Transport Statement
July 2021

The Met Building, 22 Percy Street, London W1T 2BU

Lazari Investments Ltd.
24095401

steer

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Prepared by:

Steer
28-32 Upper Ground
London SE1 9PD

+44 20 7910 5000
www.steergroup.com

Prepared for:

Lazari Investments Ltd.

Great London House
Hampstead Road
London
NW1 7QX

24095401

Contents

Figures

Tables

Appendices

1 Introduction

Overview

1.1 This Transport Statement (TS) has been prepared by Steer on behalf of The Lazari Investments Limited (the 'Applicant') to support a planning application for the proposed development at the Met Building (hereby referred to as the 'Site') at 22 Percy Street, London W12T 2BU. The Site is located within the London Borough of Camden (LBC).

1.2 The proposed development description is as follows:

"*Alterations to building including terraces to first, second and fourth floor level, new staircase with terraced deck above the service yard, ancillary facilities at fourth floor podium level, amenity space on the tower roof with retractable roof, refurbished entrances along Percy Street, new plant, relocation of cycle parking to basement level, and other associated works.*"

1.3 The Met Building is located between Percy Street to the South, Tottenham Court Road to the East and Windmill Street to the North.

1.4 A site location plan is provided in **Figure 1.1**.

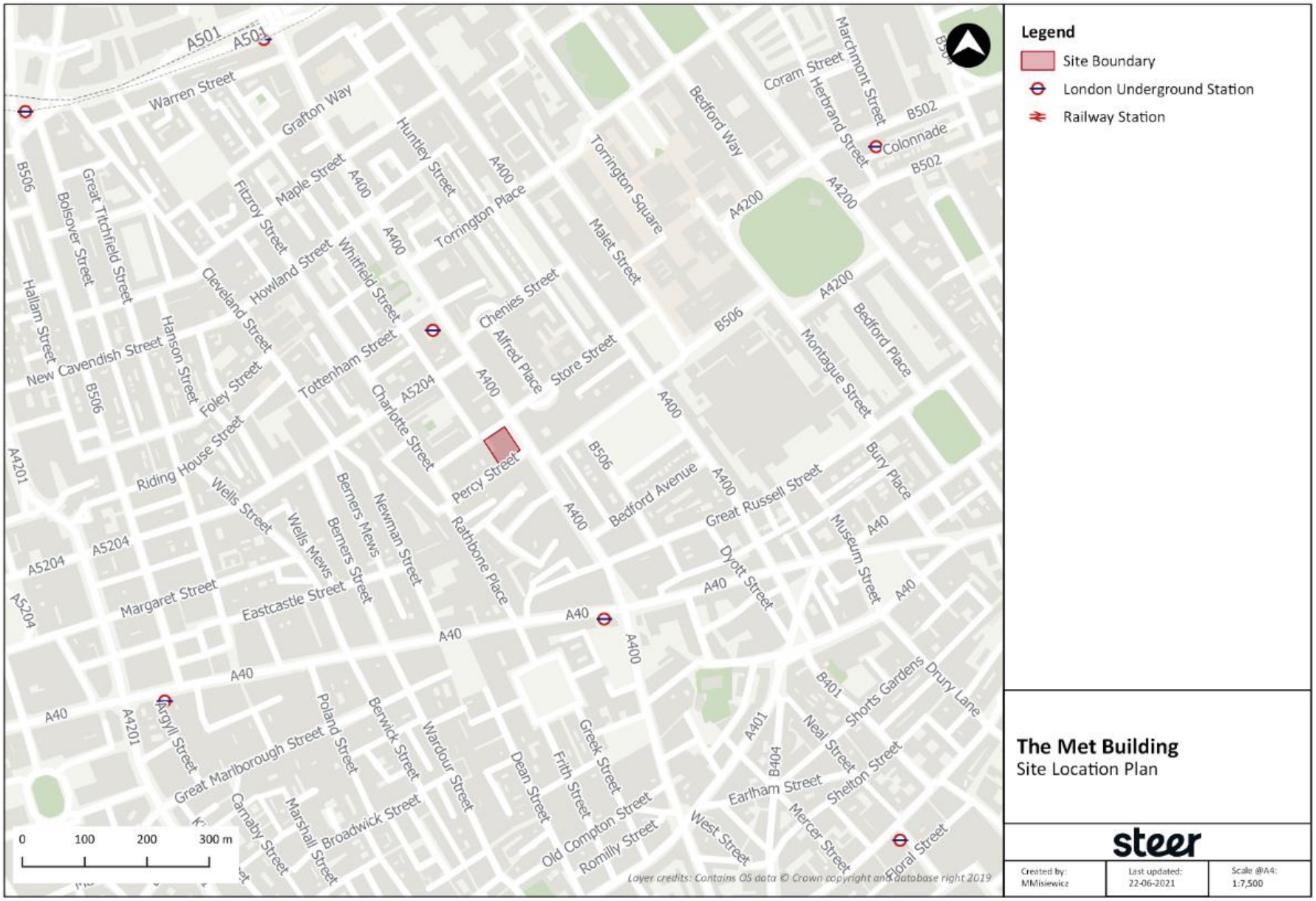
1.5 This TS covers all transport related matters required to support the planning application for the proposed development. This TS considers all aspect of movements by employees, visitors, servicing and delivery requirements associated with the development. Means of access and egress to the development by vehicles, public transport passengers, pedestrians, cyclists and those with reduced mobility are also considered.

Report Structure

1.6 This TS is divided into six chapters, of which this chapter forms the Introduction. The structure of the remaining chapters is as follows:

- **Chapter 2** provides information on the existing transport conditions at the Site. This includes existing traffic levels, parking levels, access analysis and arrangements, and public transport accessibility;
- **Chapter 3** describes the relevant planning policies applicable to the Site;
- **Chapter 4** provides details of the proposed development including descriptions of parking, vehicle access, pedestrian and cycle movements and facilities and details of the servicing strategy;
- **Chapter 5** presents the travel characteristics of the Site including full multi-modal trip generation forecasts;
- **Chapter 6** summarises and concludes the TS.

Figure 1.1: Site Location Plan



2 Site Context

Overview

2.1 This chapter provides an overview of the Met Building in relation to the existing development uses and the wider transport networks that exist nearby.

Existing Development

2.2 The existing building consists of 6,721 sqm (GIA) of office floorspace. It was last refurbished in 2005 and has been rebranded as the 'Met Building'.

2.3 The primary pedestrian access into the Site is located on Percy Street. On the East side of the ground floor there is retail, with three store frontages facing Tottenham Court Road.

2.4 Delivery and servicing arrangements associated with the Site currently occur on Percy Street and Windmill Street. The off-street yard accessible from Windmill Street is not used for servicing and acts as a staff and cyclists entrance plus providing two on-site parking spaces.

Local Highway Network

2.5 The Site is bounded by Tottenham Court Road to the east, Percy Street to the south and Windmill Street to the north.

2.6 Percy Street is a one-way eastbound street for vehicles with a contraflow westbound cycle lane There is vehicle, motorcycle, cycle and disabled parking on both sides of Percy Street. The main pedestrian entrance is located on Percy Street.

2.7 Windmill Street acts as an access route for cars parking in the Site. It is also a through route for cyclists and pedestrians but not a through route for vehicles, as there is a modal filter immediately east of the junction with Whitfield Street.

2.8 Tottenham Court Road is the major route linking the site to A501 Euston Road in the north and A40 New Oxford Street to the south.

2.9 A local highway network plan is provided in **Figure 2.1**.

Parking Facilities

Car Parking

2.10 The Site currently has two car parking in the service yard.

2.11 The Site falls within London Borough of Camden's CPZ CA-E, and borders with the boundary of CPZ CA-C. The Site benefits from good access to several on-street parking opportunities within 150m radius of the development.

2.12 Parking in CPZ CA-E and CPZ CA-C are restricted between 08:30 and 18:30 Mondays to Saturdays. Typical charges are £6.14 for non-diesel cars and £7.46 for diesel cars per hour.

2.13 Multiple types of parking immediately outside the main entrance on Percy Street are designed for disabled vehicles, motorcycles and loading purposes.

Cycle Parking

2.14 There are currently 27 cycle parking spaces provision provided in the service yard lightwell.

2.15 There are also 22 on-carriageway cycle parking spaces directly outside the main entrance on Percy Street and five Sheffield Stands located on the southern footway Windmill Street.

Disabled Parking

2.16 Two disabled parking bays are in close proximity to the Site, both on Spring Gardens. No charges for disabled parking apply, however parking is restricted to a maximum of four hours duration between 08:30 and 18:30 Mondays to Fridays.

Motorcycle Parking

2.17 Motorcycle parking bays are also provided in close proximity to the Site; the closest facility is located on Percy Street. Motorcycle parking charges are free in solo motorcycle bays.

Public Transport Accessibility Level (PTAL)

2.18 A 'Public Transport Accessibility Level' (PTAL) assessment has been undertaken for the site. PTAL is a measure of the accessibility of a location to the public transport network, considering walk access time, servicing provision and frequency.

2.19 The PTAL index combines the number of public transport services with walk times to stops or stations. Rail and bus frequencies are taken from their current timetables, and walk times were calculated from the site to all bus stops and rail stations. PTAL is categorised in six levels, 1 to 6, where six represents a high level of accessibility and one is a low level of accessibility.

2.20 The site has a PTAL rating of 6b demonstrating its 'Excellent' access to public transport. The development is therefore served well by public transport services.

2.21 A full PTAL report is provided in **Appendix A.**

Bus Services

2.22 Four daily bus services operate in close proximity to the development site along Tottenham Court Road. Stop B is closest to the development site. **Table 2.1** shows a summary of daytime bus services operating in from Tottenham Court Road Station in terms of routes and frequency.

Table 2.1: Daytime Bus Services – Tottenham Court Road Station

Service Number	Route	Frequency per hour (when highest)
24	Grosvenor Road (Pimlico) to Royal Free Hospital	6
29	Lordship Lane to Charing Cross Station	7
73	Holles Street to Stoke Newington Common	10
390	Archway Station to Victoria Bus Station	12

2.23 **Table 2.2** shows a summary of night-time bus services operating in from Tottenham Court Road Station in terms of routes and frequency.

Table 2.2: Night-time Bus Services – Tottenham Court Road Station

Service Number	Route	Frequency per hour (when highest)
N5	Edgware Bus Station to Whitehall / Trafalgar Square	3
N20	Barnet Hospital to Whitehall / Trafalgar Square	2
N29	Little Park Gardens to Trafalgar Square / Charing Cross Station	6
N73	Holles Street to Walthamstow Bus Station	4
N253	Aldgate Bus Station to St Giles High Street	2
N279	Waltham Cross Bus Station to Trafalgar Square / Charing Cross Station	3

2.24 A bus spider diagram for daytime services is presented in **Figure 2.2,** and for night-time services in **Figure 2.3**.

London Underground

2.25 There are five London underground stations within 1km (15 minutes' walk) of the Site:

- Tottenham Court Road;
- Goodge Street;
- Warren Street;
- Oxford Circus; and
- Euston Square.

2.26 Tottenham Court Road station and Goodge station are the closest LU stations. Tottenham Court Road station is 350m south of the Site, and Goodge Street station is 250m north of the Site.

2.27 Tottenham Court Road station is in Fare Zone 1 and is served by the Northern Line and Central Line. The Northern Line has two northern terminals at High Barnet and Edgware. Both branches provide access to Euston and Camden Town. Heading southbound from Tottenham Court Road, the Northern Line terminates at Morden. Key destinations along this route include Charing Cross and Waterloo, where the LU connects to national rail services.

2.28 Heading eastbound from Tottenham Court Road LU station, the Central Line terminates in Epping, providing access to Liverpool Street where national rail services operate from. Heading westbound from Tottenham Court Road LU station, the Central Line has two branches, one terminating at Ealing Broadway, and the other at West Ruislip. Key destinations on both branches include Shepherd's Bush and Oxford Circus.

2.29 Goodge Street station is located 250m north of the Site, providing nearby access to the Northern Line. Details of the Northern Line service are applicable as stated above.

2.30 Warren Street station is located approximately 800m north of the Site, providing nearby access to the Northern Line and Victoria Line. Details of the Northern Line Service are applicable as stated above. The Victoria Line's southern terminal is Brixton, with access to Victoria Station where there are national rail services available. Heading northbound from Warren street, the Victoria Line terminates at Walthamstow Central, providing access to King's Cross St Pancras and Highbury and Islington.

2.31 Oxford Circus station is located approximately 950m south west of the site, providing nearby access to the Victoria Line, Central Line, and Bakerloo Line. Heading northbound from Oxford Circus, the Bakerloo Line terminates at Harrow and Wealdstone, providing access to Marylebone and Paddington. Heading southbound from Oxford Circus, the Bakerloo Line terminates at Elephant and Castle, providing access to Piccadilly Circus, Charing Cross, and Waterloo.

2.32 Euston Square station is located approximately 970m north of the site, providing nearby access to the Circle Line, Hammersmith and City Line, and the Metropolitan Line. Heading eastbound from Euston Square, the Metropolitan Line terminates at Aldgate, and heading westbound, the Metropolitan Line has two branches, terminating at Amersham, and Uxbridge. The Hammersmith and City Line terminates in Barking to the East, providing access to Kings Cross St Pancras, Whitechapel, and West Ham. Heading westbound from Euston Square station the Hammersmith and City Line terminates in Hammersmith, providing access to Baker Street, and Edgware Road. The Circle Line provides an east-west service from Euston Square station, terminating in Edgware Road heading eastbound, and Hammersmith heading westbound. Key destinations on the Circle Line include Liverpool Street, Monument, Tower Hill, Blackfriars, Westminster, Victoria, and South Kensington, and Notting Hill Gate.

2.33 A plan of the local public transport network including local bus, rail and underground services is shown in **Figure 2.4.**

Night Tube

2.34 London Underground established a new 24-hour service in 2016. The lines currently operating on a 24-hour basis are the Central Line, Victoria Line, Jubilee Line, Northern Line and Piccadilly Line on Fridays and Saturdays.

2.35 Stations accessible within 15 minutes from the Site that provide access to Night Tube services are Tottenham Court Road (Central Line and Northern Line), Goodge Street (Northern Line), Warren Street (Victoria Line and Northern Line) and Oxford Circus (Victoria Line). The introduction of 24-hour services on the lines increases the public transport accessibility of the Site across the course of the day, and connectivity with destinations across London.

Crossrail (Elizabeth Line)

2.36 Crossrail (the Elizabeth line) is a new rail line (opening early 2022) that will deliver a high frequency, high capacity service that links Reading in the west to Shenfield in the east. Crossrail will provide a 10% increase to rail capacity across London with 24 trains per hour per direction each with a capacity of approximately 1,000 passengers.

2.37 The Elizabeth line will serve Tottenham Court Road station, located 350m south of the Site (5 minutes' walk). The Elizabeth line is accessible for all users, with step-free access and appropriate signage provided at this station and all stations on the line. The new service will facilitate connections to key destinations including Paddington and Canary Wharf within central London, and Reading and Shenfield outside of Greater London.

2.38 Crossrail will provide high frequency and high-speed services, significantly reducing existing journey times across London. For example, the journey time between Paddington and Tottenham Court Road is expected to reduce from 17 minutes to 5 minutes, a reduction of 12 minutes from existing conditions.

2.39 The opening of Crossrail within reasonable walking distance to the site further demonstrates the excellent local public transport accessibility of the Site.

Rail

2.40 The nearest rail station to the development site is Euston rail station, located 1.3km (fifteen minutes' walk) north of the Site. Euston rail station is served by Network Rail train services and connects with Birmingham, Manchester, Milton Keynes, Watford Junction, Crewe, Chester, Edinburgh, and Tring.

2.41 Marylebone rail station is located approximately 1.4km (seventeen minutes' walk) north west of the Site. Marylebone rail station is served by Network Rail train services and connects with Oxford, Bicester Village, Birmingham, Aylesbury and Gerrards Cross.

Car Club

2.42 Zipcar provides car club access to cars parked at a variety of locations across London. The closest Zipcar vehicle to the site is located on Percy Street, approximately 10m from the Site. Another car club vehicle is available on Bayley Street approximately 120m (2 minutes' walk) from the Site.

2.43 Car club vehicles are available to rent at hourly rates from both car club operators, inclusive of fuel, insurance and congestion charge fees.

Sustainable Access

Pedestrians

2.44 The site benefits from good pedestrian accessibility to surrounding retail, employment, leisure and public transport nodes. Tottenham Court Road is located 35m north east for retail and leisure opportunities and Tottenham Court Road LU station is located 350m south of the Site, and Goodge Street LU station is located 250m north of the Site for access to the public transport network.

2.45 Pedestrianised space exists in the vicinity of the Site, with footways provided on both sides of Percy Street, and on Tottenham Court Road, providing access to bus stops and LU stations.

2.46 Access routes to/from local retail and leisure facilities, Tottenham Court Road LU station, and Goodge Road LU station are facilitated by signalled controlled crossings equipped with tactile paving and dropped kerbs where appropriate.

2.47 A 20-minute walking catchment plan is presented in **Figure 2.5**.

Cycling

2.48 Roads in the vicinity of the Site are suitable for cycling according to the TfL Local Cycle Guide 'Cycling in Central London'. There is a Quietway Link that can be accessed approximately 320m from the Site from Malet Place to Waterloo Bridge. This connects to Cycle Superhighway 3 (CS3) running along Victoria Embankment, running through Central London from Lancaster Gate to Barking. A local cycle routes plan is provided in **Figure 2.6** and a 30-minute cycle catchment plan in **Figure 2.7**.

Cycle Hire

2.49 Santander Cycle Hire docking stations are located in close proximity to the Site. The nearest station is located on Bayley Street, 80m from the Site, with space for 24 bicycles. Further

Santander cycle hire docking station locations within close proximity to the site are outlined in **Table 2.3.**

Table 2.3: Santander Docking Station Locations

Location of Santander Docking Station	Number of Bicycles/Spaces	Distance from Site (m)
Bayley Street	24	80m
Rathbone Street	16	160m
Store Street	29	160m
Charlotte Street	12	320m
Scala Street	20	320m
Great Russel Street	25	480m

Summary

2.50 This chapter has demonstrated that the Met Building is extremely well connected to all modes of transport. The key findings from the chapter are:

- The Site has a PTAL rating of 6b 'Excellent'.
- Five Underground Stations and six Underground lines are accessible within one kilometre of the site. The closest Underground stations are Tottenham Court Road and Goodge Street.
- Euston mainline rail station is located 1.3km of the Site with connections to Birmingham, Manchester, Milton Keynes, Watford Junction, Crewe, Chester, Edinburgh, and Tring.
- The Site is within 5 minutes walk of the Elizabeth Line at Tottenham Court Road station.
- Four daytime bus services and six night-time bus services operate in close proximity to the Site.
- The nearest car club bay is located on Percy Street, approximately 10m from the application site.
- Roads in the local vicinity have been designated by TfL as suitable for cycling. There is also nearby access to a Quietway Link, leading to CS3.

Figure 2.1: Local Highway Network

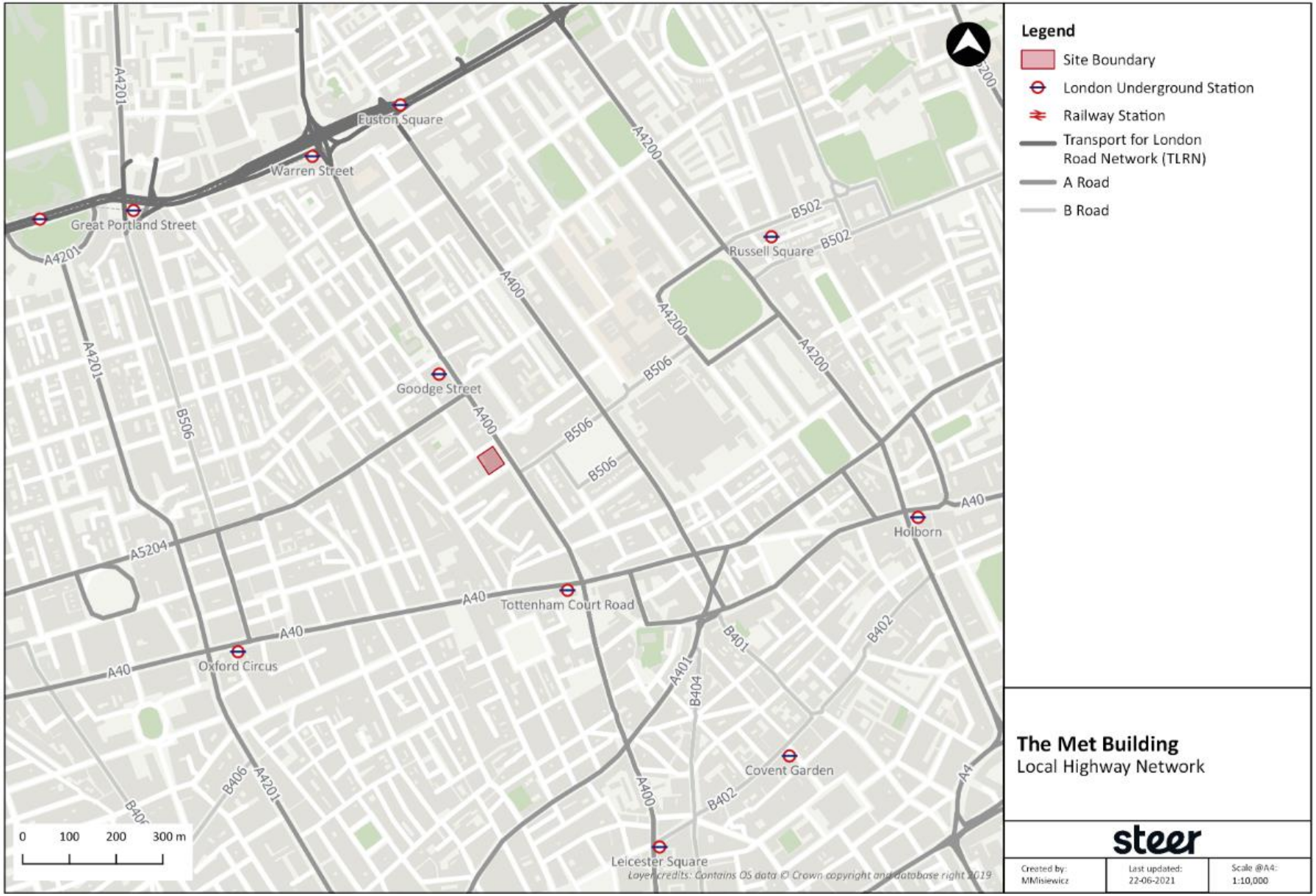


Figure 2.2: Daytime Bus Spider Map

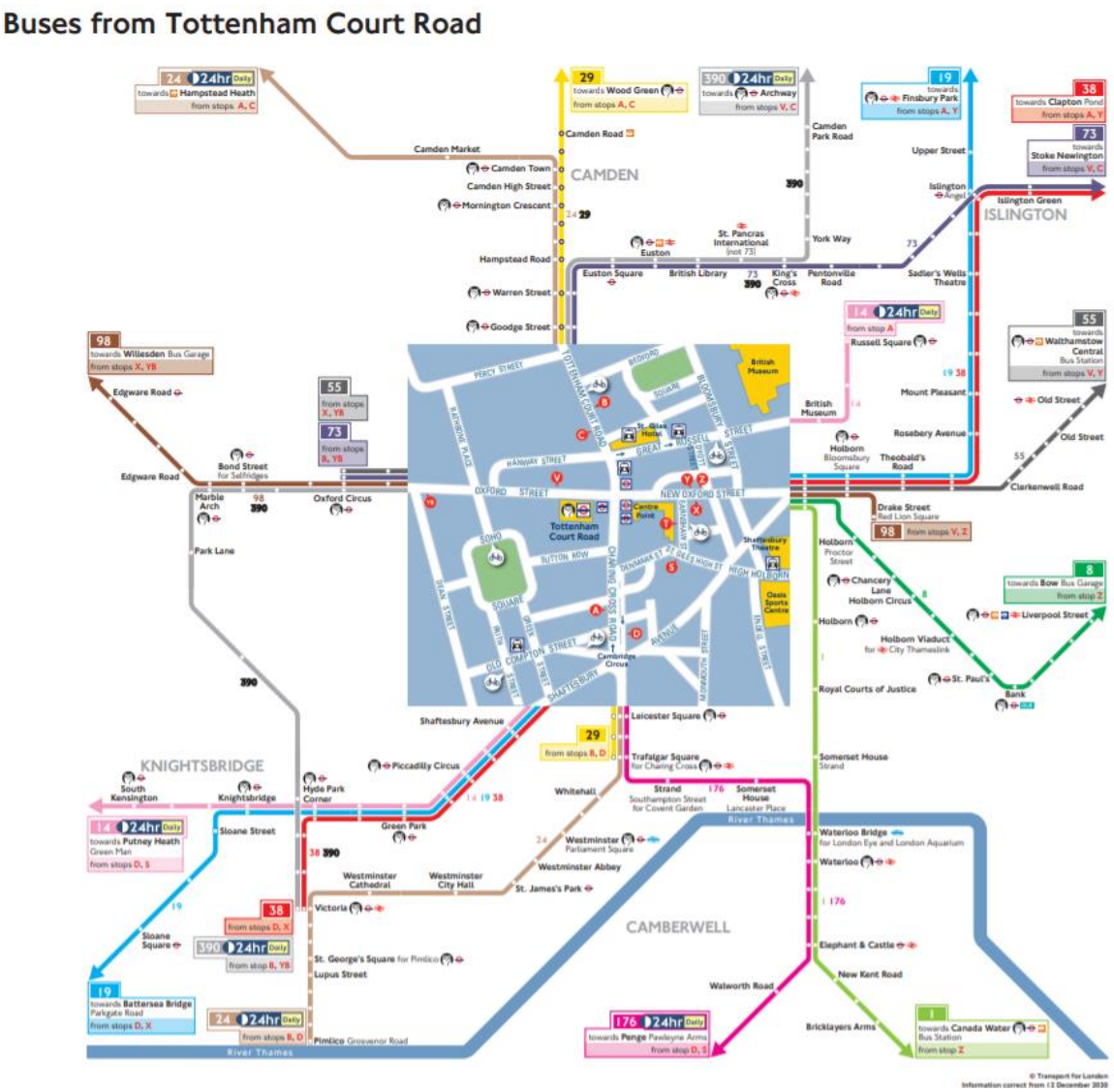


Figure 2.3: Night-Time Bus Spider Map

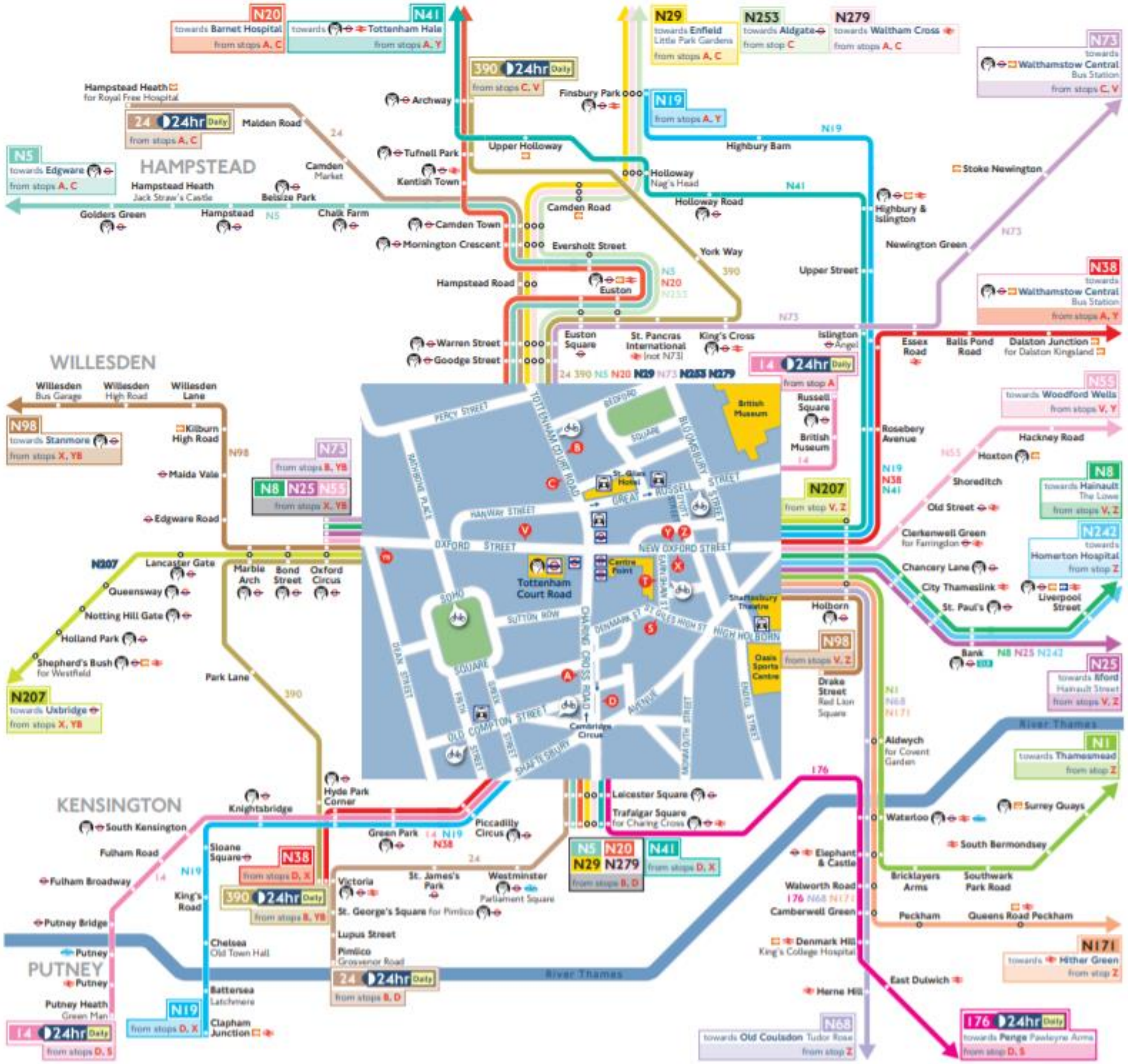


Figure 2.4: Local Public Transport Network

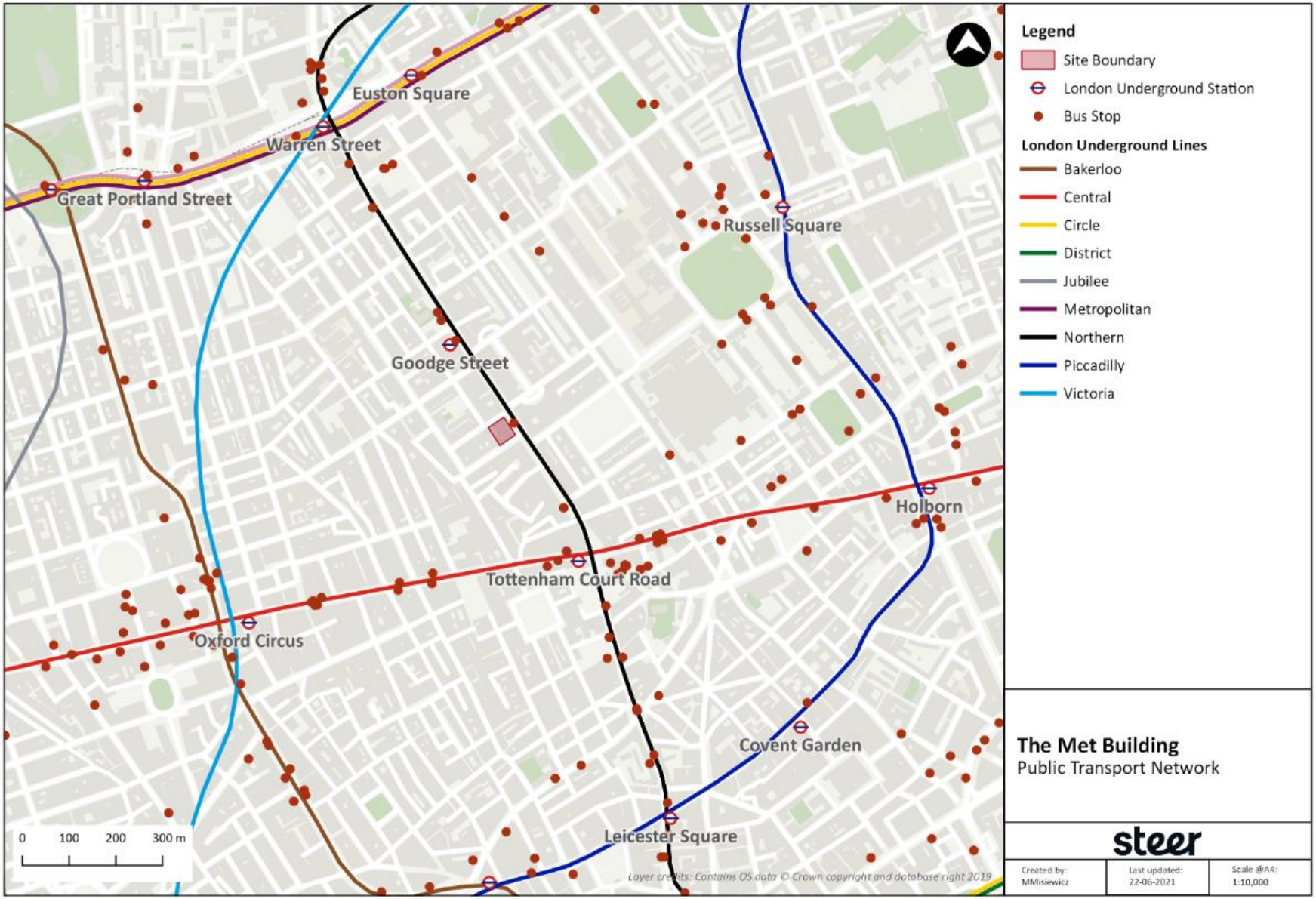


Figure 2.5: 20 Minute Walk Catchment

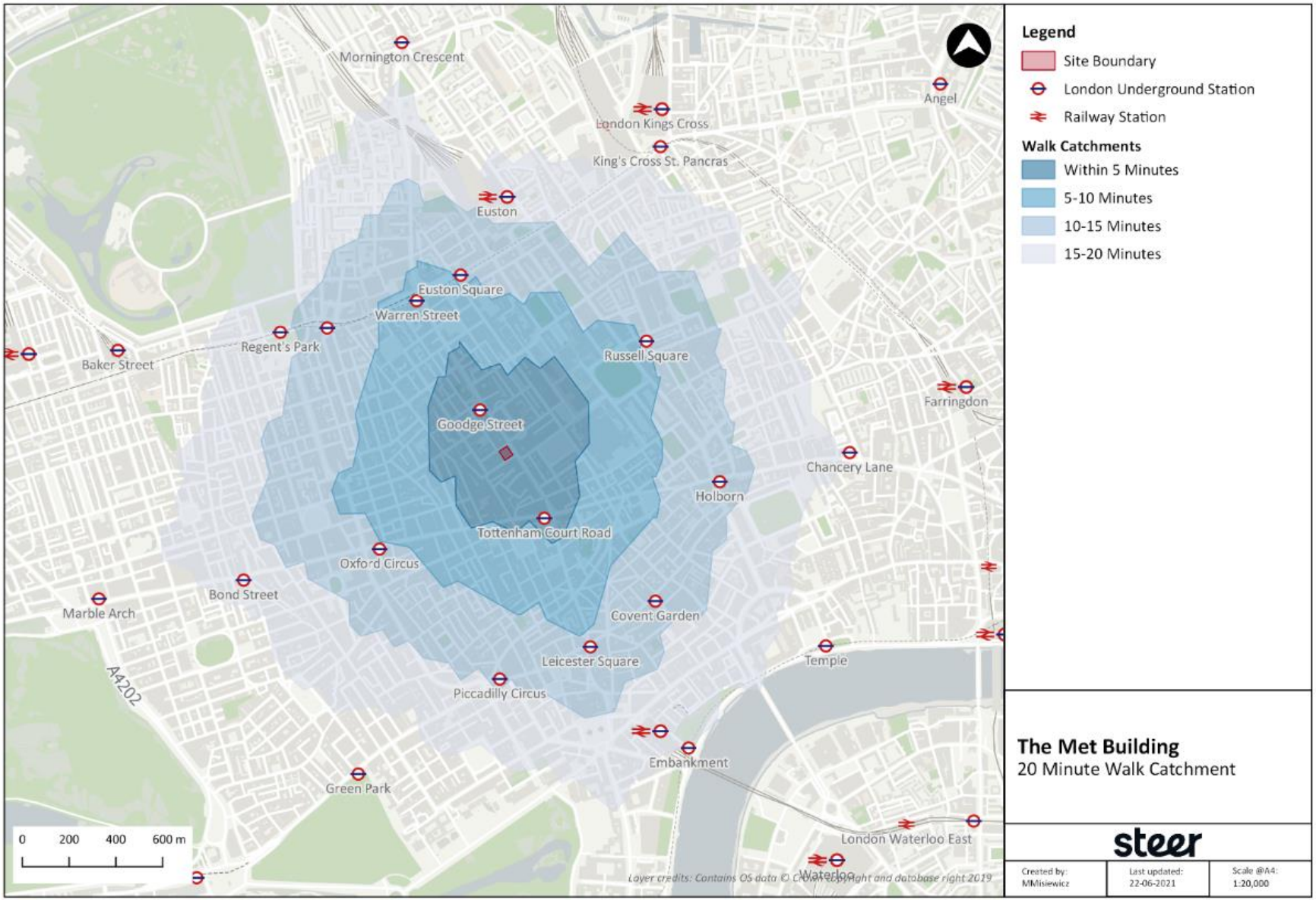


Figure 2.6: Local Cycle Routes

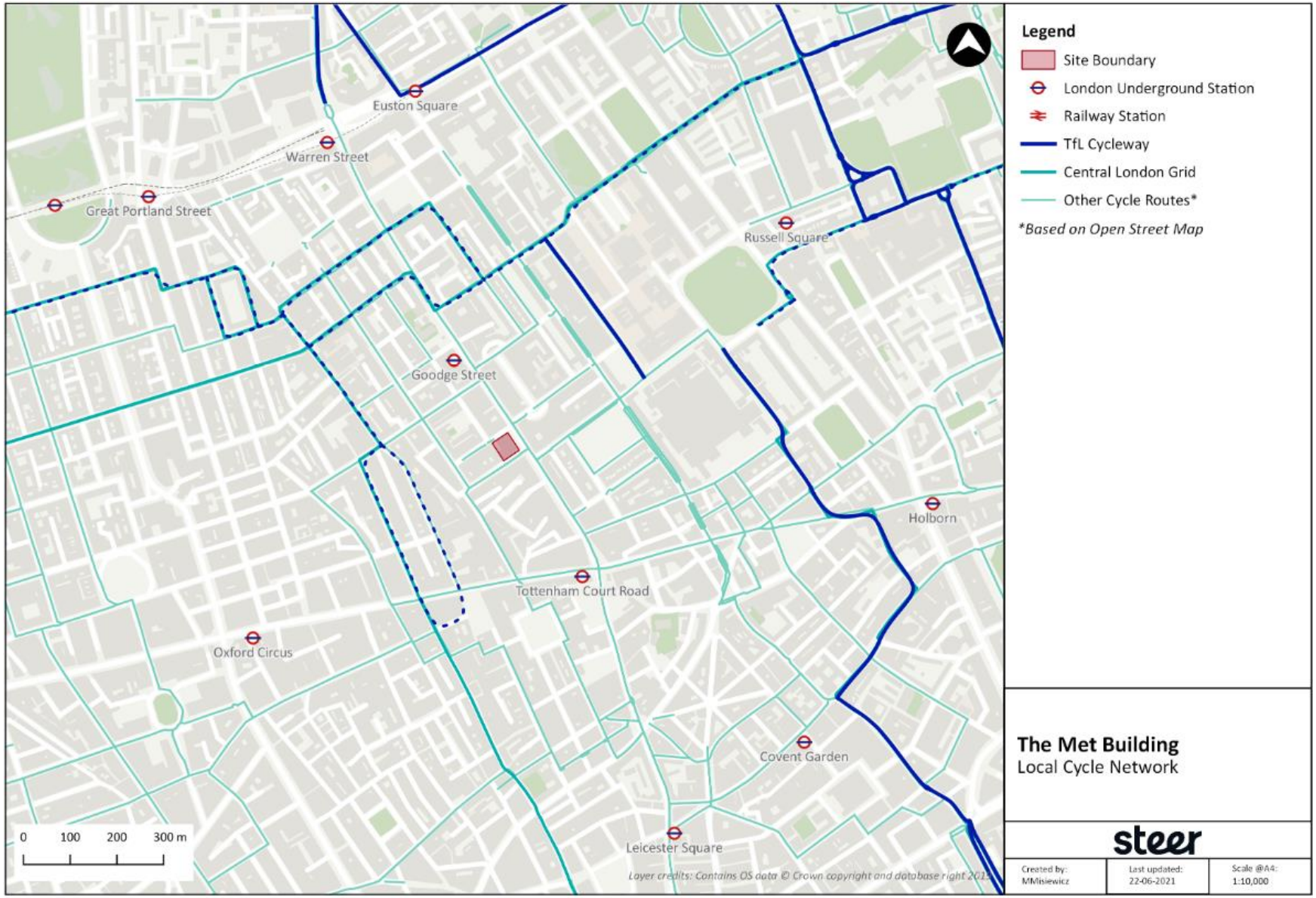
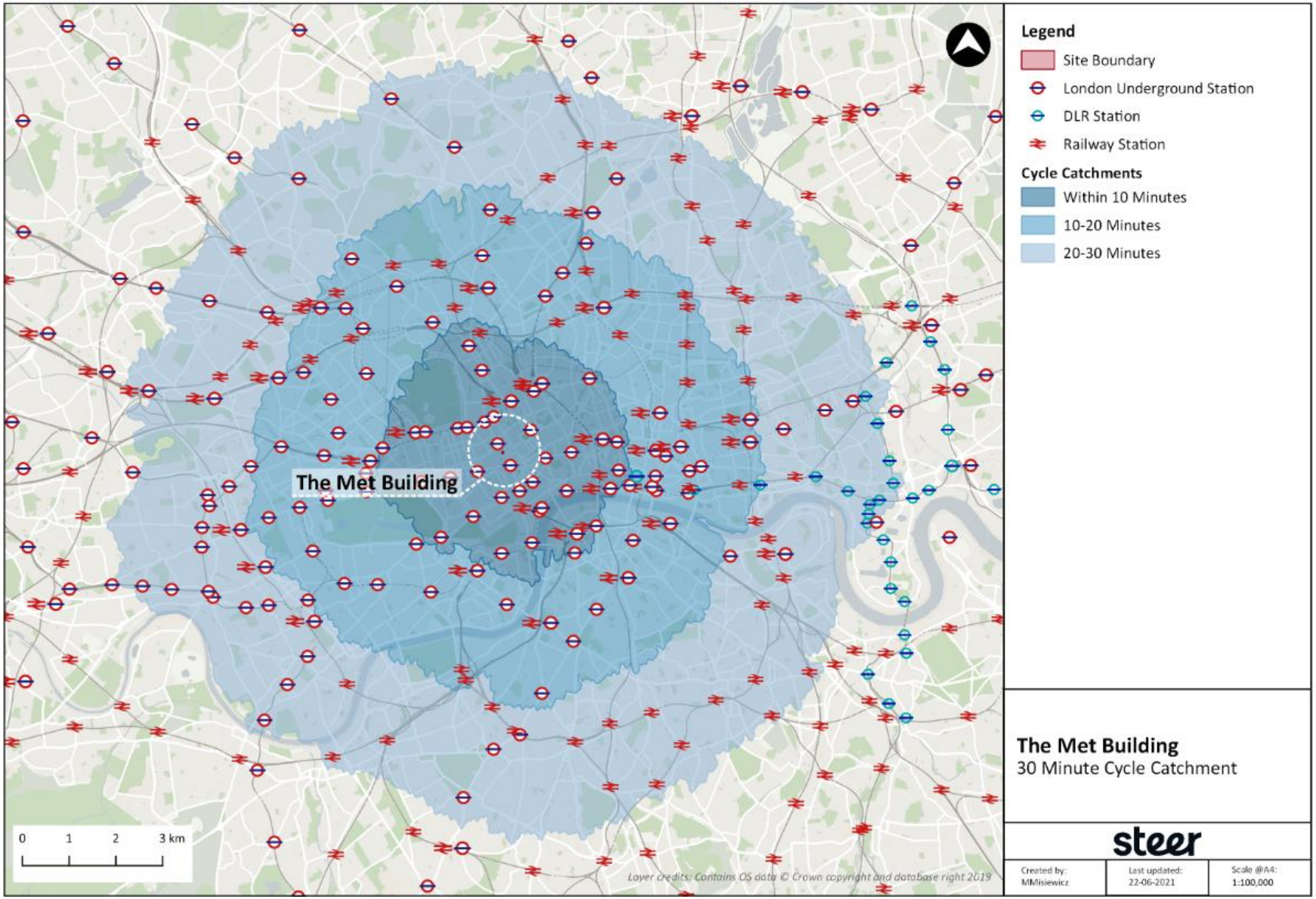


Figure 2.7: 30 Minute Cycle Catchment



3 Policy Context

Introduction

3.1 This chapter considers and outlines the national, regional, and local planning policy documents and best practice guidance that is relevant to the proposed development, including:

National Policy Documents

- National Planning Policy Framework (2019);
- National Planning Practice Guidance (2014);
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009); and
- Smarter Choices - Changing the Way We Travel (2004).

Regional Policy Documents

- The London Plan (2021); and
- Mayor's Transport Strategy (2018).

Local Policy Documents

- London Borough of Camden Local Plan (2017);
- London Borough of Camden Developer Contributions (2019); and
- London Borough of Camden Transport Strategy 2019-2041 (2019).

3.2 The relevant regional and local policy document are summarised below.

National Policy

National Planning Policy Framework (2019)

3.3 The National Planning Policy Framework (NPPF) (February 2019) sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced.

3.4 In terms of land-use planning, the NPPF encourages the effective use of land by reusing land that has been previously developed (provided it is not of high environmental value). It also explains that land use planning should actively manage patterns of growth to make the fullest use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

3.5 Transport policy is addressed within the 'Promoting Sustainable Transport' section. This section emphasises the need for the consideration of transport issues from the earliest stages of plan-making and development proposals.

3.6 The NPPF also outlines in Paragraph 108 that in assessing sites 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.*

3.7 The NPPF states in Paragraph 109 and 110 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*." Therefore, applications should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation 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; and*
- *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."*

3.8 The NPPF suggests in paragraph 111 that all developments that generate significant amounts of movements a travel plan should be provided and supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

National Planning Policy Framework – Planning Practice Guidance (2014)

3.9 The National Planning Practice Guidance (NPPG) was launched by the Department for Communities and Local Government (DCLG) in 2014 and supports the NPPF to provide guidance on effective delivery of objectives through the planning process.

3.10 It provides advice on Travel Plans (TP), TAs and Transport Statements (TS) including guidance on when they are required, and what they should contain.

3.11 Paragraph 006 of the 'Overarching principles on Travel Plans, Transport Assessments and Statements' states that a TP, TA and TS "*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."*

3.12 The resource goes on to explain that TPs and TAs "*support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable*."

Regional Policy

London Plan (2021)

3.13 Following further communications between the Mayor and Secretary of State, a formal response from the Secretary of State on 29 January 2021 provided final approval for the document. The Mayor has since formally published the London Plan (2021) and it now forms the basis of planning policy in London.

3.14 Policy T1 'Strategic approach to transport' states that the development proposals and plans should aim to support the delivery of the Mayor of London's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

3.15 Policy T2 'Healthy Street' states that Development should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

3.16 Policy T6 'Car Parking Standards' sets out the following:

- *"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- *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').*
- *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.*
- *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'".*

3.17 New developments should help remove barriers to cycling and create a healthy environment in which people choose to cycle by providing appropriate levels of cycle parking on-site which should be fit for purpose, secure and well-located.

3.18 The London Plan outlines minimum cycle parking requirements. It states that developments must provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards.

3.19 The published standards have been established using the former land use system (B1, A1-A3 etc.) which has recently been subject to reform. This application proposes the continued use of the Site as offices with the addition of a café at ground floor level. The assessments within this document have therefore been made using the existing published standards by assigning the new area schedule for Class E to the most relevant land uses from the previous land use system and applying the standards accordingly.

3.20 For references to land uses in this document, the proposed development is stated to provide café and office spaces, these correspond to A2-A5 Retail and Office land uses respectively in the former land use system.

3.21 **Table 3.1** shows the cycle parking standards in relation to the proposed land uses at the Met Building.

Table 3.1: London Plan (2021) Minimum Cycle Parking Standards

Land Use	Long Stay Minimum Standards	Short Stay Minimum Standards
Café	from a threshold of 100sqm: 1 space per 175sqm	from a threshold of 100sqm: 1 space per 20sqm
Office	inner/central London: 1 space per 75sqm outer London: 1 space per 150sqm	first 5,000sqm: 1 space per 500sqm thereafter: 1 space per 5,000sqm

Mayor's Transport Strategy (2018)

3.22 The Mayor's Transport Strategy (MTS) is a statutory document that forms part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's transport vision:

"working to deliver the affordable, reliable and safe service Londoners deserve and to unlock the power of transport to improve people's lives."

3.23 Three key themes are at the heart of the strategy:

- Healthy Streets and healthy people: creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
- A good public transport experience: Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
- New homes and jobs: more people want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

3.24 The expected outcomes of the strategy are for 80% of trips to be made by active, efficient and sustainable modes (public transport, walking and cycling) by 2041, compared to 63% today. This aim is expected to be fulfilled by increases in levels of walking and cycling from the current 27% to between 30% and 40% of trips, and increases in public transport use form the current 35% to between 40% and 50% of trips.

3.25 Chapter 3 'Healthy streets and healthy people' sets out the importance of improving London's streets and explains how it can be achieved as follows:

- "*Enabling active, inclusive and safe travel, by providing accessible, well designed space for walking and cycling, the healthiest means of moving around London's streets.*
- *Using street space more efficiently – reducing traffic levels through better managed freight and fewer private car trips.*
- *Improving air quality and the environment, and ensuring London's transport system is resilient to the impacts of severe weather and climate change*".

3.26 Chapter 4 'A good public transport experience' sets out the importance of a 'whole journey' approach, where public transport improvements are complemented by Healthy Streets improvements. The chapter details how London's public transport services can become a more attractive mode choice than private car by:

- *"Improving safety, affordability and customer service so the whole public transport network becomes easier and more convenient to use for more people.*
- *Improving public transport accessibility so that disabled and older people can travel spontaneously and independently.*
- *Shaping and growing the bus network to provide convenient, reliable, accessible public transport options where they are needed.*
- *Making rail services the most efficient way for people to travel longer distances by tackling crowding and improving the reliability, comfort and appeal of rail travel."*

Local Planning Policy

London Borough of Camden Local Plan (2017)

3.27 Chapter 10 of the Local Plan focuses on transport and the promotion of sustainable travel. Key policies are shown below:

- *"The council will promote sustainable transport by prioritising walking, cycling and public transport in the borough."* (T1)
- *"The council will limit the availability of parking and require all new developments in the borough to be car-free."* (T2)
- *"The council will promote the sustainable movement of goods and materials and seek to minimise the movement of goods and materials by road."* (T4)

London Borough of Camden Developer Contributions (2019)

3.28 Developer Contributions have an important role to play in meeting the strategic objectives of the Council's Local Plan, in particular ensuring that infrastructure relating to the needs created by the development is provided to support and provide a sustainable environment.

London Borough of Camden Transport Strategy 2019-2041 (2019)

3.29 The Council's Transport Strategy 2019-2041 vision is:

"To work alongside residents and partners in transforming transport and mobility in Camden, enabling and encouraging people to travel sustainably; nurturing healthier lifestyles; creating radically less polluted places; and upgrading the transport network to meet Camden's needs and those of London as a growing capital city."

3.30 Policies and initiatives have been developed to change the way people travel and goods are transported, prioritising and enabling walking, cycling, and public transport use while reducing inessential vehicle use. These are exampled with the following objectives set out within the Transport Strategy:

- *"To transform our streets and places to enable an increase in walking and cycling."*
- *"To reduce car ownership and use, and monitor traffic levels in Camden."*
- *"To deliver a sustainable transport system and streets that are accessible and inclusive for all."*
- *"Substantially reduce all road casualties in Camden and progress towards zero killed and seriously injured (KSI) casualties."*
- *"To reduce and mitigate the impact of transport-based emissions and noise in Camden."*
- *"To deliver an efficient, well maintained highway network."*

4 Development Proposals

4.1 This chapter provides details of the proposed development and associated transport facilities for the Met Building.

Proposed Development

4.2 The proposed development seeks permission to refurbish the office floorspace throughout the building and the retail floor spaces will remain unchanged.

4.3 The accommodation schedule for the development (NIA) is provided in **Table 4.1**.

Table 4.1: Met Building Accommodation Schedule (Net Internal Area (sqm))

Land Use	Existing Floor Areas (sqm NIA)	Proposed Floor Areas (sqm NIA)	Net Change (sqm NIA)
Office	6,871	7,084	+213
Retail	1,675	1,675	0
Total	**8,546**	**8,759**	**+213**

4.4 As shown above, the proposed development results in an increase in floorspace (NIA) of approximately 213sqm, consisting of an increase in office floorspace and no change in retail floor space.

Vehicle Access and Local Highway Network

4.5 The yard with access provided via Windmill Street remains the only vehicle access within the Site. However, as at present, the yard will only be used for access to car and cycle parking and for staff to access the building.

4.6 Existing on-street arrangements currently allow for vehicles to service the main entrance from Percy Street. These will not change with the proposed development.

Parking

Car Parking

4.7 The car parking arrangements with two parking spaces in the yard remain unchanged with private vehicles' access at the yard.

4.8 The existing on-street vehicle parking provisions for disabled parking, motorcycles and loading on Percy Street adjacent to the main entrance remains in place which provides the capacity to serve the Proposed Development.

Cycle Parking

4.9 The existing development currently provides 27 cycle parking spaces within the service yard. The development proposals seek to provide significantly improved cycle parking facilities for the proposed development users.

4.10 The Site will provide a total of 215 secure cycle parking spaces which is a vast improvement over current provision (27 spaces) at the Site, even with the minimal floorspace change. Based on the office area uplift, only five long stay cycle parking spaces is required in accordance with London Plan (2021) so the proposed additional cycle provision exceeds the requirements significantly.

4.11 20 accessible cycle parking spaces will be provided within the service yard with level access at the ground floor. These accessible cycle parking spaces will be using Sheffield stands with wider spacing to allow for those who use larger cycles or have physical impairments.

4.12 195 cycle parking spaces will be situated at basement level with access provided via the service yard entrance. Cyclists will enter the cycle storage areas at basement level via the cycle lift or staircase with cycle rail. There are also electric charging facilities provided at the cycle storage areas.

4.13 Cycle parking will be further encouraged by the provision of additional facilities such as showers and lockers which will be located with the basement level of the site.

4.14 The Sheffield stands on Percy Street and Windmill Street provide the short stay cycle parking spaces for visitors.

4.15 The proposed cycle parking spaces and associated facilities are presented in **Appendix B** to the rear of this report.

Delivery and Servicing Management

4.16 An existing on-street servicing bay located outside the front of the Site on Percy Street serves as the main delivery bay for the access of the main reception.

4.17 The delivery and servicing for the three retail units facing Tottenham Court Road currently take place on-street and this arrangement remains unchanged.

4.18 No regular delivery and servicing activities take place at the existing service yard accessible through Windmill Street and it mainly acts as staff, cyclists and parking entrance. This existing arrangement will remain unchanged.

4.19 Refuse collections take place on Windmill Street with the building operators transporting the refuse bins to the street just before the refuse collection time.

Pedestrian Access and Public Realm

4.20 The main pedestrian access for the Site is located on Percy Street.

4.21 Staff and cyclists can also enter the Site through the service yar on Windmill Street.

5 Travel Characteristics

Overview

5.1 The previous chapters have described the existing transport conditions in the vicinity of the site and the development proposals to be assessed.

5.2 This chapter provides details of the trip generation forecasts for the proposed development at the Met Building, and outlines the methodology used to determine the forecast peak hour and daily person trips generated by the scheme. Forecast trips associated with the proposed development have been compared to the existing trip generation of the site.

5.3 The trip generation methodology seeks to assess the net impact in trips as a result of the development proposals compared to the existing land uses.

Trip Generation Methodology

5.4 The existing and proposed land uses on-site according to Gross External Area (GEA) as supplied by FORME are shown in **Table 5.1** below.

Table 5.1: Met Building – Existing and Proposed Floor Areas

Land Use	Existing Floor Areas (sqm GEA)	Proposed Floor Areas (sqm GEA)	Net Change (sqm GEA)
Office	12,302	12,614	+312
Retail	1,946	1,946	0
Total	**14,248**	**14,560**	**+312**

5.5 As shown in **Table 5.1**, the proposed development is forecast to include net increase of 312 sqm GEA of office land use and no change in retail floor space.

5.6 As a result, the trip rates generated for each of the land uses for the Existing and proposed development has been obtained from the TRICS database to obtain peak hour and daily person trip rates. Output results for the TRICS sites used are included at **Appendix C** at the rear of this report.

5.7 The forecast trip rates have been applied to all land uses on-site to forecast the number of peak hour and daily trips.

5.8 Assumptions regarding mode split have been derived from the latest available Census data (2011) for the relevant Output areas.

Office Trip Generation

5.9 Employment sites with similar attributes to those proposed at the Met Building will be used to determine the average person trip rates (per unit). These trip rates will then be applied to the Office element of the proposed development. Using TRICS compliant survey data is considered suitable to represent the forecast office person trips at the Met Building.

5.10 The sites selected in **Table 5.2** were extracted from TRICS on the current basis:

- Town Centre location; and
- PTAL between 4 and 6.

Table 5.2: TRICS Selected Surveys –Office

Site	Address	PTAL	Floor Area (sqm)
CI-02-A-01	50 Cannon Street, City of London	6b	1,386
CI-02-A-02	Gracechurch Street, City of London	6b	9,803
CI-02-A-03	Monument Street, City of London	6b	1,951
WH-02-A-02	Battersea Park Road, Battersea	4	1,215

5.11 The average trip rates according to AM Peak (08:00-09:00), PM Peak (17:00-18:00) and per day are shown in **Table 5.3**.

Table 5.3: Average Trip Rates per 100sqm (Office)

Time Period	In	Out	Two-way
AM Peak (08:00-09:00)	2.535	0.175	2.71
PM Peak (17:00-18:00)	0.257	2.376	2.633
Daily	10.673	10.673	21.346

5.12 The most recently available Journey to Work Census data (2011) for the relevant Middle Super Output Area (E02000191) will be used to assess the likely mode share for employment trips. The proposed modal split is shown in **Table 5.4**. Even though the existing and proposed development are car-free, the proximity of the Site to the nearby Q-park makes it likely that a small proportion of those travelling to the Site will do so by private vehicles as identified in **Table 5.4.**

Table 5.4: Office Mode Split

Mode	(Census 2011) (%)
Car Driver	4.3%
Car Passenger	0.4%
Bus/coach	10.6%
National Rail	29.9%
London Underground	40.5%
Taxi	0.2%
Motorcycle	1.5%
Bicycle	6.6%
Walk	5.8%
Other	0.2%
Total	**100%**

Retail Trip Generation

5.13 There is no change in the retail land use and floor space. It is assumed that any trips associated with the retail land uses will either be linked trips associated with the proposed development (e.g. office staff visiting the retail units) or pass-by trips associated with users within the vicinity of the Site (e.g. commuter visiting retail units en-route to underground stations) that are not visiting the retail within the proposed development as a primary trip attractor. Also, the primary staff trips will likely be out of the office peak hours. Detailed trip generation for the Retail land uses is not considered necessary and has therefore not been undertaken.

Existing Trip Generation

5.14 The existing trips at the Met Building have been estimated and broken down by floor area and respective land uses, as detailed below using the trip generation methodology outlined above.

5.15 The mode split shown in **Table 5.4** was applied to the proposed trip rates to forecast the number of person trips to the site by mode, as shown in **Table 5.5.**

Table 5.5: Existing Office Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	13	1	14	1	13	14	56	56	112
Car Passenger	1	0	1	0	1	1	5	5	10
Bus/coach	33	2	35	3	31	34	139	139	278
National Rail	93	6	100	9	87	97	393	393	776
London Underground	126	9	135	13	118	131	532	532	1,064
Taxi	1	0	1	0	1	1	3	3	6
Motorcycle	5	0	5	0	4	5	20	20	20
Bicycle	21	1	22	2	19	21	87	87	174
Walk	18	1	19	2	17	19	76	76	152
Other	1	0	1	0	1	1	3	3	6
Total	**312**	**22**	**333**	**32**	**292**	**324**	**1,313**	**1,313**	**2,626**

Proposed Trip Generation

5.16 Proposed trips have been forecast broken down by the proposed floor areas and respective land uses, as detailed in the sections that follow. As discussed in 5.13, the retail trips associated will be predominantly link or pass-by trips so detailed trip generation for the retail land use has not been undertaken.

5.17 The mode split shown in **Table 5.4** was applied to the proposed trip rates to forecast the number of person trips to the site by mode, as shown in **Table 5.6.**

Table 5.6: Proposed Office Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	14	1	15	1	13	14	58	58	116
Car Passenger	1	0	1	0	1	1	5	5	10
Bus/coach	34	2	36	3	32	35	143	143	286
National Rail	96	7	102	10	90	99	403	403	806
London Underground	130	9	138	13	121	135	545	545	1,090
Taxi	1	0	1	0	1	1	3	3	6
Motorcycle	5	0	5	0	4	5	20	20	40
Bicycle	21	1	23	2	20	22	89	89	178
Walk	19	1	20	2	17	19	78	78	156
Other	1	0	1	0	1	1	3	3	6
Total	**320**	**22**	**342**	**32**	**300**	**332**	**1,346**	**1,346**	**2,692**

Net Trip Generation

5.18 To assess the overall impact of the development proposals, the net increase/decrease in trips has been calculated offsetting the increase in main mode trips presented in **Table 5.6** against the combined total trips of the existing buildings presented in **Table 5.5**. The resulting 'net' impact of trips associated with the Total Development is shown in **Table 5.7.**

Table 5.7: Total Development Net Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car Driver	0	0	0	0	0	0	1	1	2
Car Passenger	0	0	0	0	0	0	0	0	0
Bus/coach	1	0	1	0	1	1	4	4	8
National Rail	2	0	3	0	2	2	10	10	20
London Underground	3	0	3	0	3	3	13	13	26
Taxi	0	0	0	0	0	0	0	0	0
Motorcycle	0	0	0	0	0	0	0	0	1
Bicycle	1	0	1	0	0	1	2	2	4
Walk	0	0	0	0	0	0	2	2	4
Other	0	0	0	0	0	0	0	0	0
Total	**8**	**1**	**8**	**1**	**7**	**8**	**33**	**33**	**66**

5.19 As **Table 5.7** shows, the proposed development results in an overall increase in 8 trips by all modes in AM and PM peak hours and 66 additional trips all day. This will not have a noticeable impact upon the operation of the surrounding highway and public transport networks.

6 Summary and Conclusions

Summary

6.1 This Transport Statement (TS) has been prepared by Steer to review the transport impact of the proposed development the Met Building in LB Camden.

6.2 In summary this report has analysed the following areas:

- existing baseline conditions relating to transport;
- the development proposals;
- trip generation;
- highways and public transport impact; and
- delivery and servicing.

Conclusions

6.3 The location of the site is excellent in terms of its access to public transport and walking/cycling networks and this is reflected in its PTAL rating of 6b. Opportunities for walking and cycling are good and the site benefits from a favourable local footway and cycle route network.

6.4 A total of 215 cycle parking spaces will be provided which is a significant improvement to the current provision (27 spaces).

6.5 A comprehensive trip generation assessment has been conducted based upon the forecast proposals and land uses for the building. There will be minimal additional activity as a result of the proposals and therefore no discernible impacts upon the operation of the surrounding highway and public transport networks.

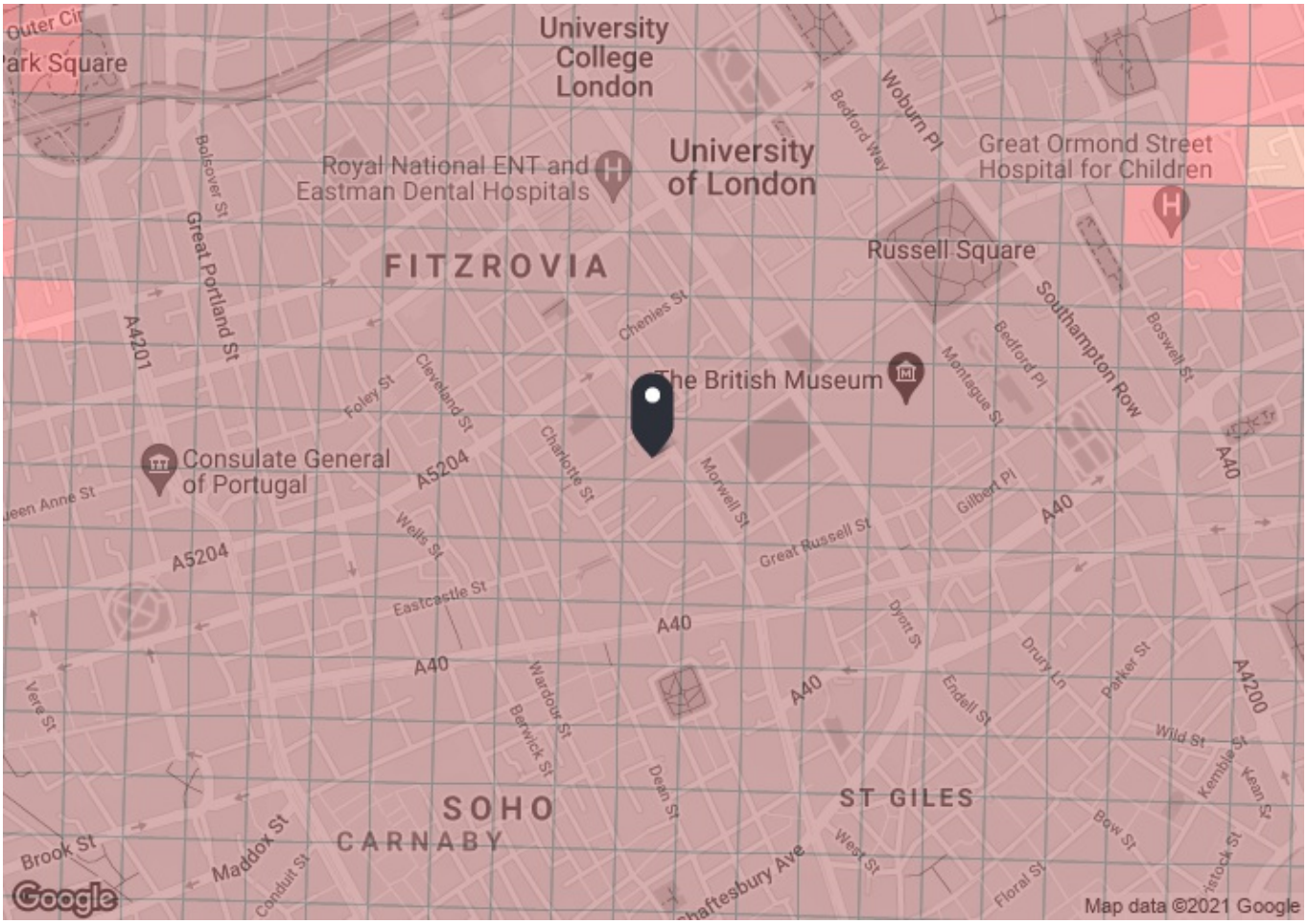
6.6 The delivery and servicing activities will remain the same as the existing arrangement with the retail units servicing on Percy Street and the refuse collection on Windmill Street.

6.7 In summary, the transport impact of the development has been assessed and no significant negative impacts are anticipated on nearby transport networks.

Appendices

A PTAL Report

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

Metbuilding London
Windmill St, London W1T 2AR, UK
Easting: 529644, Northing: 181623

Grid Cell: 86350

Report generated: 16/06/2021

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

Calculation Parameters

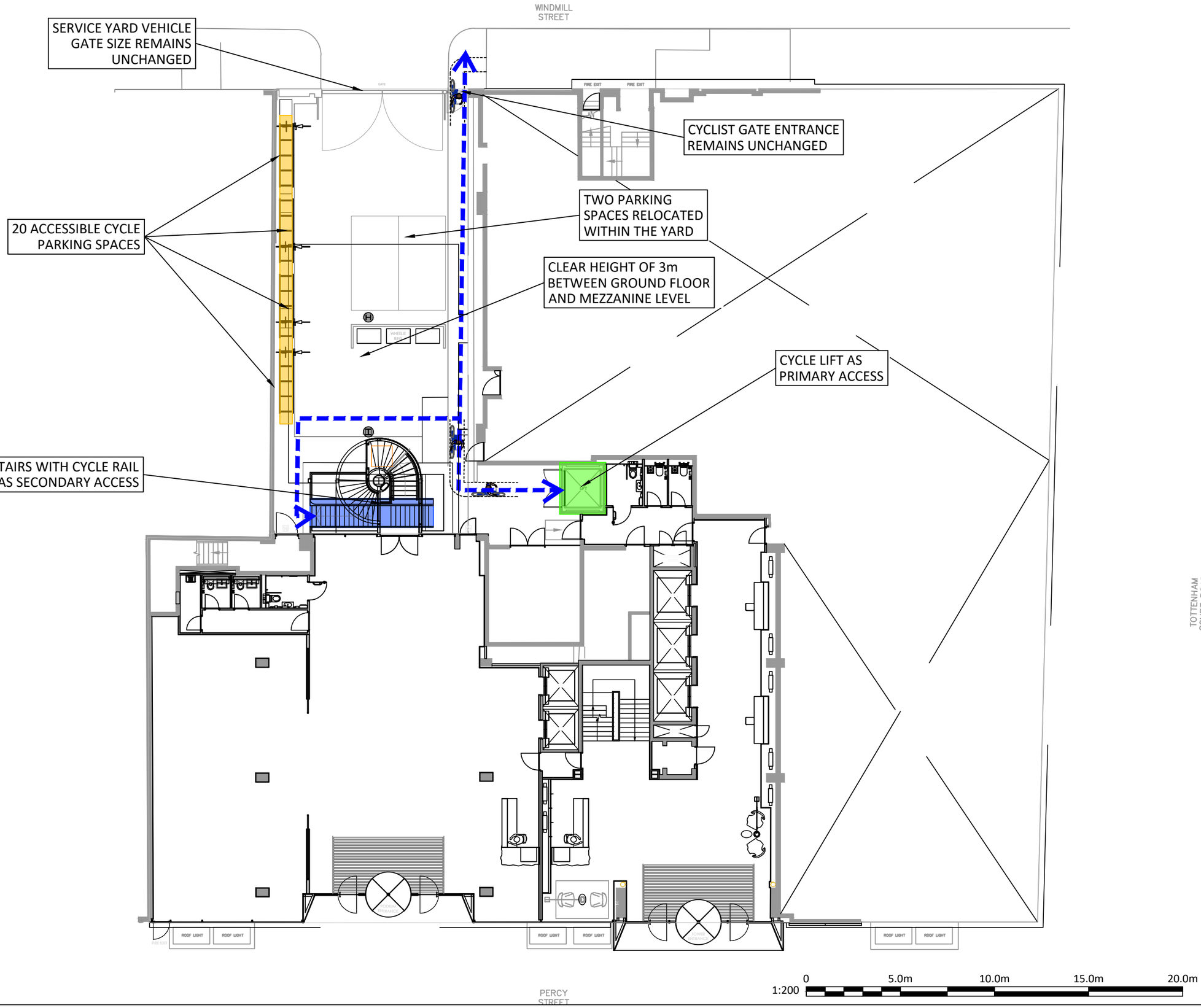
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TOTTENHAM CT RD DOMINION	98	265.56	9	3.32	5.33	8.65	3.47	0.5	1.73
Bus	NEW OXFORD ST CENTRE PNT	242	407.88	6.5	5.1	6.62	11.71	2.56	0.5	1.28
Bus	NEW OXFORD ST CENTRE PNT	38	407.88	10	5.1	5	10.1	2.97	0.5	1.49
Bus	NEW OXFORD ST CENTRE PNT	25	407.88	8	5.1	5.75	10.85	2.77	0.5	1.38
Bus	NEW OXFORD ST CENTRE PNT	1	407.88	8	5.1	5.75	10.85	2.77	0.5	1.38
Bus	NEW OXFORD ST CENTRE PNT	176	407.88	8.5	5.1	5.53	10.63	2.82	0.5	1.41
Bus	NEW OXFORD ST CENTRE PNT	19	407.88	8	5.1	5.75	10.85	2.77	0.5	1.38
Bus	NEW OXFORD ST CENTRE PNT	55	407.88	10	5.1	5	10.1	2.97	0.5	1.49
Bus	TOTTENHAM CT RD PERCY ST	10	24.2	4.5	0.3	8.67	8.97	3.34	0.5	1.67
Bus	TOTTENHAM CT RD PERCY ST	24	24.2	10	0.3	5	5.3	5.66	0.5	2.83
Bus	TOTTENHAM CT RD PERCY ST	8	24.2	10	0.3	5	5.3	5.66	0.5	2.83
Bus	TOTTENHAM CT RD PERCY ST	134	24.2	12	0.3	4.5	4.8	6.25	0.5	3.12
Bus	TOTTENHAM CT RD PERCY ST	390	24.2	8	0.3	5.75	6.05	4.96	0.5	2.48
Bus	TOTTENHAM CT RD PERCY ST	73	24.2	18	0.3	3.67	3.97	7.56	1	7.56
Bus	TOTTENHAM CT RD PERCY ST	29	24.2	15	0.3	4	4.3	6.97	0.5	3.49
Bus	TOTTENHAM CT RD PERCY ST	14	24.2	13	0.3	4.31	4.61	6.51	0.5	3.25
LUL	Leicester Square	'Cockfosters-LHRT4LT'	928.16	4.67	11.6	7.17	18.78	1.6	0.5	0.8
LUL	Leicester Square	'RayLane-Cockfosters'	928.16	3.67	11.6	8.92	20.53	1.46	0.5	0.73
LUL	Leicester Square	'LHRT4LT-ArnosGrove'	928.16	4.67	11.6	7.17	18.78	1.6	0.5	0.8
LUL	Leicester Square	'ArnosGrove-RayLane'	928.16	0.33	11.6	91.66	103.26	0.29	0.5	0.15
LUL	Leicester Square	'ArnosGrove-Nthfields'	928.16	3	11.6	10.75	22.35	1.34	0.5	0.67
LUL	Leicester Square	'Oakwood-RayLane'	928.16	0.33	11.6	91.66	103.26	0.29	0.5	0.15
LUL	Leicester Square	'Nthfields-Cockfoster'	928.16	1	11.6	30.75	42.35	0.71	0.5	0.35
LUL	Leicester Square	'LHRT5-Cockfosters'	928.16	6	11.6	5.75	17.35	1.73	0.5	0.86
LUL	Leicester Square	'Uxbridge-Cockfosters'	928.16	3.67	11.6	8.92	20.53	1.46	0.5	0.73
LUL	Leicester Square	'Ruislip-Cockfosters'	928.16	2.33	11.6	13.63	25.23	1.19	0.5	0.59
LUL	Leicester Square	'ArnosGrove-Uxbridge'	928.16	1	11.6	30.75	42.35	0.71	0.5	0.35
LUL	Leicester Square	'Oakwood-Uxbridge'	928.16	0.33	11.6	91.66	103.26	0.29	0.5	0.15
LUL	Leicester Square	'Oakwood-Ruislip'	928.16	0.33	11.6	91.66	103.26	0.29	0.5	0.15
LUL	Tottenham Court Road	'Epping-Ealing'	371.36	3	4.64	10.75	15.39	1.95	0.5	0.97
LUL	Tottenham Court Road	'Epping-Wruislip'	371.36	3	4.64	10.75	15.39	1.95	0.5	0.97
LUL	Tottenham Court Road	'RuislipGar-Epping'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'WhiteCity-Epping'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'Epping-NActon'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'Northolt-Epping'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'Debden-WRuislip'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'WhiteCity-Debden'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'Debden-Northolt'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'RuislipGdns-Debden'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'Loughton-WRuislip'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'NActon-Loughton'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'RuislipGdns-Loughton'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'Loughton-WhiteCity'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'Loughton-Northolt'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'Ealing-Loughton'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'Ealing-NewburyPark'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'WRuislip-NewburyPark'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'NActon-NewburyPark'	371.36	0.33	4.64	91.66	96.3	0.31	0.5	0.16
LUL	Tottenham Court Road	'Hainault-Ealing'	371.36	5.33	4.64	6.38	11.02	2.72	0.5	1.36
LUL	Tottenham Court Road	'Hainault-Nacton'	371.36	1.33	4.64	23.31	27.95	1.07	0.5	0.54
LUL	Tottenham Court Road	'Hainault-WRuislip'	371.36	3.33	4.64	9.76	14.4	2.08	0.5	1.04
LUL	Tottenham Court Road	'Hain-NP-RuislipGdns'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'WhiteCity-Hainault'	371.36	1.67	4.64	18.71	23.36	1.28	0.5	0.64
LUL	Tottenham Court Road	'Hainault-NP-Northolt'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'GrangeHill-WD-Eal'	371.36	1	4.64	30.75	35.39	0.85	0.5	0.42
LUL	Tottenham Court Road	'GrangeHill-Wdfd-Whit'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Tottenham Court Road	'GrangeHill-Wdfd-WRsp'	371.36	0.67	4.64	45.53	50.17	0.6	0.5	0.3
LUL	Warren Street	'Brixton-WalthamstowC'	786.14	15.67	9.83	2.66	12.49	2.4	0.5	1.2

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Warren Street	'SevenSisters-Brixton'	786.14	11.67	9.83	3.32	13.15	2.28	0.5	1.14
LUL	Goodge Street	'Morden-Edgware'	228.53	4.67	2.86	7.17	10.03	2.99	0.5	1.5
LUL	Goodge Street	'HighBarnet-Morden'	228.53	0.33	2.86	91.66	94.52	0.32	0.5	0.16
LUL	Goodge Street	'Kennington-Edgware'	228.53	14.67	2.86	2.79	5.65	5.31	1	5.31
LUL	Goodge Street	'HighBarnet-Kenningt'	228.53	5.33	2.86	6.38	9.24	3.25	0.5	1.62
LUL	Goodge Street	'MillHill-Morden'	228.53	1.67	2.86	18.71	21.57	1.39	0.5	0.7
LUL	Goodge Street	'MillHillE-Kenningt'	228.53	1.67	2.86	18.71	21.57	1.39	0.5	0.7
LUL	Euston Square	'Hammersmith-Edgware'	956.57	6	11.96	5.75	17.71	1.69	0.5	0.85
LUL	Euston Square	'Barking-Hammersmith'	956.57	6.34	11.96	5.48	17.44	1.72	0.5	0.86
LUL	Euston Square	'Hammersmith-Plaistow'	956.57	1	11.96	30.75	42.71	0.7	0.5	0.35
LUL	Euston Square	'Aldgate-AmerFast'	956.57	1	11.96	30.75	42.71	0.7	0.5	0.35
LUL	Euston Square	'Ches-AldgateFast'	956.57	2	11.96	15.75	27.71	1.08	0.5	0.54
LUL	Euston Square	'Uxbridge-AldSlow'	956.57	5.33	11.96	6.38	18.34	1.64	0.5	0.82
LUL	Euston Square	'Watford-AldSfast'	956.57	3.67	11.96	8.92	20.88	1.44	0.5	0.72
LUL	Euston Square	'Aldg-WatfordSlow'	956.57	3.67	11.96	8.92	20.88	1.44	0.5	0.72
LUL	Euston Square	'Ald-HarrowHill'	956.57	1.33	11.96	23.31	35.26	0.85	0.5	0.43
									Total Grid Cell AI:	**75.2**

B Cycle Provision Layouts



NOTES:

1. THIS DRAWING IS BASED ON LAYOUT PROVIDED BY FORME IN JUNE 2021.
2. ALL DIMENSIONS SHOWN IN METRES UNLESS OTHERWISE SPECIFIED.
3. DO NOT SCALE FROM THIS DRAWINGS.

KEY

- CYCLE LIFT
- STAIRS WITH CYCLE RAIL
- ROUTE TO/FROM CYCLE STORE
- ACCESSIBLE CYCLE PARKING RACK

REV	DATE	DESCRIPTION	DES	CHK	APP
P0	29 JUN 21	ORIGINAL ISSUE	RKO	AKC	-

steer

www.steergroup.com

Client: LAZARI INVESTMENTS LTD.

Project Title: The MET Building

Drawing Title: GROUND FLOOR CYCLIST ACCESSES

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:200	S2	P0

Drawing No. 24095401-STR-HGN-100-DR-D-10101

DATE: 29/06/2021 - CAD FILE FILENAME: P:\Projects\240\95401\STR\HGN\CAD\Drawings\24095401-STR-HGN-100-DR-D-101 - 10101

BASEMENT CYCLE PARKING PROVISION:
SEMI-VERTICAL CYCLE RACK: 119 SPACES
HORIZONTAL CYCLE RACK: 18 SPACES
ELECTRICAL CHARGING SPACE: 4 SPACES
FOLDABLE BIKE LOCKER: 54 SPACES

STAIRS WITH CYCLE RAIL AS SECONDARY ACCESS

CYCLE LIFT AS PRIMARY ACCESS

ACCESSIBLE CYCLE PARKING SPACE WITH ELECTRIC CHARGING POINTS

2122

2191

2122

2200

2200

2023

2086

WATER HEATERS

1:100 0 2.5m 5m 7.5m 10m

NOTES:

1. THIS DRAWING IS BASED ON LAYOUT PROVIDED BY FORME IN JUNE 2021.
2. ALL DIMENSIONS SHOWN IN MILLIMITRES UNLESS OTHERWISE SPECIFIED.
3. DO NOT SCALE FROM THIS DRAWINGS.

KEY

- CYCLE LIFT
- STAIRS WITH CYCLE RAIL
- ROUTE TO/FROM CYCLE STORAGE LOCKERS AND SHOWER FACILITIES
- SEMI-VERTICAL CYCLE RACK
- HORIZONTAL CYCLE RACK
- HORIZONTAL CYCLE RACK WITH ELECTRICAL CHARGING POINTS)
- FOLDABLE BIKE LOCKER (THREE IN ONE COLUMN)

REV	DATE	DESCRIPTION	DES	CHK	APP
P0	30 JUN 21	ORIGINAL ISSUE	RKO	AKC	-

steer

www.steergroup.com

Client: LAZARI INVESTMENTS LTD.

Project Title: The MET Building

Drawing Title: GROUND FLOOR CYCLIST ACCESSES

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A3	1:100	S2	P0

Drawing No. 24095401-STR-HGN-99-DR-D-10201

DATE: 25/06/2021 CAD REFERENCE: P:\Projects\24095401-STR-HGN-99-DR-D-10201.dwg

C TRICS Output

Calculation Reference: AUDIT-720101-180322-0309

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	CI	CITY OF LONDON	3 days
	WH	WANDSWORTH	1 days

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

Secondary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1215 to 9803 (units: sqm)
Range Selected by User: 400 to 120000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 05/07/17

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:

Wednesday	1 days
Thursday	1 days
Friday	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	4

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

Selected Location Sub Categories:

Commercial Zone	2
Built-Up Zone	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®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	1 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1 CI-02-A-01 OFFICES CITY OF LONDON
50 CANNON STREET
CITY OF LONDON
BANK
Town Centre
Built-Up Zone
Total Gross floor area: 1386 sqm
Survey date: WEDNESDAY *21/10/09* *Survey Type: MANUAL*

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

3 CI-02-A-03 OFFICES CITY OF LONDON
MONUMENT STREET
MONUMENT
CITY OF LONDON
Town Centre
Commercial Zone
Total Gross floor area: 1951 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

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

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

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BT-02-A-02	Suburban Area Location
HD-02-A-08	Edge of Town Centre Location

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.021	4	3589	0.000	4	3589	0.021
07:30 - 08:00	4	3589	0.056	4	3589	0.042	4	3589	0.098
08:00 - 08:30	4	3589	0.077	4	3589	0.035	4	3589	0.112
08:30 - 09:00	4	3589	0.091	4	3589	0.014	4	3589	0.105
09:00 - 09:30	4	3589	0.049	4	3589	0.014	4	3589	0.063
09:30 - 10:00	4	3589	0.028	4	3589	0.014	4	3589	0.042
10:00 - 10:30	4	3589	0.042	4	3589	0.035	4	3589	0.077
10:30 - 11:00	4	3589	0.021	4	3589	0.028	4	3589	0.049
11:00 - 11:30	4	3589	0.042	4	3589	0.021	4	3589	0.063
11:30 - 12:00	4	3589	0.028	4	3589	0.035	4	3589	0.063
12:00 - 12:30	4	3589	0.028	4	3589	0.028	4	3589	0.056
12:30 - 13:00	4	3589	0.028	4	3589	0.021	4	3589	0.049
13:00 - 13:30	4	3589	0.014	4	3589	0.014	4	3589	0.028
13:30 - 14:00	4	3589	0.014	4	3589	0.014	4	3589	0.028
14:00 - 14:30	4	3589	0.035	4	3589	0.049	4	3589	0.084
14:30 - 15:00	4	3589	0.007	4	3589	0.007	4	3589	0.014
15:00 - 15:30	4	3589	0.035	4	3589	0.028	4	3589	0.063
15:30 - 16:00	4	3589	0.007	4	3589	0.042	4	3589	0.049
16:00 - 16:30	4	3589	0.014	4	3589	0.042	4	3589	0.056
16:30 - 17:00	4	3589	0.035	4	3589	0.049	4	3589	0.084
17:00 - 17:30	4	3589	0.049	4	3589	0.098	4	3589	0.147
17:30 - 18:00	4	3589	0.035	4	3589	0.077	4	3589	0.112
18:00 - 18:30	4	3589	0.021	4	3589	0.049	4	3589	0.070
18:30 - 19:00	4	3589	0.000	4	3589	0.007	4	3589	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.777			0.763			1.540

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

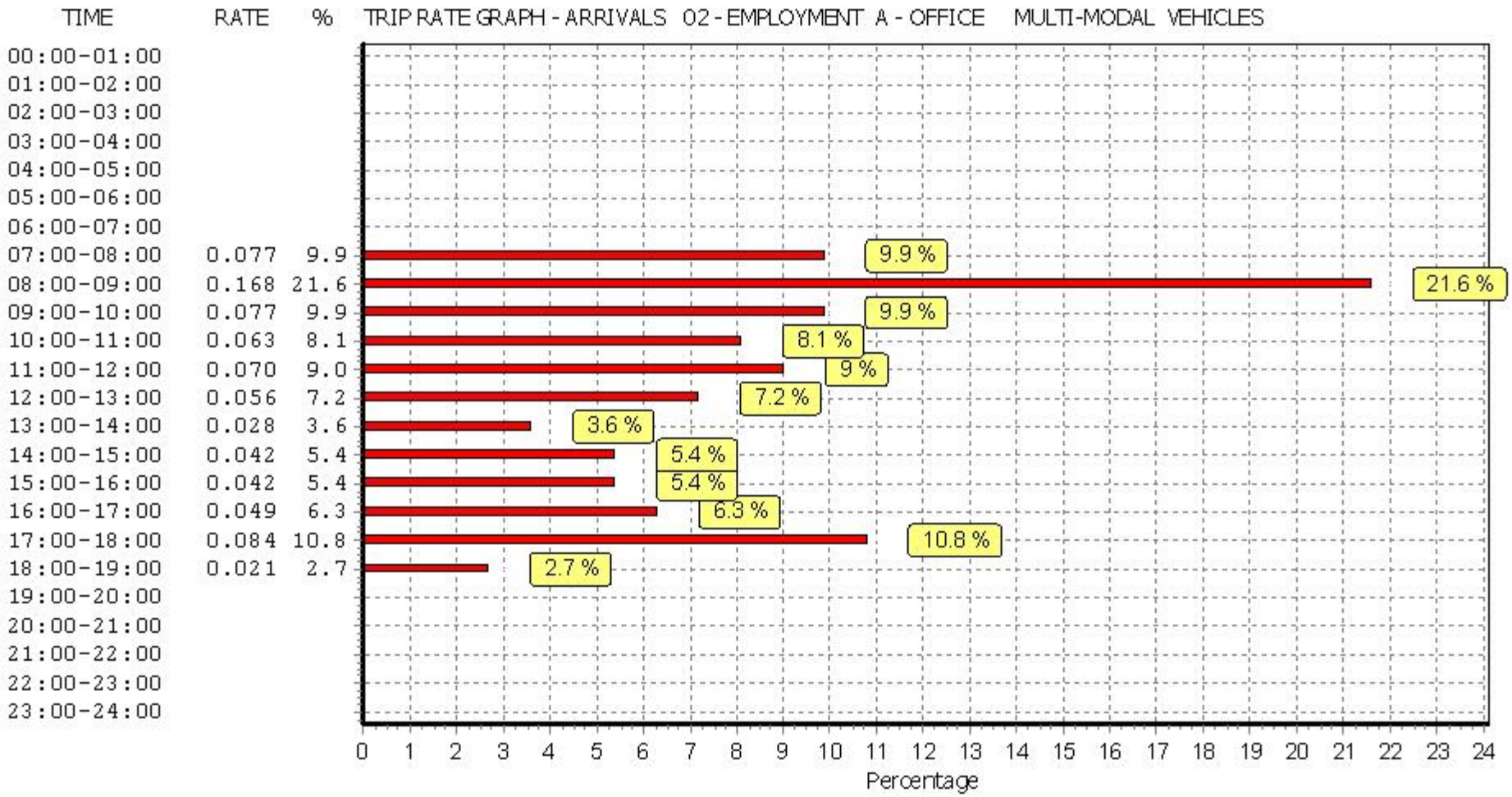
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

Steer Davies Gleave Albion Street Leeds Licence No: 720101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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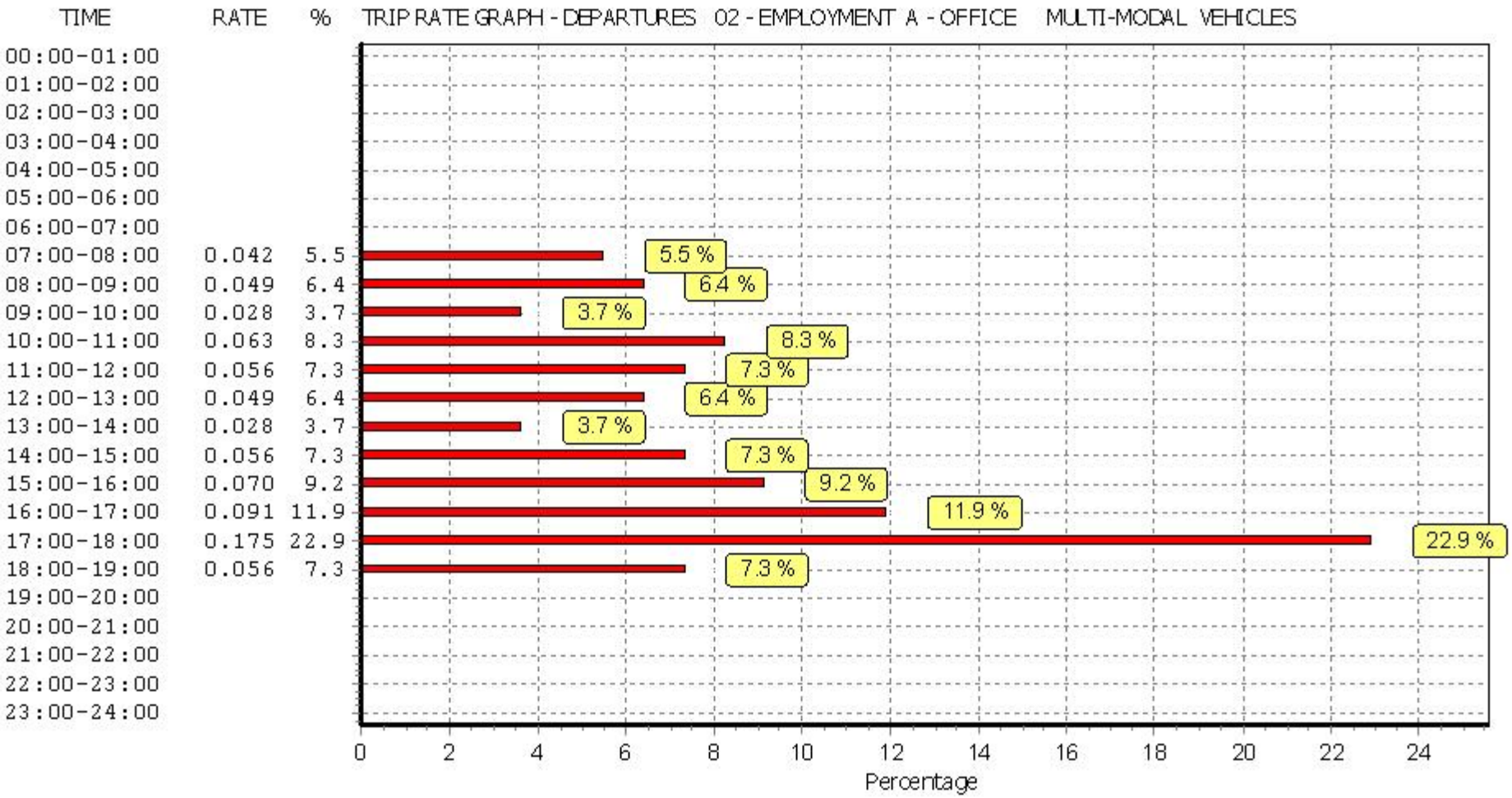

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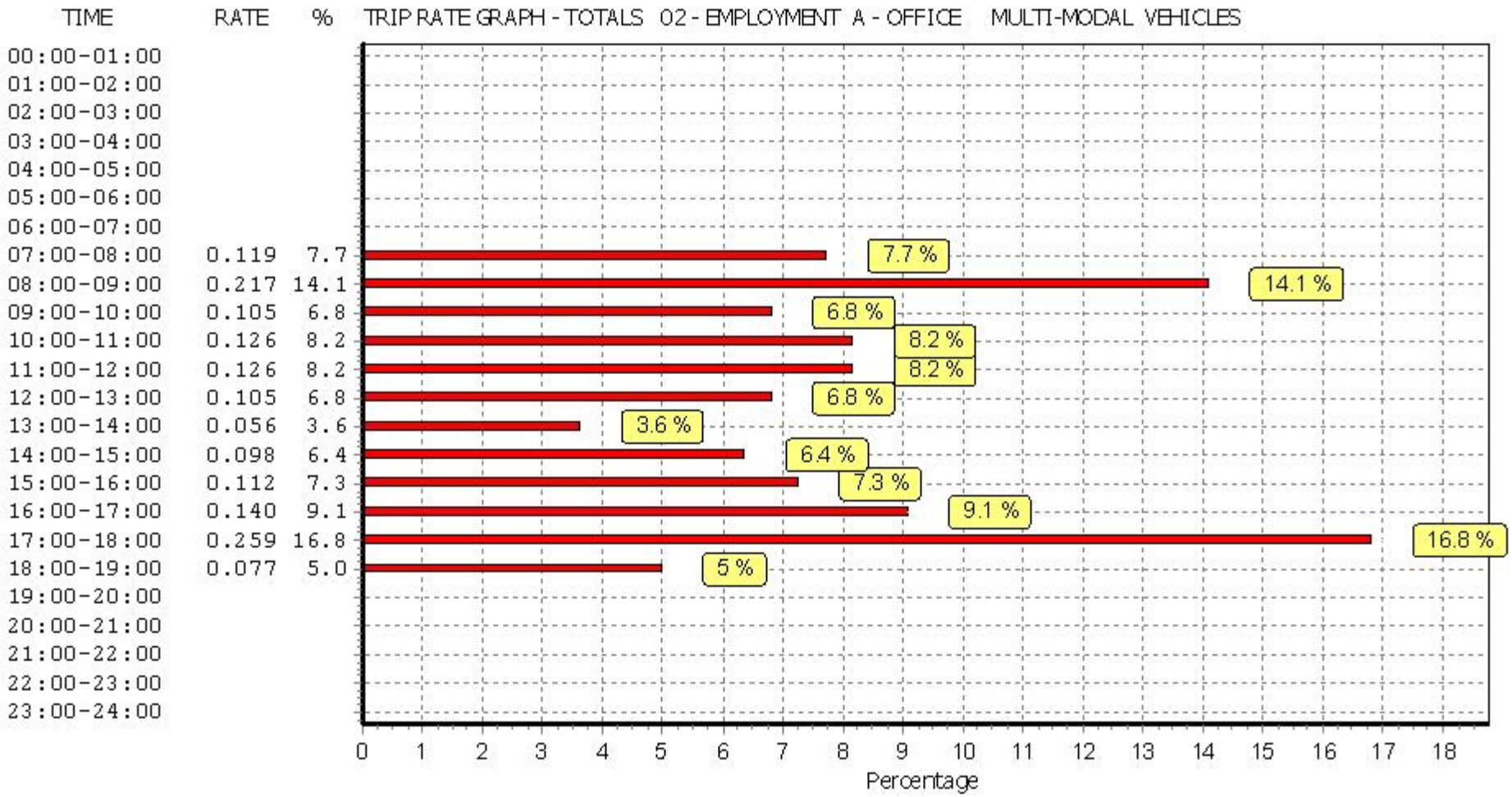

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
07:30 - 08:00	4	3589	0.035	4	3589	0.028	4	3589	0.063
08:00 - 08:30	4	3589	0.021	4	3589	0.028	4	3589	0.049
08:30 - 09:00	4	3589	0.007	4	3589	0.007	4	3589	0.014
09:00 - 09:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
09:30 - 10:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:00 - 10:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:30 - 11:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:00 - 11:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
11:30 - 12:00	4	3589	0.007	4	3589	0.007	4	3589	0.014
12:00 - 12:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:30 - 13:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:00 - 13:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:30 - 14:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:00 - 14:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
14:30 - 15:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:00 - 15:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
15:30 - 16:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:00 - 16:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:30 - 17:00	4	3589	0.014	4	3589	0.014	4	3589	0.028
17:00 - 17:30	4	3589	0.042	4	3589	0.042	4	3589	0.084
17:30 - 18:00	4	3589	0.028	4	3589	0.014	4	3589	0.042
18:00 - 18:30	4	3589	0.014	4	3589	0.028	4	3589	0.042
18:30 - 19:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.196			0.196			0.392

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

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Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

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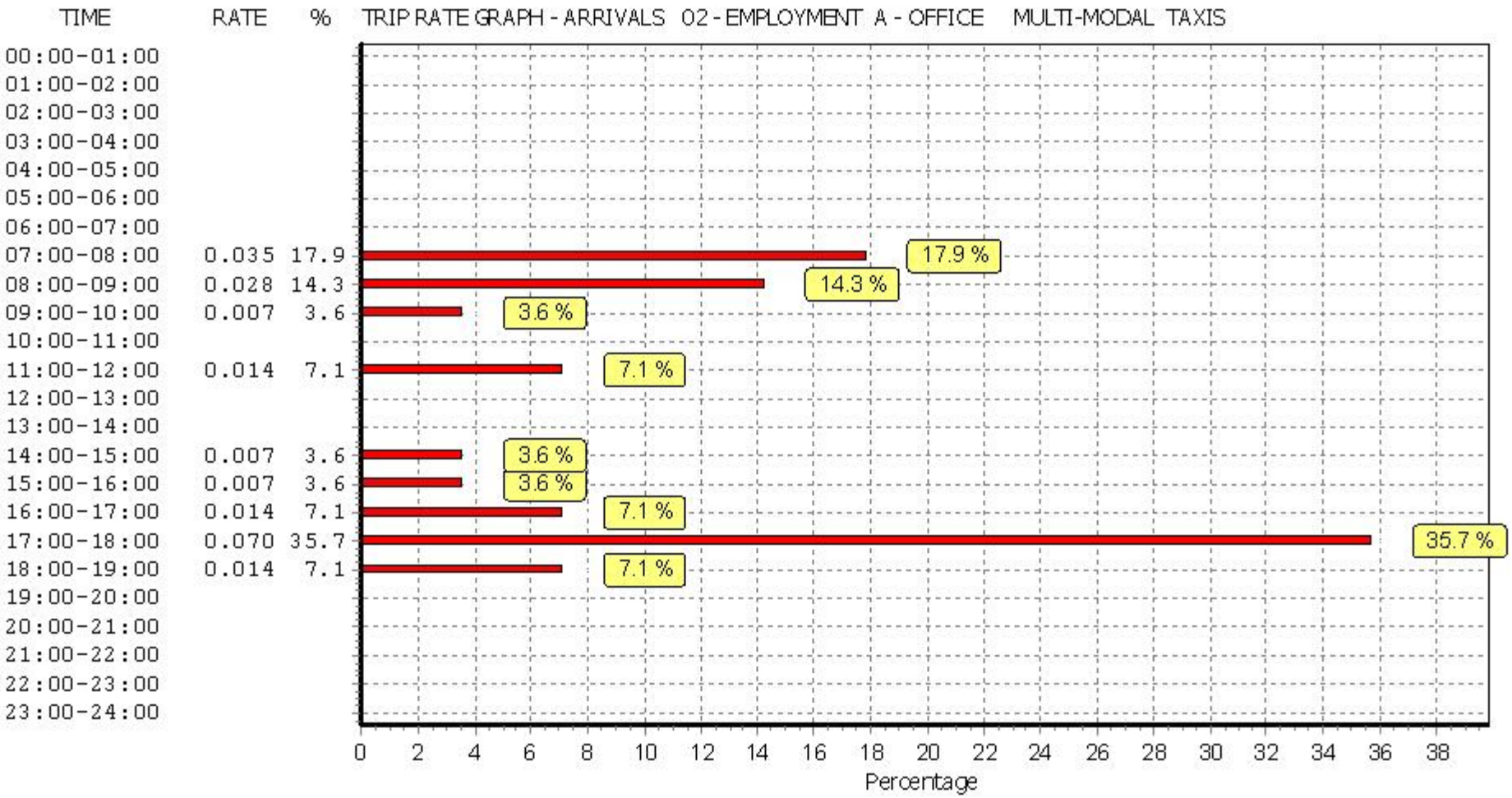
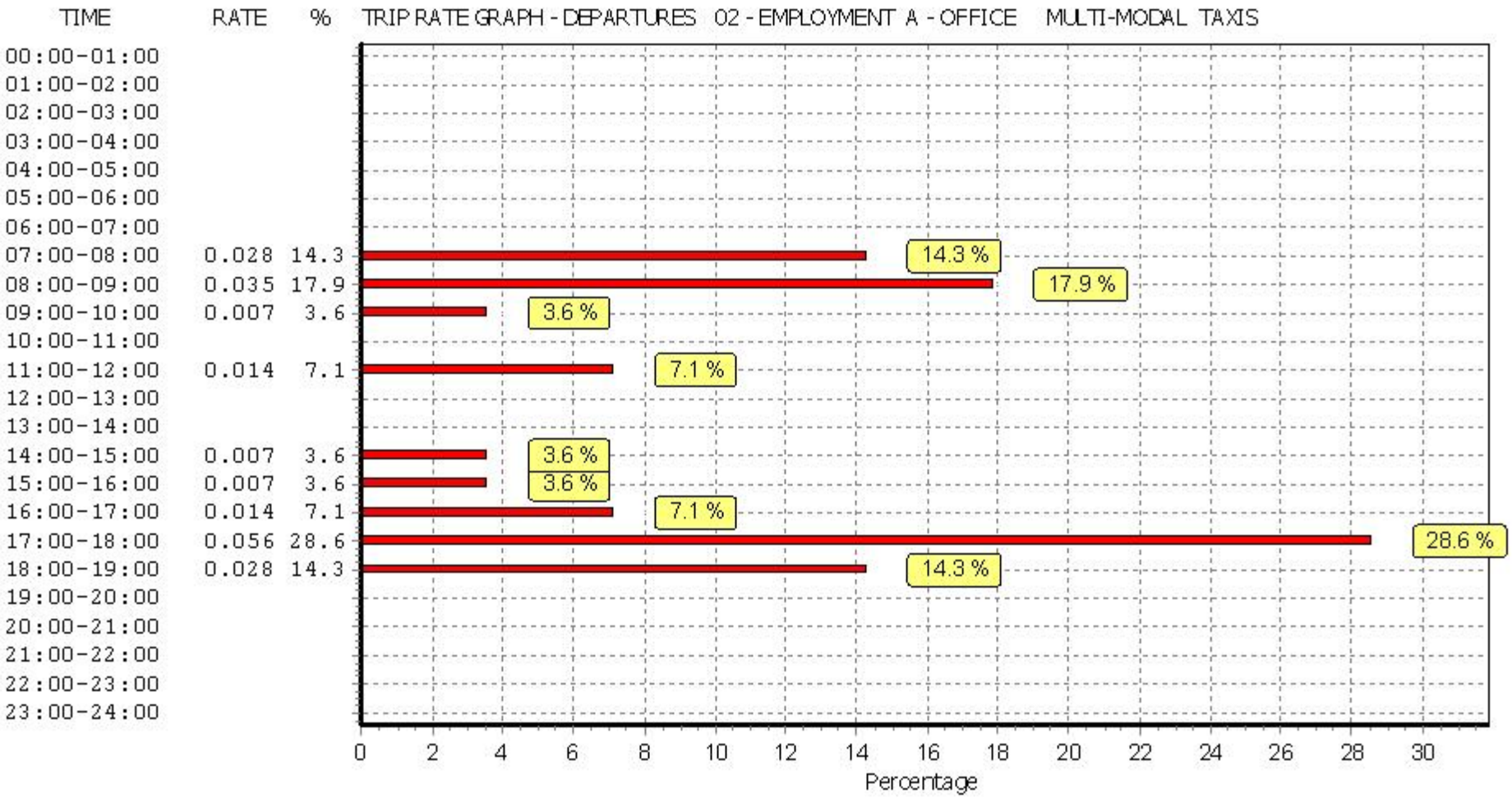


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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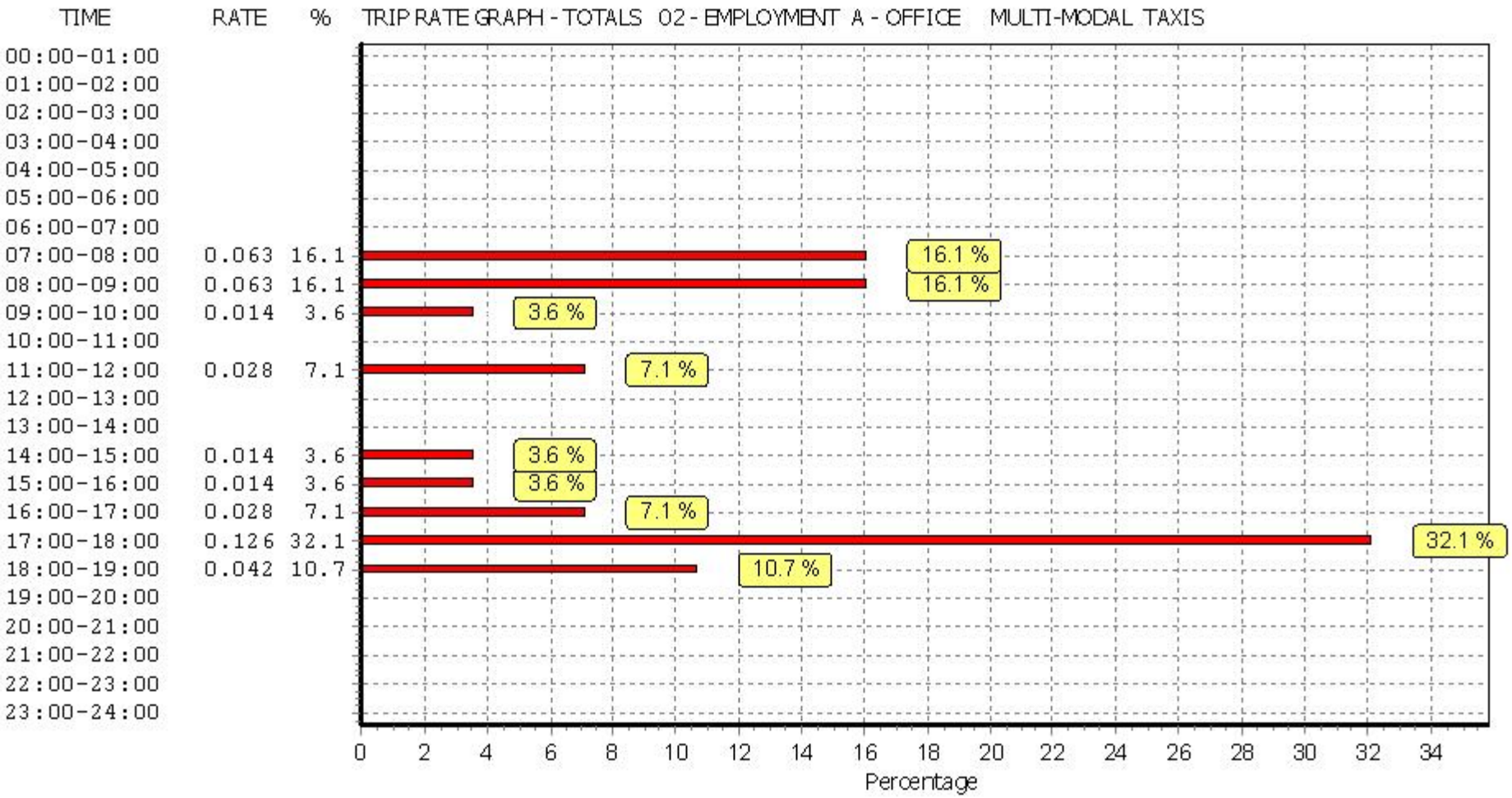

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TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
07:30 - 08:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
08:00 - 08:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
08:30 - 09:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:00 - 09:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:30 - 10:00	4	3589	0.007	4	3589	0.007	4	3589	0.014
10:00 - 10:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:30 - 11:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:00 - 11:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:30 - 12:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:00 - 12:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:30 - 13:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:00 - 13:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:30 - 14:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:00 - 14:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:30 - 15:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:00 - 15:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:30 - 16:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:00 - 16:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:30 - 17:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
17:00 - 17:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
17:30 - 18:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
18:00 - 18:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
18:30 - 19:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

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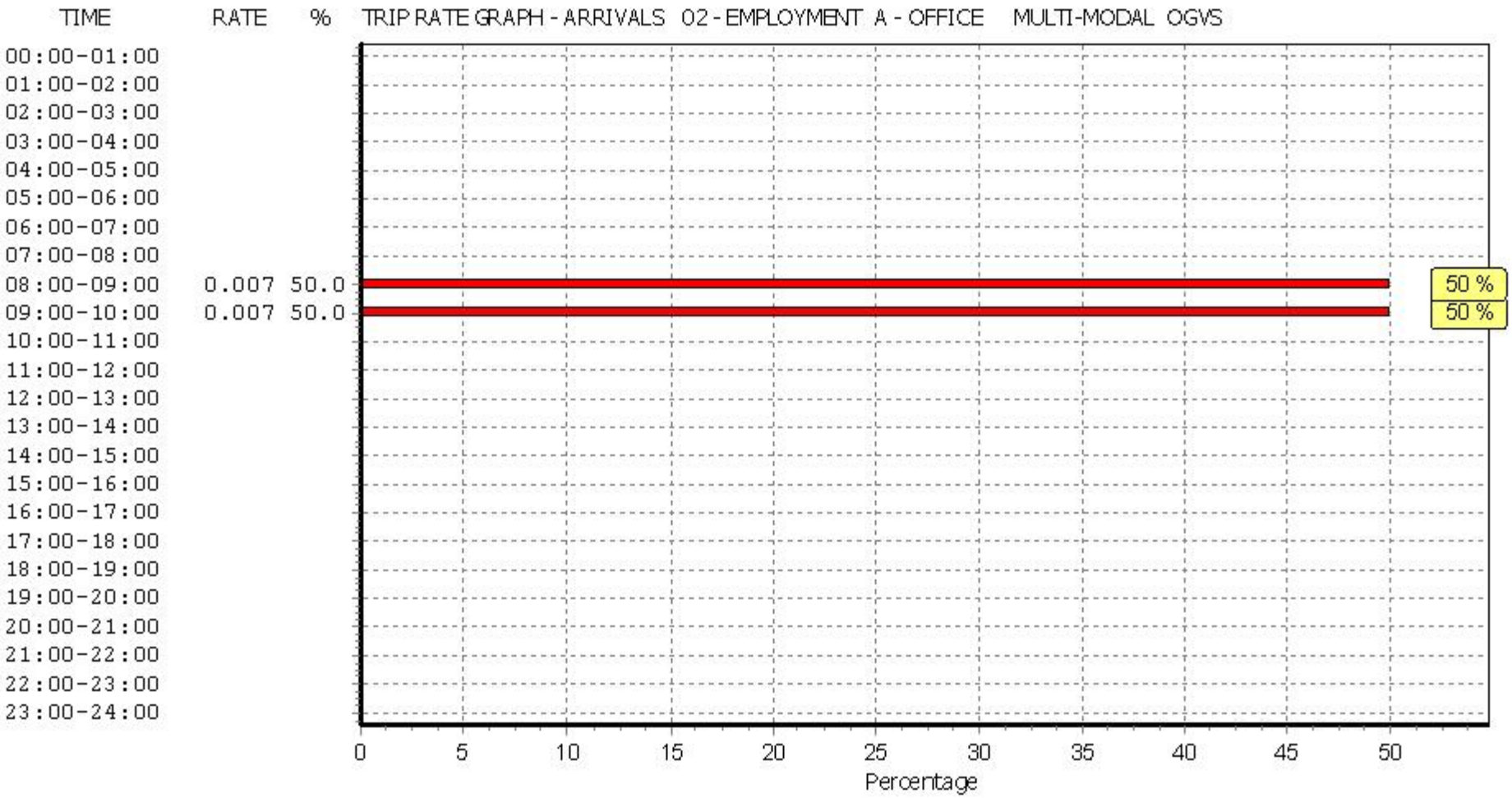
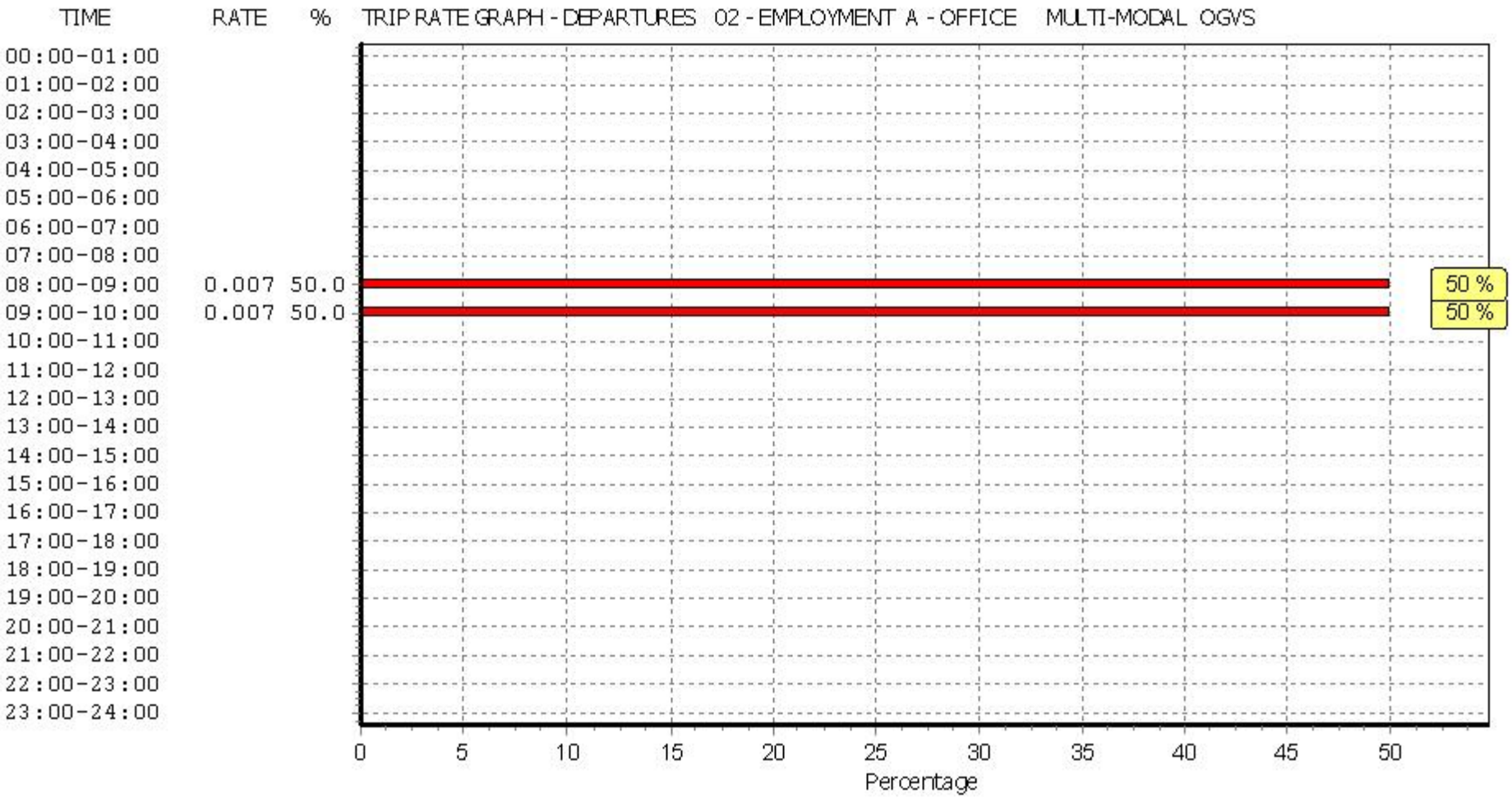
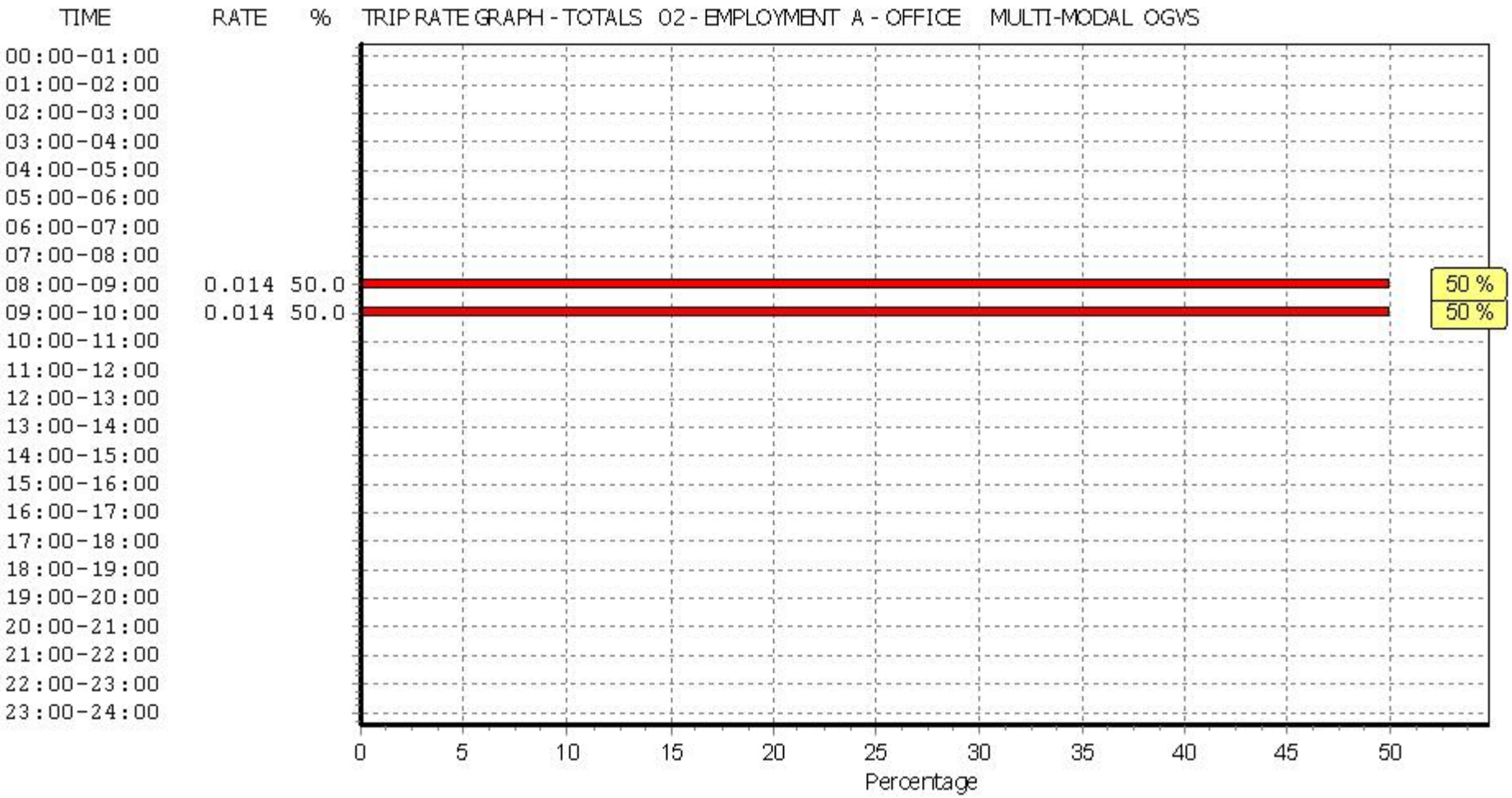


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Steer Davies Gleave Albion Street Leeds Licence No: 720101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
07:30 - 08:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
08:00 - 08:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
08:30 - 09:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:00 - 09:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:30 - 10:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:00 - 10:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:30 - 11:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:00 - 11:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:30 - 12:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:00 - 12:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:30 - 13:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:00 - 13:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:30 - 14:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:00 - 14:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:30 - 15:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:00 - 15:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:30 - 16:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:00 - 16:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:30 - 17:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
17:00 - 17:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
17:30 - 18:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
18:00 - 18:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
18:30 - 19:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

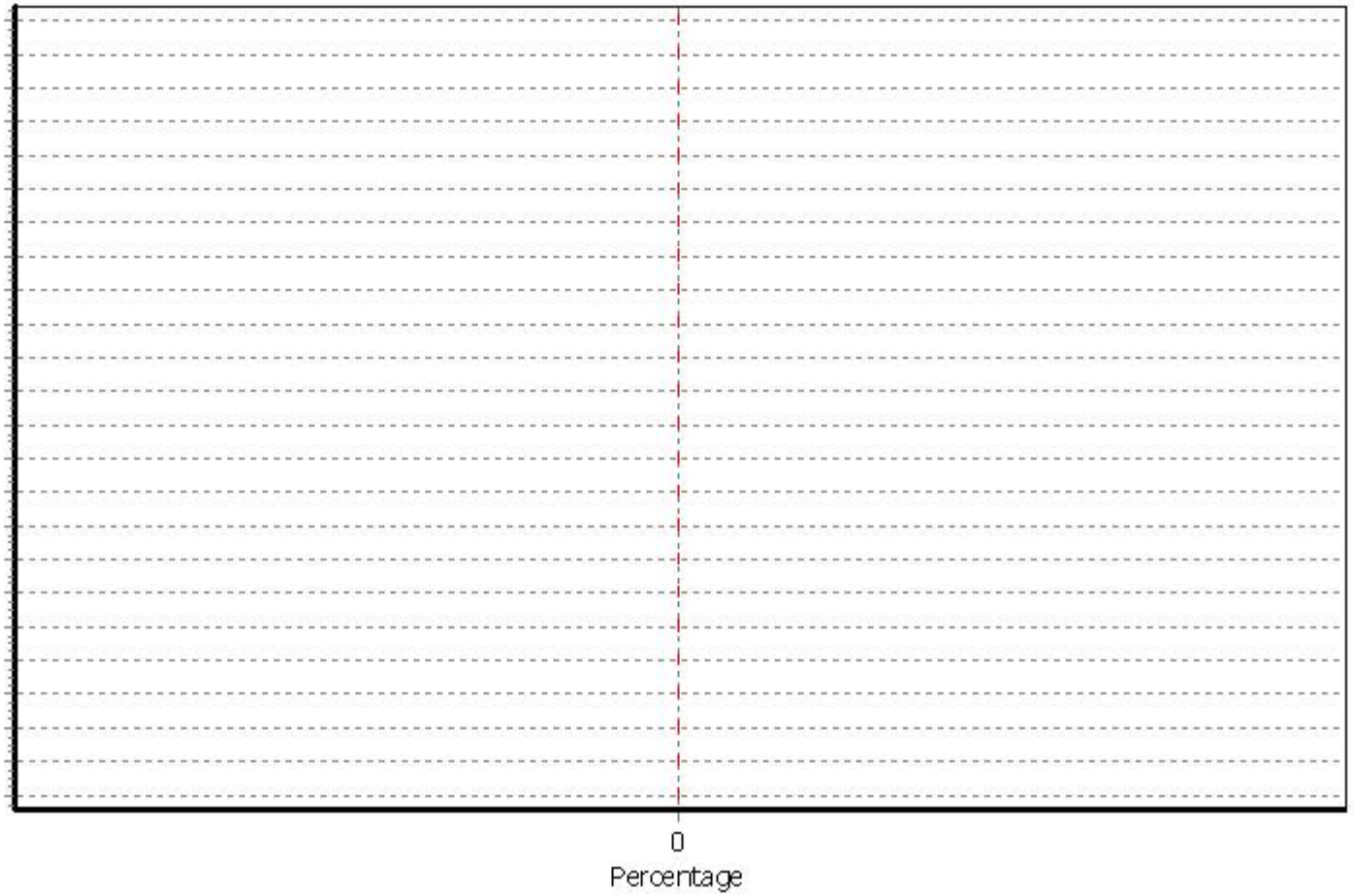
Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

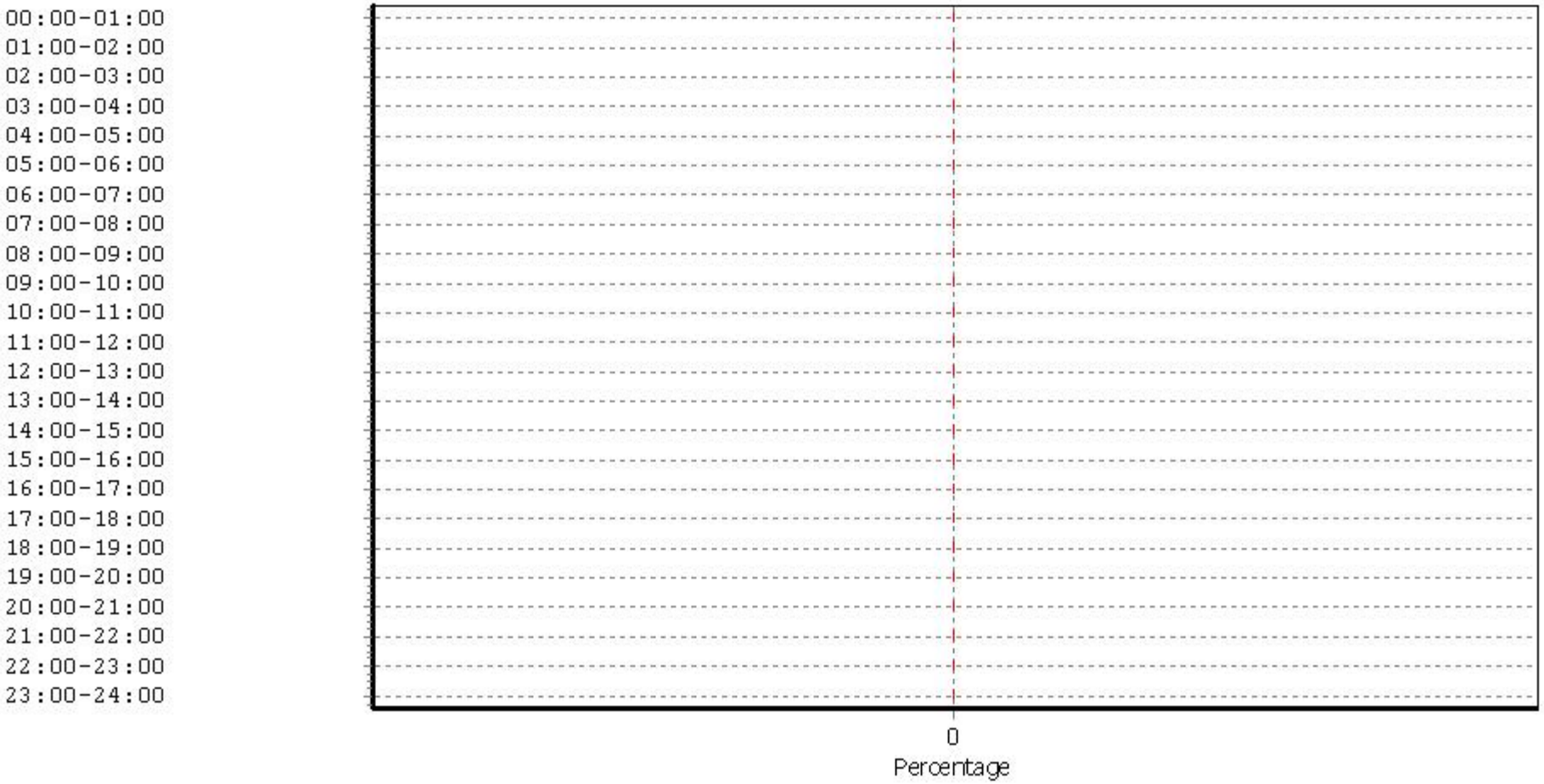
TRIP RATE GRAPH - ARRIVALS 02 - EMPLOYMENT A - OFFICE MULTI-MODAL PSVS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		

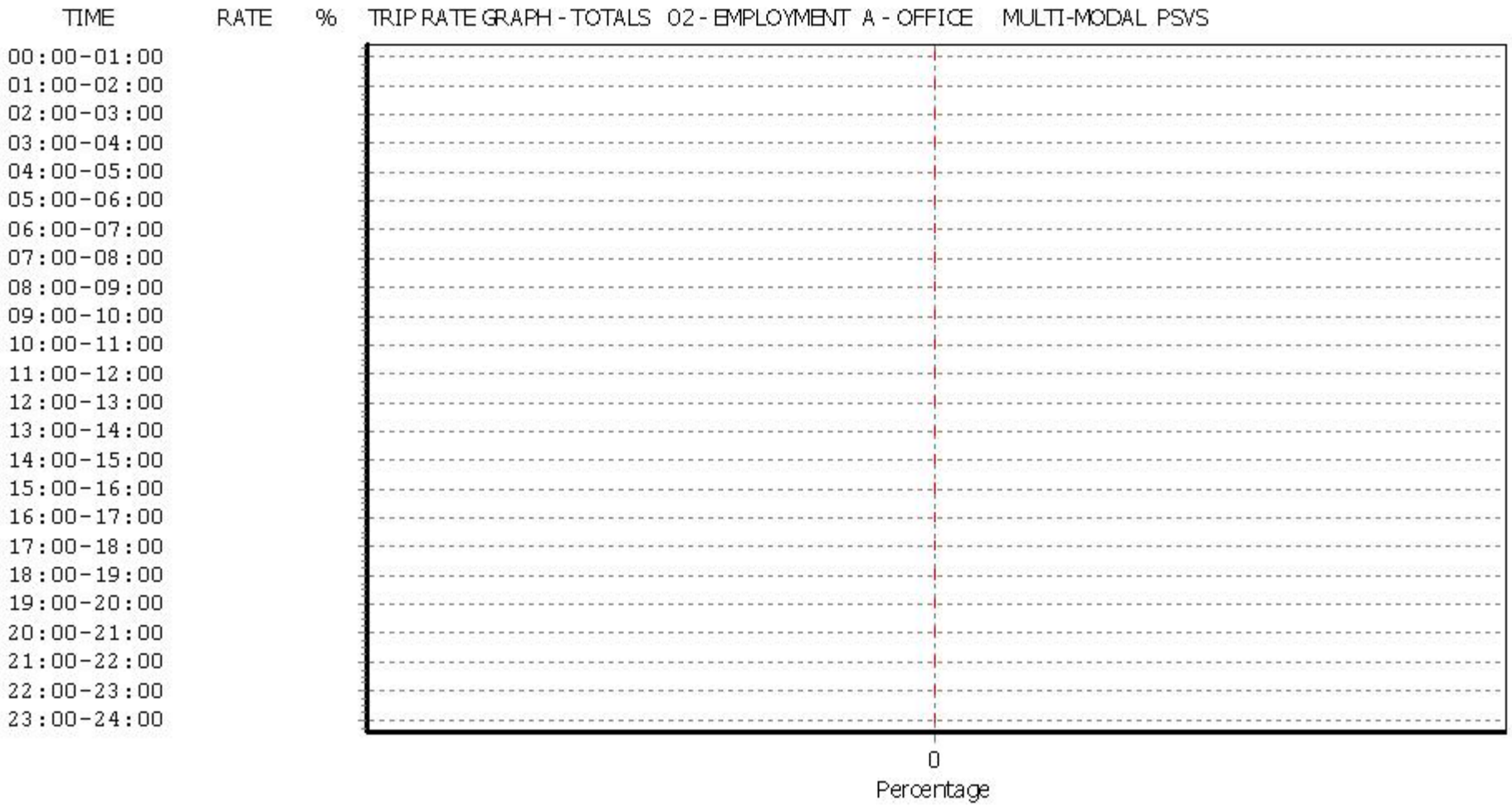


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TIME RATE % TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT A - OFFICE MULTI-MODAL PSVS



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.014	4	3589	0.000	4	3589	0.014
07:30 - 08:00	4	3589	0.021	4	3589	0.007	4	3589	0.028
08:00 - 08:30	4	3589	0.035	4	3589	0.000	4	3589	0.035
08:30 - 09:00	4	3589	0.028	4	3589	0.000	4	3589	0.028
09:00 - 09:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:30 - 10:00	4	3589	0.000	4	3589	0.007	4	3589	0.007
10:00 - 10:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:30 - 11:00	4	3589	0.007	4	3589	0.000	4	3589	0.007
11:00 - 11:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:30 - 12:00	4	3589	0.000	4	3589	0.007	4	3589	0.007
12:00 - 12:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
12:30 - 13:00	4	3589	0.007	4	3589	0.007	4	3589	0.014
13:00 - 13:30	4	3589	0.014	4	3589	0.000	4	3589	0.014
13:30 - 14:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:00 - 14:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:30 - 15:00	4	3589	0.000	4	3589	0.007	4	3589	0.007
15:00 - 15:30	4	3589	0.000	4	3589	0.014	4	3589	0.014
15:30 - 16:00	4	3589	0.021	4	3589	0.000	4	3589	0.021
16:00 - 16:30	4	3589	0.007	4	3589	0.007	4	3589	0.014
16:30 - 17:00	4	3589	0.000	4	3589	0.021	4	3589	0.021
17:00 - 17:30	4	3589	0.000	4	3589	0.021	4	3589	0.021
17:30 - 18:00	4	3589	0.000	4	3589	0.035	4	3589	0.035
18:00 - 18:30	4	3589	0.000	4	3589	0.007	4	3589	0.007
18:30 - 19:00	4	3589	0.000	4	3589	0.021	4	3589	0.021
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.161			0.168			0.329

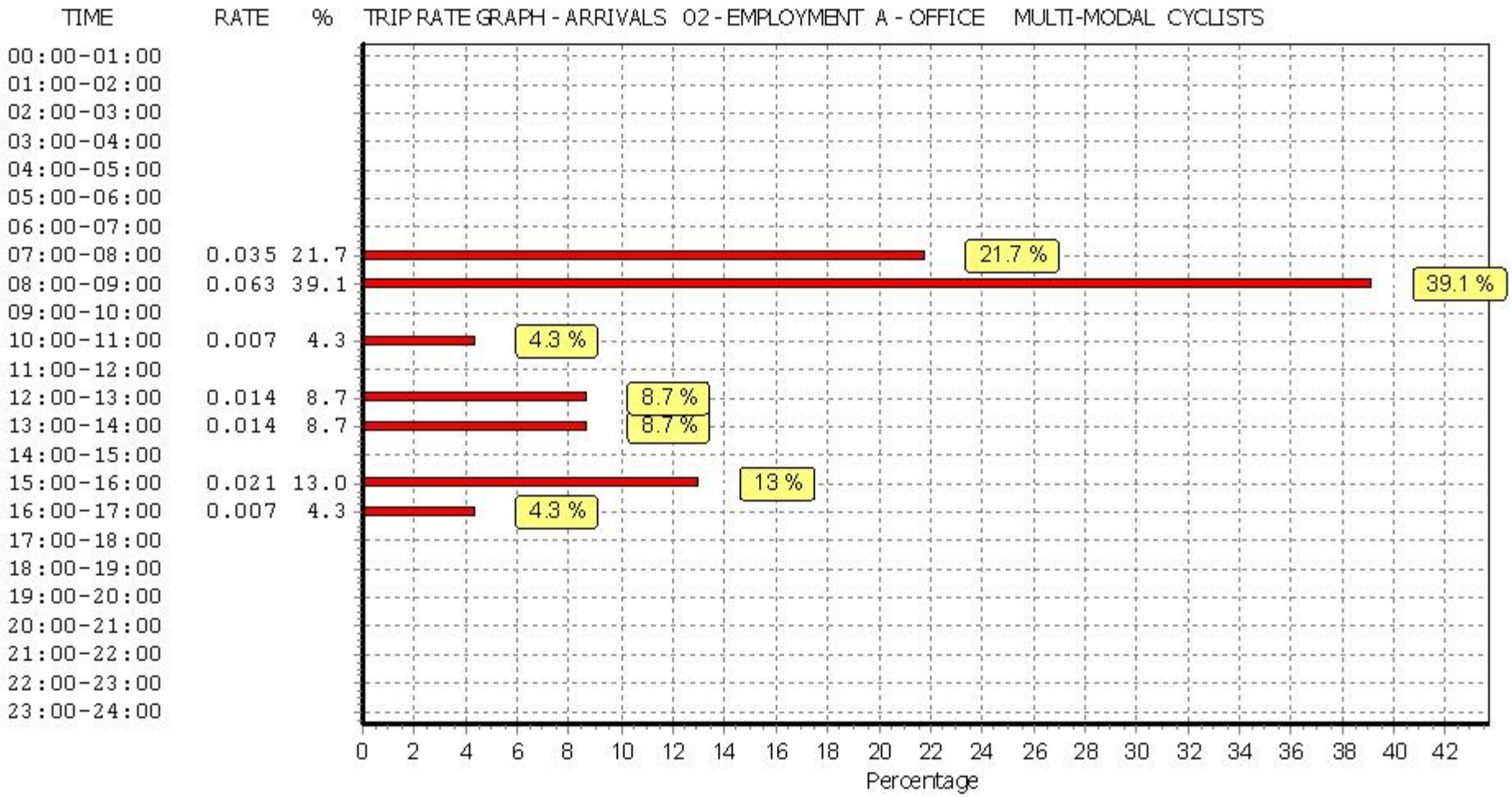
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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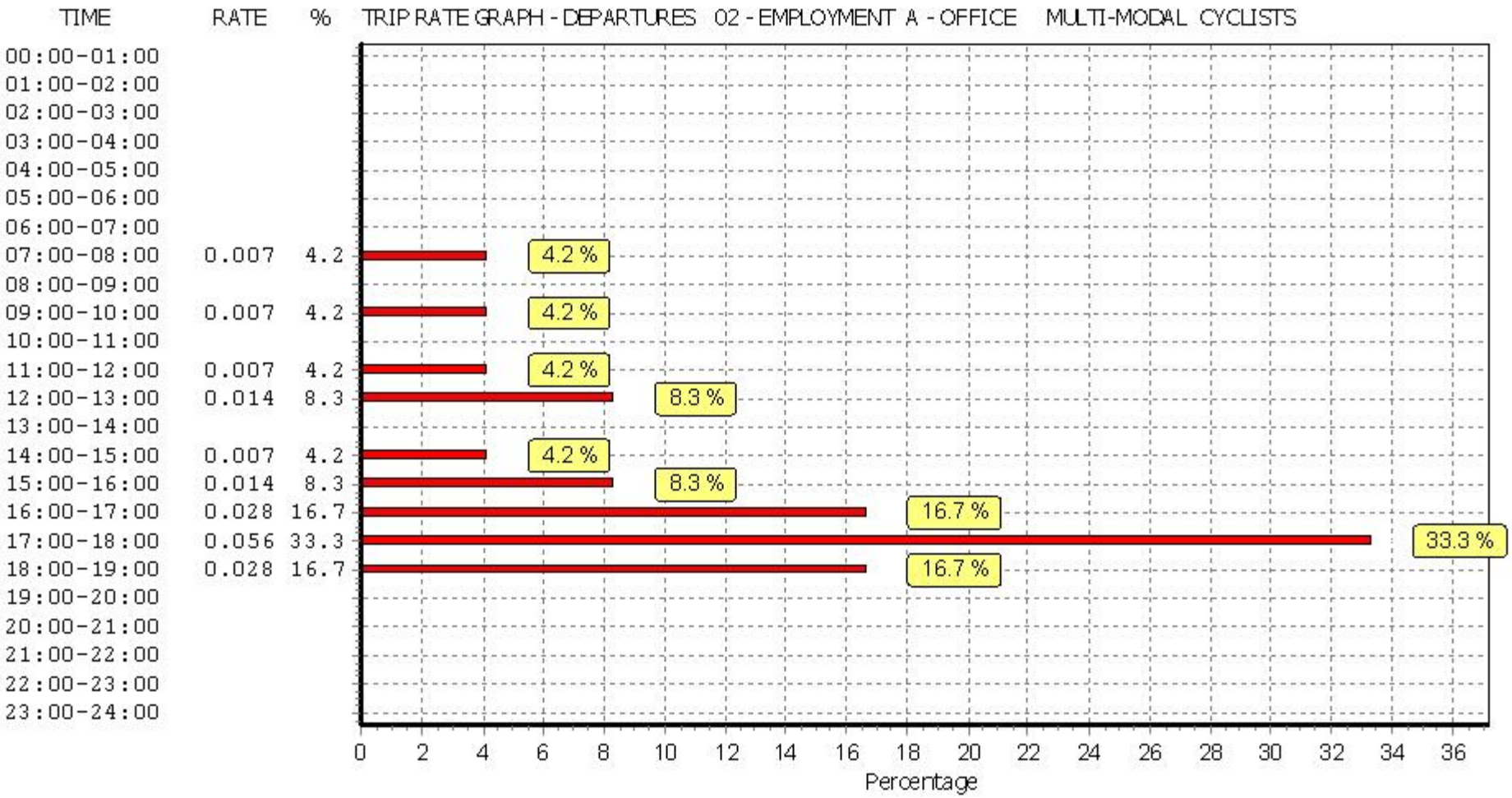

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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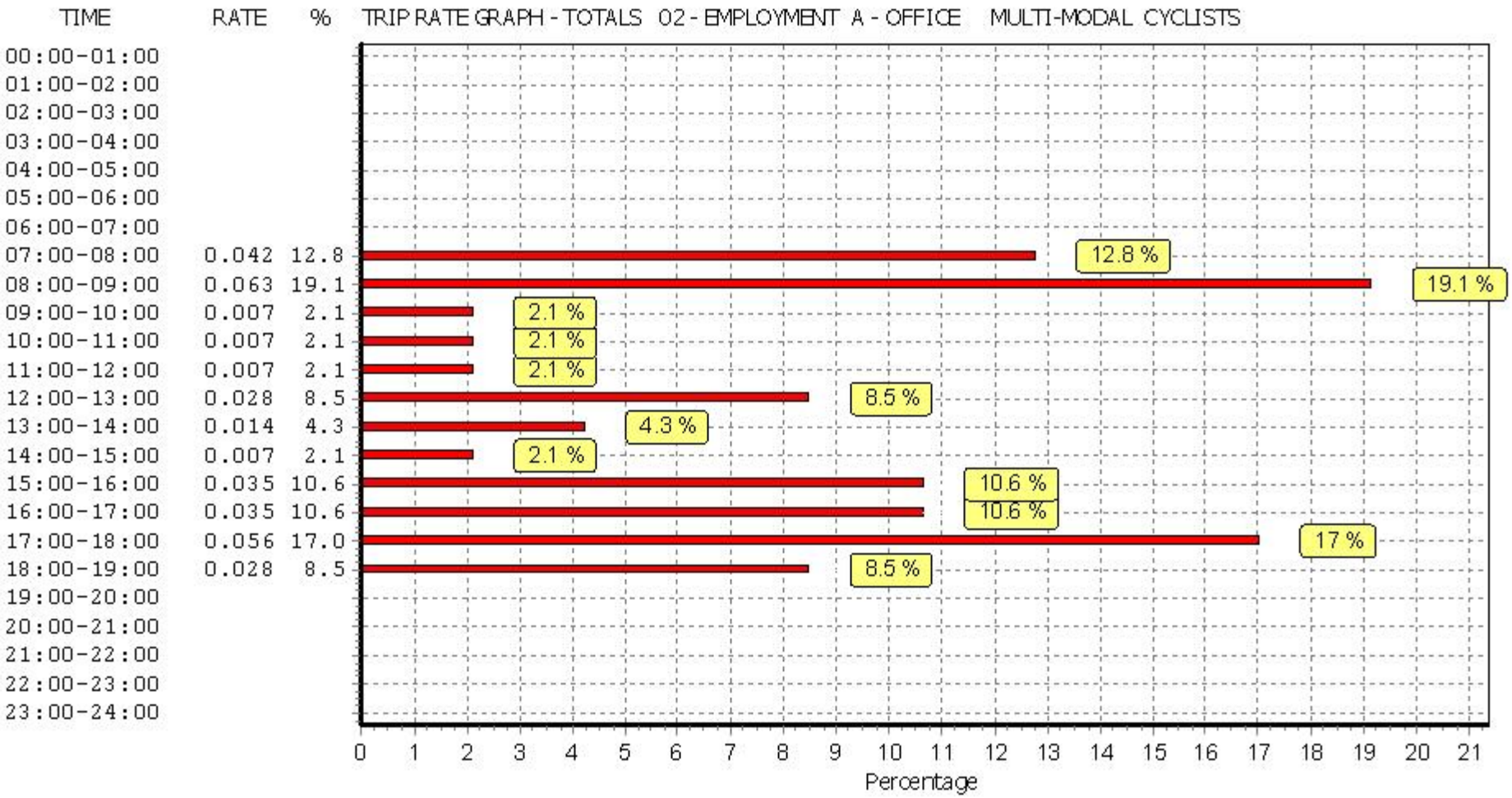

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.021	4	3589	0.000	4	3589	0.021
07:30 - 08:00	4	3589	0.077	4	3589	0.028	4	3589	0.105
08:00 - 08:30	4	3589	0.091	4	3589	0.028	4	3589	0.119
08:30 - 09:00	4	3589	0.104	4	3589	0.007	4	3589	0.111
09:00 - 09:30	4	3589	0.049	4	3589	0.014	4	3589	0.063
09:30 - 10:00	4	3589	0.028	4	3589	0.014	4	3589	0.042
10:00 - 10:30	4	3589	0.042	4	3589	0.035	4	3589	0.077
10:30 - 11:00	4	3589	0.021	4	3589	0.028	4	3589	0.049
11:00 - 11:30	4	3589	0.049	4	3589	0.014	4	3589	0.063
11:30 - 12:00	4	3589	0.028	4	3589	0.028	4	3589	0.056
12:00 - 12:30	4	3589	0.028	4	3589	0.035	4	3589	0.063
12:30 - 13:00	4	3589	0.028	4	3589	0.021	4	3589	0.049
13:00 - 13:30	4	3589	0.014	4	3589	0.014	4	3589	0.028
13:30 - 14:00	4	3589	0.021	4	3589	0.014	4	3589	0.035
14:00 - 14:30	4	3589	0.042	4	3589	0.056	4	3589	0.098
14:30 - 15:00	4	3589	0.014	4	3589	0.007	4	3589	0.021
15:00 - 15:30	4	3589	0.042	4	3589	0.035	4	3589	0.077
15:30 - 16:00	4	3589	0.021	4	3589	0.049	4	3589	0.070
16:00 - 16:30	4	3589	0.014	4	3589	0.049	4	3589	0.063
16:30 - 17:00	4	3589	0.035	4	3589	0.049	4	3589	0.084
17:00 - 17:30	4	3589	0.056	4	3589	0.139	4	3589	0.195
17:30 - 18:00	4	3589	0.028	4	3589	0.098	4	3589	0.126
18:00 - 18:30	4	3589	0.021	4	3589	0.077	4	3589	0.098
18:30 - 19:00	4	3589	0.000	4	3589	0.007	4	3589	0.007
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.874			0.846			1.720

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

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Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

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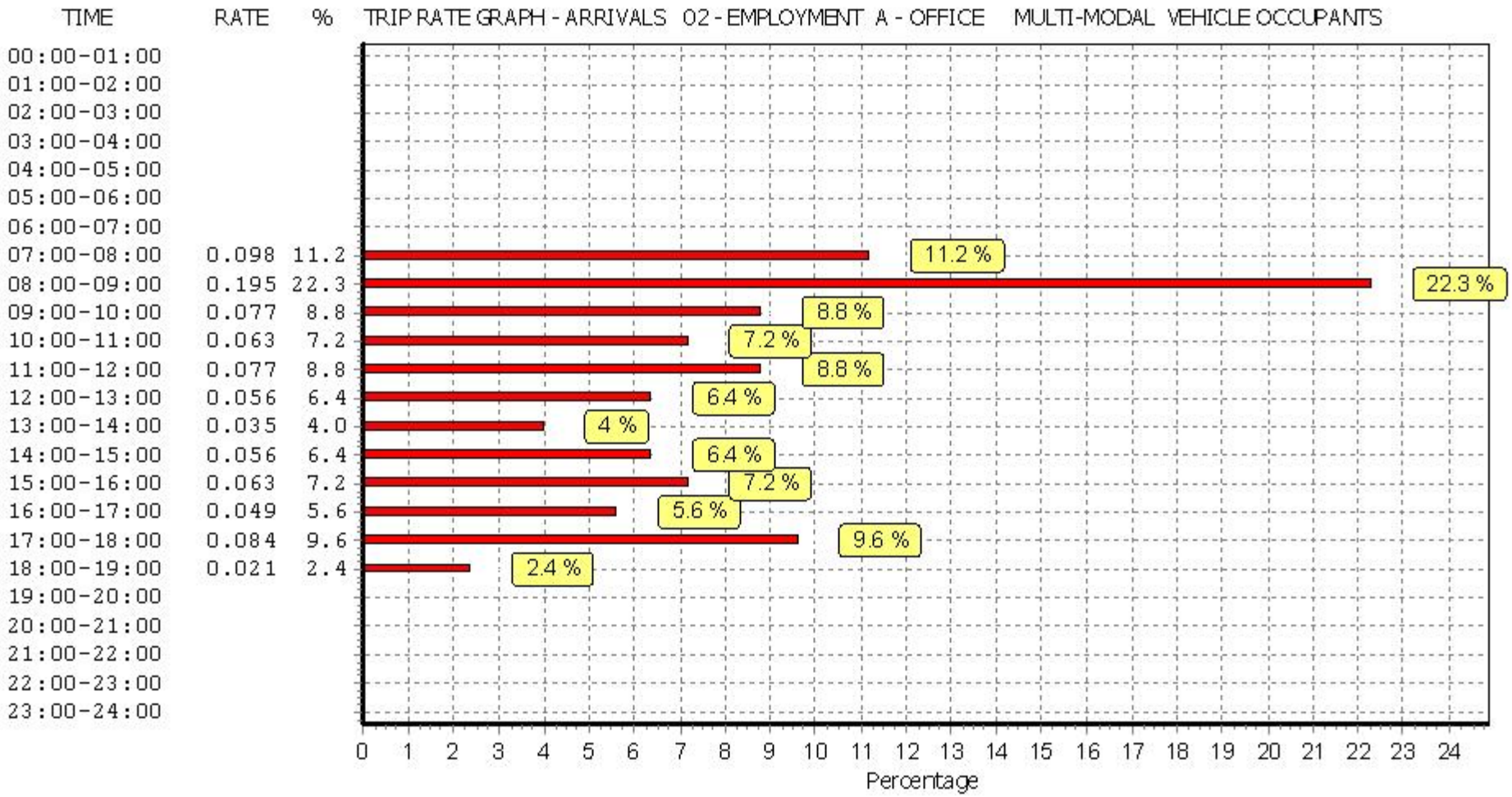

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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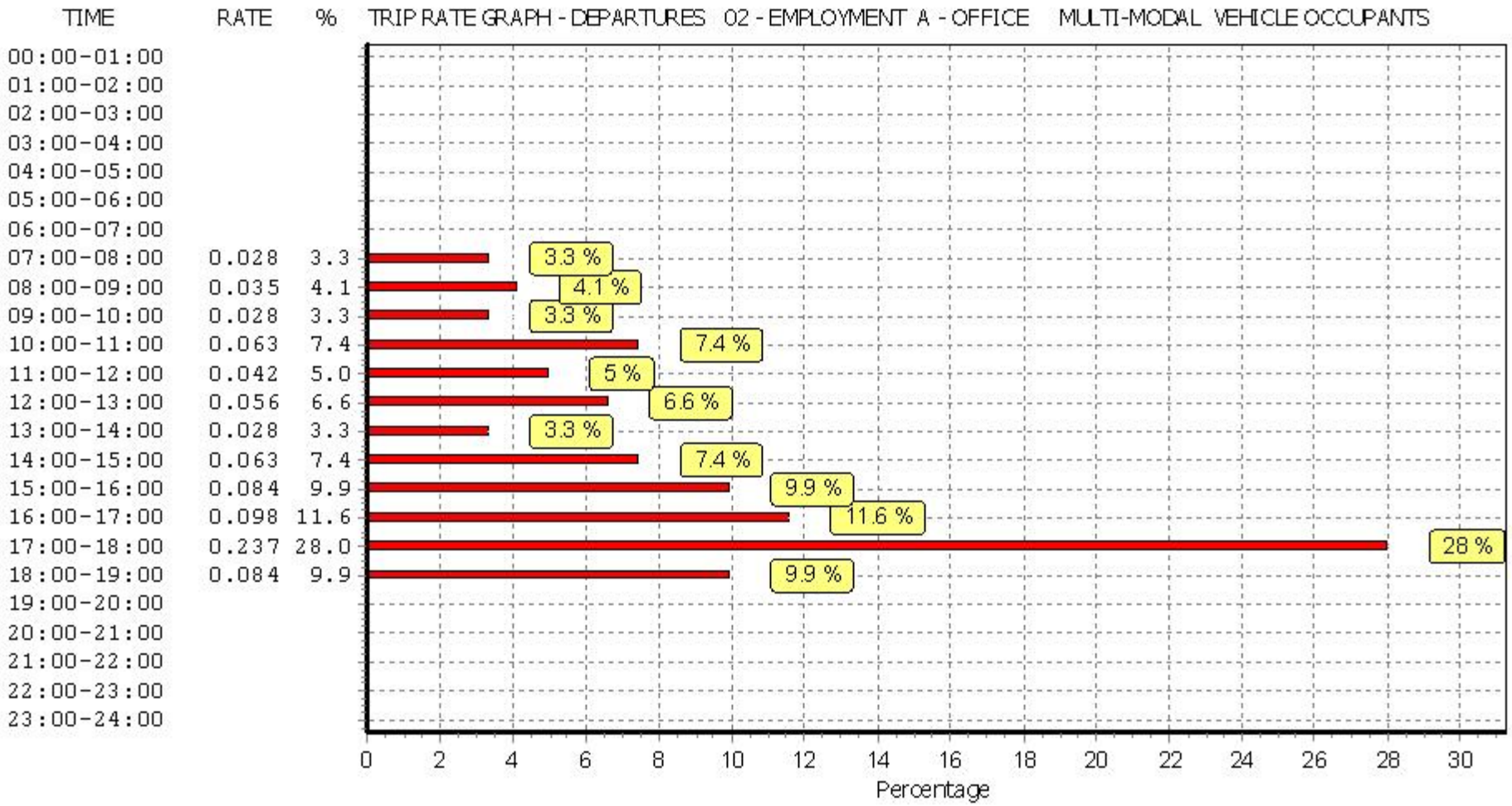
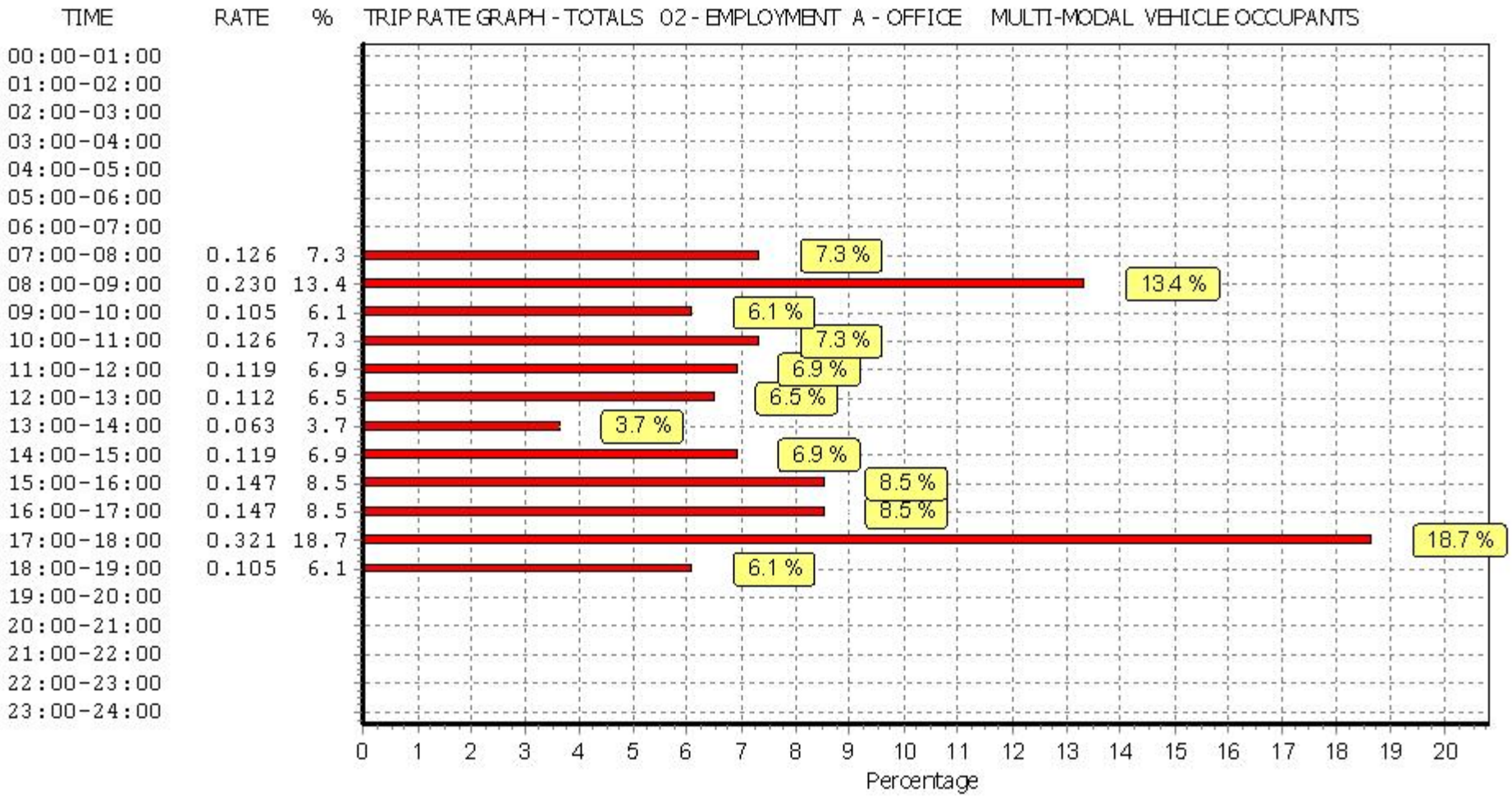


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Steer Davies Gleave Albion Street Leeds Licence No: 720101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.049	4	3589	0.007	4	3589	0.056
07:30 - 08:00	4	3589	0.077	4	3589	0.014	4	3589	0.091
08:00 - 08:30	4	3589	0.223	4	3589	0.035	4	3589	0.258
08:30 - 09:00	4	3589	0.118	4	3589	0.056	4	3589	0.174
09:00 - 09:30	4	3589	0.174	4	3589	0.035	4	3589	0.209
09:30 - 10:00	4	3589	0.244	4	3589	0.174	4	3589	0.418
10:00 - 10:30	4	3589	0.167	4	3589	0.167	4	3589	0.334
10:30 - 11:00	4	3589	0.153	4	3589	0.125	4	3589	0.278
11:00 - 11:30	4	3589	0.063	4	3589	0.125	4	3589	0.188
11:30 - 12:00	4	3589	0.111	4	3589	0.265	4	3589	0.376
12:00 - 12:30	4	3589	0.397	4	3589	0.522	4	3589	0.919
12:30 - 13:00	4	3589	0.550	4	3589	0.697	4	3589	1.247
13:00 - 13:30	4	3589	0.724	4	3589	0.662	4	3589	1.386
13:30 - 14:00	4	3589	0.585	4	3589	0.293	4	3589	0.878
14:00 - 14:30	4	3589	0.432	4	3589	0.209	4	3589	0.641
14:30 - 15:00	4	3589	0.244	4	3589	0.153	4	3589	0.397
15:00 - 15:30	4	3589	0.181	4	3589	0.153	4	3589	0.334
15:30 - 16:00	4	3589	0.098	4	3589	0.202	4	3589	0.300
16:00 - 16:30	4	3589	0.111	4	3589	0.209	4	3589	0.320
16:30 - 17:00	4	3589	0.070	4	3589	0.195	4	3589	0.265
17:00 - 17:30	4	3589	0.021	4	3589	0.293	4	3589	0.314
17:30 - 18:00	4	3589	0.056	4	3589	0.188	4	3589	0.244
18:00 - 18:30	4	3589	0.035	4	3589	0.077	4	3589	0.112
18:30 - 19:00	4	3589	0.028	4	3589	0.063	4	3589	0.091
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.911			4.919			9.830

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

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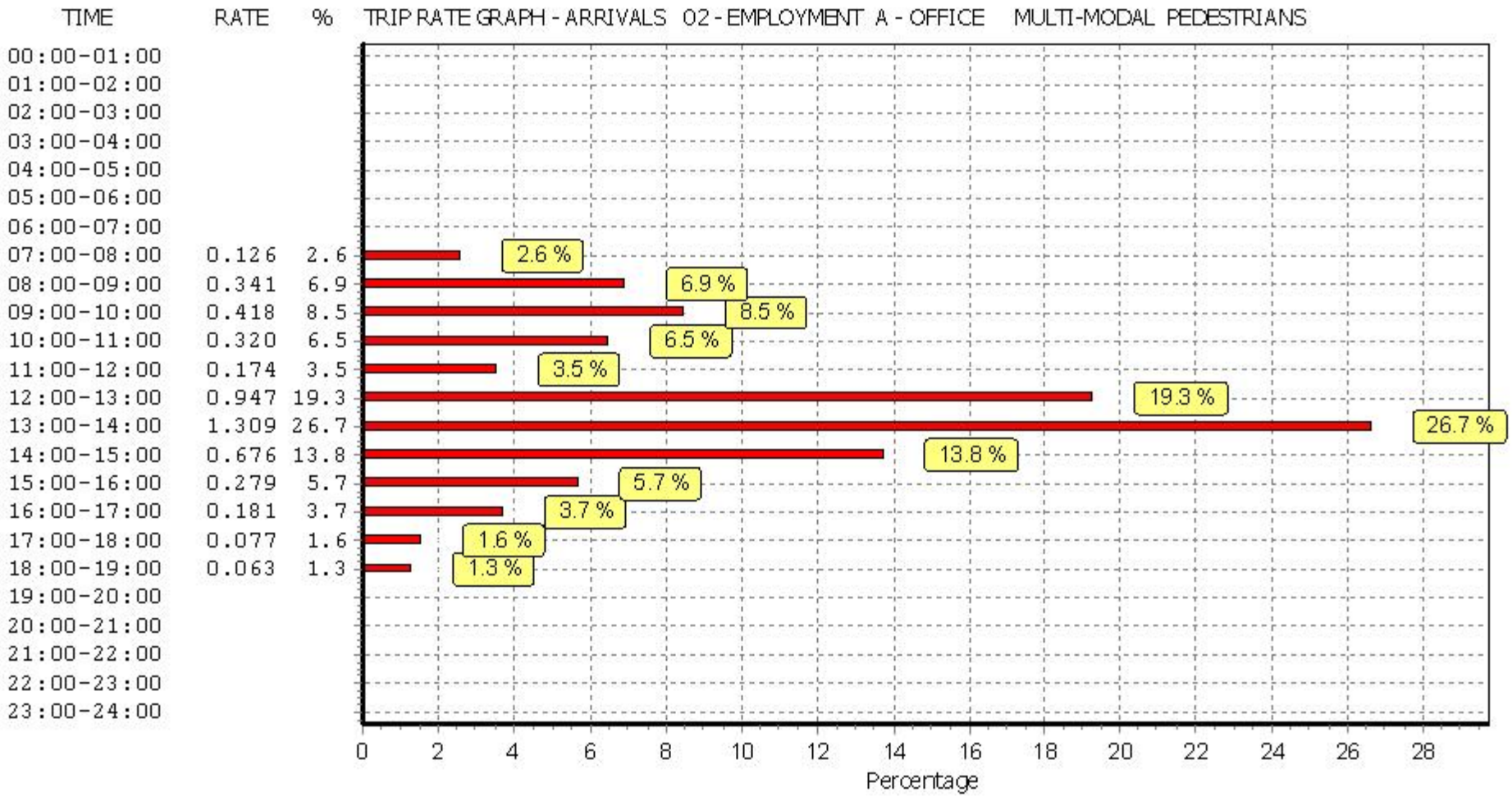
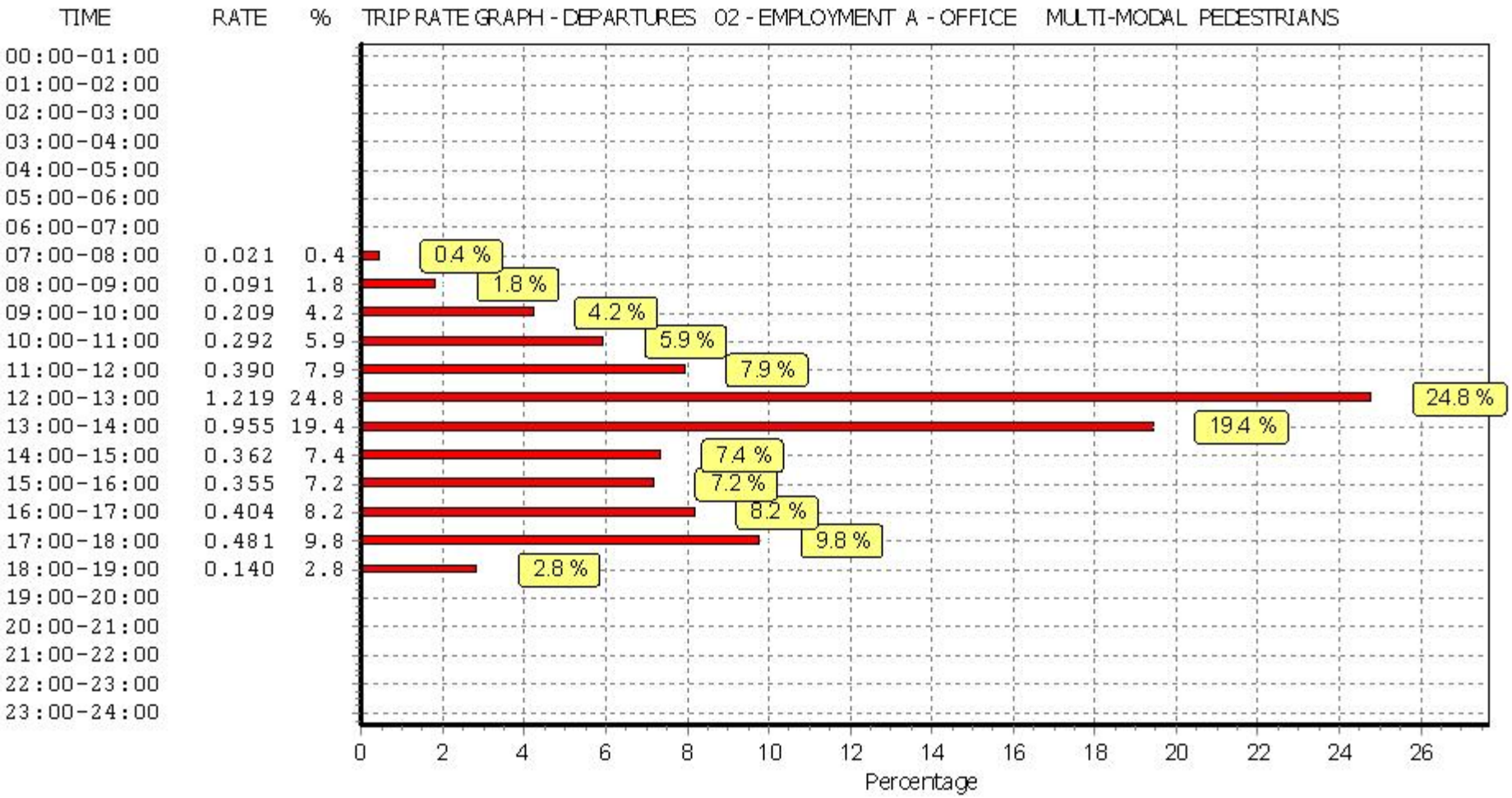


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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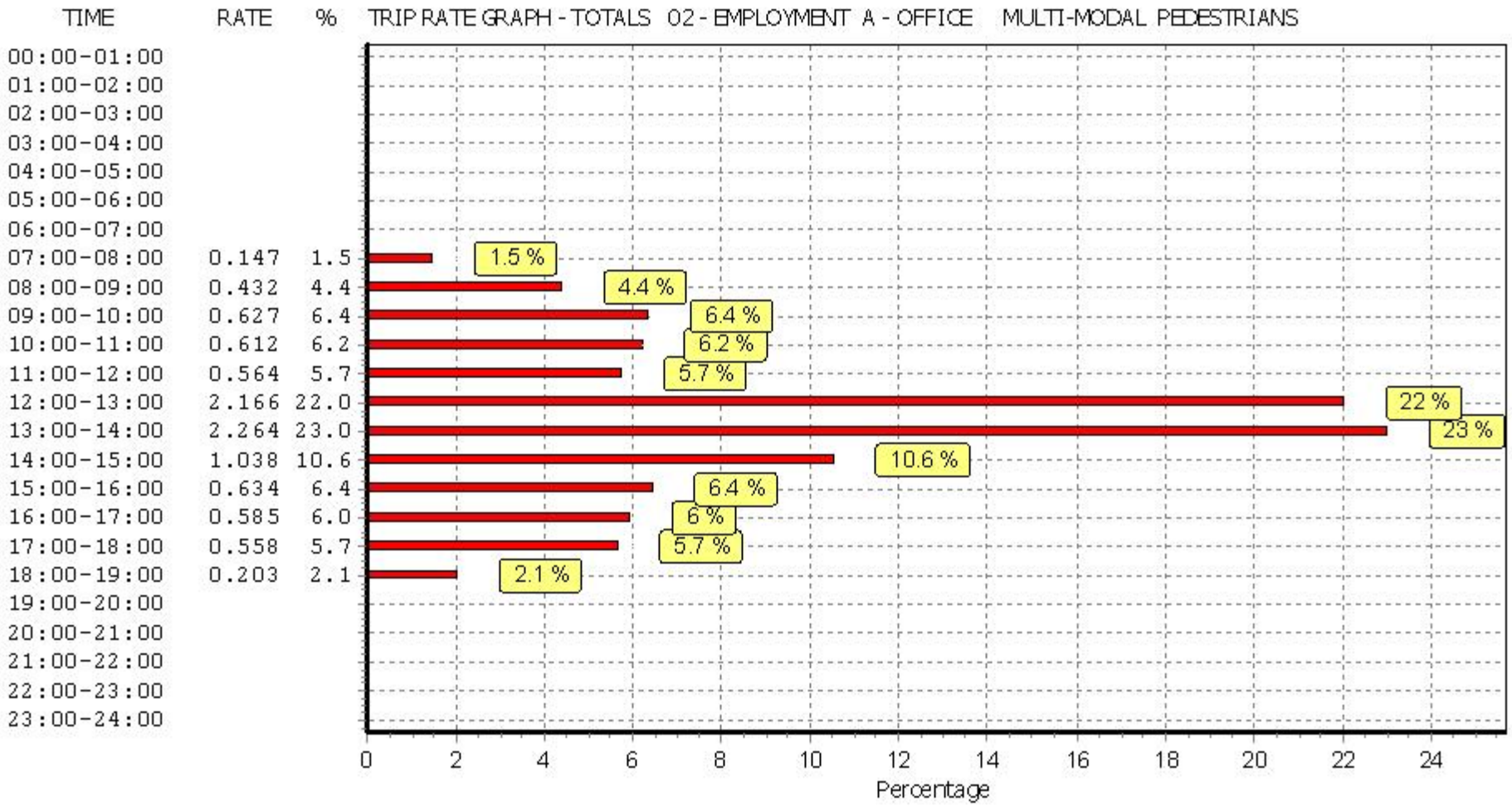


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.042	4	3589	0.007	4	3589	0.049
07:30 - 08:00	4	3589	0.091	4	3589	0.000	4	3589	0.091
08:00 - 08:30	4	3589	0.223	4	3589	0.007	4	3589	0.230
08:30 - 09:00	4	3589	0.139	4	3589	0.014	4	3589	0.153
09:00 - 09:30	4	3589	0.125	4	3589	0.000	4	3589	0.125
09:30 - 10:00	4	3589	0.028	4	3589	0.007	4	3589	0.035
10:00 - 10:30	4	3589	0.014	4	3589	0.007	4	3589	0.021
10:30 - 11:00	4	3589	0.028	4	3589	0.014	4	3589	0.042
11:00 - 11:30	4	3589	0.014	4	3589	0.077	4	3589	0.091
11:30 - 12:00	4	3589	0.007	4	3589	0.056	4	3589	0.063
12:00 - 12:30	4	3589	0.035	4	3589	0.021	4	3589	0.056
12:30 - 13:00	4	3589	0.028	4	3589	0.021	4	3589	0.049
13:00 - 13:30	4	3589	0.084	4	3589	0.007	4	3589	0.091
13:30 - 14:00	4	3589	0.035	4	3589	0.007	4	3589	0.042
14:00 - 14:30	4	3589	0.035	4	3589	0.028	4	3589	0.063
14:30 - 15:00	4	3589	0.007	4	3589	0.021	4	3589	0.028
15:00 - 15:30	4	3589	0.014	4	3589	0.028	4	3589	0.042
15:30 - 16:00	4	3589	0.007	4	3589	0.077	4	3589	0.084
16:00 - 16:30	4	3589	0.014	4	3589	0.104	4	3589	0.118
16:30 - 17:00	4	3589	0.014	4	3589	0.042	4	3589	0.056
17:00 - 17:30	4	3589	0.000	4	3589	0.230	4	3589	0.230
17:30 - 18:00	4	3589	0.014	4	3589	0.111	4	3589	0.125
18:00 - 18:30	4	3589	0.000	4	3589	0.049	4	3589	0.049
18:30 - 19:00	4	3589	0.000	4	3589	0.028	4	3589	0.028
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.998			0.963			1.961

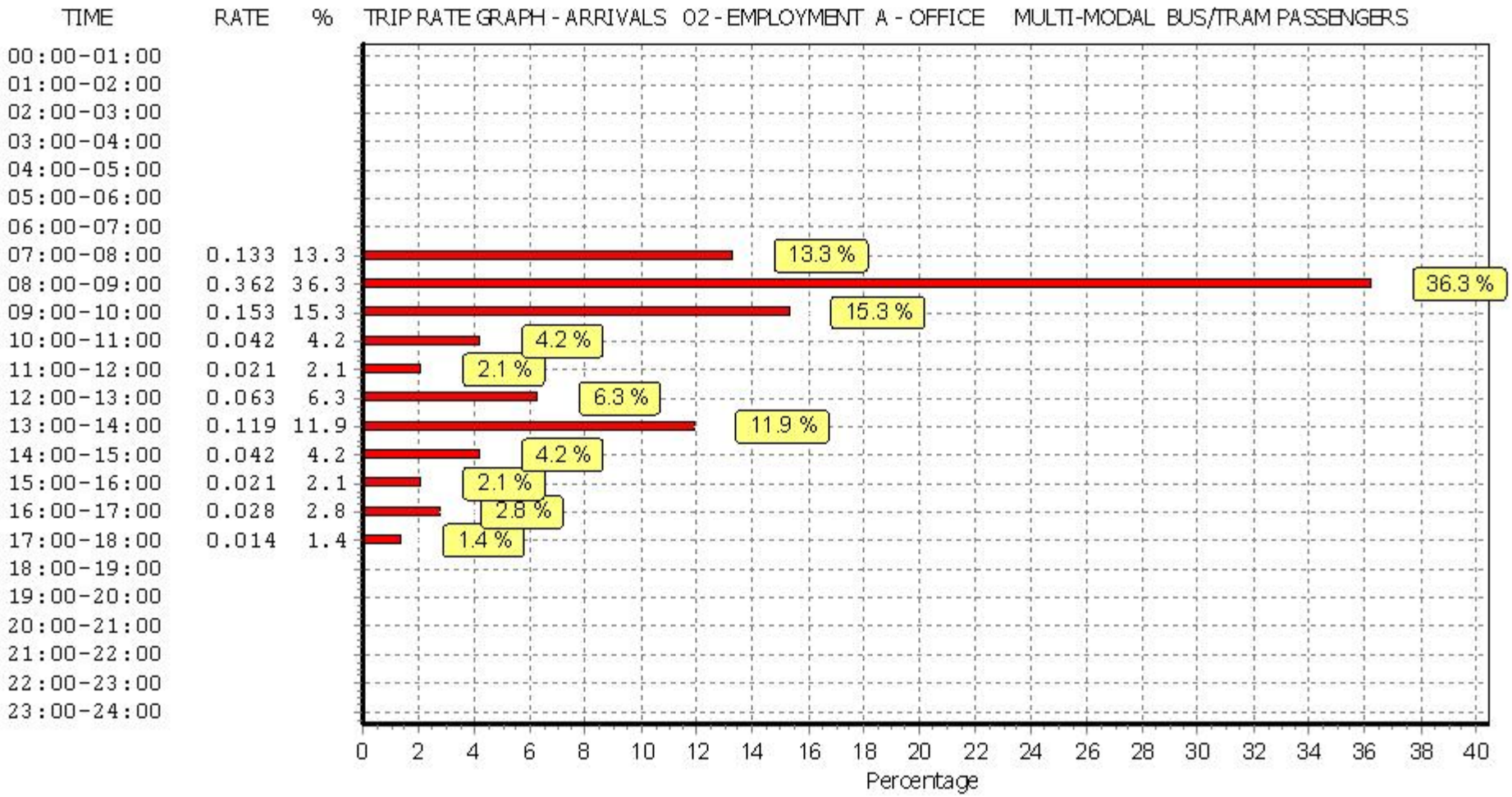
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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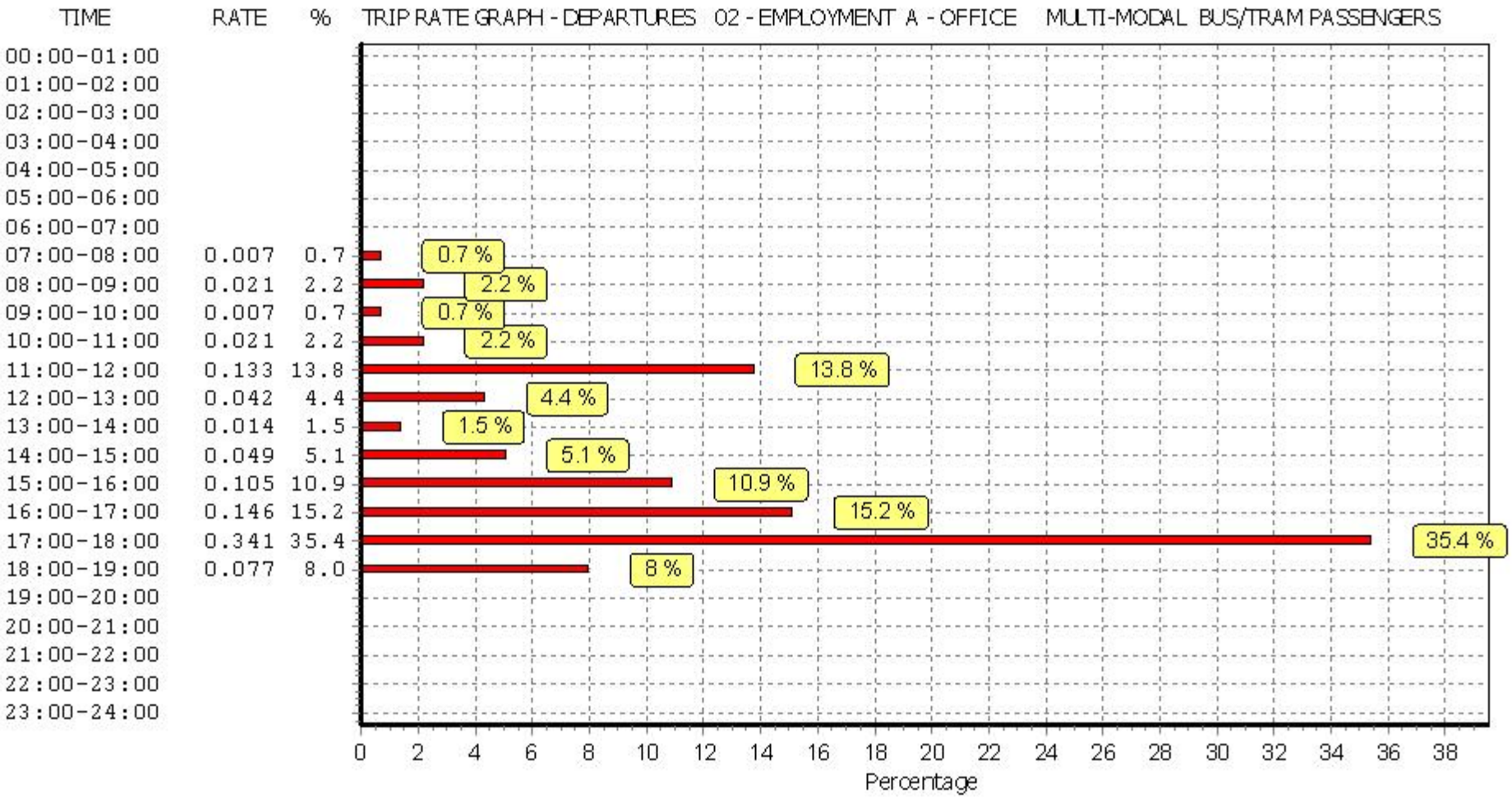
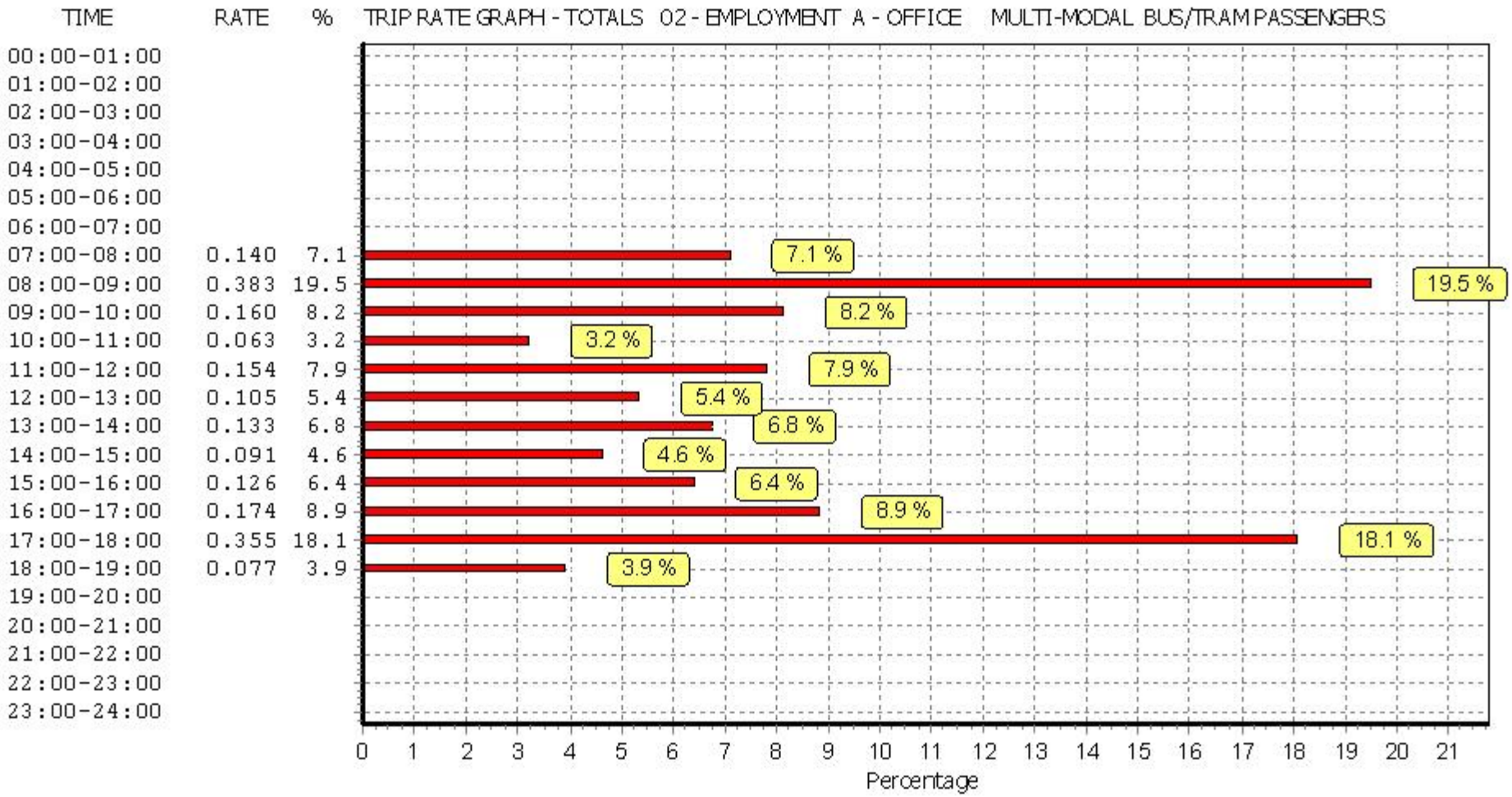


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.146	4	3589	0.014	4	3589	0.160
07:30 - 08:00	4	3589	0.265	4	3589	0.000	4	3589	0.265
08:00 - 08:30	4	3589	0.585	4	3589	0.021	4	3589	0.606
08:30 - 09:00	4	3589	0.989	4	3589	0.007	4	3589	0.996
09:00 - 09:30	4	3589	0.460	4	3589	0.000	4	3589	0.460
09:30 - 10:00	4	3589	0.139	4	3589	0.028	4	3589	0.167
10:00 - 10:30	4	3589	0.111	4	3589	0.056	4	3589	0.167
10:30 - 11:00	4	3589	0.070	4	3589	0.014	4	3589	0.084
11:00 - 11:30	4	3589	0.125	4	3589	0.118	4	3589	0.243
11:30 - 12:00	4	3589	0.098	4	3589	0.146	4	3589	0.244
12:00 - 12:30	4	3589	0.014	4	3589	0.035	4	3589	0.049
12:30 - 13:00	4	3589	0.091	4	3589	0.341	4	3589	0.432
13:00 - 13:30	4	3589	0.084	4	3589	0.181	4	3589	0.265
13:30 - 14:00	4	3589	0.035	4	3589	0.028	4	3589	0.063
14:00 - 14:30	4	3589	0.042	4	3589	0.000	4	3589	0.042
14:30 - 15:00	4	3589	0.104	4	3589	0.118	4	3589	0.222
15:00 - 15:30	4	3589	0.014	4	3589	0.042	4	3589	0.056
15:30 - 16:00	4	3589	0.021	4	3589	0.174	4	3589	0.195
16:00 - 16:30	4	3589	0.098	4	3589	0.334	4	3589	0.432
16:30 - 17:00	4	3589	0.111	4	3589	0.341	4	3589	0.452
17:00 - 17:30	4	3589	0.077	4	3589	0.780	4	3589	0.857
17:30 - 18:00	4	3589	0.007	4	3589	0.481	4	3589	0.488
18:00 - 18:30	4	3589	0.014	4	3589	0.167	4	3589	0.181
18:30 - 19:00	4	3589	0.035	4	3589	0.084	4	3589	0.119
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.735			3.510			7.245

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

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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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.

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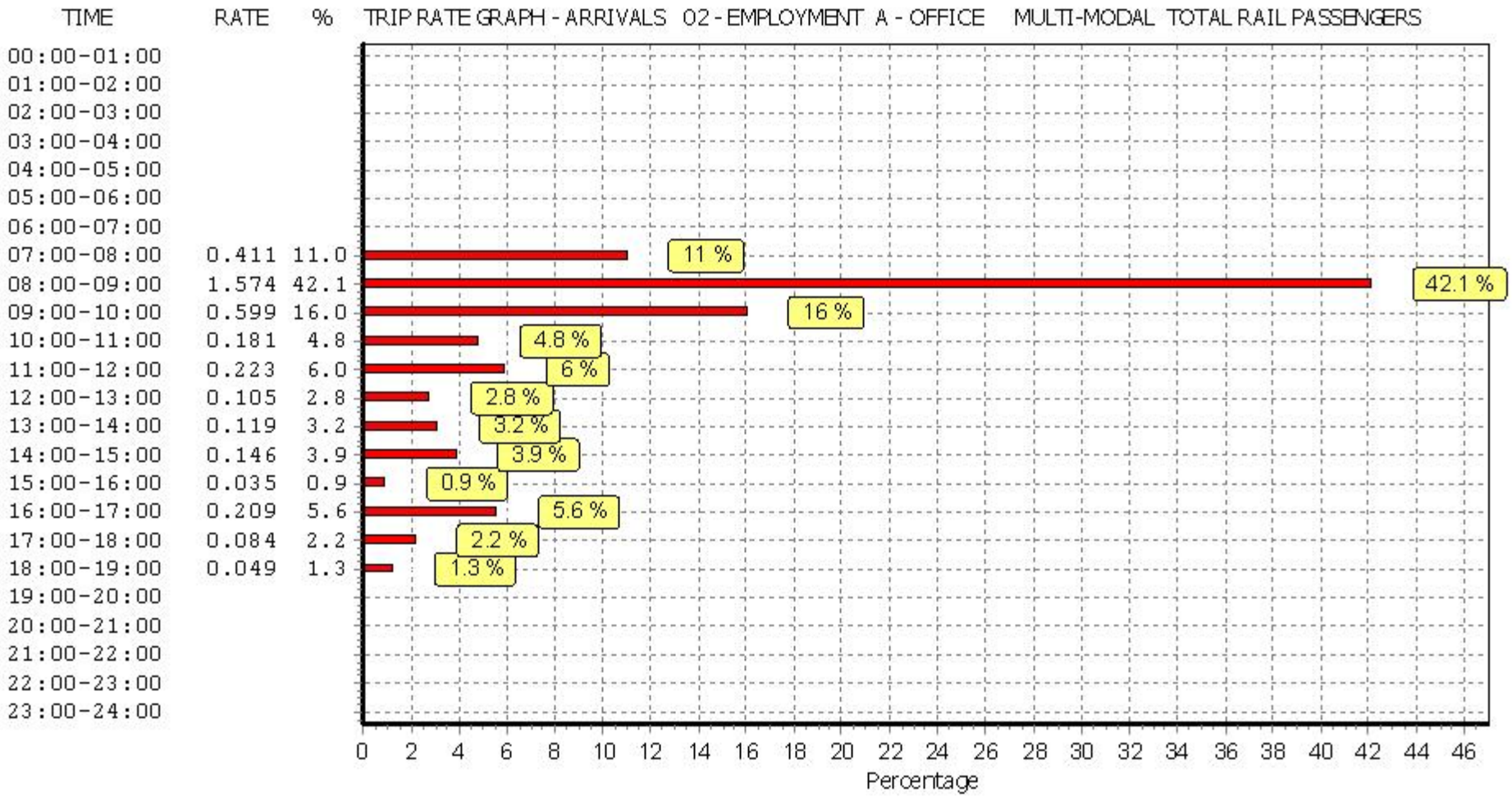
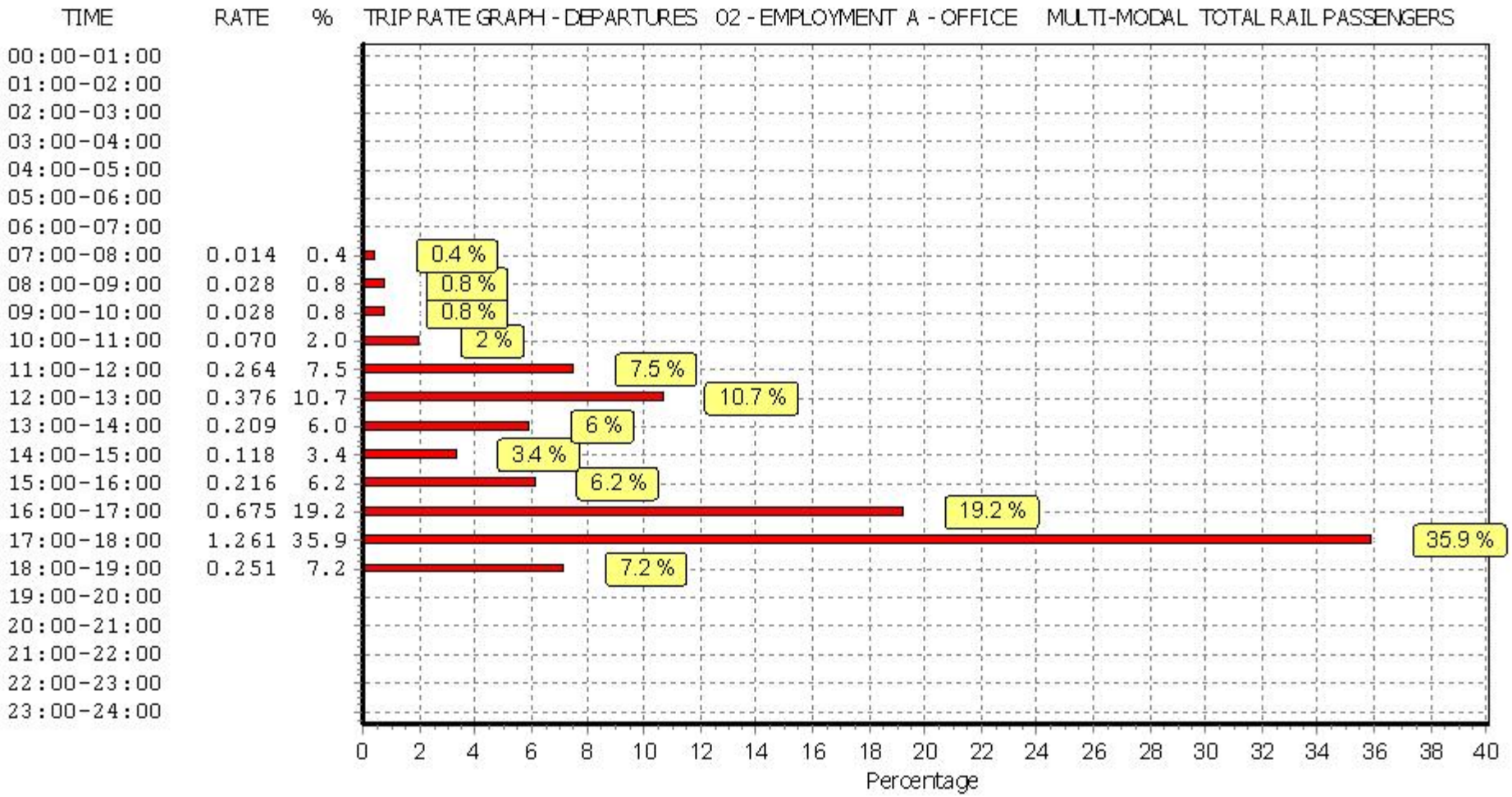


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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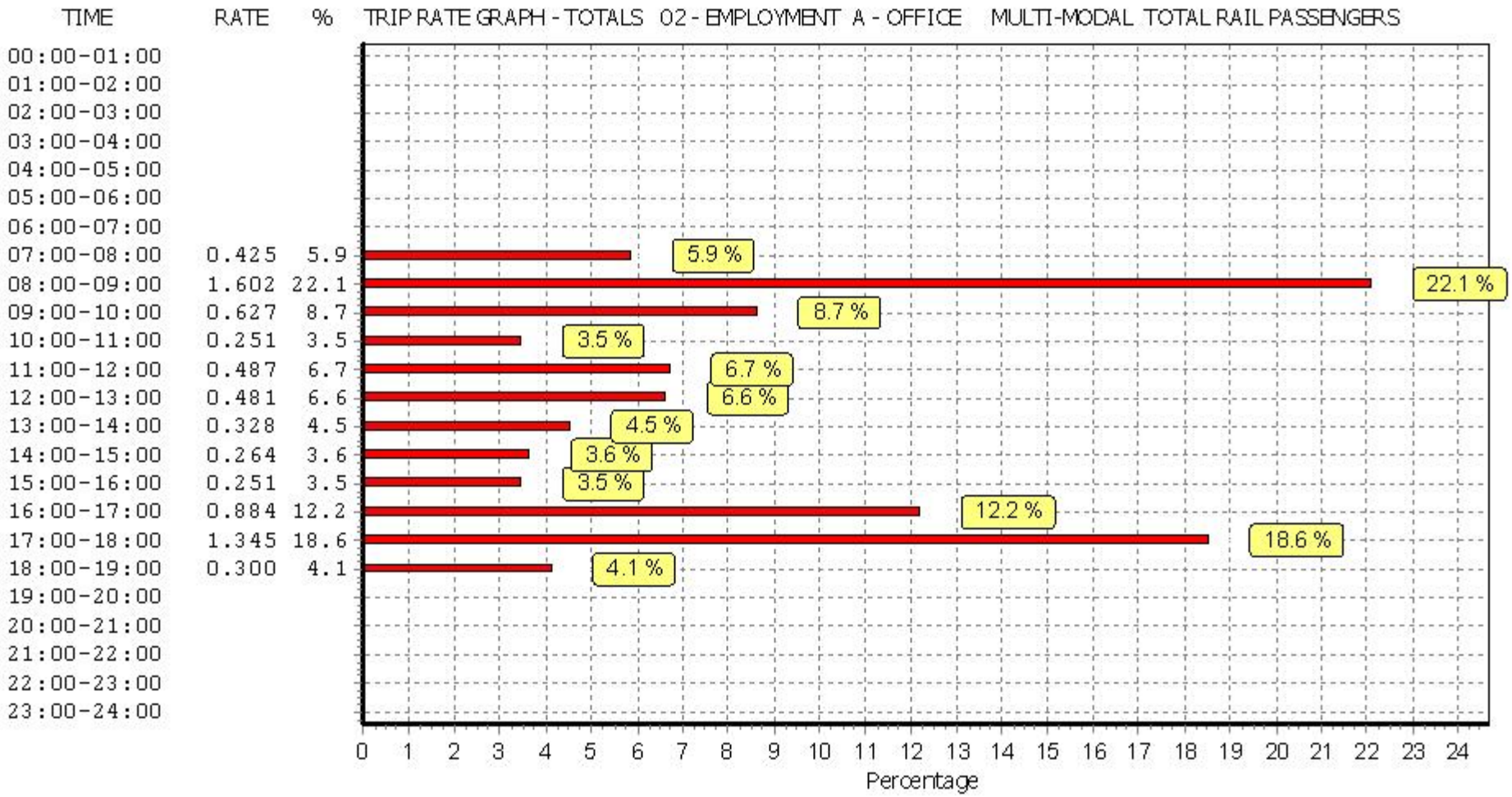


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
07:30 - 08:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
08:00 - 08:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
08:30 - 09:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:00 - 09:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
09:30 - 10:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:00 - 10:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
10:30 - 11:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:00 - 11:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
11:30 - 12:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:00 - 12:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
12:30 - 13:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:00 - 13:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
13:30 - 14:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:00 - 14:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
14:30 - 15:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:00 - 15:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
15:30 - 16:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:00 - 16:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
16:30 - 17:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
17:00 - 17:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
17:30 - 18:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
18:00 - 18:30	4	3589	0.000	4	3589	0.000	4	3589	0.000
18:30 - 19:00	4	3589	0.000	4	3589	0.000	4	3589	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

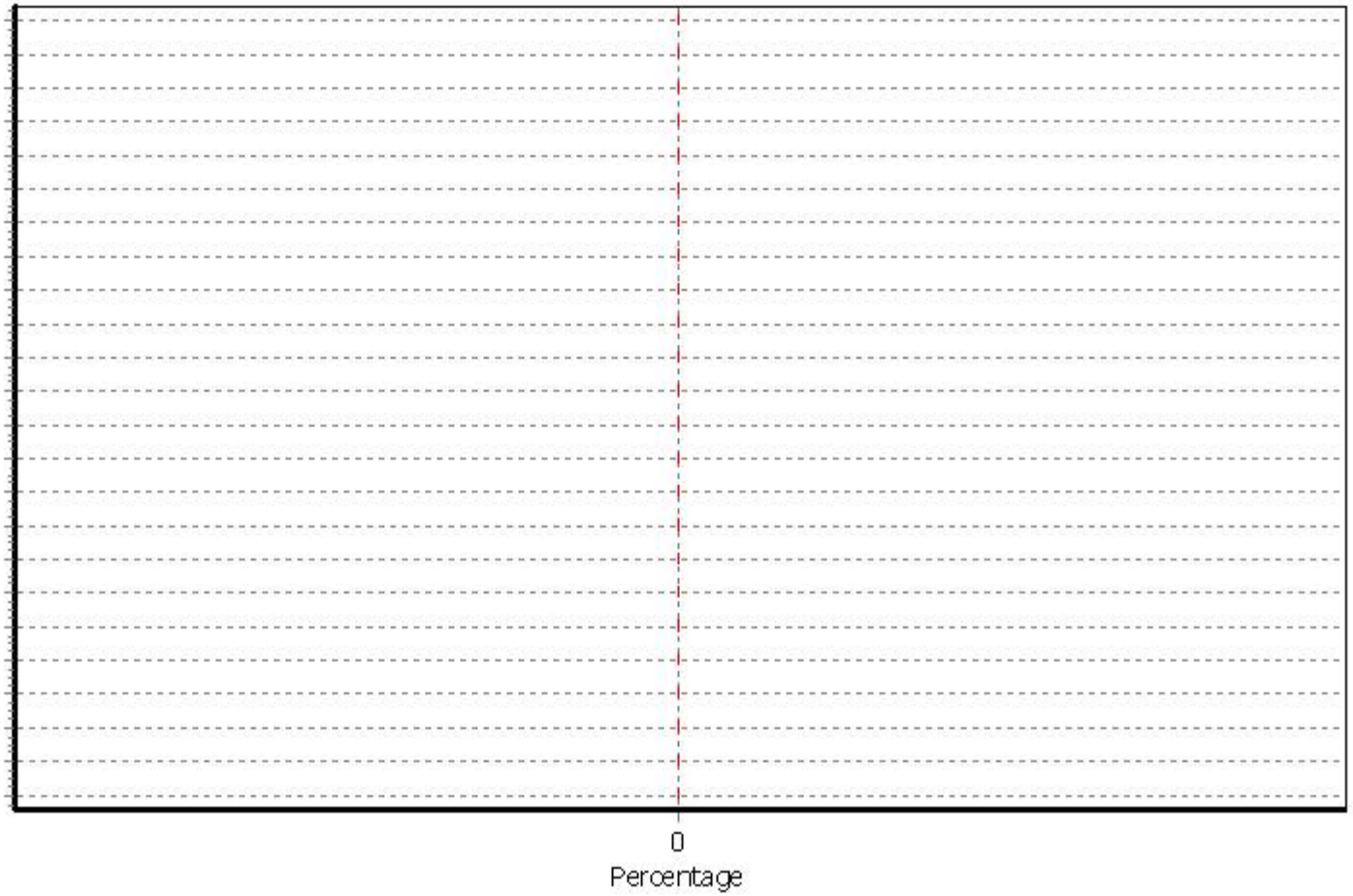
Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

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 GRAPH - ARRIVALS 02 - EMPLOYMENT A - OFFICE MULTI-MODAL COACH PASSENGERS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
18:00-19:00		
19:00-20:00		
20:00-21:00		
21:00-22:00		
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE GRAPH - DEPARTURES 02 - EMPLOYMENT A - OFFICE MULTI-MODAL COACH PASSENGERS

TIME	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		
08:00-09:00		
09:00-10:00		
10:00-11:00		
11:00-12:00		
12:00-13:00		
13:00-14:00		
14:00-15:00		
15:00-16:00		
16:00-17:00		
17:00-18:00		
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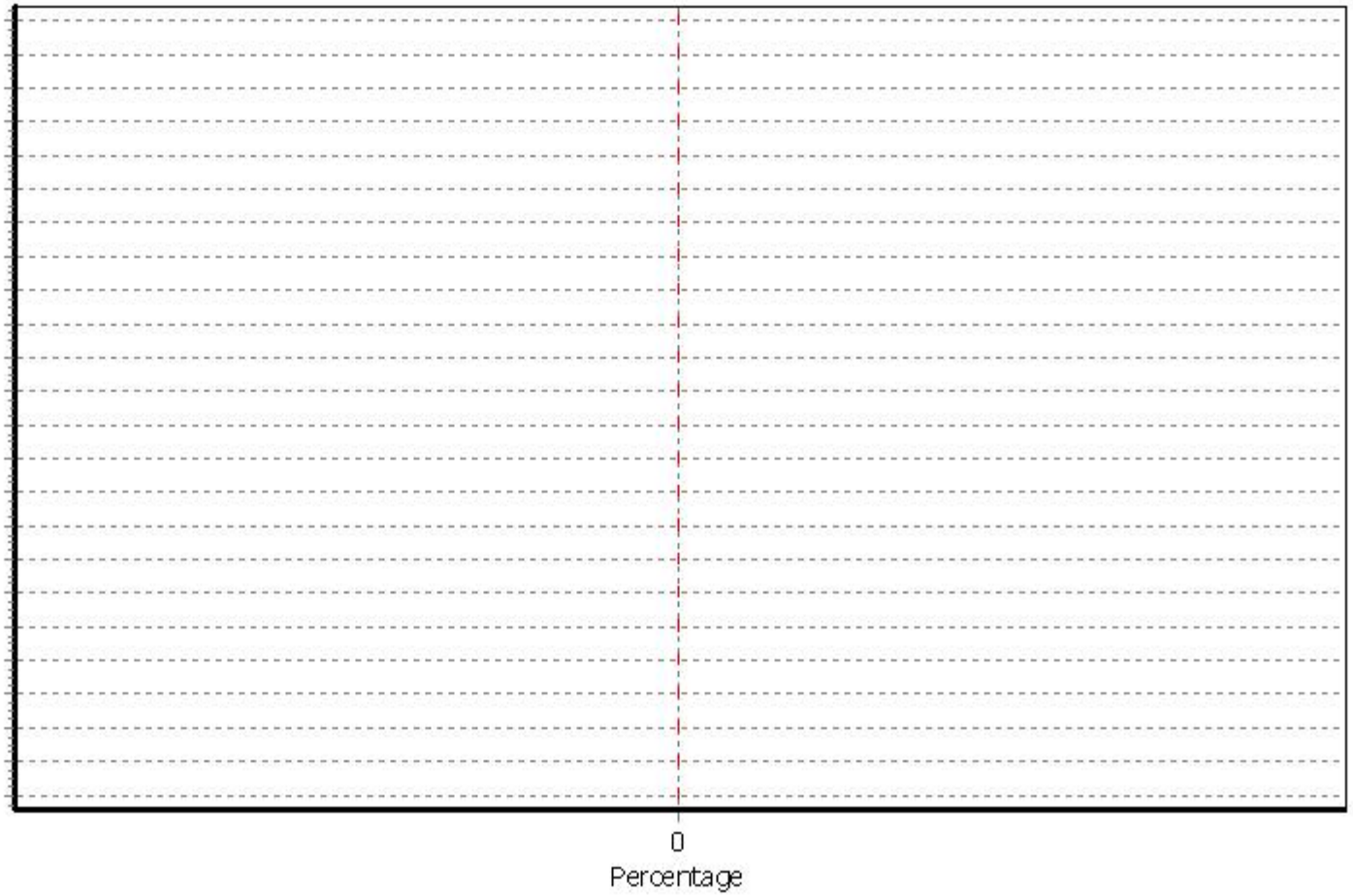
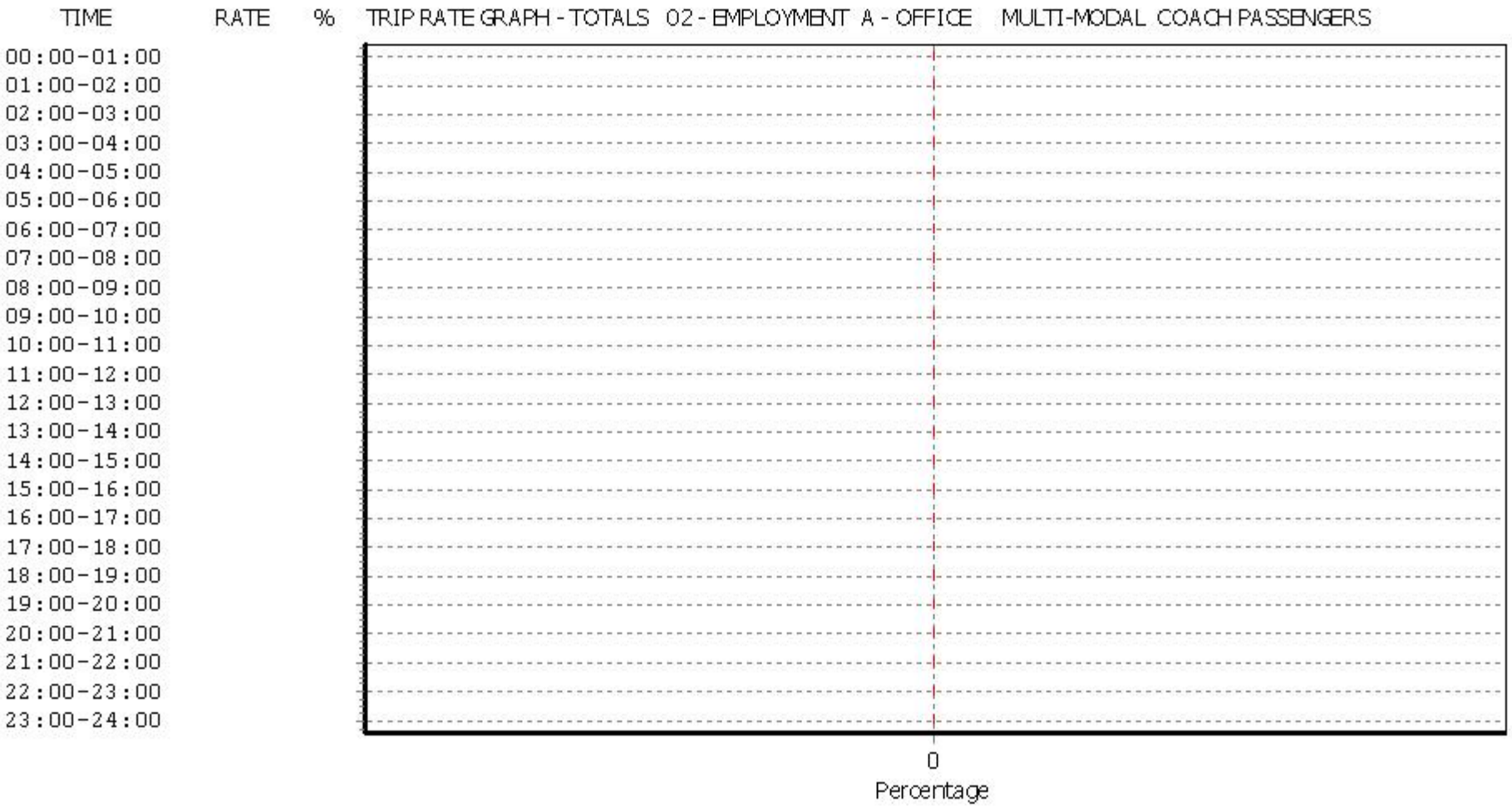
22:00-23:00		
23:00-24:00		



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.188	4	3589	0.021	4	3589	0.209
07:30 - 08:00	4	3589	0.355	4	3589	0.000	4	3589	0.355
08:00 - 08:30	4	3589	0.808	4	3589	0.028	4	3589	0.836
08:30 - 09:00	4	3589	1.129	4	3589	0.021	4	3589	1.150
09:00 - 09:30	4	3589	0.585	4	3589	0.000	4	3589	0.585
09:30 - 10:00	4	3589	0.167	4	3589	0.035	4	3589	0.202
10:00 - 10:30	4	3589	0.125	4	3589	0.063	4	3589	0.188
10:30 - 11:00	4	3589	0.098	4	3589	0.028	4	3589	0.126
11:00 - 11:30	4	3589	0.139	4	3589	0.195	4	3589	0.334
11:30 - 12:00	4	3589	0.104	4	3589	0.202	4	3589	0.306
12:00 - 12:30	4	3589	0.049	4	3589	0.056	4	3589	0.105
12:30 - 13:00	4	3589	0.118	4	3589	0.362	4	3589	0.480
13:00 - 13:30	4	3589	0.167	4	3589	0.188	4	3589	0.355
13:30 - 14:00	4	3589	0.070	4	3589	0.035	4	3589	0.105
14:00 - 14:30	4	3589	0.077	4	3589	0.028	4	3589	0.105
14:30 - 15:00	4	3589	0.111	4	3589	0.139	4	3589	0.250
15:00 - 15:30	4	3589	0.028	4	3589	0.070	4	3589	0.098
15:30 - 16:00	4	3589	0.028	4	3589	0.251	4	3589	0.279
16:00 - 16:30	4	3589	0.111	4	3589	0.439	4	3589	0.550
16:30 - 17:00	4	3589	0.125	4	3589	0.383	4	3589	0.508
17:00 - 17:30	4	3589	0.077	4	3589	1.010	4	3589	1.087
17:30 - 18:00	4	3589	0.021	4	3589	0.592	4	3589	0.613
18:00 - 18:30	4	3589	0.014	4	3589	0.216	4	3589	0.230
18:30 - 19:00	4	3589	0.035	4	3589	0.111	4	3589	0.146
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.729			4.473			9.202

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

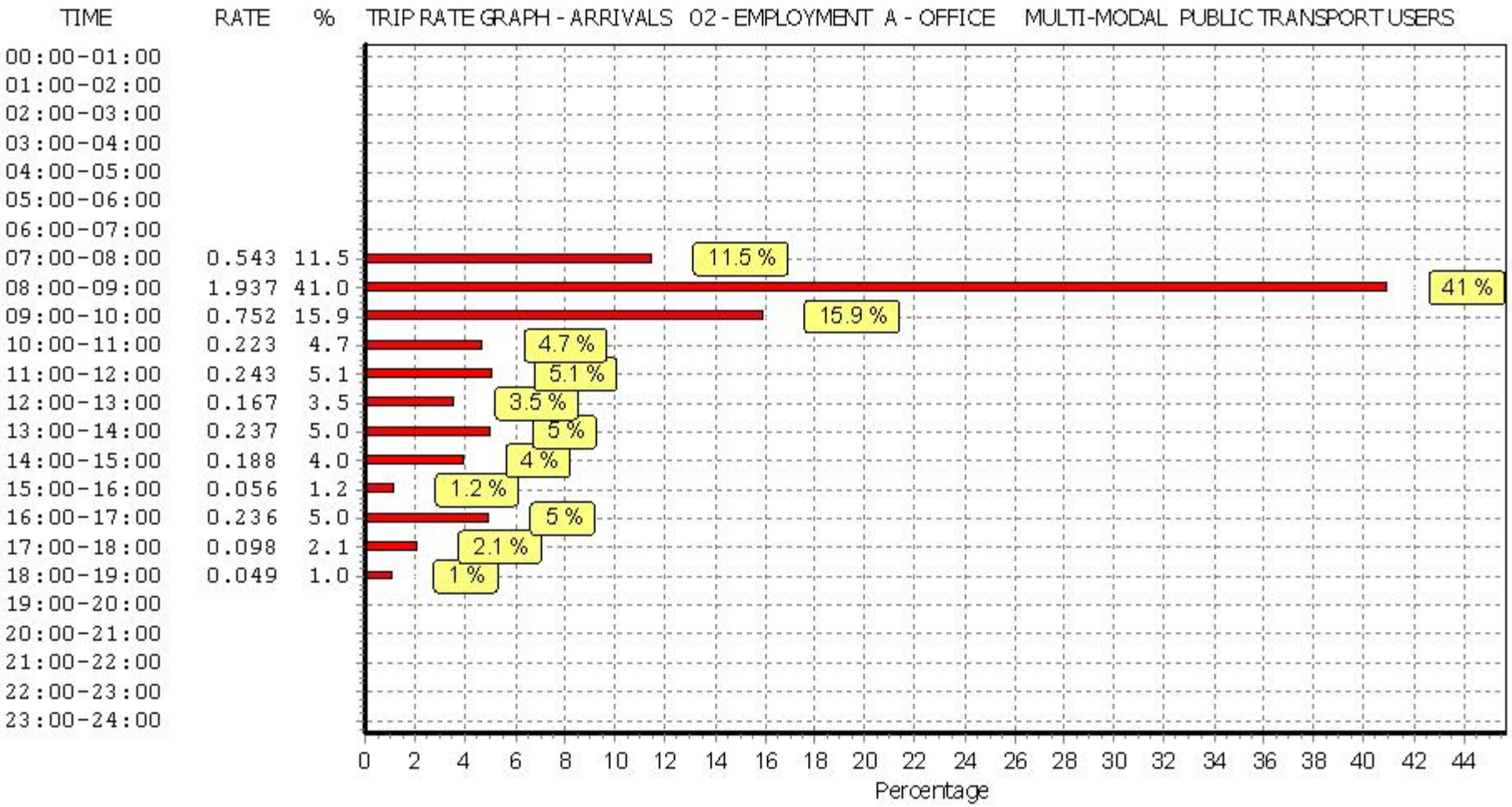
*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected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

Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

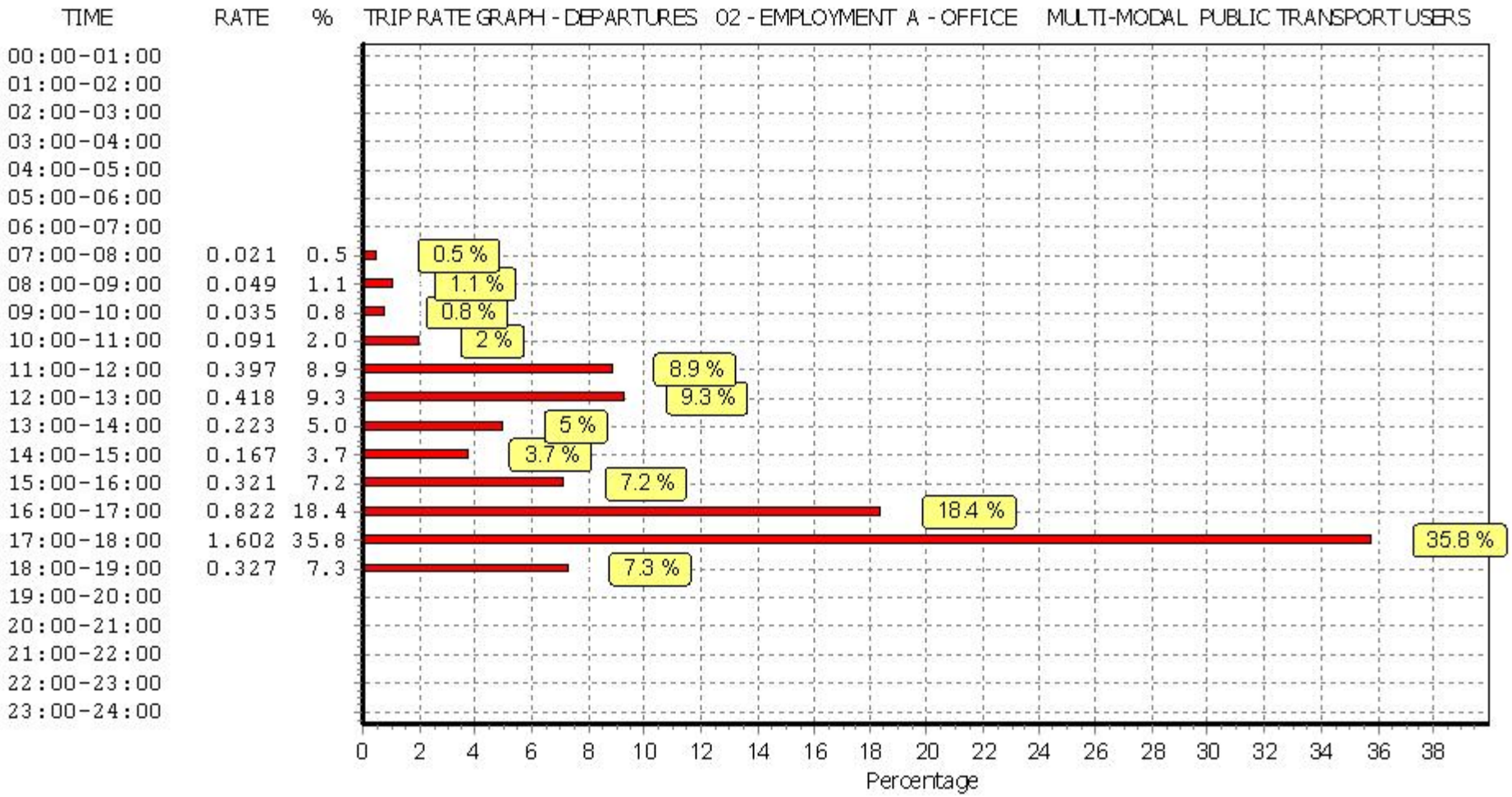
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.

Steer Davies Gleave Albion Street Leeds Licence No: 720101

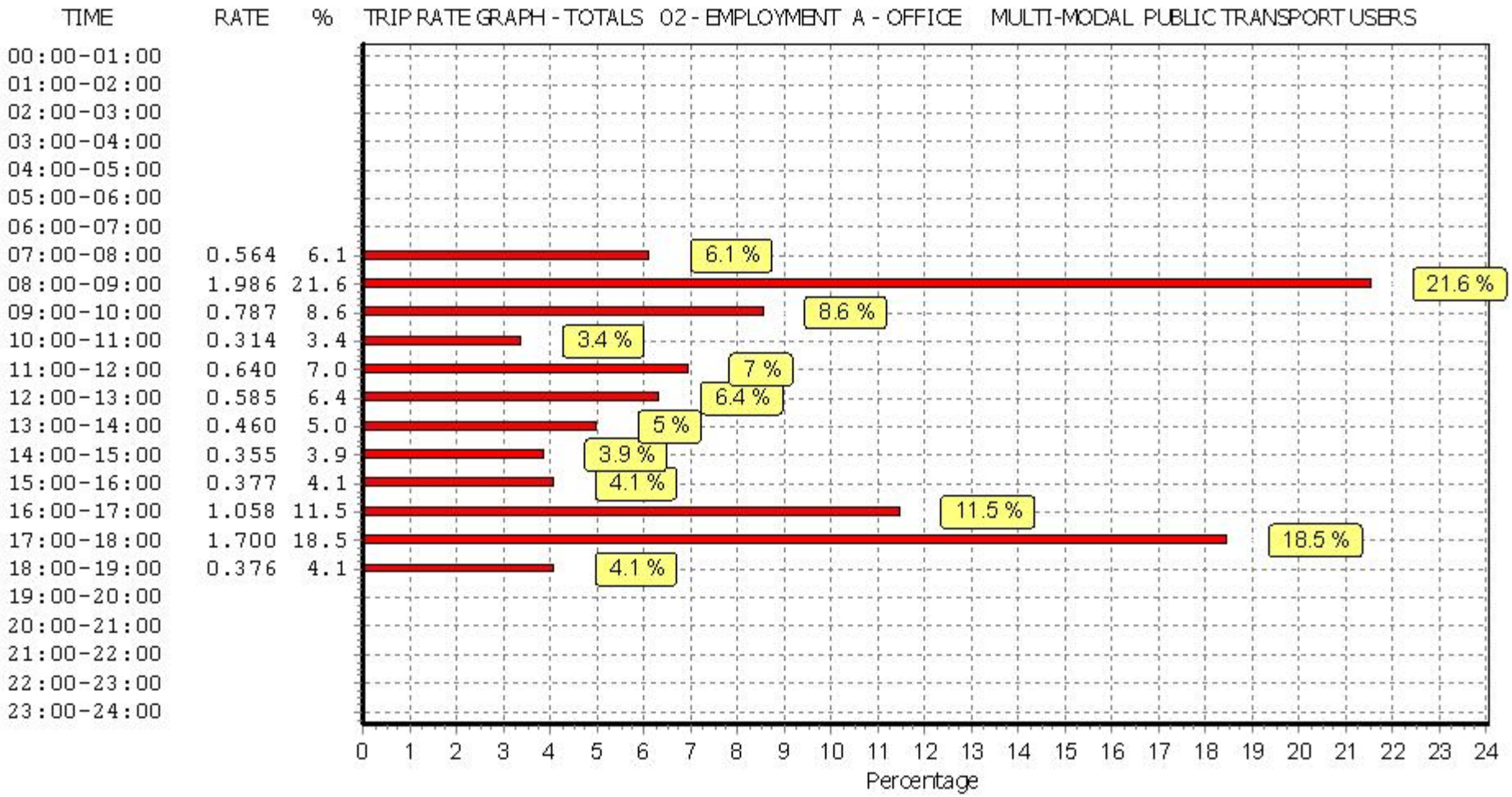


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

Steer Davies Gleave Albion Street Leeds Licence No: 720101



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	4	3589	0.272	4	3589	0.028	4	3589	0.300
07:30 - 08:00	4	3589	0.529	4	3589	0.049	4	3589	0.578
08:00 - 08:30	4	3589	1.156	4	3589	0.091	4	3589	1.247
08:30 - 09:00	4	3589	1.379	4	3589	0.084	4	3589	1.463
09:00 - 09:30	4	3589	0.808	4	3589	0.049	4	3589	0.857
09:30 - 10:00	4	3589	0.439	4	3589	0.230	4	3589	0.669
10:00 - 10:30	4	3589	0.334	4	3589	0.265	4	3589	0.599
10:30 - 11:00	4	3589	0.279	4	3589	0.181	4	3589	0.460
11:00 - 11:30	4	3589	0.251	4	3589	0.334	4	3589	0.585
11:30 - 12:00	4	3589	0.244	4	3589	0.502	4	3589	0.746
12:00 - 12:30	4	3589	0.481	4	3589	0.620	4	3589	1.101
12:30 - 13:00	4	3589	0.704	4	3589	1.087	4	3589	1.791
13:00 - 13:30	4	3589	0.920	4	3589	0.864	4	3589	1.784
13:30 - 14:00	4	3589	0.676	4	3589	0.341	4	3589	1.017
14:00 - 14:30	4	3589	0.550	4	3589	0.293	4	3589	0.843
14:30 - 15:00	4	3589	0.369	4	3589	0.307	4	3589	0.676
15:00 - 15:30	4	3589	0.251	4	3589	0.272	4	3589	0.523
15:30 - 16:00	4	3589	0.167	4	3589	0.502	4	3589	0.669
16:00 - 16:30	4	3589	0.244	4	3589	0.704	4	3589	0.948
16:30 - 17:00	4	3589	0.230	4	3589	0.648	4	3589	0.878
17:00 - 17:30	4	3589	0.153	4	3589	1.463	4	3589	1.616
17:30 - 18:00	4	3589	0.104	4	3589	0.913	4	3589	1.017
18:00 - 18:30	4	3589	0.070	4	3589	0.376	4	3589	0.446
18:30 - 19:00	4	3589	0.063	4	3589	0.202	4	3589	0.265
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			10.673			10.405			21.078

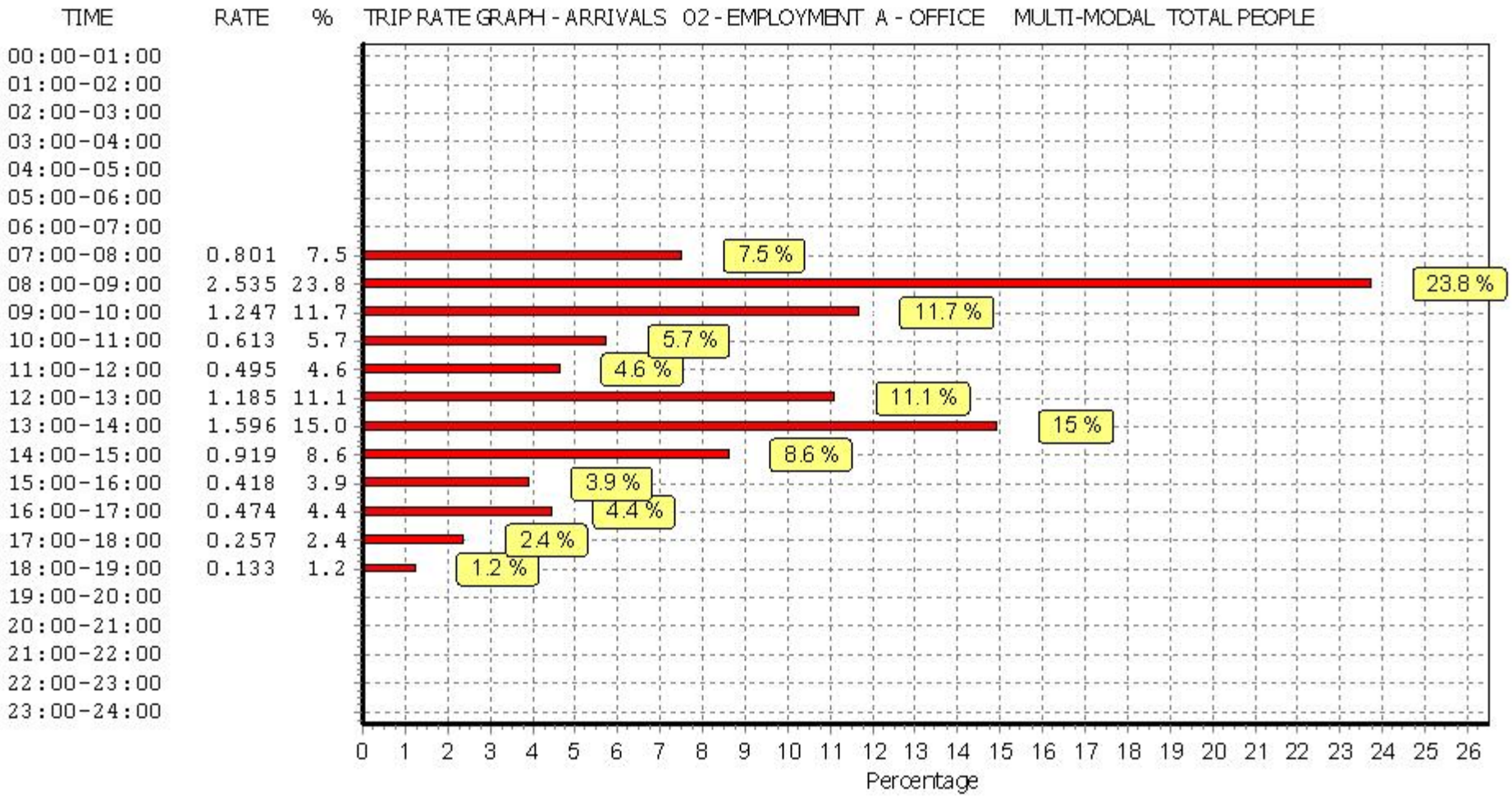
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are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

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

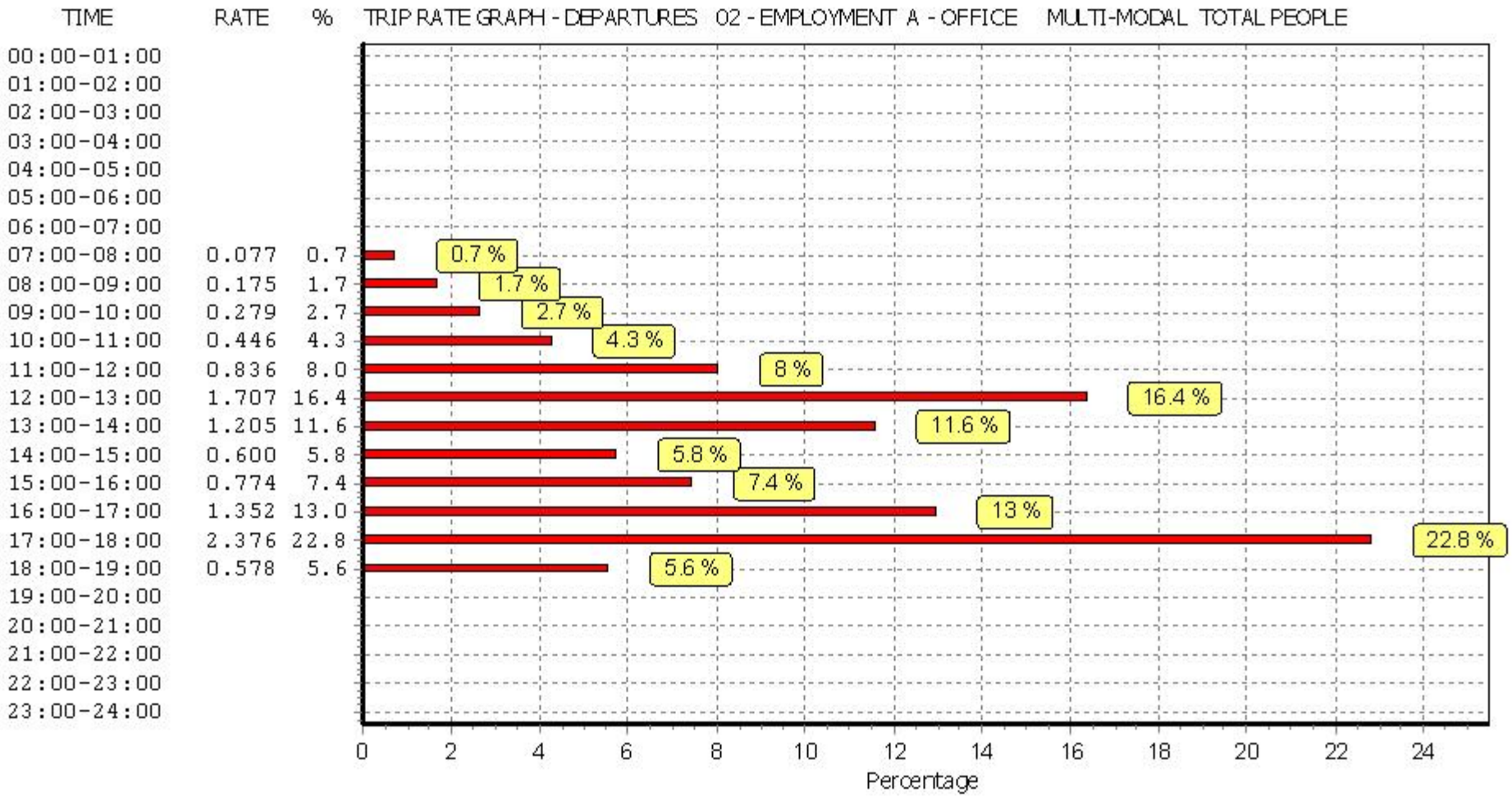
Parameter summary

Trip rate parameter range selected:	1215 - 9803 (units: sqm)
Survey date date range:	01/01/09 - 05/07/17
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	2

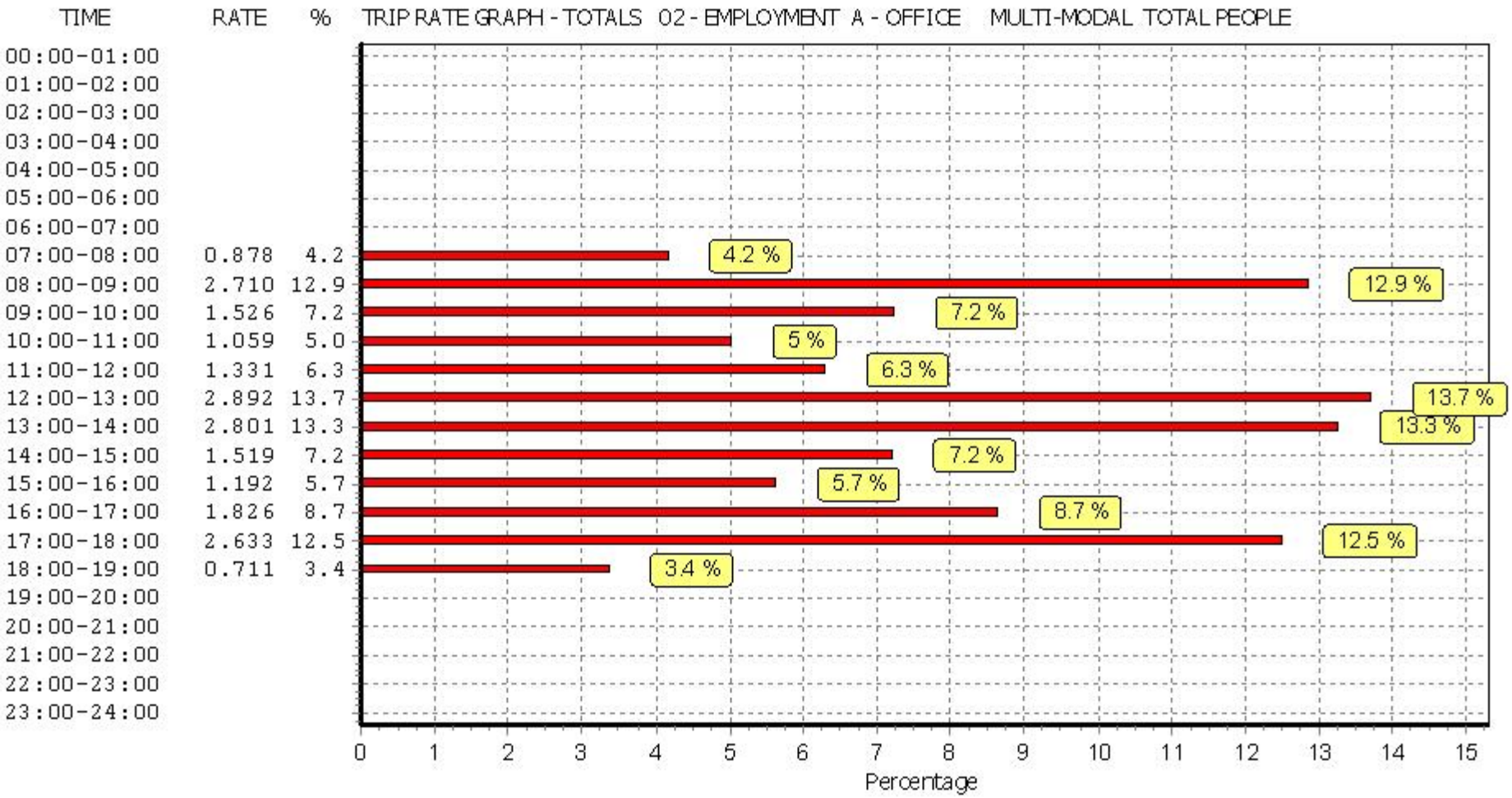
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected 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.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

CONTROL INFORMATION

Prepared by	Prepared for
Steer 28-32 Upper Ground London SE1 9PD +44 20 7910 5000 www.steergroup.com	Lazari Investments Ltd. Great London House Hampstead Road London NW1 7QX
Steer project/proposal number	**Client contract/project number**
24095401	
Author/originator	**Reviewer/approver**
Charlotte Read	Roy Kong/Adrian Cole
Other contributors	**Distribution**
	Client: Steer:
Version control/issue number	**Date**
D1	30.06.2021

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QUALITY SYSTEM CERTIFICATION
DNV·GL
ISO 9001:2015

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