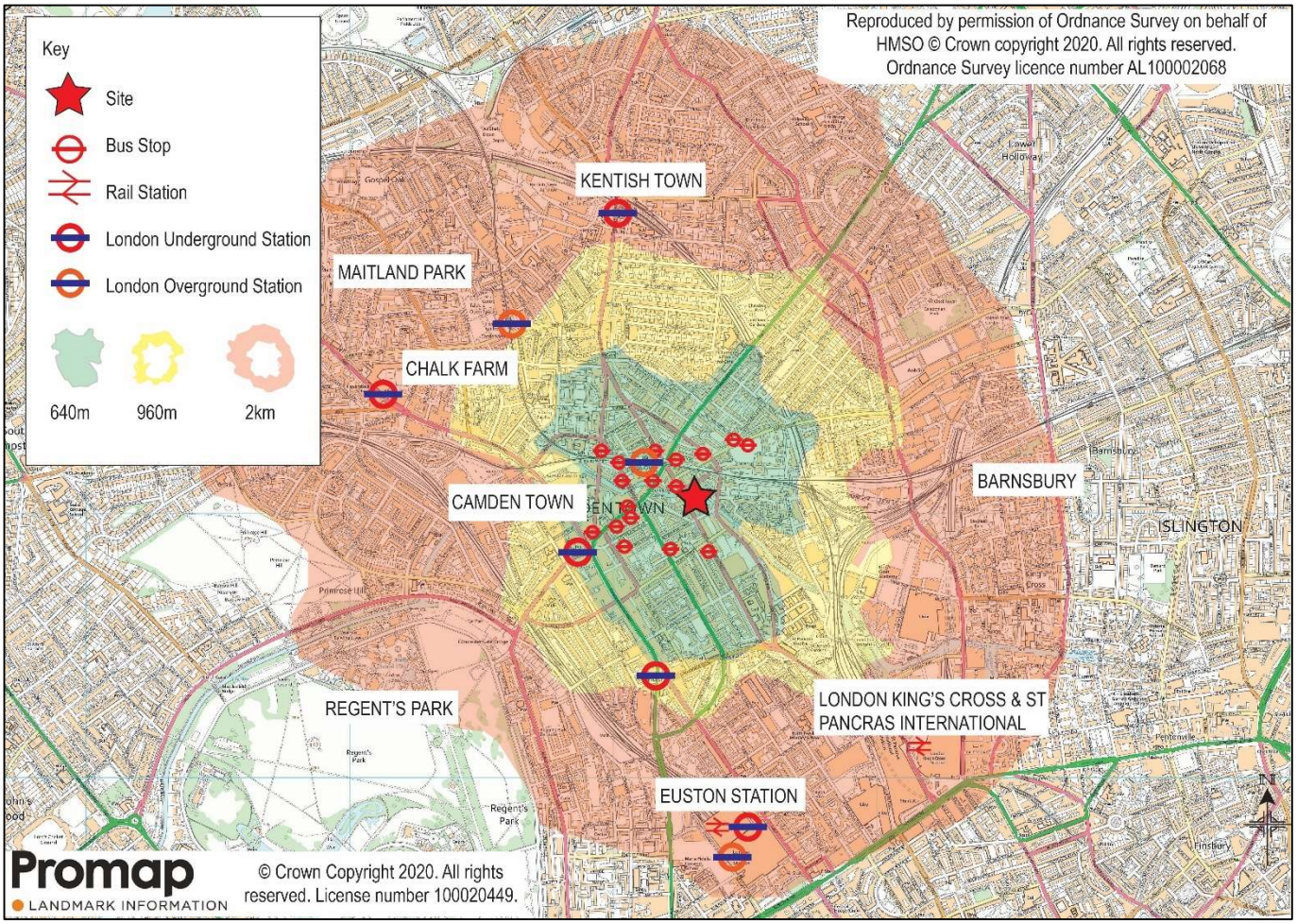


Figure 3.3 Pedestrian Accessibility Assessment

The results of the assessment indicate that a large proportion of Camden Town is located within a convenient 960m (10 minute) walk of the site, with Barnsbury, Euston Station, London King's Cross and St Pancras International, a proportion of Chalk Farm and Regent's Park within a 2km walk of the site.

The site's location therefore provides excellent opportunity for employees to access the site from the wider area.

3.4 Cycling Facilities

Figure 3.4 shows the site's location in relation to local cycle facilities, while Table 3.1 includes details of the closest cycling routes to the site.

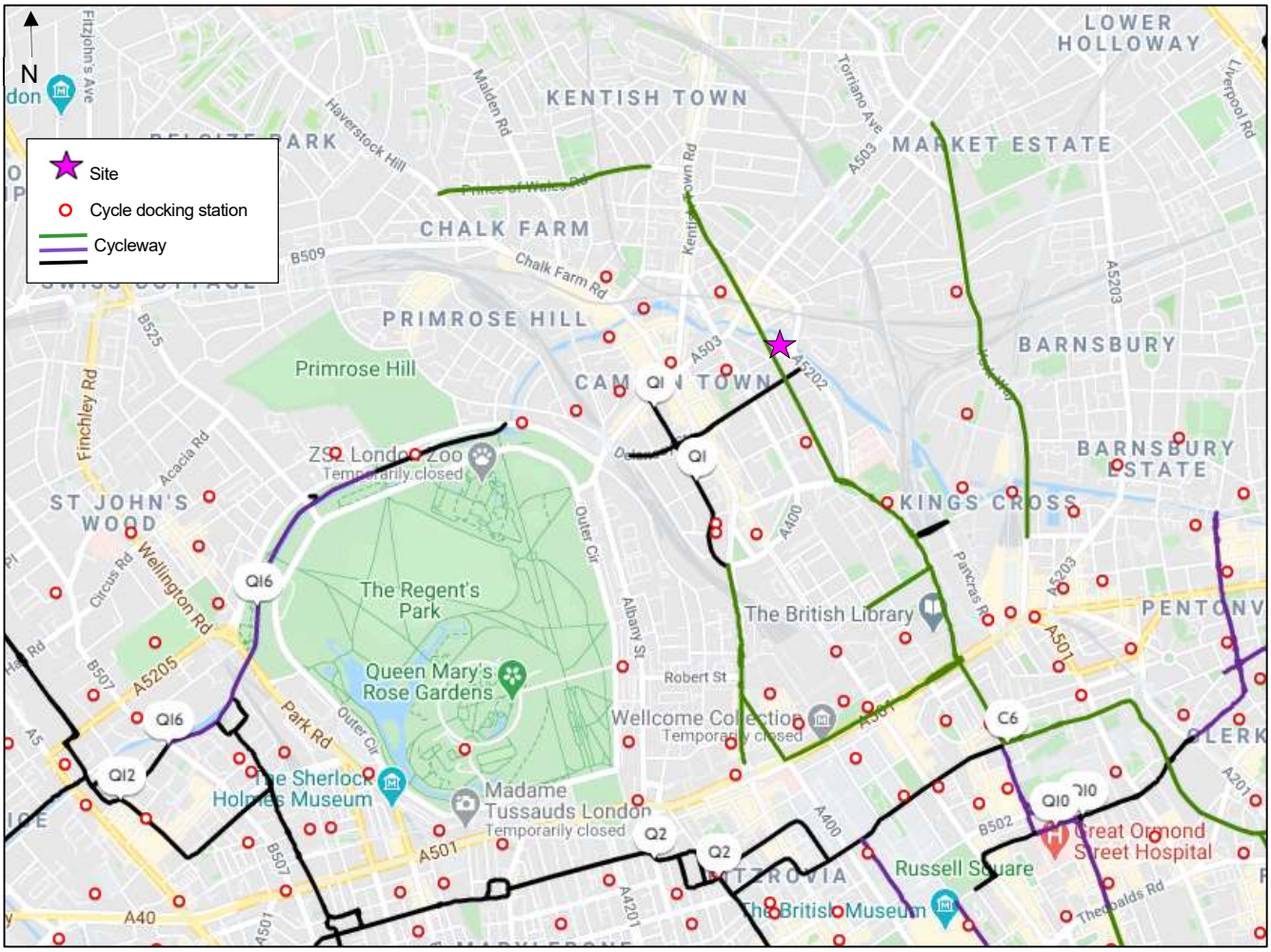


Figure 3.4 Cycling Accessibility *(source: www.tfl.gov.uk/maps/cycle)*

Name	Route	Information
C6	Kentish Town – King's Cross – Farringdon – Ludgate Circus – Blackfriars Bridge – Southwark – St. George's Circus – Elephant & Castle	Includes all of the former 'North–South Cycle Superhighway' (CS6), plus a further northward extension to Kentish Town. There are proposals to extend C6 further north to Gospel Oak.
Q1 (north section)	Bloomsbury – Holborn – Covent Garden	Will get rebranded as Cycleway 10. Streetspace for London plans[37] include fast-tracking of a planned Q1 extension to Hampstead Heath via Euston and Camden Town.
Q16	West Drayton – Stockley Park – North Circular Road – Old Oak Lane – Regent's Canal	Majority of route will be along Grand Union Canal towpath. Improvements along the towpath were scheduled to be completed in 2020.[42]

Table 3.1 Cycling Accessibility *(source: https://en.wikipedia.org/wiki/List_of_cycle_routes_in_London).*

The closest Santander Cycle Hire docking stations to the site are located at Bonny Road, approximately 200m to the north-west of the site, including 43 bikes available. An additional docking station is located at St Martin's Gardens on Camden Road, approximately 350m to the south-west of the site and with 17 bikes available.

3.4.1 Cycle Accessibility Assessment

It is generally accepted that residents are prepared to cycle up to 20 minutes to access their place of employment or education, a distance which equates to a 5km cycle. A cycling accessibility assessment has been undertaken to identify the area which is within this distance of the site and the results of the assessment are shown in Figure 3.5.

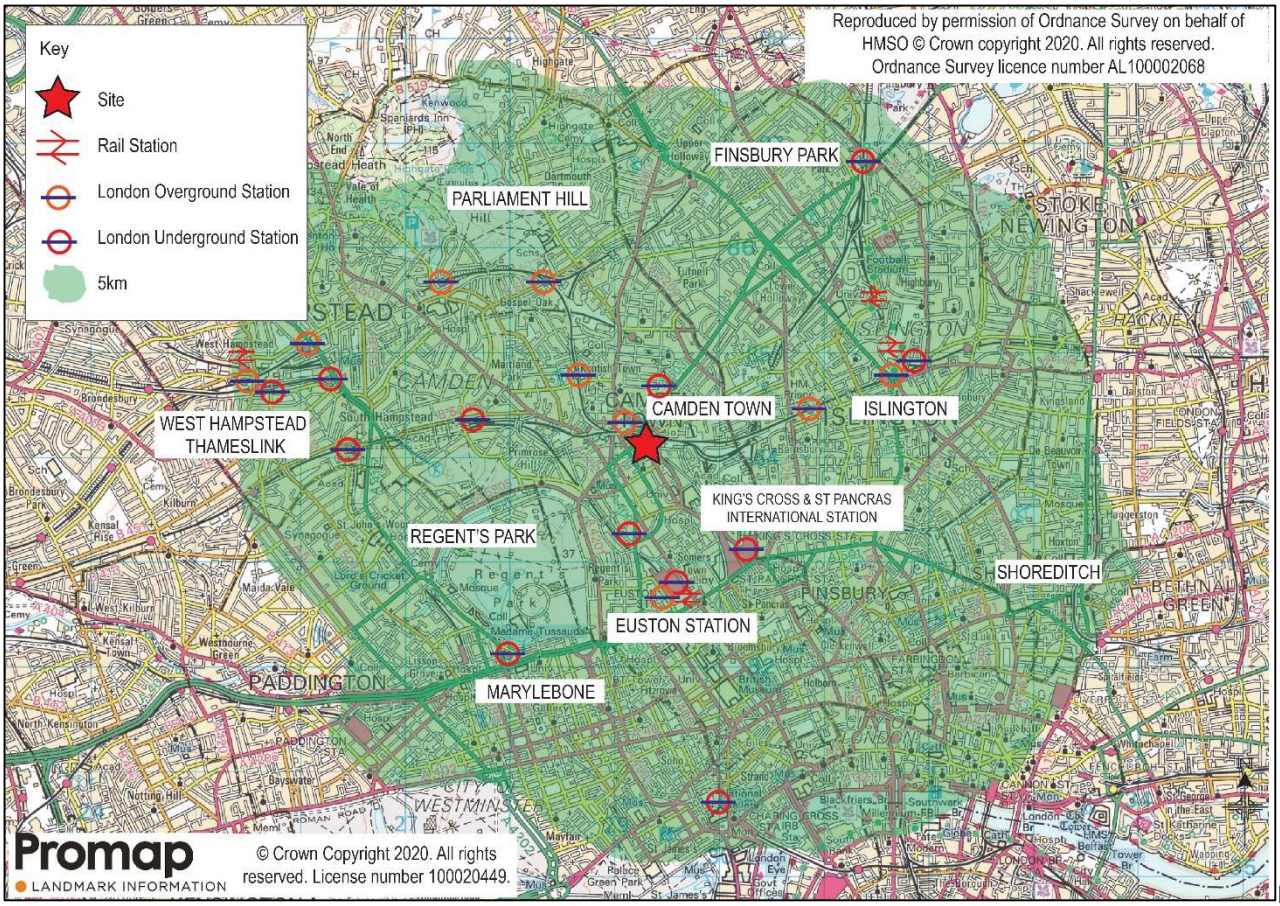


Figure 3.5 Cycling Accessibility

The results of the assessment indicate that a large number of areas including Shoreditch to the south-west, Islington to the east, Marylebone to the south-west and Finsbury Park to the north-east, are located within a convenient 20 minute cycle of the site. The site's location therefore provides excellent opportunity for staff living in the surrounding areas, to access the site by bicycle.

3.5 Public Transport Facilities

3.5.1 Public Transport Accessibility Level (PTAL)

A PTAL assessment of the site was undertaken using the TfL database (www.tfl.gov.uk/webcat). The PTAL value is classified in bands ranging from 1a to 6b, where 1a is the lowest level of public transport accessibility (i.e. very poor) and 6b is the highest level of public transport accessibility (i.e. excellent).

The site is in an area of PTAL 6a, corresponding to an excellent access to public transport in the form of regular bus and underground and national rails services. The location of the closest bus stops and underground stations in relation to the site can be seen in Figure 3.6, while the PTAL assessment is included within Appendix A.

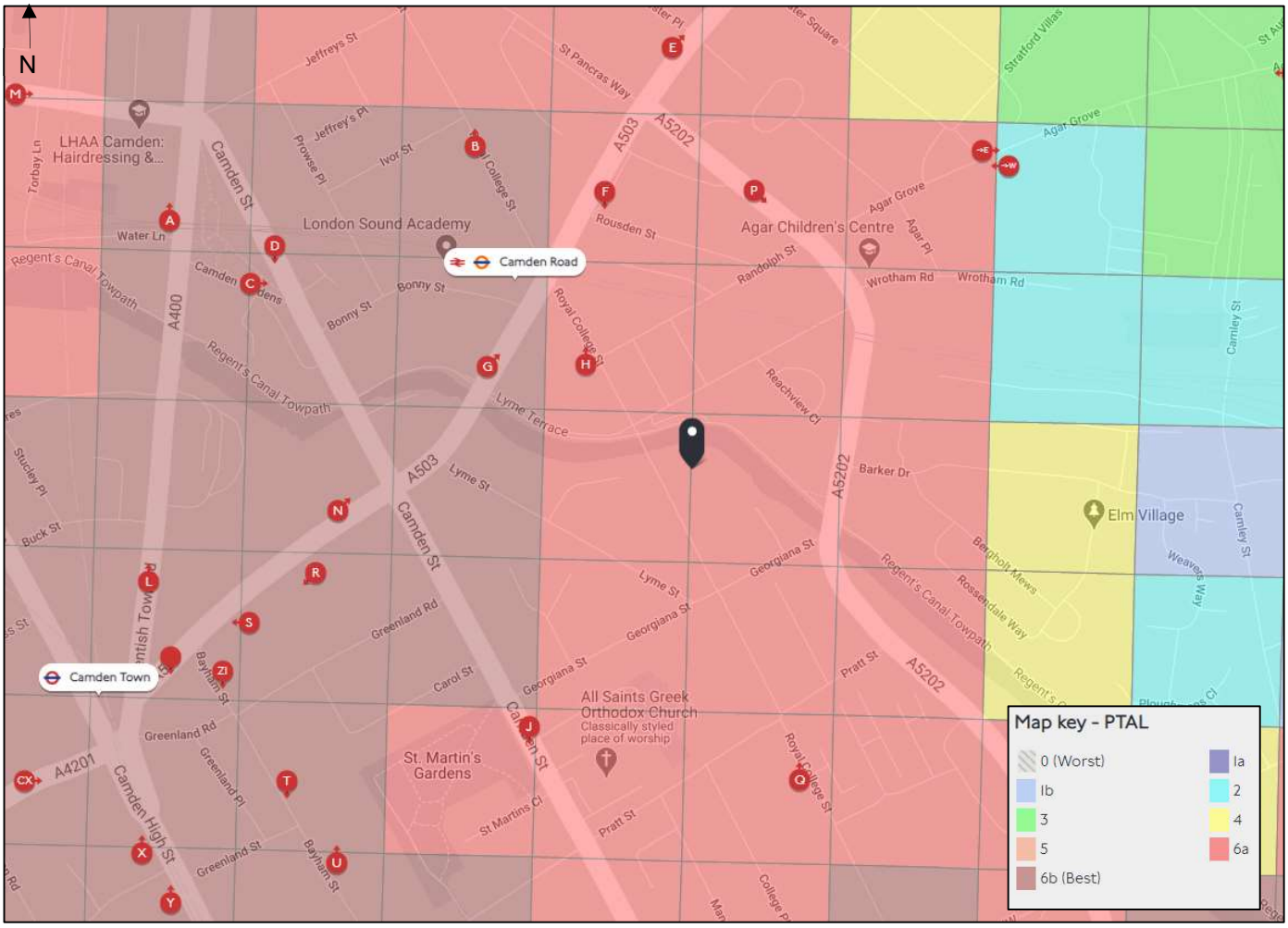


Figure 3.6 PTAL

3.5.2 Bus

As indicated in Figure 3.6, the closets bus stop to the site are, all provided with shelter, seating and timetable information, a part form stop F only provided with timetable information:

- Camden Road Station (Stop H), on Royal College Street, to the north of the site;
- Pratt Street southbound stop (Stop J), on Camden Street, to the south-west of the site;
- Camden Road Station northbound stop (Stop G), on Camden Road, outside Camden Road overground station, to the north of the site;
- Camden Road Station southbound (Stop F), on Camden Road, to the north of Camden Road overground station, to the north of the site;
- Camden Gardens southbound stop (Stop D), on Camden Street, to the north-west of the site;
- Camden Street southbound stop (Stop R), on Camden Road, to the west of the site;
- Camden Street southbound stop (Stop S), on Camden Road, to the west of the site;
- Camden Street northbound stop (Stop N), on Camden Road, to the west of the site.

Table 3.2 summarises the frequency of the bus services operating within the vicinity of the site, while Appendix B includes a bus spider map indicating bus routes.

Service No.	Bus Stop	Walk time from site (min)	Route	Frequency
24	D, S	5	Between Hampstead Heath and Pimblico	10
134	D, S	4.5	Between North Finchley and Warren Street	12
88	D, R	5.75	Between Highgate and Clapham Common	8
168	D, R	5.33	Between Hampstead Heath and Old Kent Road	9
214	D, R	5.75	Between Highgate Village and Morgate	8
31	D	12.33	Between Camden and White City	7.33
27	D, S	13.08	Between Chalk Farm and Hammersmith	7.33
29	F, G, N, S	4	Between Trafalgar Square and Wood Green	15
253	F, G, N, R	4.5	Between Easton and Hackney Central	12
274	H, G, N, R	6	Between Islington and Lancaster Gate	7.5
46	G, H, D, J	10.8	Between City Thameslink and Lancaster Gate	3.8

Table 3.2 Bus Services Summary *(source: www.tfl.gov.uk/webcat)*

As can be seen from Table 3.2, local bus services are frequent and provide access to the site as well as the wider public transport network. Bus services also provide a link to other public transport interchanges such as nearby rail stations and London underground stations.

The site's location therefore provides excellent opportunities for existing and future site users to travel to and from the site by public transport.

3.5.3 Underground and Overground Services

Camden Town station, located approximately 550m (a 7 minutes' walk) to the west of the site, is operated by London Underground, and is on the Northern Line, with frequent trains towards Edgard and High Barnet to the north and Morden to the south.

Camden Road station, located 148m (a 3 minutes' walk) to the north of the site, is operated by London Overground, with frequent trains to Clapham Junction and Stratford.

Table 3.3. includes frequencies of the above services.

Destination	Service	Peak Hour Frequency (average services per hour)
Clapham Junction	London Overground	10
Stratford	London Overground	10
Edgware – Morden	Northern Line - London Underground	25

Table 3.3 Underground and overground services summary

3.6 Local Road Network

Figure 3.1 included a map of the local road network anticipated to be most affected by the proposed site; a description of each road is provided in the following paragraphs.

Royal College Street is a one-way 20mph northbound road, providing one lane for general traffic, segregated on-street northbound cycle lane and segregated contraflow southbound cycle lane. Parking is allowed on the eastern side of the road just outside the site, however, this is restricted to loading only Monday-Friday between 8.30am-6.30pm and resident permit holders only Monday-Friday between 8.30am-6.30pm.

Camden Road is a 20mph two-way road running from Camden Town station to the south west of the site, past Camden Road station, to the north of the site, and continuing in a north-easterly direction from the site. The road is part of London's red routes, with double red lines parking restriction applicable at all times provided on both sides of the road. Many sections of the road are provided with one lane per direction and an additional bus lane in one or the other direction (various bus routes travel along this road), with more than one lane also provided at its approaches with junctions.

Camden Street is a one-way 20mph southbound road, running west of Royal College Street and perpendicular to it, providing two southbound lanes with additional approaches provided at some junctions. The road is part of London's red routes, with red lines parking restriction provided on both sides of the road, restricting parking to residents only Monday-Friday between 8.30am-6.30pm (single red line) or at all times (double red lines).

3.6.1 Low Emission Zone

The site is within the Low Emission Zone (LEZ) which was set up to encourage the most polluting heavy diesel vehicles driving in the Capital to become cleaner. It covers most of Greater London, and operates 24 hours a day, every day of the year. Charges are as below:

- £100 for larger vans, minibuses and other specialist vehicles;
- £200 for lorries, buses, coaches and other heavier vehicles.

These charges will change for heavier vehicles from 1st March 2021.

3.6.2 Car Clubs

There are a number of car club bays situated within close proximity to the site; in particular, Figure 3.7 shows the location of ZipCar vehicles located within 800m from the site.

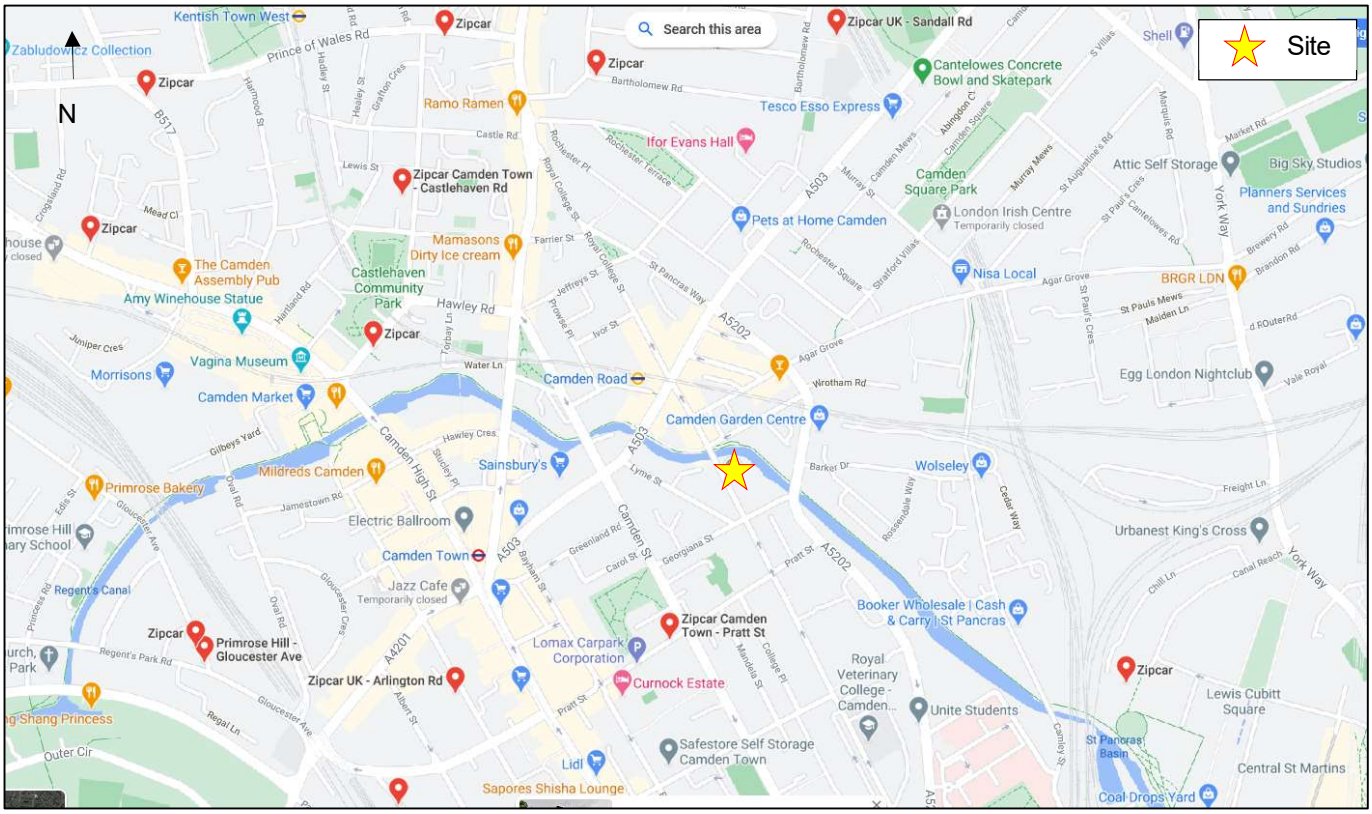


Figure 3.7 Zipcar Location

3.7 Personal Injury Accident Data

An assessment of personal injury accident (PIA) has been undertaken using data received from TfL for the most recent 5-year period available (ending June 2020) and included in Appendix C. The study area for the accident analysis was as shown in Figure 3.8.

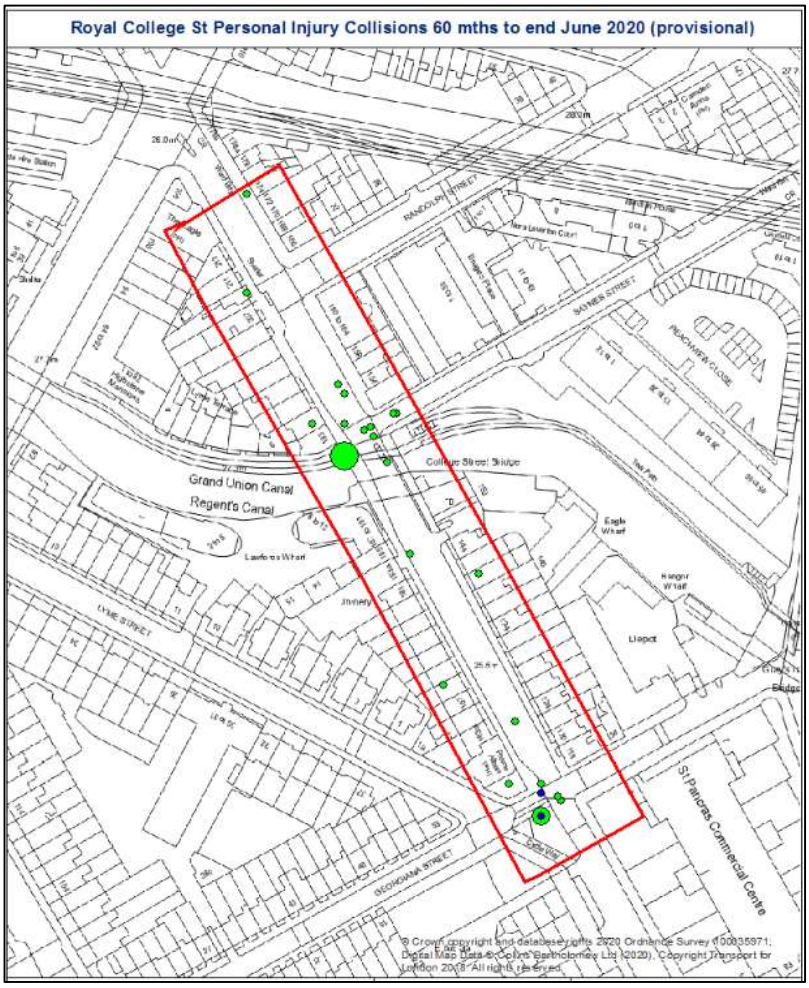


Figure 3.8 Accident Data (source: TfL)

A summary of the number of accidents which occurred in the study area over the last 5 years (ending June 2020) is outlined in Table 3.3.

Accident Severity	Time periods					Total	%
	Jul 2015-Jun 2016	Jul 2016-Jun 2017	Jul 2017-Jun 2018	Jul 2018-Jun 2019	Jul 2019-Jun 2020		
Fatal	0	0	0	0	0	0	0%
Serious	0	0	1	1	0	2	6%
Slight	0	9	8	11	2	30	94%
Total	0	9	9	12	2	32	100%

Table 3.3 Accident data summary

Table 3.3 shows that during the five-year period, a total of 32 accidents were recorded, including 2 serious and 30 slight accidents. No fatal accidents were recorded during the assessed period in the study area.

A summary of the total number of casualties caused by the 32 accidents which occurred in the study area is outlined in Table 3.4.

Casualty Severity	Time periods					Total	%
	Jul 2015-Jun 2016	Jul 2016-Jun 2017	Jul 2017-Jun 2018	Jul 2018-Jun 2019	Jul 2019-Jun 2020		
Fatal	0	0	0	0	0	0	0%
Serious	0	0	1	1	0	2	6%
Slight	0	11	8	11	2	32	94%
Total	0	11	9	12	2	34	100%

Table 3.4 Casualties data summary

Table 3.4 shows a total of 34 casualties resulting from 32 accidents over the 5-year period; 32 casualties sustained a slight injury, and 2 casualties sustained a serious injury.

Table 3.5 shows the types of road users that have been involved in the accidents, summarised by the severity of the accident.

Road user	Severity			Total	Percentage
	Fatal	Serious	Slight		
Pedestrian	0	1	1	2	6%
Pedal Cyclist	0	1	12	13	38%
Car Driver	0	1	15	16	47%
Car Passenger	0	0	0	0	0%
HGV Driver	0	0	2	2	6%
Driver/Rider (motorcycle)	0	0	0	0	0%
Taxi Driver	0	0	0	0	0%
Taxi Passenger	0	0	0	0	0%
Bus Passengers	0	0	1	1	3%
Other	0	0	0	0	0%
Total	0	2	32	34	100%

Table 3.5 Casualties by type of users and severity

Table 3.5 shows that out of the total 34 casualties, vulnerable road users (pedestrians, cyclists and motorcyclists) accounted for the highest number of all casualties (44 %), followed by car drivers accounting for 47% of casualties, HGV driver accounting for 6% of casualties and bus passengers accounting for 3% of casualties.

The serious casualties have been investigated in more details and are included below:

- An accident occurred on Wednesday 8th November 2017 at 22:20 at the Royal College St / Georgina St crossroads junction; a car turning left onto Royal College Street failed to look properly and colliding with a cyclist resulting in serious injuries for the cyclist. The recorded contributory factors for the accident where the car's illegal turn or direction of travel, failing to look properly and failing to signal or misleading signal.
- An accident occurred on Tuesday 30th April 2019 at 11:50 on Georgina Street, close to the junction with Royal College St. A collision occurred when a pedestrian with a skateboard was unable to stop and hit the passenger side of the van turning left onto Royal College St, resulting in serious injuries for the pedestrian. The recorded contributory factors for the accident where the pedestrian's failing to look properly.

The above casualties are considered to have occurred due to road users' behavioural issues rather than any highway

network design issues.

Following review of all accidents occurred in the study area, in particular those resulting in serious casualties, no obvious trends were found. While it is acknowledged that all accidents are regrettable, the PIA data analysis has concluded that these accidents have occurred due to road users' behavioural issues rather than any highway network design issues.

4.0 Existing Site

4.1 Description and Location

The site is the Eagle Mews site located at 146-150 Royal College Street, NW1 0TA, within LBC, and comprises a hard-standing car park area including its vehicular access from Royal College Street.

The site is bound by Royal College Street to the west, Regent's Canal to the north and a two-storey office building to the east. To the south, along the eastern side of this part of Royal College Street, there is a three-storey locally listed terraced building, separated from the site by an access road.

The nearby area is a land use mix of residential and commercial buildings. Along Royal College Street, most of the terraced buildings are three-storey listed terraced buildings. The western side of the street comprises Grade II listed buildings, while the eastern side of the street primarily comprises locally listed buildings. Further north of Royal College Street is a designated neighbourhood centre consisting of a range of local supermarkets and shops and some residential units above. The canal side is predominately light industrial and workspace buildings.

Figure 4.1 includes the site's red and blue boundaries.

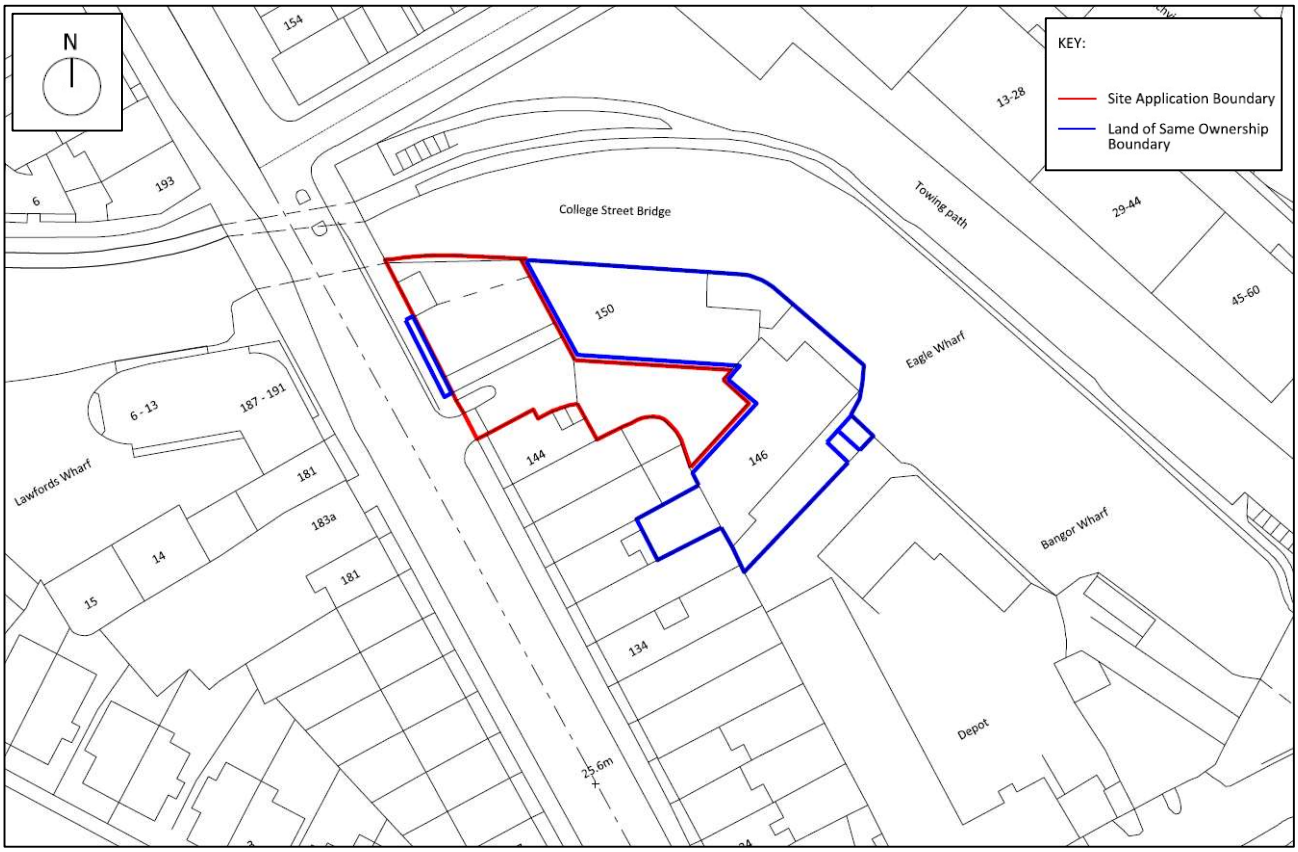


Figure 4.1 Site's red and blue boundaries

As Figure 4.1 indicates, two existing office building (no. 150 building and no. 146 building) are included in the site's ownership boundary. The gross internal area (GIA) of the two existing buildings is of 1,234 m^2.

4.2 Access

The site is accessed from Royal College Street, indicated in Figure 4.2; this access is used by pedestrians, cyclists and vehicles. The two existing office buildings within the site's blue boundary are also accessed from this existing entrance. This access is gated and it is understood that the gates are left open during the day.

Figure 4.2 Vehicular access from Royal College Street (source Google Street View, image capture: Oct 2020)

It is noted that the pedestrian link between Royal College Street and the existing office building included in Figure 4.2, to the north of the main access, is no longer in use.

4.3 Parking

As mentioned, the site is currently a car park area; no marked bays are currently present on the site.

The existing lease of no. 150 office includes no car parking spaces available for the use of the building.

The existing lease of no.146 office building includes the use of 8 car parking spaces in the area in front of their building.

From information received by the client, it is understood that rarely there is more than 1 vehicle parked within the site's ownership boundary, as most of the employees of the two office buildings travel by public transport or cycle.

4.4 Deliveries and Servicing

Refuse collection for the two existing office buildings currently occur on-street. The bins of the two existing office buildings are currently located in the existing car park within the proposed site. The refuse truck does not currently access the site vehicular access but stop on-street on Royal College Street. The tenant of the two office buildings has confirmed that LBC collect the bins weekly by arrangement; their operatives wheel the existing eurobins from the site onto Royal College Street, as the bins are too heavy to be moved by the tenants, where they are picked up by their refuse lorry.

Deliveries for the two office buildings currently occur on-site, with delivery vehicles up to a panel van accessing and egressing the site in forward gear from the access indicated in Figure 4.2, and vehicle performing turning manoeuvres within the site.

5.0 Proposed Development

5.1 Description

The proposal seeks the construction of a new office building, replacing the under-used private car park located on the site. No existing buildings will be demolished or altered as part of this proposal.

The proposed floor breakdown for the whole building is indicated in Figure 5.1.

Proposed Scheme

Floor	Gross internal area (GIA)		Nett internal area (NIA)	
	m ^{2}	sq ft	m ^{2}	sq ft
Office (B1)				
Third	192	2062	154	1658
Second	217	2336	182	1959
First	217	2336	182	1959
Ground	155	1671	112	1206
Total	781	8405	630	6781

Floor	Gross External Area (GEA)	
	m ^{2}	sq ft
Office (B1)		
Third	206	2217
Second	236	2540
First	236	2540
Ground	174	1873
Total	852	9171

Figure 5.1Site's proposed schedule of area

Figure 5.2 includes the proposal for the ground floor, while a complete set of proposed plans are included in Appendix D.

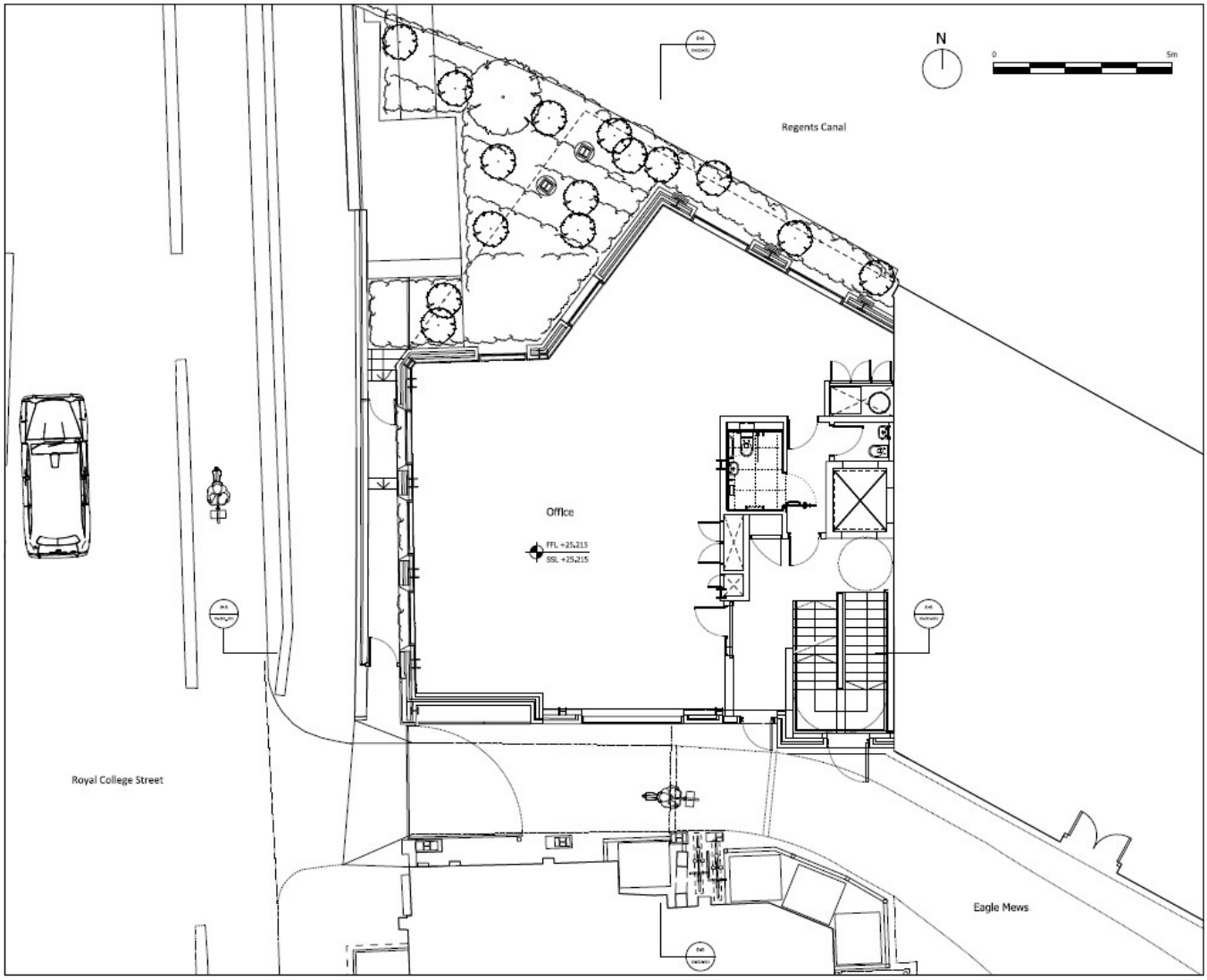


Figure 5.2 Proposed Ground Floor

5.2 Access

It is proposed to retain the existing access to the site, and to no.146-150 existing office buildings, from Royal College Street, as indicated in Figure 5.2; this access will continue to be shared by vehicles, cyclists and pedestrians.

5.3 Parking

It is proposed that 2 disabled parking spaces only are provided on site, as indicated in Figure 5.3. These bays would be for the use of all three office buildings.

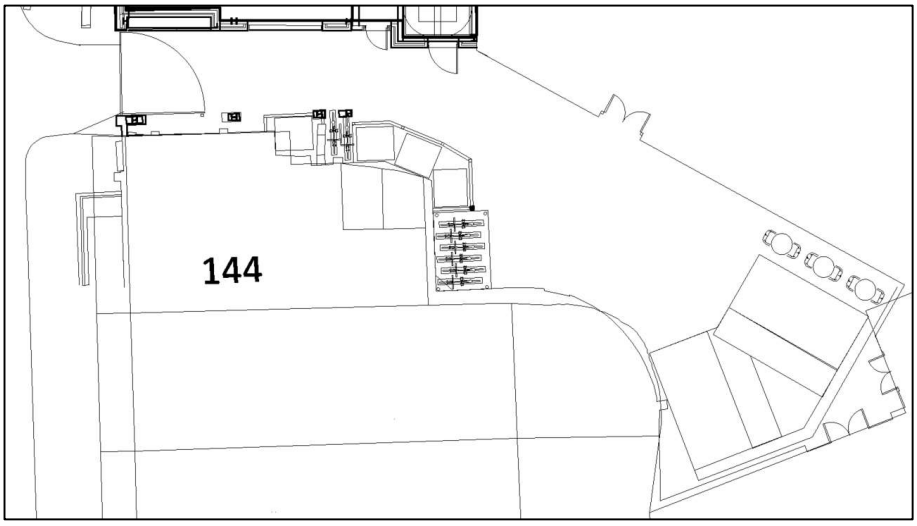


Figure 5.3 Proposed disabled parking bays

A swept path analysis has been undertaken to demonstrate that a large car can access the proposed disabled parking bays, turn within the site, and egress the site in forward gear. Tracking drawings are included in Appendix E.

12 long stay and 2 short stay cycle parking spaces will be provided on-site and under-covered as indicated in Figure 5.3; this level of cycle parking exceeds the London Plan's minimum requirements.

5.4 Deliveries and Servicing

It is proposed that refuse collection will continue to occur as currently, on-street. The site might result in an increase in the volume of waste produced as there will be an uplift in the number of employees attending the site; however, this will be collected within the existing vehicle trips made to the site and there will be no increase in refuse movements.

It is proposed that delivery arrangements will continue to occur as currently, on-site. The managing agent has agreed that the largest vehicle to be accessing the site will be a 3.5t panel van, indicated in Figure 5.4.

A swept path analysis has been undertaken to demonstrate that a 3.5t panel van can access the site, turn within the site, and egress the site in forward gear. Tracking drawings are included in Appendix E.

A standalone DSP has been produced in support of the planning application of the site.

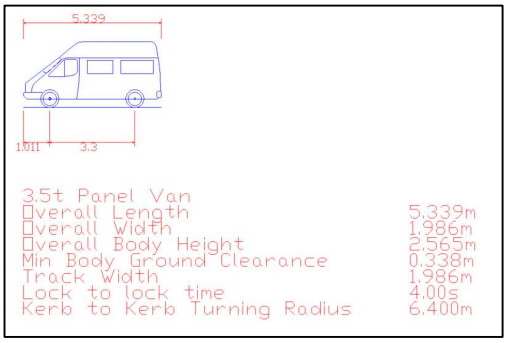


Figure 5.4 Panel Van

6.0 Trip Generation

6.1 Trip Generation

A trip generation exercise has been undertaken to establish the likely trips that could be generated by the proposed refurbishment and extension.

6.1.1 Office Trips

In the absence of survey data, TRICS v7.7.4 has been used to establish the likely trips that could be generated by the proposed development.

The following site selection criteria has been applied to select comparable sites from which to determine trip rates for the development:

- Use selection 02 – Employment, A – Office;
- Sites located within Greater London;
- Multi modal sites selected;
- Gross floor area up to 5,000 sqm;
- Sites with PTAL 6a or greater;
- Sites with no on-site car park.

Applying the above criteria resulted in 4 comparable sites being returned details of which are provided in Appendix F.

Table 6.1 shows anticipated trip rates and resultant vehicle trip generation for the proposed building (781m^2 of GIA).

Interval	Arrival		Departures		Total (two-ways)	
	Trip Rate	Vehicle No.	Trip Rate	Vehicle No.	Trip Rate	Vehicle No.
07:00-08:00	0.011	0.1	0	0.0	0.011	0.1
08:00-09:00	0.077	0.6	0.044	0.3	0.121	0.9
09:00-10:00	0.055	0.4	0.011	0.1	0.066	0.5
10:00-11:00	0.044	0.3	0.044	0.3	0.088	0.7
11:00-12:00	0.066	0.5	0.033	0.3	0.099	0.8
12:00-13:00	0.099	0.8	0.099	0.8	0.198	1.5
13:00-14:00	0.033	0.3	0.033	0.3	0.066	0.5
14:00-15:00	0.022	0.2	0.055	0.4	0.077	0.6
15:00-16:00	0.011	0.1	0.022	0.2	0.033	0.3
16:00-17:00	0.055	0.4	0.033	0.3	0.088	0.7
17:00-18:00	0.033	0.3	0.088	0.7	0.121	0.9
18:00-19:00	0	0.0	0.022	0.2	0.022	0.2
Total		**4**		**4**		**8**

Table 6.1 Vehicle Trip Generation

Table 6.1 indicates that the proposed office building is forecast to generate a total of 8 two-ways vehicles trips per day, with up to 2 two-ways vehicle trips in the busiest peak hour period (between 12:00-13:00).

Out of the total number of daily vehicle trips included in Table 6.1, 4 two-ways vehicles trips are anticipated to be servicing trips (assumed to be done with LGV vehicles). Although the redevelopment of the site might result in an increase in the volume of deliveries/waste produced, these will be undertaken/collected within the existing vehicle trips made to the existing site and there will be no increase in the delivery/refuse movements. Therefore, these servicing trips

should be considered as existing, and the total number of additional trips generated by the redevelopment of the site anticipated to be of 4 two-ways daily vehicle trips only, which is anticipated to produce a negligible impact on the operation of the local highway network.

Table 6.2 shows anticipated trip rates and resultant people trip generation for the proposed building (781m^2 of GIA).

Interval	Arrival		Departures		Total (two-ways)	
	Trip Rate	People No.	Trip Rate	People No.	Trip Rate	People No.
07:00-08:00	0.856	7	0.066	1	0.922	7
08:00-09:00	2.052	16	0.197	2	2.249	18
09:00-10:00	1.657	13	0.307	2	1.964	15
10:00-11:00	1.24	10	0.483	4	1.723	13
11:00-12:00	0.889	7	0.757	6	1.646	13
12:00-13:00	1.196	9	1.635	13	2.831	22
13:00-14:00	1.877	15	1.492	12	3.369	26
14:00-15:00	0.834	7	0.768	6	1.602	13
15:00-16:00	0.702	5	0.966	8	1.668	13
16:00-17:00	0.395	3	1.547	12	1.942	15
17:00-18:00	0.208	2	2.304	18	2.512	20
18:00-19:00	0.077	1	1.24	10	1.317	10
Total		**94**(*)		**92**(*)		**185**

Table 6.2 People Trip Generation (excluding vehicle occupants) (*) Due to rounding

Table 6.2 indicates that the proposed office building is forecast to generate a total of 18 two-ways people trips in the morning peak hour period (between 08:00-09:00) and 20 two-ways people trips in the evening peak hour period (between 07:00-18:00). Given the high accessibility of the site, this level of additional person trips is anticipated to have a negligible impact on the operation of public transport services operating in the vicinity of the site.

6.1.2 Overall Trips

Table 6.3 indicates the anticipated distribution of person trips of the proposed building (781m^2 of GIA) across all modes, over the course of a day.

Mode of Travel	Arrivals		Departures		Total (two-ways)	
	%	N.	%	N.	%	N.
Car	2%	1.6	2%	1.5	2%	3
Taxi	1%	0.5	1%	0.5	1%	1
Servicing Vehicles	2%	1.7	2%	1.7	2%	3
Motorcycle	0%	0.1	0%	0.1	0%	0
Bus	21%	20.9	22%	21.1	22%	42
Tube/Train	30%	28.9	27%	25.8	28%	55
Cycle	4%	3.7	4%	3.6	4%	7
Walk	41%	40.1	43%	41.4	42%	82
Total	**100%(*)**	**98**	**100%(*)**	**96**	**100%(*)**	**193**

Table 6.3 Anticipated daily person trip generation (*) Due to rounding

Table 6.3 indicates that the proposed building is forecast to generate a total of 96% person trips by sustainable modes, including walking (42%), cycling (4%) and using public transport (50%); only 3% of trips are anticipated to be made by car/taxis, while servicing trips (2%) are anticipated to be existing and therefore already present in the local highways network.

7.0 Development Impacts and Mitigations

7.1 Development Impacts

The proposal is forecast to generate 4 two-ways daily vehicles trips, which is anticipated to produce a negligible impact on the operation of the local highway network.

The proposal is also forecast to generate a total of 18 two-ways people trips in the morning peak hour period (between 08:00-09:00) and 20 two-ways people trips in the evening peak hour period (between 07:00-18:00); given the high accessibility of the site, this level of additional person trips is anticipated to have a negligible impact on the operation of public transport services operating in the vicinity of the site.

7.2 Mitigations

The proposal includes the re-development of the existing car parking space, to provide a car free (except for disabled parking) office building, which is anticipated to produce a negligible impact on the nearby transport network given the high accessibility of the site. Nevertheless, the following measures have been proposed.

7.2.1 On-site measures

The proposal includes the re-development of existing car park, which is understood to currently provide up to 8 parking bays for the existing no.146 office building. The proposal includes the removal of all general parking bays and the provision of 2 disabled bays only, for the shared use of the proposed office and the 2 existing offices; this arrangement will help to further minimise any impact of the site on the local highway network.

The two proposed disabled parking bays are located within 10m distance from the buildings' main doors.

The proposal includes the provision of 14 cycle parking spaces, in excess of London Plan's minimum requirements.

7.2.2 Travel Plan

A workplace Travel Plan (TP) has been developed to demonstrate a commitment to minimising the impact of single occupancy vehicular traffic associated with the site and promoting sustainable travel choices. This document is submitted alongside this TS report with the planning application.

The TP includes measures to encourage travel by active and public transport modes, encourage safe road user behaviour and measures to minimise the impact of deliveries and servicing on the local road network.

7.2.3 Delivery Servicing Plan

A Delivery and Servicing Plan (DSP) has been developed in support of the planning application as a standalone document to manage refuse, delivery and service vehicle arrangements and overall accessibility. This document sets out a range of management strategies and measures to ensure the site can be readily services in an efficient and safe manner, without inconveniencing others and minimising the impacts on the local highway network.

8.0 Summary and Conclusions

8.1 Summary

Cundall has been commissioned by Cumbrae Properties (1963) Ltd to prepare a Transport Statement (TS) in support of a planning application for the redevelopment of the Eagle Mews site located at 146-150 Royal College Street, NW1 0TA, within the London Borough of Camden (LBC).

The proposal seeks the construction of a new office building (781m^2 of GIA), replacing the under-used private car park located on the site. No existing buildings will be demolished or altered as part of this proposal.

8.2 Conclusions

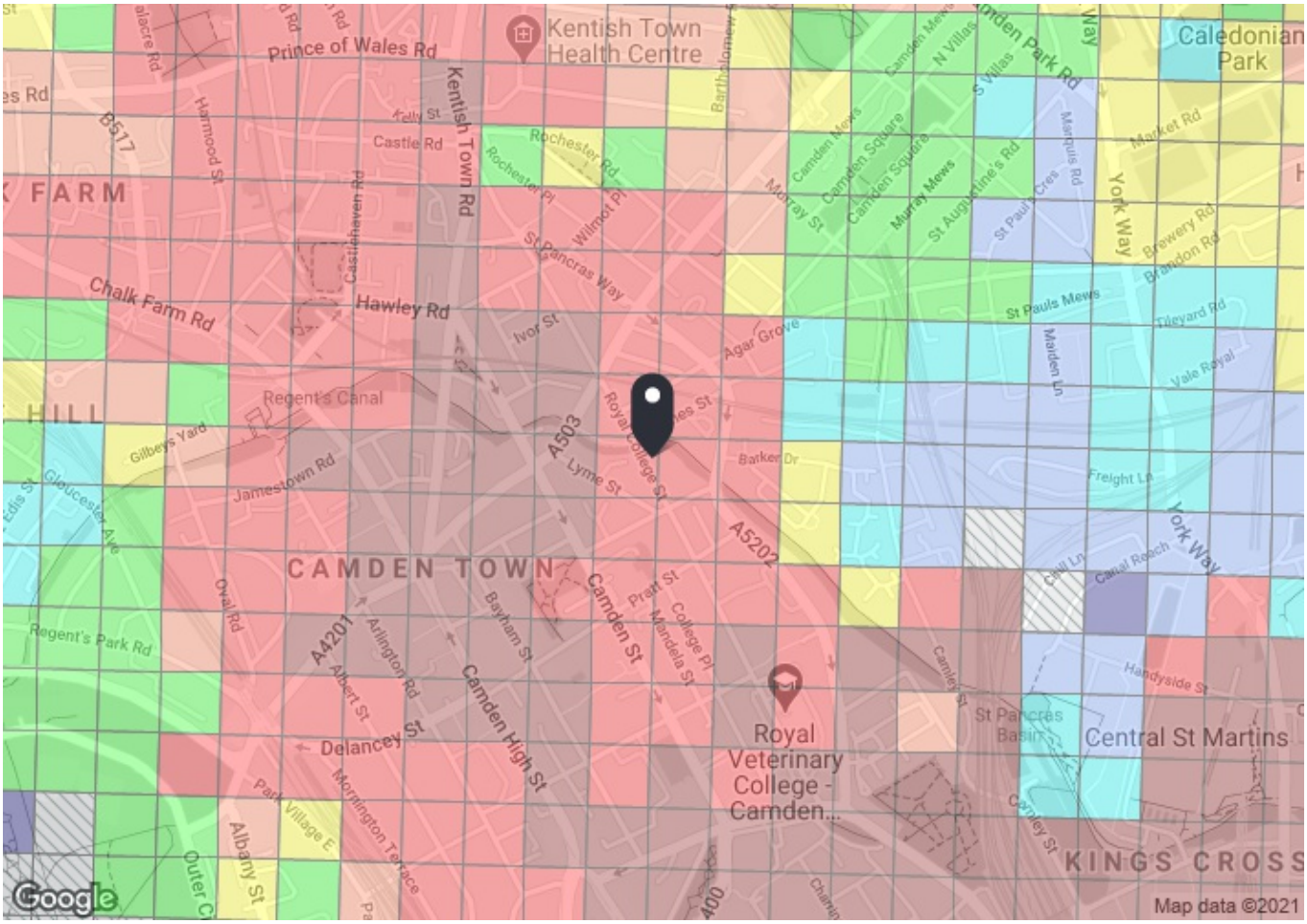
The main conclusions are as below:

- The site is in a highly accessible location in relation to existing pedestrian, cyclists and public transport facilities and it is anticipated that employees will travel using sustainable modes of transport. The provision of no general parking within the site in association with the removal of existing parking bays to make space for cycle parking spaces will support the site's accessible location and encourage access using sustainable modes of transport;
- The proposal includes the removal of the existing car park and the provision of 2 disabled parking bays only to be shared among the proposed building and the two existing buildings; this is in accordance with London Plan's standards;
- The proposal includes the provision of 14 cycle parking spaces, which is in excess of the London Plan's standards;
- The re-development of the site is forecast to generate 4 two-ways daily vehicles trips, which is anticipated to produce a negligible impact on the operation of the local highway network;
- While the redevelopment of the site might result in an increase in the volume of deliveries/waste produced, these will be undertaken/collected within the existing vehicle trips made to the existing site and there will be no increase in the delivery/refuse movements;
- The proposal is also forecast to generate a total of 18 two-ways people trips in the morning peak hour period (between 08:00-09:00) and 20 two-ways people trips in the evening peak hour period (between 07:00-18:00); given the high accessibility of the site, this level of additional person trips is anticipated to have a negligible impact on the operation of public transport services operating in the vicinity of the site.
- A workplace Travel Plan and Delivery Servicing Plan have been developed as mitigation measures mainly looking at further encouraging sustainable modes wherever possible and manage deliveries to occur off-peak;

It is concluded that the proposed development is considered to be acceptable on transport and highways grounds, its likely transportation effects are considered to be negligible, and therefore the development should be granted planning consent.

Appendix A

TRANSPORT FOR LONDON



PTAL output for Base Year
6a

NW1 0TA
Royal College St, London NW1 0TA, UK
Easting: 529290, Northing: 184053

Grid Cell: 98765

Report generated: 19/04/2021

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

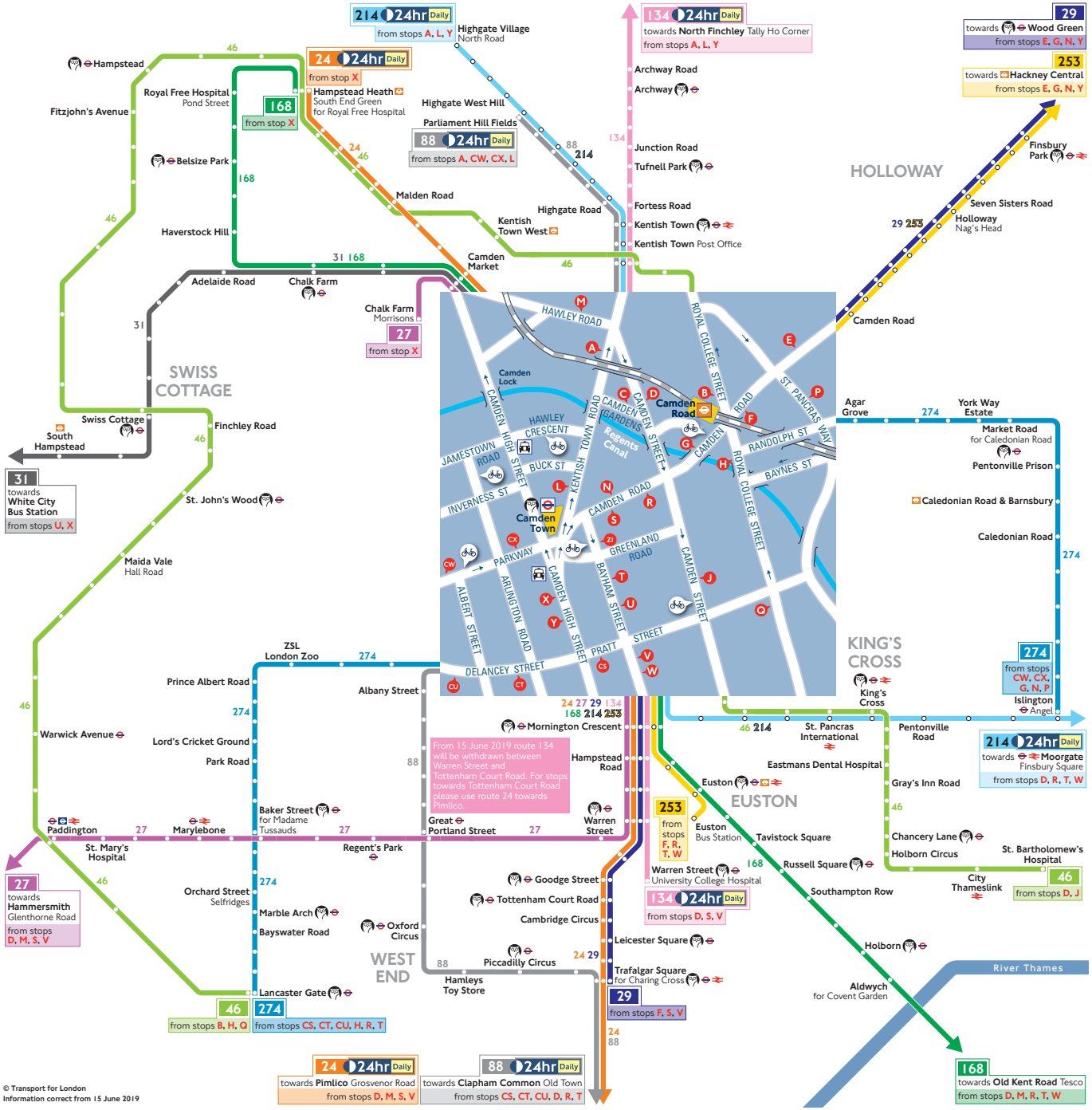
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAMDEN ROAD STATION	29	185.96	15	2.32	4	6.32	4.74	1	4.74
Bus	CAMDEN ROAD STATION	253	185.96	12	2.32	4.5	6.82	4.4	0.5	2.2
Bus	CAMDEN ST CAMDEN GARDENS	C2	417.76	8	5.22	5.75	10.97	2.73	0.5	1.37
Bus	CAMDEN ST CAMDEN GARDENS	24	417.76	10	5.22	5	10.22	2.93	0.5	1.47
Bus	CAMDEN ST CAMDEN GARDENS	134	417.76	12	5.22	4.5	9.72	3.09	0.5	1.54
Bus	CAMDEN ST CAMDEN GARDENS	31	417.76	10	5.22	5	10.22	2.93	0.5	1.47
Bus	CAMDEN ST CAMDEN GARDENS	27	417.76	8	5.22	5.75	10.97	2.73	0.5	1.37
Bus	CAMDEN ST CAMDEN GARDENS	168	417.76	9	5.22	5.33	10.56	2.84	0.5	1.42
Bus	CAMDEN ST CAMDEN GARDENS	214	417.76	8	5.22	5.75	10.97	2.73	0.5	1.37
Bus	CAMDEN GARDENS STAND	88	419.55	9	5.24	5.33	10.58	2.84	0.5	1.42
Bus	R COLLEGE ST CAMDEN ROAD	274	97.21	7.5	1.22	6	7.22	4.16	0.5	2.08
Bus	R COLLEGE ST CAMDEN ROAD	46	97.21	6	1.22	7	8.22	3.65	0.5	1.83
Rail	Camden Road	'CLPHMJ2-STFD 2L50'	249.36	3.67	3.12	8.92	12.04	2.49	1	2.49
Rail	Camden Road	'STFD-CLPHMJ2 2Y11'	249.36	3.67	3.12	8.92	12.04	2.49	0.5	1.25
LUL	Camden Town	'Edgware-Morden'	636.77	9	7.96	4.08	12.04	2.49	0.5	1.25
LUL	Camden Town	'Morden-HighBarnet'	636.77	14.67	7.96	2.79	10.75	2.79	1	2.79
LUL	Camden Town	'Morden-MillHillE'	636.77	4	7.96	8.25	16.21	1.85	0.5	0.93
LUL	Camden Town	'Morden-Edgware'	636.77	4.67	7.96	7.17	15.13	1.98	0.5	0.99
LUL	Camden Town	'HighBarnet-Morden'	636.77	0.33	7.96	91.66	99.62	0.3	0.5	0.15
LUL	Camden Town	'Kennington-Edgware'	636.77	14.67	7.96	2.79	10.75	2.79	0.5	1.39
LUL	Camden Town	'HighBarnet-Kenningt'	636.77	5.33	7.96	6.38	14.34	2.09	0.5	1.05
LUL	Camden Town	'MillHill-Morden'	636.77	1.67	7.96	18.71	26.67	1.12	0.5	0.56
LUL	Mornington Crescent	'MillHillE-Kenningt'	938.85	1.67	11.74	18.71	30.45	0.99	0.5	0.49
									Total Grid Cell AI:	**35.6**

Appendix B

Buses from Camden Town



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
	Connections with river boats
	Cycle hire docking station
	Taxi rank
	Tube 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 1031.03.19 (P)

Appendix C

Royal College St Personal Injury Collisions 60 mths to end June 2020 (provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	ACCIDENT COUNT
X GIS AREA B02 ROYAL COLLEGE ST(P)	60MTS TO JUN/2020	32

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION

1

01160004970	SAT 03/12/2016 20:30		DARK	ROYAL COLLEGE ST J/W GEORGIANA ST			02 LINK 133-134	529310/183970
POLICE - AT SCENE		ROAD-WET	WEATHER-OTHER	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(30 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
CASUALTY	002 (002)	(31 YRS - F - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NEG	(30 YRS - M - REDACT)	MOVING OFF	(W TO E) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(31 YRS - F - REDACT)	G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	B	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))	V001	B	405 (FAILED TO LOOK PROPERLY)
V001	B	704 (BUILDINGS, ROAD SIGNS, STREET FURNITURE)	V001	B	603 (NERVOUS, UNCERTAIN OR PANIC)

2

01160005115	FRI 25/11/2016 10:54		LIGHT	ROYAL COLLEGE ST J/W BAYNES ST			02 LINK 133-134	529250/184080
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN S/R	ZEBRA XING	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(19 YRS - M - REDA)	SLIGHT	DRIVER/RIDER		
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED	(19 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(S TO S) FRONT HIT FIRST J/P - UNKN JCT APP

3

01160012903	TUE 13/09/2016 08:00		LIGHT	ROYAL COLLEGE ST, NR JUNCT WTH GEORGINA ST .			02 LINK 133-134	529310/183970
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(W TO E) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	B	405 (FAILED TO LOOK PROPERLY)				V002 B	404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)	

4

0116EK40565	SAT 06/08/2016 13:50		LIGHT	ROYAL COLLEGE ST J/W GEORGIANA ST			02 LINK 133-134	529310/183970
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
V1 FAILED TO STOP AND COLLIDED WITH O/S OF V1								
CASUALTY	001 (001)	(39 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PED CYCLE BT - N/A		(39 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) O/S HIT FIRST	J/P - UNKN JCT MID
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(NE TO SW) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	405 (FAILED TO LOOK PROPERLY)				V002 A	602 (CARELESS, RECKLESS OR IN A HURRY)	

5

01170013826	MON 23/01/2017 11:50		LIGHT	ROYAL COLLEGE ST J/W BAYNES ST			02 LINK 133-134		529240/184090
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	UNKNOWN S/R	UNKNOWN S/R		NONE IN 50M
CASUALTY	001 (001)	(45 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PED CYCLE BT - DRV NOT CONTACTED		(45 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

6

01170021316	MON 27/02/2017 09:05		LIGHT	ROYAL COLLEGE ST 21M S OF J/W CAMDEN RD NREST CLASSIFI			02 LINK 133-137		529220/184130
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING		NONE IN 50M
CASUALTY	001 (001)	(48 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	STANDING PASSENGER			
VEHICLE	001 (000)	LONDON BUS BT - NOT REQ		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) DID NOT IMPACT	JOURNEY P/O WORK	
V001	A	408 (SUDDEN BRAKING)							

7

01170037985	WED 17/05/2017 07:37		LIGHT	BAYNES ST J/W ROYAL COLLEGE ST				02 LINK 133-134	529250/184090
POLICE - AT SCENE		ROAD-WET	RAINING	ONE-WAY ST	T/STAG JUN	STOP SGN		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (001)	(24 YRS - M - REDA)		SLIGHT	PEDESTRIAN		S BOUND	FROM DRIVERS O/SIDE	
VEHICLE	001 (000)	CAR BT - NOT REQ		(51 YRS - M - REDACT)		MOVING OFF		(W TO N) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)							

8

01170043677	MON 19/06/2017 11:20		LIGHT	ROYAL COLLEGE ST NW1 J/W GEORGINA ST NW1				02 LINK 133-134	529310/183980
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
CASUALTY	001 (002)	(21 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	PHV - LICENCED BT - NOT REQ		(54 YRS - M - REDACT)		MOVING OFF		(E TO NW) FRONT HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - NOT REQ		(21 YRS - M - REDACT)		G/AHEAD - OTHER		(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)							

9

01170047476	SUN 09/07/2017 11:10		LIGHT	ROYAL COLLEGE ST J/W ROYAL COLLEGE ST			02 LINK 133-134	529250/184080
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
CASUALTY	001 (002)	(33 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - F - REDACT)	UNKNOWN S/R	MOVING OFF	(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(33 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN JCT MID

10

01170049429	FRI 30/06/2017 20:00		LIGHT	ROYAL COLLEGE ST J/W CAMDEN RD			02 NODE 137	529220/184160
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	MULTI JUN	AUTO SIG	PEDN PHASE ATS	NONE IN 50M
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(31 YRS - M - REDACT)		WAITING - HELD UP	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	MINIBUS 8-15 PAX BT - DRV NOT CONTACTED		(49 YRS - M - REDACT)	UNKNOWN S/R	G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP

11

01170058003	TUE 15/08/2017 17:35	LIGHT	BAYNES ST, 23M W OF J/W ROYAL COLLEGE ST			02 CELL 529000/184000		529266/184093
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING	NONE IN 50M
CASUALTY	001 (001)	(60 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - NOT REQ		(60 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN

12

01170064640	MON 16/10/2017 08:15	LIGHT	ROYAL COLLEGE ST J/W BAYNES ST			02 NODE 133		529250/184080
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	STOP SGN	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(44 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(38 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	J/P - UNKN E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(44 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)				V001 A	405 (FAILED TO LOOK PROPERLY)	

13

01170067307	SAT 28/10/2017 20:07		LIGHT	ROYAL COLLEGE ST 25M N OF J/W GEORGIANA ST			02 LINK 133-134	529302/183999
SELF-REPORTED		UNKNOWN S/R	WEATHER-UNKNOWN	ONE-WAY ST	NO JUN IN 20M	N/A	PELICAN OR SIML	NONE IN 50M
CASUALTY	001 (001)	(53 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(53 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(35 YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

14

01170068980	WED 08/11/2017 22:20		DARK	ROYAL COLLEGE ST J/W GEORGIANA ST			02 LINK 133-134	529310/183970
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
CASUALTY	001 (002)	(25 YRS - M - REDA)		SERIOUS	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		TURNING - LEFT	(NW TO SE) N/S HIT FIRST	J/P - UNKN JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(25 YRS - M - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)	V001	A 404 (FAILED TO SIGNAL OR MISLEADING SIGNAL)
V001	B	405 (FAILED TO LOOK PROPERLY)		

15

01170070253	MON 13/11/2017 12:58		LIGHT	ROYAL COLLEGE ST J/W GEORGIANA ST			02 LINK 133-134		529316/183975
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
CASUALTY	001 (002)	(41 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	
VEHICLE	002 (000)	PED CYCLE BT - DRV NOT CONTACTED		(41 YRS - M - REDACT)		G/AHEAD - OTHER	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT APP	

16

01180092165	FRI 23/02/2018 13:40		LIGHT	ROYAL COLLEGE ST 74M S OF J/W BAYES ST			02 LINK 133-134		529280/184010
POLICE - AT SCENE		ROAD-DRY	RAINING	ONE-WAY ST	NO JUN IN 20M	N/A	ZEBRA XING		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	CAR BT - NEG		(33 YRS - M - REDACT)		TURNING RIGHT	(S TO N) N/S HIT FIRST	J/P - UNKN	
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(S TO N) FRONT HIT FIRST	J/P - UNKN	

V001	A	701 (STATIONARY OR PARKED VEHICLE(S))	V002	A	305 (ILLEGAL TURN OR DIRECTION OF TRAVEL)
V002	B	405 (FAILED TO LOOK PROPERLY)			

17

01180100980	TUE 10/04/2018 19:00		LIGHT	BAYNES ST J/W ROYAL COLLEGE ST			02 LINK 133-134	529250/184080
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(26 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(52 YRS - M - REDACT)		TURNING RIGHT	(W TO E) N/S HIT FIRST	COMMUTING E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(26 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)						

18

01180116027	FRI 22/06/2018 10:15		LIGHT	ROYAL COLLEGE ST J/W PRIVATE DRIVE			02 LINK 133-134	529270/184050
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(28 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(50 YRS - M - REDACT)		WAITING - TURN RIGHT	(E TO N) N/S HIT FIRST	JOURNEY P/O WORK E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(28 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	J/P - UNKN JCT APP

V001	B	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	V002	A	405 (FAILED TO LOOK PROPERLY)
V001	A	405 (FAILED TO LOOK PROPERLY)	V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)			

19

01180122018	THU 19/07/2018 07:55		LIGHT	BAYNES ST J/W ROYAL COLLEGE ST			02 LINK 133-134	529250/184080
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (002)	(25 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ	(60 YRS - M - REDACT)		MOVING OFF	(E TO SW) N/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A	(25 YRS - M - REDACT)		MOVING OFF	(N TO S) FRONT HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))			V002	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

20

01180125704	FRI 03/08/2018 23:00		DARK	BAYNES ST J/W ROYAL COLLEGE ST			02 LINK 133-134	529250/184080
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(48 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(48 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN JCT MID

21

01180131881	MON 10/09/2018 18:45		LIGHT	BAYNES ST 10M E OF J/W ROYAL COLLEGE ST			02 LINK 133-134	529265/184093
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	STOP SGN	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(28 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(28 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R

22

01180137624	MON 08/10/2018 07:20		LIGHT	BAYNES ST J/W ROYAL COLLEGE ST			02 LINK 133-134	529250/184080
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(27 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(57 YRS - F - REDACT)		WAITING - TURN RIGHT	(E TO N) O/S HIT FIRST	COMMUTING JCT APP
VEHICLE	002 (000)	PED CYCLE BT - N/A		(27 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)				V002 B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)	

23

01180143041	FRI 02/11/2018 12:00		LIGHT	ROYAL COLLEGE ST J/W GEORGIANA ST			02 LINK 133-134	529300/183980
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	STOP SGN	ZEBRA XING	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(22 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(22 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(44 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

24

01190166998	TUE 05/03/2019 07:35		LIGHT	ROYAL COLLEGE ST, 55 METRES SOUTH OF JUNCT WTH BAYNES ST.			02 LINK 133-134	529291/184044
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(42 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - NOT REQ		(49 YRS - M - REDACT)		TURNING RIGHT	(E TO NW) FRONT HIT FIRST	COMMUTING
V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

25

01190169191	FRI 15/03/2019 07:50		LIGHT	BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST .			02 LINK 133-134	529263/184078
POLICE - AT SCENE		ROAD-WET	FINE - H WIND	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(29 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(45 YRS - F - REDACT)		TURNING RIGHT	(SW TO NE) FRONT HIT FIRST	SCHOOL - TAKING E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(29 YRS - F - REDACT)		G/AHEAD - OTHER	(NE TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	B	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)						

26

01190170679	FRI 22/03/2019 20:17		DARK	BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST.			02 LINK 133-134	529258/184089
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(37 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(37 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - M - REDACT)		TURNING RIGHT	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID
V001	A	507 (RIDER WEARING DARK CLOTHING AT NIGHT)				V001 A	506 (NOT DISPLAYING LIGHTS AT NIGHT OR IN POOR VISIBILITY	
V002	B	704 (BUILDINGS, ROAD SIGNS, STREET FURNITURE)						

27

01190177810	MON 29/04/2019 06:25		LIGHT	ROYAL COLLEGE ST, 50 METRES NORTH OF JUNCT WTH BAYNES ST.			02 LINK 133-134	529250/184099
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	NO JUN IN 20M		ZEBRA XING	UNKNOWN S/R

NOT KNOWN HOW COLLISION OCCURRED

CASUALTY	001 (001)	(37 YRS - M - REDA)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A	(37 YRS - M - REDACT)	UNKNOWN S/R	UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	COMMUTING
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN

28

01190177942	TUE 30/04/2019 11:50		LIGHT	GEORGIANA ST, NR JUNCT WTH ROYAL COLLEGE ST.			02 LINK 133-134	529310/183977
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M

THE DRIVER 1 WAS COMING ALONG GEORGIANA STREET TOWARDS ROYAL COLLEGE STREET AND CAME TO A STOP AT THE END OF (REDACTED) STREET. THERE IS A PUB ON THE LEFT HAND SIDE OF THE STREET AND HAD HIGH BUSHES AND A SIGN HAD BEEN PUT OUT ADVERTISING THE FOOD BEING SERVED AT THE PUB. DRIVER1 LOOKED TO HIS RIGHT AND SAW A CAR COMING ALONG ROYAL COLLEGE STREET TOWARDS CAMDEN ROAD AND WAITED UNTIL IT HAD PASSED AND THEN TURNED LEFT ONTO ROYAL COLLEGE STREET. HIS LINE OF SIGHT WAS OBSCURED DUE TO A HIGH BUSH AND A SIGN ON THE OUTSIDE OF THE PUB AND ON TURNING HEARD A BANG AND A SHOUT. PW1 WAS COMING DOWN THE ROAD TOWARDS THE (REDACTED) STREET AND WAS ON A SKATEBOARD AND WAS UNABLE TO STOP IN TIME AND WENT INTO THE PASSENGER SIDE OF THE (REDACTED) VAN CAUSING NO DAMAGE TO THE (REDACTED) VAN. (REDACTED)

CASUALTY	001 (001)	(47 YRS - M - REDA)	SERIOUS	PEDESTRIAN	NE BOUND	UNKNOWN/OTHER	
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ	(60 YRS - M - REDACT)	WAITING - TURN LEFT		(NE TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
C001	A	802 (FAILED TO LOOK PROPERLY)					

29

01190182431	WED 22/05/2019 11:45		LIGHT	LOCATION UNCERTAIN ROYAL COLLEGE ST JW BAYNES ST			02 LINK 133-134	529248/184102
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NEG		(38 YRS - M - REDACT)		TURNING RIGHT	(E TO N) FRONT HIT FIRST	E/MAIN RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP

V001	A	302 (DISOBEYED 'GIVE WAY' OR 'STOP' SIGN OR MARKINGS)	V001	A	307 (TRAVELLING TOO FAST FOR CONDITIONS)
V001	A	405 (FAILED TO LOOK PROPERLY)	V001	A	403 (POOR TURN OR MANOEUVRE)
V001	A	602 (CARELESS, RECKLESS OR IN A HURRY)	V001	A	406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

30

01190183646	TUE 28/05/2019 12:50		LIGHT	BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST .			02 LINK 133-134	529259/184086
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	T/STAG JUN	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(27 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	PED CYCLE BT - N/A		(27 YRS - F - REDACT)		G/AHEAD - OTHER	(NW TO SE) FRONT HIT FIRST	JCT APP
VEHICLE	002 (000)	CAR BT - NOT REQ		(43 YRS - F - REDACT)		TURNING RIGHT	(E TO W) O/S HIT FIRST	E/SLIP RD

V002	A	108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY))

31

01190215111	THU 31/10/2019 07:54		LIGHT	ROYAL COLLEGE ST, NR JUNCT WTH GEORGIANA ST.			02 LINK 133-134	529315/183976
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	GIVEWAY /UNCONT	ZEBRA XING	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(27 YRS - F - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(34 YRS - M - REDACT)		MOVING OFF	(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	PED CYCLE BT - N/A		(27 YRS - F - REDACT)		G/AHEAD - OTHER	(N TO S) N/S HIT FIRST	COMMUTING JCT MID
V001	A	405 (FAILED TO LOOK PROPERLY)						

32

01200237148	TUE 18/02/2020 08:06		LIGHT	BAYNES ST, NR JUNCT WTH ROYAL COLLEGE ST .			02 LINK 133-134	529256/184088
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	ONE-WAY ST	CROSSROADS	STOP SGN	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(50 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - NOT REQ		(52 YRS - M - REDACT)		MOVING OFF	(E TO W) FRONT HIT FIRST	JOURNEY P/O WORK E/SLIP RD
VEHICLE	002 (000)	PED CYCLE BT - N/A		(50 YRS - M - REDACT)		G/AHEAD - OTHER	(N TO S) FRONT HIT FIRST	COMMUTING JCT APP
V001	B	104 (INADEQUATE OR MASKED SIGNS OR ROAD MARKINGS)				V001 A	402 (JUNCTION RESTART (MOVING OFF AT JUNCTION))	

Royal College St Personal Injury Collisions 60 mths to end June 2020 (provisional)

Summary of Collisions Selected Site Reference and Description	Date Period	Accident Count
x GIS AREA B02 Royal College St(P)	60MTS TO Jun/2020	32

The description of how the collision occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Pedestrian	2	6%
Wet	3	9%
Dark	4	13%

Fatal	0	0%
Serious	2	6%
Slight	30	94%

Please note that these figures represent the number of collisions that resulted in each type of casualty.

	1	2	3	4	5	6	7	8	9	10
Reference	01160004970	01170047476	01170064640	01170043677	01170021316	01180131881	01180125704	01190170679	01170068980	01190177810
Day	SATURDAY	SUNDAY	MONDAY	MONDAY	MONDAY	MONDAY	FRIDAY	FRIDAY	WEDNESDAY	MONDAY
Date	03/12/2016	09/07/2017	16/10/2017	19/06/2017	27/02/2017	10/09/2018	03/08/2018	22/03/2019	08/11/2017	29/04/2019
Time	20:30	11:10	08:15	11:20	09:05	18:45	23:00	20:17	22:20	06:25
Light Conds	DARK	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	DARK	DARK	DARK	LIGHT
Road Surface	WET/DAMP	UNKNOWN (S/R)	DRY	DRY	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS	SLIGHT
Conflict										
Ped Location										
Contributory (* denotes pre-2005)	108 V001 B 405 V001 B 704 V001 B 603 V001 B		302 V001 B 405 V001 A	405 V001 A	408 V001 A			507 V001 A 506 V001 A 704 V002 B	305 V001 A 404 V001 A 405 V001 B	
Easting/Northing	529310 183970	529250 184080	529250 184080	529310 183980	529220 184130	529265 184093	529250 184080	529258 184089	529310 183970	529250 184099

	11	12	13	14	15	16	17	18	19	20
Reference	01190215111	01180100980	01160012903	01170037985	01200237148	01170058003	01190166998	01180137624	01170049429	01160005115
Day	THURSDAY	TUESDAY	TUESDAY	WEDNESDAY	TUESDAY	TUESDAY	TUESDAY	MONDAY	FRIDAY	FRIDAY
Date	31/10/2019	10/04/2018	13/09/2016	17/05/2017	18/02/2020	15/08/2017	05/03/2019	08/10/2018	30/06/2017	25/11/2016
Time	07:54	19:00	08:00	07:37	08:06	17:35	07:35	07:20	20:00	10:54
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	DRY	WET/DAMP	DRY	DRY	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT
Conflict										
Ped Location				0						
Contributory (* denotes pre-2005)	405 V001 A	405 V001 A	405 V001 B 404 V002 B	405 V001 A	104 V001 B 402 V001 A		406 V001 A	406 V001 B 406 V002 B		
Easting/Northing	529315 183976	529250 184080	529310 183970	529250 184090	529256 184088	529266 184093	529291 184044	529250 184080	529220 184160	529250 184080

	21	22	23	24	25	26	27	28	29	30
Reference	01180092165	01180116027	01190169191	01180143041	01180122018	01170067307	0116EK40565	01190182431	01170070253	01190177942
Day	FRIDAY	FRIDAY	FRIDAY	FRIDAY	THURSDAY	SATURDAY	SATURDAY	WEDNESDAY	MONDAY	TUESDAY
Date	23/02/2018	22/06/2018	15/03/2019	02/11/2018	19/07/2018	28/10/2017	06/08/2016	22/05/2019	13/11/2017	30/04/2019
Time	13:40	10:15	07:50	12:00	07:55	20:07	13:50	11:45	12:58	11:50
Light Conds	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT	LIGHT
Road Surface	DRY	DRY	WET/DAMP	DRY	DRY	UNKNOWN (S/R)	DRY	DRY	DRY	DRY
Severity	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SLIGHT	SERIOUS
Conflict										
Ped Location										0
Contributory (* denotes pre-2005)	701 V001 A 305 V002 A 405 V002 B	302 V001 B 405 V002 A 405 V001 A 406 V001 B 406 V002 B	406 V001 B		402 V001 A 406 V002 B		405 V002 A 602 V002 A	302 V001 A 307 V001 A 405 V001 A 403 V001 A 602 V001 A 406 V001 A		802 C001 A
Easting/Northing	529280 184010	529270 184050	529263 184078	529300 183980	529250 184080	529302 183999	529310 183970	529248 184102	529316 183975	529310 183977

	31	32
Reference	01170013826	01190183646
Day	MONDAY	TUESDAY
Date	23/01/2017	28/05/2019
Time	11:50	12:50
Light Conds	LIGHT	LIGHT
Road Surface	UNKNOWN	DRY
Severity	(S/R) SLIGHT	SLIGHT
Conflict		
Ped Location		
Contributory (* denotes pre-2005)		108 V002 A
Easting/Northing	529240 184090	529259 184086

Appendix D

NOTES
DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS AND SPECIFICATION.

Revision description	Date	Check	Rev
Planning Issue	19.04.21	PS	-

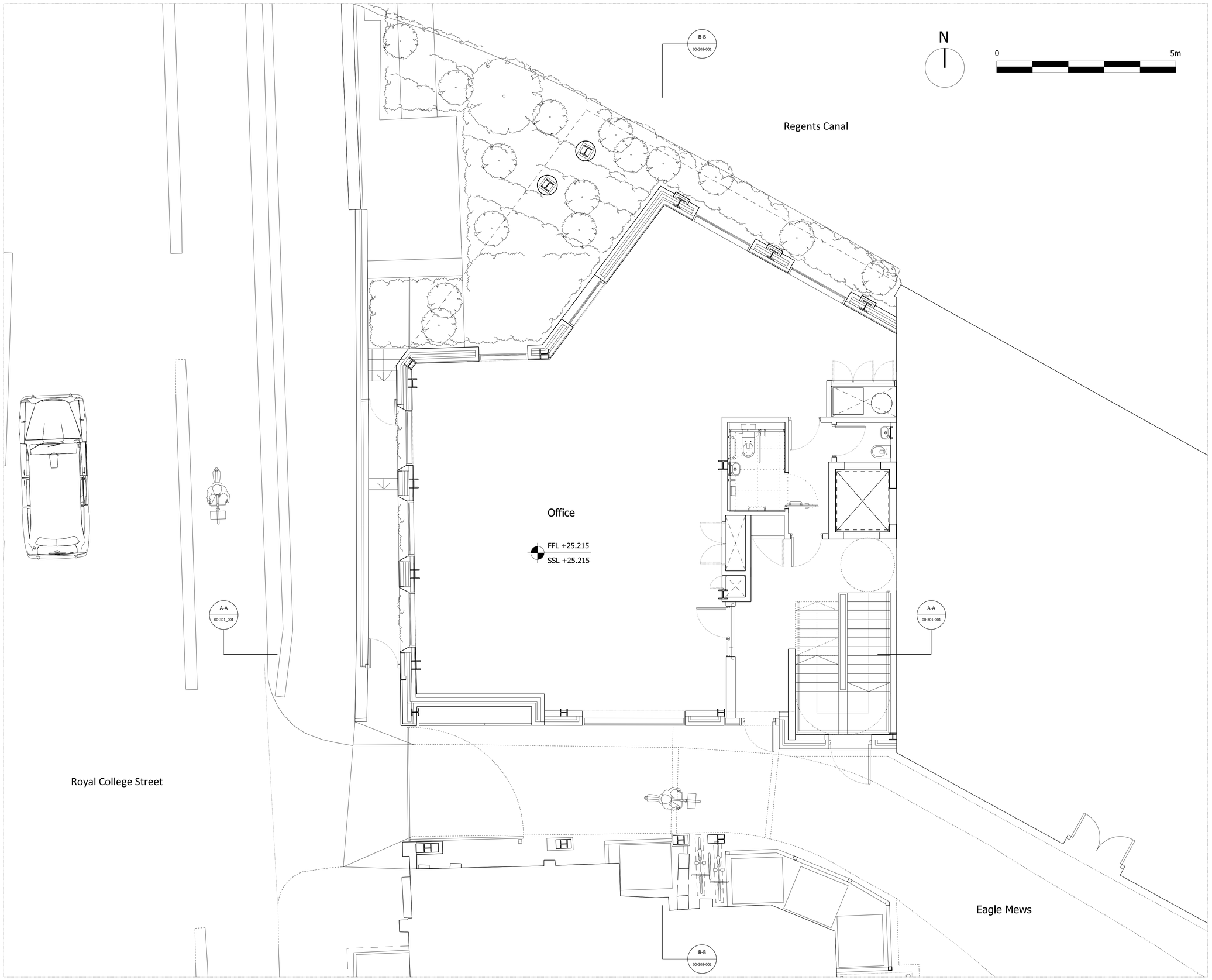
GLUCKMANSMITH

Project
150 Royal College Street

Drawing
Proposed Site Plan

Drawn	Date	Scale
LB	19.04.21	1:200@A3 1:100@A1

Job number	Drawing number	Revision
1933	00_001_001	-



NOTES
DO NOT SCALE FROM THIS DRAWING.
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ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS AND SPECIFICATION.

Revision description	Date	Check	Rev
Planning Issue	19.04.21	PS	A
Pre-App Response	03.03.21	PS	-

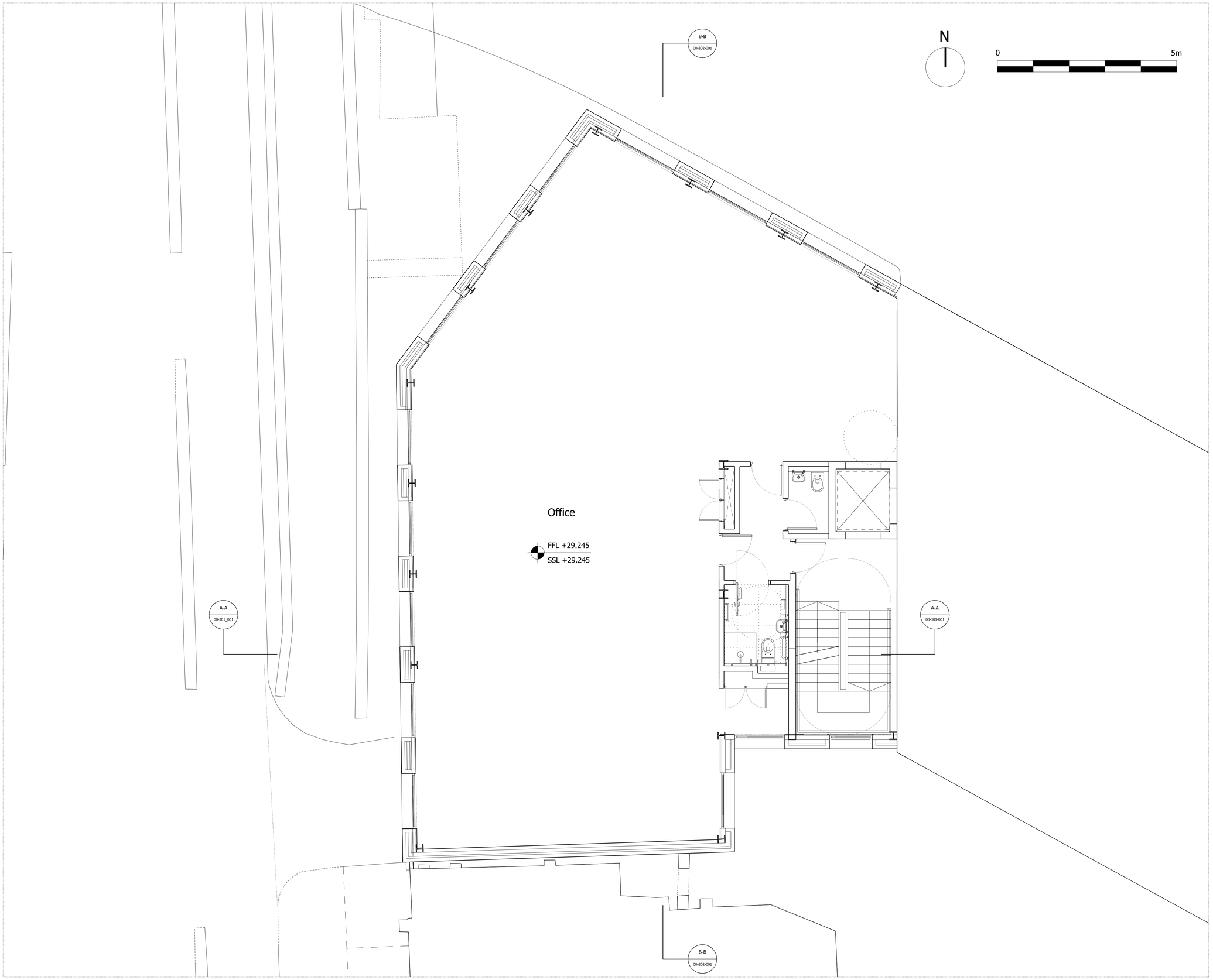
GLUCKMANSMITH

Project
Royal College Street

Drawing
Proposed Ground Floor Plan

Drawn	Date	Scale
LB	03.03.21	1:100@A3 1:50@A1

Job number	Drawing number	Revision
1929	_P_00_100	A



NOTES
DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS AND SPECIFICATION.

Revision description	Date	Check	Rev
Planning Issue	19.04.21	PS	A
Pre-App Response	03.03.21	PS	-

GLUCKMANSMITH

Project
Royal College Street

Drawing
Proposed First Floor Plan

Drawn	Date	Scale
LB	03.03.21	1:100@A3 1:50@A1

Job number	Drawing number	Revision
1929	_P_00_101	A

B-B
00-302-001

N

0 5m

Office

FFL +32.415
SSL +32.415

A-A
00-301_001

A-A
00-301-001

B-B
00-302-001

NOTES
DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS AND SPECIFICATION.

Revision description	Date	Check	Rev
Planning Issue	19.04.21	PS	A
Pre-App Response	03.03.21	PS	-

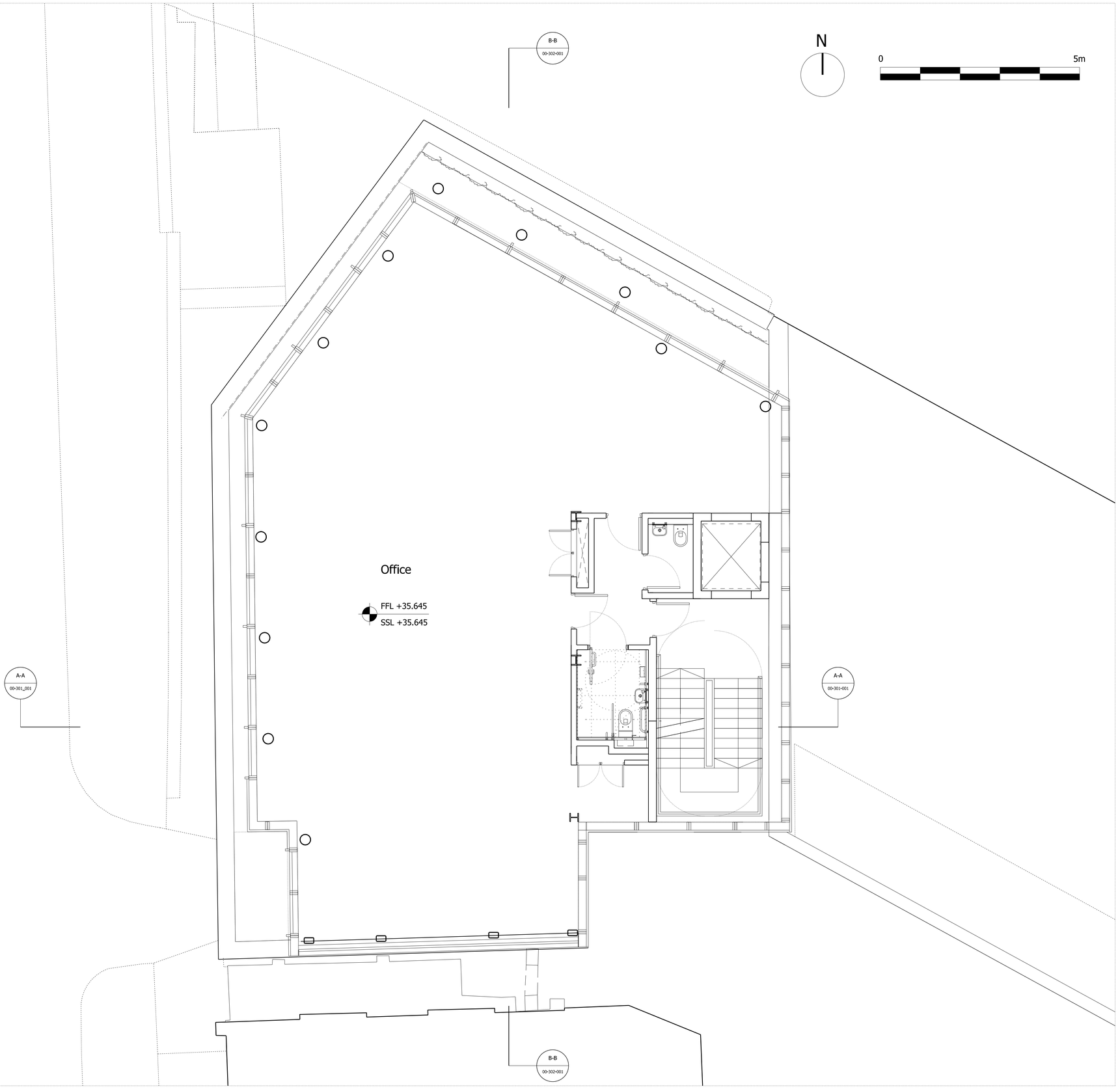
GLUCKMANSMITH

Project
Royal College Street

Drawing
Proposed Second Floor Plan

Drawn	Date	Scale
LB	03.03.21	1:100@A3 1:50@A1

Job number	Drawing number	Revision
1929	_P_00_102	A



NOTES
DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS AND SPECIFICATION.

Revision description	Date	Check	Rev
Planning Issue	19.04.21	PS	A
Pre-App Response	03.03.21	PS	-

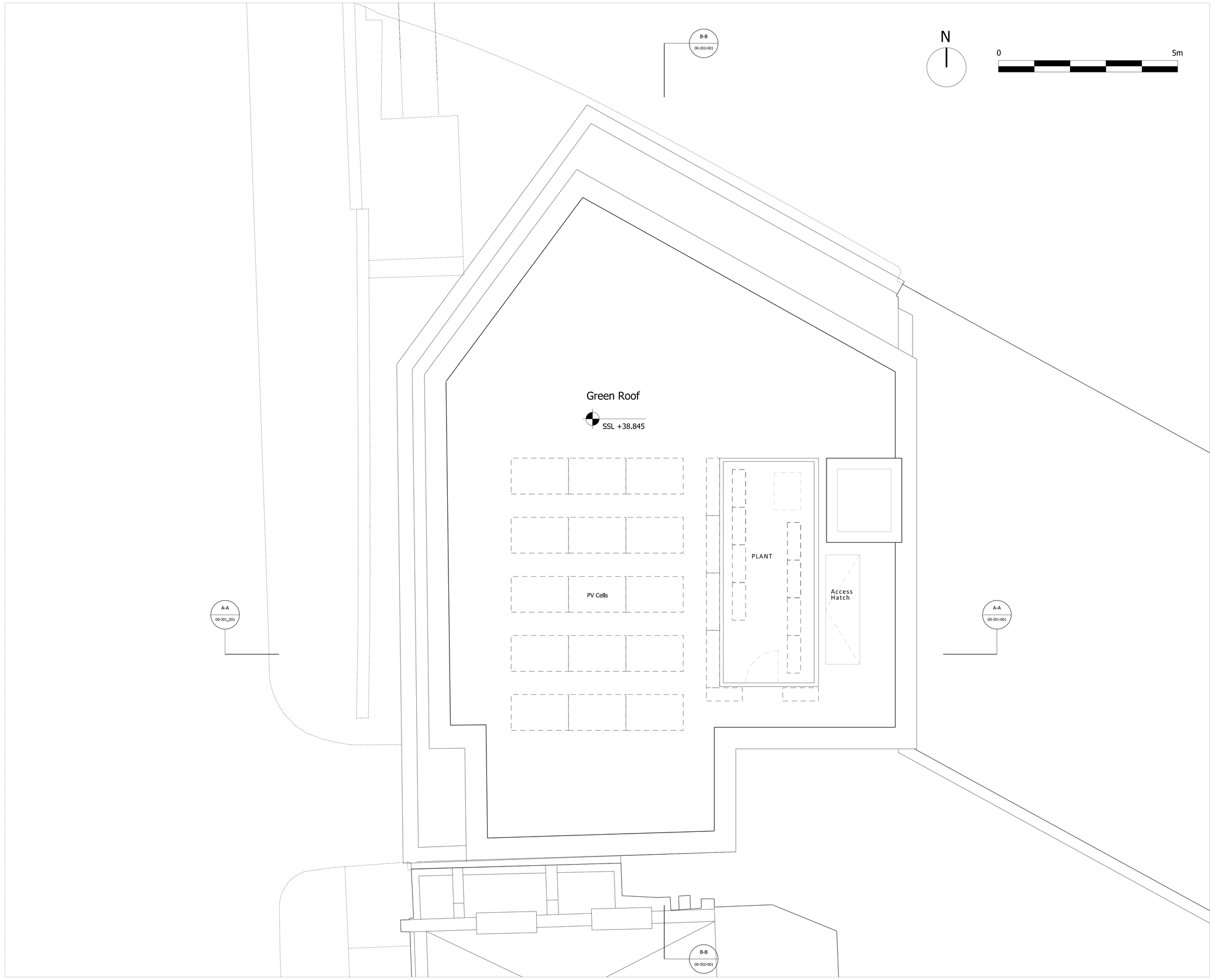
GLUCKMANSMITH

Project
Royal College Street

Drawing
Proposed Third Floor Plan

Drawn	Date	Scale
LB	03.03.21	1:100@A3 1:50@A1

Job number	Drawing number	Revision
1929	_P_00_103	A



NOTES
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ALL OMISSIONS AND DISCREPANCIES TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS AND SPECIFICATION.

Revision description	Date	Check	Rev
Planning Issue	19.04.21	PS	A
Pre-App Response	03.03.21	PS	-

GLUCKMANSMITH

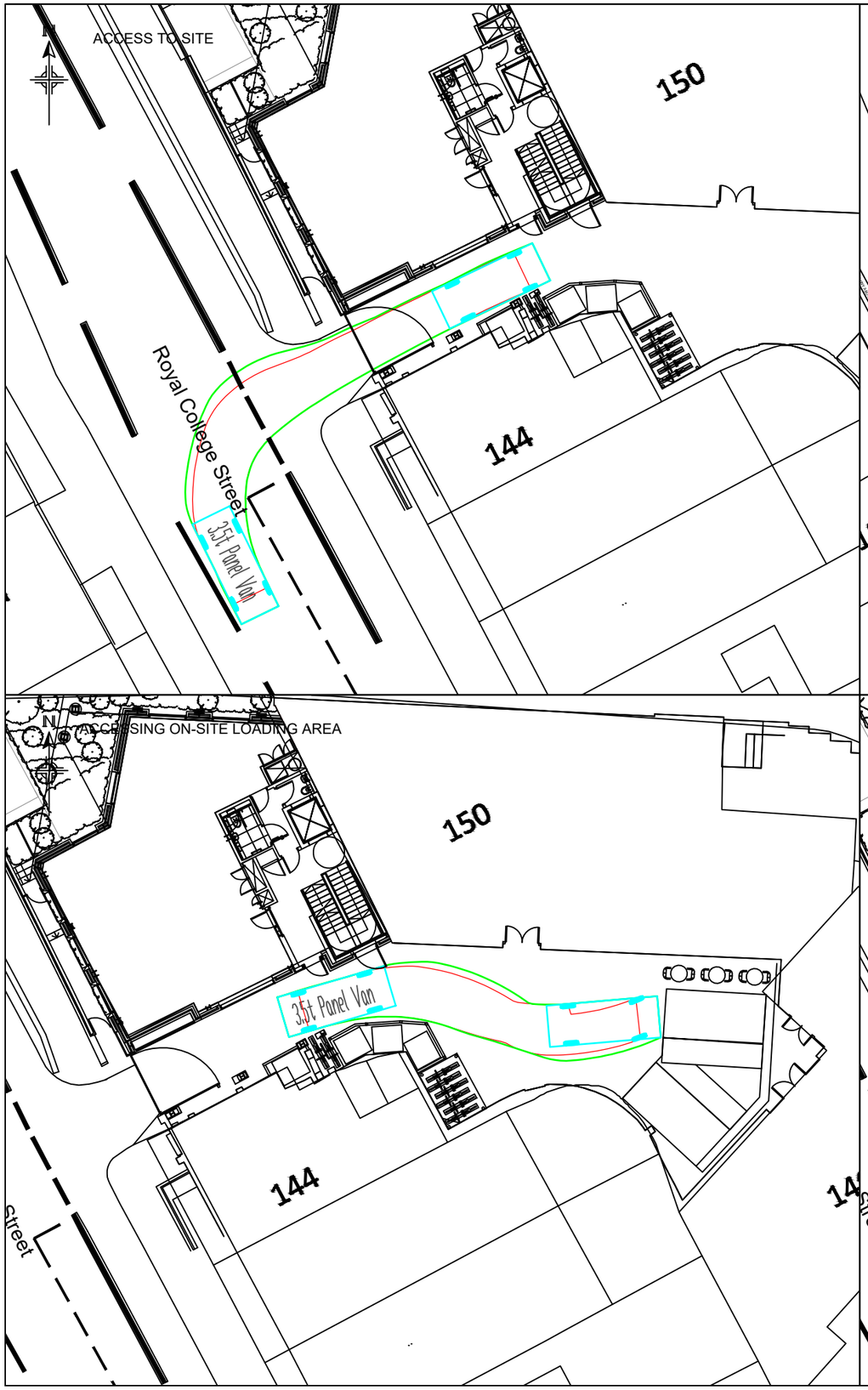
Project
Royal College Street

Drawing
Proposed Fourth/ Roof Plan

Drawn	Date	Scale
LB	03.03.21	1:100@A3 1:50@A1

Job number	Drawing number	Revision
1929	_P_00_104	A

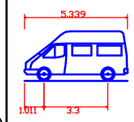
Appendix E



1027654 | A3

Notes

1. Based on 1929_P_00_100 Rev A dated 19.04.21



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

Issue	Date	Description	By	Chkd	Verfd
P02	20.04.21	FOR PLANNING	VR	NMcA	VR
P01	24.02.21	FOR INFORMATION	VR	NMcA	VR

Project
ROYAL COLLEGE STREET

Client
Cumbra Properties (1963) Ltd

Architect
Gluckmansmith

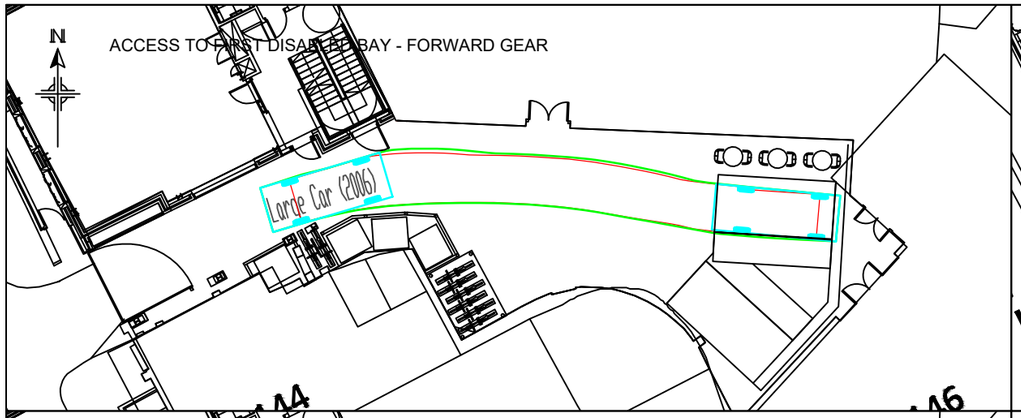
Title
Swept path analysis for
3.5t Panel Van

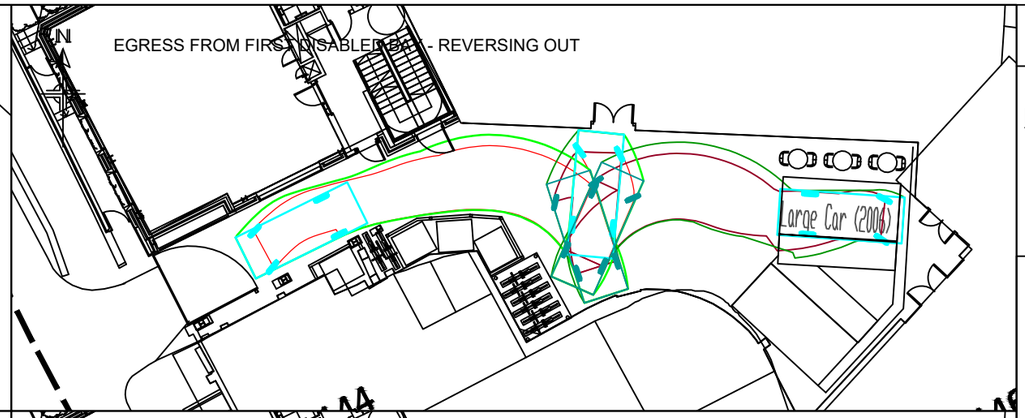
Drawing No.	Drawing Status
RCS-CDL-XX-XX-SK-TC-005	INFORMATION
Job No.	Scale
1027654	NTS

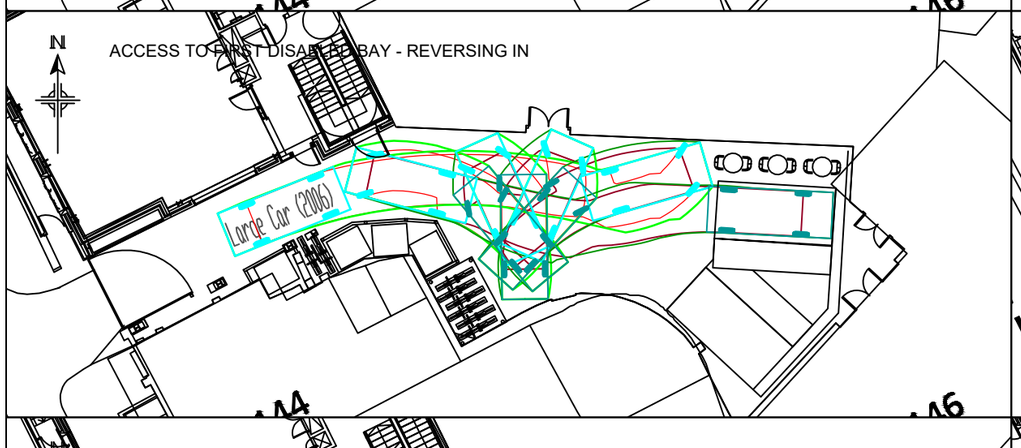
CUNDALL

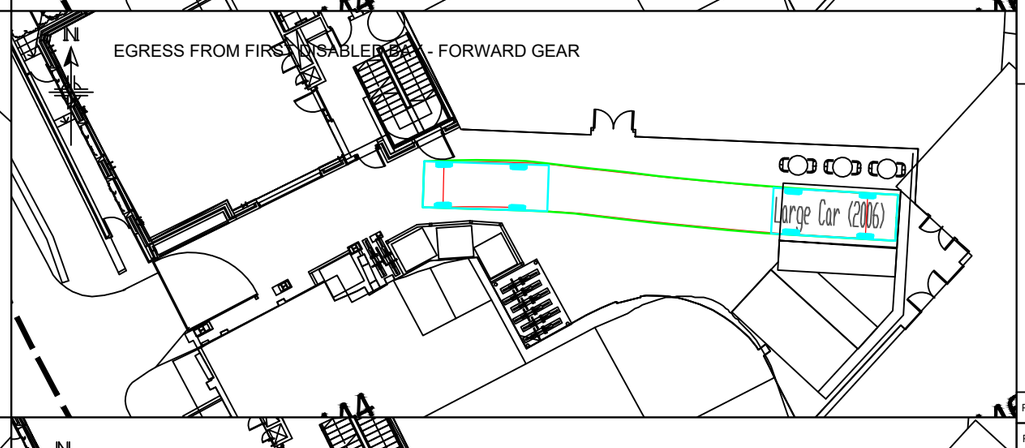
One Carter Lane
London, EC4V 5ER
Telephone: +44(0)20 7438 1600

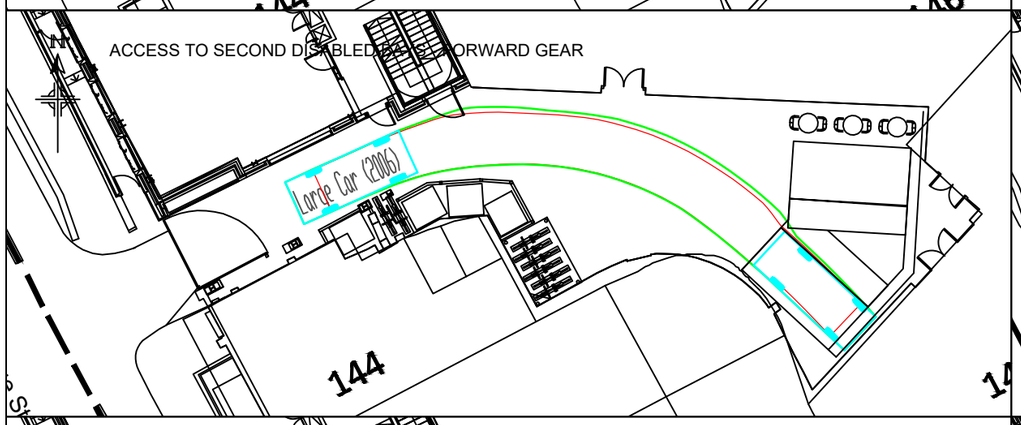
Website: www.cundall.com

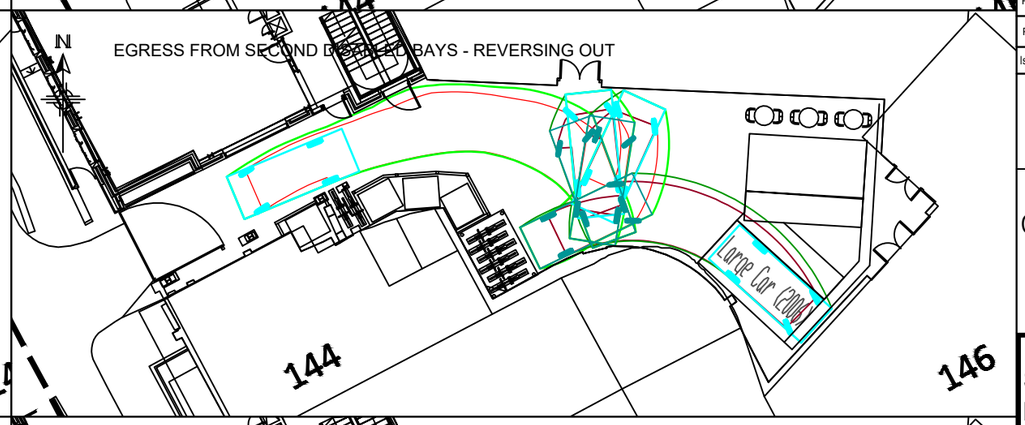


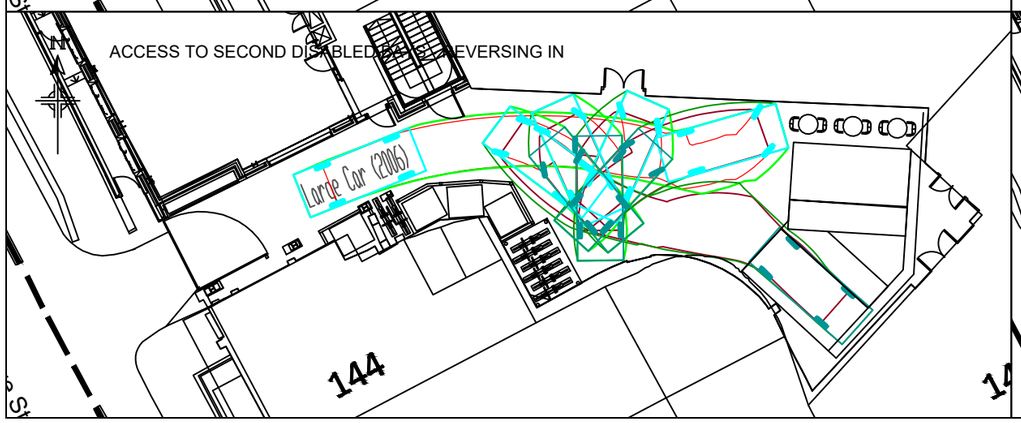


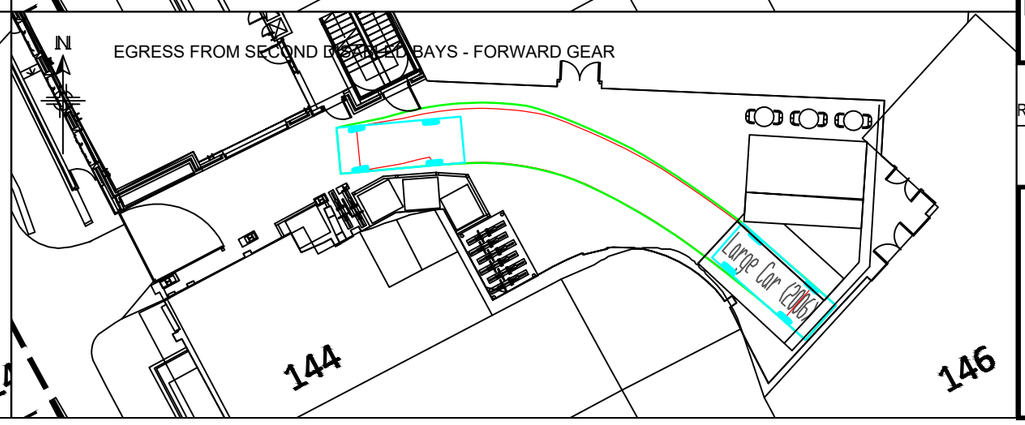








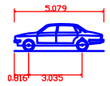




1027654 | A3

Notes

1. Based on 1929_P_00_100 Rev A dated 19.04.21



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Issue	Date	Description	By	Chkd	Verfd
P02	20.04.21	FOR PLANNING	VR	NMcA	VR
P01	24.02.21	FOR INFORMATION	VR	NMcA	VR

Project
ROYAL COLLEGE STREET

Client
Cumbra Properties (1963) Ltd

Architect
Gluckmansmith

Title
Swept path analysis for
Large Car

Drawing No.	Drawing Status
RCS-CDL-XX-XX-SK-TC-006	INFORMATION
Job No.	Scale
1027654	NTS

CUNDALL
One Carter Lane
London, EC4V 5ER
Telephone: +44(0)20 7438 1600
Website: www.cundall.com

Appendix F

Cundall Regent Centre Newcastle-upon-Tyne Licence No: 830401

Filtering Summary

Land Use	02/A	EMPLOYMENT/OFFICE
Selected Trip Rate Calculation Parameter Range	408-5000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	860-3549 sqm GFA	
Date Range	Minimum: 01/01/12	Maximum: 05/11/19
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	1
	Wednesday	2
Main Location Types selected	Town Centre	2
	Suburban Area (PPS6 Out of Centre)	1
	Neighbourhood Centre (PPS6 Local Centre)	1
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	50,001 to 100,000	3
	100,001 or More	1
Population <5 Mile ranges selected	500,001 or More	4
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	3
PTAL Rating	6a Excellent	2
	6b (High) Excellent	2
Filter by Use Class Breakdown	All Surveys Included	

Calculation Reference: AUDIT-830401-210113-0101

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	LB	LAMBETH	1 days
	TH	TOWER HAMLETS	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: 860 to 3549 (units: sqm)
Range Selected by User: 408 to 5000 (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
Wednesday	2 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Suburban Area (PPS6 Out of Centre)	1
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	1
High Street	2

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

Secondary Filtering selection:

Use Class:

B1	4 days

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

Filter by Use Class Breakdown:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 500m Range:
All Surveys Included

Population within 1 mile:

50,001 to 100,000	3 days
100,001 or More	1 days

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

Population within 5 miles:

500,001 or More	4 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days

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

Travel Plan:

Yes	2 days
No	2 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

Site(1):	BT-02-A-03	Gross floor area:	920 sqm
Development Name:	OFFICES		
Location:	WEMBLEY		
Postcode:	HA9 0AB	No of Employees:	39
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	03/06/15
Sub-Location Type:	Development Zone	Survey Day:	Wednesday
PTAL:	6a Excellent	Parking Spaces:	
Site(2):	HM-02-A-01	Gross floor area:	2036 sqm
Development Name:	REGUS OFFICES		
Location:	HAMMERSMITH		
Postcode:	W6 9DX	No of Employees:	0
Main Location Type:	Town Centre	Survey Date:	13/11/17
Sub-Location Type:	Built-Up Zone	Survey Day:	Monday
PTAL:	6b (High) Excellent	Parking Spaces:	
Site(3):	LB-02-A-02	Gross floor area:	3054 sqm
Development Name:	MUSIC COMPANY		
Location:	STREATHAM		
Postcode:	SW16 1ER	No of Employees:	296
Main Location Type:	Town Centre	Survey Date:	05/11/19
Sub-Location Type:	High Street	Survey Day:	Tuesday
PTAL:	6a Excellent	Parking Spaces:	
Site(4):	TH-02-A-01	Gross floor area:	7049 sqm
Development Name:	OFFICE SPACE FOR RENT		
Location:	BETHNAL GREEN		
Postcode:	E2 9DA	No of Employees:	0
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Date:	06/03/19
Sub-Location Type:	High Street	Survey Day:	Wednesday
PTAL:	6b (High) Excellent	Parking Spaces:	

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL 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	4	2278	0.011	4	2278	0.000	4	2278	0.011
08:00 - 09:00	4	2278	0.077	4	2278	0.044	4	2278	0.121
09:00 - 10:00	4	2278	0.055	4	2278	0.011	4	2278	0.066
10:00 - 11:00	4	2278	0.044	4	2278	0.044	4	2278	0.088
11:00 - 12:00	4	2278	0.066	4	2278	0.033	4	2278	0.099
12:00 - 13:00	4	2278	0.099	4	2278	0.099	4	2278	0.198
13:00 - 14:00	4	2278	0.033	4	2278	0.033	4	2278	0.066
14:00 - 15:00	4	2278	0.022	4	2278	0.055	4	2278	0.077
15:00 - 16:00	4	2278	0.011	4	2278	0.022	4	2278	0.033
16:00 - 17:00	4	2278	0.055	4	2278	0.033	4	2278	0.088
17:00 - 18:00	4	2278	0.033	4	2278	0.088	4	2278	0.121
18:00 - 19:00	4	2278	0.000	4	2278	0.022	4	2278	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.506			0.484			0.990

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:	860 - 3549 (units: sqm)
Survey date date range:	01/01/12 - 05/11/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
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	4	2278	0.000	4	2278	0.000	4	2278	0.000
08:00 - 09:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
09:00 - 10:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
10:00 - 11:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
11:00 - 12:00	4	2278	0.011	4	2278	0.000	4	2278	0.011
12:00 - 13:00	4	2278	0.011	4	2278	0.022	4	2278	0.033
13:00 - 14:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
14:00 - 15:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
15:00 - 16:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
16:00 - 17:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
17:00 - 18:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
18:00 - 19:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.066			0.066			0.132

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

	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	4	2278	0.011	4	2278	0.000	4	2278	0.011
08:00 - 09:00	4	2278	0.077	4	2278	0.000	4	2278	0.077
09:00 - 10:00	4	2278	0.143	4	2278	0.011	4	2278	0.154
10:00 - 11:00	4	2278	0.033	4	2278	0.000	4	2278	0.033
11:00 - 12:00	4	2278	0.055	4	2278	0.022	4	2278	0.077
12:00 - 13:00	4	2278	0.044	4	2278	0.044	4	2278	0.088
13:00 - 14:00	4	2278	0.033	4	2278	0.000	4	2278	0.033
14:00 - 15:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
15:00 - 16:00	4	2278	0.033	4	2278	0.055	4	2278	0.088
16:00 - 17:00	4	2278	0.022	4	2278	0.033	4	2278	0.055
17:00 - 18:00	4	2278	0.000	4	2278	0.132	4	2278	0.132
18:00 - 19:00	4	2278	0.022	4	2278	0.165	4	2278	0.187
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.473			0.462			0.935

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

	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	4	2278	0.033	4	2278	0.000	4	2278	0.033
08:00 - 09:00	4	2278	0.099	4	2278	0.044	4	2278	0.143
09:00 - 10:00	4	2278	0.055	4	2278	0.011	4	2278	0.066
10:00 - 11:00	4	2278	0.044	4	2278	0.044	4	2278	0.088
11:00 - 12:00	4	2278	0.088	4	2278	0.033	4	2278	0.121
12:00 - 13:00	4	2278	0.132	4	2278	0.132	4	2278	0.264
13:00 - 14:00	4	2278	0.044	4	2278	0.033	4	2278	0.077
14:00 - 15:00	4	2278	0.022	4	2278	0.066	4	2278	0.088
15:00 - 16:00	4	2278	0.011	4	2278	0.022	4	2278	0.033
16:00 - 17:00	4	2278	0.088	4	2278	0.055	4	2278	0.143
17:00 - 18:00	4	2278	0.044	4	2278	0.143	4	2278	0.187
18:00 - 19:00	4	2278	0.000	4	2278	0.044	4	2278	0.044
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.660			0.627			1.287

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2278	0.351	4	2278	0.033	4	2278	0.384
08:00 - 09:00	4	2278	0.417	4	2278	0.121	4	2278	0.538
09:00 - 10:00	4	2278	0.329	4	2278	0.099	4	2278	0.428
10:00 - 11:00	4	2278	0.307	4	2278	0.329	4	2278	0.636
11:00 - 12:00	4	2278	0.384	4	2278	0.439	4	2278	0.823
12:00 - 13:00	4	2278	0.746	4	2278	0.955	4	2278	1.701
13:00 - 14:00	4	2278	1.218	4	2278	1.021	4	2278	2.239
14:00 - 15:00	4	2278	0.483	4	2278	0.417	4	2278	0.900
15:00 - 16:00	4	2278	0.450	4	2278	0.505	4	2278	0.955
16:00 - 17:00	4	2278	0.241	4	2278	0.626	4	2278	0.867
17:00 - 18:00	4	2278	0.165	4	2278	0.494	4	2278	0.659
18:00 - 19:00	4	2278	0.044	4	2278	0.263	4	2278	0.307
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.135			5.302			10.437

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	4	2278	0.176	4	2278	0.033	4	2278	0.209
08:00 - 09:00	4	2278	0.549	4	2278	0.033	4	2278	0.582
09:00 - 10:00	4	2278	0.549	4	2278	0.077	4	2278	0.626
10:00 - 11:00	4	2278	0.274	4	2278	0.099	4	2278	0.373
11:00 - 12:00	4	2278	0.209	4	2278	0.143	4	2278	0.352
12:00 - 13:00	4	2278	0.198	4	2278	0.395	4	2278	0.593
13:00 - 14:00	4	2278	0.373	4	2278	0.307	4	2278	0.680
14:00 - 15:00	4	2278	0.176	4	2278	0.187	4	2278	0.363
15:00 - 16:00	4	2278	0.066	4	2278	0.209	4	2278	0.275
16:00 - 17:00	4	2278	0.044	4	2278	0.384	4	2278	0.428
17:00 - 18:00	4	2278	0.044	4	2278	0.494	4	2278	0.538
18:00 - 19:00	4	2278	0.000	4	2278	0.318	4	2278	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.658			2.679			5.337

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

	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	4	2278	0.318	4	2278	0.000	4	2278	0.318
08:00 - 09:00	4	2278	1.010	4	2278	0.044	4	2278	1.054
09:00 - 10:00	4	2278	0.637	4	2278	0.121	4	2278	0.758
10:00 - 11:00	4	2278	0.626	4	2278	0.055	4	2278	0.681
11:00 - 12:00	4	2278	0.230	4	2278	0.154	4	2278	0.384
12:00 - 13:00	4	2278	0.209	4	2278	0.241	4	2278	0.450
13:00 - 14:00	4	2278	0.241	4	2278	0.165	4	2278	0.406
14:00 - 15:00	4	2278	0.176	4	2278	0.154	4	2278	0.330
15:00 - 16:00	4	2278	0.154	4	2278	0.198	4	2278	0.352
16:00 - 17:00	4	2278	0.088	4	2278	0.494	4	2278	0.582
17:00 - 18:00	4	2278	0.000	4	2278	1.185	4	2278	1.185
18:00 - 19:00	4	2278	0.011	4	2278	0.494	4	2278	0.505
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.700			3.305			7.005

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	4	2278	0.000	4	2278	0.000	4	2278	0.000
08:00 - 09:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
09:00 - 10:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
10:00 - 11:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
11:00 - 12:00	4	2278	0.011	4	2278	0.000	4	2278	0.011
12:00 - 13:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
13:00 - 14:00	4	2278	0.011	4	2278	0.000	4	2278	0.011
14:00 - 15:00	4	2278	0.000	4	2278	0.011	4	2278	0.011
15:00 - 16:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
16:00 - 17:00	4	2278	0.000	4	2278	0.011	4	2278	0.011
17:00 - 18:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
18:00 - 19:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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	4	2278	0.494	4	2278	0.033	4	2278	0.527
08:00 - 09:00	4	2278	1.558	4	2278	0.077	4	2278	1.635
09:00 - 10:00	4	2278	1.185	4	2278	0.198	4	2278	1.383
10:00 - 11:00	4	2278	0.900	4	2278	0.154	4	2278	1.054
11:00 - 12:00	4	2278	0.450	4	2278	0.296	4	2278	0.746
12:00 - 13:00	4	2278	0.406	4	2278	0.637	4	2278	1.043
13:00 - 14:00	4	2278	0.626	4	2278	0.472	4	2278	1.098
14:00 - 15:00	4	2278	0.351	4	2278	0.351	4	2278	0.702
15:00 - 16:00	4	2278	0.219	4	2278	0.406	4	2278	0.625
16:00 - 17:00	4	2278	0.132	4	2278	0.889	4	2278	1.021
17:00 - 18:00	4	2278	0.044	4	2278	1.679	4	2278	1.723
18:00 - 19:00	4	2278	0.011	4	2278	0.812	4	2278	0.823
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.376			6.004			12.380

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

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

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	2278	0.889	4	2278	0.066	4	2278	0.955
08:00 - 09:00	4	2278	2.151	4	2278	0.241	4	2278	2.392
09:00 - 10:00	4	2278	1.712	4	2278	0.318	4	2278	2.030
10:00 - 11:00	4	2278	1.284	4	2278	0.527	4	2278	1.811
11:00 - 12:00	4	2278	0.977	4	2278	0.790	4	2278	1.767
12:00 - 13:00	4	2278	1.328	4	2278	1.767	4	2278	3.095
13:00 - 14:00	4	2278	1.921	4	2278	1.525	4	2278	3.446
14:00 - 15:00	4	2278	0.856	4	2278	0.834	4	2278	1.690
15:00 - 16:00	4	2278	0.713	4	2278	0.988	4	2278	1.701
16:00 - 17:00	4	2278	0.483	4	2278	1.602	4	2278	2.085
17:00 - 18:00	4	2278	0.252	4	2278	2.447	4	2278	2.699
18:00 - 19:00	4	2278	0.077	4	2278	1.284	4	2278	1.361
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.643			12.389			25.032

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

	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	4	2278	0.011	4	2278	0.000	4	2278	0.011
08:00 - 09:00	4	2278	0.033	4	2278	0.000	4	2278	0.033
09:00 - 10:00	4	2278	0.044	4	2278	0.000	4	2278	0.044
10:00 - 11:00	4	2278	0.033	4	2278	0.033	4	2278	0.066
11:00 - 12:00	4	2278	0.033	4	2278	0.011	4	2278	0.044
12:00 - 13:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
13:00 - 14:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
14:00 - 15:00	4	2278	0.000	4	2278	0.022	4	2278	0.022
15:00 - 16:00	4	2278	0.000	4	2278	0.011	4	2278	0.011
16:00 - 17:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
17:00 - 18:00	4	2278	0.011	4	2278	0.044	4	2278	0.055
18:00 - 19:00	4	2278	0.000	4	2278	0.022	4	2278	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.209			0.187			0.396

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

	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	4	2278	0.000	4	2278	0.000	4	2278	0.000
08:00 - 09:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
09:00 - 10:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
10:00 - 11:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
11:00 - 12:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
12:00 - 13:00	4	2278	0.055	4	2278	0.055	4	2278	0.110
13:00 - 14:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
14:00 - 15:00	4	2278	0.022	4	2278	0.022	4	2278	0.044
15:00 - 16:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
16:00 - 17:00	4	2278	0.022	4	2278	0.000	4	2278	0.022
17:00 - 18:00	4	2278	0.022	4	2278	0.044	4	2278	0.066
18:00 - 19:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.220			0.440

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL MOTOR CYCLES
Calculation factor: 100 sqm
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	4	2278	0.000	4	2278	0.000	4	2278	0.000
08:00 - 09:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
09:00 - 10:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
10:00 - 11:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
11:00 - 12:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
12:00 - 13:00	4	2278	0.011	4	2278	0.000	4	2278	0.011
13:00 - 14:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
14:00 - 15:00	4	2278	0.000	4	2278	0.011	4	2278	0.011
15:00 - 16:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
16:00 - 17:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
17:00 - 18:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
18:00 - 19:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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 Underground 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	4	2278	0.241	4	2278	0.000	4	2278	0.241
08:00 - 09:00	4	2278	0.713	4	2278	0.044	4	2278	0.757
09:00 - 10:00	4	2278	0.362	4	2278	0.099	4	2278	0.461
10:00 - 11:00	4	2278	0.362	4	2278	0.044	4	2278	0.406
11:00 - 12:00	4	2278	0.154	4	2278	0.121	4	2278	0.275
12:00 - 13:00	4	2278	0.132	4	2278	0.132	4	2278	0.264
13:00 - 14:00	4	2278	0.132	4	2278	0.044	4	2278	0.176
14:00 - 15:00	4	2278	0.121	4	2278	0.132	4	2278	0.253
15:00 - 16:00	4	2278	0.110	4	2278	0.099	4	2278	0.209
16:00 - 17:00	4	2278	0.066	4	2278	0.285	4	2278	0.351
17:00 - 18:00	4	2278	0.000	4	2278	0.746	4	2278	0.746
18:00 - 19:00	4	2278	0.011	4	2278	0.373	4	2278	0.384
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.404			2.119			4.523

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 DLR 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	4	2278	0.000	4	2278	0.000	4	2278	0.000
08:00 - 09:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
09:00 - 10:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
10:00 - 11:00	4	2278	0.011	4	2278	0.000	4	2278	0.011
11:00 - 12:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
12:00 - 13:00	4	2278	0.011	4	2278	0.000	4	2278	0.011
13:00 - 14:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
14:00 - 15:00	4	2278	0.000	4	2278	0.011	4	2278	0.011
15:00 - 16:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
16:00 - 17:00	4	2278	0.000	4	2278	0.011	4	2278	0.011
17:00 - 18:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
18:00 - 19:00	4	2278	0.000	4	2278	0.000	4	2278	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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 Overground 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	4	2278	0.044	4	2278	0.000	4	2278	0.044
08:00 - 09:00	4	2278	0.132	4	2278	0.000	4	2278	0.132
09:00 - 10:00	4	2278	0.099	4	2278	0.000	4	2278	0.099
10:00 - 11:00	4	2278	0.077	4	2278	0.000	4	2278	0.077
11:00 - 12:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
12:00 - 13:00	4	2278	0.055	4	2278	0.033	4	2278	0.088
13:00 - 14:00	4	2278	0.066	4	2278	0.022	4	2278	0.088
14:00 - 15:00	4	2278	0.011	4	2278	0.011	4	2278	0.022
15:00 - 16:00	4	2278	0.033	4	2278	0.022	4	2278	0.055
16:00 - 17:00	4	2278	0.000	4	2278	0.077	4	2278	0.077
17:00 - 18:00	4	2278	0.000	4	2278	0.230	4	2278	0.230
18:00 - 19:00	4	2278	0.000	4	2278	0.055	4	2278	0.055
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.528			0.461			0.989

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 National Rail 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	4	2278	0.033	4	2278	0.000	4	2278	0.033
08:00 - 09:00	4	2278	0.165	4	2278	0.000	4	2278	0.165
09:00 - 10:00	4	2278	0.176	4	2278	0.022	4	2278	0.198
10:00 - 11:00	4	2278	0.176	4	2278	0.011	4	2278	0.187
11:00 - 12:00	4	2278	0.066	4	2278	0.022	4	2278	0.088
12:00 - 13:00	4	2278	0.011	4	2278	0.077	4	2278	0.088
13:00 - 14:00	4	2278	0.044	4	2278	0.099	4	2278	0.143
14:00 - 15:00	4	2278	0.044	4	2278	0.000	4	2278	0.044
15:00 - 16:00	4	2278	0.011	4	2278	0.077	4	2278	0.088
16:00 - 17:00	4	2278	0.022	4	2278	0.121	4	2278	0.143
17:00 - 18:00	4	2278	0.000	4	2278	0.209	4	2278	0.209
18:00 - 19:00	4	2278	0.000	4	2278	0.066	4	2278	0.066
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.748			0.704			1.452

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 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	4	2278	0.176	4	2278	0.033	4	2278	0.209
08:00 - 09:00	4	2278	0.549	4	2278	0.033	4	2278	0.582
09:00 - 10:00	4	2278	0.549	4	2278	0.077	4	2278	0.626
10:00 - 11:00	4	2278	0.274	4	2278	0.099	4	2278	0.373
11:00 - 12:00	4	2278	0.209	4	2278	0.143	4	2278	0.352
12:00 - 13:00	4	2278	0.198	4	2278	0.395	4	2278	0.593
13:00 - 14:00	4	2278	0.373	4	2278	0.307	4	2278	0.680
14:00 - 15:00	4	2278	0.176	4	2278	0.187	4	2278	0.363
15:00 - 16:00	4	2278	0.066	4	2278	0.209	4	2278	0.275
16:00 - 17:00	4	2278	0.044	4	2278	0.384	4	2278	0.428
17:00 - 18:00	4	2278	0.044	4	2278	0.494	4	2278	0.538
18:00 - 19:00	4	2278	0.000	4	2278	0.318	4	2278	0.318
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.658			2.679			5.337

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.*

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